

COUNCIL ASSESSMENT PANEL MEETING

Wednesday 8 September 2021

AGENDA – 8.1

Applicant: Wicks Estate Wines Pty Ltd	Landowner: Woodside Wines (SA) Pty Ltd
Agent: Ekistics, Richard Dwyer	Originating Officer: Melanie Scott
Development Application:	21/201/473
Application Description: Alterations & additions to existing winery, comprising cellar door sales outlet, restaurant & function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping & associated earthworks (non complying)	
Subject Land: Lot:7 Sec: P5244 DP:69672 CT:5958/272	General Location: 29 Riverview Road Woodside Attachment – Locality Plan
Development Plan Consolidated : 8 August 2019 Zone Maps AdHi/18 & AdHi/3 Policy Map AdHi/57	Zone/Policy Area: Watershed (Primary Production) Zone - Onkaparinga Valley Policy Area (10).
Form of Development: Non-complying	Site Area: 59.9 hectares.
Public Notice Category: Category 3 Notice published in The Advertiser on 2 July 2021	Representations Received: Four (4) Representations to be Heard: Two (2)

1. EXECUTIVE SUMMARY

The proposal seeks Planning Consent for alterations and additions to the existing Wick's Estate winery comprising a new cellar door sales outlet, restaurant, function centre (maximum capacity 400 persons), administration offices, car parking, advertising signage, fencing, landscaping & associated earthworks. All works are confined to Allotment 7 of the winery land which is adjacent to the intersection of Riverview Road and Onkaparinga Valley Road on the southern outskirts of Woodside.

The subject land is located within the *Watershed (Primary Production) Zone* and the *Onkaparinga Valley Policy Area (10)*. The proposal is identified as a non-complying form of development within the *Watershed (Primary Production) Zone* as it exceeds the prescribed threshold of 250m² floor area for a *Cellar Door, the capacity of 75 persons for a restaurant and includes a function centre*. A total of four (4) representations were received during the Category 3 public notification period with, one (1) representation in opposition and one (1) representation in support of the proposal. Two (2) representations were neither opposed nor supporting but raised concerns over existing and potential impacts, to be addressed in the assessment. Two representors wish to be heard.

The proposal purports a two-storey addition to the existing winery, incorporating a large, open-plan restaurant and tastings area with approximately 750m² ground floor, internal and outdoor 'al-fresco' areas (excluding kitchen, bars and administration/office component) and a 285m² function room and balcony upper storey (excluding service and bar areas), cumulatively hosting up to 400 guests. The overall building footprint is an approximate 1500m² addition to the southern aspect of the existing winery.

The proposed building will exhibit external material colours and finishes in a range of modern, low key finishes and themed configurations consistent with the winery's branding. The proposed, Colorbond Woodland grey or similar wall and roof materials are consistent with the existing winery sheds, with timber & masonry elements complementing these and landscaping all combining to present an acceptable interface for the winery.

The proposed development incorporates 118 visitor car parking spaces, inclusive of two (2) universal access car parking spaces and a further 14 staff parking spaces concealed behind architectural screening and landscaping. The proposed operating hours for the cellar door, restaurant and special events are between 9:00am and 10:00pm Sunday through Thursday (inclusive); and 9:00am to 12:00am (midnight) on Fridays and Saturdays. The existing access from Riverview Road, immediately east of the Onkaparinga Valley Road intersection is to be utilised by visitors.

The applicant has provided a comprehensive combined statement of Support and Effect, satisfying the requirements of Regulation 17 (1) and (5) of the Development Regulations 2008 which contain detailed assessments regarding traffic and parking and environmental noise matters.

As per the CAP delegations, the CAP is the relevant authority for Category 3 forms of development where representors wish to be heard.

Note, concurrence from SCAP is no longer required for consents to non-complying development lodged on or after 15 May 2020 as a result of the COVID-19 Emergency Response (Further Measures) Amendment Bill 2020 and the subsequent amendment to Section 35 of the Development Act 1993 which removed the need for concurrence to be obtained

The main issues relating to the proposal are scale and intensity of the proposed development, noise, traffic, environmental and site management, noting the elements raised in the public notification representations and in respect of the Development Plan policies.

Following an assessment against the relevant zone and Council Wide provisions within the Development Plan, staff are recommending the Council Assessment Panel resolve to **GRANT** Development Plan Consent.

2. DESCRIPTION OF THE PROPOSAL

The proposal is for the following:

- Two storey building addition to the southern aspect of the existing winery building with overall dimensions of approximately 35 metres x 45 metres and overall height of 9.45 metres (ridge height), featuring long, swept (offset gable and skillion) rooflines, consisting of a new cellar door sales outlet, kitchen, bars and service areas, restaurant, function centre (maximum capacity 400 persons) and administration offices. The following is a summary of how the site could reach the capacity of 400 guests

The maximum capacity of the venue of 400 persons could therefore be achieved via a number of different scenarios including:

- Scenario 1: 400 patrons on site at any one time comprising:
 - » 200 patrons within the restaurant; and
 - » 200 patrons within the cellar door.
- Scenario 2: 400 patrons on site at any one time comprising:
 - » 200 patrons within the restaurant area attending a private function (i.e. wedding) with a maximum of two (2) private functions of up to 200 patrons to occur each week; and
 - » 200 patrons within the cellar door.
- Scenario 3: 400 patrons on site at any one time for up to six (6) major events or functions per annum with no more than one major event or function of up to 400 patrons to occur per month.

As demonstrated in the Traffic Impact Assessment undertaken by Cirqa, proposed car parking (including proposed event overflow car parking) has been designed to cater for the proposed maximum capacity of 400 persons at an event or function on site, where patrons could possibly be arriving and departing at the same or similar times (rather than typical 'design demand' associated with patrons arriving and departing at different times throughout the day to utilise the venue).

- The proposal purports a two-storey addition to the existing winery, incorporating a large, open-plan restaurant and tastings area with approximately 750m² ground floor, internal and outdoor 'al-fresco' areas (excluding kitchen, bars and administration/office component) and a 285m² function room and balcony upper storey (excluding service and bar areas), cumulatively hosting up to 400 guests. The overall building footprint is an approximate 1500m² addition to the southern aspect of the existing winery. The addition has a maximum height of 9.45 metres, but is estimated to be 3.9 metres below the highest point of the existing built form of the winery buildings. (13.35 metres above natural ground level).
- New internal driveways catering for passenger vehicles, heavy rigid (HR) bus/coach and medium rigid (MR) delivery/waste truck access and circulation.
- Visitor car parking provisions for 118 vehicles (inclusive of two (2) universal access car parking spaces) with 49 car park spaces provided as 'overflow' car parking 80 metres south-east of the proposed building
- Staff parking provisions for a further 14 vehicles
- Landscaping throughout the visitor car parking area and in the form of a trellis fence screen adjacent to the proposed staff car parking and service area. There are existing trees lining the driveway and no additional trees are proposed in the overflow car parking.
- Signage attached to the southern aspect feature masonry walling of the proposed building. It is proposed to condition this not to be lit.



- The proposed operating hours for the cellar door, restaurant and special events are between 9:00am and 10:00pm Sunday through Thursday (inclusive); and 9:00am to 12:00am (midnight) on Fridays and Saturdays.

The proposed plans are included as **Attachment – Proposal Plans** with other information included as **Attachment – Application Information** and **Attachment – Applicant’s Professional Reports**.

3. BACKGROUND AND HISTORY

APPROVAL DATE	APPLICATION NUMBER	DESCRIPTION OF PROPOSAL
29 September 2007	06/534/473	Lapsed cellar door sales associated with existing winery
31 July 2006	05/944/473	Advertising sign
8 September 2005	05/D29/473	Boundary realignment
22 December 2003	03/718/473	Frost fan
4 November 2003	01/959/473	Variation to 473/222/99 & 473/497/00 for expansion to winery crush capacity from 500 tonnes pa to 2000 tonnes pa and associated expansion of the approved winery buildings Stage 1 the winery building only constructed and crush increased
10 September 2001	01/691/473	Detached dwelling and garage
2 July 2001	01/647/473	Change of use from dwelling to horticultural storage building
30 October 2000	00/933/473	Pump shed
16 November 2000 DPC 28 conditions	00/497/473	Relocation and redesign of winery including cellar door sales and tasting outlet
19 April 2000	00/294/473	Vineyard
DPC 4/8/99 no BRC 25 conditions	99/222/473	Vineyard and Winery

4. REFERRAL RESPONSES

- **EPA**

The Environment Protection Authority was a referral body pursuant to Schedule 8 in respect of non-complying forms of development within the Mount Lofty Ranges Water Protection Area, providing their response advice on 28 July 2021, for 'regard' in the assessment.

The EPA response was in respect to general water quality, stormwater and effluent management and management of impacts during construction. The response acknowledged that human wastewater generated from the proposed additions and existing wastewater provisions on site are both to be redirected to the Community Wastewater Management System (CWMS) network via a new connection, and to the SA Water 'Bird in Hand' wastewater treatment plant (WWTP). Given that the proposal seeks an overall potential improvement for site wastewater management the EPA concluded that:

"the improvement proposed to the wastewater management system including renewed irrigation area is considered to achieve a 'neutral or beneficial' impact to water quality for the surrounding environment, as required for development in Priority Area 1 of the Mount Lofty Ranges Watershed"

Accordingly the EPA raise no objection to the proposal subject to the recommended conditions and notes being attached to the consent if approved. (Refer recommended EPA conditions 21 & 22).

- **AHC EHU / SA HEALTH / SA WATER CORPORATION**

Early discussions commenced with the applicant regarding wastewater management options and requirements for effluent and trade waste output from the proposal soon after lodgement. A waste system application was lodged with SA Health (the relevant wastewater authority) in March 2021. Subsequently, the Wastewater Approval was issued by SA Health in June 2021 and is subject to conditions under the SA Public Health (Wastewater Regulations 2013 (refer SA Health WWI-10797 attachment of the response to representations - page 283 of CAP attachments).

- **AHC ENGINEERING**

Council's Engineering department have also reviewed the proposal in respect of *site access and egress, stormwater collection and discharge, waste water, and parking*.

Engineering have assessed that the proposed design of parking and circulation spaces accord with the requirements of the relevant Australian Standards for commercial parking management and that stormwater management is sufficient. However Engineering staff advise that the access and egress point from Riverview Rd may need to be widened to accommodate the extra vehicle movements as per recommendations in the Cirqa Traffic Consultants *traffic and parking report*. (Refer recommended condition 3 and 4).

Engineering confirmed to SA Health on 17 June 2021 that the waste application (including the connection into Councils CSWMS infrastructure) was supported.

The above responses are included as **Attachment – Referral Responses**.

5. CONSULTATION

The application was categorised as a Category 3 form of development in accordance with Section 38(2) (c) of the *Development Act 1993* requiring formal public notification and a public notice. Four (4) representations were received during the prescribed public notification period, one (1) representation opposes the proposal and one representation was supported the proposal. A further two (2) representations advised they were ‘undecided’ in their support or objection to the proposal, notwithstanding those representations raise elements of existing and potential impacts which should be addressed. All representations were from adjoining land owners/occupiers.

The following representations were received during public notification processes:

Name of Representor	Representor's Property Address	Supports / Opposes	Appearing / Nominated Speaker
SC & KA Anderson	79 Nairne Road, Woodside	Representor in opposition to proposal	Appearing personally
Wendy Nicholson	70 Riverview Road, Woodside	Representor neither in support or opposition to proposal however raises concerns	Appearing personally
Trevor & Pamela Lee	36 Riverview Road, Woodside	Representor neither in support or opposition to proposal however raises concerns	Not Appearing
Kim Baddams	141 Nairne Road, Woodside	Supports Proposal	Not Appearing

The applicant and/or their nominated representative, Richard Dwyer from Ekistics, may be in attendance.

The comments contained in the representations can be briefly summarised as follows:

- Existing noise from the subject land, including noise from horticultural machinery & frost fans.
- Vehicular access issues and impact upon Riverview Road traffic.
- Proposed vehicle parking rate.
- Existing rubbish accumulation at or near Riverview Road.
- Landscaping to integrate and improve the health of Inverbrackie Creek.
- Noise from music/entertainment and events.
- Light pollution.
- Road/Traffic impacts to the Riverview Road, Nairne Road & Pfeiffer Road intersection.
- Adverse Social and Environmental Effects (Noise nuisances).
- Enhancement of the Area and Benefit to the Local Community.

A number of the matters raised in the representations, particularly those regarding noise impacts have identified existing issues emanating from the horticulture activities carried out upon the land including harvesting operations and frost fans operations, noting there are no frost fans associated with this vineyard. These are matters for the management of the vineyard and cannot be assessed as part of this proposal. Likewise noise emissions from other nearby lawful land uses and activities cannot be addressed in the subject application assessment.

A number of elements relating to potential impacts and/or potential accentuation of existing issues such as noise, light pollution and litter are addressed in the applicant's response to representations with supplementary responses from Cirqa Traffic Consultants and Sonus Acoustic Consultants in respect of traffic and noise issues respectively.

A copy of submissions is included as **Attachment – Representations** and the applicant's response is provided in **Attachment – Applicant's Response to Representations**.

A copy of the plans which were provided for notification are included as **Attachment – Publically Notified Plans**.

6. PLANNING & TECHNICAL CONSIDERATIONS

This application has been evaluated in accordance with the following matters:

i. The Site's Physical Characteristics

The subject land is 59.9 hectares in area with unconventional boundaries, following road alignments and boundaries of adjoining allotments. The entire winery/vineyard land is made up of 3 separate allotments, but the site of the proposed development is allotment 7. The subject development site is approximately 55 ha in area.

The land incorporates a large proportion of existing and established vines across the majority of the property planted in the late 1990s and the Wicks Estate winery buildings established circa 2004.

The vineyard areas exclude small portions of the land, including the path of Inverbrackie Creek, which dissects the property from north-east to south-west, the site of an existing dwelling and outbuildings at the intersection of Riverview Road and Nairne Road, the winery and wastewater area, a combined area of approximately 3.6 ha. The land is gently undulating so that there is no line of sight from the area around the winery to Nairne Road but winery buildings are visible from Onkaparinga Valley and Riverview Roads.

ii. The Surrounding Area

The surrounding locality exhibits a mixed configuration of development, typically comprising a range of detached dwellings and domestic outbuildings of varying size and 'Rural Living' style on 'acreage' allotments, interspersed amongst substantially larger allotments engaged in horticulture or other lower intensity farming activities. All of the varying land uses are influential in the rural character of the locality lying beyond the southern edge of Woodside's Township Zone.

The locality's array of smaller and anecdotally low rural viability land parcels supporting detached dwellings and outbuildings also contribute to a 'Rural Living' influence upon the character of the locality.

The western boundary of the property abuts the former rail reserve which now supports a section of the Amy Gillett Trail extending south from Woodside along Onkaparinga Valley Road towards Balhannah. There is extensive landscaping on the subject land along this boundary.

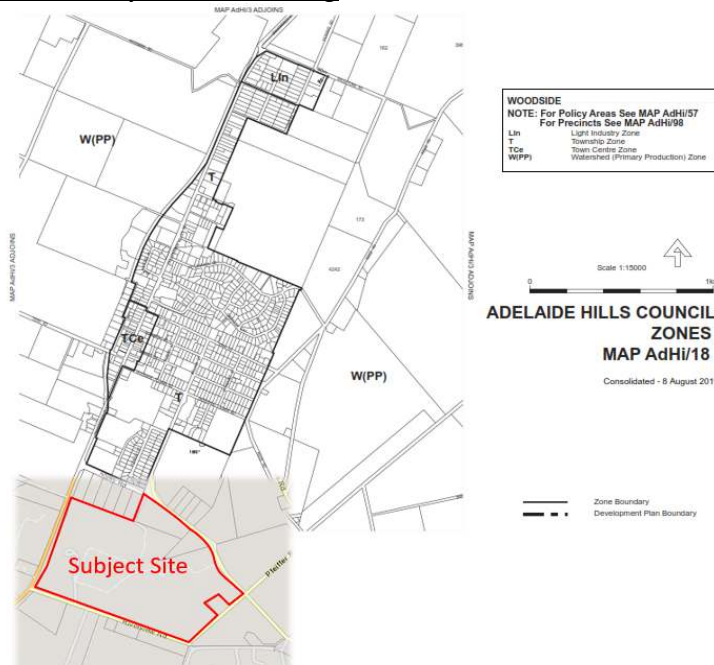
There are six (6) developed allotments adjoining the northern site boundary, each of approximately 1.7 ha in area, fronting Hutchens Road. These allotments are also within the *Watershed (Primary Production) Zone*, but contained in a different policy area.

The local landscape is gently-to-moderately undulating, more so about creek lines and the Onkaparinga River and about local hummocks and knolls in the immediate locality. Many allotments exhibit significant landscaping and/or native vegetation cover throughout the locality.

‘The Crest’ subdivision, previously Lot 300 Nairne Road is a notable exception to the general characteristics of the *Watershed (Primary Production) Zone*, with that land previously functioning as part of the Inverbrackie Army Barracks, then detention facility. This was recently subject to a land division assessed by the State Planning Commission in 2018. The portion of this land closest to the subject land still operates as an army base.

iii. Development Plan Policy considerations

Figure 1 - Development Plan Zoning



Adelaide Hills Development Plan (modified) – Consolidated 8 August 2019

a) *Policy Area/Zone Provisions*

The subject land lies within the *Watershed (Primary Production) Zone* and *Onkaparinga Valley Policy Area* and the Zone provisions seek:

- to maintain and enhance natural resources of the Mount Lofty Ranges particularly water resources

- *to protect the long term sustainability of primary production activities*
- *to enhance amenity and landscape value through preservation and restoration of native vegetation*
- *to support and develop the tourism industry with accommodation, attractions & facilities and increase visitation and overnight stays in the region, and*
- *to support Primary Production and low density rural living land uses within the Policy Area and exclude incompatible land uses in these areas.*

The following are considered to be the relevant **Onkaparinga Valley Policy Area** provisions:

Objectives: 1

PDCs: Nil

Accordance with Policy Area

The proposed development supports the continuance of the existing primary production and viticulture activity established upon the land, with further value adding upon the site and potentially to the local economy in respect of attracting local activity, including wine/food tourism experiences throughout the Adelaide Hills region.

Maintenance of the existing horticulture activity upon the land along with sensible environmental improvements and landscaping are considered to suitably accord and maintain the desirable characteristics sought by the Policy Area's objective and the value adding aspect of the proposal is well connected to the active nature of the Hills' townships and regional attractions.

The following are considered to be the relevant **Watershed (Primary Production) Zone** provisions:

Objectives: 1, 2, 3, 5 & 6

PDCs: 1, 2, 3, 4, 9, 10, 11, 14, 15, 16, 39, 44, 50

Accordance with the Watershed (Primary Production) Zone

The proposed development is situated outside *Watershed Area 1* and in this respect is not offensive or prejudicial to the intent of the W(PP) zone, noting specifically PDC 50, which identifies that wineries outside of Watershed Area 1 should include certain activities, including crushing, fermenting, bottling, maturation/cellaring of wine and may include ancillary activities of administration, sale and/or promotion of wine product and dining, which are well represented by this proposal.

The proposal pursues the intent of the Zone in accord with Objectives 3 and 6 in respect of its contribution to primary production and value-adding industries in the Adelaide Hills, providing further versatility and diversification towards popular wine and food events and tourism, promoting the economy and activity within the region.

The proposal does not jeopardise the landscape or native vegetation (Zone Objectives 4 & 5) as the locality is one of a rural landscape, comprising grape production and wineries along with general farming activities. The built form is consistent with the primary production character of the area.

Connection and re-direction of wastewater in this proposal is considered to pursue Zone Objectives 1 & 2, reinforced by EPA comment that the proposal produces an overall benefit to the Watershed Zone and the quality of water resources.

Notwithstanding the matters raised in representations, including noise and traffic which are considered well addressed in the proposal by specialist consultant assessments, the proposal is not considered to present a land use or an intensity of activities which are not anticipated in the Zone. In this respect the proposal is considered to be appropriate, and does not prejudice primary production activity, as sought in Zone PDC 16.

Form of Development

Development of wineries and ancillary Cellar Door/Restaurant and facilities within the Watershed (Primary Production) Zone is identified in Zone PDC 50 as envisaged land uses.

The site is large and the development amongst existing vines and in association with the existing winery is considered to be in context with the land use and the character of the locality. It is recognised that rural living forms of land use in the zone are not intended to be prejudicial to primary production activities. Whilst more intensive activities have been identified as presenting actual and potential impacts to residential amenity of some nearby land, the primary intent of the zone must be acknowledged.

Appearance of Land and Buildings

The Development Plan seeks that buildings will have *a high standard of design, with respect to external appearance, choice of materials and colours, being sited to blend with, preserve and enhance the character and amenity of the locality* which is considered to be accorded by the proposed new facility's, appearance and siting.

The proposed development presents modern, tastefully finished buildings, which are situated within a rural landscape of vineyards and horticulture.

The built form of the proposed development is of lower profile than that of the existing winery buildings. The development will be landscaped about its southern and within the car parking area further 'softening' and improving the overall site appearance.

The proposal's built form and design is unlikely to present any adverse impacts to the locality and is considered appropriate for the locality.

Conservation

The proposed development does not represent any conflicts with the conservation values of the Zone or Policy Area. The proposal does not affect any existing or significant vegetation about the existing winery buildings.

As foreshadowed previously, the environmental protection and water resources matters relevant to the Zone seek that overall benefit is achieved by a development proposal, and in this respect the cumulative effect of improved wastewater management and terrestrial improvements such as landscaping and promoting permeable landscaped surroundings, contribute to the further overall environmental benefit.

b) *Council Wide provisions*

The **Council Wide** provisions of relevance to this proposal seek (in summary):

- *appropriate design and appearance standards for buildings*
- *orderly and sustainable development*
- *avoidance of incompatible land uses*

The following are considered to be the relevant **Council Wide** provisions:

Design and Appearance

Objectives: 1 & 2

PDCs: 1, 3, 5, 8, 9, 12, 20, 21, 22 & 23

Siting and Visibility

Objectives: 1

PDCs: 1, 2, 7 & 10

The proposal is generally considered to present an appropriate and aesthetically pleasing building and landscaping, which will be visible from its frontage to Riverview Road. Views will be substantially less from Onkaparinga Valley Road, given substantial vegetation and landform of the former rail reserve and infrastructure such as the footbridge (part of the Amy Gillett Bikeway) over Inverbrackie Creek and the existing winery buildings, all obscuring clear and direct views.

The proposed cellar door additions to the existing winery will attenuate a great proportion of the bare walls of the winery, adding further articulation, variation in building form & materials and introduce landscaping and shadowing about the built form.

There is a sign proposed on a wall on the southern elevation of the proposed building. This is a modest sign and has limited visibility outside the subject land. The sign will be conditioned to restrict lighting and is in keeping with the sign on the winery building.

Interface Between Land Uses

Objectives: 1, 2 & 3

PDC's: 1, 2, 4, 5, 7, 9 & 10

The proposed development maintains its substantial separation distances to sensitive receptors in the locality, with setbacks in the order of 260 metres from the nearest dwelling, and generally in the order of 320 to 400 metres to other nearby surrounding dwellings. It is acknowledged that the nearby Bird in Hand Winery hosts a considerable scale of events including outdoor concerts, with noise emissions clearly presenting a concern if similar levels were to occur at the proposed development.

The proposed development envisages events, including weddings and similar private functions and these are considered less likely to present off-site impacts than the open air events held at Bird in Hand.

The Development Plan Table 4 offers a number of different algorithms which could be applied to this proposal with regards to car parking requirements, for example:

- 1 space per 3 seats or 1 space per 15 square metres, whichever is the greater (indoor areas) for a restaurant and
- 5.5 per 100m² for a shop (cellar door)

Council has traditionally used the one per 3 seats/persons on which basis 134 car parks would be required. The proposal identifies 122 car parking spaces being made up of 14 staff spaces, 49 overflow parking spaces and 69 spaces adjacent the proposed building. As detailed in the Cirqa report the shortfall of 12 spaces is considered acceptable based on the provision of bus parking spaces and the accepted parking rates for similar developments in the region.

Traffic impacts are considered to be well addressed by the Cirqa traffic consultants traffic and parking report, identifying the likely intensity of traffic movements and the impact upon the local road network, identifying that *“The proposed parking provision is considered to be more than sufficient to accommodate typical peak demands associated with the site”....* And that *“traffic generation associated with the site will be low, within the order of 35 movements generated during the peak hour. Minimal queuing and delays will be experienced at the site access. The forecast movements will be easily accommodated on the adjacent road network with minimal impact on conditions at the site access and adjacent intersections...”*

Noise impacts have been addressed in the Sonus environmental noise assessment report with sound modelling based upon human, mechanical (services) and vehicle noise elements, in which the report makes recommendations in order to achieve compliance with the Environment Protection Noise Policy and referenced to Interface Between Land Uses PDC 10 in respect of music noise outfall from the site. (Refer recommended condition 2).

The acoustic report concludes generally that the acceptable level of noise would *accommodate most types of music which may occur during a function including some live performances of certain genres, and that based on the assessments of music noise at various levels, the criteria will be achieved at all residences, while there is also flexibility to increase the music levels at some frequencies without exceeding these criteria.* On this basis it is considered that the intended function of the cellar door and functions facilities would be capable of operating within the sound assessment modelling recommendations. To demonstrate compliance a report after opening would be necessary.

There is a service area proposed for staff parking and waste facilities and recommended conditions 18 and 19 have been included for the management of hard waste disposal.

7. SUMMARY & CONCLUSION

The proposal as assessed against the provisions of the Adelaide Hills Development Plan, Consolidated 8 August 2019, is considered to demonstrate considerable merit insofar that it can suitably integrate with the surrounding locality, including:

- The proposal presents a form of development which is appropriate to the Watershed (Primary Production) Zone and exhibits a high standard of design and appearance and is considered unlikely to create any adverse impact upon the natural and built environment of the locality in which it will exist.

- The proposal's anticipated traffic movements and internal driveways and parking provide an appropriate parking ratio to meet or exceed the parking demands for the premises, and will not create any adverse impacts to traffic flow on the local road network.
- The noise impacts are considered to have been appropriately modelled by professional consultants and assessed as being in accordance with the relevant interface provisions of the Development Plan. Subject to adherence to appropriate conditions should the development be approved, the proposal is considered to be unreasonable within the zone and locality.

The proposal is sufficiently consistent with the relevant provisions of the Development Plan in terms of its land use and built form, despite its non-complying nature, and it is considered the proposal is not seriously at variance with the Development Plan.

It is noted that pursuant to Section 35 of the Development Act 1993, the date of this application, being lodged on 24 September 2020 'post deletion' of Section 35 (3) of the Development Act 1993, effective on 15 May 2020 the Relevant Authority will not be required to obtain the concurrence of the State Planning Commission in determining this application.

8. RECOMMENDATION

That the Council Assessment Panel considers that the proposal is not seriously at variance with the relevant provisions of the Adelaide Hills Council Development Plan and GRANTS Development Plan Consent to Development Application 21/201/473 by Wicks Estate Wines Pty Ltd for alterations & additions to existing winery, comprising cellar door sales outlet, restaurant & function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping & associated earthworks (non complying) at 29 Riverview Road Woodside subject to the following conditions:

(1) Development In Accordance With The Plans

The development granted shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any):

- **Plans from JBG Architects project number 1906**
 - **Perspective & Block Plan Drawing A000 Issue H, Site Plan Drawing A001 Issue H & Floor Plan Level 1 Drawing A101 Issue H**
 - **Floor Plan Ground Drawing A100 Issue E, Perspectives Exterior Drawings A901 Issue E & A902 Issue E & Perspectives Interior Drawing A911 Issue E**
 - **Elevations Drawing A201 Issue I**
 - **Sections Drawings A301 Issue F & A302 Issue F**
- **Ekistics letter dated 11 June 2021**
- **Sonus Environmental Noise Assessment dated October 2020 referenced S6544C3**
- **TMK Engineers Stormwater Management Plan & Waste Water Management Report dated 15 February 2021**
- **TMK Engineers Hydraulic Services – Overall Site Plan Drawing 1910192-H1/PC dated 03 June 2021**

(2) Noise Management

Noise management shall be in accordance with the Sonus Environmental Noise Assessment dated October 2020 referenced S6544C3. In particular:

Construction:

- a) The function areas shall be constructed from materials which achieve the following minimum acoustic ratings:
- Walls: Rw+Ctr 43;
 - Roof/ceiling: Rw+Ctr 49; and
 - Windows: Rw+Ctr 37

Noise Generating Activities:

- b) Patrons and entertainment/music shall not be permitted within the licensed outdoor area beyond 10:00pm, unless they are leaving the site (walking to the car park or an awaiting coach)
- c) Buses/coaches shall only access the public car park between 9:00am and 10:00pm. After 10:00pm all buses/coaches accessing the site shall use the turning area to the north of the winery building after 10:00pm, not the public car park area.

Low Level Music:

- d) While doors and windows into the building remain open, music inside shall be restricted to a maximum of 76dbA.
- e) Music in the outdoor areas shall be limited to an unamplified soloist or music played through speakers at a “background level”.
- f) Music shall be limited to the terrace/pergola on the north and east faces of the building north of ‘Lounge 2’ and ‘Bar’/‘Bar Seating’ areas as shown on the approved floor plan- ground presentation(Plan A100 revision E).

High Level Function Music:

- g) All doors directly to outside from the function space (such as to the “Terrace”) shall remain closed at any time when a level of music greater than 76dbA is played.
- h) At times when the level of music is greater than 76dbA within the function space access into and out of the building shall be limited to an airlock entry/exit which incorporates doors fitted with self-closing mechanisms so that doors remain closed unless being used for immediate access.
- i) At times when the level of music is greater than 76dbA within the function space, no music shall be played in the outdoor areas.

(3) Commercial Access Points

The vehicle access point(s) and cross-over shall be constructed at a maximum width of 9 metres (for semi ridged vehicles) or 12 metres (HRV) with splays. Any existing crossing places not providing vehicle access shall be considered redundant and shall be closed off to the reasonable satisfaction of Council.

(4) Sealing Of Vehicle Access

The vehicle access point and cross-over shall be sealed in Hotmix bitumen, concrete, brick paving or similar material, from the edge of the sealed carriageway of Riverview Road to the property boundary.

NOTE: The access shall be constructed to ensure no construction materials are deposited onto the carriageway of Riverview Road.

- (5) **Commercial Lighting**
Flood lighting shall be restricted to that necessary for security purposes only and shall be directed and shielded in such a manner as to not cause nuisance to adjacent properties.
- (6) **External Finishes**
The external finishes to the building herein approved shall be as follows:
WALLS: Colorbond Woodland Grey or similar, stone and timber features
ROOF: Colorbond Woodland Grey or similar
- (7) **Restriction On Display/Sale Non-Beverage/Food Items**
A maximum area of 25m² shall be used for the display and sale of any non-beverage or non-food item within the approved development.
- (8) **Hours of Operation**
The cellar door and restaurant hours of operation shall be:
9.00am to 10.00pm Sunday to Thursday
9.00am to Midnight Friday and Saturday
- (9) **Capacity of Restaurant**
At any one time, the overall capacity of the restaurant shall be limited to a maximum of 200 persons.
- (10) **Capacity of Cellar Door & Restaurant/Function Uses**
The licensed premises overall capacity shall be restricted to a maximum of 400 persons at any one time. This includes any licensed outdoor areas.
- (11) **Number of Functions**
The number of functions/special events shall be restricted to the following:
 - Two functions per week of up to 200 persons
 - Six functions per calendar year of up to 400 persons
- (12) **Sale of Wine Restricted to Licensee's Own Product**
The sale of wine is limited to that which is the licensee's own product and shall be primarily produced within the Mount Lofty Ranges Region.
- (13) **Car Parking Directional Signage**
Directional signs indicating the location of car parking spaces shall be provided on the subject land and maintained in a clear and legible condition at all times.
- (14) **Carparking Stormwater Runoff – Commercial**
All surface water from carparking or hardstand areas shall be directed to a proprietary pollutant treatment device capable of removing oils, silts, greases, and gross pollutants to Council and EPA satisfaction prior to discharge to Council stormwater system or street water table.

- (15) **Car Parking Designed In Accordance With Australian Standard AS 2890.1:2004.**
All car parking spaces, driveways and manoeuvring areas shall be designed, constructed, drained and line-marked in accordance with Australian Standard AS 2890.1:2004. Line marking and directional arrows shall be clearly visible and maintained in good condition at all times. Driveways, vehicle manoeuvring and parking areas shall be constructed of compacted gravel prior to commencement of the use and maintained in good condition at all times to the reasonable satisfaction of the Council.
- (16) **Landscaping Protection In Carparks**
All landscaped areas and structures adjacent to driveways and parking areas shall be separated by a wheel stop device prior to the occupation of the development. Such devices shall not impede the free movement of people with a disability.
- (17) **Timeframe for Landscaping to be Planted**
Landscaping detailed in car park and for the trellis screen shall be planted in the planting season following occupation and maintained in good health and condition at all times. Any such vegetation shall be replaced in the next planting season if and when it dies or becomes seriously diseased.
- (18) **Removal Of Putrescible Waste**
All putrescible waste including food, leaves, papers, cartons, boxes and scrap material of any kind shall be stored in a closed container having a close fitting lid. The container shall be stored in a screened area so that it is not visible from the Amy Gillett Bikeway.
- (19) **Regular Removal Of Putrescible Waste From The Site**
All waste shall be removed from the subject land at least once weekly. Collection of waste shall be carried out only between hours of 9am and 7pm on a Sunday or public holiday and 7am to 7pm any other day.
- (20) **Overflow From Rainwater Tanks**
To prevent erosion, overflow from rainwater tanks shall be managed on-site to the satisfaction of Council, using design techniques such as:
- grassed swales
 - stone-filled trenches
 - small infiltration basins

ENVIRONMENT PROTECTION AUTHORITY CONDITIONS OF CONSENT

- (21) The wastewater treatment system must be established in accordance with the report titled "Stormwater & Wastewater Management Report Wicks Estate Winery, River View Road, Woodside" dated 11 February 2021 by TMK Consulting Engineers prior to occupation of the cellar door, restaurant and events occurring onsite in the function centre.
- (22) The stormwater management and treatment system must be established in accordance with the report titled "Stormwater & Wastewater Management Report Wicks Estate Winery, River View Road, Woodside" dated 11 February 2021 by TMK Consulting Engineers prior to occupation of the new buildings and new car parking areas associated with the proposal.

COUNCIL NOTES

(1) Development Plan Consent Expiry

The Development Plan Consent is valid for a period of twenty four (24) months commencing from the date of the decision. In either case - if an appeal has been commenced the date on which the appeal is determined.

Building Rules Consent must be applied for prior to the expiry of the DPC, or afresh development application will be required. The time period may be further extended by Council agreement following written request and payment of the relevant fee.

(2) Erosion Control During Construction

Management of the property during construction shall be undertaken in such a manner as to prevent denudation, erosion or pollution of the environment.

(3) Food Business Notification

Food business notification must be provided prior to commencing any food (or consumable product) handling activities. This may be provided on-line at www.fbn.sa.gov.au or by obtaining a notification form from Adelaide Hills Council.

(4) Compliance with Food Act SA 2001

This approval under the Planning, Development and Infrastructure Act 2016 does not in any way imply compliance with the Food Act SA 2001 and/or Food Safety Standards. It is the responsibility of the owner of other person operating the food business from the building to ensure compliance with the relevant legislation before opening the food business on the site.

ENVIRONMENT PROTECTION AUTHORITY ADVISORY NOTES

(5) The applicant is reminded of its general environmental duty, as required by section 25 of the Environment Protection Act 1993, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

(6) The applicant is reminded of the relevant provisions of the Environment Protection (Water Quality) Policy 2015 including the requirement to take all reasonable and practicable measures to prevent or minimise environmental harm and the pollution of waters. The Environment Protection (Water Quality) Policy can be found at:

(7) EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site:

<http://www.epa.sa.gov.au>

9. ATTACHMENTS

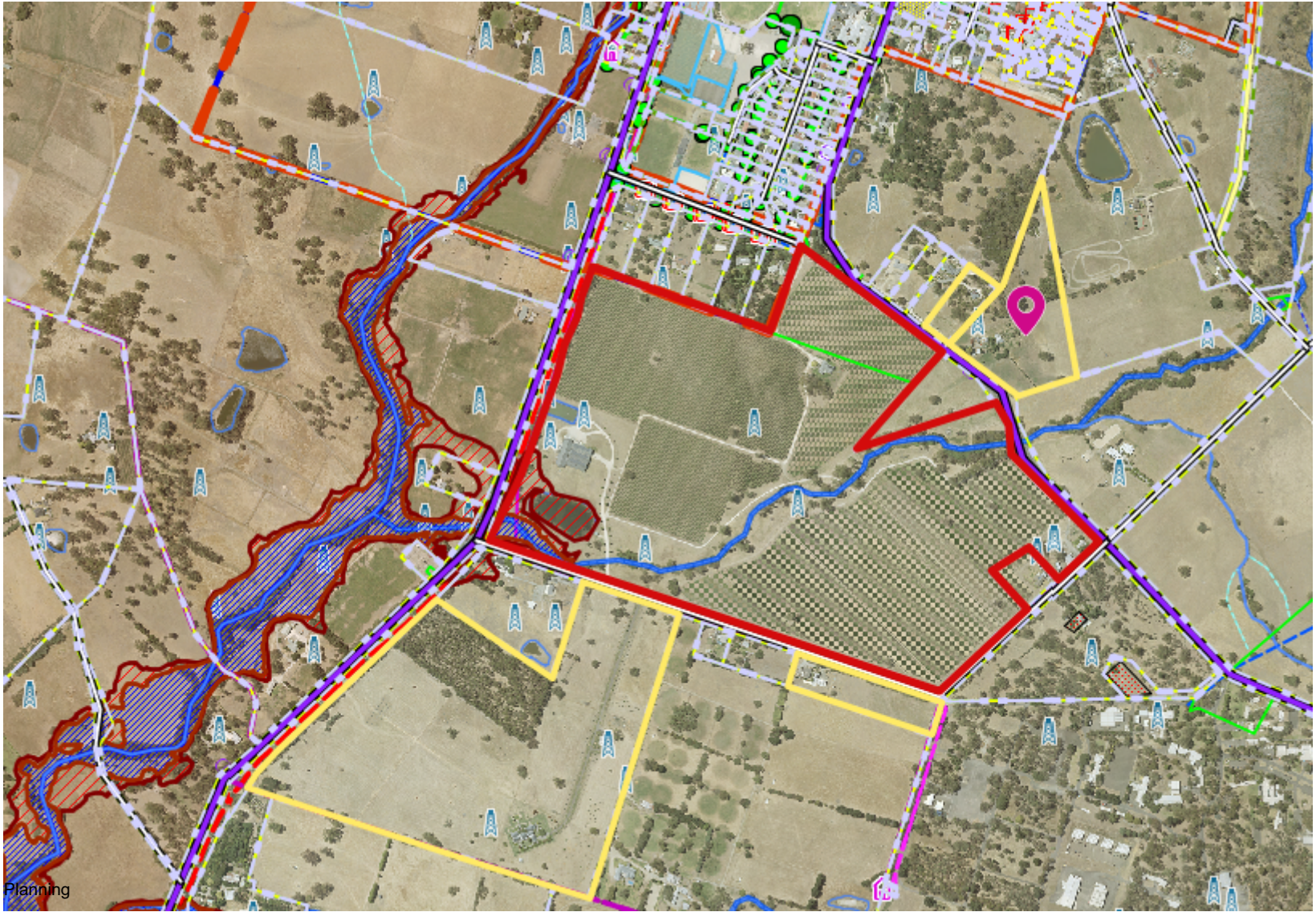
Locality Plan
Proposal Plans
Application Information
Applicant's Professional Reports
Referral Responses
Publically Notified Plans
Representations
Applicant's response to representations
SA Health Wastewater Approval

Respectfully submitted

Concurrence

Melanie Scott
Senior Statutory Planner

Deryn Atkinson
Assessment Manager



Annotations

- Representor 4
- Representor 3
- Representor 2
- Representor 1
- Subject Land

Planners Summary

- PlanningSummary

AHC Core

- Parks
- Townships

RoadsStreetView

- ADJOINING LGA RD
- AHC & PRIVATE
- AHC RD
- DPTI RD
- PRIVATE RD
- SHARED RD

- PropertyOwner
- Parcels
- Roads
- Suburbs
- Rivers**
 - River
 - Creeks
 - Streams

Flood Study Data

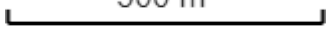
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Scale = 1:12065.760

500 m



Planning

WICKS ESTATE WINERY

NEW WINE SALES

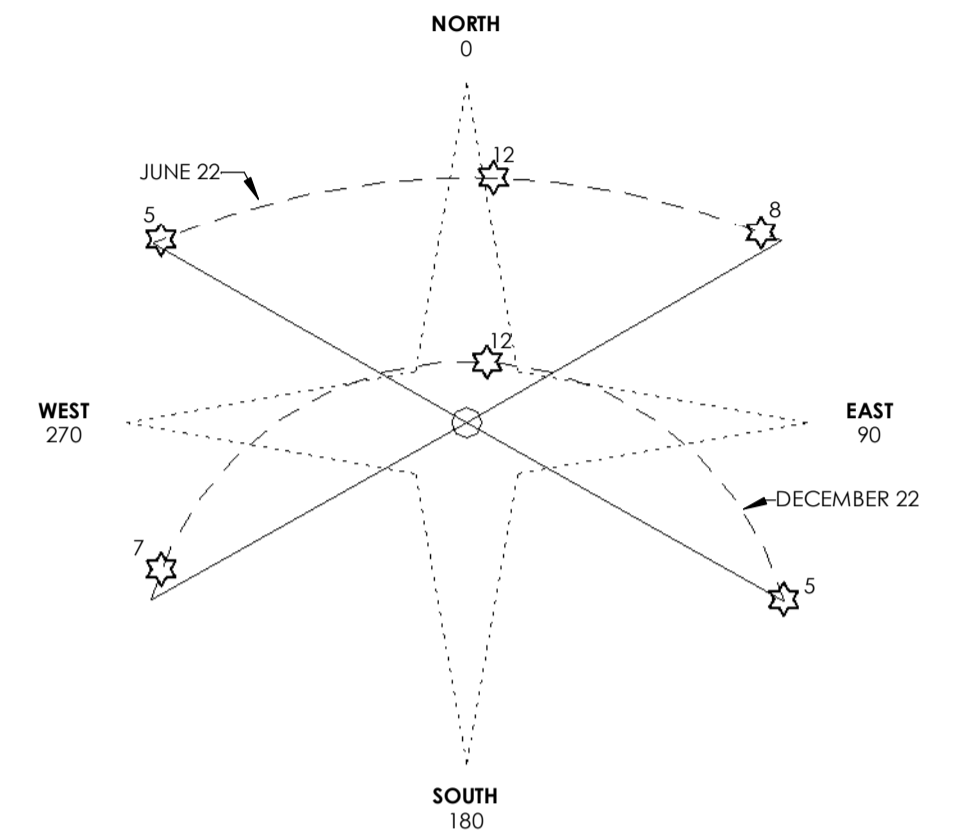
ARCHITECTURAL DRAWING LIST

DWG No.	DWG CONTENT	ISSUE	DATE	ISSUED FOR
A000	COVERSHEET, PERSPECTIVE + BLOCK PLAN	H	06.05.21	AMENDMENTS
A001	SITE PLAN	H	06.05.21	AMENDMENTS
A100	FLOOR PLAN GROUND PRESENTATION	E	29.05.20	CLIENT REVIEW
A101	FLOOR PLAN LEVEL 1 PRESENTATION	H	06.05.21	AMENDMENTS
A201	ELEVATIONS PRESENTATION	I	25.08.21	EXTERNAL FINISHES
A301	SECTIONS	F	22.10.20	AMENDMENTS
A302	SECTIONS	F	22.10.20	AMENDMENTS
A901	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A902	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A911	PERSPECTIVES INTERIOR	E	29.05.20	CLIENT REVIEW

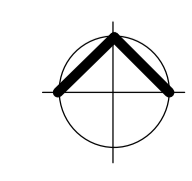
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WARNING
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Issue	Issued For	By	Chkd	Date
A	CLIENT REVIEW	LK	JG	18.10.19
B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20
G	AMENDMENTS	LK	JG	16.02.21
H	AMENDMENTS	LK	JG	06.05.21



1 | BLOCK PLAN
 A201 1:2000
 0 20m 40m 60m 80m 100m
 1:2000 @ A1, 1:4000 @ A3



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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**COVERSHEET,
 PERSPECTIVE +
 BLOCK PLAN**

Project Number
1906

Drawn by
 TN

Approved by
 JG

Drawing Number
 A000

Issue
 H

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WARNING
 SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. THE EXACT LOCATION IS TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF WORK.

Issue	Issued For	By	Chkd	Date
A	CLIENT REVIEW	LK	JG	18.10.19
B	CLIENT REVIEW	LK	JG	06.11.19
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F	AMENDMENTS	LK	JG	22.10.20
G	AMENDMENTS	LK	JG	16.02.21
H	AMENDMENTS	LK	JG	06.05.21

SITE AREA COVERAGE		m ²
EXISTING WINERY BUILDING		3000.00
PROPOSED BUILDING		838.00
GROUND FLOOR		306.00
MEZZANINE + BALCONY		301.00
TERRACE		
TOTAL BUILDING AREA		4445.00 m²

PROPOSED CARPARKS		
STAFF CARPARKS		14
VISITOR CARPARKS		47
OVERFLOW VISITOR CARPARKS		49
ACCESSIBLE CARPARKS		2
TOTAL PROPOSED CARPARKS		132

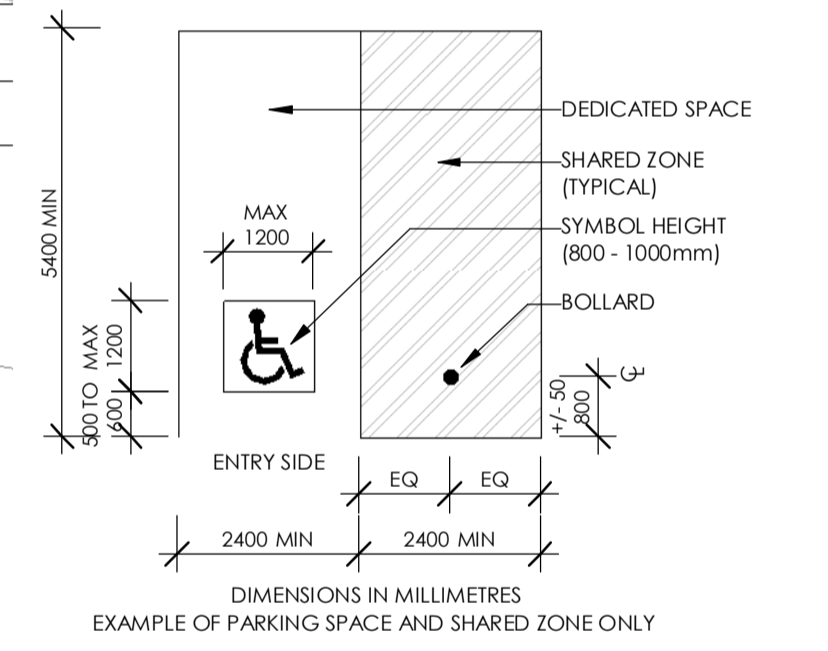
ACCESS CARPARKING REQUIREMENTS

ACCESS CARPARKING NOTES
SPACE IDENTIFICATION
 EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 2890.6 OFF STREET PARKING FOR PEOPLE WITH DISABILITIES BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE.

SPACE DELINEATION
 DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

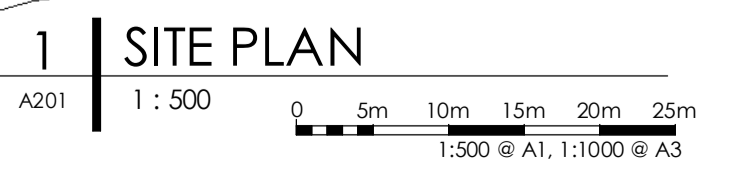
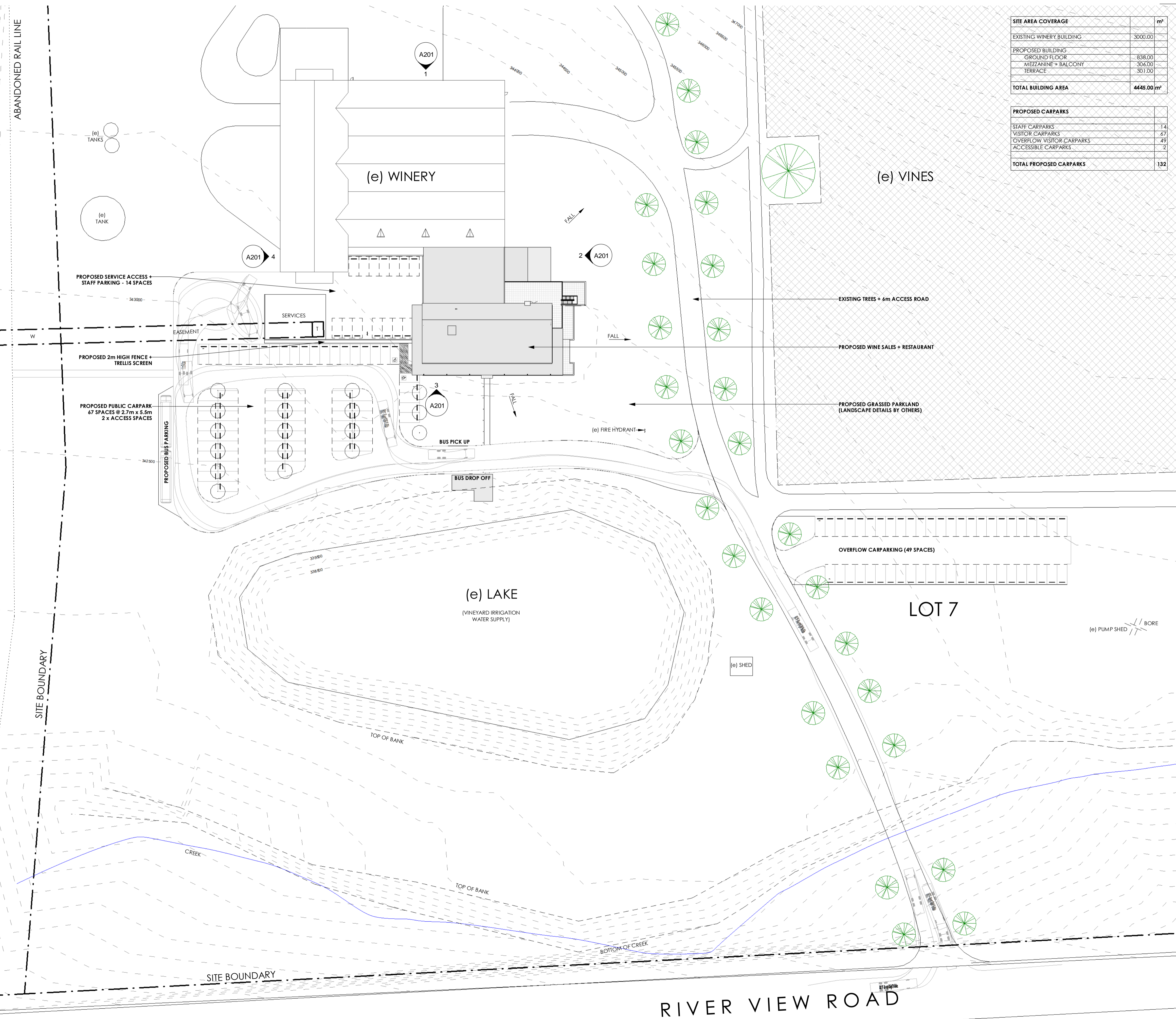
- SHARED AREAS SHALL BE MARKED AS FOLLOWS:
1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE OUTLINED WITH UNBROKEN LONGITUDINAL LINES 80mm TO 100mm WIDE ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
 2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (eg BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ±10 DEGREES TO THE SIDE OF THE SPACE.

- GENERAL NOTES**
- NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
 - PAVEMENT MARKINGS SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE.
 - RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.
 - ENSURE ACCESS CARPARK AND SHARED ZONE COMPLIES WITH LOCAL COUNCIL DEVELOPMENT GUIDELINES.
 - PLEASE REFER SITE PLAN FOR SETOUT DETAILS.



- CARPARK NOTES**
- STANDARD CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP
 - ACCESSIBLE CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP WITH SHARED ZONE 2.7m WIDE X 5.5m DEEP
 - PROVIDE CONCRETE WHEEL STOP AT EACH PARKING SPACE

ONKAPARINGA VALLEY ROAD



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**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

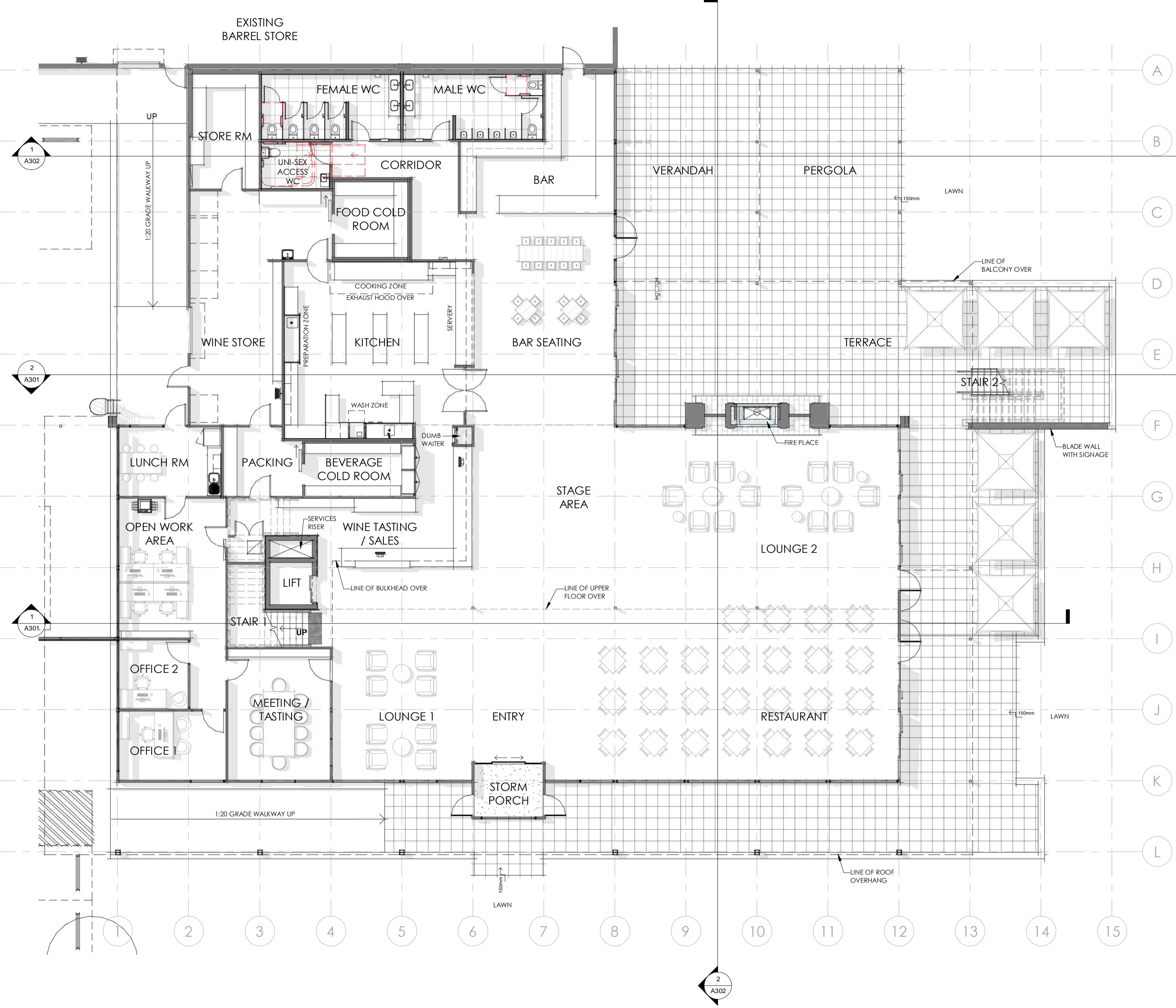
Project Number	1906	Drawn by	TN
Drawing Number	A001	Approved by	JG
		Issue	H



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C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 | PRESENTATION PLAN - GROUND
 A201 1:100
 0 1.0m 2.0m 3.0m 4.0m 5.0m
 1:100 @ A1, 1:200 @ A3

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title	
FLOOR PLAN GROUND PRESENTATION	
Project Number	Drawn by
1906	TN
	Approved by
	JG
Drawing Number	Issue
A100	E

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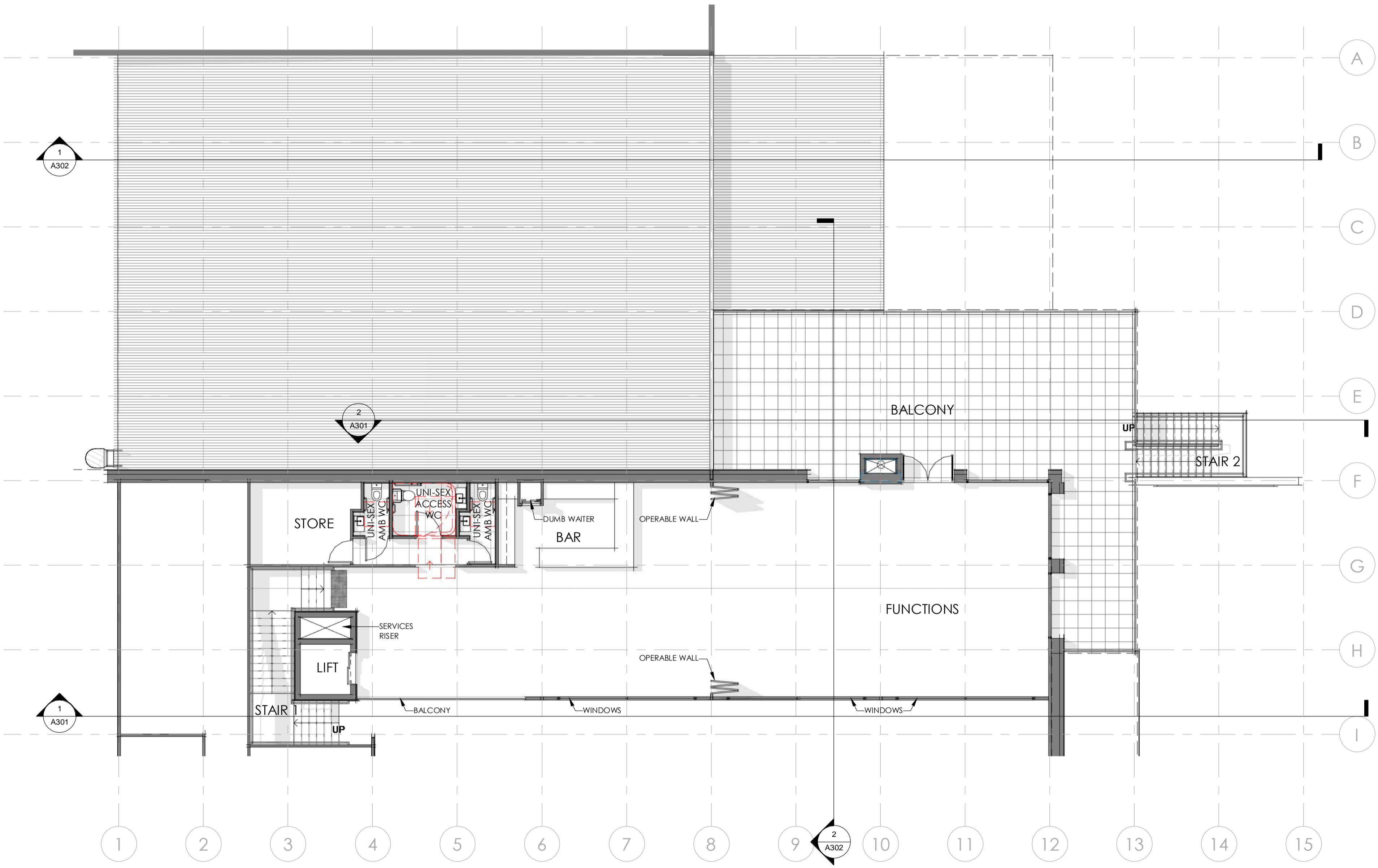


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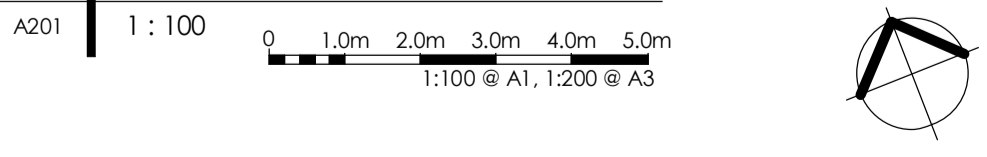
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E	CLIENT REVIEW	TN	JG	29.05.20
H	AMENDMENTS	LK	JG	06.05.21



1 PRESENTATION PLAN - LEVEL 1



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Project Name
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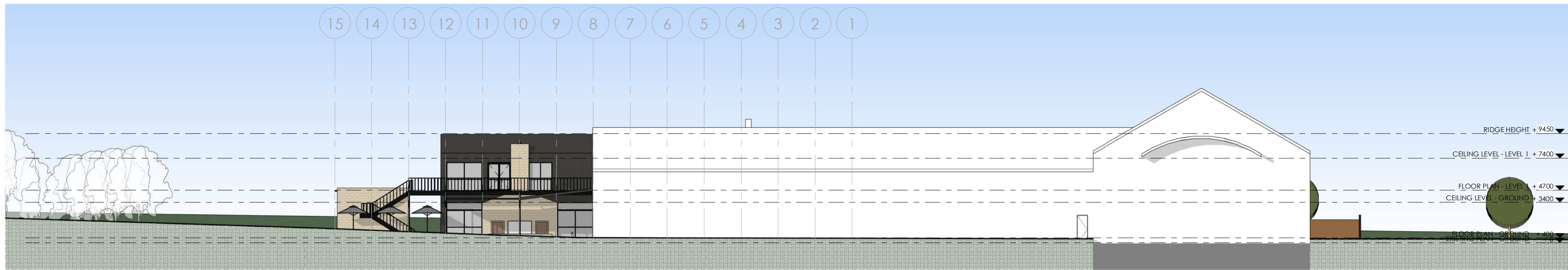
Drawing Title
**FLOOR PLAN LEVEL 1
 PRESENTATION**

Project Number	1906	Drawn by	TN
		Approved by	JG
Drawing Number	A101	Issue	H

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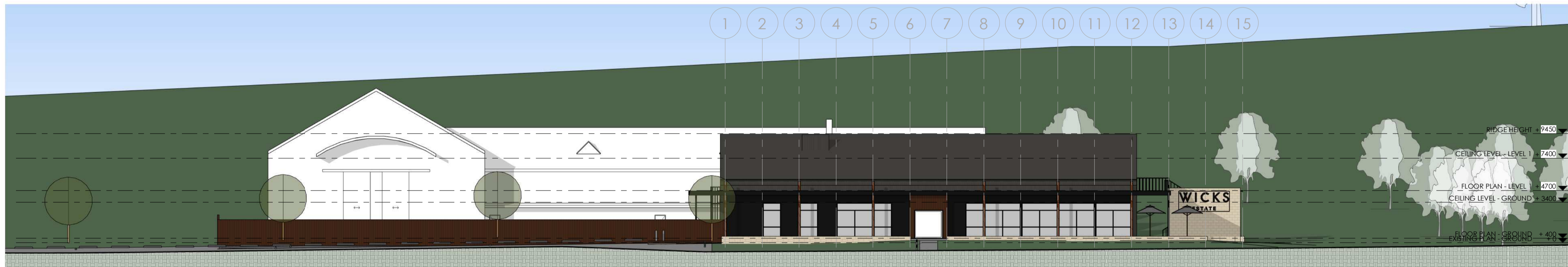
1 ELEVATION NORTH

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3



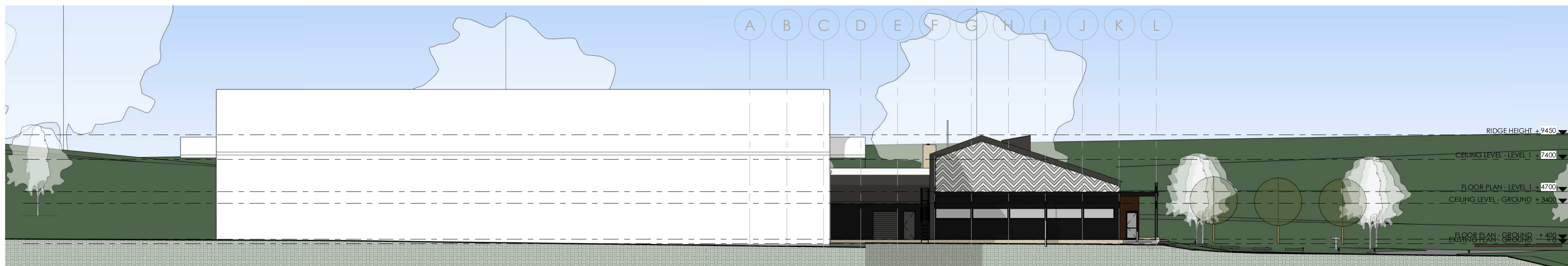
2 ELEVATION EAST

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3



3 ELEVATION SOUTH

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3



4 ELEVATION WEST

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3

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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20
I	EXTERNAL FINISHES	LK	JG	25.08.21

EXTERNAL FINISHES SCHEDULE

- ROOF + TRIMS:**
- SHEET CLADDING:**
- RE.1: ROOF CLADDING:
 - PROFILED SHEET CLADDING WITH MATCHING FLASHINGS.
 - FINISH: COLORBOND WOODLAND GREY/MONUMENT/NIGHT SKY OR SIMILAR
 - SELECT APPROPRIATE ROOF SHEET PROFILE TO SUIT ROOF PITCH
- FASCIAS + BARGE BOARDS:**
 - FASCIA FINISH: PAINTED COLORBOND WOODLAND GREY/MONUMENT/NIGHT SKY OR SIMILAR
- GUTTERS:**
- RG: ROOF GUTTER
 - 125mm QUAD GUTTERS/or 125 'OG' GUTTERS/or 150 HALF ROUND GUTTERS
 - GUTTER FINISH: COLORBOND WOODLAND GREY/MONUMENT/NIGHT SKY OR SIMILAR
 - GUTTERS TO ACHIEVE A MINIMUM 1:200 FALL/ BOX GUTTERS TO ACHIEVE A MINIMUM 1:100 FALL TOWARDS DOWNPIPES.
 - ALL NEW GUTTERS TO CONTAIN A BASIC LEAF GUARD MESH.
- DOWNPIPES/RAINHEAD:**
- DP: DOWNPIPE
 - 90DEG DOWNPIPES WITH WALL BRACKETS AT 2000 C/C MAX.
 - DOWNPIPE LOCATIONS AS INDICATED ON DRAWING- TO BE SPACED MAXIMUM 12M APART + EACH DP TO SERVICE NOT MORE THAN 70M2 OF ROOF AREA
 - DOWNPIPE LOCATIONS HAS BEEN DETERMINED BASED ON VISUAL APPEARANCE AND TO FACILITATE ROOF DRAINAGE-IF FURTHER DOWNPIPES ARE REQUIRED CONSULT OWNER OR ARCHITECT FOR PRIOR APPROVAL.
 - DOWNPIPE FINISH: TO MATCH ADJACENT WALL COLOUR
- WALLS:**
- METAL SHEET CLADDING:**
- SM.1: SHEET METAL CLADDING
 - PROFILED SHEET CLADDING - FINISH: COLORBOND WOODLAND GREY/MONUMENT/NIGHT SKY OR SIMILAR
 - 50MM BOXED FLASHINGS/or 100MM COVER FLASHINGS AT ALL CORNERS AND OPENINGS (GIVE INFO)
 - SHEETING IN ORIENTATION AS INDICATED ON DRAWING.
- STONE WALLS:**
- ST.1: STONE WALLS
 - NATURAL STONE (STONE/ BLOCK OR VENEER AS SCHEDULED ON FLOORPLANS) IN FINISH: SANDSTONE/LIMESTONE OR SIMILAR LIGHT COLOUR
 - CONFIRM STONE PATTEN + MORTAR COLOUR WITH OWNER PRIOR TO INSTALLATION
- EXPOSED TIMBER / HARDWOOD:**
 - EXPOSED HARDWOOD SPECIES TO BE SEASONED:
 - 'KAPUR'- F 17 GRADE (LOW COST- GIVE INFO)
 - 'BLACKBUTT'- F 27 GRADE (MID COST- GIVE INFO)
 - 'SPOTTED GUM' /or 'MERBAU'- F 27 GRADE (HIGH COST- GIVE INFO)
 - PROVIDE CLEAR NATURAL OIL TO EXPOSED HARDWOODS
- EXPOSED STEELWORK:**
 - STEELWORK IN PAINTED FINISH: COLORBOND NIGHT SKY
- WINDOWS + DOORS:**
- ALUMINIUM FRAMES:**
 - ALUMINIUM FRAME IN POWDERCOAT FINISH: COLORBOND WOODLAND GREY/MONUMENT/NIGHT SKY OR SIMILAR
- BALCONIES/BALUSTRADES:**
- BL.1 BALUSTRADE TYPE 1
 - BALUSTRADE EXTENT AND CONSTRUCTION AS SCHEDULED ON FLOORPLAN DRAWINGS. IN PAINTED FINISH: COLORBOND WOODLAND GREY/MONUMENT/NIGHT SKY OR SIMILAR
- FENCES + SCREENS:**
- FEN.1 FENCE
 - FINISH: TIMBER TO MATCH SELECTED EXPOSED TIMBER SPECIES
- GENERAL NOTES:**
 - SELECT APPROPRIATE MATERIALS IN CONJUNCTION WITH THE REQUIREMENTS FOR APPLICABLE BUSHFIRE RISK AREA + FIRE RESISTANT MATERIALS NEAR BOUNDARIES.
 - THE BUILDER IS TO PROVIDE A SAMPLE OF EXTERNAL MATERIAL COLOURS + FINISHES TO THE OWNER PRIOR TO ORDERING.

WICKS ESTATE

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**ELEVATIONS
 PRESENTATION**

Project Number 1906	Drawn by TN
Drawing Number A201	Approved by JG
	Issue I

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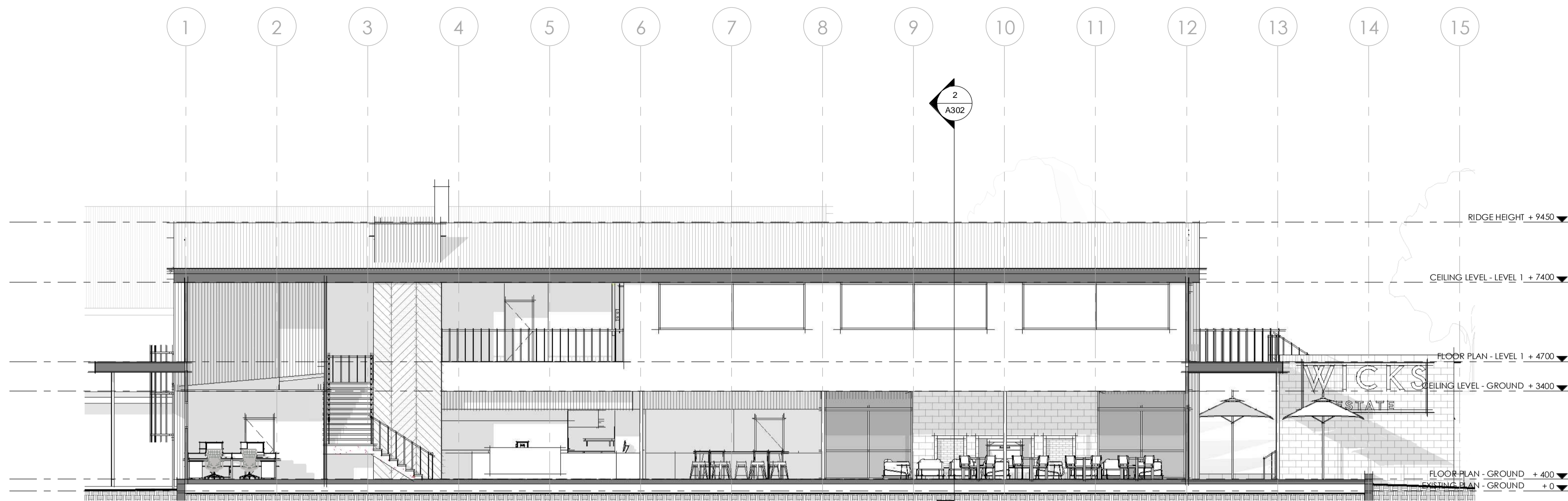
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ABN 31 882 116 195

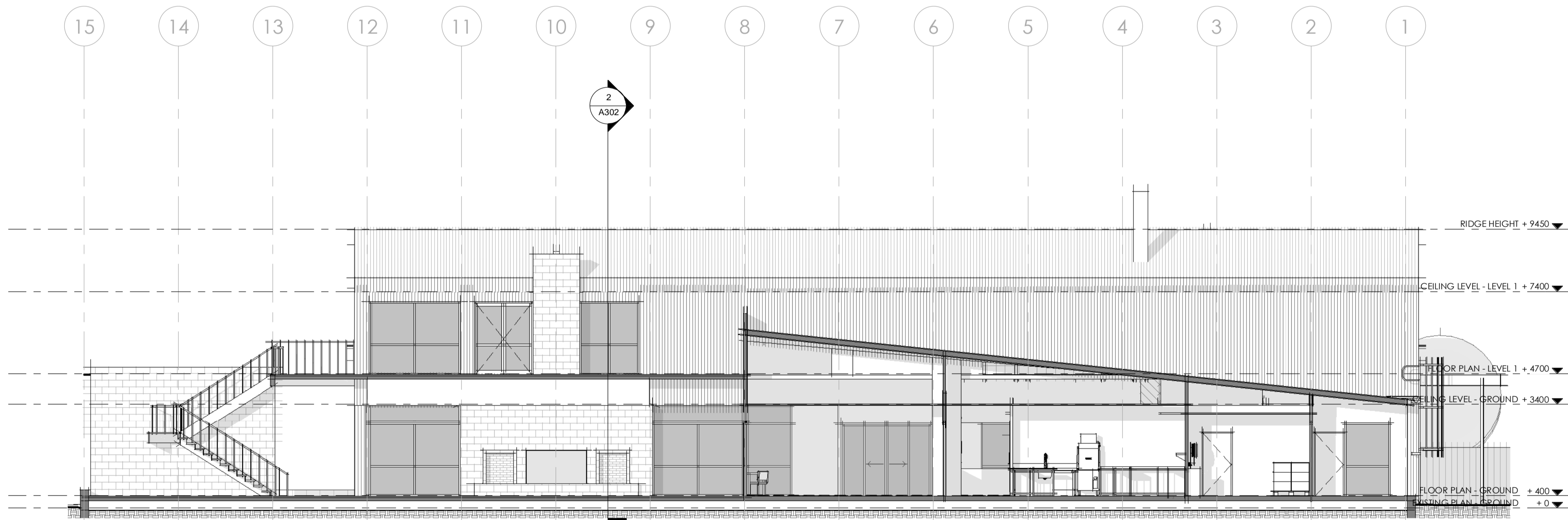
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Issue	Issued For	By	Chkd	Date
A	CLIENT REVIEW	LK	JG	18.10.19
B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20



1 SECTION 1

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 1:100 @ A1, 1:200 @ A3



2 SECTION 2

A100 1:100

WICKS ESTATE

Architect
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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
 SECTIONS

Project Number	1906	Drawn by	TN
		Approved by	JG
Drawing Number	A301	Issue	F

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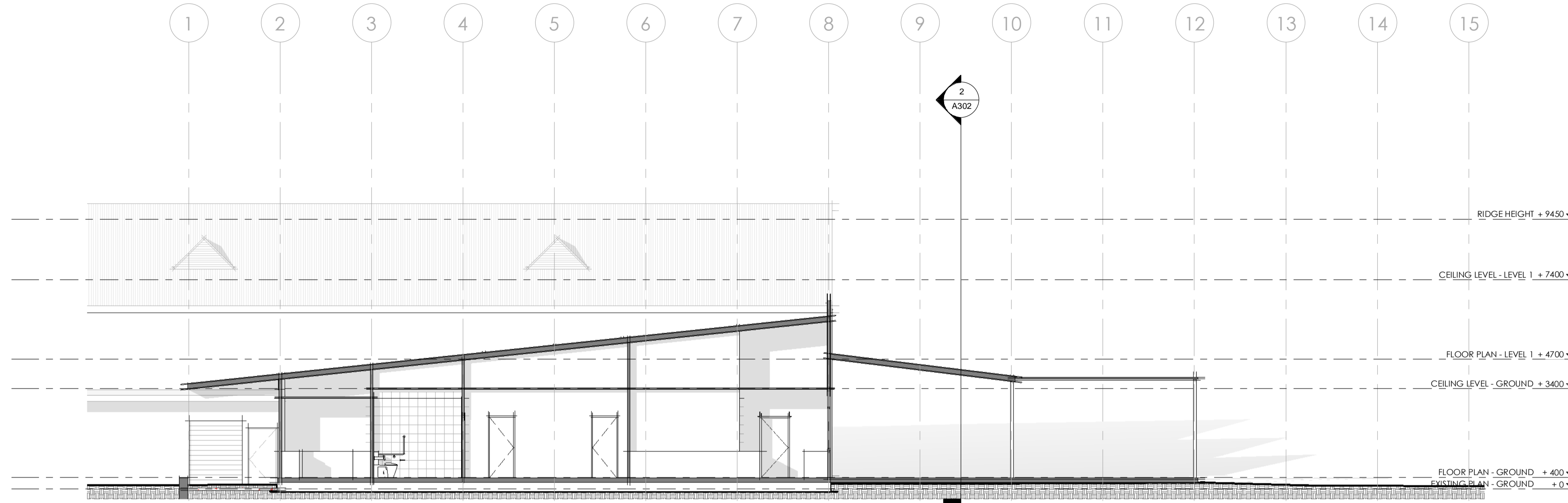
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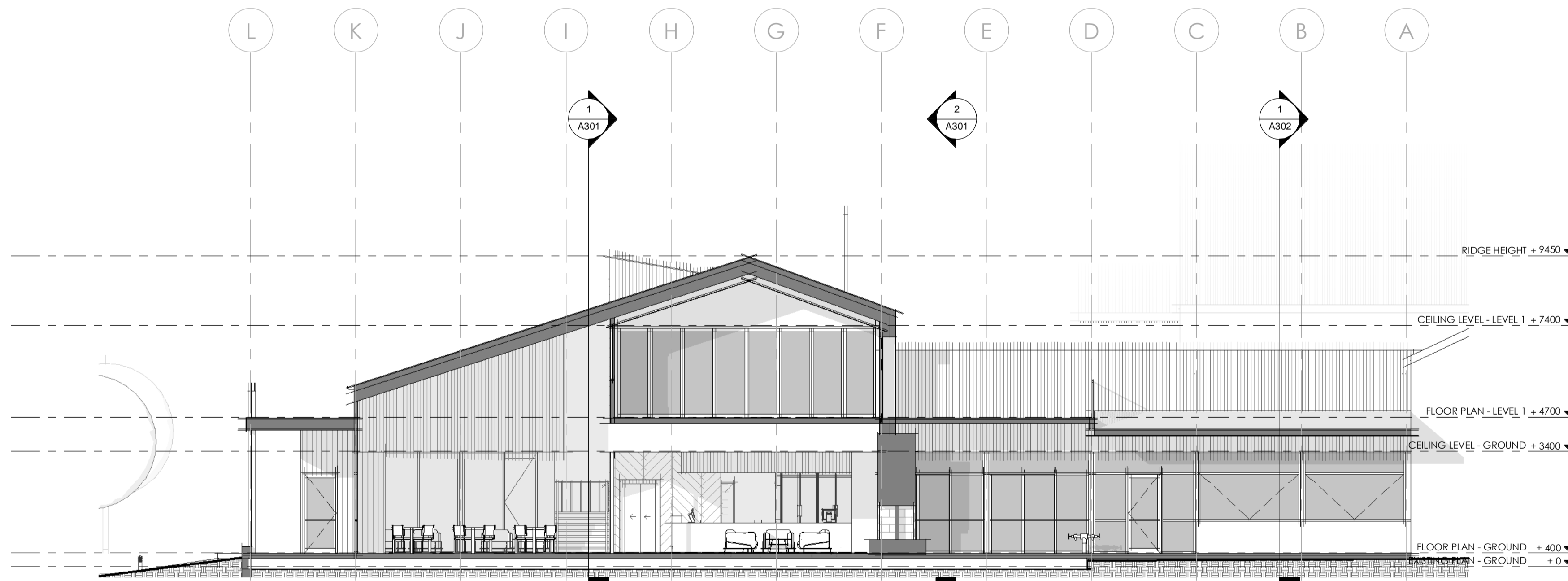
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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20



1 | SECTION 3

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2 | SECTION 4

A100 1:100

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Project Name
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NEW WINE SALES

Project Address
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 WOODSIDE SA 5244

Drawing Title
 SECTIONS

Project Number	Drawn by
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Drawing Number	Approved by
A302	JG
	Issue
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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**PERSPECTIVES
 EXTERIOR**

Project Number	Drawn by
1906	TN
	Approved by
	JG
Drawing Number	Issue
A901	E



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Project Name
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 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**PERSPECTIVES
 EXTERIOR**

Project Number	Drawn by
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Approved by	JG
Drawing Number	Issue
A902	E



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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 | 3D View 1



2 | 3D View 5

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Project Name
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NEW WINE SALES**

Project Address
RIVER VIEW ROAD
WOODSIDE SA 5244

Drawing Title
**PERSPECTIVES
INTERIOR**

Project Number	Drawn by
1906	TN
	Approved by
	JG
Drawing Number	Issue
A911	E

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ekistics

WICKS ESTATE WINERY: CELLAR DOOR & RESTAURANT

Riverview Road, Woodside

Statement of Support &
Statement of Effect

Prepared for:
Wicks Estate Wine Pty Ltd.

Date:
February 2021

**ADELAIDE HILLS COUNCIL
RECEIVED 17/02/2021**

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Document Control

Revision	Description	Author	Date
V1	Draft Statement of Effect	WG	Nov 2020
V2	Statement of Effect	RAD	15 Feb 2021

Approved by: Richard Dwyer

Managing Director

Date: 15 Feb 2021

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1. Executive Summary

Category	Details
SUBJECT LAND (i.e. land parcels comprising the Wicks Estate Winery)	<ul style="list-style-type: none"> • Allotment 6, 29 Riverview Road, Woodside <ul style="list-style-type: none"> » Certificate of Title Volume 5958 Folio 271 • Allotment 7, 29 Riverview Road, Woodside <ul style="list-style-type: none"> » Certificate of Title Volume 5958 Folio 272 • Allotment 46, Nairne Road, Woodside <ul style="list-style-type: none"> » Certificate of Title Volume 5713 Folio 70
DEVELOPMENT SITE (i.e. land parcel applicable to the proposed development)	<ul style="list-style-type: none"> • Allotment 7, 29 Riverview Road
ALLOTMENT AREAS	<ul style="list-style-type: none"> • Allotment 6 – Approximately 4.1 Hectares • Allotment 7 – Approximately 54 Hectares • Allotment 46 – Approximately 1.8 Hectares
RELEVANT AUTHORITY	Adelaide Hills Council
PRE-LODGEMENT MEETING	27 April 2020
DEVELOPMENT PLAN	Adelaide Hills Council (consolidated 08 August 2019)
ZONING	Watershed (Primary Production) Zone
POLICY AREA	Onkaparinga Valley Policy Area 10
EXISTING USE	Winery with associated viticulture and caretaker's dwelling
DESCRIPTION OF DEVELOPMENT	Alterations and additions to existing winery production facility comprising cellar door, restaurant and function facility (400-person capacity) and associated earthworks, car parking, advertising signage, fencing and landscaping
ASSESSMENT PATHWAY	Non-complying
PUBLIC NOTIFICATION	Category 3
APPLICANT	Wicks Estate Wine Pty Ltd.
CONTACT PERSON	Richard Dwyer – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	00952

2. Introduction

Ekistics Planning and Design ('Ekistics') have been engaged by the landowner, Wicks Estate Wine Pty Ltd. ('Wicks') to prepare this Statement of Support / Statement of Effect (combined) in relation to a 'non-complying' development proposal for a cellar door, restaurant and function facility at the existing Wicks Estate Winery at Riverview Road, Woodside.

Accordingly, this Statement of Effect has been prepared to satisfy the requirements of Regulation 17(5) of the *Development Regulations, 2008*, ('the Regulations') namely:

- (a) A description of the nature of the development and the nature of its locality; and*
- (b) A statement as to the provisions of the Development Plan which are relevant to the assessment of the proposed development; and*
- (c) An assessment of the extent to which the proposed development complies with the provisions of the Development Plan; and*
- (d) An assessment of the expected social, economic and environmental effects of the development on its locality; and*
- (e) Any other information specified by the relevant authority when it resolves to process with an assessment of the application (being information which the relevant authority reasonably requires in the circumstances of the particular case), and may include such other information or material as the applicant thinks fit.*

Prior to proceeding with an assessment of a non-complying application, Regulation 17(1) prescribes that a non-complying application must be accompanied by a brief statement in support of the application. We refer to our pre-lodgement meeting with Council on 27 April 2020, where Council administration agreed to accept a combined 'Statement of Support' and 'Statement of Effect'. Accordingly, this report has also been prepared to satisfy the legislative obligations of Regulation 17(1).

Our consideration of the proposal has been informed by the following plans and supporting documentation contained within the following appendices:

- **Appendix 1:** Certificates of Title;
- **Appendix 2:** Architectural Drawings (JBG Architects);
- **Appendix 3:** Traffic Impact Assessment (CIRQA Traffic Consultants);
- **Appendix 4:** Stormwater & Wastewater Management Report (TMK Engineers);
- **Appendix 5:** Environmental Noise Assessment (Sonus);

For the purposes of this combined Statement of Support / Statement of Effect, the Adelaide Hills Council Development Plan (consolidated 8 August 2019) will be referred to as the 'Development Plan', the *Development Act, 1993* will be referred to as the 'Act' and, as mentioned above, the *Development Regulations, 2008* will be referred to as the 'Regulations'.

3. Background

Wicks is one of a limited number of fully integrated 100% family owned and operated wine companies in the Adelaide Hills region, producing a range of handcrafted wines from the Woodside winery site. Established in 1999, the existing winery includes a state-of-the-art production facility, situated amongst the estate vineyards which includes a range of Sauvignon Blanc, Riesling, Chardonnay, Pinot Noir, Shiraz and Cabernet Sauvignon grape varieties, with the vineyards configured to complement the undulating terrain and landscape features of the site and locality.

Wicks' adopt a 'world's best practice' approach to the grape growing and winemaking process, utilising contemporary processing techniques and equipment. Of note, Wicks deliver a sustainable approach to onsite processing activities with all wastewater associated with the winemaking process re-used onsite, and residual grape waste collected and re-distributed to local farmers for cattle feed.

Except for bottling activities (which occur offsite), Wicks undertake all components of the business at the Woodside winery, including viticulture, production, bulk storage, marketing, and sales. Approximately 98% of Wicks' wine sales occur within the Australian domestic market.

Since inception, Wicks have become widely recognised for the quality of their products and have been the recipient of numerous wine awards. Further, Wicks have become an integral part of the Adelaide Hills wine region, participating in numerous regional events, including the annual 'Winter Reds' Festival, with the winery hosting up to 600 attendees at any one time.

Further information regarding the Wicks brand and product range can be found online at:

<https://wicksestate.com.au/about-us/>.

4. Site and Locality

4.1 Subject Land and Development Site

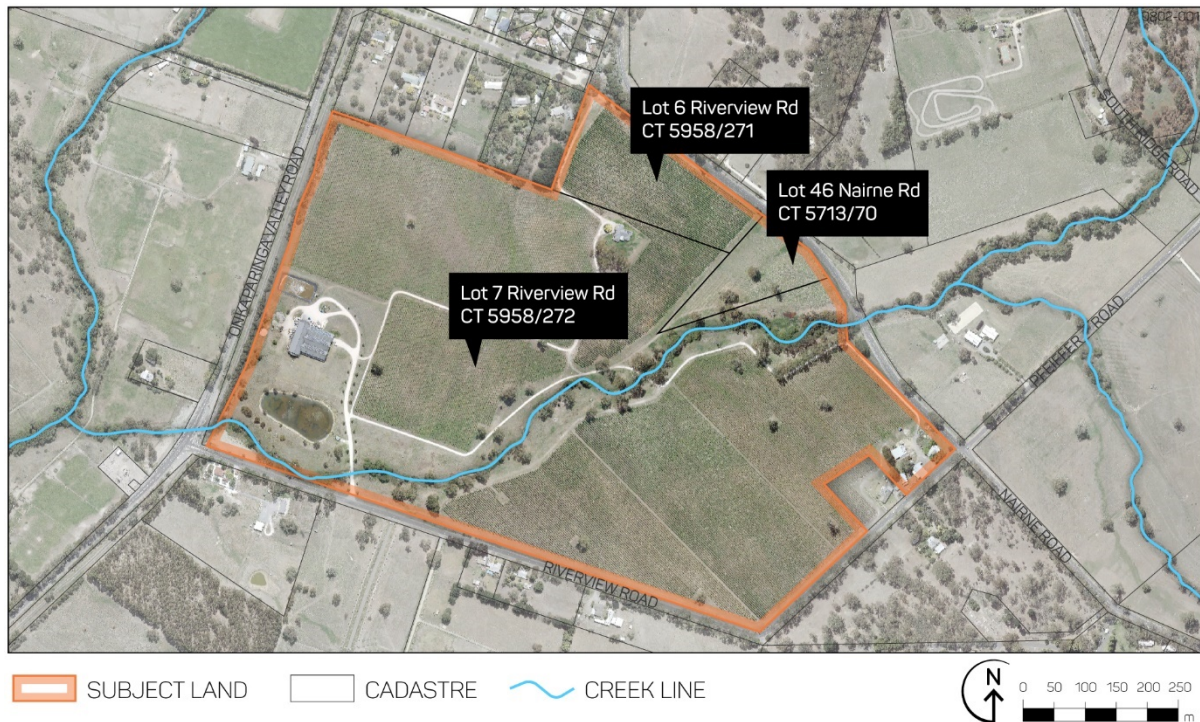
The land and allotment configuration for the 'Wicks Estate' is illustrated in **Figure 4.1** over page.

The 'subject land' which comprises the entire Wicks Estate, including extensive vineyards, comprises three (3) land parcels which are formally identified as follows:

- Allotment 6 in Certificate of Title Volume 5958 Folio 271;
- Allotment 7 in Certificate of Title Volume 5958 Folio 272; and
- Allotment 46 in Certificate of Title Volume 5713 Folio 70.

A copy of the relevant Certificates of Title are attached as **Appendix 1**.

Figure 4.1 Aerial Image of the Subject Land ('Wicks Estate')



Allotment 6, comprising vineyards, is located in the northern portion of the subject land, and measures approximately 4.1 hectares (ha) in area, with frontages to Nairne Road and Hutchens Road.

Allotment 46 is located to the south-east of Allotment 6 and has frontage to Nairne Road. This land parcel comprises an area of approximately 1.8ha and is vacant and undeveloped, comprising trees, vegetation and a portion of Inverbrackie Creek which bisects the subject land.

Allotment 7 (the 'development site') is irregular in shape and is the largest spatial component of the Wicks Estate, comprising an area of approximately 54ha. The development site has frontages to the Amy Gillett Bikeway (which runs parallel to Onkaparinga Valley Road), Riverview Road and Nairne Road.

The existing winery production facility is set in the south-west portion of the development site, adjacent two (2) onsite water storage dams, and is generously setback from property boundaries. A residential dwelling (caretakers' residence) is located to the north of the development site, close to the boundary of Allotment 6. Much of the land parcel comprises vineyards, with minor sheds and outbuildings associated with the winery function located in its eastern portion.

Inverbrackie Creek bisects the development site in a south-west/north-east direction and is lined by vegetation and gum trees, creating a shallow and visually attractive valley through the estate.

Access to the winery facility occurs via an existing access on Riverview Road to the south of the winery facility. The access is situated approximately 260 metres from the Onkaparinga Valley Road/Riverview Road intersection. On entry, the access driveway slopes gently downwards from Riverview Road and crosses Inverbrackie Creek, before accessing the production facility complex via a tree lined access driveway. In

addition, a secondary point of access is located to the eastern side of the site, on Riverview Road, close to the Nairne Road intersection. This secondary access is used for servicing purposes only and is not used by the public. A network of internal (unsealed) driveways provide connection across the development site.

Images of the subject land from various points across the site are illustrated in *Figure 4.2*.

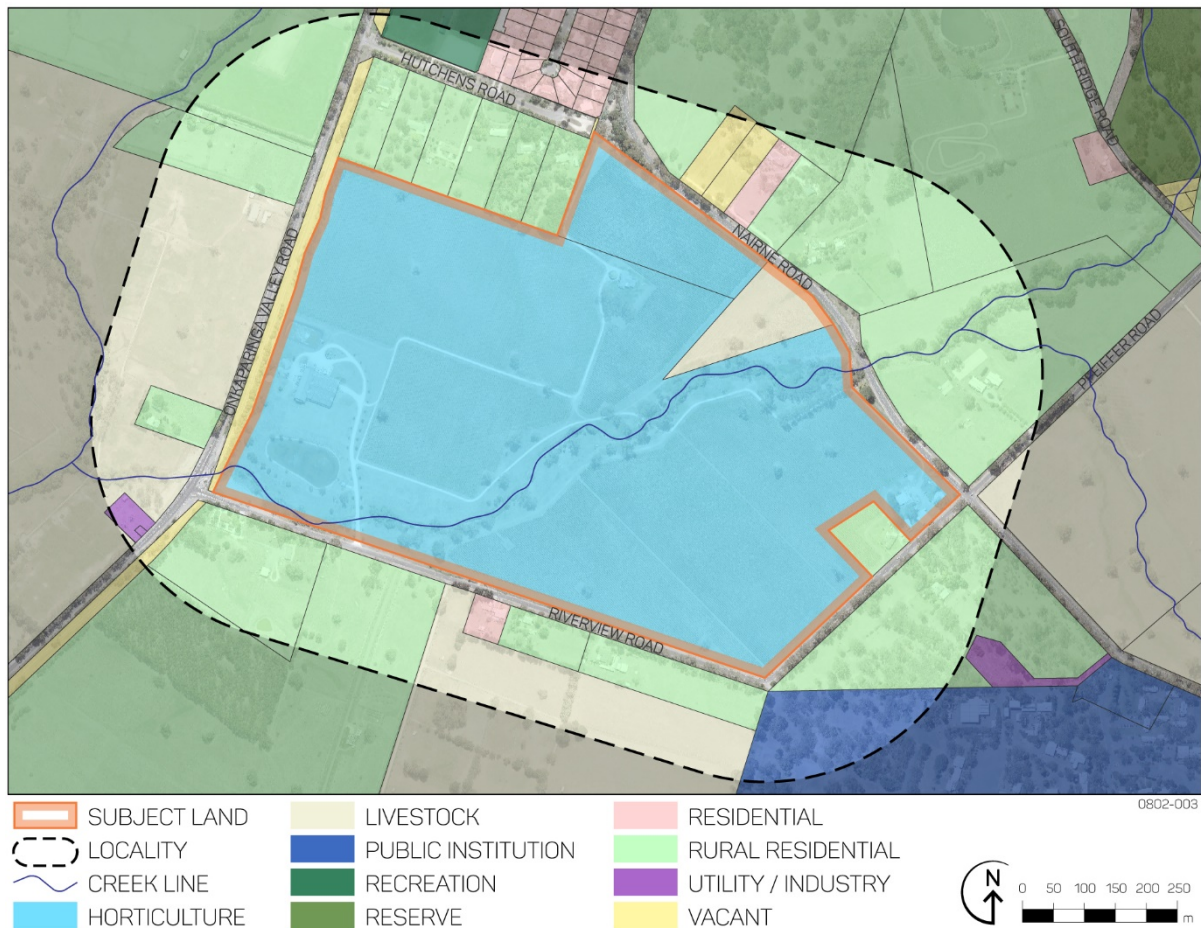
Figure 4.2 Images of the Subject Land



4.2 The Locality and Road Network

A locality plan is provided in **Figure 4.3** below.

Figure 4.3 Locality and Land Use Plan



The subject land is located approximately 700 metres to the south of the centre of the Woodside township.

The western boundary of the subject land abuts the Amy Gillett Bikeway, converted from a disused rail corridor, which is a shared use path for cyclists, pedestrians, and horse riders. The bikeway is approximately 15km long providing connection between Oakbank (to the south) and Mount Torrens (to the north). Adjacent the subject land, the bikeway is elevated and runs parallel to Onkaparinga Valley Road, classified as an arterial road which is also recognised as a 'Scenic Route' in the Development Plan. The combined effect of the elevation of the bikeway and established vegetation generally restricts views of the subject land from Onkaparinga Valley Road.

Land to the west, on the opposite side of Onkaparinga Valley Road, generally consists of rural living and agricultural land uses and includes the Onkaparinga River which is aligned in a north-south direction, and connects with Inverbrackie Creek.

It is noted that the intersection of Onkaparinga Valley Road and Riverview Road has recently been upgraded, and this has increased the safety and capacity of this intersection.

A single land parcel, which is not under the ownership of Wicks, and contains a single storey residential dwelling, is located to the east of the subject land, and 'interrupts' the frontage to Riverview Road.

Land to the south of the subject land, on the opposite side of Riverview Road, generally consists of low-density rural living properties situated on large land parcels.

To the south-east of the subject land, on the opposite side of Riverview Road, are State Heritage Places comprising the '*Former Inverbrackie Caledonia Church (Ruin), Manse and Graveyard*'. These State Heritage Places are generously separated from the subject land and approximately 1.0 km from the location of the proposed development works.

Further to the south-east, and accessed via Nairne Road, is the Australian Army Woodside Barracks complex. The Barracks complex is also generously separated from the subject land.

North of the subject land, on the opposite side of Nairne Road, is rural land and a limited number of residential properties which are generously separated from the boundaries of the subject land.

The northern boundary of the development site (west of allotment 6), abuts six (6) rural living properties which all have their primary frontage to Hutchens Road. Each of these rural living properties contains a single residential dwelling and associated outbuildings, which are all generously setback from the subject land.

By way of summary, and in general terms, the existing character of the locality is rural and agricultural in nature. The vines within Wicks Estate are a visually dominant component of the locality given the extent of vineyards and vegetation established across the subject land. This contributes to the highly attractive rural/agricultural character of the locality.

Images of the locality are provided in *Figure 4.4*.

Figure 4.4 Images of Locality



5. Development Proposal

A copy of the proposed architectural plans are provided in *Appendix 2* while the proposed site plans are reproduced in *Figure 5.1* and *Figure 5.2*.

The proposed development comprises several elements, all of which are to be established in association with the existing Wicks winery. These elements include:

- A proposed two (2) level building, adjoining and located directly to the south-east of the existing wine production building, comprising ground floor area of approximately 838m²; mezzanine and balcony of approximately 306m²; and outdoor terrace of approximately 301m²;
- The proposed building is to be used primarily as a:
 - » 'cellar door' (a form of 'shop'); and
 - » 'restaurant' (also a form of 'shop');
- At ground level, a restaurant with two lounge areas, a meeting/tasting room, three office spaces, commercial kitchen, and toilets;
- At level one, a function space with associated bar and balcony area;
- Ancillary car parking area, providing a total of 83 formalised car parking spaces (comprising 14 'staff' spaces; 67 'visitor' spaces; and two (2) accessible spaces);
- An 'overflow' (event) car parking area of 49 spaces;
- A 2.0m high fence (trellis screen) to separate and screen the staff car parking and service area from the visitor car parking area;
- Outdoor lawn and landscape areas;
- Advertising signage affixed to the stair wall displaying the 'Wicks Estate' livery;
- Stormwater management works including an increase in the total water volume retained within the existing irrigation dam located at the south-western corner of the site (above Inverbrackie Creek) and creation of a controlled overland flow route for a major storm event;
- A proposed new wastewater system comprising a new sewer reticulation system within the building, a 100mm effluent connection off Council's Community Wastewater Management System (CWMS) main along Woodside-Nairne Road, a new 40 KL septic tank (for new cellar door wastewater pre-treatment) and a new effluent pump chamber (to achieve connection to Councils CWMS system; and
- Associated earthworks (excavation and filling) and retaining walls.

The cellar door will offer wine tastings and sales to the public, while the restaurant will cater for a range of individual and group bookings, as well as private functions with a maximum capacity of 200 people (for example, wedding functions) with no more than two (2) private functions to occur each week. The maximum capacity of the cellar door and restaurant (combined) will be limited to 400 people at any one time over the two levels.

In addition, the development proposes to allow for up to six (6) annual events or functions with a maximum capacity of 400 persons, with no more than one (1) event to occur in any single month (for example as one-off special events).

The proposed hours of operation for the cellar door, restaurant and special events are:

- 9:00am to 10:00pm on Sunday through Thursday (inclusive); and
- 9:00am to 12:00am (midnight) on Friday and Saturday.

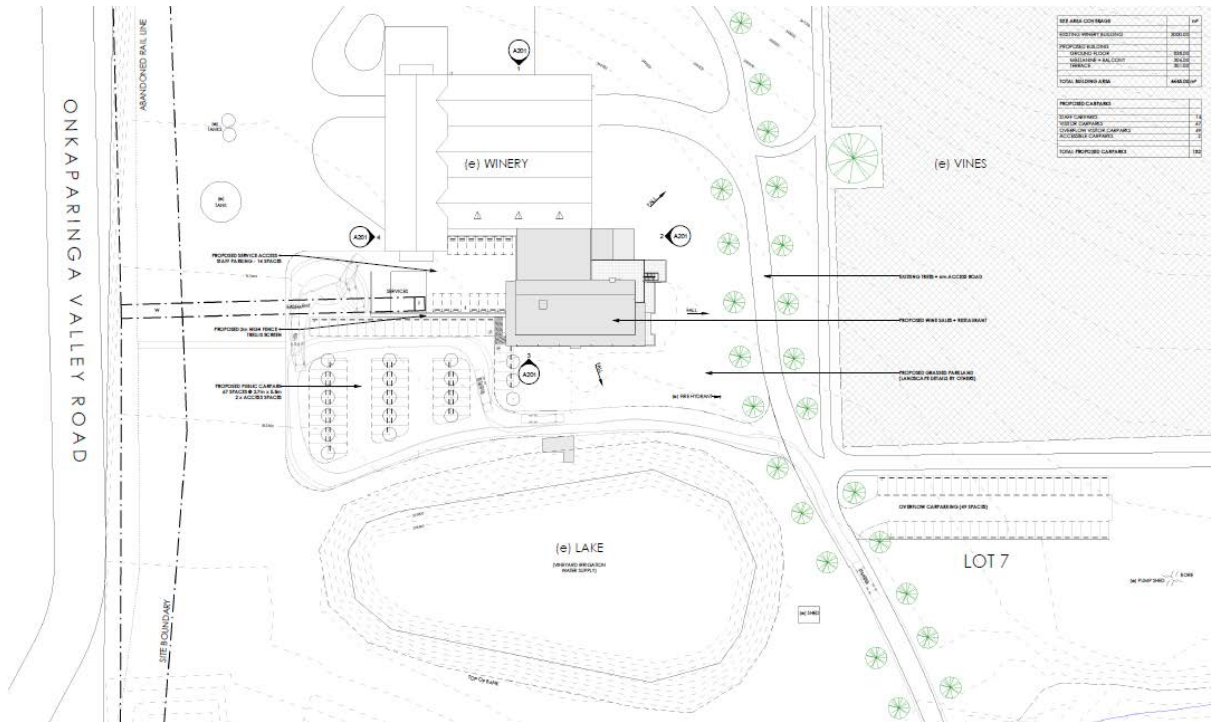
All access to the site is to occur via the existing crossover to Riverview Road. Based on advice from CIRQA, this crossover on Riverview Road has been recommended to be widened to improve accommodation of two-way commercial vehicle movements (including service and delivery vehicles as well as buses).

It is understood that a separate application to vary the existing liquor licence on the site (under Liquor Production & Sales Licence 57606035) will be prepared. This will commence only once a Development Plan Consent has been granted for the proposed development.

Figure 5.1 Proposed Site Plan - Overview



Figure 5.2 Proposed Site Plan – Detail



6. Procedural Requirements

6.1 Relevant Authority

The Adelaide Hills Council is the relevant authority responsible for the assessment, pursuant to Section 34(1) of the Act.

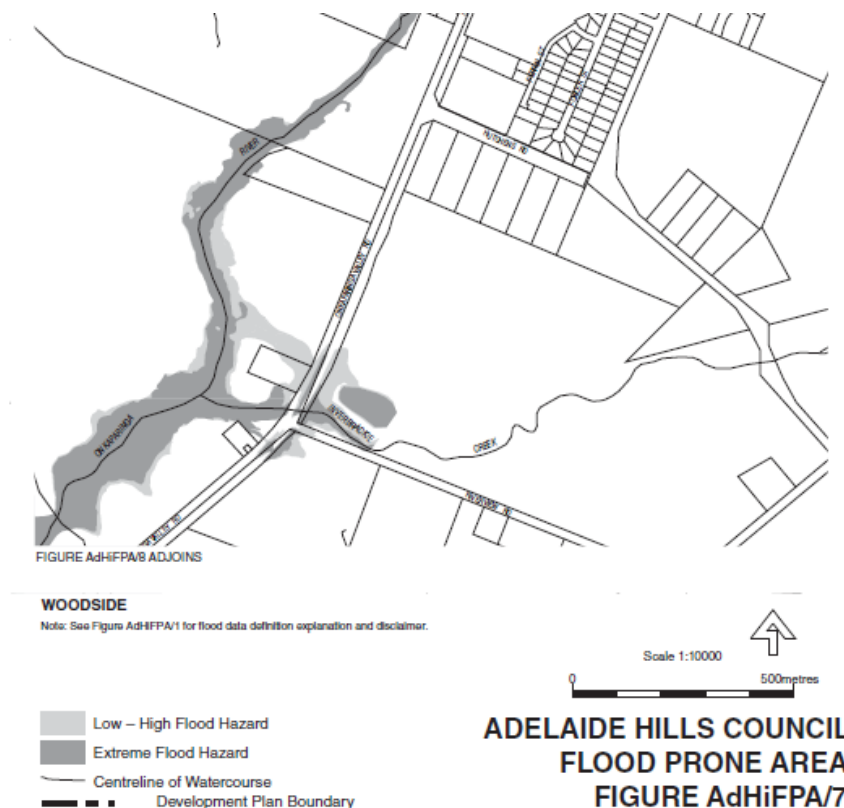
6.2 Zoning and Overlays

The subject land is located within **Onkaparinga Valley Policy Area 10** of the **Watershed (Primary Production) Zone** of the Development Plan.

The land is also located within the **Mount Lofty Ranges Watershed Area** and is located within a **'Medium Bushfire Risk'** area. Onkaparinga Valley Road is recognised as the **'Onkaparinga Valley Scenic Route'** and a **'secondary arterial road'**.

A portion of the development site, adjacent the large dam near the intersection of Riverview Road and Onkaparinga Valley Road, is subject to **'Extreme Flood Hazard'** (i.e. the dam and areas immediately adjacent Inverbrackie Creek) and **'Low-High Flood Hazard'** (adjacent the Amy Gillett Bikeway) respectively (refer to **Figure 6.1** below).

Figure 6.1 Flood Prone Areas (Source: Development Plan – Figure AdHiFPA/7)



6.3 Assessment Pathway

Zone Principle of Development Control (PDC) 70 identifies that all kinds of development are non-complying in the Zone, except where they achieve listed exceptions. The effect of PDC 70 means that the following components of the proposed development are **non-complying** in the Zone:

- The **cellar door sales outlet** given the gross leasable area is greater than 250m²;

Cellar door sales outlet, where:

- (a) the tasting of wine and retail sale of wine are the predominant activities;
 - (b) it does not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales on the allotment (and this includes any retail sale of non-beverage or non-food items);
 - (c) the method of waste water disposal does not involve the storage of wastewater in holding tanks;
 - (d) the development is setback at least 25 metres from a bore, well or watercourse identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks in which water may flow at any time; and
 - (e) no part of the development is undertaken in areas subject to inundation by 1 in 100-year average flood or sited on land fill that would interfere with the flow of such flood waters.
- The **restaurant** as it results in more than 75 seats for customer dining purposes, the sale of wine will not be limited to that which is uniquely the licensee's own product and whilst wastewater will be treated via Council's CWMS, the development involves the construction of a new 40KL septic tank for new cellar door wastewater 'pre-treatment' -prior to disposal to Councils CWMS system:

Restaurant located outside of Watershed Area 1, as shown on [Figures AdHi\(WA1\)/1 to 16](#), where:

- (a) it is located on the same allotment as a winery or a shop where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product;
- (b) the method of waste water disposal does not involve the storage of waste water in holding tanks;
- (c) it does not result in more than 75 seats for customer dining purposes on the allotment;
- (d) the development is setback at least 25 metres from a bore, well or watercourse identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks in which water may flow at any time; and
- (e) no part of the development is under taken in areas subject to inundation by a 1 in 100-year average flood or sited on land fill that would interfere with the flow of such flood waters.

- Similarly, we also note that a ‘shop’ is listed as a form of shop except where:
 - (a) the tasting of wine and retail sale of wine are the predominant activities;
 - (b) the sale and tasting of wine is limited to that which is uniquely the licensee’s own product;
 - (c) it is established on the same allotment as a vineyard, where the vineyard is at least 0.5 hectares;
 - (d) it does not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales on the allotment (and this includes any retail sale of non-beverage or non-food items);
 - (e) the method of waste water disposal does not involve the storage of wastewater in holding tanks;
 - (f) the development is setback at least 25 metres from a bore, well or watercourse identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks in which water may flow at any time; and
 - (g) no part of the development is undertaken in areas subject to inundation by 1 in 100-year average flood or sited on land fill that would interfere with the flow of such flood waters.

- **Advertisements:**

Advertisements which are located within 500 metres of the centre-line of any arterial road or scenic route (as identified on [Figure AdHi\(EC\)/1](#), with the exceptions of:

- (a) advertisements adjacent to a road with a speed limit of less than 80 km/h; or
- (b) advertisements on rural land that:
 - (i) have an advertisement area of two square metres or less; and
 - (ii) contain a message that relates entirely to a lawful use of land; and
 - (iii) are erected on the same site as that lawful use; and
 - (iv) will not result in more than two advertisements on the allotment.

- **Excavation and filling:**

Excavation and/or filling of land (excluding the forming of a levee or mound) subject to flooding as shown on [Figures AdHiFPA/1 to 19](#) or within other areas subject to flooding or inundation by a 1 in 100 year average return interval flood event

Accordingly, and having regard to the effect of PDC 70, the proposal in its entirety is for a **non-complying** development.

6.4 Public Notification

Noting PDC 71 and PDC 72 of the Zone, as well as the non-complying nature of the proposal, we are of the opinion that the application be assessed as a **Category 3** form of development.

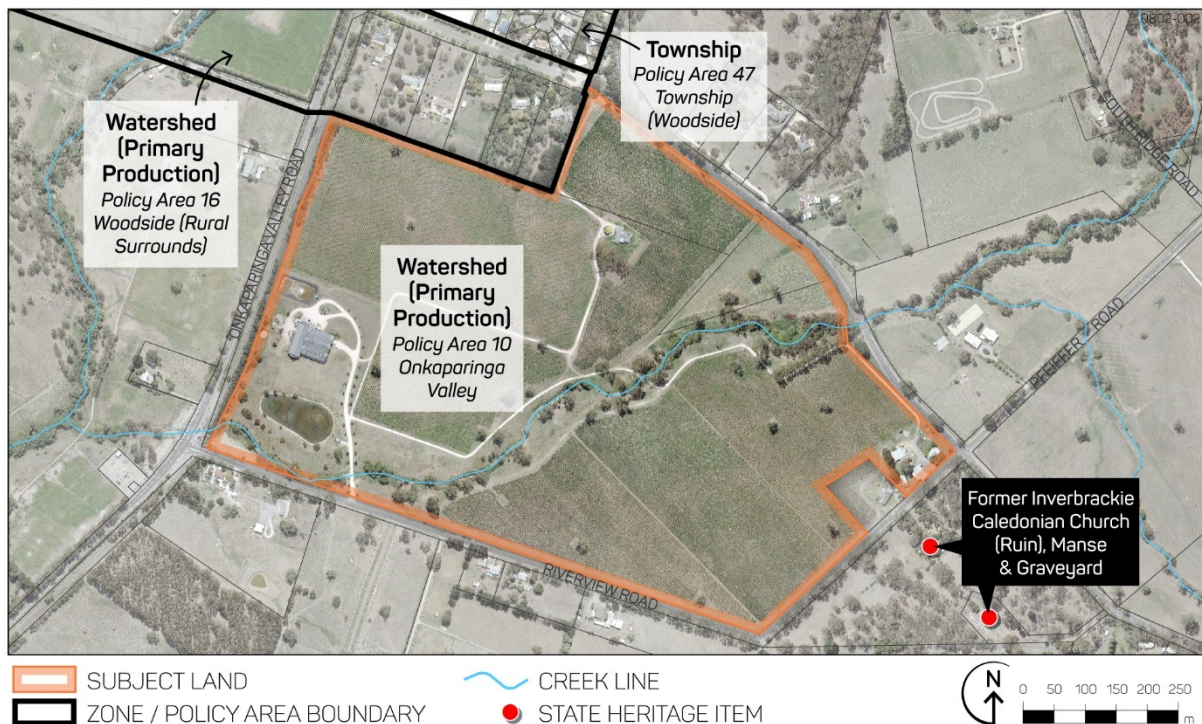
6.5 Agency Referrals

Given the development is a non-complying development in the 'Mount Lofty Ranges Water Protection Area' and is not proposed in a 'township' with a sewerage or common effluent disposal scheme, it is understood the development will require referral to the **Environment Protection Authority (EPA)** pursuant to Schedule 8 (10) of the Regulations. The relevant authority must have 'regard' to the referral advice of the EPA.

Given the physical distance between the proposed development and the nearest State Heritage Places (approx. 1km and separated by Riverview Road) we are of the opinion that the proposed development will not materially affect the context within which the State Heritage Places are situated. Accordingly, we do not anticipate that a referral to the State Heritage Branch is required (pursuant to Schedule 8(5) of the Regulations).

Given the proposed development does not involve the creation of vehicle access to Onkaparinga Valley Road or within 25 metres of a junction with Onkaparinga Valley Road (a secondary arterial road), the proposed development does not require referral to the Commissioner of Highway (via the Department for Infrastructure and Transport) (pursuant to Schedule 8(3) of the Regulations).

Figure 6.2 Zone, Policy Area and Heritage Map

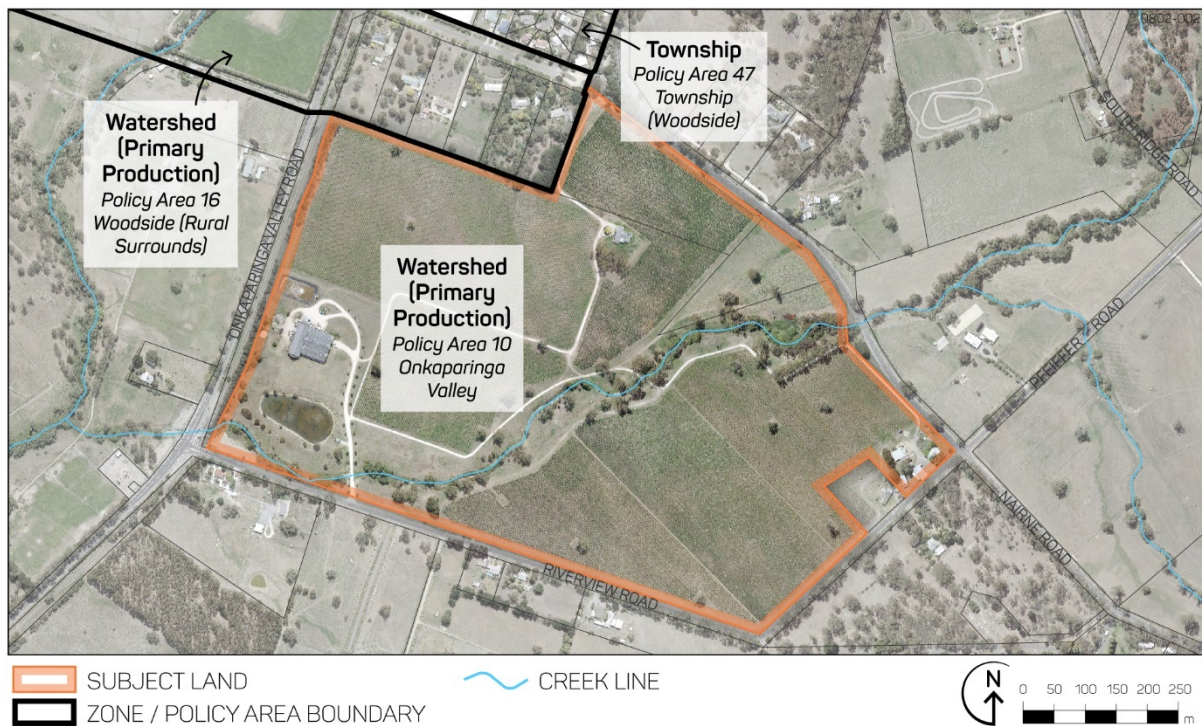


7. Development Plan Considerations

7.1 Overview

As previously mentioned, the subject land is situated within **Onkaparinga Valley Policy Area 10** of the **Watershed (Primary Production) Zone** of the Development Plan. The location of all zones and policy areas situated within the immediate locality of the subject land are illustrated in *Figure 7.1* below.

Figure 7.1 Zone and Policy Area Map



In accordance with Regulation 17(5)(b), the following provisions of the Development Plan are relevant to the assessment of this application.

ZONE

Watershed (Primary Production)	Onkaparinga Valley Policy Area 10
Zone	OBJ: 1
OBJ: 1,2,3,5,6	PDC: N/A
PDC: 1-4,9-12,14-17, 36,37	
39,42,43,54,55,66-69	

GENERAL SECTION

Advertisements	Heritage Places	Siting and Visibility
OBJ: 1 - 4	OBJ: 1,3	OBJ: 1
PDC: 1,2,3,5,6,8,11,13,18	PDC:6	PDC: 1-10
Animal Keeping & Rural Devt.	Infrastructure	Tourism Development
OBJ: 4,5	OBJ: 1	OBJ: 1,2,3,5,6
PDC: 1	PDC: 1	PDC: 1,2,3,5,7,8,11,12,13,14,16,17,18,19,21
Crime Prevention	Interface Between Land Uses	Transportation & Access
OBJ: 1	OBJ: 1,2,3	OBJ: 2
PDC: 1,5,6,7,10	PDC: 1,2,7,8,9,10,12	PDC: 1,6,8,9,13,14,15,18,19,20,21,23,25,26,32-41
Design and Appearance	Landscaping, Fences & Walls	Waste
OBJ: 1,2	OBJ: 1,2	OBJ: 1,2
PDC: 1,3,4,5,8, 9,11,12,15,16,20-23,27,28,30	PDC: 1,2,4	PDC: 1-5
Energy Efficiency	Natural Resources	
OBJ: 1	OBJ: 1,2,5,6,7,10,13,14	
PDC: 1, 1, 2(b)	PDC: 1,3,4,5,10,11,12,13,14,15,17,21,38,48	
Hazards	Orderly & Sustainable Devt.	
OBJ: 1,4	OBJ: 1,3,4,10	
PDC: 1,3,4,8,11	PDC:1,2,3,5,6,8,9,12	

MAPS, PLANS, OVERLAYS

- Structure Plan - Map AdHi/1 (Overlay 1)
- Zones - Map AdHi/3
- Policy Area – Mao AdHi/42
- Bushfire Protection Area - Figure AdHi (BPA)/6
- Flood Prone Area - Figure AdHiFPA/7
- Scenic Routes - Figure AdHi(EC)/1
- Mount Lofty Ranges Watershed Area - Figure MtLRWA/2
- Mount Lofty Ranges Region – Figure 1

TABLES

- Table AdHi/1 – State Heritage Places
- Table AdHi/4 – Off Street Vehicle Parking Requirements
- Table AdHi/7 – Design Guidelines

The following section of this Statement provides an assessment of the proposal against the key Development Plan Objectives and Principles of Development Control (PDCs). This assessment is grouped under a series of headings which address specific aspects of the proposed development. To avoid repetition only key planning provisions have been referred to in the discussion below.

7.2 Suitability of the Proposed Land Use within the Zone and Policy Area

The proposed development involves the construction of a new wine sales (cellar door) and restaurant building, directly adjacent, and adjoining, the existing winery building, together with a lawned landscaped area, an associated formal car parking area and an informal overflow car parking area.

Onkaparinga Valley Policy Area

OBJ 1 *The retention of the existing rural character by ensuring the continuation of farming and horticultural activities and excluding rural living or other uses which would require division of land into smaller holdings.*

The proposed new building will not interrupt the ability for the retention of existing rural character, whereby the continuation of existing horticultural (viticulture) activities are preserved on the site.

The siting of the building is such that it is placed well away from arable land; located south-east of the existing winery building on a clear and generally flat piece of land.

Watershed (Primary Production) Zone

OBJ 1 *The maintenance and enhancement of the natural resources of the south Mount Lofty Ranges.*

OBJ 6 *The development of a sustainable tourism industry with accommodation, attractions and facilities which relate to and interpret the natural and cultural resources of the south Mount Lofty Ranges and increase the opportunities for visitors to stay overnight.*

The proposed cellar door and restaurant will enhance the Adelaide Hills region as a primary tourist attraction, with the land uses aligned to those that would ordinarily be considered as associated with tourism.

PDC 12 *Shops or offices should not be established unless they are incidental or ancillary to the agricultural use of land.*

The cellar door (shop) component is ancillary and incidental to the primary function of the land, which is horticulture.

In addition, the office portion of the proposal are to be used only by employees of Wicks and are again ancillary and incidental to the daily operations of the winery, cellar door, and restaurant.

PDC 16 *Development should ensure that primary production activity is not prejudiced.*

PDC 66 *Restaurants should:*

(a) be established on the same allotment as, and be visually associated with a winery or shop where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product;

(b) not result in more than 75 seats for customer dining purposes on the allotment; and

(c) not result in a gross leasable area of greater than 25 square metres for the display and sale of any non-beverage or non-food items on the allotment.

Importantly, we note that the restaurant component of the proposal is established on the same allotment as (and is associated with) the winery and cellar door of the development. Whilst the sale of wine is not proposed to be strictly limited to just Wicks' products, the majority of wines sales are expected to be Wicks products and the venue will primarily sell and offer the tasting of wine that is produced on site and/or within the Mount Lofty Ranges Region.

The proposed restaurant is capable of holding 200 persons, with adequate services and infrastructure proposed in support of this use, including car parking.

PDC 67 *Cellar door sales outlets should:*

(a) be established on the same allotment as a winery;

(b) primarily sell and offer the tasting of wine that is produced within the Mount Lofty Ranges Region, as shown on Mount Lofty Ranges Region Figure 1;

(c) not result in a gross leasable area of greater than 25 square metres for the display and sale of any non-beverage or non-food items on the allotment; and

(d) not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales (and this includes any retail sale of non-beverage or non-food items).

PDC 68 *Shops where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product should:*

(a) be established on the same allotment as a vineyard, where the vineyard should be at least 0.5 hectares;

(b) primarily sell and offer the tasting of wine that is produced within the Mount Lofty Ranges Region, as shown on Mount Lofty Ranges Region Figure 1;

(c) not result in a gross leasable area of greater than 25 square metres for the display and sale of any non-beverage or non-food items on the allotment; and

(d) not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales (and this includes any retail sale of non-beverage or non-food items).

PDC 69 *Restaurants, cellar door sales outlets and shops where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product should:*

(a) not be sited:

(i) within areas subject to inundation by a 100-year period flood event or sited on land fill which would interfere with the flow of such flood waters;

(ii) on land with a slope more than 20 percent (1 in 5);

(b) be setback a minimum of 25 metres from any bore, well or watercourse, where a watercourse is identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks where water flows at any time and includes all:

(i) dams or reservoirs that collect water flowing in a watercourse;

(ii) lakes through which water flows;

(iii) channels into which water has been diverted; and

(iv) any known underground seepage condition;

(c) be setback a minimum of 50 metres from a road other than where occupying a local or state heritage listed building;

(d) not result in ribbon development along roads; and

(e) maintain a clear delineation between urban and rural development.

We note that the cellar door sales is to be established on the same allotment as the winery. Whilst the sale of wine is not proposed to be strictly limited to just Wicks' products, the majority of wines sales are expected to be Wicks products and the venue will primarily sell and offer the tasting of wine that is produced on site and/or within the Mount Lofty Ranges Region.

The cellar door component of the development is well integrated with the overall layout of the new building, which locates the wine tasting/sales area alongside a sitting lounge. The lounge area and wine tasting/sales area comprises some 70 square metres, however this space is not delineated (by walls or other physical means) from the restaurant, lounge, or bar areas.

The restaurant and cellar door uses of the proposal are subservient to the primary function on the land which is for primary production (viticulture) and a winery.

The new building is not sited within an area subject to a 100-year flood event, or on land fill which would interfere with such waters, locating the building some 100 metres from the Inverbrackie Creek.

The building is separated from the edge of the existing irrigation dam (to the south of the proposed building) by approximately 30 metres. As noted within the Stormwater Management Report prepared by TMK Engineers

(*Appendix 4*), the proposed building finished floor level (FFL) will be 1.0m above expected flood level and no flooding will be expected near the proposed building.

Tourism Development

OBJ 3 *Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.*

OBJ 5 *Tourism development in rural areas that does not adversely affect the use of agricultural land for primary production.*

The proposed development is considered to be a form of *tourism* development, to the extent that the nature of offering is aligned to that of which tourists are attracted.

The proposal will enhance the local character and the appeal of the Woodside area by offering additional choice for restaurant, wine tasting, and wine sales within the area. This will be conducted in a single, homogenous built form – an architecturally designed building which is contextually sensitive; both in materiality and form. In our opinion it will enhance the local character and appeal of Woodside.

7.3 Form of Development / Siting and Visibility

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to the form, siting and visibility of development are reproduced below.

Watershed (Primary Production) Zone

PDC 1 *Buildings, should be located in unobtrusive locations and, in particular, should:*

(a) be located well below the ridge line;

(b) be located within valleys or behind spurs;

(c) be located not to be visible against the skyline when viewed from public roads and especially from the Mount Lofty Ranges Scenic Road;

(d) be set well back from public roads, particularly when the allotment is on the high side of the road;

(e) be sited on an excavated rather than a filled site to reduce the vertical profile of the building;

(f) where possible be screened by existing native vegetation when viewed from public roads and especially from the Mount Lofty Ranges Scenic Road; and

(g) maximize the retention of existing native vegetation and the protection and retention of watercourses in their natural state.

We note that the siting of the building is set well back from public roads, is not located on a ridge line, and requires minimal cut to enable its construction.

Vegetation loss is both minimal and inconsequential; where the existing vegetation cover at the proposed location of the new building and car parking areas have limited significance to the character of the site – the majority of which is well established vineyards, which are located well away from the site of the new building.

The development will not result in the removal or impact on any native vegetation.

PDC 2 *Buildings should be unobtrusive and not detract from the desired natural character of the Zone and, in particular:*

(a) the profile of buildings should be low and the roof lines should complement the natural form of the land;

(b) the mass of buildings should be minimized by variations in wall and roof lines and by floor plans which complement the contours of the land; and

(c) large eaves, verandahs and pergolas should be incorporated into designs to create shadowed areas which reduce the bulky appearance of buildings.

PDC 11 *Buildings should not impair the character of rural areas by reason of their scale or siting. If necessary, buildings should be screened by trees or shrubs.*

PDC 14 *Development should not detract from the natural and rural landscape character of the region.*

PDC 39 *Buildings should not impair the character of rural areas by reason of their scale or siting. If necessary, buildings should be screened by trees or shrubs.*

The new built form presents as an attractive addition to the site, where the profile is low and roof lines complementary of the natural form of the land, utilising low pitches to the gable form. The mass of the building is minimised by a number of variations in the wall and roof lines, as a result of the internal and external spaces, and the second level only covering a portion of the ground level below it.

Design and Appearance

PDC 9 *Development should take place in a manner which will minimize alteration to the existing land form.*

Siting and Visibility

OBJ 1 *Protection of scenically attractive areas, particularly natural and rural landscapes.*

PDC 2 *Buildings should be sited in unobtrusive locations and should:*

(a) be grouped together

(b) where possible, be located in such a way as to be screened by existing vegetation when viewed from public roads and especially from Scenic Routes shown on Figure AdHi(EC)/1

(c) be designed to blend with surrounding developments and landscapes.

PDC 3 *Buildings outside urban areas and in undulating landscapes should be sited in unobtrusive locations and in particular should be:*

(a) sited below the ridgeline

(b) sited within valleys or behind spurs

(c) sited to not be visible against the skyline when viewed from public roads, and especially from the Scenic Routes shown on Figure AdHi(EC)/1

(d) set well back from public roads, particularly when the allotment is on the high side of the road, or adjacent to the Scenic Routes shown on Figure AdHi(EC)/1

(e) have the roof line below the lowest point of the abutting road when the allotment is on the low side of the road

(f) be sited on an excavated rather than a filled site in order to reduce the vertical profile of the building

(g) constructed of material colours and finishes which complement those of surrounding developments and landscapes.

The proposed building is sited directly adjacent to the existing winery building on the site. When complete, the new wine sales and restaurant building will read homogenously with the existing building; resulting in an unobtrusive and visually attractive complex.

Being grouped together, and screened by existing vegetation closer to Riverview Road and Onkaparinga Valley Road, we consider that PDC 2 and 3 are satisfied.

7.4 Design and Appearance

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to 'building design and appearance' are reproduced below.

Design and Appearance

OBJ 1 *Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.*

PDC 1 *Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:*

(a) building height, mass and proportion

(b) external materials, patterns, colours and decorative elements

(c) roof form and pitch

(d) façade articulation and detailing

(e) verandahs, eaves, parapets and window screens.

PDC 3 *The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.*

The proposed building is of a high design standard, which responds to the positive aspects of the local environment. This is done through the expansive use of glass and balconies, which maximise the opportunity of an ‘immersive’ experience within the well-established winery site, with the use of warm-toned brick, timber, and corrugated metal not detracting from the locality.

The metal cladding of walls and roofs, where used, are of low reflectivity and will not result in glare to neighbouring properties, drivers, or cyclists.

PDC 11 *No building should be erected within 100 metres of the Scenic Routes shown on Figure AdHi(EC)/1 which would impair, disfigure, interfere with or be in any way detrimental to the aesthetic appearance or natural beauty of:*

(a) the scenic routes

(b) the landscape visible from any part of the scenic routes

(c) the landscape visible from any vantage point adjacent to the scenic routes.

The closest edge of the new building is located approximately 130 metres from the centre of Onkaparinga Valley Road – a scenic route. Given the setback of the building from Onkaparinga Valley Road, this policy does not apply. Notwithstanding, we note that the proposed building is highly aligned with this policy given the scenic route, the landscape visible from that scenic route, and the landscape visible from vantage points adjacent the scenic route will not be disrupted or disfigured by the proposed development.

PDC 20 *Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.*

The orientation of the new building is such that the primary façade (and entrance) is located conveniently from the car parking area, which is located off the main entry road from Riverview Road. This provides for a logical and identifiable entrance, and directs the public away from otherwise restricted areas (including the vineyards and winery areas).

PDC 21 *Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.*

PDC 22 *Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.*

PDC 23 *Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas*

Pedestrian entry points are emphasised through building design and building signage, which take pedestrians from the public car parking area up a ramp and onto a decking area, before entering the main building proper. The use of differing materiality and large doorway assist in emphasising the main entry point.

***PDC 27** Outdoor storage, loading and service areas should be screened from public view by a combination of built form, solid fencing and/or landscaping.*

The services area, located against the western elevation of the new building, is screened from the public car parking area by the use of 2.0 metre tall trellis screen. This provides for an attractive and functional area, which also delineates and obscures the view of the staff parking area from the public car parking area.

7.5 Heritage Consideration

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘heritage’ are reproduced below.

Design and Appearance

***PDC 15** The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in Table AdHi/1 — State Heritage Places or in Table AdHi/2 – Local Heritage Places.*

Heritage Places

***OBJ 3** Conservation of the setting of State and local heritage places.*

As mentioned in Section 6.5 of this Statement, given the separation distance of the proposed works from the listed State Heritage Places (approximately 1km), the siting and form of the proposed development will not affect nor detract from the heritage setting of those State Heritage Places.

Accordingly, the proposed development accords with Objective 3 and PDC 15.

7.6 Crime Prevention

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘crime prevention’ are reproduced below.

Crime Prevention

***OBJ 1** A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.*

***PDC 1** Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.*

***PDC 5** Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.*

***PDC 7** Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.*

Combining land uses which operate at varying times, the orientation of the building and its primary frontages overlooking common areas, and lighting of the development ensure close alignment with Crime Prevention Through Environmental Design principles.

The layout of the development is such that it minimises any potential places of entrapment, where these have the added benefit of affording clear sightlines from strategic points within the existing and new parts of the development.

7.7 Energy Efficiency

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘energy efficiency’ are reproduced below.

Energy Efficiency

***OBJ 1** Development designed and sited to conserve energy.*

***PDC 1** Development should provide for efficient solar access to buildings and open space all year around.*

The new building utilise eaves and overhangs which assist in reducing the solar loading on glazed elements in summer months, but are sized such that solar penetration is possible in winter months – maximising the opportunity for efficient solar access.

The use of operable glazing allows for cross-flow ventilation, and for the use of passive heating (and cooling) measures which reduces the demand on energy consumption.

7.8 Advertisements

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Advertisements’ are reproduced below.

Advertisements

***OBJ 1** Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.*

***OBJ 2** Advertisements and/or advertising hoardings that do not create a hazard.*

***OBJ 3** Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.*

***PDC 1** Advertising and/or advertising hoardings should have regard to the design guidelines contained in Table AdHi/7 – Development Guidelines*

PDC 2 *The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:*

- (a) consistent with the predominant character of the urban or rural landscape*
- (b) in harmony with any buildings or sites of historic significance or heritage value in the area*
- (c) coordinated with and complement the architectural form and design of the building they are to be located on*
- (d) consistent with the desired character of areas or zones.*

PDC 3 *The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:*

- (a) clutter*
- (b) disorder*
- (c) untidiness of buildings and their surrounds*
- (d) driver distraction.*

Table ADHI/7 – Development Guidelines

2 Advertising and Signage:

2.1 Outdoor advertising designed and located to:

- (a) complement and improve the character and amenity of the area within which it is located;*
- (b) maintain equity of exposure for every business premises;*
- (c) be concise and efficient in communicating with the public to avoid proliferation of confusing and cluttered information or number of advertisements; and*
- (d) minimize third party advertising*

Advertising is proposed only on the brick blade wall, which sits directly to the south of the stair which links the lower-level terrace area to the upper-level balcony area. This signage relates directly to the use of the land, using the ‘Wicks Estate’ livery.

This advertising will complement the character of the area, where simple black lettering (in the design of the Wicks logo) is applied to the warm-toned brick blade wall. The size of the signage is such that it will not dominate the building, but be identifiable on the approach to the new building from the entry road.

As only one sign is proposed, the advertisement will not clutter, disorder, be distracting, or otherwise present as an untidy approach to advertising, but rather be harmonious to the character and architectural form and design of the building to which it is located on.

7.9 Landscaping

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Landscaping’ are reproduced below.

Watershed (Primary Production) Zone

OBJ 5 *The enhancement of the amenity and landscape of the south Mount Lofty Ranges for the enjoyment of residents and visitors.*

Landscaping, Fences and Walls

OBJ 1 *The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.*

PDC 1 *Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:*

(a) complement built form and reduce the visual impact of larger buildings (e.g. taller and broader plantings against taller and bulkier building components)

(b) enhance the appearance of road frontages

(c) screen service yards, loading areas and outdoor storage areas

(d) minimise maintenance and watering requirements

(e) enhance and define outdoor spaces, including car parking areas

(f) maximise shade and shelter

(g) assist in climate control within and around buildings

(h) minimise heat absorption and reflection

(i) maintain privacy

(j) maximise stormwater re-use

(k) complement existing vegetation, including native vegetation

(l) contribute to the viability of ecosystems and species

(m) promote water and biodiversity conservation.

PDC 2 *Landscaping should:*

(a) include the planting of locally indigenous species where appropriate

(b) be oriented towards the street frontage

(c) result in the appropriate clearance from power lines and other infrastructure being maintained.

The area to the south and east of the new building is to be vegetated with a new grassed parkland style area. Whilst the final detail of this is to be developed, the species will be suitable for the area, provide an attractive and functional landscaped space, and assist in defining the built form between the car park access path.

7.10 Interface Between Land Uses

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to the ‘interface between land uses’ are reproduced below.

Interface Between Land Uses

- OBJ 1** *Development located and designed to minimise adverse impact and conflict between land uses.*
- OBJ 2** *Protect community health and amenity from adverse impacts of development*
- OBJ 3** *Protect desired land uses from the encroachment of incompatible development.*
- PDC 1** *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants*
 - (b) noise*
 - (c) vibration*
 - (d) electrical interference*
 - (e) light spill*
 - (f) glare*
 - (g) hours of operation*
 - (h) traffic impacts*
 - (i) stormwater or the drainage of runoff from the land.*
- PDC 7** *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*
- PDC 8** *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*
- PDC 9** *Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.*

PDC 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise (LA90,15min) for the overall (sum of all octave bands) A-weighted level
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

Orderly and Sustainable Development

OBJ 3 Development that does not jeopardise the continuance of adjoining authorised land uses.

The proposed development, whilst considered to be ‘adjacent’ sensitive land uses, locates the nearest noise sensitive receiver some 230 metres away (to the west).

An independent Acoustic Engineer, Sonus, has been engaged to determine the suitability of the proposal with respect to its impacts on any noise sensitive receiver (refer to **Appendix 5**). Sonus recommend a number of mitigation measures – both physical and operational – which demonstrate the suitability of the proposal in its context.

The noise assessment considers the activity associated with the proposed development, including:

- Patrons within the outdoor area;
- Vehicle movements and car park activity, including pick up and drop off by coaches; and
- Music outdoors, in the restaurant area, and in the function room.

Noise modelling has been prepared which considers the continuous operation of mechanical plant, 20 vehicle movements into or out of both the public and overflow car parks (40 movements in total), with associated car parking activity, and patronage of up to 400 people distributed throughout the outdoor areas in day time hours (up to 10:00pm); with 100 on the upper level and 300 on the ground level.

In order to achieve the requirements of the *Environment Protection (Noise) Policy 2007*, Sonus recommend that:

- Patrons only be allowed within the outdoor dining area during daytime hours (up to 10:00pm), unless they are leaving the site (by moving to a car or awaiting coach);
- Coaches should only access the public car park during daytime hours (up to 10:00pm), with any coach accessing the site to collect patrons shall use the turning area to the north of the winery building after 10:00pm (and not the public car park area);

- The number of patrons on site be limited to 400 and are only outside prior to 10:00pm; and
- Doors and windows to the new building remain closed when high levels of music are played inside.

Wicks Estate have no objection to these recommendations forming conditions to any consent this application may be granted, whereby they will bind the operation to the findings of the acoustic report as necessary.

The balance of the recommendations of the acoustic report, including the glazing types, wall thicknesses, door closers, and other built form concerns will be addressed during the detailed documentation phase of the application.

Figure 7.2 Extract from *Sonus Environmental Noise Assessment* (refer to **Appendix 5**)



7.11 Transportation and Access

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to 'Transportation and Access' are reproduced below.

Transportation and Access

OBJ 2 *Development that:*

- provides safe and efficient movement for all transport modes*
- ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles*
- provides off street parking*
- is appropriately located so that it supports and makes best use of existing transport facilities and networks*
- provides convenient and safe access to public transport stops.*

PDC 6 *Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.*

PDC 8 *Development should provide safe and convenient access for all anticipated modes of transport.*

PDC 9 *Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.*

The proposal incorporates patron arrival modes by bicycle, motor vehicle, and bus. These are all facilitated off Riverview Road, to the south, with the exception of the cyclist connection which is afforded by way of a future connection to the Amy Gillett Bikeway.

A new patron parking area will be provided to the south-west of the new building extension (with 69 parking spaces including two spaces for use by persons with disabilities). A 14-space staff parking area and additional loading area will also be provided to the west of the new building. A total of 83 formalised parking spaces will therefore be provided within the site (in addition to the informal existing staff parking to the north of the existing winery building). In addition to the formalised parking, additional overflow (event) parking can be accommodated on the area to the east of the driveway (referred to as Lot 7). The overflow parking area could accommodate 49 cars.

PDC 18 *Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.*

PDC 19 *Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:*

- (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas*
- (b) Adelaide's principal cycling network (BikeDirect), which includes arterial roads, local roads and off-road paths.*

PDC 20 *New developments should give priority to and not compromise existing designated bicycle routes.*

PDC 21 *Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.*

The existing Amy Gillett Bikeway is not impacted by this development. A future connection to the bikeway, separate to this development application, will enable patrons using this bikeway to enter the Wicks Estate site – in a convenient and safe manner – and not be forced to utilise the entry point located off Riverview Road.

PDC 23 *On-site secure bicycle parking facilities should be:*

- (a) located in a prominent place*
- (b) located at ground floor level*
- (c) located undercover*
- (d) located where surveillance is possible*
- (e) well lit and well signed*
- (f) close to well used entrances*
- (g) accessible by cycling along a safe, well lit route.*

Bicycle parking will be identified during detailed design of the proposal, however it is anticipated that four (4) bicycle rails (accommodating two bicycles per rail) for use by visitors and staff will be located in a safe and convenient location – which would most logically place it along the south-western edge of the building.

This will provide a convenient location for cyclists to travel and lock their bicycles, in an area which affords passive surveillance from the new building and the car parking area over this site.

Cirqa note that eight (8) bicycle parking spaces is considered sufficient to accommodate potential demands.

PDC 25 *Development should have direct access from an all-weather public road.*

The Wicks Estate development is currently accessed directly from Riverview Road; a bituminised, all weather public road. The proposed development will continue to afford access from this same crossover.

PDC 32 *Driveways, access tracks and parking areas should be designed and constructed to:*

- (a) follow the natural contours of the land*
- (b) minimise excavation and/or fill*
- (c) minimise the potential for erosion from surface runoff*
- (d) avoid the removal of existing vegetation*
- (e) be consistent with Australian Standard AS 2890 Parking facilities.*

Access paths created in association with the new development for the new primary car parking area and the overflow do not require significant modification to the existing land. The car park areas are chosen as they logically follow the existing contour of the land, are located most conveniently from the existing internal access roads, and therefore minimise the need for significant civil works.

The existing access point to Riverview Road is proposed to be widened slightly to improve accommodation of two-way commercial vehicle movements.

PDC 33 *Development should be sited and designed to provide convenient access for people with a disability.*

Two (2) dedicated accessible car parking spaces are provided within the car parking area. These two spaces are located directly adjacent the new building, which provides for the greatest convenience.

Table AdHi/4 – Off Street Vehicle Parking Requirements

Hotel and licensed premises	1 per 2 square metres of bar floor area; plus: <ul style="list-style-type: none"> • 1 per 6 square metres of lounge bar or beer garden floor area • 1 for every 3 seats provided or able to be provided within a dining room • 1 for every 2 machines within a gaming room area; or 1 per 3 guest rooms (whichever provides the larger number).
Restaurant (traditional)	1 per 3 seats or 1 per 15 square metres, whichever is the greater (indoor areas) 1 per 6 seats (outdoor eating areas)
Shop	5.5 per 100 square metres total floor area

PDC 34 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table AdHi/4 – Off Street Vehicle Parking Requirements unless all the following conditions are met:

(a) an agreement is reached between the Council and the applicant for a reduced number of parking spaces

(b) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.

83 formalised parking spaces will be provided within the site, with an additional 49 overflow (event) spaces.

In accordance with Table AdHi/4 – Off Street Vehicle Parking Requirements of the Adelaide Hills Development Plan, there are a number of different rates which could arguably be applicable to the subject proposal. Circa have advised that for similar developments within the Adelaide Hills Council area, Councils administration have previously suggested that a rate of one space per three persons permitted on-site would be appropriate. Such a rate is commonly applied to restaurants and (internal) dining areas as well as function areas.

On this basis, CIRQA calculate that the proposed mix of development would generate a theoretical requirement of 134 car parking spaces associated with a 400-person capacity. CIRQA note that the 400-person capacity is associated only with infrequent events, and during these events the overflow parking area would be utilised. Further, they note that the utilisation of buses and higher car occupancies are observed during these infrequent events. (Refer to CIRQA traffic impact assessment in **Appendix 3**).

It is noted that Table AdHi/4 states that ‘a proponent may take an empirical assessment of car parking demand to determine a reduced provision of on-site car parking considering... any ... factors that may influence a demand for car parking.’ CIRQA provide two examples of empirical data; at Maximilian’s/Sidewood, and at Howard Vineyard. They both provide a lesser rate than would be required by the Development Plan.

On the basis of the empirical data of those two sites, the proposed capacity of 400 persons would generate peak demands in the order of 60 spaces (based on a ‘per person’ rate) or 60 to 77 spaces (based on per floor area’ basis). Given the provision of 83 formalised car parks on site, Circa confirm that the parking demands associated with the site would typically be easily accommodated within formalised staff and patron parking areas.

Circa also suggest that in reality, typical patronage levels will be below the proposed 400-person capacity and parking demands even lower than suggested by the above assessment. Circa have therefore concluded that *“On the basis of the above, it is considered that more than sufficient parking will be provided within the site for both typical demands and major event demands.”*

PDC 35 *Development should be consistent with Australian Standard AS 2890 Parking facilities.*

CIRQA confirm that the parking area will comply with the requirements of the Australian/New Zealand Standard for ‘Parking Facilities – Part 1: Off-street car parking (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard for ‘Parking Facilities – Part 6: Off-street car parking for people with disabilities (AS/NZS 2890.6:2009); where:

- Parking spaces will be at least 2.6 metres wide and 5.4 metres long;
- Access parking spaces will be 2.4 metres wide and 5.4 metres long with an adjacent shared space of the same dimension;
- Parking aisles will be 5.8 metres wide;
- 1.0 metre end-of-aisle extension will be provided beyond the last parking spaces in blind aisles; and
- 0.3 metre clearance will be provided to objects greater than 0.15 metres in height.

PDC 36 *Vehicle parking areas should be sited and designed to:*

(a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development

(b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network

(c) not inhibit safe and convenient traffic circulation

(d) result in minimal conflict between customer and service vehicles

(e) avoid the necessity to use public roads when moving from one part of a parking area to another

(f) minimise the number of vehicle access points onto public roads

(g) avoid the need for vehicles to reverse onto public roads

(h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points

(i) not dominate the character and appearance of a site when viewed from public roads and spaces

(j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

(k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles

(l) include adequate provision for manoeuvring into and out of parking bays.

The primary car parking area, located to the immediate south-west of the new building, facilitates a safe and convenient location for pedestrians using this car parking area and the cellar door building. Direct access from the car parking area to the main entrance of the new building is possible.

The development will utilise the existing crossover, albeit being slightly widened, and as such does not result in an increase in the number of vehicle access points onto public roads.

The design of the car parking area is such that it provides a 'ring' loop, where vehicles will enter and exit the site always in a forward direction, and that further allows for the safe convenient dropping off/picking up of visitors from vehicles and buses alike.

The separation of the staff car parking area and the associated service access from the public car parking area minimises the conflict between customer and service vehicles.

PDC 39 *Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.*

Car parking areas are proposed to be finished with a compacted granulated rubble surface, which matches the existing access paths within the site, which will assist to minimise dust and mud nuisance.

PDC 40 *To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.*

PDC 41 *Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.*

Trees are proposed within the car parking area (species to be determined) to offer shade to users. These trees will further assist with shielding the view of the car parking area from the new building itself, and from certain public places where vantage points to this car parking area are possible.

7.12 Stormwater Management

A Stormwater Management Plan prepared by TMK Engineers is attached in *Appendix 4* and details the stormwater Management Strategies for the proposed development including how stormwater runoff would be captured and conveyed from the subject site safely to the receiving natural drainage network as well as stormwater quality management and the incorporation of Water Sensitive Urban Design (WSUD) elements.

There is considerable duplication of Stormwater Management policies within the Adelaide Hills Development Plan and therefore only key policy considerations are reproduced below (to avoid repetition).

Hazards

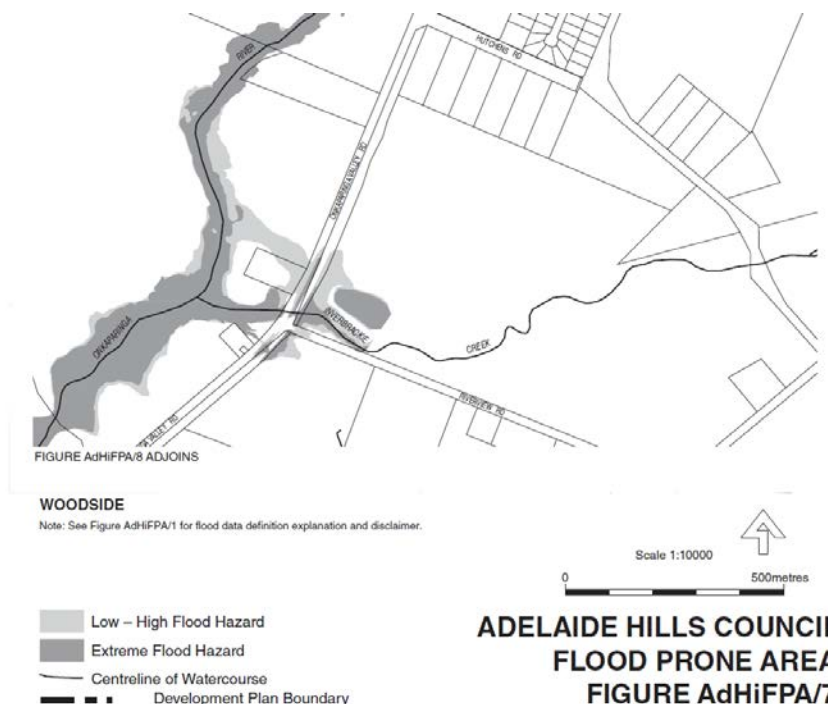
OBJ 4 Development located and designed to minimise the risks to safety and property from flooding

Flooding

PDC 3 Development should not be undertaken in areas liable to inundation by drainage or flood waters, including land identified on Figures AdHiFPA/ 1 to 19 as being subject to flooding, unless the development can achieve all of the following:

- (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
- (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event
- (c) it will not result in pollution of any watercourses.

Adelaide Hills Council Flood Prone Area Figure AdHiFPA/7:



PDC 4 *Development, including earthworks associated with development, should not do any of the following:*

- (a) impede the flow of floodwaters through the land or other surrounding land*
- (b) increase the potential hazard risk to public safety of persons during a flood event*
- (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood*
- (d) cause any adverse effect on the floodway function*
- (e) increase the risk of flooding of other land*
- (f) obstruct a watercourse.*

Inverbrackie creek flows within the allotment of the subject site. Currently the winery has a dam located at the south-west corner of the property (above Inverbrackie creek) which stores stormwater for irrigation purposes. The existing dam top of bank level varies, having a low point present at the north-west corner of the dam.

Information obtained on Government of South Australia flood mapping (WaterConnect) indicates on the “Upper Onkaparinga Floodplain Mapping 2004” a 100Yr ARI flood zone at the north-west corner of the dam which eventually flows back into the creek at the southern boundary. This demonstrates a current uncontrolled overflow present in a major storm event at the north-west corner of the dam.

TMK Engineers have confirmed that the existing irrigation dam is collecting most of the stormwater run-off present on the site due to its lower elevation inside the allotment. It is noted that no connection structure is present between the dam and Inverbrackie creek.

Stormwater run-off from the proposed roof structure will be collected via conventional stormwater pipe network and will be discharge into the existing discharge outlet located at the north boundary of the dam.

Stormwater run-off from the proposed carparks will be collected via grassed swales and will be discharged into the existing dam through a proposed stormwater outlet. Carparks will have a slope of approximate 1% falling into the proposed swales. On areas where this is not achievable, stormwater grated sump and conventional underground pipe network will be installed to provided appropriate drainage.

Due to the increased stormwater inflow into the existing dam, it is required to lift the lowest top of bank levels (currently at RL. 342.25) located at the north-west corner to increase the total volume retained within the waterbody. Earthwork will be carried out locally from western to northern dam boundary lifting up the top of bank level to RL. 342.55 with an embankment not steeper that 1:3. The new top of bank level will increase the total surface area of the water body and increase the volume to store the new run-off during a major storm event.

According to calculations it is expected that a major storm event will be stored within the basin without compromising any propose building. Proposed building finished floor levels (FFL) will be approximately 1.0 metre above the top of bank level from the basin to prevent any flooding.

An overflow swale will be provided at the same location of the existing uncontrolled overland flow path to discharge stormwater into Inverbrackie Creek during a 100Yr ARI storm scenario.

TMK engineers have confirmed that:

The minor system would be designed to accommodate the 10 year average recurrence interval (ARI) with a minimum freeboard of 150 mm maintained between the hydraulic grade level (HGL) in a stormwater pit and the finished surface level.

The major system would be designed so that no inundation of any building or adjoining property occurs as a result of a 100 year ARI storm event and the gap flows are conveyed within the defined overland flows paths located within the redevelopment.

Natural Resources

- OBJ 1** *Retention, protection and restoration of the natural resources and environment.*
- OBJ 2** *Protection of the quality and quantity of South Australia's surface waters, including inland and underground waters.*
- OBJ 5** *Development consistent with the principles of water sensitive design.*
- OBJ 6** *Development sited and designed to:*
 - (a) protect natural ecological systems*
 - (b) achieve the sustainable use of water*
 - (c) protect water quality, including receiving waters*
 - (d) reduce runoff and peak flows and prevent the risk of downstream flooding*
 - (e) minimise demand on reticulated water supplies*
 - (f) maximise the harvest and use of stormwater*
 - (g) protect stormwater from pollution sources.*

Water Sensitive Urban Design

- PDC 10** *Development should be sited and designed to:*
 - (a) capture and re-use stormwater, where practical*
 - (b) minimise surface water runoff*
 - (c) prevent soil erosion and water pollution*
 - (d) protect and enhance natural water flows*
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies*

- (f) not contribute to an increase in salinity levels
- (g) avoid the water logging of soil or the release of toxic elements
- (h) maintain natural hydrological systems and not adversely affect:
 - i. the quantity and quality of groundwater
 - ii. the depth and directional flow of groundwater
 - iii. the quality and function of natural springs.

PDC 11 Water discharged from a development site should:

- (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
- (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.

PDC 12 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood

PDC 13 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.

PDC 14 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

PDC 15 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

PDC 16 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

PDC 17 Stormwater management systems should:

- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
- (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities

(iv) aquifer recharge.

PDC 18 *Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.*

Water Catchment Areas

PDC 35 *Development should comply with the current Environment Protection (Water Quality) Policy.*

TMK Engineers have confirmed that the key strategies planned to manage the quality of stormwater discharged from the proposed site include the use of grassed swales to remove nitrogen and phosphorous levels present within the carpark prior discharging it into the existing irrigation dam.

A MUSIC model has been provided (refer to **Appendix 4**) to demonstrate the efficiency and the required length of the proposed swale to comply with local Council water quality targets as follows:

- 90% reduction in litter/gross pollutants
- 45% reduction in average annual total nitrogen
- 60% reduction in average annual total phosphorous
- 80% reduction in average annual total suspended solids

The results of MUSIC modelling have demonstrated the achievement of Councils water quality reduction percentages in association with the proposed development.

7.13 Natural Resources

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Natural Resources’ are reproduced below.

Natural Resources:

OBJ 1 *Retention, protection and restoration of the natural resources and environment.*

OBJ 2 *Protection of the quality and quantity of South Australia’s surface waters, including inland and underground waters.*

OBJ 7 *Storage and use of stormwater which avoids adverse impact on public health and safety.*

OBJ 10 *Minimal disturbance and modification of the natural landform.*

OBJ 13 *Protection of the scenic qualities of natural and rural landscapes.*

OBJ 14 *The conservation and preservation of the rural character, scenic amenity and bushland of the area.*

PDC 1 *Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.*

PDC 3 *Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.*

PDC 4 *Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.*

PDC 5 *Development should be undertaken with the minimum effect on natural features, land adjoining water or designated Scenic Routes as shown in Figure AdHi(EC)/1 or scenically attractive areas.*

Water Catchment Areas

PDC 24 *Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.*

Soil Conservation

PDC 48 *Development should be designed and sited to prevent erosion.*

The development will have minimal impact on the natural environment, where the siting of the building is such that the land and soil are modified only to the extent required for the new building. As a direct result of the gently sloped land, minimal fill is required; which will generally be sourced on the site.

The development will not reduce the arable capability of the land, with the existing vineyards being completely untouched by the proposed building. The proposed development is also significantly removed from Inverbrackie Creek (approximately 100 metres) to ensure the development will not impact on the site hydrology or the natural flows and ecology of this watercourse. TMK Engineers have confirmed that the proposed development will not disrupt the upstream or downstream flow of Inverbrackie Creek in accordance with the “Upper Onkaparinga Floodplain Mapping 2004” (WaterConnect)

7.14 Waste Management

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Waste’ are reproduced below.

Waste

OBJ 1 *Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.*

OBJ 2 *Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.*

PDC 1 *Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:*

- (a) avoiding the production of waste*
- (b) minimising waste production*
- (c) reusing waste*
- (d) recycling waste*
- (e) recovering part of the waste for re-use*
- (f) treating waste to reduce the potentially degrading impacts*
- (g) disposing of waste in an environmentally sound manner.*

PDC 2 *The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.*

PDC 3 *Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).*

PDC 4 *Untreated waste should not be discharged to the environment, and in particular to any water body.*

PDC 5 *Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.*

All waste generated in association with the cellar door and restaurant is to be stored on site in a safe and contained manner prior to its collection.

A services area located adjacent to the staff parking area (and separated from the public car parking area) will allow for the storage of receptacles holding both recycling and waste materials prior to collection by private contractor.

This service area is capable of being serviced by an 11.0 metre rigid vehicle, and will safely accommodate a front lift refuse collection vehicle. This is demonstrated in Figure 3 of the CIRQA traffic report in **Appendix 3**.

A Waste Water Management Strategy has been prepared by TMK Engineers (refer to **Appendix 4**) which includes a new 100mm effluent connection off Council's Community Waste Management System (CWMS) main along Woodside-Nairne Rd. This connection will service the whole site and will include redirection of existing discharge from the winery building (downstream of 20 kL septic tank) to the new CWMS connection. A new 40kL septic tank is also proposed for the cellar door wastewater pre-treatment and a new effluent pump chamber will be provided to achieve connection to Council's CWMS system. Sewer reticulation will be provided within the existing and proposed new building.

The waste-water system has been designed (septic tank & pump chamber system) for an average patronage of 250 people/day (maximum 400 people/day).

A new 2,400 litre capacity grease arrester will be provided for the proposed cellar door in accordance with SA Water Trade waste guidelines.

8. Social, Economic and Environmental Effects

In accordance with Clause 17(5)(d) of the Regulations, an assessment of the expected social, economic and environmental effects of the development are discussed below.

8.1.1 Social Effects

The proposed development will provide a cellar door, restaurant and function facility at the southern end of the Woodside township. It will serve the immediate township – and be a destination for residents and visitors of the greater Adelaide region and beyond.

The development has been designed to minimise the adverse social impacts on adjacent residential development.

The Sonus acoustic report accompanying the application demonstrates that the proposal achieves relevant objective noise criteria, and where necessary, can form conditions to ensure ongoing compliance.

The CIRQA report notes that the proposal will not result in adverse traffic generation, with queueing and delays also being minimal. The proposed car parking provision is considered to be more than sufficient to accommodate typical peak demands associated with the site. In addition, there will be further overflow capacity for infrequent larger events at the site.

8.1.2 Economic Effects

The new cellar door and restaurant will increase employment opportunities in the hospitality and tourism sectors, and continue to build and facilitate economic investment in the Woodside and the greater Adelaide Hills Region from an economic standpoint.

The primary production uses of the land will not be impacted by the proposed development, but will add value to and diversify the primary production activities which occur from the subject land. Further, the proposed development will provide long term employment opportunities in the hospitality and tourism sector and create short term employment possibilities during the construction phase of the development.

During the construction, the project will generate approximately \$2.3 million in development costs, which in part will go towards employing local contractors to complete construction works.

Referring to the document: *'The Property Development Industry Economic Impact Study'* prepared for the Urban Development Institute of Australia (UDIA) in 2010, the development will deliver the following economic benefits to South Australia:

- The Property Insights Study reports that every one (1) million dollars of development industry investment generates a combined direct and indirect employment impact of 21 full time equivalent jobs. Accordingly, the proposed development is expected to generate in the order of 49 jobs.

- The Property Insights Study indicates that every one (1) million dollars invested in the development industry will generate wages and salaries in the order of \$601,284. Accordingly, the proposed development is expected to generate in the order of \$1.38M in wages and salaries.
- The development is anticipated to generate direct taxes of \$145,000. Direct and indirect tax implications associated with the development is estimated to be \$330,000. These estimates are based on the Property Insights Study which estimates that for every one (1) million dollars of development industry investment, direct taxes of \$62,921 are generated. When indirect taxation impacts are also considered, total taxes generated by one million dollars of development industry investment is estimated to be \$143,281.

8.1.3 Environmental Effects

The development has been designed to minimise environmental impacts. In particular, we note the following:

- A stormwater management strategy has been prepared by TMK Engineers which demonstrates that:
 - » Adelaide Hills Council Water quality targets are being achieved with the adoption of appropriate WSUD measures; and
 - » The proposed development will be carried out approximately 100 metres away from Inverbrackie creek, which will not disrupt the upstream or downstream flow of this watercourse;
- The proposed development will include a new 100mm effluent connection to Councils CWMS system ensuring appropriate management and disposal of waste water;
- Generous setbacks from adjacent residential properties will ensure neighbouring residences are not adversely impacted by noise;
- The design of the new building has sustainability initiatives incorporated to minimise energy consumption and maximise occupant amenity which include:
 - » Generous south and east facing windows to maximise access to natural light;
 - » Openable windows to each of these elevations to maximise opportunities for natural ventilation and passive cooling;
 - » Eaves/overhangs extending from the building façade to minimise heat loads during summer months; and
- The development will not result in the removal of any significant vegetation nor impact on any native vegetation on the site.

Accordingly, we are of the opinion that the development has been designed to appropriately manage and address the social, economic, and environmental factors that relate to it.

9. Conclusion

The application seeks Development Plan Consent for a cellar door, restaurant and function facility at the existing Wicks Estate Winery at Riverview Road, Woodside.

This combined Statement of Support and Statement of Effect provides information about the subject land and the development site; the proposed development and planning assessment process; and considers the merits of the proposal when assessed against the relevant provisions of the Development Plan.

Having undertaken a comprehensive assessment of the application against the relevant provisions of the Development Plan, we are of the opinion that the development represents logical and orderly development for the site within 'Onkaparinga Valley Policy Area 10' of the 'Watershed (Primary Production) Zone' for the reasons summarised below:

- The development exhibits a high degree of architectural merit and in particular:
 - » the design lends itself to be recessive, with the upper level 'built in' to the pitch of the roof form;
 - » variation in contextual colours and materials together with staggered wall and roof lines will create a highly articulated built form;
 - » the bulk and scale of the building is consistent with the existing built form and character of the locality;
 - » refuse storage areas will not be visible from the public realm; and
 - » the layout of the car parking areas has been designed to maximise opportunities for passive surveillance;
- The development will provide sufficient onsite parking sufficient within the site for both typical demands and major event demands;
- The development has been designed to accommodate safe and convenient movements for all vehicles expected to access the site;
- A concise advertising sign is proposed, with this single sign of an appropriate scale and design so as to minimise clutter and distraction;
- Potential interface impacts associated with land use, and its associated noise, have been appropriately addressed given:
 - » the subject site is generously separated from residential properties (particularly the south and west), and the audible impacts of the development are expected to be negligible, taking into consideration existing noise in the locality; and
 - » recommendations including restricting numbers of patrons in outdoor areas, operational hours, and the movements of vehicles at certain times are to be adopted.

- The stormwater management strategy developed by TMK Engineers demonstrates that Adelaide Hills Council Water quality targets are been achieved with the adoption of appropriate Water Sensitive Urban Design (WSUD) measures;
- The proposed development will be carried out approximately 100 metres away from Inverbrackie creek, which will not disrupt the upstream or downstream flow of this watercourse; and
- The proposed development will include a new 100mm effluent connection to Councils CWMS system ensuring appropriate management and disposal of waste water.

In summary, the proposed development does not result in any adverse economic, environmental or social impacts.

Whilst a non-complying form of development, the proposal is not considered seriously at variance with the Development Plan and, whilst it exceeds quantitative floor area provisions for land uses of this nature (which triggers its non-complying nature), a balance assessment against the relevant Development Plan provisions demonstrates that the proposed development has sufficient merit to warrant consent.

Appendix 1. Certificates of Title

Appendix 3. Traffic Impact Assessment
(CIRQA)

11 June 2021

REF No.: 00952-002

Adelaide Hills Council
Development and Regulatory Services
PO Box 44
Woodside SA 5244

Attention: Melanie Scott

By Email: mail@ahc.sa.gov.au

Dear Melanie,

WICKS ESTATE WINERY – DEVELOPMENT APPLICATION FOR PROPOSED CELLAR DOOR & RESTAURANT (DA 21/201/473) - RESPONSE TO REQUEST FOR FURTHER INFORMATION

We refer to your written request dated 19 March 2021 for additional information in support of the proposed development application for alterations and additions to the existing winery at 29 Riverview Road, Woodside including a new cellar door sales outlet, a restaurant and function centre together with associated car parking, signage, fencing, landscaping and earthworks.

We understand that the following information has been requested in support of this development application:

1. Locations and details of the septic tank and CWMS connection points;
2. Clarification regarding the practicality of their being only two (2) toilets on level 1 and whether this will be sufficient to service the function centre when at maximum capacity;
3. Clarification and confirmation of the number of times there will be 400 persons on site;
4. Demonstration that a Waste Control System has been approved; and
5. Nomination of proposed coach parking on the site plan.

Each matter has been addressed respectively below.

1. Location & Details of Septic Tank & CWMS Connection Points

An *'Effluent Disposal Septic Tank Assessment'* has been prepared by TMK Consulting Engineers dated 17 March 2021 and is attached in **Appendix 1** together with proposed plans for Hydraulic Services.

The private sewer reticulation system (including private sewer pump station) has been designed in accordance SA Health On-Site Wastewater Systems Code; to be discharged to boundary connection point provided by Council.

Due to large volume of daily wastewater discharge & the distance (approx. 1 km) of the private sewer rising main inside the site; a commercial grade heavy duty effluent pump has been proposed.

The 'Effluent Disposal Septic Tank Assessment' has been prepared by David Alberton (Wastewater Engineer) who has stated as part of this assessment that:

I am a wastewater engineer and I have examined the documents as nominated and certify that the forms of construction, if carried out in accordance with this documentation and drawings, comply with the requirements of the SA Health On-site Wastewater System Code.

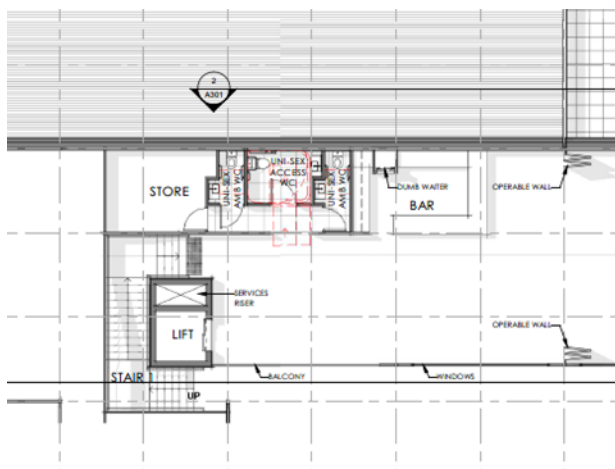
Specifically, we consider that:

- *The proposed site is suitable for a soakage system.*
- *This system, if constructed in accordance with these recommendations, relevant codes and generally accepted good plumbing practices, will not case ponding.*

2. Water Closet Capacity

Concern has been raised by Council on the practicality of there being only two (2) toilets servicing the Level 1 function room. This has been reviewed and the applicant has now resolved to incorporate a third unisex toilet on Level 1 adjacent the function room (refer to revised plans provided in **Appendix 3** and **Figure 2.1** below.)

Figure 2.1 Amendment to Plans – Additional Water Closet for Function Room (3 in total)



3. Venue Capacity

As specified within the 'Statement of Effect' provided in support of the proposed development application, the maximum capacity of the venue is 400 people at any one time across the site.

The cellar door will offer wine tastings and sales to the public, while the restaurant will cater for a range of individual and group bookings as well as small private functions (i.e. weddings etc).

In addition, the development proposes to allow for up to six (6) large events (i.e. annual or one off special events or functions) up to the maximum capacity of 400 persons, with no more than one event to occur in any single month.

The maximum capacity of the venue of 400 persons could therefore be achieved via a number of different scenarios including:

- **Scenario 1:** 400 patrons on site at any one time comprising:
 - » 200 patrons within the restaurant; and
 - » 200 patrons within the cellar door.
- **Scenario 2:** 400 patrons on site at any one time comprising:
 - » 200 patrons within the restaurant area attending a private function (i.e. wedding) with a maximum of two (2) private functions of up to 200 patrons to occur each week; and
 - » 200 patrons within the cellar door.
- **Scenario 3:** 400 patrons on site at any one time for up to six (6) major events or functions per annum with no more than one major event or function of up to 400 patrons to occur per month.

As demonstrated in the Traffic Impact Assessment undertaken by Cirqa, proposed car parking (including proposed event overflow car parking) has been designed to cater for the proposed maximum capacity of 400 persons at an event or function on site, where patrons could possibly be arriving and departing at the same or similar times (rather than typical 'design demand' associated with patrons arriving and departing at different times throughout the day to utilise the venue).

We understand that this approach to managing the capacity of the venue (including the size and number of events or functions proposed to occur on site per week and/or per annum) has been utilised for other similar and comparable winery function centres within the Adelaide Hills Council area.

4. Approval of Waste Control System

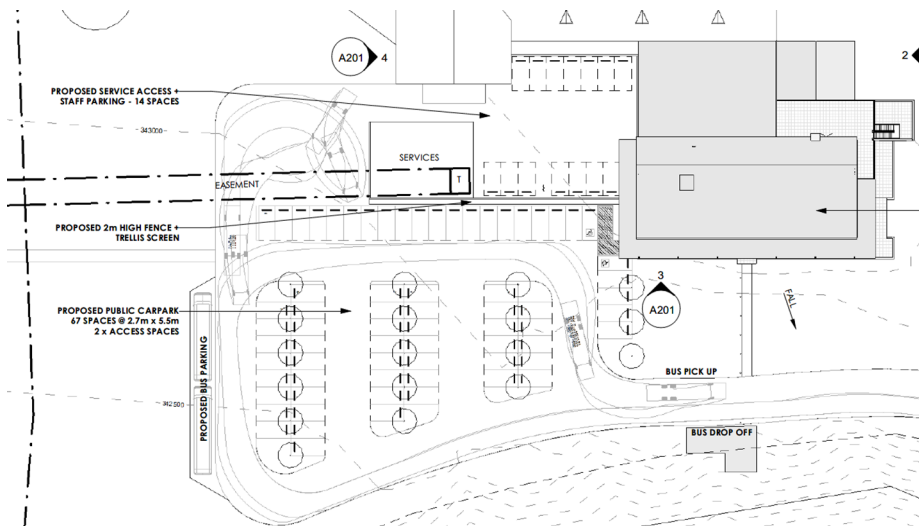
The status of the approval of the Waste Control System on site is summarised within email correspondence between Katie Koto (Environmental Health Officer, Wastewater Management, SA Health, Government of South Australia), Ari Mudugamuwa (Senior Civil Engineer, Engineering Adelaide Hills) and Sakil Mostafa (Engineer, TMK Consulting) attached in **Appendix 3**.

5. Nomination of Coach Parking

As stated within the Cirqa '*Traffic and Parking Report*' (page 5) coaches will be able to circulate around the patron parking area or utilise the existing rear loop road.

Proposed plans for development have now been amended to incorporate coach parking for two (2) vehicles to the west of the patron car park (refer to **Appendix 3** and **Figure 5.1** below).

Figure 5.1 Proposed Coach Parking and Circulation



As specified within the Sonus Acoustic 'Environmental Noise Assessment' coaches will only access the patron car park during the day-time hours and any coach accessing the site to collect patrons after 10:00pm will use the turning area to the north of the winery building. On this basis, Cirqa have prepared a plan showing swept path movements for coaches parking to the north of the winery building which is reproduced in **Figure 5.2** below.

Figure 5.2 Proposed Coach circulation north of the existing winery building



We trust that this response together with attached information and documentation satisfies the matters raised in your written request for additional information in support of the development application and that the application can now proceed to required Category 3 public notification.

Please don't hesitate to contact the undersigned direct on 0402 344 401 should you have any further questions or queries in relation to this development application.

Yours Sincerely



Richard Dwyer
Managing Director



**WICKS ESTATE WINERY
29 RIVERVIEW ROAD, WOODSIDE**

TRAFFIC AND PARKING REPORT



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DOCUMENT CONTROL

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Traffic and Parking report

Project number: 20195

Client: Wicks Estate Wine Pty Ltd

Client contact: Simon Wicks

Version	Date	Details/status	Prepared by	Approved by
Draft	4 Sep 20	For review	BNW	BNW
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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for the proposed new wine sales and restaurant redevelopment at 29 Riverview Road, Woodside. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development (and its associated operation), its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by JBG Architects Pty Ltd (drawing no. 1906-A000, A001, A100 and A101, dated 22/10/2020, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the northern side of Riverview Road, Woodside. The site is bound to the west by Onkaparinga Valley Road, and rural properties to the north and east. The Adelaide Hills Council's Development Plan identifies that the site is located within a Watershed (Primary Production) Zone (Policy Area 10 – Onkaparinga Valley).

The subject site is currently occupied by Wicks Estate Winery (comprising approximately 3,000 m² of floor area associated with wine production. No cellar door/tasting, dining or functions areas are provided within the site. However, the winery has hosted infrequent events in the past under special event approvals and licencing (such as the Winter Reds events which has been run at the site over a number years with a maximum capacity for 600 persons).

Access to the site is currently provided via a gravel driveway to/from Riverview Road, at which all turning movements are currently permitted. The driveway provides access to commercial vehicle areas associated with the winery building and informal staff and visitor parking areas (approximately ten vehicles are accommodated immediately adjacent the northern side of the winery building with additional capacity in other informal areas).

2.2 ADJACENT ROAD AND PATH NETWORKS

Riverview Road is under the care and control of the Adelaide Hills Council. Adjacent the site, Riverview Road comprises a single traffic lane in each direction, with unsealed shoulders provided on each side. No footpaths or bicycle lanes are provided (cyclists are required to share the carriageway with vehicles). Traffic data obtained from the Department for Infrastructure and Transport (DIT) indicates that Riverview Road has an Annual Average Daily Traffic (AADT) volume

in the order of 850 vehicles per day (vpd). Adjacent the site, an 80 km/h speed limit applies on Riverview Road.

Onkaparinga Valley Road is an arterial road under the care and control of DIT. Adjacent the site, Onkaparinga Valley Road comprises a single traffic lane in each direction with adjacent sealed shoulders on each side. Traffic data obtained from DIT indicates that this section of Onkaparinga Valley Road has an AADT volume in the order of 9,200 vpd. Adjacent the site, an 80 km/h speed limit applies on Onkaparinga Valley Road.

The Amy Gillett Bikeway runs parallel to Onkaparinga Valley Road (on the eastern side of the road). The Bikeway comprises a sealed, two-way bicycle and pedestrian path from Oakbank to Mt Torrens (via Woodside).

Figure 1 illustrates the location of the subject site and the adjacent roads.

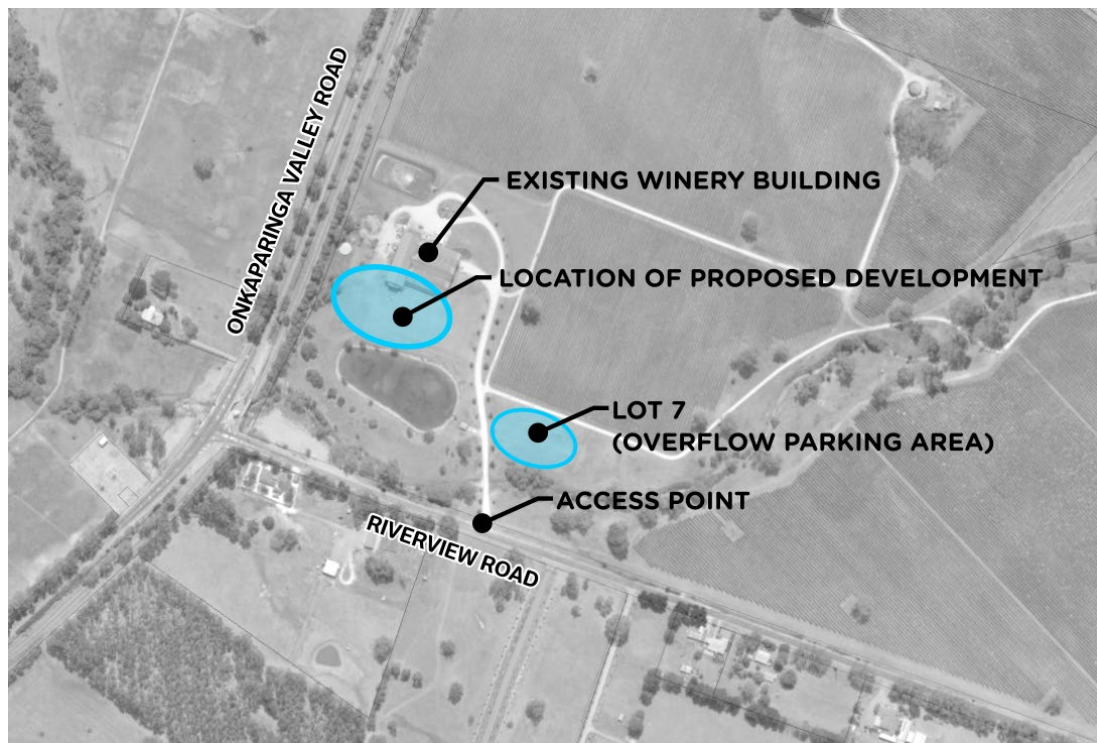


Figure 1 – Location of the subject site and the adjacent road

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELDS

The proposed development comprises the expansion of the existing winery to include tasting, dining, bar, lounge and meeting/function areas (as well as ancillary back-of-house service and administration areas). The proposed expansion will result in the provision of an additional 838 m² internal ground floor

area, 306 m² mezzanine and balcony floor area, and 301 m² of external terrace area.

It is proposed that functions of up to 400 persons be undertaken at the site on no more than six occasions a year (with no more than one event occurring in any single month). Larger events (such as the Winter Reds event) would continue to be undertaken under separate special approvals and licencing (as assessed by the approvals authorities on a case-by-case basis). Typical patronage levels would be well below the above event capacities.

3.2 ACCESS AND PARKING DESIGN

The site will continue to be accessed via the existing driveway from Riverview Road. However, it has been recommended that the access be slightly widened to improve accommodation of two-way commercial vehicle movements (including service and delivery vehicles as well as buses). The existing culvert crossing will result in the restriction of a portion of the driveway to one-way flow at a time, however, there will be adequate width either side for vehicles to pass and the arrangement is considered acceptable. In particular, there is sufficient separation between the culvert crossing and Riverview Road to ensure vehicles waiting for others to pass will not queue back on to the adjacent road.

A new patron parking area will be provided to the south-west of the new building extension (with 69 parking spaces including two spaces for use by persons with disabilities). A 14-space staff parking area and additional loading area will also be provided to the west of the new building. A total of 83 formalised parking spaces will be provided within the site (in addition to the informal existing staff parking to the north of the existing winery building).

The parking area will comply with the requirements of the Australian/New Zealand Standard for *"Parking Facilities – Part 1: Off-street car parking"* (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard for *"Parking Facilities – Part 6: Off-street parking for people with disabilities"* (AS/NZS 2890.6:2009) in that:

- regular parking spaces will be at least 2.6 m wide and 5.4 m long;
- disabled parking spaces will be 2.4 m wide and 5.4 m long, with an adjacent shared space of the same dimension;
- parking aisles will be 5.8 m wide;
- 1.0 m end-of-aisle extension will be provided beyond the last parking spaces in blind aisles; and
- 0.3 m clearance will be provided to objects greater than 0.15 m in height.

In addition to the formalised parking, additional overflow (event) parking can be accommodated on the area to the east of the driveway, referred to as Lot 7. The overflow parking area could accommodate 49 cars as illustrated in Figure 2.

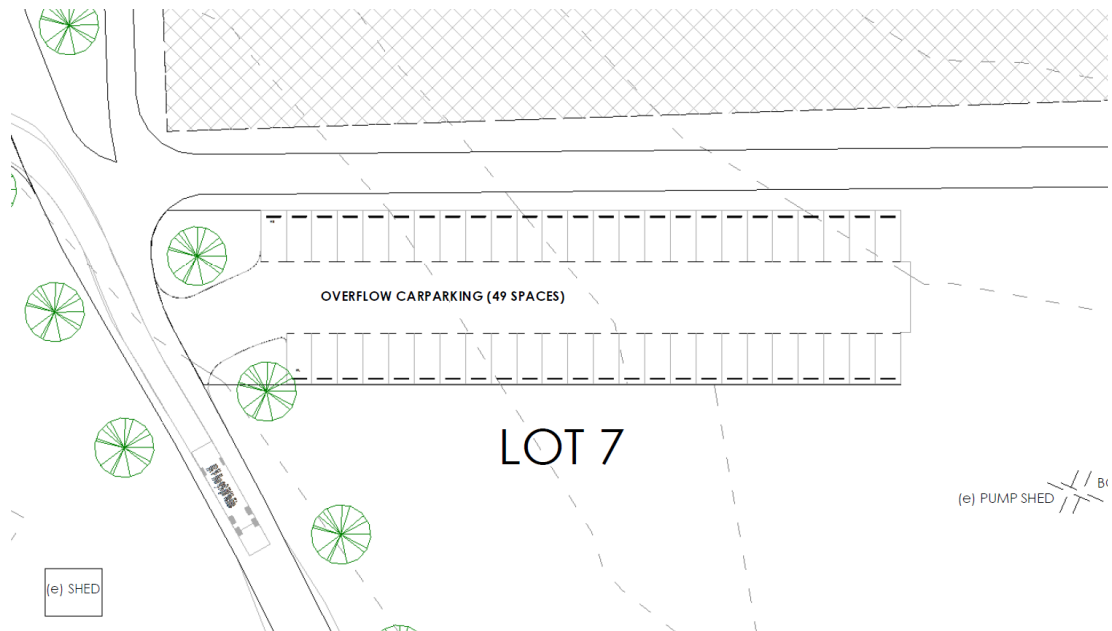


Figure 2 – Possible layout for overflow spaces on Lot 7

A connection between the bicycle parking and the Amy Gillett Bikeway (via the car park area) could also be provided (albeit would be subject to further negotiation with relevant stakeholders associated with the Bikeway corridor). Bicycle parking is not currently identified on the plan, however, could easily be identified during detailed design (and conditioned accordingly if need be). The provision of four bicycle rails for use by visitors and staff (each capable of accommodating two bicycles) is considered sufficient to accommodate potential demands.

3.3 COMMERCIAL VEHICLE ACCESS

Commercial vehicles (including 19 m Semi-Trailers) will continue to access the winery via the driveway and rear loop road. A new loading area will also be provided to the west of the new building areas (for service and delivery movements associated with the hospitality areas). This area will accommodate movements by rigid vehicles up to 11.0 m in length (such as front lift refuse collection vehicles) as illustrated in Figure 3.

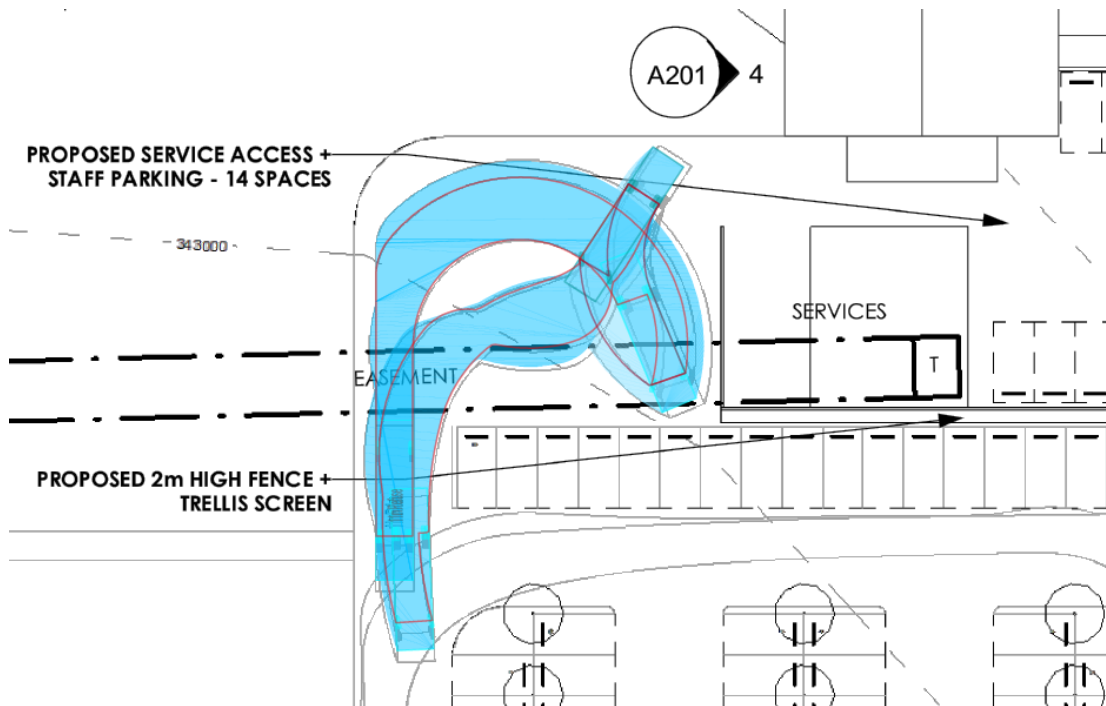


Figure 3 – Commercial vehicle turnaround movement for the new service area

In addition to servicing and delivery movements, there will also be potential for mini-buses and buses (coaches) to access the site. Such vehicles will be able to circulate around either the patron parking area as illustrated in Figure 4 (and set-down/pick-up patrons via the circulation driveway) or utilise the existing rear loop road.

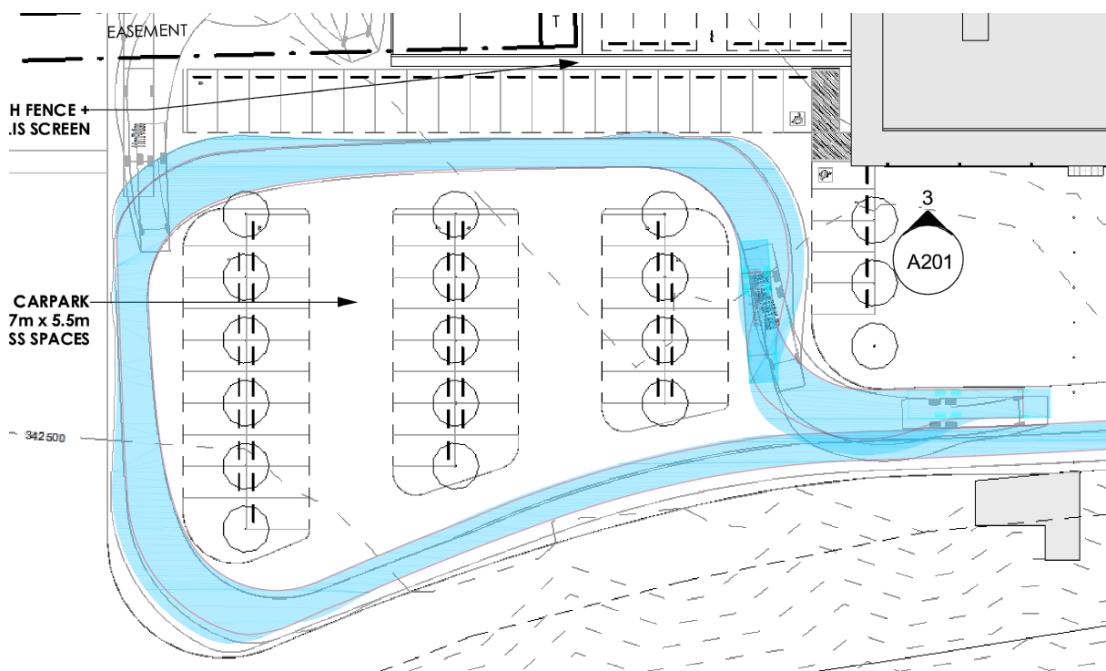


Figure 4 – Bus movements within the proposed car park

The internal access arrangements will ensure that all vehicles (including commercial vehicles) will be able to enter and exit the site in a forward direction.

4. PARKING ASSESSMENT

4.1 CAR PARKING

Council's Development Plan (Table AdHi/4) identifies the following parking provision rates which could be considered relevant to the subject proposal:

- **entertainment venue** – one space per four seats or eight spaces per 100 m² (whichever is greater);
- **hotel and licensed premises** – one space per 2 m² of bar floor area, plus one space per every three seats provided or able to be provided within a dining room;
- **non-residential development** (other than those listed in Table AdHi/4) – four spaces per 100 m² (minimum) to six spaces per 100 m² (maximum); and
- **restaurant (traditional)** – one space per three seats or one space per 15 m², whichever is greater and one space per six seats for outdoor eating areas.

There are, therefore, a number of different rates which could arguably be applicable to the subject proposal. I understand that for similar developments with the Adelaide Hills Council area, staff have previously suggested that a rate of one space per three persons permitted on-site would be appropriate. Such a rate is commonly applied to restaurants and (internal) dining areas as well as function areas.

On the basis of the above rate, there would be a requirement for 134 spaces associated with the 400-person capacity. However, the 400-person capacity is only associated with infrequent events (six times per year) and, during these events, additional overflow parking will be provided on Lot 7. Accordingly, there would be adequate parking supply within the site during these times.

In reality, lower parking demands (than one vehicle per three patrons) are typically experienced during large events as a greater number of patrons arrive by mini-bus/bus and higher car occupancies are also typically observed.

In addition to the above rates, I note that Table AdHi/4 also states that:

"A proponent may take an empirical assessment of car parking demand to determine a reduced provision of on-site car parking considering ... any ... factors that may influence a reduced demand for car parking."

In comparison to the rate adopted above, surveys undertaken by CIRQA at similar existing facilities in the Adelaide Hills suggest that the rate of one space per three seats is conservatively high. Specifically, CIRQA has previously identified the following peak parking demands at two comparable locations:

- **Maximilian's Restaurant/Sidewood Cellar Door, Verdun** (surveyed Sunday, 23 October 2016) – a peak parking demand equating to one parking space per 6.6 patrons (based on licensed capacity) or 4.1 spaces per 100 m² floor area (gross covered/indoor area plus public outdoor dining/function areas); and
- **Howard Vineyard, Restaurant and Cellar Door, Nairne** (surveyed Sunday, 12 October 2014) – a peak parking demand of one parking space per 6.9 patrons (based on licensed capacity) or 5.3 spaces per 100 m² floor area (gross covered/indoor area plus public outdoor dining/function areas).

I note that the above surveyed rates included consideration of staff parking demands (as well as patron related parking). Notably, the dining areas of both of the above facilities were fully booked on the days of the surveys (but were operating under standard conditions with no major events being held). The above rates are therefore considered relevant to a typical 'design demand' associated with the proposed development.

On the basis of these surveyed parking rates, the proposed capacity for 400 persons at the subject site would be forecast to generate peak demands in the order of 60 parking spaces (based on a 'per person' rate) or 60 to 77 spaces (based on 'per floor area' basis). This indicates that the parking demands associated with the site would typically be easily accommodated within formalised staff and patron parking areas.

In reality, typical patronage levels will be below the proposed 400-person capacity and parking demands even lower than suggested by the above assessment. On the basis of the above, it is considered that more than sufficient parking will be provided within the site for both typical demands and major event demands.

5. TRAFFIC ASSESSMENT

Traffic generation studies and guidelines typically utilised by traffic consultants do not identify specific rates directly applicable to wineries. The NSW RTA's "*Guide to Traffic Generating Developments*" does, however, identify a rate of five peak hour trips per 100 m² of floor area. Adopting this rate, there would be approximately 70 peak hour trips generated by the proposal.

However, as demonstrated by the surveys identified in Section 4, parking demands at facilities such as that proposed are less than half that typically

associated with restaurants. It follows that the traffic generation will also likely be lower than the theoretical restaurant rate. Assuming a 50% discount to the above rate, it is anticipated that there would be a more typical peak hour generation of 35 trips.

It is acknowledged that higher volumes could be generated during a major event (if it has specific start/finish times), however as such events would occur infrequently (six times a year), such a scenario would not be considered to be a typical 'design' level for assessment of traffic impacts.

For the typical 'design' volumes, assuming a 50% in/50% out split during the site's peak hour, there would be an additional 18 ingress and 18 egress movements (rounded up) associated with the site. It is also assumed that 70% of movements would be to/from the west of the access (i.e. to/from Onkaparinga Valley Road) and 30% would be to/from the east (i.e. to/from Woodside–Nairne Road or Pfeiffer Road). On this basis, the peak hour traffic generation associated with the proposal would equate to approximately:

- 13 left-in movements;
- 5 right-in movements;
- 5 left-out movements; and
- 13 right-out movements.

The forecast traffic movements are low and would be readily accommodated on the adjacent road network. While it is acknowledged there would also be additional movements associated with the existing uses, these would be negligible during the peak hours associated with the proposed uses.

Of particular note, the forecast volumes would not warrant separated turn lanes at the access point as per the warrants identified in the Austroads *"Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management (AGTM05-20)"*.

A high-level SIDRA intersection modelling analysis has been undertaken for the forecast volumes at the site's access point (detailed output is provided in Appendix B). The through volumes have been based on available DIT data. The SIDRA analysis indicates that all movements at the access point and on Riverview Road will have very low degrees of saturation and high Levels of Service (all movements will have an 'A' rating). There will be negligible queueing experienced at the access point and on Riverview Road with 95th percentile queues of zero vehicles. Delays for turning movements at the access point will be in the order of seven seconds or less. The SIDRA analysis confirms that there will be negligible impact on through bound movements on Riverview Road and

that there is adequate capacity to easily accommodate movements into and out of the subject site. The SIDRA also indicates that there is more than sufficient capacity to accommodate higher flows during major events.

As noted above, it is considered that infrequent major events are not a relevant 'design' level for traffic impact assessment. Nevertheless, a sensitivity analysis has been undertaken for conditions at the access points based on a doubling of the movements forecast above. The associated SIDRA results are also provided in Appendix B. The sensitivity analysis indicates that, even with double the movements into and out of the site, there would be Levels of Service of 'A' on all approaches with negligible queuing and delays.

In respect to the impact of the proposal on the Onkaparinga Valley Road/ Riverview Road intersection, there will be less than 20 additional peak hour movements distributed to the intersection during the typical peak hour period associated with the proposal. The additional number of movements distributed to any one turn at the intersection would be less than ten peak hour trips. Such additional volumes are very low and will have negligible impact on conditions at the intersection.

On the basis of the above, there will be minimal impact on traffic conditions at the site access point and on the adjacent road network as a result of the proposed development.

6. SUMMARY

The proposed redevelopment of the Wicks Estate Winery site comprises the expansion of the existing building to provide new cellar door, restaurant, bar and function areas within the subject site.

The development will be serviced by 83 formalised parking space with access via the existing crossover on Riverview Road. The car park will be provided in accordance with the requirements of the relevant Australian Standards. Additional informal parking will be provided at the rear of the existing building (i.e. existing staff parking area).

The proposed parking provision is considered to be more than sufficient to accommodate typical peak demands associated with the site. In addition, there will be further overflow capacity (within Lot 7) for infrequent large events at the site.

The traffic generation associated with the site will be low, within the order of 35 movements generated during the peak hour. Minimal queuing and delays will be experienced at the site access. The forecast movements will be easily

accommodated on the adjacent road network with minimal impact on conditions at the site access and adjacent intersections.

APPENDIX A

JBG ARCHITECTS PTY LTD'S PLANS

WICKS ESTATE WINERY

NEW WINE SALES

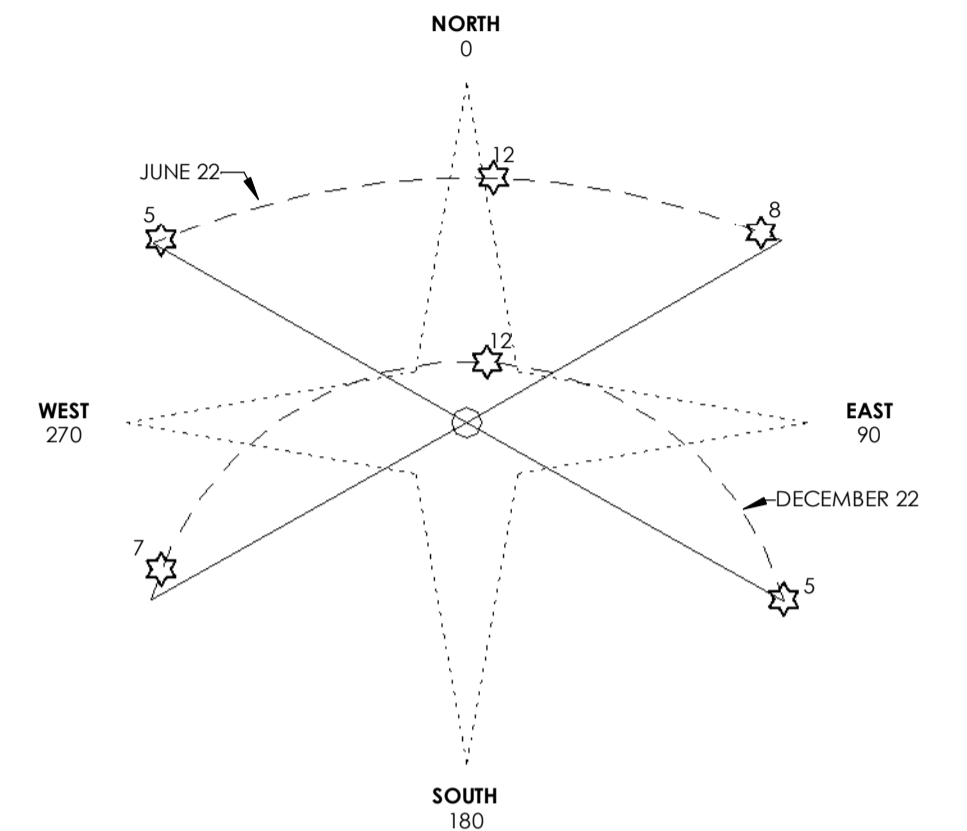
ARCHITECTURAL DRAWING LIST

DWG No.	DWG CONTENT	ISSUE	DATE	ISSUED FOR
A000	COVERSHEET, PERSPECTIVE + BLOCK PLAN	F	22.10.20	AMENDMENTS
A001	SITE PLAN	F	22.10.20	AMENDMENTS
A100	FLOOR PLAN GROUND PRESENTATION	E	29.05.20	CLIENT REVIEW
A101	FLOOR PLAN LEVEL 1 PRESENTATION	E	29.05.20	CLIENT REVIEW
A201	ELEVATIONS PRESENTATION	F	22.10.20	AMENDMENTS
A301	SECTIONS	F	22.10.20	AMENDMENTS
A302	SECTIONS	F	22.10.20	AMENDMENTS
A901	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A902	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A911	PERSPECTIVES INTERIOR	E	29.05.20	CLIENT REVIEW

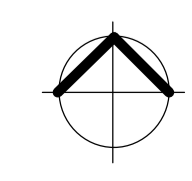
ABN 31 882 116 195
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WARNING
 Services shown on this drawing are approximate only. The exact location is to be confirmed on site by the contractor prior to the commencement of work.

Issue	Issued For	By	Chkd	Date
A	CLIENT REVIEW	LK	JG	18.10.19
B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20



1 | BLOCK PLAN
 A201 1:2000
 0 20m 40m 60m 80m 100m
 1:2000 @ A1, 1:4000 @ A3



NOT FOR CONSTRUCTION

WICKS ESTATE

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**COVERSHEET,
 PERSPECTIVE +
 BLOCK PLAN**


Project Number
1906

Drawn by
 TN

Approved by
 JG

Drawing Number
 A000

Issue
 F



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WARNING
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Issue	Issued For	By	Chkd	Date
A	CLIENT REVIEW	LK	JG	18.10.19
B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	29.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20

SITE AREA COVERAGE		m ²
EXISTING WINERY BUILDING		3000.00
PROPOSED BUILDING		
GROUND FLOOR		838.00
MEZZANINE + BALCONY		306.00
TERRACE		301.00
TOTAL BUILDING AREA		4445.00 m²
PROPOSED CARPARKS		
STAFF CARPARKS		14
VISITOR CARPARKS		67
OVERFLOW VISITOR CARPARKS		49
ACCESSIBLE CARPARKS		2
TOTAL PROPOSED CARPARKS		132

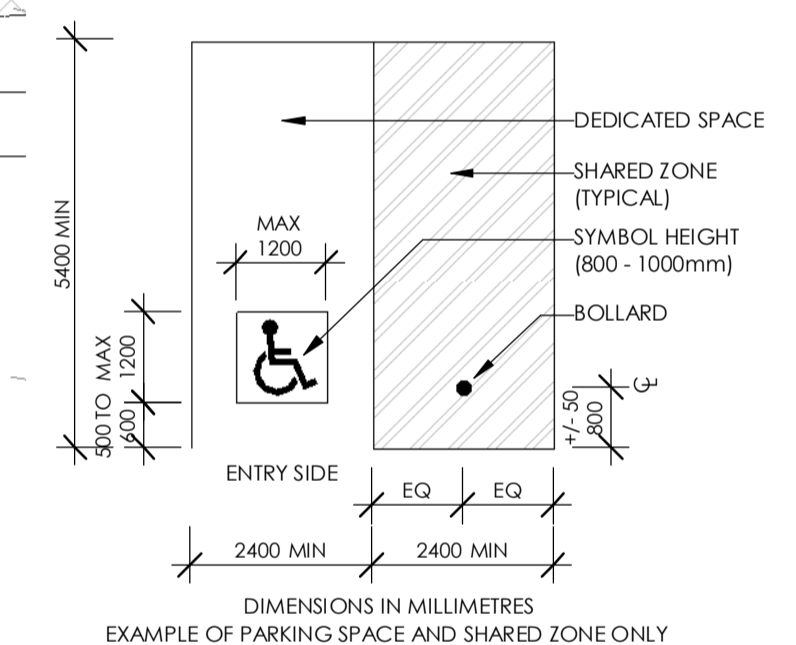
ACCESS CARPARKING REQUIREMENTS

ACCESS CARPARKING NOTES
SPACE IDENTIFICATION
EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 2890.6 OFF-STREET PARKING FOR PEOPLE WITH DISABILITIES BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE.

SPACE DELINEATION
DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

- SHARED AREAS SHALL BE MARKED AS FOLLOWS:
- WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE OUTLINED WITH UNBROKEN LONGITUDINAL LINES 80mm TO 100mm WIDE ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
 - OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (eg BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ± 10 DEGREES TO THE SIDE OF THE SPACE.

- GENERAL NOTES**
- NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
 - PAVEMENT MARKINGS SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE.
 - RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.
 - ENSURE ACCESS CARPARK AND SHARED ZONE COMPLIES WITH LOCAL COUNCIL DEVELOPMENT GUIDELINES.
 - PLEASE REFER SITE PLAN FOR SETOUT DETAILS.



- CARPARK NOTES**
- STANDARD CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP
 - ACCESSIBLE CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP WITH SHARED ZONE 2.7m WIDE X 5.5m DEEP
 - PROVIDE CONCRETE WHEEL STOP AT EACH PARKING SPACE

WICKS ESTATE

Architect
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WICKS ESTATE WINERY NEW WINE SALES

Project Address
RIVER VIEW ROAD
WOODSIDE SA 5244

Drawing Title
SITE PLAN

Project Number	1906	Drawn by	TN
Drawing Number	A001	Approved by	JG
		Issue	F

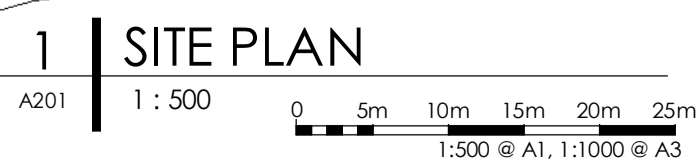
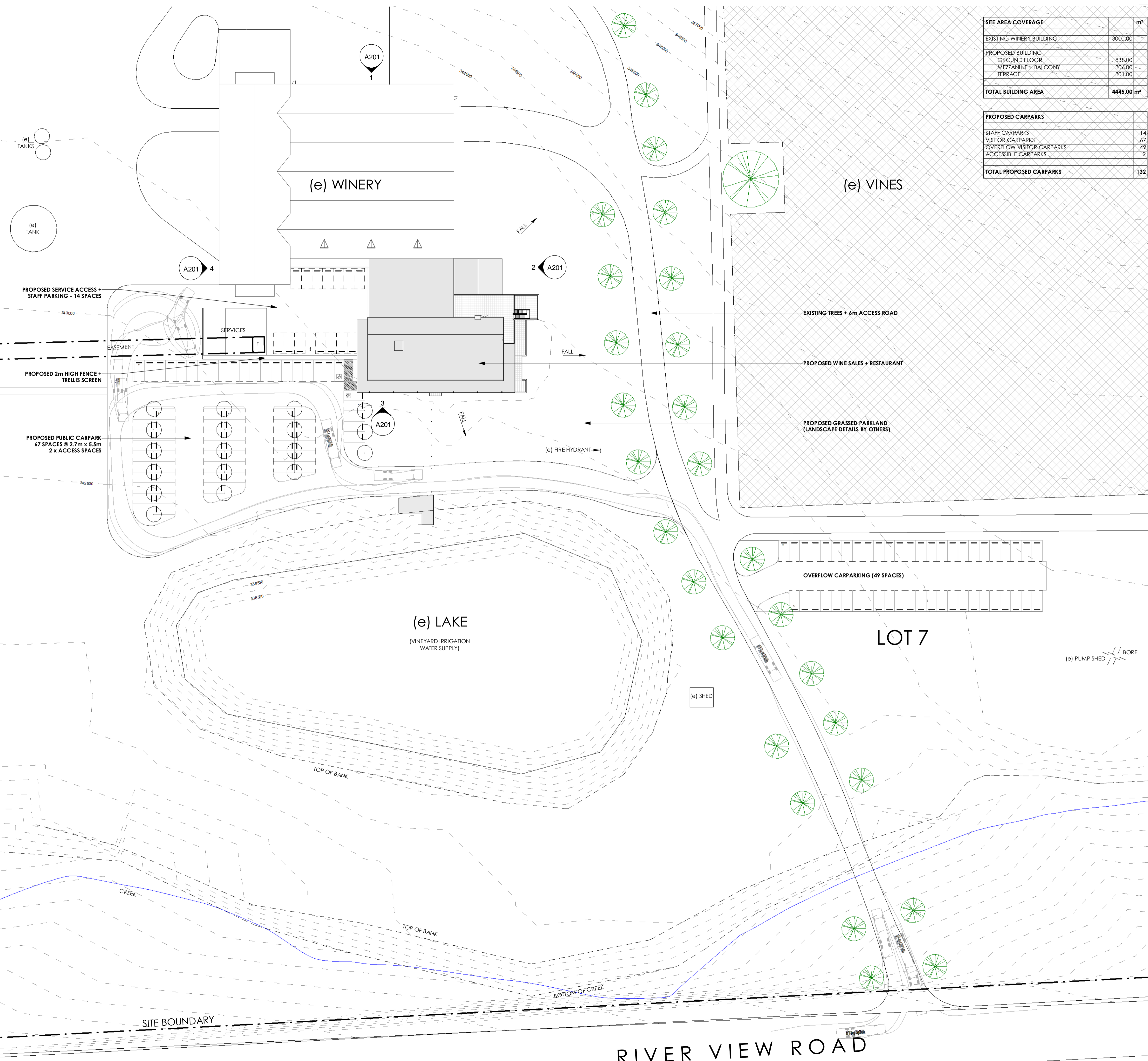


ONKAPARINGA VALLEY ROAD

ABANDONED RAIL LINE

SITE BOUNDARY

RIVER VIEW ROAD



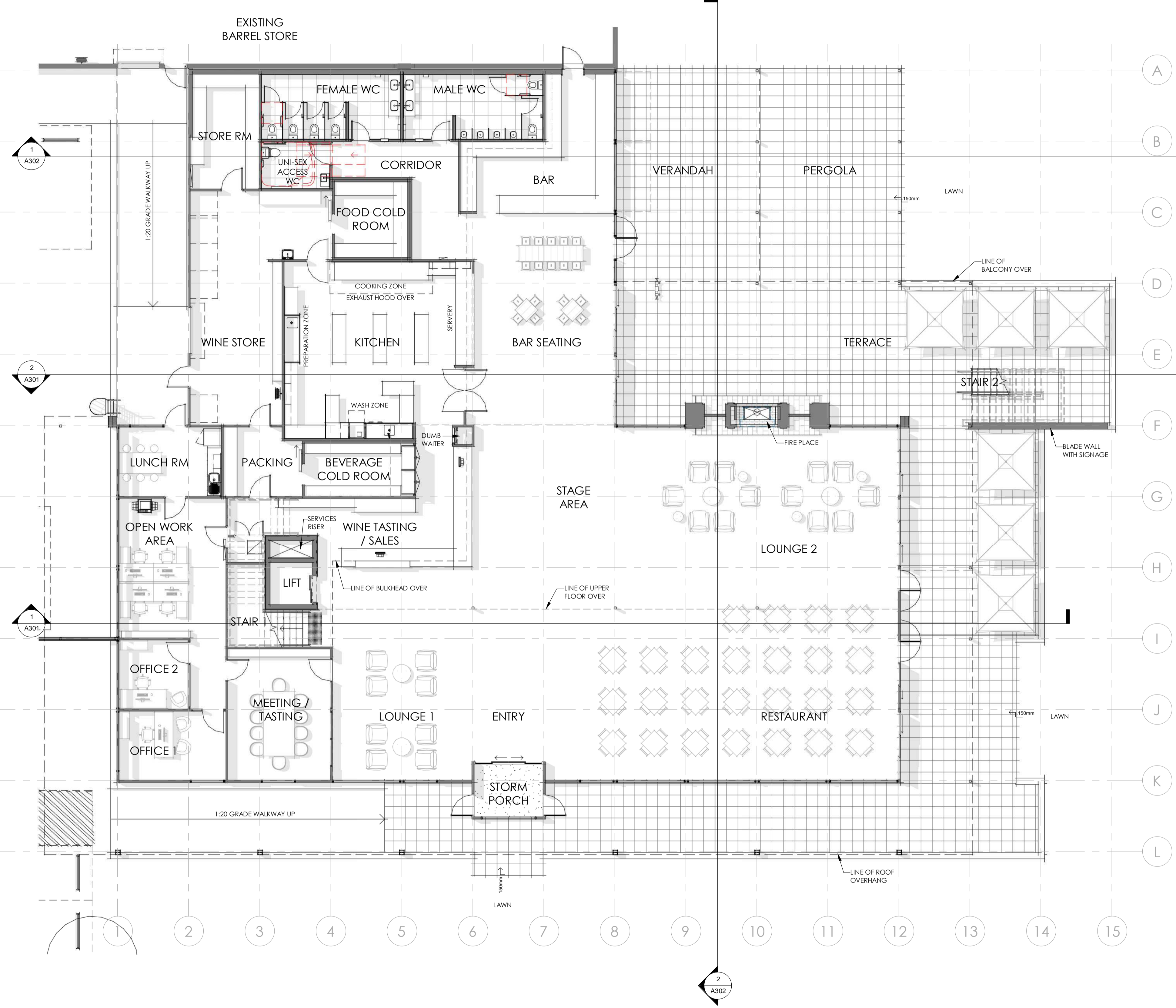
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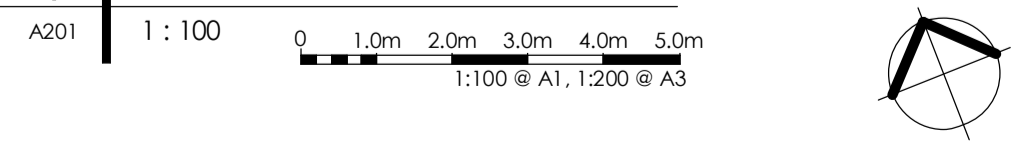
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C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 | PRESENTATION PLAN - GROUND



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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title	
FLOOR PLAN GROUND PRESENTATION	
Project Number	Drawn by
1906	TN
	Approved by
	JG
Issue	
E	
Drawing Number	
A100	

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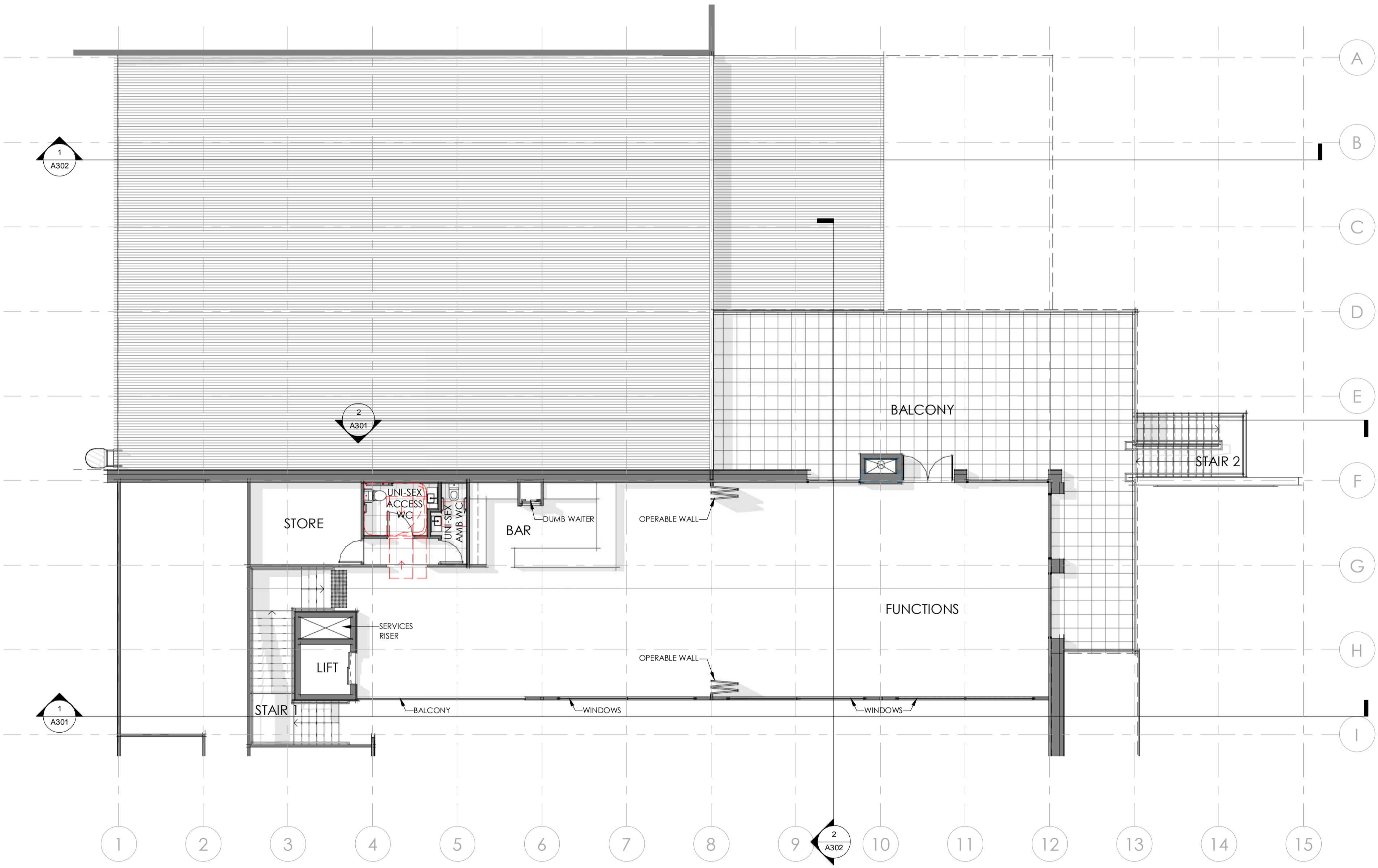


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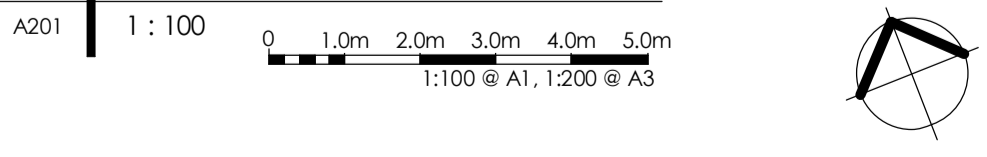
ABN 31 852 116 195
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C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 PRESENTATION PLAN - LEVEL 1



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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**FLOOR PLAN LEVEL 1
 PRESENTATION**

Project Number	Drawn by
1906	TN
Approved by	JG
Drawing Number	Issue
A101	E

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APPENDIX B

SIDRA ANALYSIS RESULTS

INTERSECTION SUMMARY

▽ Site: 101 [Wicks Estate]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	60.0 km/h	60.0 km/h
Travel Distance (Total)	129.8 veh-km/h	155.8 pers-km/h
Travel Time (Total)	2.2 veh-h/h	2.6 pers-h/h
Demand Flows (Total)	128 veh/h	154 pers/h
Percent Heavy Vehicles (Demand)	2.0 %	
Degree of Saturation	0.031	
Practical Spare Capacity	3062.6 %	
Effective Intersection Capacity	4144 veh/h	
Control Delay (Total)	0.04 veh-h/h	0.05 pers-h/h
Control Delay (Average)	1.1 sec	1.1 sec
Control Delay (Worst Lane)	1.6 sec	
Control Delay (Worst Movement)	7.0 sec	7.0 sec
Geometric Delay (Average)	1.1 sec	
Stop-Line Delay (Average)	0.1 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0.1 veh	
95% Back of Queue - Distance (Worst Lane)	0.4 m	
Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	15 veh/h	18 pers/h
Effective Stop Rate	0.12	0.12
Proportion Queued	0.03	0.03
Performance Index	2.6	2.6
Cost (Total)	58.78 \$/h	58.78 \$/h
Fuel Consumption (Total)	10.7 L/h	
Carbon Dioxide (Total)	25.3 kg/h	
Hydrocarbons (Total)	0.003 kg/h	
Carbon Monoxide (Total)	0.049 kg/h	
NOx (Total)	0.025 kg/h	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 31.5% 1.3% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	61,642 veh/y	73,971 pers/y
Delay	20 veh-h/y	23 pers-h/y
Effective Stops	7,223 veh/y	8,667 pers/y
Travel Distance	62,314 veh-km/y	74,777 pers-km/y
Travel Time	1,038 veh-h/y	1,246 pers-h/y
Cost	28,216 \$/y	28,216 \$/y
Fuel Consumption	5,139 L/y	
Carbon Dioxide	12,145 kg/y	
Hydrocarbons	1 kg/y	
Carbon Monoxide	23 kg/y	
NOx	12 kg/y	

MOVEMENT SUMMARY

▽ Site: 101 [Wicks Estate]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Riverview Road [E]												
5	T1	45	2.0	0.027	0.0	LOS A	0.0	0.2	0.03	0.07	0.03	78.5
6	R2	5	2.0	0.027	6.8	LOS A	0.0	0.2	0.03	0.07	0.03	32.5
Approach		51	2.0	0.027	0.7	NA	0.0	0.2	0.03	0.07	0.03	68.4
North: Wicks Estate Access [N]												
7	L2	5	2.0	0.015	0.1	LOS A	0.1	0.4	0.14	0.14	0.14	30.5
9	R2	14	2.0	0.015	0.9	LOS A	0.1	0.4	0.14	0.14	0.14	30.4
Approach		19	2.0	0.015	0.7	LOS A	0.1	0.4	0.14	0.14	0.14	30.4
West: Riverview Road [W]												
10	L2	14	2.0	0.031	7.0	LOS A	0.0	0.0	0.00	0.15	0.00	71.4
11	T1	45	2.0	0.031	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	77.2
Approach		59	2.0	0.031	1.6	NA	0.0	0.0	0.00	0.15	0.00	75.8
All Vehicles		128	2.0	0.031	1.1	NA	0.1	0.4	0.03	0.12	0.03	60.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

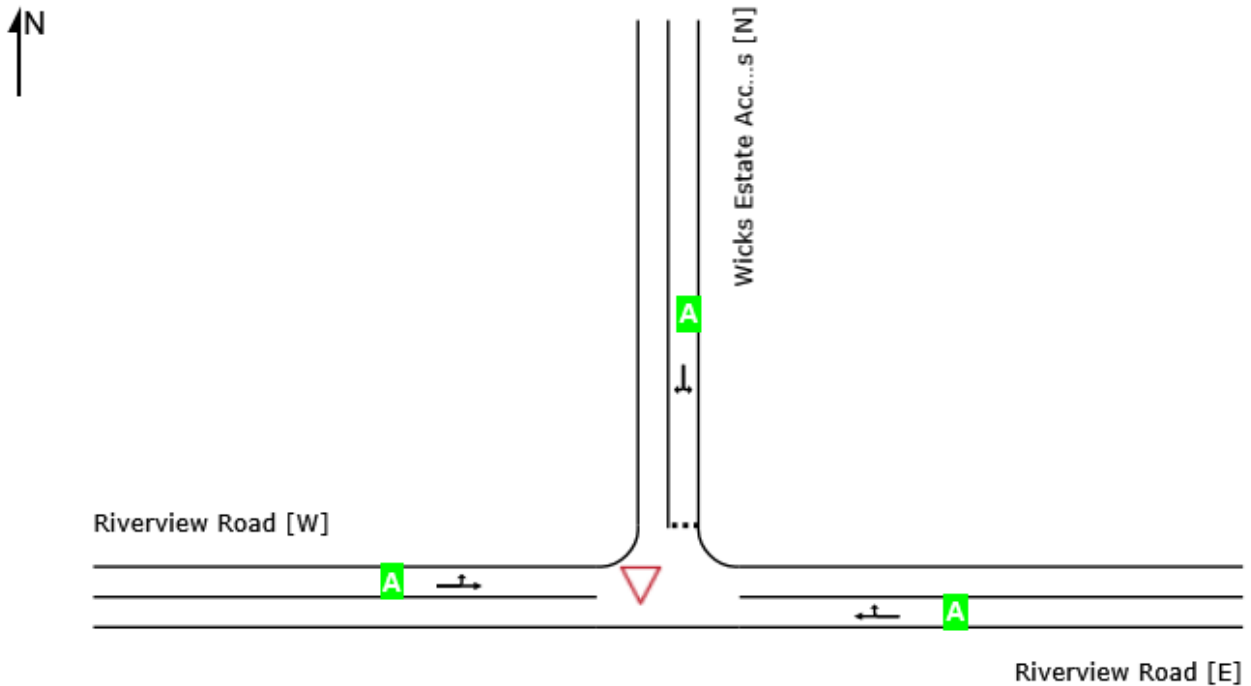
LANE LEVEL OF SERVICE

Lane Level of Service

▽ Site: 101 [Wicks Estate]

Wicks Estate Access
 Site Category: (None)
 Giveaway / Yield (Two-Way)

	Approaches			Intersection
	East	North	West	
LOS	NA	A	NA	NA



Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

INTERSECTION SUMMARY

▽ Site: 101 [Wicks Estate - Sensitivity]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	52.8 km/h	52.8 km/h
Travel Distance (Total)	168.2 veh-km/h	201.9 pers-km/h
Travel Time (Total)	3.2 veh-h/h	3.8 pers-h/h
Demand Flows (Total)	166 veh/h	200 pers/h
Percent Heavy Vehicles (Demand)	2.0 %	
Degree of Saturation	0.038	
Practical Spare Capacity	2448.1 %	
Effective Intersection Capacity	4324 veh/h	
Control Delay (Total)	0.08 veh-h/h	0.10 pers-h/h
Control Delay (Average)	1.8 sec	1.8 sec
Control Delay (Worst Lane)	2.6 sec	
Control Delay (Worst Movement)	7.0 sec	7.0 sec
Geometric Delay (Average)	1.7 sec	
Stop-Line Delay (Average)	0.1 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0.1 veh	
95% Back of Queue - Distance (Worst Lane)	0.7 m	
Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	30 veh/h	36 pers/h
Effective Stop Rate	0.18	0.18
Proportion Queued	0.06	0.06
Performance Index	4.1	4.1
Cost (Total)	91.06 \$/h	91.06 \$/h
Fuel Consumption (Total)	15.4 L/h	
Carbon Dioxide (Total)	36.5 kg/h	
Hydrocarbons (Total)	0.004 kg/h	
Carbon Monoxide (Total)	0.064 kg/h	
NOx (Total)	0.037 kg/h	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 32.0% 2.6% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	79,832 veh/y	95,798 pers/y
Delay	39 veh-h/y	47 pers-h/y
Effective Stops	14,491 veh/y	17,389 pers/y
Travel Distance	80,740 veh-km/y	96,888 pers-km/y
Travel Time	1,528 veh-h/y	1,833 pers-h/y
Cost	43,709 \$/y	43,709 \$/y
Fuel Consumption	7,407 L/y	
Carbon Dioxide	17,500 kg/y	
Hydrocarbons	2 kg/y	
Carbon Monoxide	31 kg/y	
NOx	18 kg/y	

MOVEMENT SUMMARY

Site: 101 [Wicks Estate - Sensitivity]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Riverview Road [E]												
5	T1	45	2.0	0.030	0.1	LOS A	0.1	0.4	0.07	0.12	0.07	77.3
6	R2	11	2.0	0.030	6.9	LOS A	0.1	0.4	0.07	0.12	0.07	32.3
Approach		56	2.0	0.030	1.3	NA	0.1	0.4	0.07	0.12	0.07	61.2
North: Wicks Estate Access [N]												
7	L2	11	2.0	0.030	0.1	LOS A	0.1	0.7	0.15	0.15	0.15	30.5
9	R2	27	2.0	0.030	1.0	LOS A	0.1	0.7	0.15	0.15	0.15	30.4
Approach		38	2.0	0.030	0.7	LOS A	0.1	0.7	0.15	0.15	0.15	30.4
West: Riverview Road [W]												
10	L2	27	2.0	0.038	7.0	LOS A	0.0	0.0	0.00	0.25	0.00	70.0
11	T1	45	2.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	75.6
Approach		73	2.0	0.038	2.6	NA	0.0	0.0	0.00	0.25	0.00	73.4
All Vehicles		166	2.0	0.038	1.8	NA	0.1	0.7	0.06	0.18	0.06	52.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix 4. Stormwater Management Plan &
Waste Water Management Report
(TMK Engineers)

TMK CONSULTING ENGINEERS

1902045_SWMR-A

11th February 2021



STORMWATER & WASTEWATER MANAGEMENT REPORT

WICKS ESTATE WINERY.
RIVER VIEW ROAD, WOODSIDE, SA.

prepared for

WICKS ESTATE WINERY.



Our Ref: 1910192_SWMR-A
11th February 2021

WICKS ESTATE WINERY
C/- EKISTICS
RIVER VIEW ROAD,
WOODSIDE, SA 5244

ATTENTION: Simon Wicks

Email: simonwicks@wicksestate.com.au

Dear Simon,

**RE: STORMWATER & WASTEWATER MANAGEMENT REPORT
WICKS ESTATE WINERY
RIVER VIEW ROAD, WOODSIDE, SA 5244.**

TMK Consulting Engineers is pleased to present a PDF copy of our Stormwater & Wastewater Management Report for the above project. This report has been prepared to comply with the following relevant SAA Standards and Guides:

- ARRB Special Report 35: *Subsurface drainage of road structures*;
- Australian Rainfall and Runoff, Volumes 1 & 2: *A guide to flood estimation*;
- Australian Runoff Quality: *A guide to water sensitive urban design*;
- Storm Drainage Design in Small Urban Catchments: *A handbook for Australian practice*;
- *Water Sensitive Urban Design (WSUD) Technical manual for the greater Adelaide region*;
- *Urban Stormwater Best Practice Environmental Management Guidelines*.

This report must be read in conjunction with all attachments. Changes to the design or construction must not be made without further written advice from the Engineer.

This report is valid for a period of 24 months, based on current standards and regulations.

If you require further information or clarification regarding any aspect of this report, please do not hesitate to contact the undersigned.

For and on behalf of
TMK Consulting Engineers

ALEX PEREZ
Civil Engineer

SAKIL MOSTAFA
hydraulics Engineer



Civil - Structural - Environmental - Geotechnical - Mechanical - Electrical - Fire - Hydraulics - Lifts - Green ESD
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1 STORMWATER MANAGEMENT STRATEGIES

1.1 Introduction

This report details the stormwater management strategies for the proposed re-development located at River View Road, Woodside (refer *Figure 1 – Site Aerial View*). The objective of the report is to demonstrate how stormwater runoff would be captured and conveyed from the subject site safely to the receiving natural drainage network while considering stormwater quality management and the incorporation of Water Sensitive Urban Design (WSUD) elements.



FIGURE 1 – WICKS ESTATE WINERY - SITE AERIAL VIEW (SOURCE: LOCATIONSA)

1.2 Existing Stormwater Drainage Network

As identified on *Government of South Australia* infrastructure mapping (*LocationSA*) (refer *Figure 1 – Site Aerial View*) the Inverbrackie creek is flowing within the allotment, which is collecting most of the stormwater run-off of the property. Currently the winery has a dam located at the south-west corner of the property (above Inverbrackie creek) which stores stormwater for irrigation purposes.

Upon review of field survey data provided by JBG Architects it has been identified that the existing dam top of bank level varies, having a low point present at the north-west corner of the dam. Information obtained on *Government of South Australia* flood mapping (*WaterConnect*) indicates on the "Upper Onkaparinga Floodplain Mapping 2004" a 100Yr ARI flood zone at the north-west corner of the dam which eventually flows back into the creek at the southern boundary. This demonstrates a current uncontrolled overflow present in a major storm event at the north-west corner of the dam.

1.3 Overview

The subject site covers an area of approximately 61.37ha, however the proposed works will be carried out on 1.134Ha approximately. This proposed site consists mostly of landscaping areas which discharge into the existing irrigation dam. The existing Wicks building is discharging roof water into the dam via underground pipework, because the proposed development will not increase the current roof area from this structure, the report is excluding this building on this assessment.

The existing irrigation dam is collecting most of the stormwater run-off present on the site due to its lower elevation inside the allotment. No connection structure is present between the dam and the Inverbrackie creek. The proposed stormwater

design will keep the existing dam as the main collection point of the new stormwater run-off generated from the proposed works and will create a controlled overflow route for a major storm event.

1.3.1 Irrigation Dam

Stormwater run-off from the proposed roof structure will be collected via conventional stormwater pipe network and will be discharge into the existing discharge outlet located at the north boundary of the dam.

Stormwater run-off from the proposed carparks will be collected via grassed swales and will be discharged into the existing dam through a proposed stormwater outlet. Carparks will have a slope of approximate 1% falling into the proposed swales. On areas where this is not achievable, stormwater grated sump and conventional underground pipe network will be installed to provided appropriate drainage.

Due to the increased stormwater inflow into the existing dam, it is required to lift the lowest top of bank levels (currently at RL. 342.25) located at the north-west corner to increase the total volume retained within the waterbody. Earthwork will be carried out locally from western to northern dam boundary lifting up the top of bank level to RL. 342.55 with a embankment not steeper that 1:3. The new top of bank level will increase the total surface area of the water body and increase the volume to store the new run-off during a major storm event.

According to calculations is expected that a major storm event will be stored within the basin without compromising any propose building. Proposed building FFL will be approximate a metre above the top of bank level from the basin, this guaranties no flood will be present at the proposed building.

An overflow swale will be provided at the same location of the existing uncontrolled overland flow path to discharge stormwater into Inverbrackie creek during a 100Yr ARI storm scenario.

1.3.2 Water Sensitive Urban Design

The key strategies planned to manage the quality of stormwater discharged from the proposed site include the use of grassed swales to remove nitrogen and phosphorous levels present within the carpark prior discharging it into the existing irrigation dam.

A MUSIC model has been provided to demonstrate the efficiency and the required length of the proposed swale to comply with local council water quality targets.

1.4 Design Criteria

The stormwater management report is prepared in accordance with the design criteria listed below with reference to Australian Standards AS3500.3:2015 Stormwater Drainage and *Storm Drainage Design in Small Urban Catchments*, a handbook for Australian practice by John Argue & *Australian Rainfall and Runoff (ARR87)*, Book Eight - Urban Stormwater Management.

- The stormwater drainage system shall be designed using Bureau of Meteorology (BoM) published rainfall Intensity Frequency Duration (IFD) data as a minor / major system to accommodate the 1 in 10 / 1 in 100 year ARI storm events.

1.5 Flood Management

Flood protection measures including defined overland flow routes are planned to convey any gap flows due to seismic waves and other hydraulic factors including system blockage. Further investigation of the proposed system will be undertaken during the detail design stage and the proposed stormwater drainage system would be designed to provide sufficient capacity for both performance levels defined as the minor / major drainage system in accordance with the relevant design guidelines.

The minor system would be designed to accommodate the 10 year average recurrence internal (ARI) with a minimum freeboard of 150 mm maintained between the hydraulic grade level (HGL) in a stormwater pit and the finished surface level.

The major system would be designed so that no inundation of any building or adjoining property occurs as a result of a 100 year ARI storm event and the gap flows are conveyed within the defined overland flows paths located within the re-development.

2 STORMWATER CALCULATIONS & MODELLING RESULTS

2.1 Stormwater Calculations:

2.1.1 Catchment Details

PRE-DEVELOPMENT: (Tc = 5 min)

	Coefficient	Area (m ²)	Area (%)
Roof:	1.00	0	0
Paving:	0.75	0	0
Unsealed Road:	0.15	0	0
Landscaping:	0.12	7440	100
Total Pre-Dev	0.12	7440	100

POST-DEVELOPMENT: (Tc = 5 min)

Proposed Stored:	Coefficient	Area (m ²)	Area (%)
Roof:	0.90	1200	16
Paving:	0.75	6240	84
Unsealed Road:	0.15	0	0
Landscaping:	0.10	0	0
	0.77	7440	100
Proposed Undetained:	Coefficient	Area (m ²)	Area (%)
Roof:	0.90	0	0
Paving:	0.75	0	0
Unsealed Road:	0.15	0	0
Landscaping:	0.10	0	0
	0.10	0	0
Total Post-Dev	0.77	7440	100

2.1.2 Permitted Site Discharge (PSD)

Design Storm Event	5 yr ARI	
Run-off Coefficient (C)	0.12	
Rainfall Intensity	82.80	mm/hr
Catchment Area	7440	m ²
Allowable Discharge	20.53	L/sec

2.1.3 Proposed Undetained Discharge for Design Storm Event

Design Storm Event	100 yr ARI	
Run-off Coefficient (C)	0.10	
Rainfall Intensity	175.00	mm/hr
Catchment Area	0	m ²
Undetained Discharge	0.00	L/sec

2.1.4 Total Allowable Discharge from Storage System

Allowable Discharge	20.53	L/sec
Undetained Discharge	0.00	L/sec
Total Allowable Discharge	20.53	L/sec
Total Proposed Discharge	0.00	L/sec

2.1.5 Required Detention Storage Volume for Design Storm Event

Design Storm Event	100 yr ARI			
Catchment Area to Detention	7440	m ²		
Run-off Coefficient (Detained Areas)	0.77			
Total Proposed Discharge	0.00	L/sec		
Storm Duration (mins)	Rainfall Intensity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	175.00	280.00	0.00	84000
6	163.00	260.80	0.00	93888
10	129.00	206.40	0.00	123840
20	87.30	139.68	0.00	167616
30	68.30	109.28	0.00	196704
60	44.40	71.04	0.00	255744
120	28.90	46.24	0.00	332928
180	22.50	36.00	0.00	388800
360	14.90	23.84	0.00	514944
720	9.83	15.73	0.00	679450
1440	6.44	10.30	0.00	890266
2880	4.11	6.58	0.00	1136333
Critical Detention Volume (L)				1136333

2.1.6 Proposed Storage Dimensions

Existing Max. water level allowed prior overflow:	342.25 RL.
Approximate Surface area at Existing Max. water Level:	7,678 m ²
Proposed Max. water level prior overflow:	342.55 RL.
Approximate Surface area at Proposed Max. water level:	7,999 m ²
Proposed batter slope for new Dam extension:	1 in 3
Approximate proposed storage volume:	2,335.5 kL
Critical Storage volume Required	1,136.3 kL

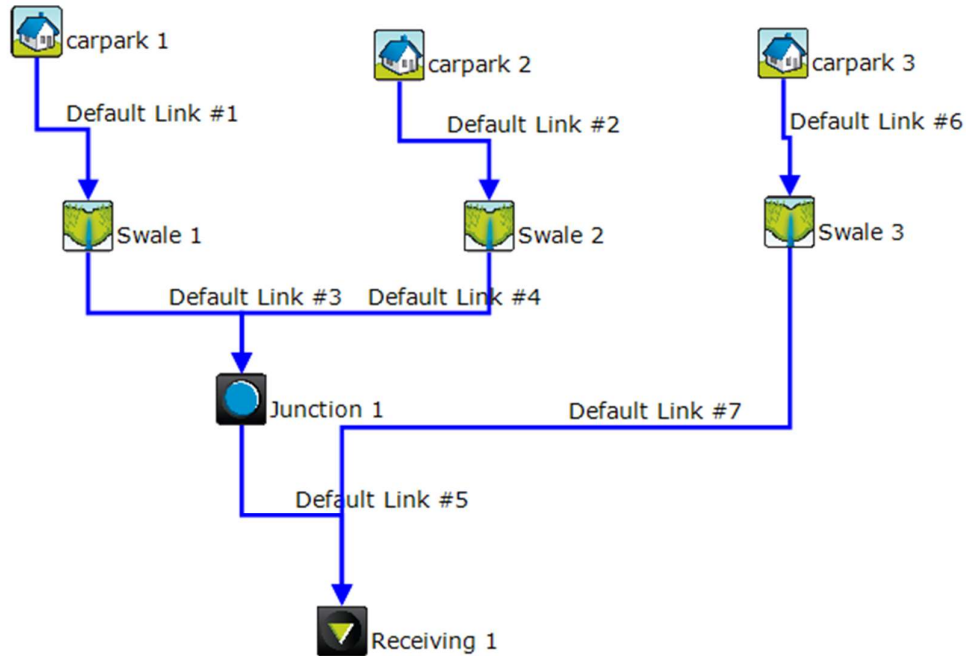
2.2 Water Quality Management

Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to simulate the treatment potential of the proposed treatment train for the re-development. Typical urban pollutant loading generation from the Guidelines for Pollutant Export Modeling in MUSIC User Guide have been used to simulate developed conditions.

Adelaide Hills Council water quality targets are the following:

- 90% reduction in litter/gross pollutants
- 45% reduction in average annual total nitrogen
- 60% reduction in average annual total phosphorous
- 80% reduction in average annual total suspended solids

The results of MUSIC modelling demonstrate the water quality reduction percentages achieved as part of the re-development.



(6) Wicks Estate : Treatment Train Effectiveness

	Sources	Residual Load	% Reduction
Flow (ML/yr)	1.387	1.128	18.7
Total Suspended Solids (kg/yr)	275	15.89	94.22
Total Phosphorus (kg/yr)	0.5957	0.1477	75.21
Total Nitrogen (kg/yr)	4.034	2.08	48.44
Gross Pollutants (kg/yr)	61.49	0	100

FIGURE 2 – MUSIC MODELLING RESULT

3 STORMWATER SUMMARY

- Adelaide Hills Council Water quality targets are been achieved with grassed swale proposal
- Extension of works for new development will be carried out approximately 100 metres away from Inverbrackie creek, which will not disrupt the upstream or downstream flow in accordance to the “Upper Onkaparinga Floodplain Mapping 2004” (*WaterConnect*)
- Proposed Building FFL will be 1 metre above expected flood level. No flood will be expected near the proposed building
- Controlled overland flow path will be constructed to divert stormwater in a major storm event away from the proposed development in any emergency scenario.

4 WASTEWATER MANAGEMENT STRATEGIES

4.1 Existing Site Wastewater System

- The existing winery building on site is currently serviced by an on-site wastewater disposal system consisting of the following;
 - Wastewater discharges to 20kL Settling Tank;
 - (Originally had pH monitoring; but found pH was always at the 7 mark; EPA agreed could be removed)
 - It is then pumped to lagoon;
 - Distributed from lagoons to surface irrigation;
- This system had been approved by EPA

4.2 Proposed Site Wastewater System

Sewer

- A new 100mm effluent connection off council cwms main along Woodside-Nairne Rd is proposed to service the whole site
- This will include redirection of existing discharge from winery building (downstream of 20 kL septic tank) to new cwms connection.
- New **40 kL** septic tank proposed for new cellar door wastewater pre-treatment.
- New effluent pump chamber to achieve connection to cwms system.
- Design basis for septic tank & pump chamber system is **average patronage 250 people/day (maximum 400 people/day)**.
- New sewer reticulation in proposed building.

Trade Waste Pretreatment

- A new 2,400 litre capacity grease arrester is considered suitable in terms of capacity for the proposed cellar door development based on SA Water Trade waste guidelines.
 - No additional pre-treatment of winery discharge as per currently approved system by EPA.
-

Appendix 5. Environmental Noise Assessment
(Sonus)

Wicks Estate Function Centre

Environmental Noise Assessment

October 2020

S6544C3

sonus.

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Document Title : Wicks Estate Function Centre
Environmental Noise Assessment

Document Reference : S6544C3

Date : October 2020

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1 INTRODUCTION

An environmental noise assessment has been made of the proposed function centre and cellar door at the existing Wicks Estate winery, Riverview Road, Woodside.

The proposal includes constructing a dedicated function centre building, with cellar door, office, meeting, restaurant and car parking facilities. The proposed development has been designed to accommodate functions, wine tastings, restaurant dining and coaches within the car park. A limited number of large functions are proposed per year (up to 6 and no more than 1 per month) with a capacity of 400 people, while there will also be more regular weddings of 150 to 200 people. Large functions will be held within the ground level space, while smaller functions of up to 100 people may be accommodated in the upper level function room. During larger functions and when the venue operates at capacity, an overflow car park to the southeast of the development will be used to accommodate additional vehicles.

The noise assessment has considered the activity associated with the proposed development, including the following:

- patrons within the outdoor area;
- vehicle movements and car park activity, including pick up and drop off by coaches; and
- music outdoors, in the restaurant area and within the function room.

There are existing noise sensitive locations in all directions from the site, which have been considered in the assessment, with the closest being the residences to the south and to the west. It is understood that there is also an application for a new dwelling on the allotment to the south of the development which has been approved. The proposed dwelling is considered to be a noise sensitive location, however it is noted that as it is further from the site than the existing residences, the noise criteria will inherently be achieved where they are achieved at the existing locations.

The locations of the residences and approved dwelling are shown in Appendix A, while Appendix B provides the ground floor and first floor plans. It is noted that there is also a dwelling on the subject land which is associated with the development (identified in Appendix A) and is therefore not considered to be noise sensitive in the Assessment.

The assessment has been based on:

- Drawings of the proposal titled “Wicks Estate Winery New Wine Sales” and dated 29 May 2020;
- Music within the new function building being played up to 12:00am¹;
- The patron capacity of the total site being no more than 400;
- An inspection of the subject site on 11 June 2020;
- Continuous background noise measurements at the subject site from 11 to 20 August 2020.

2 DEVELOPMENT PLAN

The subject site and the closest residences are located within the Watershed (Primary Production) Zone of the Adelaide Hills Council Development Plan. The Development Plan has been reviewed and the following provisions relating to environmental noise are considered relevant.

Council Wide Provisions – Interface Between Land Uses

Objectives

1. *Development located and designed to minimise adverse impact and conflict between land uses.*
2. *Protect community health and amenity from adverse impacts of development.*
3. *Protect desired land uses from the encroachment of incompatible development.*

Principles of Development Control

1. *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
....
(b) noise
....
2. *Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*

Noise Generating Activities

7. *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

¹ Music is not intended to be played until 12:00am on all nights of the week; however, the assessment has been conducted on the basis that music could occur on any night of the week to provide a conservative approach and flexibility in the use of the space.

8. *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*
9. *Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.*
10. *Development proposing music should include noise attenuation measures that achieve the following desired noise levels:*

Noise level assessment location	Desired noise level
<i>Adjacent existing noise sensitive development property boundary</i>	<i>Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise (LA90,15min) for the overall (sum of all octave bands) A-weighted level.</i>
<i>Adjacent land property boundary</i>	<i>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.</i>

It is noted that Interface Between Land Uses Principle of Development Control (PDC) 10 includes a music related requirement at the “adjacent land property boundary”. This aspect of the PDC applies less onerous criteria in areas where the Development Plan promotes residences on land which is currently vacant. For the purposes of this assessment, the more onerous criteria for existing residences have been applied.

3 PATRONS AND VEHICLE MOVEMENTS

3.1 Criteria

Interface between Land Uses PDC 7 from the Development Plan references the *Environment Protection (Noise) Policy 2007* (the **Policy**), which provides goal noise levels to be achieved at residences from sources such as patrons, plant and equipment and vehicle movements at a site (noting that music is assessed using a different and specific method).

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise (with the exception of music).

The Policy provides goal noise levels based on the principally promoted land use of the Development Plan zones in which the noise source (the development) and the noise receivers (the residences) are located. In this circumstance, the following goal noise levels are provided by the Policy to be achieved at residences:

- An average (L_{eq}) noise level of 52 dB(A) during the day (between 7:00am and 10:00pm); and
- An average (L_{eq}) noise level of 45 dB(A) during the night (before 7:00am or after 10:00pm).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each “annoying” characteristic of tone, impulse, low frequency, and modulation of the noise source. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the predicted noise level. A penalty would generally apply to the noise from patron or vehicle activity for modulation within a quiet environment. The application of penalties is discussed further in the following section.

3.2 Assessment

The noise from patrons and vehicles at the proposed development has been predicted based on a range of previous noise measurements and observations at similar facilities. These include:

- patrons in outdoor areas;
- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position; and
- general vehicle movements on site, including coaches.

Sound power levels for the above activities are provided in Appendix C.

As is typical at the development application stage of a project, the final mechanical plant layout and selections are not yet known. The assessment has therefore been based on the preliminary layout in TMK drawing “Proposed Mechanical Services” and previous measurements and manufacturer’s data for typical plant used at other similar facilities. The assessment has been based on a combined sound power level of up to 91 dB(A) for the air conditioning, evaporative cooler and exhaust fans located on the building roof.

To predict the noise level at nearby residences from activity at the site, a noise model of the proposed development and surrounding area has been established using SoundPlan software. The model considers the sound power level of each source, the distance between noise sources and receivers, shielding provided by structures or terrain and worst case meteorological conditions with respect to noise propagation (resulting in the highest predicted noise level at residences).

The predictions of noise from use of the facility have also been based on the following operational assumptions for the level of activity in any 15-minute² period:

- Continuous operation of mechanical plant;
- 20 vehicle movements into or out of both the public and overflow car parks (40 total), with associated general car parking activity³;
- Up to 400 patrons distributed throughout the proposed outdoor areas during the day time hours, being up to 10:00pm (100 at the upper level and 300 at ground level);

² Default assessment period of the Policy.

³ Location of the overflow car park shown in Appendix A.

- 1 coach either entering or leaving the car park and collecting or dropping off 20 patrons from the turning area at the northern side of the winery building (idling continuously during the assessment period).

Based on the predictions, in order to achieve the noise criteria, the following operational restrictions should apply to the site;

- Patrons should only be allowed within the outdoor area during the daytime hours of the Policy. That is, they should only be outside up to 10:00pm, unless they are leaving the site (walking to the car park or an awaiting coach).
- Coaches should only access the public car park during the day time hours of the Policy. That is, any coach accessing the site to collect patrons shall use the turning area to the north of the winery building after 10:00pm, not the public car park area.

It is recommended that a detailed assessment of the noise from mechanical plant be conducted once the final selections and layout are known, should the total sound power level be greater than 91 dB(A) or the plant be located anywhere other than on the building roof. The assessment should ensure that the noise criteria for the site are achieved when considering all noise sources (other than music).

Based on the level of activity at the site described above, the average (L_{eq}) noise level at nearby residences is predicted to achieve the noise criteria. A noise level of no more than 44 dB(A) is predicted at any residence during the night period and no more than 46 dB(A) during the day. Given the potential for low background noise levels and the character of carpark and patron noise, the predictions include the application of a 5 dB(A) penalty for modulation.

The requirements of the *Environment Protection (Noise) Policy 2007* will therefore be achieved by the proposed development.

4 MUSIC NOISE

4.1 Criteria

Interface between Land Uses PDC 10 provides objective noise criteria for the assessment of music and is consistent with the Environment Protection Authority Guidelines *Music noise from indoor venues and the South Australian Planning System* (the **EPA Guidelines**). Both PDC 10 and the EPA Guidelines provide noise criteria to be met at noise sensitive locations based on the existing acoustic environment and are designed for venues where music may be played every day until late at night.

To objectively assess music in accordance with the Development Plan and the EPA Guidelines, the existing background noise environment has been measured on the site continuously over a number of weekdays and a weekend from 11 to 20 August 2020. The results are provided as Appendix D of this report.

The following table provides the lowest measured background noise levels ($L_{90,15min}$) during the times that music is proposed to be played (until 12:00am). At times, the criteria for low frequency noise are below the threshold of perception due to the low background noise environment. The criteria have therefore been adjusted up to the threshold using *the International Standard ISO226:2003*⁴. The table shows the resulting music noise criteria ($L_{A10,15min}$) at the closest residence with the perception threshold adjustment in **RED**.

Table: Background noise levels and music noise criteria at residences (dB(A)).

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Lowest measured background noise levels ($L_{A90,15min}$)	30	3	8	8	12	17	27	16
8 dB above Background Noise Level in octave bands and 5 dB above overall ($L_{A10,15min}$)	35	11	16	16	20	25	35	24
Music noise Criteria at residences ($L_{A10,15min}$)	35	16	16	16	20	25	35	24

⁴ The adjustment also requires a conversion from one third octave bands (as specified in ISO226:2003) to octave bands to enable comparison with the Development Plan and EPA Guidelines.

4.2 Assessment

An assessment has been made of the noise from music played either at a low level within the outdoor area and in the restaurant during typical operation or alternatively, at a high level during a function within the ground or first floor areas.

4.2.1 Low Level Music

The noise level from music played in the outdoor area and within the restaurant/lounge/bar areas has been predicted based on the level previously measured at a number of similar venues.

The assumed music levels correspond to;

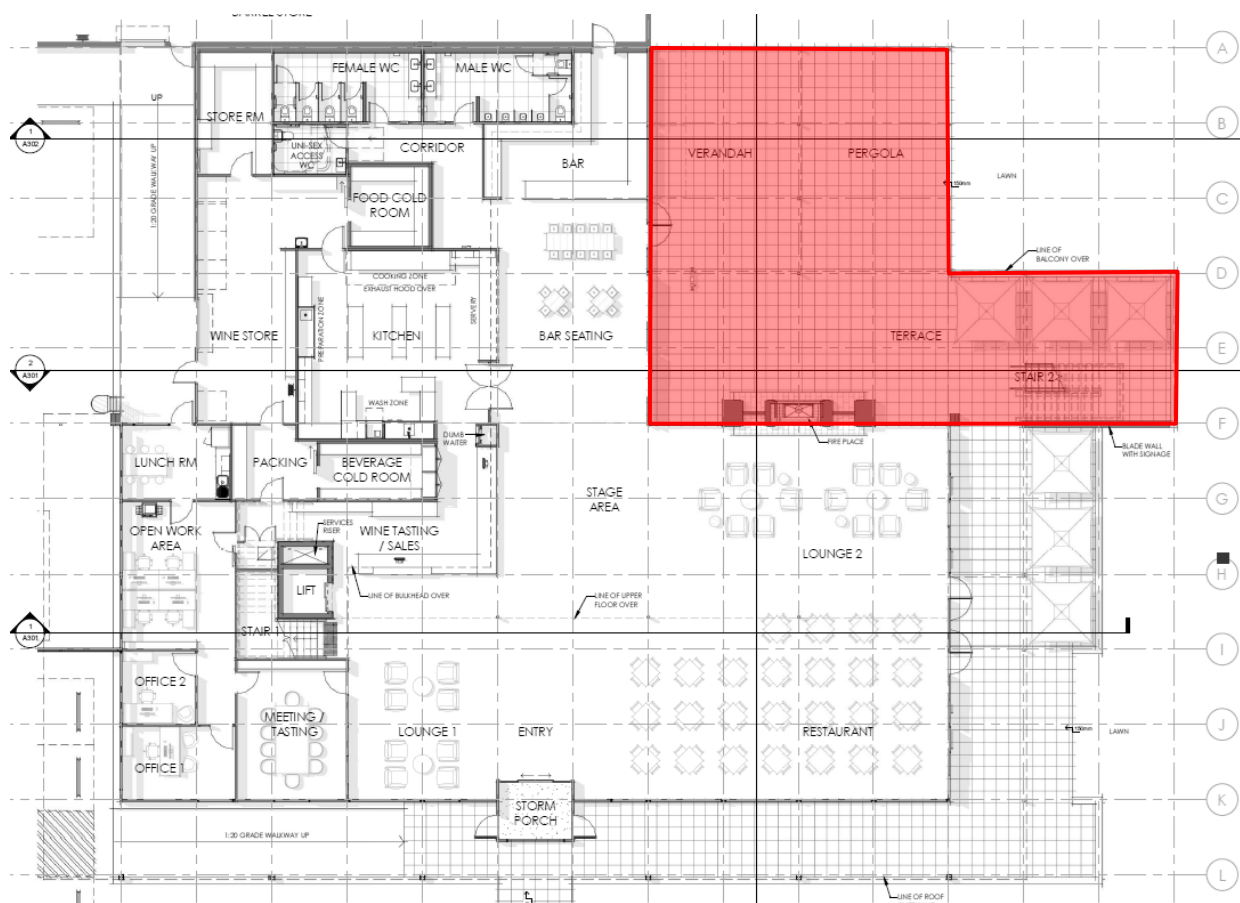
- that of an unamplified soloist (or a speaker arrangement providing a similar level of music) within the outdoor area designated Verandah, Pergola and Terrace; and,
- a level of music inside, which would allow for a DJ to play at a low level, but would not be considered the sole form of entertainment at the venue. That is, the level may be above background (where voices do not need to be raised to be heard), however would not allow for live bands. The following table provides the level which has been assumed for the assessment;

	Octave Band Noise Level (dB(A))							Total (dB(A))
	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	
Music Noise Level (L_{10,15min})	53	61	60	66	74	67	58	76

To predict the noise level at residences from music, the noise model described in the previous section has been used.

Based on the levels described above, it is recommended that:

- While doors and windows into the building remain open, music inside shall be restricted to the level provided above; and,
- Music in the outdoor areas is limited to an unamplified soloist or speakers at a “background level”. Music should also be limited to the area shown in the detail below;



That is, the criteria are predicted to be achieved without any restrictions or upgrades to the proposed building construction. In addition, the doors between the outdoor area and restaurant/lounge/bar areas may remain open.

The following table provides the predicted noise level at nearby residences from music in comparison to the criteria;

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Highest predicted music noise level at a residence (L _{A90,15min})	27	6	12	14	17	25	22	13
Music noise Criteria at residences (L _{A10,15min})	35	16	16	16	20	25	35	24

4.2.2 High Level Function Music

The level of music during a function has been predicted based previous measurements within a dedicated function space and is provided below;

	Total	Sound Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Music Noise Level within Function Room ($L_{A10,15min}$)	98	73	85	90	93	93	91	83

The level would accommodate most types of music which may occur during a function including some live performances of certain genres.

Based on the predictions, it is recommended that:

- All doors directly to outside from the function space (such as to the “Terrace”) remain closed at any time when a level of music greater than that provided in the previous section is played;
- Access into and out of the building is only through an airlock entry/exit, such as the documented “Storm Porch”, incorporating doors which have self-closing mechanisms that remain normally closed unless being used for immediate access.
- While high levels of music are played within the building, no music shall be played in the outdoor areas;
- The function spaces be constructed in accordance with the following (these do not apply to back of house and office/meeting components of the building);
 - Glazing (including glass doors) of minimum 12.5mm thick *VLam Hush glass*, or an alternative which achieves a minimum acoustic rating of R_w+C_{tr} 37. All glazing should incorporate acoustic seals to any opening elements, which are airtight when closed.
 - Walls of minimum 100mm thick masonry, or a light weight build-up consisting of;
 - 9mm thick fibre cement sheet;
 - 2 layers of 13mm thick fire rated plasterboard to the inside; and,
 - a minimum cavity of 120mm, incorporating 100mm thick insulation with a density of $60kg/m^3$.

If an alternative construction is proposed, a minimum acoustic rating of R_w+C_{tr} 43 should be achieved across the wall system.

- A roof/ceiling build-up for areas where functions may be held, such as the areas designated restaurant, bar, lounge or function, consisting of;

- 0.42BMT sheet steel roofing
- 2 layers of 13mm thick fire rated plasterboard; and,
- a minimum cavity of 300mm, incorporating 100mm thick insulation with a density of 60kg/m³.

If an alternative construction is proposed, a minimum R_w+C_{tr} 49 should be achieved across the roof system.

The highest predicted noise level at nearby residences, with high levels of music within the building and the treatments detailed above incorporated, are provided in the following table:

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Highest predicted music noise level at a residence ($L_{A90,15min}$)	21	16	16	12	10	9	6	1
Music noise Criteria at residences ($L_{A10,15min}$)	35	16	16	16	20	25	35	24

4.2.3 Summary

Based on the assessments of music noise at various levels, the criteria will be achieved at all residences, while there is also flexibility to increase the music levels at some frequencies without exceeding these criteria.

5 CONCLUSION

An environmental noise assessment has been made of the proposed function and cellar door building at Wicks Estate, River Road, Woodside.

The proposal includes constructing a dedicated building for functions, cellar door, offices and meetings, restaurant and bar facilities and a car park which can accommodate coaches. There are no changes proposed to the existing winery facilities.

Appropriate noise criteria for the various activities including patrons, car park activity, mechanical plant and music have been determined based on the Development Plan, the *Environment Protection (Noise) Policy 2007* and the Environment Protection Authority Guidelines *Music noise from indoor venues and the South Australian Planning System*.

It is predicted that the proposed development will achieve the noise criteria where the treatments detailed in this report are incorporated. That is:

- The number of patrons on site be limited to 400 and are only outside prior to 10:00pm;
- Ensuring that coaches do not use the public car park (during pick-up or drop off) after 10:00pm;
- Doors and windows to the new building remain closed when high levels of music are played inside, with the exception of the airlock entry/exit for egress;
- The function areas being constructed from materials which achieve the following minimum acoustic ratings;
 - Walls: R_w+C_{tr} 43;
 - Roof/ceiling: R_w+C_{tr} 49; and,
 - Windows: R_w+C_{tr} 37.
- The level of music is limited to that described in this report for each of the areas and operating scenarios.

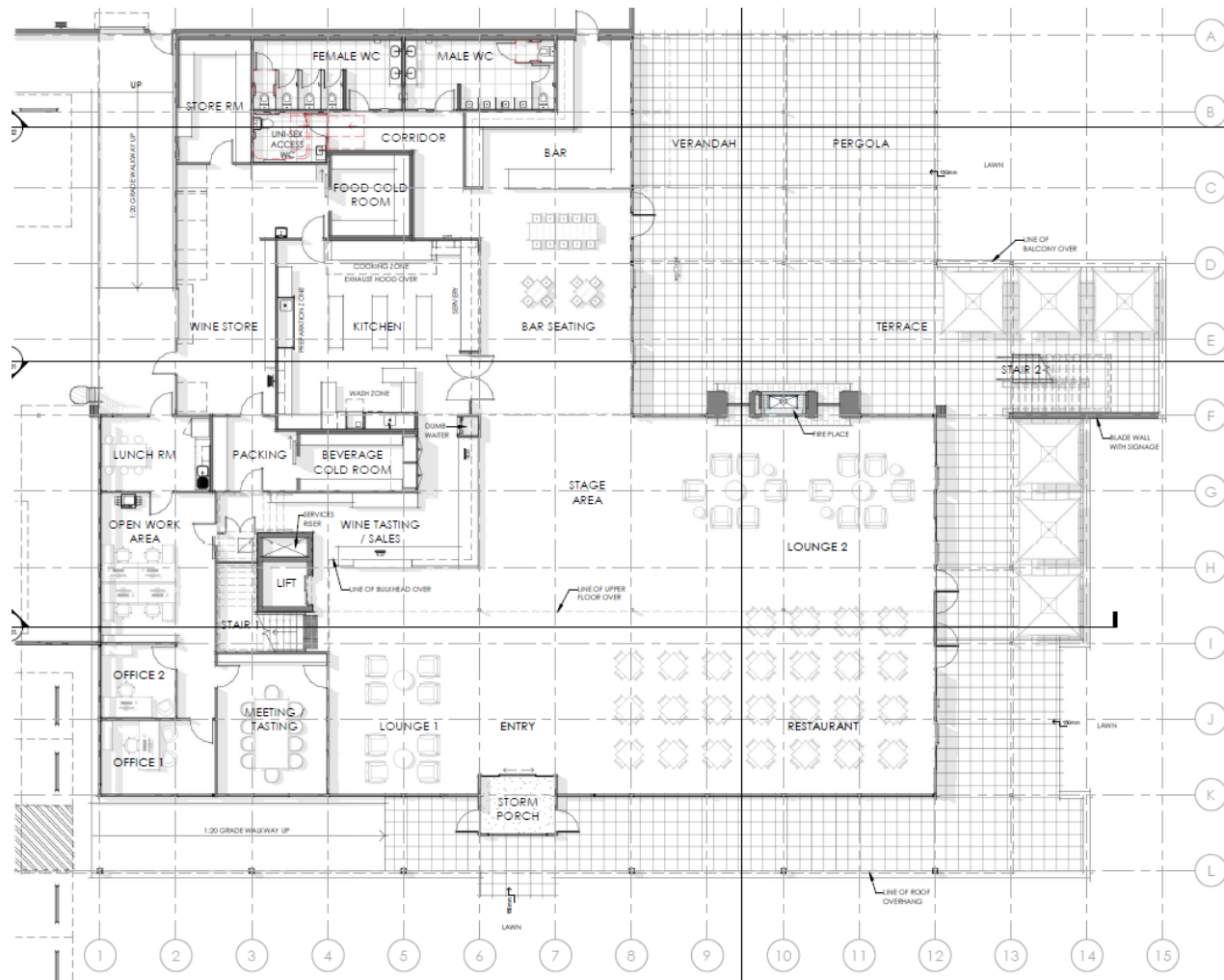
Based on the above, it is considered that the proposal has been designed to *minimise adverse impacts, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

APPENDIX A: Site Locality

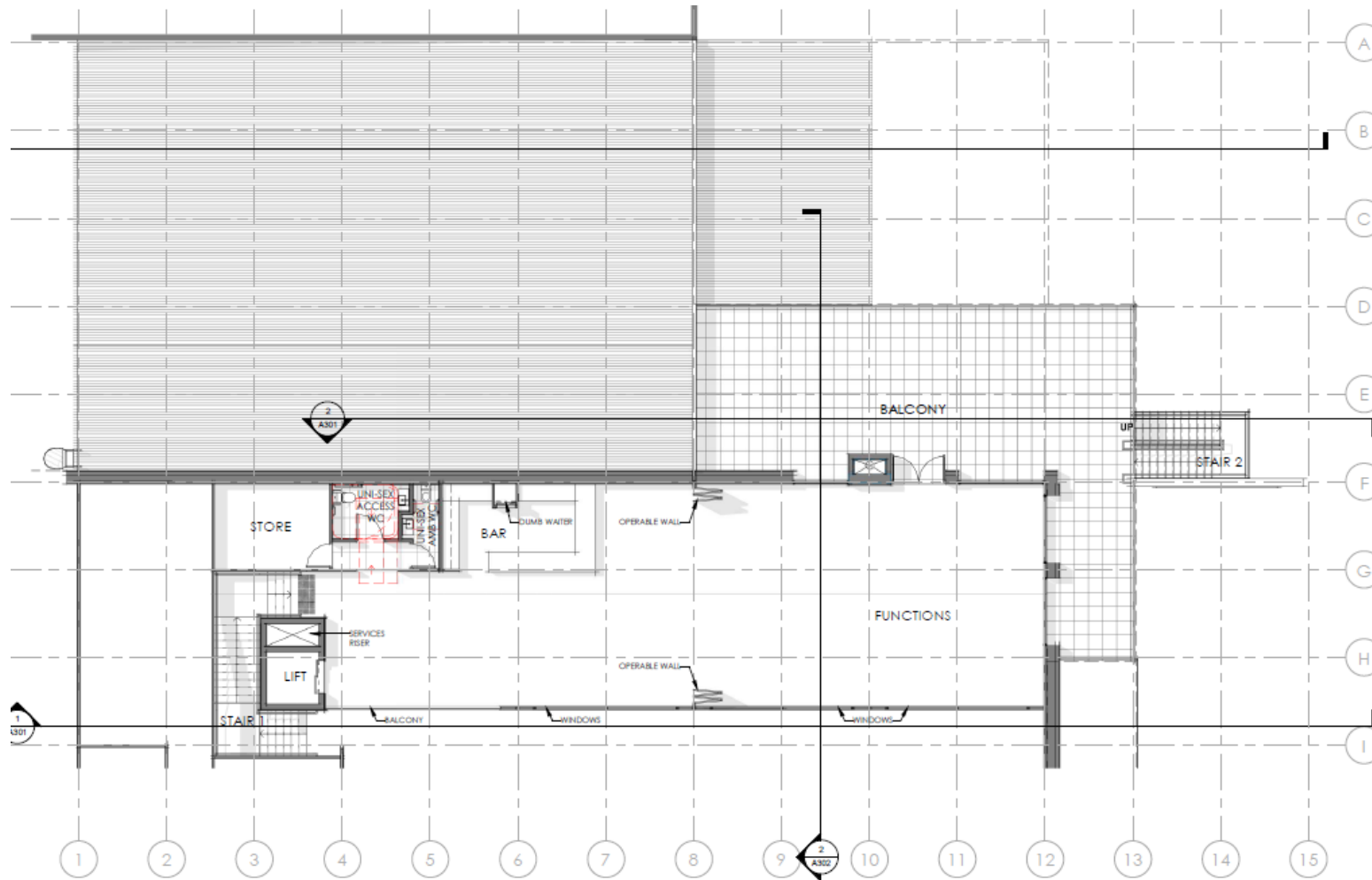


APPENDIX B: General Site Layout

Ground Floor



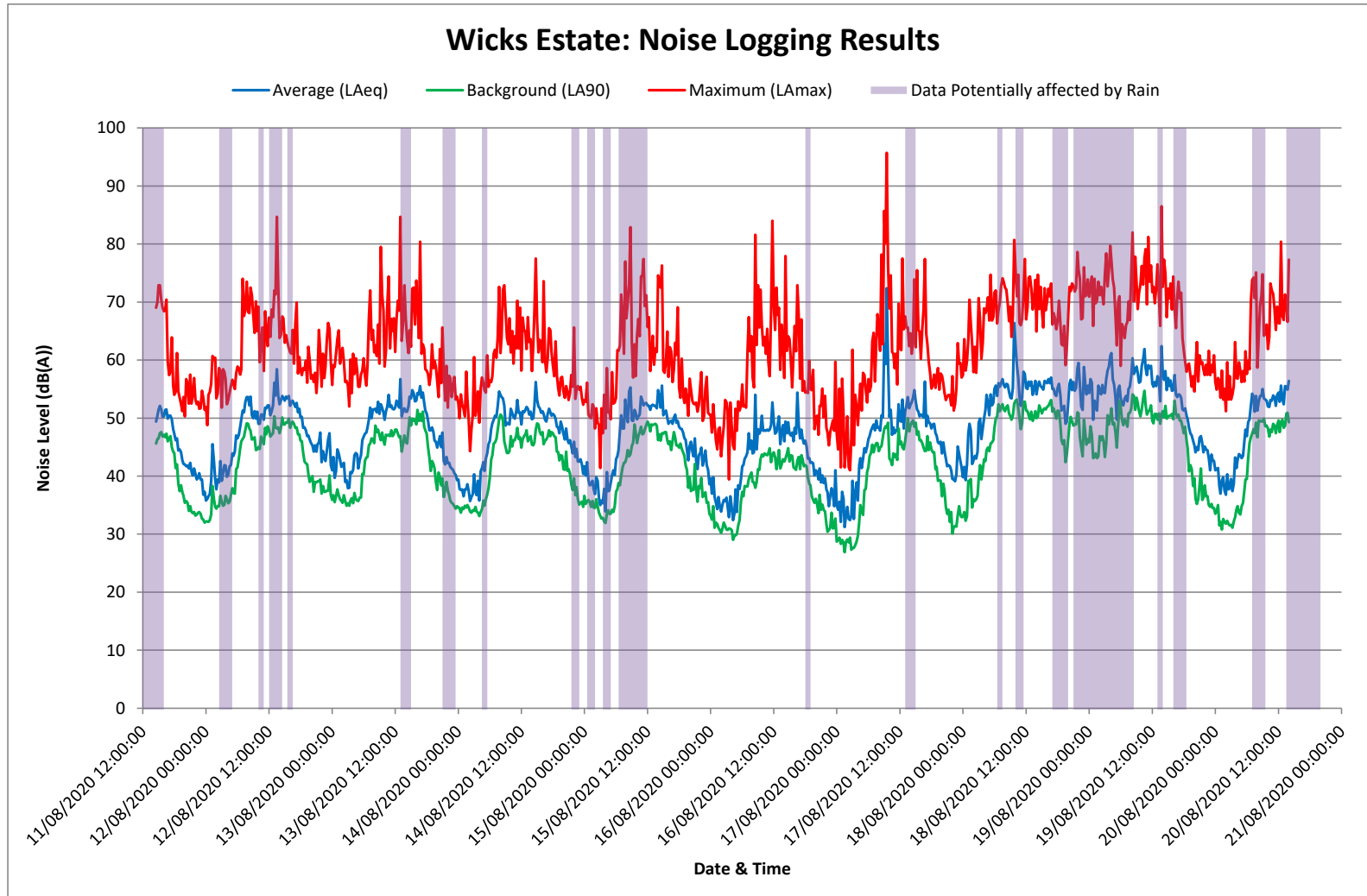
First Floor



APPENDIX C: Noise Level Data

Activity		Sound Power Level
Car Parking	People talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from a park	83 dB(A)
	Car movement	82 dB(A)
	Coach Movement	101 dB(A)
	Coach Idle	91 dB(A)
Patrons	Socialising in an outdoor licensed area	76 dB(A)

APPENDIX D: Background Noise Logging Results



Melanie Scott

From: Kim Pearson
Sent: Thursday, 17 June 2021 12:14 PM
To: 'Koto, Katie (Health)'
Cc: 'Sakil Mostafa'
Subject: FW: Wicks Estate Expansion
Attachments: 1910192_H05-H1PC.pdf

Hi Katie

Sorry for the delay with this one.

We will support the attached application with revised 40 mm pipe and discharge rate of 0.5 L/s with additional 12,000 L buffer tank.

Kind regards
Kim

Kimberley Pearson
CWMS Technical Officer

Ext. 410

From: Sakil Mostafa <smostafa@tmkeng.com.au>
Sent: Thursday, 17 June 2021 9:27 AM
To: Kim Pearson <kpearson@ahc.sa.gov.au>
Cc: Ari Mudugamuwa <amudugamuwa@ahc.sa.gov.au>
Subject: RE: Wicks Estate Expansion

Hi Kim,

As discussed on the phone, please find attached updated drawing with revised outlet pipe size (40 mm) to reduce estimated peak discharge rate to 0.5 L/s; & a larger buffer tank (12 kL).

If you need any further information, please don't hesitate to contact us.

Kind regards,
Sakil.

From: Kim Pearson <kpearson@ahc.sa.gov.au>
Sent: Tuesday, 15 June 2021 2:57 PM
To: Sakil Mostafa <smostafa@tmkeng.com.au>
Cc: Ari Mudugamuwa <amudugamuwa@ahc.sa.gov.au>
Subject: RE: Wicks Estate Expansion

Hi Sakil

I have been discussing this with our engineer and running some calculations.

We would prefer if possible a minimum 8,800L (9000L) holding tank with a slower discharge rate of around 0.5l/s to ensure that peak flows are discharged gradually into our CWMS infrastructure.

Although we have the capacity to accept the effluent we still need to manage the way it is discharged into our system so as not to overload it during peak flow times.

I look forward to your response.

Cheers

Kim

Kimberley Pearson
CWMS Technical Officer

Ext. 410

From: Sakil Mostafa <smostafa@tmkeng.com.au>
Sent: Friday, 11 June 2021 1:31 PM
To: Kim Pearson <kpearson@ahc.sa.gov.au>
Cc: Ari Mudugamuwa <amudugamuwa@ahc.sa.gov.au>; 'Koto, Katie (Health)' <Katie.Koto@sa.gov.au>
Subject: RE: Wicks Estate Expansion

Hi Kim

Please see TMK response below in green for your review & approval.

If you need any further information, please don't hesitate to contact us.

Kind regards,
Sakil.

Sakil Mostafa

BEng (Mech)
Engineer

D (08) 8238 4147 | **M** 0400 242 711

E smostafa@tmkeng.com.au

Level 6, 100 Pirie St, Adelaide, SA 5000

www.tmkeng.com.au



TMK Consulting Engineers

Civil – Geotechnical – Environmental – Structural – Mechanical – Electrical – Fire – Hydraulics – Forensic – Construction Assist

Parking for Visitors to TMK Head Office

TMK Consulting Engineers have made car parking available for visitors to its Level 6, 100 Pirie Street office. To access this you should park in the UPark on Wyatt Street, located at 18 - 34 Wyatt Street, between Grenfell & Pirie Streets. Enter from either Wyatt St or Hyde St and obtain the normal parking ticket on entry. Prior to leaving our office, please ask one of our Reception staff for a UPark on Wyatt Street voucher to use when exiting the car park.

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From: Kim Pearson <kpearson@ahc.sa.gov.au>
Sent: Monday, 7 June 2021 10:02 AM
To: Sakil Mostafa <smostafa@tmkeng.com.au>
Cc: Ari Mudugamuwa <amudugamuwa@ahc.sa.gov.au>; 'Koto, Katie (Health)' <Katie.Koto@sa.gov.au>
Subject: Wicks Estate Expansion

Hi Sakil

Thanks for the updated information and revised plan. With regards to the last email sent to Ari M, council has not given the approval of a detention tank we have simply provided feedback that our Woodside CWMS network has the capacity to accept the waste water volume proposed by the Wicks Estate expansion. This is based on previous advice by yourself that it would be equivalent to 18 residential connections.

SA Health is the regulatory authority responsible for approving the Wicks expansion, council is simply ensuring that our infrastructure is capable of handling the flow rate and volume of the proposed expansion.

Are you able to clarify the following points before we proceed any further,

- 1) I am still unclear about the proposed flow rate. Can you provide details of the proposed flow rate given that we have already provided comment on this.

Proposed flow rate to council connection point will be **0.8 L/s** through the **50 mm** discharge pipe from the detention tank. (In accordance with Australian Building Code Board Sanitary Plumbing & Drainage Pipe Sizing Report Version 1.1).

- 2) Can you also provide more details about the detention tank.? What is the expected peak flow into the detention tank and what will the flow rate out of the detention tank be to ensure that the tank is completely empty before the next large function.

The holding tank proposed will provide an approximate **7,000 litre** buffer capacity; based on proposed 1.5m height between inlet & outlet of the buffer tank (Ri Industries).

The pump chamber system has an operating range of 500 mm (between high level & low level float) during each pump cycle; which relates to **4,380 Litres** of discharge over approximately **37 minute period** during a one complete peak cycle.

Total estimated peak daily flow during a function will be 16,000 litre/day.

During a 4 hour function event at a discharge rate of 0.8 l/s; 11,520 can discharge over a 4 hour period while the additional volume will be stored as a buffer & discharge over time before the next day.

Once I have received clarification on these points I will discuss with our engineer if this is acceptable.

Kind regards

Kim

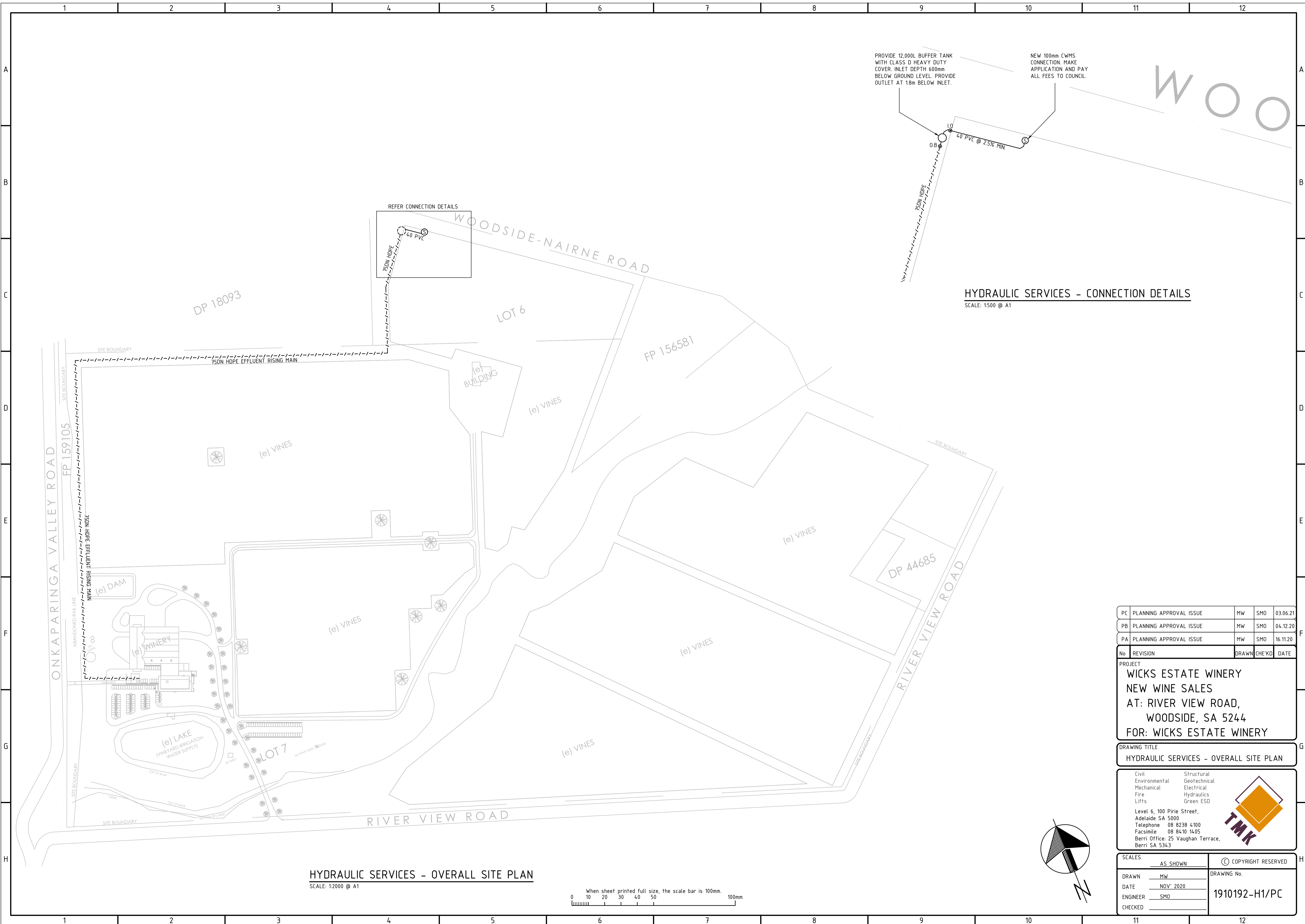
Kimberley Pearson
CWMS Technical Officer

p 08 8408 0410

e kpearson@ahc.sa.gov.au

w ahc.sa.gov.au

Visit me at: 63 Mount Barker Road, Stirling SA 5152
PO Box 44 Woodside SA 5244

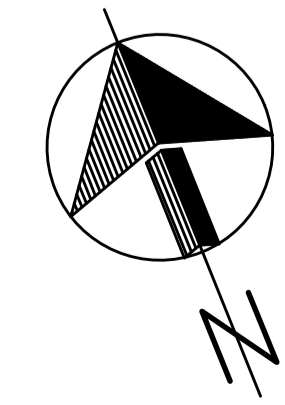
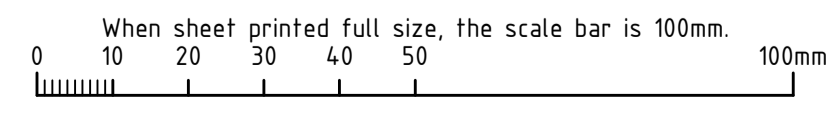


PROVIDE 12,000L BUFFER TANK WITH CLASS D HEAVY DUTY COVER. INLET DEPTH 600mm BELOW GROUND LEVEL. PROVIDE OUTLET AT 1.8m BELOW INLET.

NEW 100mm CWMS CONNECTION. MAKE APPLICATION AND PAY ALL FEES TO COUNCIL.

HYDRAULIC SERVICES - CONNECTION DETAILS
SCALE: 1:500 @ A1

HYDRAULIC SERVICES - OVERALL SITE PLAN
SCALE: 1:2000 @ A1



PC	PLANNING APPROVAL ISSUE	MW	SMO	03.06.21
PB	PLANNING APPROVAL ISSUE	MW	SMO	04.12.20
PA	PLANNING APPROVAL ISSUE	MW	SMO	16.11.20
No	REVISION	DRAWN	CHE'KD	DATE

PROJECT
WICKS ESTATE WINERY
 NEW WINE SALES
 AT: RIVER VIEW ROAD,
 WOODSIDE, SA 5244
 FOR: WICKS ESTATE WINERY

DRAWING TITLE
HYDRAULIC SERVICES - OVERALL SITE PLAN

- Civil
 - Environmental
 - Mechanical
 - Fire
 - Lifts
 - Structural
 - Geotechnical
 - Electrical
 - Hydraulics
 - Green ESD
- Level 6, 100 Pirie Street,
 Adelaide SA 5000
 Telephone 08 8238 4100
 Facsimile 08 8410 1405
 Berri Office: 25 Vaughan Terrace,
 Berri SA 5343



SCALES	AS SHOWN	© COPYRIGHT RESERVED
DRAWN	MW	DRAWING No.
DATE	NOV 2020	1910192-H1/PC
ENGINEER	SMO	
CHECKED		



Environment Protection Authority
GPO Box 2607 Adelaide SA 5001
211 Victoria Square Adelaide SA 5000
T (08) 8204 2004
Country areas 1800 623 445

EPA Reference: 35040

28 July 2021

Ms Melanie Scott
Senior Statutory Planner
Adelaide Hills Council
PO Box 44
WOODSIDE SA 5244

Dear Ms Scott

ADVICE FOR REGARD - Non-complying development within the Mount Lofty Ranges Water Protection Area

Development Application No.	473/201/21
Applicant	Woodside Wines (SA) Pty Ltd (Ekistics Planning and Design Services)
Location	A46 FP156581, A6 DP69672, A7 DP69672 HD Onkaparinga, Lot 46 Nairne Road, 29 Riverview Road, Woodside SA 5244
Activity of Environmental Significance	Schedule 8 Item 10(a) - non-complying development in the Mount Lofty Ranges Water Protection Area
Proposal	Alterations & additions to existing winery comprising cellar door sales outlet to include a restaurant & function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping & associated earthworks (non complying)
Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

I refer to the above development application forwarded to the Environment Protection Authority (EPA) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves an activity of environmental significance as described above.

The following response is provided in accordance with Section 37(4)(a)(i) of the *Development Act 1993*

and Schedule 8 Item 10(a) of the *Development Regulations 2008*.

In determining this response the EPA had regard to and sought to further the objects of the *Environment Protection Act 1993*, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act; and
- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Robert De Zeeuw on telephone (08) 8204 1112 or facsimile (08) 8124 4673 or email Robert.DeZeeuw@sa.gov.au.

THE PROPOSAL

The proposal seeks alterations & additions to an existing winery comprising cellar door sales outlet to include a restaurant and function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping and associated earthworks.

More specifically the proposal involves:

- a two level building, adjoining and located directly to the south-east of the existing wine production building, comprising cellar door and restaurant, a meeting/tasting room, offices, commercial kitchen and toilets
- car parking area, providing a total of 83 formalised car parking spaces
- an 'overflow' (event) car parking area of 49 spaces
- stormwater management works including an increase in the total water volume retained within the existing irrigation dam located at the south-western corner of the site and creation of a controlled overland flow route for a major storm event
- a new wastewater system comprising a 100mm effluent connection to the Bird in Hand Community Wastewater Management System (CWMS) main along Woodside-Nairne Road, a new 40 KL septic tank (for new cellar door wastewater pre-treatment) and a new effluent pump chamber (to achieve connection to Councils CWMS system
- associated earthworks (excavation and filling) and retaining walls.

The cellar door will offer wine tastings and sales to the public, while the restaurant will cater for a range of individual and group bookings, as well as private functions with a maximum capacity of 200 people with no more than two private functions to occur each week. The maximum capacity of the cellar door and restaurant (combined) will be limited to 400 people at any one time. The proposal allows for up to six annual events or functions with a maximum capacity of 400 persons, with no more than one event to occur in any single month (one-off special events).

The proposed hours of operation for the cellar door, restaurant and special events are:

- 9:00am to 10:00pm on Sunday through Thursday (inclusive)
- 9:00am to 12:00am (midnight) on Friday and Saturday.

SITE DESCRIPTION

The subject site is located at 29 Riverview Road, Woodside in Certificate of Title Volume 5958 Folio 272.

More specifically, the site of the proposed development is located within:

- Area 2 of the Mount Lofty Ranges Watershed Protection area as proclaimed under Part 8 of the Environment Protection Act (EP Act)
- approximately 150 metres from a watercourse (Inverbrackie Creek)
- the Onkaparinga Valley Policy Area 10 of the Watershed (Primary Production)
- Zone of the *Adelaide Hills Council Development Plan (consolidated 8 August 2019)*.

The site has not been inspected during the EPA's consideration of this development application but has been viewed using mapping information available to the EPA, including recent aerial imagery, and considered according to existing knowledge of the site and the locality.

CONSIDERATION

Advice in this letter includes consideration of the location with respect to existing land uses and is aimed at protecting the environment and avoiding potential adverse impacts upon the locality.

When assessing development applications are referred to the EPA in accordance with the requirements of the Development Act, section 57 of the EP Act states that the EPA must have regard to, and seek to further, the objects of the EP Act and have regard to the general environmental duty, any relevant environment protection policies and the waste strategy for the State adopted under the *Zero Waste SA Act 2004*.

The referral trigger of this development application to the EPA was for the proposed land use being non-complying in the Mount Lofty Ranges Water Protection Area, as per Schedule 8 of the Development Regulations. The EPA has therefore only provided an assessment of the potential water quality impacts that may arise from the proposed development and not other matters associated with the cellar door, restaurant and function centre such as noise.

As this site is located in a public water supply catchment, potential impacts on water quality need to be carefully considered by the EPA. It should be noted that in Priority Area 2 of the Mount Lofty Ranges Watershed, a proposal should demonstrate a 'neutral or beneficial' impact on water quality for the subject site. Therefore the EPA has sought to ensure that this has been demonstrated in the assessment.

ENVIRONMENTAL ISSUES

Water Quality

Water quality in South Australia is protected by the *Environment Protection (Water Quality) Policy 2015* and the EP Act. In particular, section 25 of the EP Act imposes a general environmental duty on anyone who undertakes an activity that pollutes, or has the potential to pollute, to take all reasonable and practicable measures to prevent or minimise environmental harm.

In water quality terms, unsewered residential development is considered one of the highest risk activities in a public water supply catchment due to historically poor management of on-site wastewater treatment systems. Potential pollutants from such activities include nutrients, microorganisms and pathogens from human effluent.

Stormwater

There is an existing stormwater lagoon which captures runoff from the winery site operations. The captured water is used for irrigation. It is proposed that the existing dam would also collect stormwater run-off generated from the proposal. It would be collected from the roof via a stormwater pipe network and discharged into the existing discharge outlet on the northern side of the lagoon.

Stormwater run-off from the proposed carparks would be collected via grassed swales and also discharged into the existing dam through a proposed stormwater outlet. In areas of the carpark where sufficient slope is not achievable then an underground pipe network may be installed to provide appropriate drainage (subject to detailed design). The EPA advises that the use of swales rather than underground drainage from the carpark is encouraged as the swales will contribute to pollutant removal and the final detailed design should incorporate this, noting that no other treatment measures are proposed.

The stormwater lagoon capacity would be increased by increasing the height of the lagoon banks and ensuring integrity so that it can contain a greater volume. An overflow swale from the lagoon would be created to discharge stormwater only into Inverbrackie creek in a 100 year ARI storm event, allowing for a controlled overflow in a major storm event. This is acceptable to the EPA.

A condition is advised that stormwater management be established in accordance with the relevant documentation.

Wastewater Management

All human wastewater generated from the proposed additions (including from the existing 2.5KL septic tank) is to be pumped to the Community Wastewater Management System (CWMS) network, eventually to the SAWater 'Bird in Hand' wastewater treatment plant (WWTP). The EPA understands that the impacts on the operations of WWTP would be negligible due to large treatment capacity of WWTP. Furthermore, a total septic tank balance storage and pumping chamber would provide a sufficient buffer to minimise the impacts on the sewer network with the information provided demonstrating that the proponent has engaged with the Council and SA Health for the discharge rate, pump selection and discharge point. The pre-treatment facility (i.e. grease trap and septic tanks) would be able to meet water quality requirements for trade waste, subject to the design and construction.

The EPA notes that the effluent from the existing 2.5KL septic tank associated with the winery facility is being directed to non-portable water irrigation, i.e. on site disposal. Given that the proposal seeks to redirect this effluent to the CWMS system, potential improvement for site wastewater management would be also be expected.

A condition is advised requiring the wastewater management system being installed in accordance with the engineers report and operational prior to the occupation of the cellar door, restaurant and function centre.

Construction Management

The construction of the new buildings, accessways and car parking areas driveways would cause soil to become exposed and vulnerable to the erosive powers of water and wind.

During these works, the provisions of the Water Quality EPP should be applied. All reasonable and practicable measures must be taken to minimise the potential for pollution, including minimising soil erosion and containing all construction waste generated on site. A note to this effect is recommended below.

Further guidance may be sought from the EPA's *Stormwater pollution prevention code of practice for the building and construction industry* http://www.epa.sa.gov.au/files/47790_bccop1.pdf and the EPA's *Handbook for Pollution Avoidance on Commercial and Residential Building Sites*

As demonstrated by the applicant, the improvement proposed to the wastewater management system including renewed irrigation area is considered to achieve a 'neutral or beneficial' impact to water quality for the surrounding environment, as required for development in Priority Area 1 of the Mount Lofty Ranges Watershed.

CONCLUSION

Given the nature of the proposed development, and provided that the development is constructed in accordance with the plans, specifications report recommendations provided with the application, the EPA is satisfied that the proposal would have a beneficial or neutral impact on water quality.

ADVICE

The planning authority is advised to attach the following conditions to any approval:

1. The wastewater treatment system must be established in accordance with the report titled "Stormwater & Wastewater Management Report Wicks Estate Winery, River View Road, Woodside" dated 11 February 2021 by TMK Consulting Engineers prior to occupation of the cellar door, restaurant and events occurring onsite in the function centre.
2. The stormwater management and treatment system must be established in accordance with the report titled "Stormwater & Wastewater Management Report Wicks Estate Winery, River View Road, Woodside" dated 11 February 2021 by TMK Consulting Engineers prior to occupation of the new buildings and new car parking areas associated with the proposal.

The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:

- The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- The applicant is reminded of the relevant provisions of the *Environment Protection (Water Quality) Policy 2015* including the requirement to take all reasonable and practicable measures to prevent or minimise environmental harm and the pollution of waters. The Environment Protection (Water Quality) Policy can be found at: https://www.epa.sa.gov.au/environmental_info/water_quality.
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: <http://www.epa.sa.gov.au>

Yours faithfully

Hayley Riggs

Delegate

ENVIRONMENT PROTECTION AUTHORITY

**CATEGORY 3
PUBLIC NOTIFICATION**

DEVELOPMENT 21/201/473

Wicks Estate Wines Pty Ltd

For

Alterations & additions to existing winery comprising cellar door sales outlet to include a restaurant & function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping & associated earthworks (non complying)

At

29 Riverview Road Woodside SA 5244

COMMENCEMENT DATE: 02 July 2021

CLOSING DATE: 16 July 2021

ZONE: Watershed (Primary Production) Zone - Onkaparinga Valley Policy Area

CONTACT OFFICER: Melanie Scott

FOR PUBLIC DISPLAY ONLY

Date to be displayed: 02 July 2021

Date to be removed: 16 July 2021

Appendix 3. APPENDIX 3: Revised Plans Nominating Coach Parking &
Additional WC

AMENDED 17 June 2021

WICKS ESTATE WINERY

NEW WINE SALES

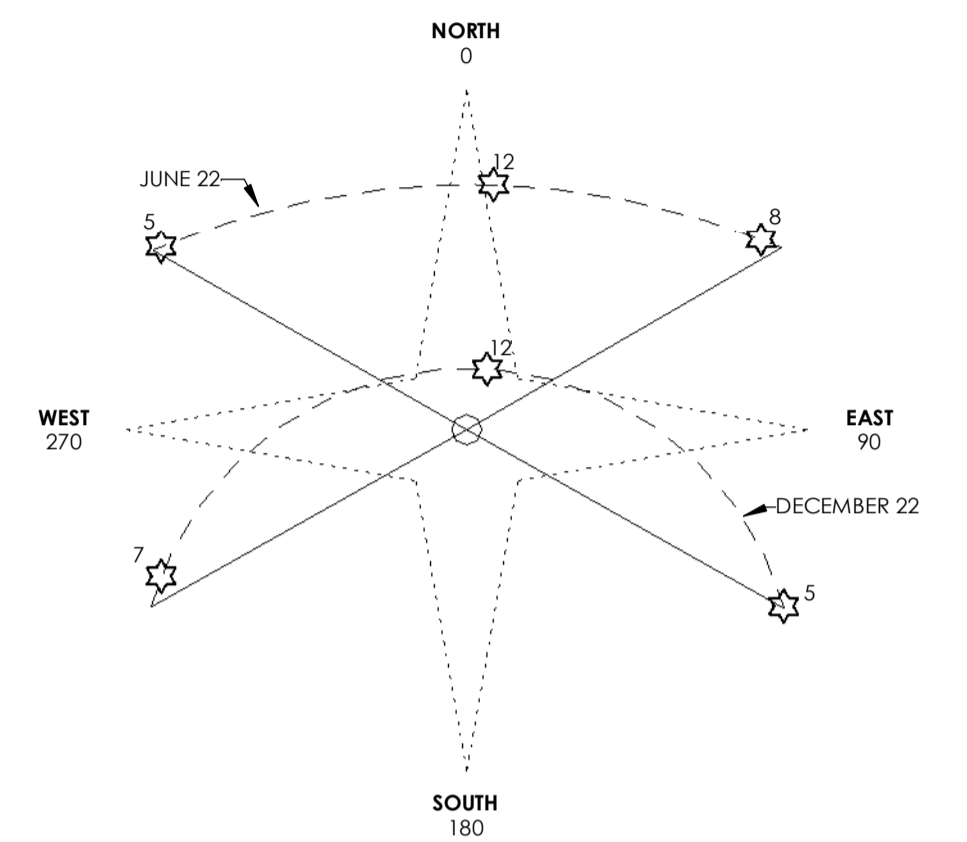
ARCHITECTURAL DRAWING LIST

DWG No.	DWG CONTENT	ISSUE	DATE	ISSUED FOR
A000	COVERSHEET, PERSPECTIVE + BLOCK PLAN	H	06.05.21	AMENDMENTS
A001	SITE PLAN	H	06.05.21	AMENDMENTS
A100	FLOOR PLAN GROUND PRESENTATION	E	29.05.20	CLIENT REVIEW
A101	FLOOR PLAN LEVEL 1 PRESENTATION	H	06.05.21	AMENDMENTS
A201	ELEVATIONS PRESENTATION	F	22.10.20	AMENDMENTS
A301	SECTIONS	F	22.10.20	AMENDMENTS
A302	SECTIONS	F	22.10.20	AMENDMENTS
A901	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A902	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A911	PERSPECTIVES INTERIOR	E	29.05.20	CLIENT REVIEW

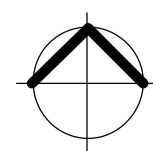
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WARNING
 Services shown on this drawing are approximate only. The exact location is to be confirmed on site the contractor prior to the commencement of work.

Issue	Issued For	By	Chkd	Date
A	CLIENT REVIEW	LK	JG	18.10.19
B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20
G	AMENDMENTS	LK	JG	16.02.21
H	AMENDMENTS	LK	JG	06.05.21



1 | BLOCK PLAN
 A201 1:2000
 0 20m 40m 60m 80m 100m
 1:2000 @ A1, 1:4000 @ A3



NOT FOR CONSTRUCTION

WICKS ESTATE

Architect
J B G ARCHITECTS PTY LTD
 residential - commercial - winery - planning - architecture - interiors
 38 MURRAY STREET
 TANUNDA 5352
 P: 08 8563 1135
 E: admin@jbgarchitects.com

Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**COVERSHEET,
 PERSPECTIVE +
 BLOCK PLAN**

Project Number
1906
 Drawn by
 TN
 Approved by
 JG
 Issue
 H

Drawing Number
 A000



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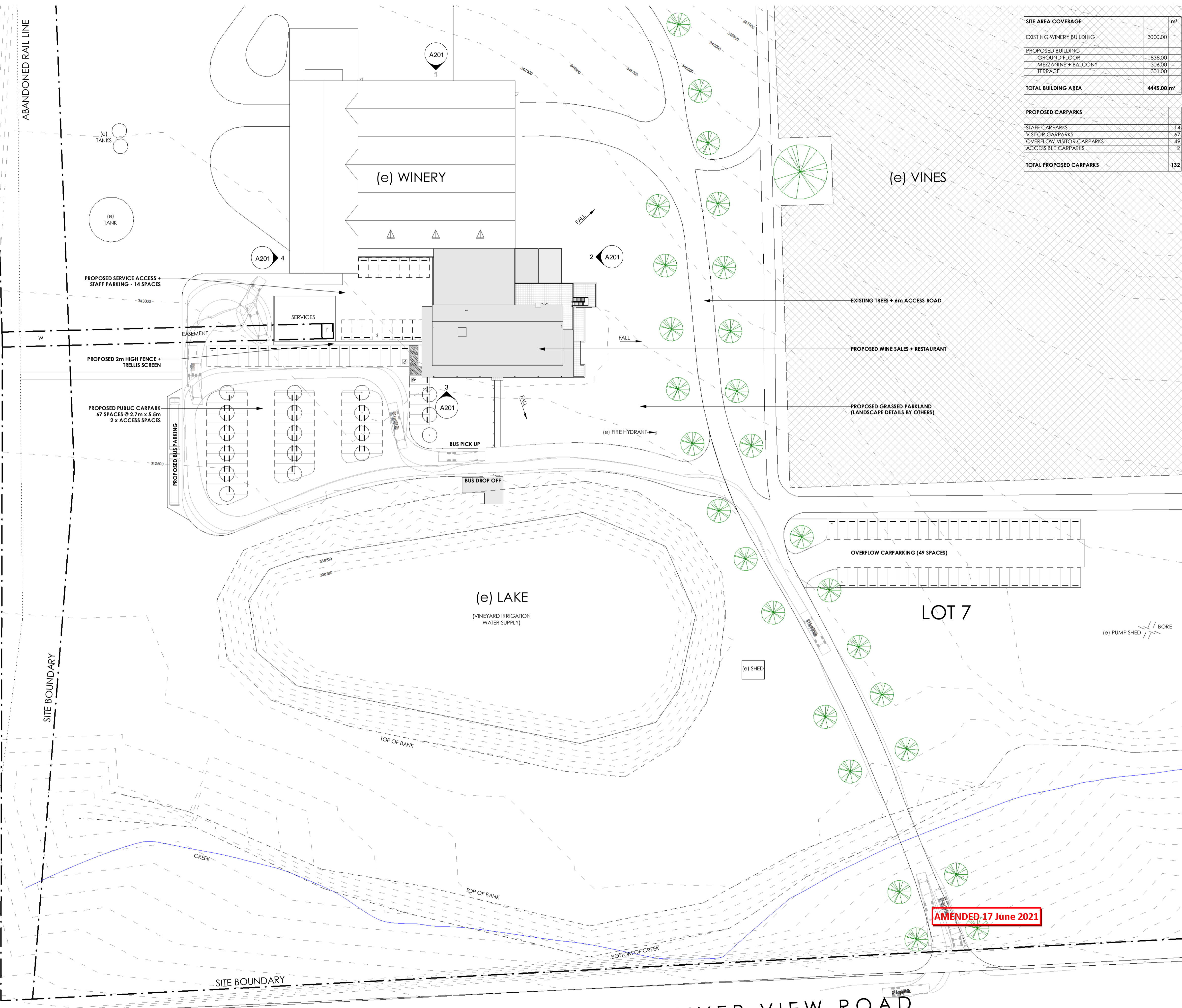
ONKAPARINGA VALLEY ROAD

ABANDONED RAIL LINE

SITE BOUNDARY

SITE BOUNDARY

RIVER VIEW ROAD



SITE AREA COVERAGE		m ²
EXISTING WINERY BUILDING		3000.00
PROPOSED BUILDINGS		
GROUND FLOOR		838.00
MEZZANINE + BALCONY		306.00
TERRACE		301.00
TOTAL BUILDING AREA		4445.00 m²
PROPOSED CARPARKS		
STAFF CARPARKS		14
VISITOR CARPARKS		67
OVERFLOW VISITOR CARPARKS		49
ACCESSIBLE CARPARKS		2
TOTAL PROPOSED CARPARKS		132

NOTES
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F	AMENDMENTS	LK	JG	22.10.20
G	AMENDMENTS	LK	JG	16.02.21
H	AMENDMENTS	LK	JG	06.05.21

ACCESS CARPARKING REQUIREMENTS

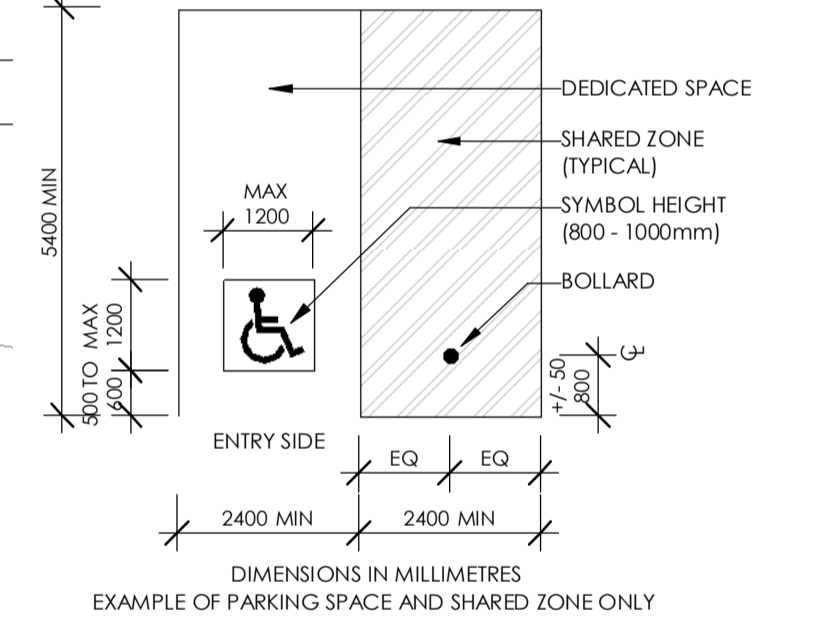
ACCESS CARPARKING NOTES
SPACE IDENTIFICATION
 EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 2890.6 OFF STREET PARKING FOR PEOPLE WITH DISABILITIES BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE.

SPACE DELINEATION
 DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

SHARED AREAS SHALL BE MARKED AS FOLLOWS:
 1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE OUTLINED WITH UNBROKEN LONGITUDINAL LINES 80mm TO 100mm WIDE ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
 2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (eg BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ± 10 DEGREES TO THE SIDE OF THE SPACE.

GENERAL NOTES

- NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
- PAVEMENT MARKINGS SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE.
- RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.
- ENSURE ACCESS CARPARK AND SHARED ZONE COMPLIES WITH LOCAL COUNCIL DEVELOPMENT GUIDELINES.
- PLEASE REFER SITE PLAN FOR SETOUT DETAILS.



CARPARK NOTES

- STANDARD CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP
- ACCESSIBLE CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP WITH SHARED ZONE 2.7m WIDE X 5.5m DEEP
- PROVIDE CONCRETE WHEEL STOP AT EACH PARKING SPACE

WICKS ESTATE

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
SITE PLAN

Project Number
1906

Drawn by
 TN

Approved by
 JG

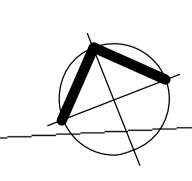
Drawing Number
 A001

Issue
 H



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1 SITE PLAN
 A201 1:500
 0 5m 10m 15m 20m 25m
 1:500 @ A1, 1:1000 @ A3



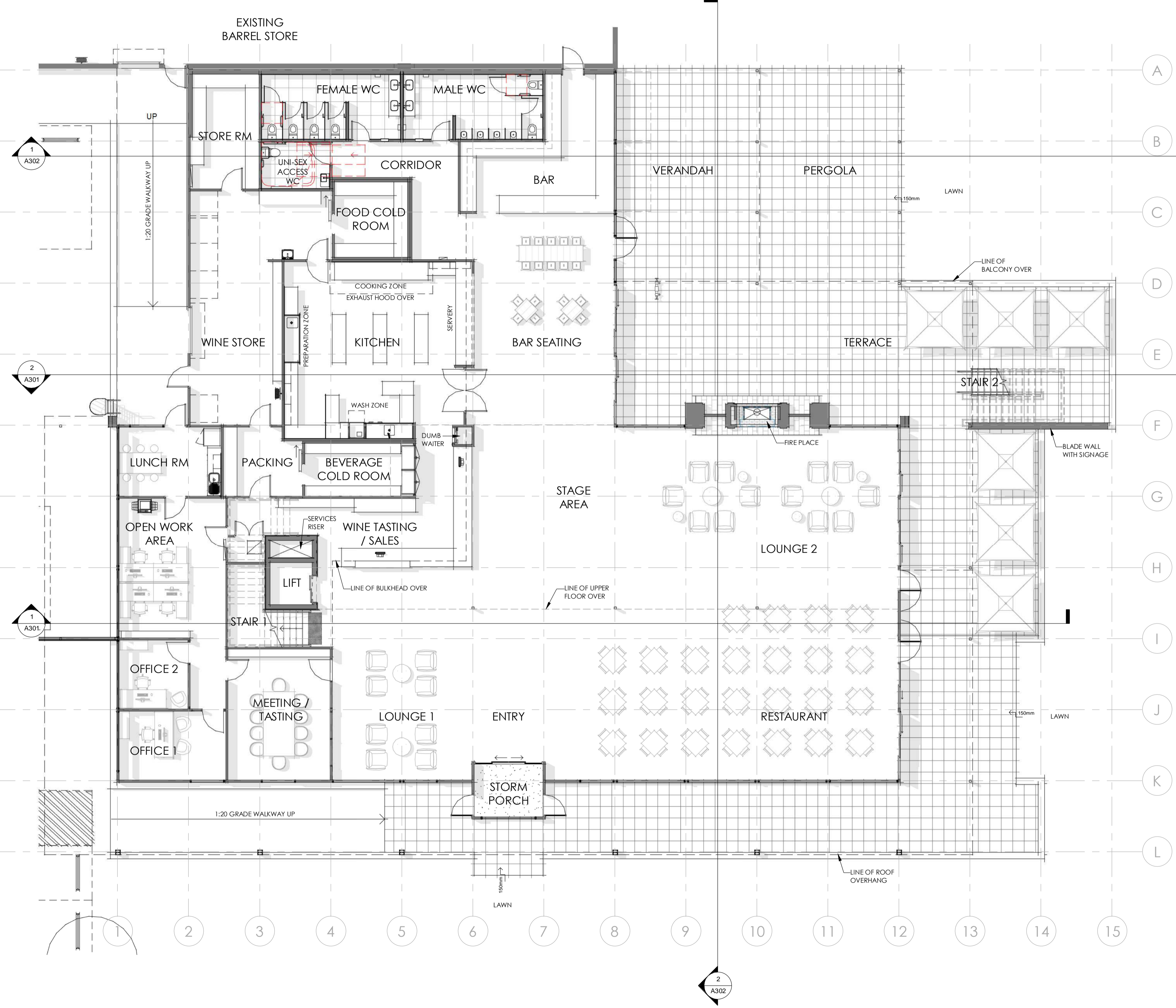
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B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 | PRESENTATION PLAN - GROUND
 A201 1:100
 0 1.0m 2.0m 3.0m 4.0m 5.0m
 1:100 @ A1, 1:200 @ A3

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 NEW WINE SALES**

Project Address
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 WOODSIDE SA 5244

Drawing Title	
FLOOR PLAN GROUND PRESENTATION	
Project Number	Drawn by
1906	TN
	Approved by
	JG
Drawing Number	Issue
A100	E

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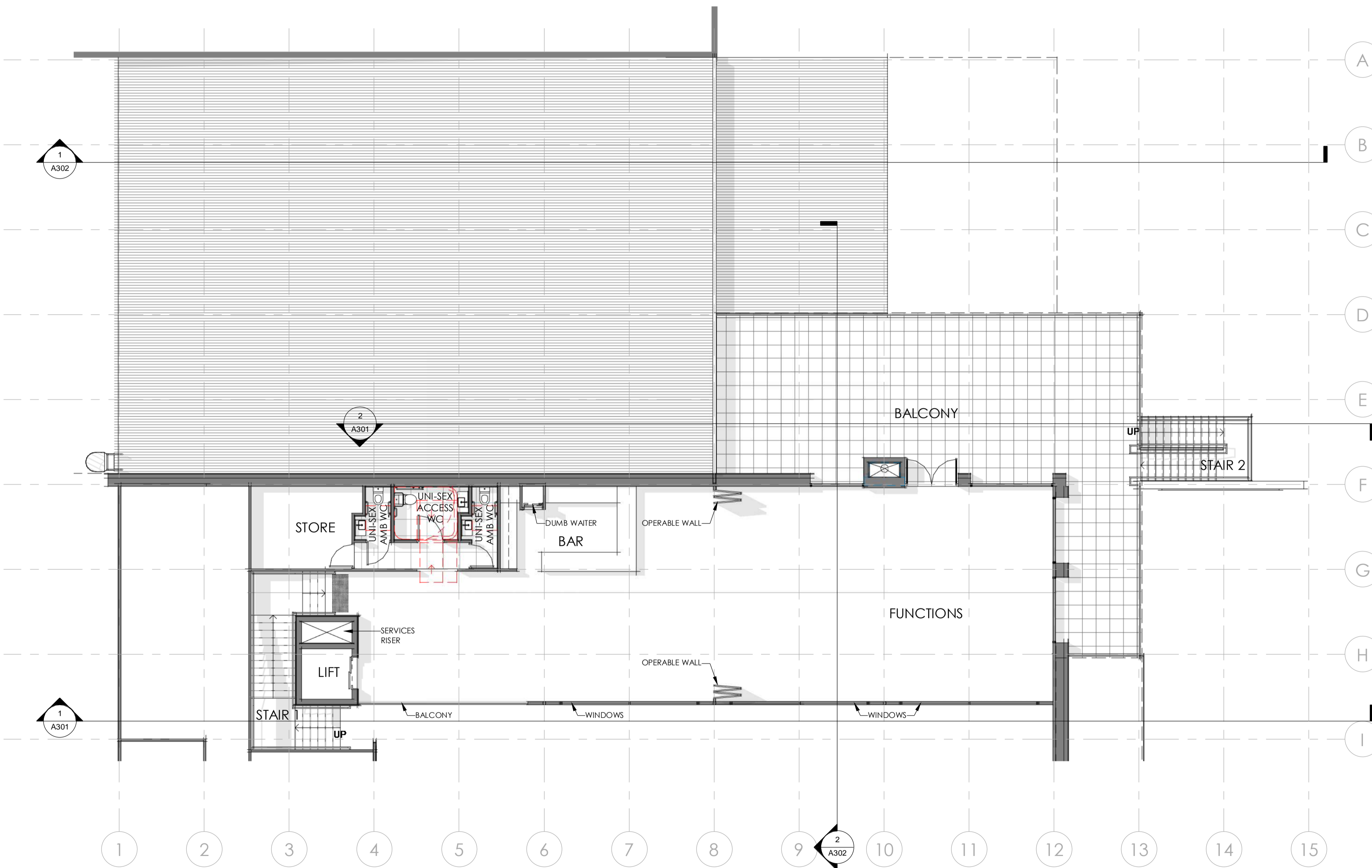


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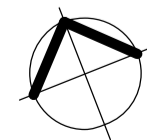
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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
H	AMENDMENTS	LK	JG	06.05.21



1 PRESENTATION PLAN - LEVEL 1

A201 1:100
 0 1.0m 2.0m 3.0m 4.0m 5.0m
 1:100 @ A1, 1:200 @ A3



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Project Name
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Project Address
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Drawing Title
**FLOOR PLAN LEVEL 1
 PRESENTATION**

Project Number	Drawn by
1906	TN
Drawing Number	Approved by
A101	JG
	Issue
	H

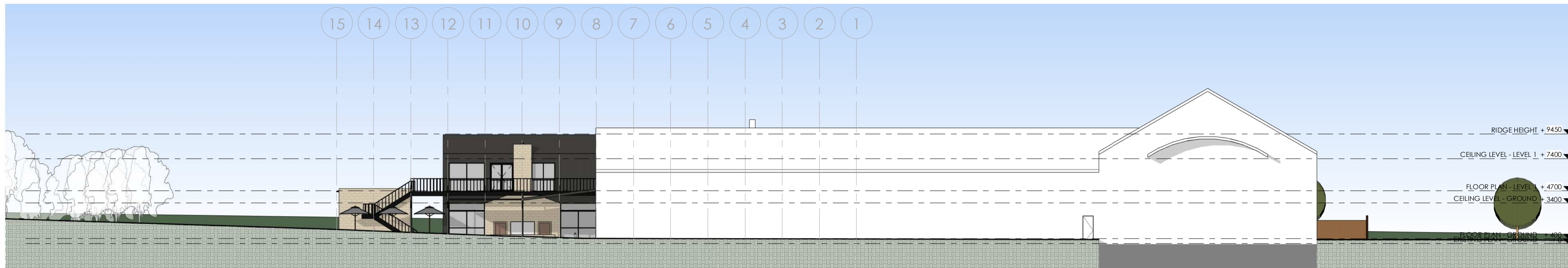
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C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20



1 ELEVATION NORTH

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3



2 ELEVATION EAST

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3



3 ELEVATION SOUTH

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3



4 ELEVATION WEST

A001 1:200 0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A1, 1:400 @ A3

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Project Name
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NEW WINE SALES**

Project Address
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WOODSIDE SA 5244

Drawing Title
**ELEVATIONS
PRESENTATION**

Project Number	Drawn by
1906	TN
Approved by	JG
Drawing Number	Issue
A201	F

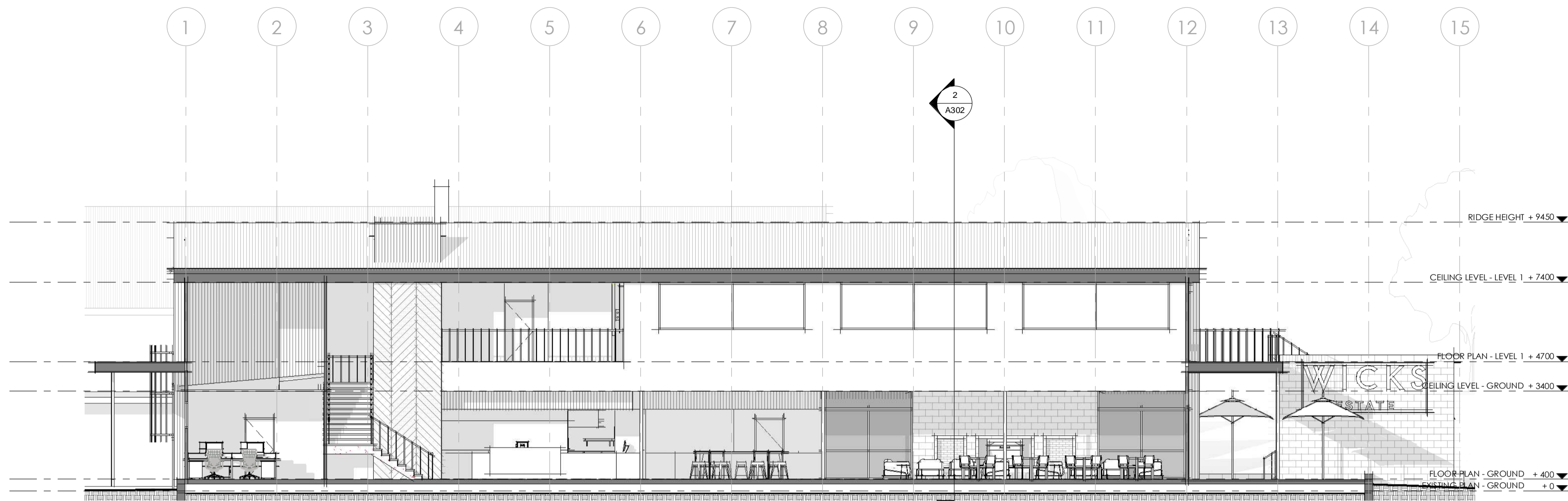
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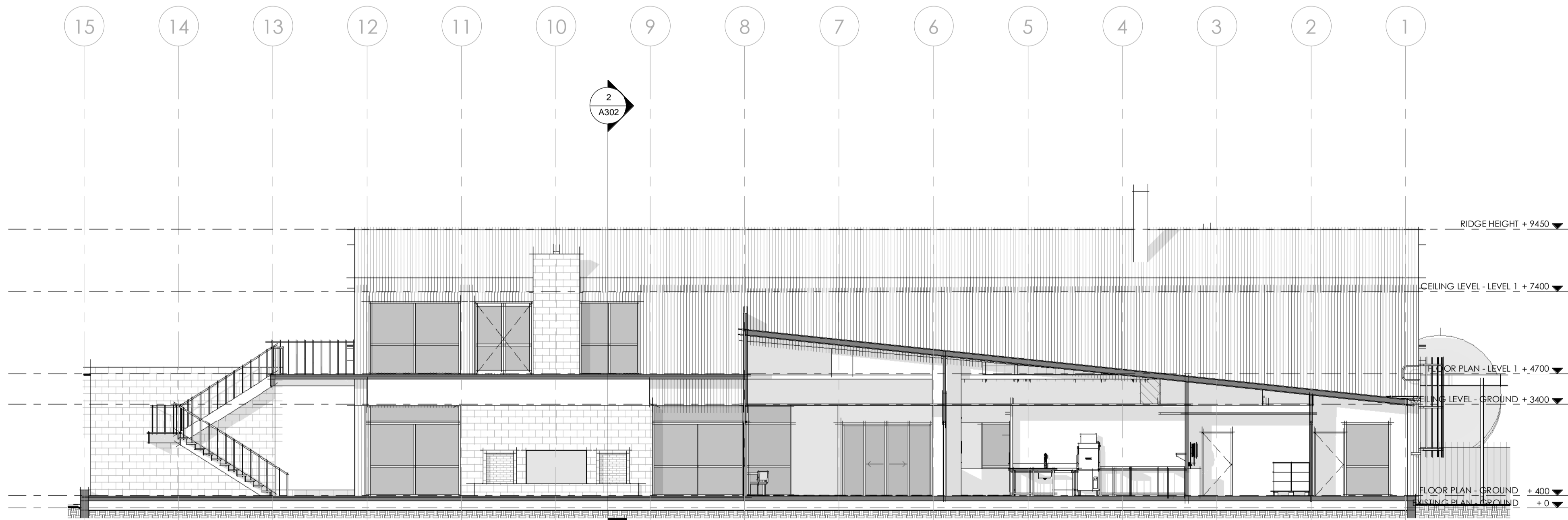
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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20



1 SECTION 1

A100 1:100
 0 1.0m 2.0m 3.0m 4.0m 5.0m
 1:100 @ A1, 1:200 @ A3



2 SECTION 2

A100 1:100

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Project Name
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NEW WINE SALES

Project Address
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Drawing Title
 SECTIONS

Project Number	Drawn by
1906	TN
Drawing Number	Approved by
A301	JG
	Issue
	F

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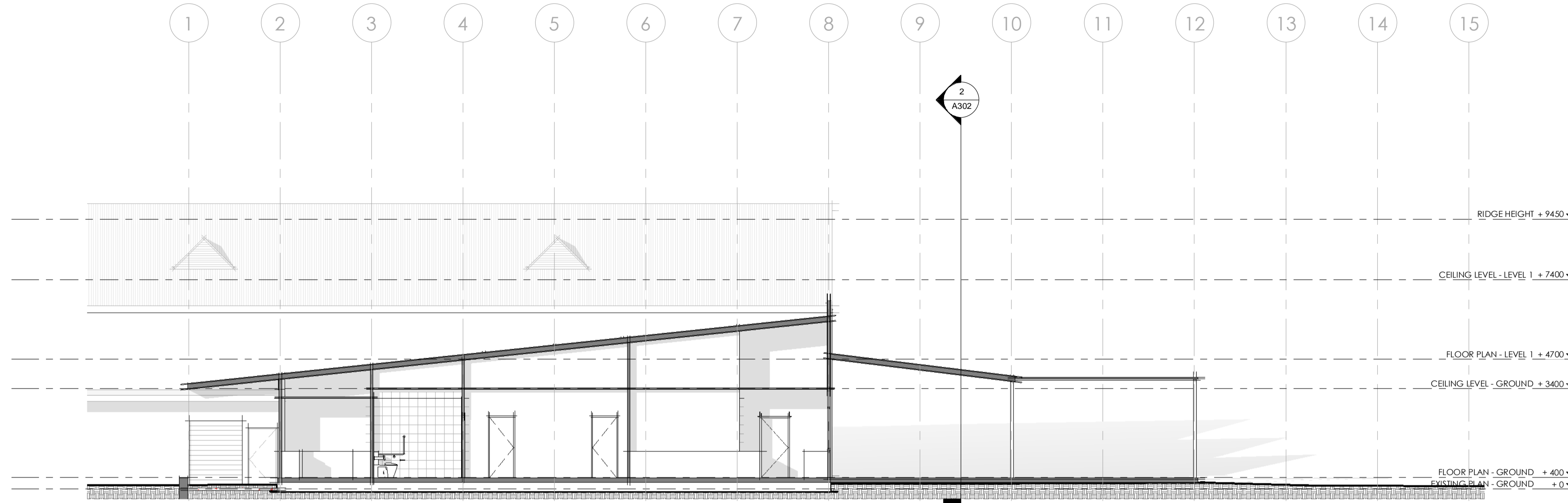
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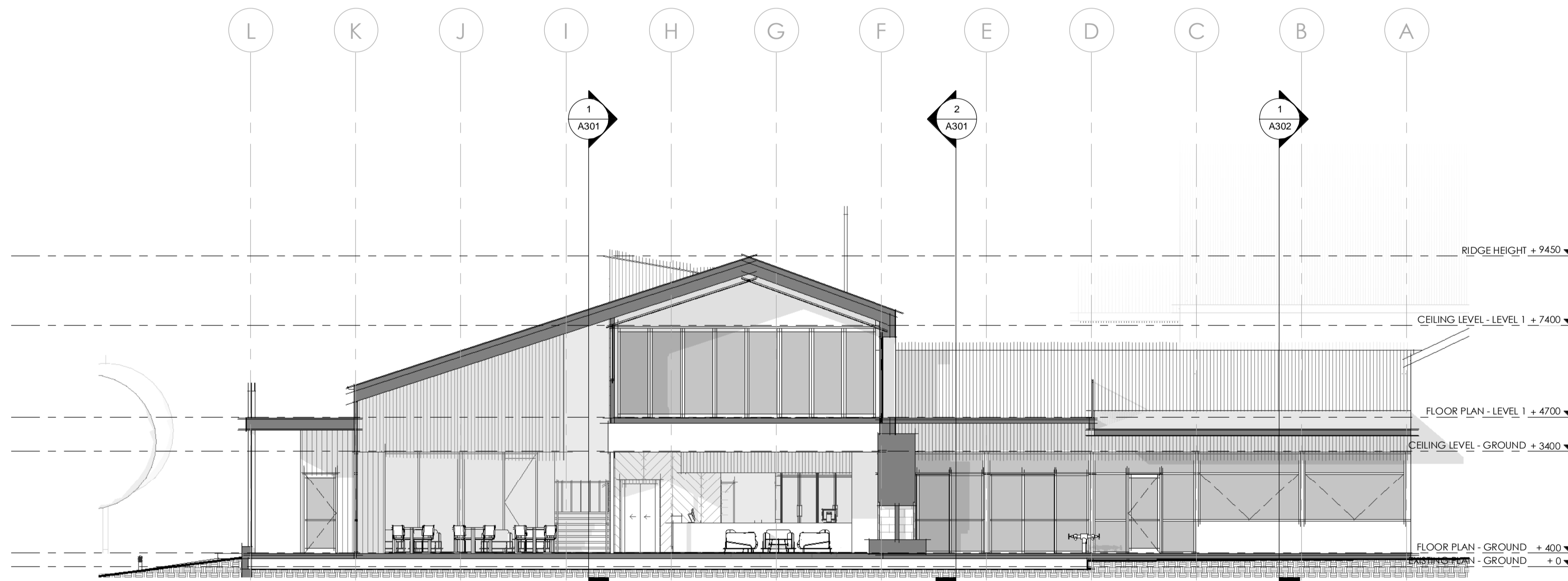
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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20



1 | SECTION 3

A100 1:100
 0 1.0m 2.0m 3.0m 4.0m 5.0m
 1:100 @ A1, 1:200 @ A3



2 | SECTION 4

A100 1:100

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Project Address
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Drawing Title
 SECTIONS

Project Number
1906

Drawn by
 TN

Approved by
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Drawing Number
 A302

Issue
 F



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A	CLIENT REVIEW	LK	JG	18.10.19
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20

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Project Name
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Project Address
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Drawing Title
**PERSPECTIVES
 EXTERIOR**

Project Number	Drawn by
1906	TN
Drawing Number	Approved by
A901	JG
	Issue
	E



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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



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Project Name
WICKS ESTATE WINERY
NEW WINE SALES

Project Address
RIVER VIEW ROAD
WOODSIDE SA 5244

Drawing Title
PERSPECTIVES
EXTERIOR

Project Number	Drawn by
1906	TN
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Drawing Number	Issue
A902	E



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D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 | 3D View 1



2 | 3D View 5

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Project Name
WICKS ESTATE WINERY
NEW WINE SALES

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
PERSPECTIVES
INTERIOR

Project Number	Drawn by
1906	TN
	Approved by
	JG
Drawing Number	Issue
A911	E

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WICKS ESTATE WINERY: CELLAR DOOR & RESTAURANT

Riverview Road, Woodside

Statement of Support &
Statement of Effect

Prepared for:
Wicks Estate Wine Pty Ltd.

Date:
February 2021

**ADELAIDE HILLS COUNCIL
RECEIVED 17/02/2021**

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Document Control

Revision	Description	Author	Date
V1	Draft Statement of Effect	WG	Nov 2020
V2	Statement of Effect	RAD	15 Feb 2021

Approved by: Richard Dwyer

Managing Director

Date: 15 Feb 2021

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1. Executive Summary

Category	Details
SUBJECT LAND (i.e. land parcels comprising the Wicks Estate Winery)	<ul style="list-style-type: none"> • Allotment 6, 29 Riverview Road, Woodside <ul style="list-style-type: none"> » Certificate of Title Volume 5958 Folio 271 • Allotment 7, 29 Riverview Road, Woodside <ul style="list-style-type: none"> » Certificate of Title Volume 5958 Folio 272 • Allotment 46, Nairne Road, Woodside <ul style="list-style-type: none"> » Certificate of Title Volume 5713 Folio 70
DEVELOPMENT SITE (i.e. land parcel applicable to the proposed development)	<ul style="list-style-type: none"> • Allotment 7, 29 Riverview Road
ALLOTMENT AREAS	<ul style="list-style-type: none"> • Allotment 6 – Approximately 4.1 Hectares • Allotment 7 – Approximately 54 Hectares • Allotment 46 – Approximately 1.8 Hectares
RELEVANT AUTHORITY	Adelaide Hills Council
PRE-LODGEMENT MEETING	27 April 2020
DEVELOPMENT PLAN	Adelaide Hills Council (consolidated 08 August 2019)
ZONING	Watershed (Primary Production) Zone
POLICY AREA	Onkaparinga Valley Policy Area 10
EXISTING USE	Winery with associated viticulture and caretaker's dwelling
DESCRIPTION OF DEVELOPMENT	Alterations and additions to existing winery production facility comprising cellar door, restaurant and function facility (400-person capacity) and associated earthworks, car parking, advertising signage, fencing and landscaping
ASSESSMENT PATHWAY	Non-complying
PUBLIC NOTIFICATION	Category 3
APPLICANT	Wicks Estate Wine Pty Ltd.
CONTACT PERSON	Richard Dwyer – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	00952

2. Introduction

Ekistics Planning and Design ('Ekistics') have been engaged by the landowner, Wicks Estate Wine Pty Ltd. ('Wicks') to prepare this Statement of Support / Statement of Effect (combined) in relation to a 'non-complying' development proposal for a cellar door, restaurant and function facility at the existing Wicks Estate Winery at Riverview Road, Woodside.

Accordingly, this Statement of Effect has been prepared to satisfy the requirements of Regulation 17(5) of the *Development Regulations, 2008*, ('the Regulations') namely:

- (a) A description of the nature of the development and the nature of its locality; and*
- (b) A statement as to the provisions of the Development Plan which are relevant to the assessment of the proposed development; and*
- (c) An assessment of the extent to which the proposed development complies with the provisions of the Development Plan; and*
- (d) An assessment of the expected social, economic and environmental effects of the development on its locality; and*
- (e) Any other information specified by the relevant authority when it resolves to process with an assessment of the application (being information which the relevant authority reasonably requires in the circumstances of the particular case), and may include such other information or material as the applicant thinks fit.*

Prior to proceeding with an assessment of a non-complying application, Regulation 17(1) prescribes that a non-complying application must be accompanied by a brief statement in support of the application. We refer to our pre-lodgement meeting with Council on 27 April 2020, where Council administration agreed to accept a combined 'Statement of Support' and 'Statement of Effect'. Accordingly, this report has also been prepared to satisfy the legislative obligations of Regulation 17(1).

Our consideration of the proposal has been informed by the following plans and supporting documentation contained within the following appendices:

- **Appendix 1:** Certificates of Title;
- **Appendix 2:** Architectural Drawings (JBG Architects);
- **Appendix 3:** Traffic Impact Assessment (CIRQA Traffic Consultants);
- **Appendix 4:** Stormwater & Wastewater Management Report (TMK Engineers);
- **Appendix 5:** Environmental Noise Assessment (Sonus);

For the purposes of this combined Statement of Support / Statement of Effect, the Adelaide Hills Council Development Plan (consolidated 8 August 2019) will be referred to as the 'Development Plan', the *Development Act, 1993* will be referred to as the 'Act' and, as mentioned above, the *Development Regulations, 2008* will be referred to as the 'Regulations'.

3. Background

Wicks is one of a limited number of fully integrated 100% family owned and operated wine companies in the Adelaide Hills region, producing a range of handcrafted wines from the Woodside winery site. Established in 1999, the existing winery includes a state-of-the-art production facility, situated amongst the estate vineyards which includes a range of Sauvignon Blanc, Riesling, Chardonnay, Pinot Noir, Shiraz and Cabernet Sauvignon grape varieties, with the vineyards configured to complement the undulating terrain and landscape features of the site and locality.

Wicks' adopt a 'world's best practice' approach to the grape growing and winemaking process, utilising contemporary processing techniques and equipment. Of note, Wicks deliver a sustainable approach to onsite processing activities with all wastewater associated with the winemaking process re-used onsite, and residual grape waste collected and re-distributed to local farmers for cattle feed.

Except for bottling activities (which occur offsite), Wicks undertake all components of the business at the Woodside winery, including viticulture, production, bulk storage, marketing, and sales. Approximately 98% of Wicks' wine sales occur within the Australian domestic market.

Since inception, Wicks have become widely recognised for the quality of their products and have been the recipient of numerous wine awards. Further, Wicks have become an integral part of the Adelaide Hills wine region, participating in numerous regional events, including the annual 'Winter Reds' Festival, with the winery hosting up to 600 attendees at any one time.

Further information regarding the Wicks brand and product range can be found online at:

<https://wicksestate.com.au/about-us/>.

4. Site and Locality

4.1 Subject Land and Development Site

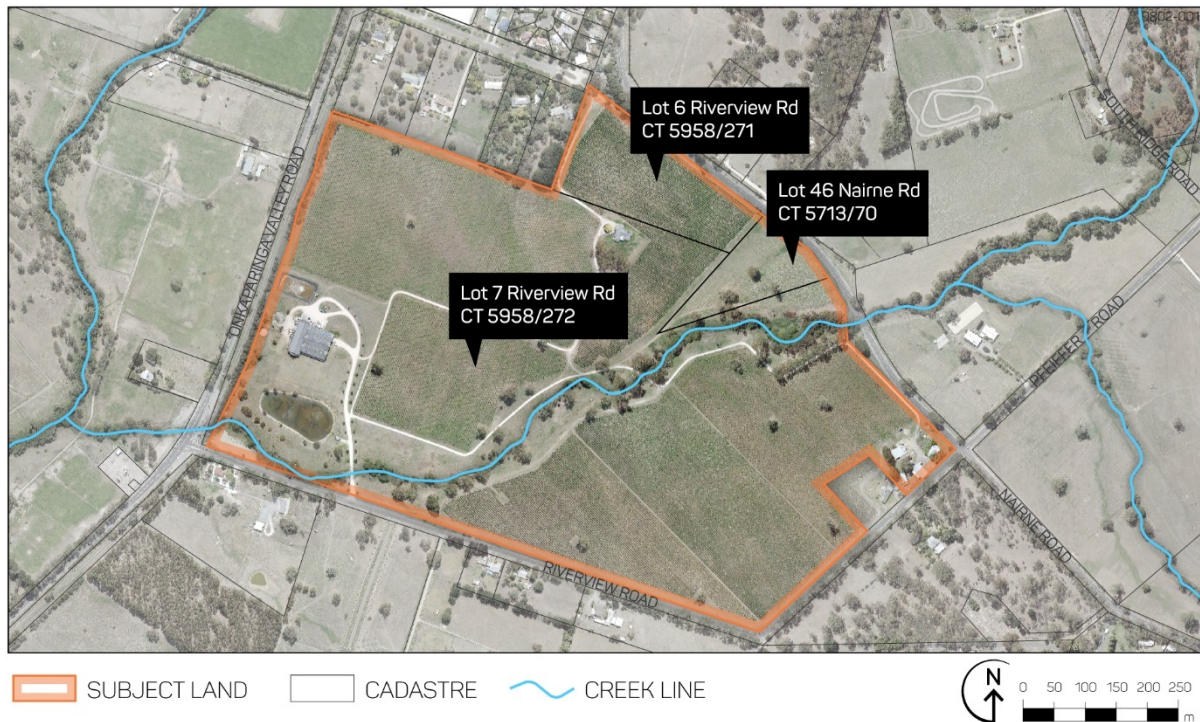
The land and allotment configuration for the 'Wicks Estate' is illustrated in **Figure 4.1** over page.

The 'subject land' which comprises the entire Wicks Estate, including extensive vineyards, comprises three (3) land parcels which are formally identified as follows:

- Allotment 6 in Certificate of Title Volume 5958 Folio 271;
- Allotment 7 in Certificate of Title Volume 5958 Folio 272; and
- Allotment 46 in Certificate of Title Volume 5713 Folio 70.

A copy of the relevant Certificates of Title are attached as **Appendix 1**.

Figure 4.1 Aerial Image of the Subject Land ('Wicks Estate')



Allotment 6, comprising vineyards, is located in the northern portion of the subject land, and measures approximately 4.1 hectares (ha) in area, with frontages to Nairne Road and Hutchens Road.

Allotment 46 is located to the south-east of Allotment 6 and has frontage to Nairne Road. This land parcel comprises an area of approximately 1.8ha and is vacant and undeveloped, comprising trees, vegetation and a portion of Inverbrackie Creek which bisects the subject land.

Allotment 7 (the 'development site') is irregular in shape and is the largest spatial component of the Wicks Estate, comprising an area of approximately 54ha. The development site has frontages to the Amy Gillett Bikeway (which runs parallel to Onkaparinga Valley Road), Riverview Road and Nairne Road.

The existing winery production facility is set in the south-west portion of the development site, adjacent two (2) onsite water storage dams, and is generously setback from property boundaries. A residential dwelling (caretakers' residence) is located to the north of the development site, close to the boundary of Allotment 6. Much of the land parcel comprises vineyards, with minor sheds and outbuildings associated with the winery function located in its eastern portion.

Inverbrackie Creek bisects the development site in a south-west/north-east direction and is lined by vegetation and gum trees, creating a shallow and visually attractive valley through the estate.

Access to the winery facility occurs via an existing access on Riverview Road to the south of the winery facility. The access is situated approximately 260 metres from the Onkaparinga Valley Road/Riverview Road intersection. On entry, the access driveway slopes gently downwards from Riverview Road and crosses Inverbrackie Creek, before accessing the production facility complex via a tree lined access driveway. In

addition, a secondary point of access is located to the eastern side of the site, on Riverview Road, close to the Nairne Road intersection. This secondary access is used for servicing purposes only and is not used by the public. A network of internal (unsealed) driveways provide connection across the development site.

Images of the subject land from various points across the site are illustrated in *Figure 4.2*.

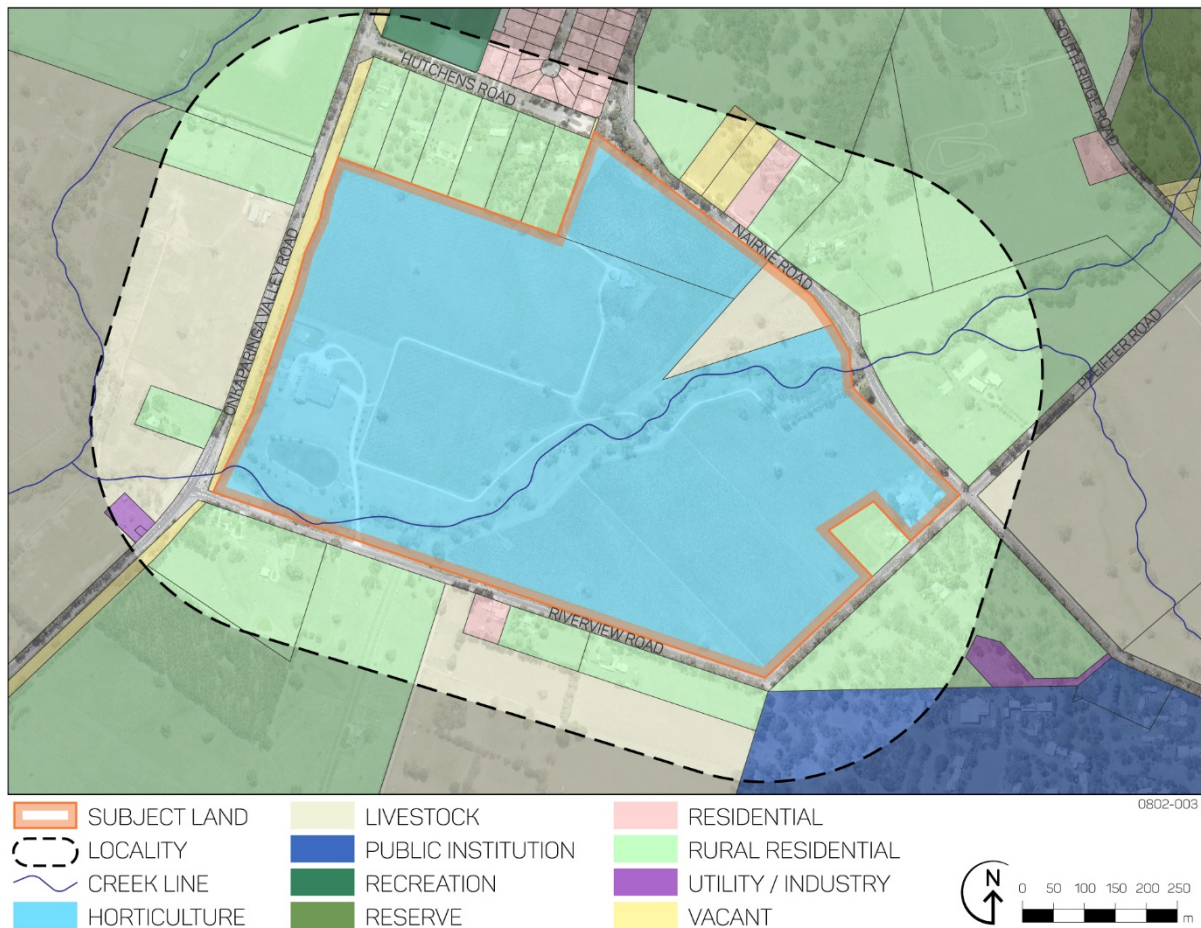
Figure 4.2 Images of the Subject Land



4.2 The Locality and Road Network

A locality plan is provided in **Figure 4.3** below.

Figure 4.3 Locality and Land Use Plan



The subject land is located approximately 700 metres to the south of the centre of the Woodside township.

The western boundary of the subject land abuts the Amy Gillett Bikeway, converted from a disused rail corridor, which is a shared use path for cyclists, pedestrians, and horse riders. The bikeway is approximately 15km long providing connection between Oakbank (to the south) and Mount Torrens (to the north). Adjacent the subject land, the bikeway is elevated and runs parallel to Onkaparinga Valley Road, classified as an arterial road which is also recognised as a 'Scenic Route' in the Development Plan. The combined effect of the elevation of the bikeway and established vegetation generally restricts views of the subject land from Onkaparinga Valley Road.

Land to the west, on the opposite side of Onkaparinga Valley Road, generally consists of rural living and agricultural land uses and includes the Onkaparinga River which is aligned in a north-south direction, and connects with Inverbrackie Creek.

It is noted that the intersection of Onkaparinga Valley Road and Riverview Road has recently been upgraded, and this has increased the safety and capacity of this intersection.

A single land parcel, which is not under the ownership of Wicks, and contains a single storey residential dwelling, is located to the east of the subject land, and 'interrupts' the frontage to Riverview Road.

Land to the south of the subject land, on the opposite side of Riverview Road, generally consists of low-density rural living properties situated on large land parcels.

To the south-east of the subject land, on the opposite side of Riverview Road, are State Heritage Places comprising the '*Former Inverbrackie Caledonia Church (Ruin), Manse and Graveyard*'. These State Heritage Places are generously separated from the subject land and approximately 1.0 km from the location of the proposed development works.

Further to the south-east, and accessed via Nairne Road, is the Australian Army Woodside Barracks complex. The Barracks complex is also generously separated from the subject land.

North of the subject land, on the opposite side of Nairne Road, is rural land and a limited number of residential properties which are generously separated from the boundaries of the subject land.

The northern boundary of the development site (west of allotment 6), abuts six (6) rural living properties which all have their primary frontage to Hutchens Road. Each of these rural living properties contains a single residential dwelling and associated outbuildings, which are all generously setback from the subject land.

By way of summary, and in general terms, the existing character of the locality is rural and agricultural in nature. The vines within Wicks Estate are a visually dominant component of the locality given the extent of vineyards and vegetation established across the subject land. This contributes to the highly attractive rural/agricultural character of the locality.

Images of the locality are provided in *Figure 4.4*.

Figure 4.4 Images of Locality



5. Development Proposal

A copy of the proposed architectural plans are provided in *Appendix 2* while the proposed site plans are reproduced in *Figure 5.1* and *Figure 5.2*.

The proposed development comprises several elements, all of which are to be established in association with the existing Wicks winery. These elements include:

- A proposed two (2) level building, adjoining and located directly to the south-east of the existing wine production building, comprising ground floor area of approximately 838m²; mezzanine and balcony of approximately 306m²; and outdoor terrace of approximately 301m²;
- The proposed building is to be used primarily as a:
 - » 'cellar door' (a form of 'shop'); and
 - » 'restaurant' (also a form of 'shop');
- At ground level, a restaurant with two lounge areas, a meeting/tasting room, three office spaces, commercial kitchen, and toilets;
- At level one, a function space with associated bar and balcony area;
- Ancillary car parking area, providing a total of 83 formalised car parking spaces (comprising 14 'staff' spaces; 67 'visitor' spaces; and two (2) accessible spaces);
- An 'overflow' (event) car parking area of 49 spaces;
- A 2.0m high fence (trellis screen) to separate and screen the staff car parking and service area from the visitor car parking area;
- Outdoor lawn and landscape areas;
- Advertising signage affixed to the stair wall displaying the 'Wicks Estate' livery;
- Stormwater management works including an increase in the total water volume retained within the existing irrigation dam located at the south-western corner of the site (above Inverbrackie Creek) and creation of a controlled overland flow route for a major storm event;
- A proposed new wastewater system comprising a new sewer reticulation system within the building, a 100mm effluent connection off Council's Community Wastewater Management System (CWMS) main along Woodside-Nairne Road, a new 40 KL septic tank (for new cellar door wastewater pre-treatment) and a new effluent pump chamber (to achieve connection to Councils CWMS system; and
- Associated earthworks (excavation and filling) and retaining walls.

The cellar door will offer wine tastings and sales to the public, while the restaurant will cater for a range of individual and group bookings, as well as private functions with a maximum capacity of 200 people (for example, wedding functions) with no more than two (2) private functions to occur each week. The maximum capacity of the cellar door and restaurant (combined) will be limited to 400 people at any one time over the two levels.

In addition, the development proposes to allow for up to six (6) annual events or functions with a maximum capacity of 400 persons, with no more than one (1) event to occur in any single month (for example as one-off special events).

The proposed hours of operation for the cellar door, restaurant and special events are:

- 9:00am to 10:00pm on Sunday through Thursday (inclusive); and
- 9:00am to 12:00am (midnight) on Friday and Saturday.

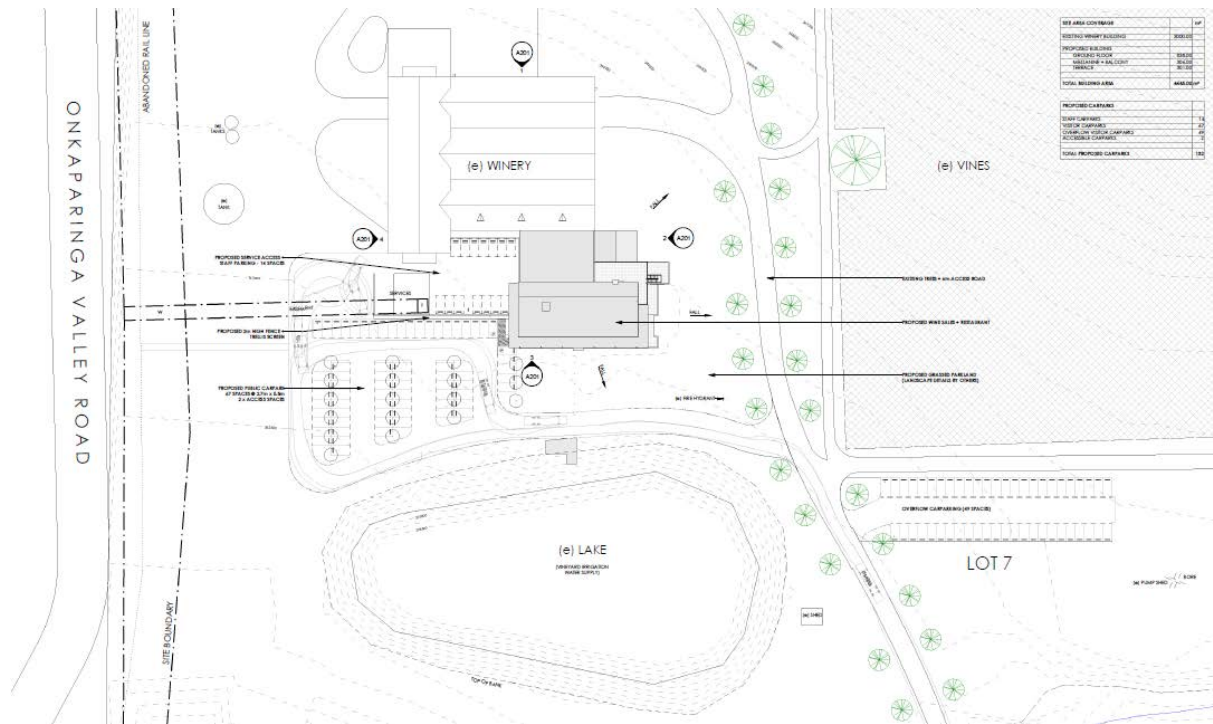
All access to the site is to occur via the existing crossover to Riverview Road. Based on advice from CIRQA, this crossover on Riverview Road has been recommended to be widened to improve accommodation of two-way commercial vehicle movements (including service and delivery vehicles as well as buses).

It is understood that a separate application to vary the existing liquor licence on the site (under Liquor Production & Sales Licence 57606035) will be prepared. This will commence only once a Development Plan Consent has been granted for the proposed development.

Figure 5.1 Proposed Site Plan - Overview



Figure 5.2 Proposed Site Plan – Detail



6. Procedural Requirements

6.1 Relevant Authority

The Adelaide Hills Council is the relevant authority responsible for the assessment, pursuant to Section 34(1) of the Act.

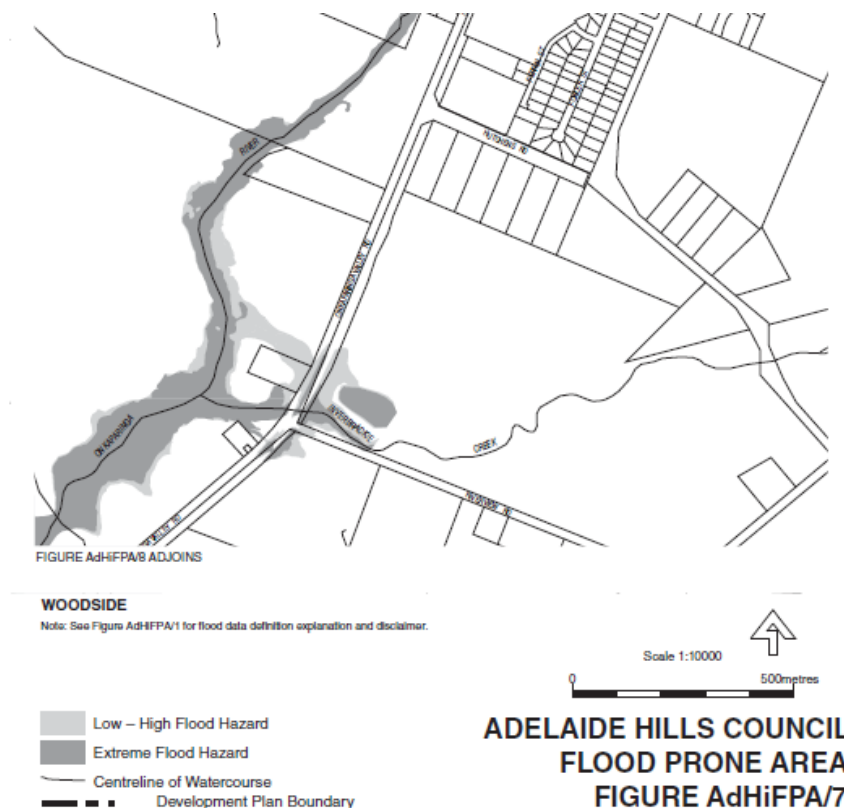
6.2 Zoning and Overlays

The subject land is located within **Onkaparinga Valley Policy Area 10** of the **Watershed (Primary Production) Zone** of the Development Plan.

The land is also located within the **Mount Lofty Ranges Watershed Area** and is located within a **'Medium Bushfire Risk'** area. Onkaparinga Valley Road is recognised as the **'Onkaparinga Valley Scenic Route'** and a **'secondary arterial road'**.

A portion of the development site, adjacent the large dam near the intersection of Riverview Road and Onkaparinga Valley Road, is subject to **'Extreme Flood Hazard'** (i.e. the dam and areas immediately adjacent Inverbrackie Creek) and **'Low-High Flood Hazard'** (adjacent the Amy Gillett Bikeway) respectively (refer to **Figure 6.1** below).

Figure 6.1 Flood Prone Areas (Source: Development Plan – Figure AdHiFPA/7)



6.3 Assessment Pathway

Zone Principle of Development Control (PDC) 70 identifies that all kinds of development are non-complying in the Zone, except where they achieve listed exceptions. The effect of PDC 70 means that the following components of the proposed development are **non-complying** in the Zone:

- The **cellar door sales outlet** given the gross leasable area is greater than 250m²;

Cellar door sales outlet, where:

- (a) the tasting of wine and retail sale of wine are the predominant activities;
 - (b) it does not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales on the allotment (and this includes any retail sale of non-beverage or non-food items);
 - (c) the method of waste water disposal does not involve the storage of wastewater in holding tanks;
 - (d) the development is setback at least 25 metres from a bore, well or watercourse identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks in which water may flow at any time; and
 - (e) no part of the development is undertaken in areas subject to inundation by 1 in 100-year average flood or sited on land fill that would interfere with the flow of such flood waters.
- The **restaurant** as it results in more than 75 seats for customer dining purposes, the sale of wine will not be limited to that which is uniquely the licensee's own product and whilst wastewater will be treated via Council's CWMS, the development involves the construction of a new 40KL septic tank for new cellar door wastewater 'pre-treatment' -prior to disposal to Councils CWMS system:

Restaurant located outside of Watershed Area 1, as shown on [Figures AdHi\(WA1\)/1 to 16](#), where:

- (a) it is located on the same allotment as a winery or a shop where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product;
- (b) the method of waste water disposal does not involve the storage of waste water in holding tanks;
- (c) it does not result in more than 75 seats for customer dining purposes on the allotment;
- (d) the development is setback at least 25 metres from a bore, well or watercourse identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks in which water may flow at any time; and
- (e) no part of the development is under taken in areas subject to inundation by a 1 in 100-year average flood or sited on land fill that would interfere with the flow of such flood waters.

- Similarly, we also note that a ‘shop’ is listed as a form of shop except where:
 - (a) the tasting of wine and retail sale of wine are the predominant activities;
 - (b) the sale and tasting of wine is limited to that which is uniquely the licensee’s own product;
 - (c) it is established on the same allotment as a vineyard, where the vineyard is at least 0.5 hectares;
 - (d) it does not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales on the allotment (and this includes any retail sale of non-beverage or non-food items);
 - (e) the method of waste water disposal does not involve the storage of wastewater in holding tanks;
 - (f) the development is setback at least 25 metres from a bore, well or watercourse identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks in which water may flow at any time; and
 - (g) no part of the development is undertaken in areas subject to inundation by 1 in 100-year average flood or sited on land fill that would interfere with the flow of such flood waters.

- **Advertisements:**

Advertisements which are located within 500 metres of the centre-line of any arterial road or scenic route (as identified on [Figure AdHi\(EC\)/1](#), with the exceptions of:

- (a) advertisements adjacent to a road with a speed limit of less than 80 km/h; or
- (b) advertisements on rural land that:
 - (i) have an advertisement area of two square metres or less; and
 - (ii) contain a message that relates entirely to a lawful use of land; and
 - (iii) are erected on the same site as that lawful use; and
 - (iv) will not result in more than two advertisements on the allotment.

- **Excavation and filling:**

Excavation and/or filling of land (excluding the forming of a levee or mound) subject to flooding as shown on [Figures AdHiFPA/1 to 19](#) or within other areas subject to flooding or inundation by a 1 in 100 year average return interval flood event

Accordingly, and having regard to the effect of PDC 70, the proposal in its entirety is for a **non-complying** development.

6.4 Public Notification

Noting PDC 71 and PDC 72 of the Zone, as well as the non-complying nature of the proposal, we are of the opinion that the application be assessed as a **Category 3** form of development.

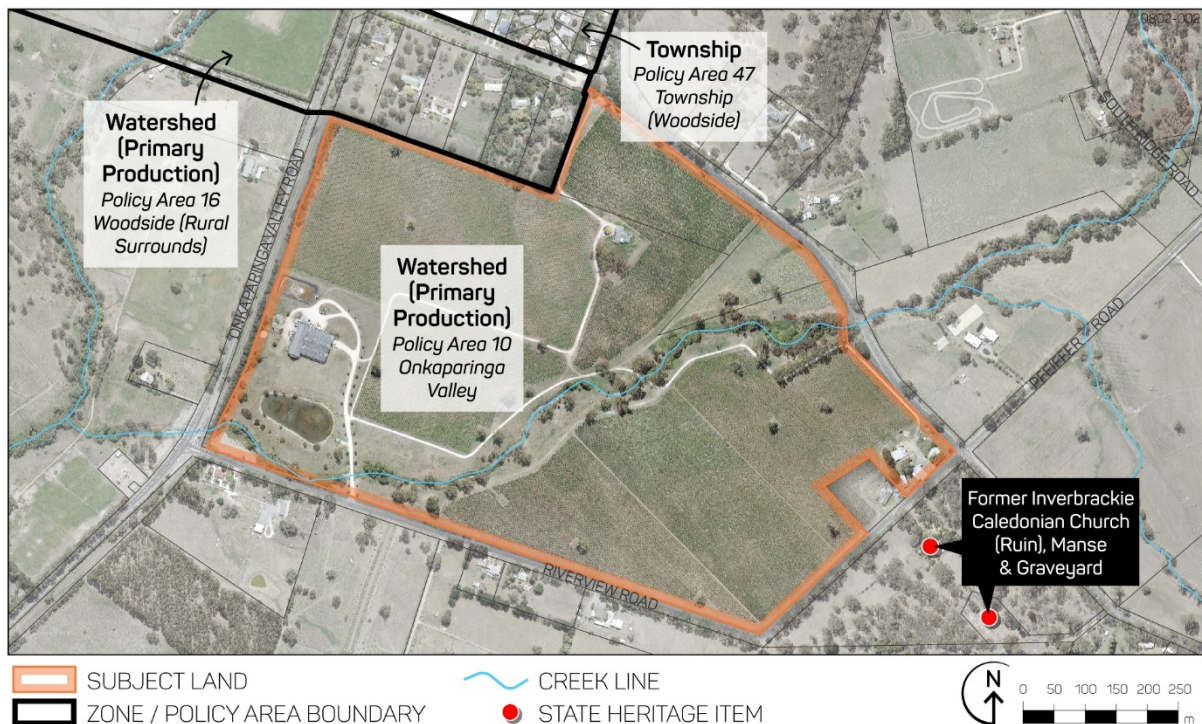
6.5 Agency Referrals

Given the development is a non-complying development in the 'Mount Lofty Ranges Water Protection Area' and is not proposed in a 'township' with a sewerage or common effluent disposal scheme, it is understood the development will require referral to the **Environment Protection Authority (EPA)** pursuant to Schedule 8 (10) of the Regulations. The relevant authority must have 'regard' to the referral advice of the EPA.

Given the physical distance between the proposed development and the nearest State Heritage Places (approx. 1km and separated by Riverview Road) we are of the opinion that the proposed development will not materially affect the context within which the State Heritage Places are situated. Accordingly, we do not anticipate that a referral to the State Heritage Branch is required (pursuant to Schedule 8(5) of the Regulations).

Given the proposed development does not involve the creation of vehicle access to Onkaparinga Valley Road or within 25 metres of a junction with Onkaparinga Valley Road (a secondary arterial road), the proposed development does not require referral to the Commissioner of Highway (via the Department for Infrastructure and Transport) (pursuant to Schedule 8(3) of the Regulations).

Figure 6.2 Zone, Policy Area and Heritage Map

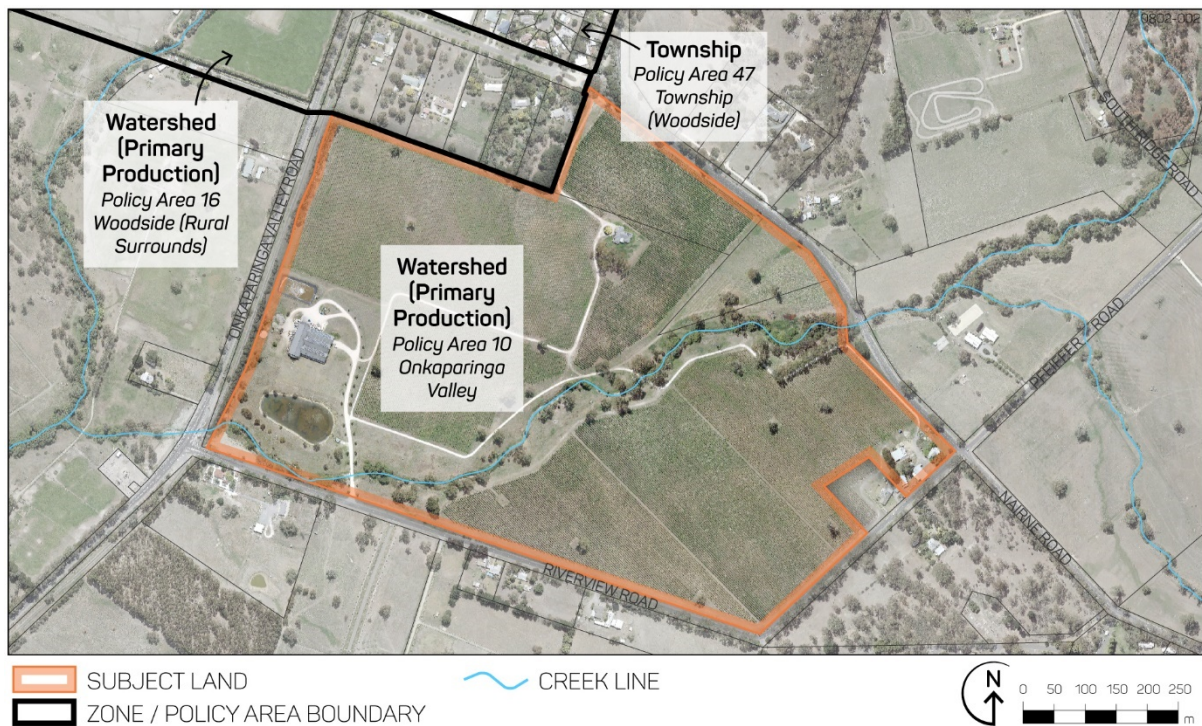


7. Development Plan Considerations

7.1 Overview

As previously mentioned, the subject land is situated within **Onkaparinga Valley Policy Area 10** of the **Watershed (Primary Production) Zone** of the Development Plan. The location of all zones and policy areas situated within the immediate locality of the subject land are illustrated in *Figure 7.1* below.

Figure 7.1 Zone and Policy Area Map



In accordance with Regulation 17(5)(b), the following provisions of the Development Plan are relevant to the assessment of this application.

ZONE

Watershed (Primary Production)	Onkaparinga Valley Policy Area 10
Zone	OBJ: 1
OBJ: 1,2,3,5,6	PDC: N/A
PDC: 1-4,9-12,14-17, 36,37	
39,42,43,54,55,66-69	

GENERAL SECTION

Advertisements	Heritage Places	Siting and Visibility
OBJ: 1 - 4	OBJ: 1,3	OBJ: 1
PDC: 1,2,3,5,6,8,11,13,18	PDC:6	PDC: 1-10
Animal Keeping & Rural Devt.	Infrastructure	Tourism Development
OBJ: 4,5	OBJ: 1	OBJ: 1,2,3,5,6
PDC: 1	PDC: 1	PDC: 1,2,3,5,7,8,11,12,13,14,16,17,18,19,21
Crime Prevention	Interface Between Land Uses	Transportation & Access
OBJ: 1	OBJ: 1,2,3	OBJ: 2
PDC: 1,5,6,7,10	PDC: 1,2,7,8,9,10,12	PDC: 1,6,8,9,13,14,15,18,19,20,21,23,25,26,32-41
Design and Appearance	Landscaping, Fences & Walls	Waste
OBJ: 1,2	OBJ: 1,2	OBJ: 1,2
PDC: 1,3,4,5,8, 9,11,12,15,16,20-23,27,28,30	PDC: 1,2,4	PDC: 1-5
Energy Efficiency	Natural Resources	
OBJ: 1	OBJ: 1,2,5,6,7,10,13,14	
PDC: 1, 1, 2(b)	PDC: 1,3,4,5,10,11,12,13,14,15,17,21,38,48	
Hazards	Orderly & Sustainable Devt.	
OBJ: 1,4	OBJ: 1,3,4,10	
PDC: 1,3,4,8,11	PDC:1,2,3,5,6,8,9,12	

MAPS, PLANS, OVERLAYS

- Structure Plan - Map AdHi/1 (Overlay 1)
- Zones - Map AdHi/3
- Policy Area – Mao AdHi/42
- Bushfire Protection Area - Figure AdHi (BPA)/6
- Flood Prone Area - Figure AdHiFPA/7
- Scenic Routes - Figure AdHi(EC)/1
- Mount Lofty Ranges Watershed Area - Figure MtLRWA/2
- Mount Lofty Ranges Region – Figure 1

TABLES

- Table AdHi/1 – State Heritage Places
- Table AdHi/4 – Off Street Vehicle Parking Requirements
- Table AdHi/7 – Design Guidelines

The following section of this Statement provides an assessment of the proposal against the key Development Plan Objectives and Principles of Development Control (PDCs). This assessment is grouped under a series of headings which address specific aspects of the proposed development. To avoid repetition only key planning provisions have been referred to in the discussion below.

7.2 Suitability of the Proposed Land Use within the Zone and Policy Area

The proposed development involves the construction of a new wine sales (cellar door) and restaurant building, directly adjacent, and adjoining, the existing winery building, together with a lawned landscaped area, an associated formal car parking area and an informal overflow car parking area.

Onkaparinga Valley Policy Area

OBJ 1 *The retention of the existing rural character by ensuring the continuation of farming and horticultural activities and excluding rural living or other uses which would require division of land into smaller holdings.*

The proposed new building will not interrupt the ability for the retention of existing rural character, whereby the continuation of existing horticultural (viticulture) activities are preserved on the site.

The siting of the building is such that it is placed well away from arable land; located south-east of the existing winery building on a clear and generally flat piece of land.

Watershed (Primary Production) Zone

OBJ 1 *The maintenance and enhancement of the natural resources of the south Mount Lofty Ranges.*

OBJ 6 *The development of a sustainable tourism industry with accommodation, attractions and facilities which relate to and interpret the natural and cultural resources of the south Mount Lofty Ranges and increase the opportunities for visitors to stay overnight.*

The proposed cellar door and restaurant will enhance the Adelaide Hills region as a primary tourist attraction, with the land uses aligned to those that would ordinarily be considered as associated with tourism.

PDC 12 *Shops or offices should not be established unless they are incidental or ancillary to the agricultural use of land.*

The cellar door (shop) component is ancillary and incidental to the primary function of the land, which is horticulture.

In addition, the office portion of the proposal are to be used only by employees of Wicks and are again ancillary and incidental to the daily operations of the winery, cellar door, and restaurant.

PDC 16 *Development should ensure that primary production activity is not prejudiced.*

PDC 66 *Restaurants should:*

(a) be established on the same allotment as, and be visually associated with a winery or shop where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product;

(b) not result in more than 75 seats for customer dining purposes on the allotment; and

(c) not result in a gross leasable area of greater than 25 square metres for the display and sale of any non-beverage or non-food items on the allotment.

Importantly, we note that the restaurant component of the proposal is established on the same allotment as (and is associated with) the winery and cellar door of the development. Whilst the sale of wine is not proposed to be strictly limited to just Wicks' products, the majority of wines sales are expected to be Wicks products and the venue will primarily sell and offer the tasting of wine that is produced on site and/or within the Mount Lofty Ranges Region.

The proposed restaurant is capable of holding 200 persons, with adequate services and infrastructure proposed in support of this use, including car parking.

PDC 67 *Cellar door sales outlets should:*

(a) be established on the same allotment as a winery;

(b) primarily sell and offer the tasting of wine that is produced within the Mount Lofty Ranges Region, as shown on Mount Lofty Ranges Region Figure 1;

(c) not result in a gross leasable area of greater than 25 square metres for the display and sale of any non-beverage or non-food items on the allotment; and

(d) not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales (and this includes any retail sale of non-beverage or non-food items).

PDC 68 *Shops where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product should:*

(a) be established on the same allotment as a vineyard, where the vineyard should be at least 0.5 hectares;

(b) primarily sell and offer the tasting of wine that is produced within the Mount Lofty Ranges Region, as shown on Mount Lofty Ranges Region Figure 1;

(c) not result in a gross leasable area of greater than 25 square metres for the display and sale of any non-beverage or non-food items on the allotment; and

(d) not result in a gross leasable area of greater than 250 square metres for wine tasting and retail sales (and this includes any retail sale of non-beverage or non-food items).

PDC 69 *Restaurants, cellar door sales outlets and shops where the tasting of wine and retail sale of wine are the predominant activities and where the sale of wine is limited to that which is uniquely the licensee's own product should:*

(a) not be sited:

(i) within areas subject to inundation by a 100-year period flood event or sited on land fill which would interfere with the flow of such flood waters;

(ii) on land with a slope more than 20 percent (1 in 5);

(b) be setback a minimum of 25 metres from any bore, well or watercourse, where a watercourse is identified as a blue line on a current series 1:50 000 Government standard topographic map or where there is observed a clearly defined bed and banks where water flows at any time and includes all:

(i) dams or reservoirs that collect water flowing in a watercourse;

(ii) lakes through which water flows;

(iii) channels into which water has been diverted; and

(iv) any known underground seepage condition;

(c) be setback a minimum of 50 metres from a road other than where occupying a local or state heritage listed building;

(d) not result in ribbon development along roads; and

(e) maintain a clear delineation between urban and rural development.

We note that the cellar door sales is to be established on the same allotment as the winery. Whilst the sale of wine is not proposed to be strictly limited to just Wicks' products, the majority of wines sales are expected to be Wicks products and the venue will primarily sell and offer the tasting of wine that is produced on site and/or within the Mount Lofty Ranges Region.

The cellar door component of the development is well integrated with the overall layout of the new building, which locates the wine tasting/sales area alongside a sitting lounge. The lounge area and wine tasting/sales area comprises some 70 square metres, however this space is not delineated (by walls or other physical means) from the restaurant, lounge, or bar areas.

The restaurant and cellar door uses of the proposal are subservient to the primary function on the land which is for primary production (viticulture) and a winery.

The new building is not sited within an area subject to a 100-year flood event, or on land fill which would interfere with such waters, locating the building some 100 metres from the Inverbrackie Creek.

The building is separated from the edge of the existing irrigation dam (to the south of the proposed building) by approximately 30 metres. As noted within the Stormwater Management Report prepared by TMK Engineers

(*Appendix 4*), the proposed building finished floor level (FFL) will be 1.0m above expected flood level and no flooding will be expected near the proposed building.

Tourism Development

OBJ 3 *Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.*

OBJ 5 *Tourism development in rural areas that does not adversely affect the use of agricultural land for primary production.*

The proposed development is considered to be a form of *tourism* development, to the extent that the nature of offering is aligned to that of which tourists are attracted.

The proposal will enhance the local character and the appeal of the Woodside area by offering additional choice for restaurant, wine tasting, and wine sales within the area. This will be conducted in a single, homogenous built form – an architecturally designed building which is contextually sensitive; both in materiality and form. In our opinion it will enhance the local character and appeal of Woodside.

7.3 Form of Development / Siting and Visibility

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to the form, siting and visibility of development are reproduced below.

Watershed (Primary Production) Zone

PDC 1 *Buildings, should be located in unobtrusive locations and, in particular, should:*

(a) be located well below the ridge line;

(b) be located within valleys or behind spurs;

(c) be located not to be visible against the skyline when viewed from public roads and especially from the Mount Lofty Ranges Scenic Road;

(d) be set well back from public roads, particularly when the allotment is on the high side of the road;

(e) be sited on an excavated rather than a filled site to reduce the vertical profile of the building;

(f) where possible be screened by existing native vegetation when viewed from public roads and especially from the Mount Lofty Ranges Scenic Road; and

(g) maximize the retention of existing native vegetation and the protection and retention of watercourses in their natural state.

We note that the siting of the building is set well back from public roads, is not located on a ridge line, and requires minimal cut to enable its construction.

Vegetation loss is both minimal and inconsequential; where the existing vegetation cover at the proposed location of the new building and car parking areas have limited significance to the character of the site – the majority of which is well established vineyards, which are located well away from the site of the new building.

The development will not result in the removal or impact on any native vegetation.

PDC 2 *Buildings should be unobtrusive and not detract from the desired natural character of the Zone and, in particular:*

(a) the profile of buildings should be low and the roof lines should complement the natural form of the land;

(b) the mass of buildings should be minimized by variations in wall and roof lines and by floor plans which complement the contours of the land; and

(c) large eaves, verandahs and pergolas should be incorporated into designs to create shadowed areas which reduce the bulky appearance of buildings.

PDC 11 *Buildings should not impair the character of rural areas by reason of their scale or siting. If necessary, buildings should be screened by trees or shrubs.*

PDC 14 *Development should not detract from the natural and rural landscape character of the region.*

PDC 39 *Buildings should not impair the character of rural areas by reason of their scale or siting. If necessary, buildings should be screened by trees or shrubs.*

The new built form presents as an attractive addition to the site, where the profile is low and roof lines complementary of the natural form of the land, utilising low pitches to the gable form. The mass of the building is minimised by a number of variations in the wall and roof lines, as a result of the internal and external spaces, and the second level only covering a portion of the ground level below it.

Design and Appearance

PDC 9 *Development should take place in a manner which will minimize alteration to the existing land form.*

Siting and Visibility

OBJ 1 *Protection of scenically attractive areas, particularly natural and rural landscapes.*

PDC 2 *Buildings should be sited in unobtrusive locations and should:*

(a) be grouped together

(b) where possible, be located in such a way as to be screened by existing vegetation when viewed from public roads and especially from Scenic Routes shown on Figure AdHi(EC)/1

(c) be designed to blend with surrounding developments and landscapes.

PDC 3 *Buildings outside urban areas and in undulating landscapes should be sited in unobtrusive locations and in particular should be:*

(a) sited below the ridgeline

(b) sited within valleys or behind spurs

(c) sited to not be visible against the skyline when viewed from public roads, and especially from the Scenic Routes shown on Figure AdHi(EC)/1

(d) set well back from public roads, particularly when the allotment is on the high side of the road, or adjacent to the Scenic Routes shown on Figure AdHi(EC)/1

(e) have the roof line below the lowest point of the abutting road when the allotment is on the low side of the road

(f) be sited on an excavated rather than a filled site in order to reduce the vertical profile of the building

(g) constructed of material colours and finishes which complement those of surrounding developments and landscapes.

The proposed building is sited directly adjacent to the existing winery building on the site. When complete, the new wine sales and restaurant building will read homogenously with the existing building; resulting in an unobtrusive and visually attractive complex.

Being grouped together, and screened by existing vegetation closer to Riverview Road and Onkaparinga Valley Road, we consider that PDC 2 and 3 are satisfied.

7.4 Design and Appearance

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘building design and appearance’ are reproduced below.

Design and Appearance

OBJ 1 *Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.*

PDC 1 *Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:*

(a) building height, mass and proportion

(b) external materials, patterns, colours and decorative elements

(c) roof form and pitch

(d) façade articulation and detailing

(e) verandahs, eaves, parapets and window screens.

PDC 3 *The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.*

The proposed building is of a high design standard, which responds to the positive aspects of the local environment. This is done through the expansive use of glass and balconies, which maximise the opportunity of an ‘immersive’ experience within the well-established winery site, with the use of warm-toned brick, timber, and corrugated metal not detracting from the locality.

The metal cladding of walls and roofs, where used, are of low reflectivity and will not result in glare to neighbouring properties, drivers, or cyclists.

PDC 11 *No building should be erected within 100 metres of the Scenic Routes shown on Figure AdHi(EC)/1 which would impair, disfigure, interfere with or be in any way detrimental to the aesthetic appearance or natural beauty of:*

(a) the scenic routes

(b) the landscape visible from any part of the scenic routes

(c) the landscape visible from any vantage point adjacent to the scenic routes.

The closest edge of the new building is located approximately 130 metres from the centre of Onkaparinga Valley Road – a scenic route. Given the setback of the building from Onkaparinga Valley Road, this policy does not apply. Notwithstanding, we note that the proposed building is highly aligned with this policy given the scenic route, the landscape visible from that scenic route, and the landscape visible from vantage points adjacent the scenic route will not be disrupted or disfigured by the proposed development.

PDC 20 *Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.*

The orientation of the new building is such that the primary façade (and entrance) is located conveniently from the car parking area, which is located off the main entry road from Riverview Road. This provides for a logical and identifiable entrance, and directs the public away from otherwise restricted areas (including the vineyards and winery areas).

PDC 21 *Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.*

PDC 22 *Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.*

PDC 23 *Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas*

Pedestrian entry points are emphasised through building design and building signage, which take pedestrians from the public car parking area up a ramp and onto a decking area, before entering the main building proper. The use of differing materiality and large doorway assist in emphasising the main entry point.

***PDC 27** Outdoor storage, loading and service areas should be screened from public view by a combination of built form, solid fencing and/or landscaping.*

The services area, located against the western elevation of the new building, is screened from the public car parking area by the use of 2.0 metre tall trellis screen. This provides for an attractive and functional area, which also delineates and obscures the view of the staff parking area from the public car parking area.

7.5 Heritage Consideration

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘heritage’ are reproduced below.

Design and Appearance

***PDC 15** The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in Table AdHi/1 — State Heritage Places or in Table AdHi/2 – Local Heritage Places.*

Heritage Places

***OBJ 3** Conservation of the setting of State and local heritage places.*

As mentioned in Section 6.5 of this Statement, given the separation distance of the proposed works from the listed State Heritage Places (approximately 1km), the siting and form of the proposed development will not affect nor detract from the heritage setting of those State Heritage Places.

Accordingly, the proposed development accords with Objective 3 and PDC 15.

7.6 Crime Prevention

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘crime prevention’ are reproduced below.

Crime Prevention

***OBJ 1** A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.*

***PDC 1** Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.*

***PDC 5** Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.*

PDC 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.

Combining land uses which operate at varying times, the orientation of the building and its primary frontages overlooking common areas, and lighting of the development ensure close alignment with Crime Prevention Through Environmental Design principles.

The layout of the development is such that it minimises any potential places of entrapment, where these have the added benefit of affording clear sightlines from strategic points within the existing and new parts of the development.

7.7 Energy Efficiency

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘energy efficiency’ are reproduced below.

Energy Efficiency

OBJ 1 Development designed and sited to conserve energy.

PDC 1 Development should provide for efficient solar access to buildings and open space all year around.

The new building utilise eaves and overhangs which assist in reducing the solar loading on glazed elements in summer months, but are sized such that solar penetration is possible in winter months – maximising the opportunity for efficient solar access.

The use of operable glazing allows for cross-flow ventilation, and for the use of passive heating (and cooling) measures which reduces the demand on energy consumption.

7.8 Advertisements

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Advertisements’ are reproduced below.

Advertisements

OBJ 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.

OBJ 2 Advertisements and/or advertising hoardings that do not create a hazard.

OBJ 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PDC 1 Advertising and/or advertising hoardings should have regard to the design guidelines contained in Table AdHi/7 – Development Guidelines

PDC 2 *The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:*

- (a) consistent with the predominant character of the urban or rural landscape*
- (b) in harmony with any buildings or sites of historic significance or heritage value in the area*
- (c) coordinated with and complement the architectural form and design of the building they are to be located on*
- (d) consistent with the desired character of areas or zones.*

PDC 3 *The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:*

- (a) clutter*
- (b) disorder*
- (c) untidiness of buildings and their surrounds*
- (d) driver distraction.*

Table ADHI/7 – Development Guidelines

2 Advertising and Signage:

2.1 Outdoor advertising designed and located to:

- (a) complement and improve the character and amenity of the area within which it is located;*
- (b) maintain equity of exposure for every business premises;*
- (c) be concise and efficient in communicating with the public to avoid proliferation of confusing and cluttered information or number of advertisements; and*
- (d) minimize third party advertising*

Advertising is proposed only on the brick blade wall, which sits directly to the south of the stair which links the lower-level terrace area to the upper-level balcony area. This signage relates directly to the use of the land, using the ‘Wicks Estate’ livery.

This advertising will complement the character of the area, where simple black lettering (in the design of the Wicks logo) is applied to the warm-toned brick blade wall. The size of the signage is such that it will not dominate the building, but be identifiable on the approach to the new building from the entry road.

As only one sign is proposed, the advertisement will not clutter, disorder, be distracting, or otherwise present as an untidy approach to advertising, but rather be harmonious to the character and architectural form and design of the building to which it is located on.

7.9 Landscaping

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Landscaping’ are reproduced below.

Watershed (Primary Production) Zone

OBJ 5 *The enhancement of the amenity and landscape of the south Mount Lofty Ranges for the enjoyment of residents and visitors.*

Landscaping, Fences and Walls

OBJ 1 *The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.*

PDC 1 *Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:*

(a) complement built form and reduce the visual impact of larger buildings (e.g. taller and broader plantings against taller and bulkier building components)

(b) enhance the appearance of road frontages

(c) screen service yards, loading areas and outdoor storage areas

(d) minimise maintenance and watering requirements

(e) enhance and define outdoor spaces, including car parking areas

(f) maximise shade and shelter

(g) assist in climate control within and around buildings

(h) minimise heat absorption and reflection

(i) maintain privacy

(j) maximise stormwater re-use

(k) complement existing vegetation, including native vegetation

(l) contribute to the viability of ecosystems and species

(m) promote water and biodiversity conservation.

PDC 2 *Landscaping should:*

(a) include the planting of locally indigenous species where appropriate

(b) be oriented towards the street frontage

(c) result in the appropriate clearance from power lines and other infrastructure being maintained.

The area to the south and east of the new building is to be vegetated with a new grassed parkland style area. Whilst the final detail of this is to be developed, the species will be suitable for the area, provide an attractive and functional landscaped space, and assist in defining the built form between the car park access path.

7.10 Interface Between Land Uses

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to the ‘interface between land uses’ are reproduced below.

Interface Between Land Uses

- OBJ 1** *Development located and designed to minimise adverse impact and conflict between land uses.*
- OBJ 2** *Protect community health and amenity from adverse impacts of development*
- OBJ 3** *Protect desired land uses from the encroachment of incompatible development.*
- PDC 1** *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants*
 - (b) noise*
 - (c) vibration*
 - (d) electrical interference*
 - (e) light spill*
 - (f) glare*
 - (g) hours of operation*
 - (h) traffic impacts*
 - (i) stormwater or the drainage of runoff from the land.*
- PDC 7** *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*
- PDC 8** *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*
- PDC 9** *Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.*

PDC 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise (LA90,15min) for the overall (sum of all octave bands) A-weighted level
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

Orderly and Sustainable Development

OBJ 3 Development that does not jeopardise the continuance of adjoining authorised land uses.

The proposed development, whilst considered to be ‘adjacent’ sensitive land uses, locates the nearest noise sensitive receiver some 230 metres away (to the west).

An independent Acoustic Engineer, Sonus, has been engaged to determine the suitability of the proposal with respect to its impacts on any noise sensitive receiver (refer to **Appendix 5**). Sonus recommend a number of mitigation measures – both physical and operational – which demonstrate the suitability of the proposal in its context.

The noise assessment considers the activity associated with the proposed development, including:

- Patrons within the outdoor area;
- Vehicle movements and car park activity, including pick up and drop off by coaches; and
- Music outdoors, in the restaurant area, and in the function room.

Noise modelling has been prepared which considers the continuous operation of mechanical plant, 20 vehicle movements into or out of both the public and overflow car parks (40 movements in total), with associated car parking activity, and patronage of up to 400 people distributed throughout the outdoor areas in day time hours (up to 10:00pm); with 100 on the upper level and 300 on the ground level.

In order to achieve the requirements of the *Environment Protection (Noise) Policy 2007*, Sonus recommend that:

- Patrons only be allowed within the outdoor dining area during daytime hours (up to 10:00pm), unless they are leaving the site (by moving to a car or awaiting coach);
- Coaches should only access the public car park during daytime hours (up to 10:00pm), with any coach accessing the site to collect patrons shall use the turning area to the north of the winery building after 10:00pm (and not the public car park area);

- The number of patrons on site be limited to 400 and are only outside prior to 10:00pm; and
- Doors and windows to the new building remain closed when high levels of music are played inside.

Wicks Estate have no objection to these recommendations forming conditions to any consent this application may be granted, whereby they will bind the operation to the findings of the acoustic report as necessary.

The balance of the recommendations of the acoustic report, including the glazing types, wall thicknesses, door closers, and other built form concerns will be addressed during the detailed documentation phase of the application.

Figure 7.2 Extract from *Sonus Environmental Noise Assessment* (refer to **Appendix 5**)



7.11 Transportation and Access

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to 'Transportation and Access' are reproduced below.

Transportation and Access

OBJ 2 Development that:

- provides safe and efficient movement for all transport modes*
- ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles*
- provides off street parking*
- is appropriately located so that it supports and makes best use of existing transport facilities and networks*
- provides convenient and safe access to public transport stops.*

PDC 6 *Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.*

PDC 8 *Development should provide safe and convenient access for all anticipated modes of transport.*

PDC 9 *Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.*

The proposal incorporates patron arrival modes by bicycle, motor vehicle, and bus. These are all facilitated off Riverview Road, to the south, with the exception of the cyclist connection which is afforded by way of a future connection to the Amy Gillett Bikeway.

A new patron parking area will be provided to the south-west of the new building extension (with 69 parking spaces including two spaces for use by persons with disabilities). A 14-space staff parking area and additional loading area will also be provided to the west of the new building. A total of 83 formalised parking spaces will therefore be provided within the site (in addition to the informal existing staff parking to the north of the existing winery building). In addition to the formalised parking, additional overflow (event) parking can be accommodated on the area to the east of the driveway (referred to as Lot 7). The overflow parking area could accommodate 49 cars.

PDC 18 *Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.*

PDC 19 *Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:*

- (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas*
- (b) Adelaide's principal cycling network (BikeDirect), which includes arterial roads, local roads and off-road paths.*

PDC 20 *New developments should give priority to and not compromise existing designated bicycle routes.*

PDC 21 *Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.*

The existing Amy Gillett Bikeway is not impacted by this development. A future connection to the bikeway, separate to this development application, will enable patrons using this bikeway to enter the Wicks Estate site – in a convenient and safe manner – and not be forced to utilise the entry point located off Riverview Road.

PDC 23 *On-site secure bicycle parking facilities should be:*

- (a) located in a prominent place*
- (b) located at ground floor level*
- (c) located undercover*
- (d) located where surveillance is possible*
- (e) well lit and well signed*
- (f) close to well used entrances*
- (g) accessible by cycling along a safe, well lit route.*

Bicycle parking will be identified during detailed design of the proposal, however it is anticipated that four (4) bicycle rails (accommodating two bicycles per rail) for use by visitors and staff will be located in a safe and convenient location – which would most logically place it along the south-western edge of the building.

This will provide a convenient location for cyclists to travel and lock their bicycles, in an area which affords passive surveillance from the new building and the car parking area over this site.

Cirqa note that eight (8) bicycle parking spaces is considered sufficient to accommodate potential demands.

PDC 25 *Development should have direct access from an all-weather public road.*

The Wicks Estate development is currently accessed directly from Riverview Road; a bituminised, all weather public road. The proposed development will continue to afford access from this same crossover.

PDC 32 *Driveways, access tracks and parking areas should be designed and constructed to:*

- (a) follow the natural contours of the land*
- (b) minimise excavation and/or fill*
- (c) minimise the potential for erosion from surface runoff*
- (d) avoid the removal of existing vegetation*
- (e) be consistent with Australian Standard AS 2890 Parking facilities.*

Access paths created in association with the new development for the new primary car parking area and the overflow do not require significant modification to the existing land. The car park areas are chosen as they logically follow the existing contour of the land, are located most conveniently from the existing internal access roads, and therefore minimise the need for significant civil works.

The existing access point to Riverview Road is proposed to be widened slightly to improve accommodation of two-way commercial vehicle movements.

PDC 33 *Development should be sited and designed to provide convenient access for people with a disability.*

Two (2) dedicated accessible car parking spaces are provided within the car parking area. These two spaces are located directly adjacent the new building, which provides for the greatest convenience.

Table AdHi/4 – Off Street Vehicle Parking Requirements

Hotel and licensed premises	<p>1 per 2 square metres of bar floor area; plus:</p> <ul style="list-style-type: none"> • 1 per 6 square metres of lounge bar or beer garden floor area • 1 for every 3 seats provided or able to be provided within a dining room • 1 for every 2 machines within a gaming room area; or 1 per 3 guest rooms (whichever provides the larger number).
Restaurant (traditional)	<p>1 per 3 seats or 1 per 15 square metres, whichever is the greater (indoor areas) 1 per 6 seats (outdoor eating areas)</p>
Shop	5.5 per 100 square metres total floor area

PDC 34 *Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table AdHi/4 – Off Street Vehicle Parking Requirements unless all the following conditions are met:*

(a) an agreement is reached between the Council and the applicant for a reduced number of parking spaces

(b) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.

83 formalised parking spaces will be provided within the site, with an additional 49 overflow (event) spaces.

In accordance with *Table AdHi/4 – Off Street Vehicle Parking Requirements* of the Adelaide Hills Development Plan, there are a number of different rates which could arguably be applicable to the subject proposal. Circa have advised that for similar developments within the Adelaide Hills Council area, Councils administration have previously suggested that a rate of one space per three persons permitted on-site would be appropriate. Such a rate is commonly applied to restaurants and (internal) dining areas as well as function areas.

On this basis, CIRQA calculate that the proposed mix of development would generate a theoretical requirement of 134 car parking spaces associated with a 400-person capacity. CIRQA note that the 400-person capacity is associated only with infrequent events, and during these events the overflow parking area would be utilised. Further, they note that the utilisation of buses and higher car occupancies are observed during these infrequent events. (Refer to CIRQA traffic impact assessment in **Appendix 3**).

It is noted that *Table AdHi/4* states that ‘a proponent may take an empirical assessment of car parking demand to determine a reduced provision of on-site car parking considering... any ... factors that may influence a demand for car parking.’ CIRQA provide two examples of empirical data; at Maximilian’s/Sidewood, and at Howard Vineyard. They both provide a lesser rate than would be required by the Development Plan.

On the basis of the empirical data of those two sites, the proposed capacity of 400 persons would generate peak demands in the order of 60 spaces (based on a ‘per person’ rate) or 60 to 77 spaces (based on per floor area’ basis). Given the provision of 83 formalised car parks on site, Circa confirm that the parking demands associated with the site would typically be easily accommodated within formalised staff and patron parking areas.

Circa also suggest that in reality, typical patronage levels will be below the proposed 400-person capacity and parking demands even lower than suggested by the above assessment. Circa have therefore concluded that *“On the basis of the above, it is considered that more than sufficient parking will be provided within the site for both typical demands and major event demands.”*

PDC 35 *Development should be consistent with Australian Standard AS 2890 Parking facilities.*

CIRQA confirm that the parking area will comply with the requirements of the Australian/New Zealand Standard for ‘Parking Facilities – Part 1: Off-street car parking (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard for ‘Parking Facilities – Part 6: Off-street car parking for people with disabilities (AS/NZS 2890.6:2009); where:

- Parking spaces will be at least 2.6 metres wide and 5.4 metres long;
- Access parking spaces will be 2.4 metres wide and 5.4 metres long with an adjacent shared space of the same dimension;
- Parking aisles will be 5.8 metres wide;
- 1.0 metre end-of-aisle extension will be provided beyond the last parking spaces in blind aisles; and
- 0.3 metre clearance will be provided to objects greater than 0.15 metres in height.

PDC 36 *Vehicle parking areas should be sited and designed to:*

(a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development

(b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network

(c) not inhibit safe and convenient traffic circulation

(d) result in minimal conflict between customer and service vehicles

(e) avoid the necessity to use public roads when moving from one part of a parking area to another

(f) minimise the number of vehicle access points onto public roads

(g) avoid the need for vehicles to reverse onto public roads

(h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points

(i) not dominate the character and appearance of a site when viewed from public roads and spaces

(j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

(k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles

(l) include adequate provision for manoeuvring into and out of parking bays.

The primary car parking area, located to the immediate south-west of the new building, facilitates a safe and convenient location for pedestrians using this car parking area and the cellar door building. Direct access from the car parking area to the main entrance of the new building is possible.

The development will utilise the existing crossover, albeit being slightly widened, and as such does not result in an increase in the number of vehicle access points onto public roads.

The design of the car parking area is such that it provides a 'ring' loop, where vehicles will enter and exit the site always in a forward direction, and that further allows for the safe convenient dropping off/picking up of visitors from vehicles and buses alike.

The separation of the staff car parking area and the associated service access from the public car parking area minimises the conflict between customer and service vehicles.

PDC 39 *Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.*

Car parking areas are proposed to be finished with a compacted granulated rubble surface, which matches the existing access paths within the site, which will assist to minimise dust and mud nuisance.

PDC 40 *To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.*

PDC 41 *Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.*

Trees are proposed within the car parking area (species to be determined) to offer shade to users. These trees will further assist with shielding the view of the car parking area from the new building itself, and from certain public places where vantage points to this car parking area are possible.

7.12 Stormwater Management

A Stormwater Management Plan prepared by TMK Engineers is attached in *Appendix 4* and details the stormwater Management Strategies for the proposed development including how stormwater runoff would be captured and conveyed from the subject site safely to the receiving natural drainage network as well as stormwater quality management and the incorporation of Water Sensitive Urban Design (WSUD) elements.

There is considerable duplication of Stormwater Management policies within the Adelaide Hills Development Plan and therefore only key policy considerations are reproduced below (to avoid repetition).

Hazards

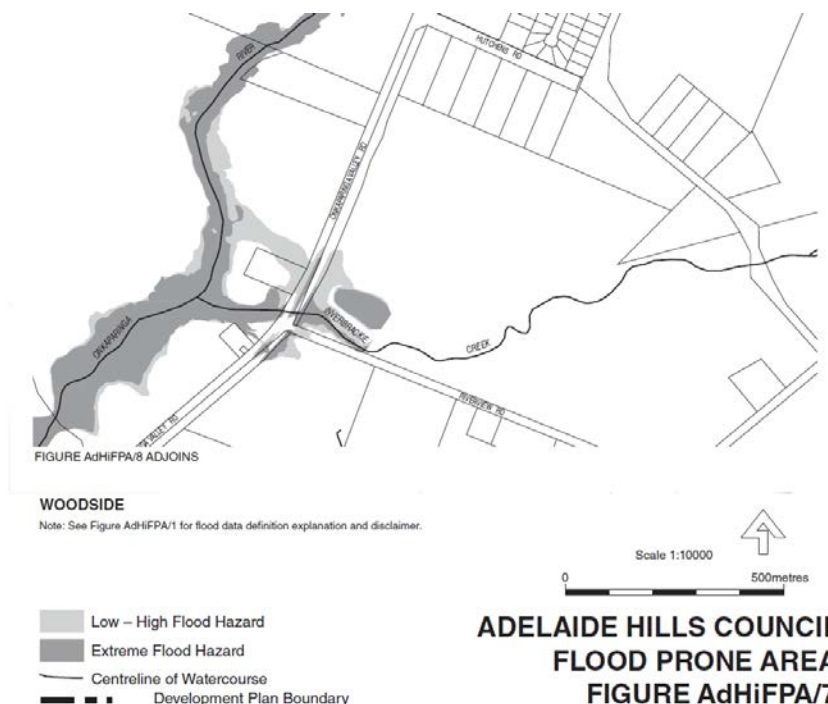
OBJ 4 Development located and designed to minimise the risks to safety and property from flooding

Flooding

PDC 3 Development should not be undertaken in areas liable to inundation by drainage or flood waters, including land identified on Figures AdHiFPA/ 1 to 19 as being subject to flooding, unless the development can achieve all of the following:

- (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
- (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event
- (c) it will not result in pollution of any watercourses.

Adelaide Hills Council Flood Prone Area Figure AdHiFPA/7:



PDC 4 *Development, including earthworks associated with development, should not do any of the following:*

- (a) impede the flow of floodwaters through the land or other surrounding land*
- (b) increase the potential hazard risk to public safety of persons during a flood event*
- (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood*
- (d) cause any adverse effect on the floodway function*
- (e) increase the risk of flooding of other land*
- (f) obstruct a watercourse.*

Inverbrackie creek flows within the allotment of the subject site. Currently the winery has a dam located at the south-west corner of the property (above Inverbrackie creek) which stores stormwater for irrigation purposes. The existing dam top of bank level varies, having a low point present at the north-west corner of the dam.

Information obtained on Government of South Australia flood mapping (WaterConnect) indicates on the “Upper Onkaparinga Floodplain Mapping 2004” a 100Yr ARI flood zone at the north-west corner of the dam which eventually flows back into the creek at the southern boundary. This demonstrates a current uncontrolled overflow present in a major storm event at the north-west corner of the dam.

TMK Engineers have confirmed that the existing irrigation dam is collecting most of the stormwater run-off present on the site due to its lower elevation inside the allotment. It is noted that no connection structure is present between the dam and Inverbrackie creek.

Stormwater run-off from the proposed roof structure will be collected via conventional stormwater pipe network and will be discharge into the existing discharge outlet located at the north boundary of the dam.

Stormwater run-off from the proposed carparks will be collected via grassed swales and will be discharged into the existing dam through a proposed stormwater outlet. Carparks will have a slope of approximate 1% falling into the proposed swales. On areas where this is not achievable, stormwater grated sump and conventional underground pipe network will be installed to provided appropriate drainage.

Due to the increased stormwater inflow into the existing dam, it is required to lift the lowest top of bank levels (currently at RL. 342.25) located at the north-west corner to increase the total volume retained within the waterbody. Earthwork will be carried out locally from western to northern dam boundary lifting up the top of bank level to RL. 342.55 with an embankment not steeper that 1:3. The new top of bank level will increase the total surface area of the water body and increase the volume to store the new run-off during a major storm event.

According to calculations it is expected that a major storm event will be stored within the basin without compromising any propose building. Proposed building finished floor levels (FFL) will be approximately 1.0 metre above the top of bank level from the basin to prevent any flooding.

An overflow swale will be provided at the same location of the existing uncontrolled overland flow path to discharge stormwater into Inverbrackie Creek during a 100Yr ARI storm scenario.

TMK engineers have confirmed that:

The minor system would be designed to accommodate the 10 year average recurrence interval (ARI) with a minimum freeboard of 150 mm maintained between the hydraulic grade level (HGL) in a stormwater pit and the finished surface level.

The major system would be designed so that no inundation of any building or adjoining property occurs as a result of a 100 year ARI storm event and the gap flows are conveyed within the defined overland flows paths located within the redevelopment.

Natural Resources

- OBJ 1** *Retention, protection and restoration of the natural resources and environment.*
- OBJ 2** *Protection of the quality and quantity of South Australia's surface waters, including inland and underground waters.*
- OBJ 5** *Development consistent with the principles of water sensitive design.*
- OBJ 6** *Development sited and designed to:*
 - (a) protect natural ecological systems*
 - (b) achieve the sustainable use of water*
 - (c) protect water quality, including receiving waters*
 - (d) reduce runoff and peak flows and prevent the risk of downstream flooding*
 - (e) minimise demand on reticulated water supplies*
 - (f) maximise the harvest and use of stormwater*
 - (g) protect stormwater from pollution sources.*

Water Sensitive Urban Design

- PDC 10** *Development should be sited and designed to:*
 - (a) capture and re-use stormwater, where practical*
 - (b) minimise surface water runoff*
 - (c) prevent soil erosion and water pollution*
 - (d) protect and enhance natural water flows*
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies*

- (f) not contribute to an increase in salinity levels
- (g) avoid the water logging of soil or the release of toxic elements
- (h) maintain natural hydrological systems and not adversely affect:
 - i. the quantity and quality of groundwater
 - ii. the depth and directional flow of groundwater
 - iii. the quality and function of natural springs.

PDC 11 Water discharged from a development site should:

- (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
- (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.

PDC 12 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood

PDC 13 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.

PDC 14 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

PDC 15 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

PDC 16 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

PDC 17 Stormwater management systems should:

- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
- (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities

(iv) aquifer recharge.

PDC 18 *Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.*

Water Catchment Areas

PDC 35 *Development should comply with the current Environment Protection (Water Quality) Policy.*

TMK Engineers have confirmed that the key strategies planned to manage the quality of stormwater discharged from the proposed site include the use of grassed swales to remove nitrogen and phosphorous levels present within the carpark prior discharging it into the existing irrigation dam.

A MUSIC model has been provided (refer to **Appendix 4**) to demonstrate the efficiency and the required length of the proposed swale to comply with local Council water quality targets as follows:

- 90% reduction in litter/gross pollutants
- 45% reduction in average annual total nitrogen
- 60% reduction in average annual total phosphorous
- 80% reduction in average annual total suspended solids

The results of MUSIC modelling have demonstrated the achievement of Councils water quality reduction percentages in association with the proposed development.

7.13 Natural Resources

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Natural Resources’ are reproduced below.

Natural Resources:

OBJ 1 *Retention, protection and restoration of the natural resources and environment.*

OBJ 2 *Protection of the quality and quantity of South Australia’s surface waters, including inland and underground waters.*

OBJ 7 *Storage and use of stormwater which avoids adverse impact on public health and safety.*

OBJ 10 *Minimal disturbance and modification of the natural landform.*

OBJ 13 *Protection of the scenic qualities of natural and rural landscapes.*

OBJ 14 *The conservation and preservation of the rural character, scenic amenity and bushland of the area.*

PDC 1 *Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.*

PDC 3 *Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.*

PDC 4 *Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.*

PDC 5 *Development should be undertaken with the minimum effect on natural features, land adjoining water or designated Scenic Routes as shown in Figure AdHi(EC)/1 or scenically attractive areas.*

Water Catchment Areas

PDC 24 *Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.*

Soil Conservation

PDC 48 *Development should be designed and sited to prevent erosion.*

The development will have minimal impact on the natural environment, where the siting of the building is such that the land and soil are modified only to the extent required for the new building. As a direct result of the gently sloped land, minimal fill is required; which will generally be sourced on the site.

The development will not reduce the arable capability of the land, with the existing vineyards being completely untouched by the proposed building. The proposed development is also significantly removed from Inverbrackie Creek (approximately 100 metres) to ensure the development will not impact on the site hydrology or the natural flows and ecology of this watercourse. TMK Engineers have confirmed that the proposed development will not disrupt the upstream or downstream flow of Inverbrackie Creek in accordance with the “Upper Onkaparinga Floodplain Mapping 2004” (WaterConnect)

7.14 Waste Management

The more relevant provisions of the Adelaide Hills Council Development Plan with respect to ‘Waste’ are reproduced below.

Waste

OBJ 1 *Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.*

OBJ 2 *Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.*

PDC 1 *Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:*

- (a) avoiding the production of waste*
- (b) minimising waste production*
- (c) reusing waste*
- (d) recycling waste*
- (e) recovering part of the waste for re-use*
- (f) treating waste to reduce the potentially degrading impacts*
- (g) disposing of waste in an environmentally sound manner.*

PDC 2 *The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.*

PDC 3 *Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).*

PDC 4 *Untreated waste should not be discharged to the environment, and in particular to any water body.*

PDC 5 *Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.*

All waste generated in association with the cellar door and restaurant is to be stored on site in a safe and contained manner prior to its collection.

A services area located adjacent to the staff parking area (and separated from the public car parking area) will allow for the storage of receptacles holding both recycling and waste materials prior to collection by private contractor.

This service area is capable of being serviced by an 11.0 metre rigid vehicle, and will safely accommodate a front lift refuse collection vehicle. This is demonstrated in Figure 3 of the CIRQA traffic report in **Appendix 3**.

A Waste Water Management Strategy has been prepared by TMK Engineers (refer to **Appendix 4**) which includes a new 100mm effluent connection off Council's Community Waste Management System (CWMS) main along Woodside-Nairne Rd. This connection will service the whole site and will include redirection of existing discharge from the winery building (downstream of 20 kL septic tank) to the new CWMS connection. A new 40kL septic tank is also proposed for the cellar door wastewater pre-treatment and a new effluent pump chamber will be provided to achieve connection to Council's CWMS system. Sewer reticulation will be provided within the existing and proposed new building.

The waste-water system has been designed (septic tank & pump chamber system) for an average patronage of 250 people/day (maximum 400 people/day).

A new 2,400 litre capacity grease arrester will be provided for the proposed cellar door in accordance with SA Water Trade waste guidelines.

8. Social, Economic and Environmental Effects

In accordance with Clause 17(5)(d) of the Regulations, an assessment of the expected social, economic and environmental effects of the development are discussed below.

8.1.1 Social Effects

The proposed development will provide a cellar door, restaurant and function facility at the southern end of the Woodside township. It will serve the immediate township – and be a destination for residents and visitors of the greater Adelaide region and beyond.

The development has been designed to minimise the adverse social impacts on adjacent residential development.

The Sonus acoustic report accompanying the application demonstrates that the proposal achieves relevant objective noise criteria, and where necessary, can form conditions to ensure ongoing compliance.

The CIRQA report notes that the proposal will not result in adverse traffic generation, with queueing and delays also being minimal. The proposed car parking provision is considered to be more than sufficient to accommodate typical peak demands associated with the site. In addition, there will be further overflow capacity for infrequent larger events at the site.

8.1.2 Economic Effects

The new cellar door and restaurant will increase employment opportunities in the hospitality and tourism sectors, and continue to build and facilitate economic investment in the Woodside and the greater Adelaide Hills Region from an economic standpoint.

The primary production uses of the land will not be impacted by the proposed development, but will add value to and diversify the primary production activities which occur from the subject land. Further, the proposed development will provide long term employment opportunities in the hospitality and tourism sector and create short term employment possibilities during the construction phase of the development.

During the construction, the project will generate approximately \$2.3 million in development costs, which in part will go towards employing local contractors to complete construction works.

Referring to the document: *'The Property Development Industry Economic Impact Study'* prepared for the Urban Development Institute of Australia (UDIA) in 2010, the development will deliver the following economic benefits to South Australia:

- The Property Insights Study reports that every one (1) million dollars of development industry investment generates a combined direct and indirect employment impact of 21 full time equivalent jobs. Accordingly, the proposed development is expected to generate in the order of 49 jobs.

- The Property Insights Study indicates that every one (1) million dollars invested in the development industry will generate wages and salaries in the order of \$601,284. Accordingly, the proposed development is expected to generate in the order of \$1.38M in wages and salaries.
- The development is anticipated to generate direct taxes of \$145,000. Direct and indirect tax implications associated with the development is estimated to be \$330,000. These estimates are based on the Property Insights Study which estimates that for every one (1) million dollars of development industry investment, direct taxes of \$62,921 are generated. When indirect taxation impacts are also considered, total taxes generated by one million dollars of development industry investment is estimated to be \$143,281.

8.1.3 Environmental Effects

The development has been designed to minimise environmental impacts. In particular, we note the following:

- A stormwater management strategy has been prepared by TMK Engineers which demonstrates that:
 - » Adelaide Hills Council Water quality targets are being achieved with the adoption of appropriate WSUD measures; and
 - » The proposed development will be carried out approximately 100 metres away from Inverbrackie creek, which will not disrupt the upstream or downstream flow of this watercourse;
- The proposed development will include a new 100mm effluent connection to Councils CWMS system ensuring appropriate management and disposal of waste water;
- Generous setbacks from adjacent residential properties will ensure neighbouring residences are not adversely impacted by noise;
- The design of the new building has sustainability initiatives incorporated to minimise energy consumption and maximise occupant amenity which include:
 - » Generous south and east facing windows to maximise access to natural light;
 - » Openable windows to each of these elevations to maximise opportunities for natural ventilation and passive cooling;
 - » Eaves/overhangs extending from the building façade to minimise heat loads during summer months; and
- The development will not result in the removal of any significant vegetation nor impact on any native vegetation on the site.

Accordingly, we are of the opinion that the development has been designed to appropriately manage and address the social, economic, and environmental factors that relate to it.

9. Conclusion

The application seeks Development Plan Consent for a cellar door, restaurant and function facility at the existing Wicks Estate Winery at Riverview Road, Woodside.

This combined Statement of Support and Statement of Effect provides information about the subject land and the development site; the proposed development and planning assessment process; and considers the merits of the proposal when assessed against the relevant provisions of the Development Plan.

Having undertaken a comprehensive assessment of the application against the relevant provisions of the Development Plan, we are of the opinion that the development represents logical and orderly development for the site within 'Onkaparinga Valley Policy Area 10' of the 'Watershed (Primary Production) Zone' for the reasons summarised below:

- The development exhibits a high degree of architectural merit and in particular:
 - » the design lends itself to be recessive, with the upper level 'built in' to the pitch of the roof form;
 - » variation in contextual colours and materials together with staggered wall and roof lines will create a highly articulated built form;
 - » the bulk and scale of the building is consistent with the existing built form and character of the locality;
 - » refuse storage areas will not be visible from the public realm; and
 - » the layout of the car parking areas has been designed to maximise opportunities for passive surveillance;
- The development will provide sufficient onsite parking sufficient within the site for both typical demands and major event demands;
- The development has been designed to accommodate safe and convenient movements for all vehicles expected to access the site;
- A concise advertising sign is proposed, with this single sign of an appropriate scale and design so as to minimise clutter and distraction;
- Potential interface impacts associated with land use, and its associated noise, have been appropriately addressed given:
 - » the subject site is generously separated from residential properties (particularly the south and west), and the audible impacts of the development are expected to be negligible, taking into consideration existing noise in the locality; and
 - » recommendations including restricting numbers of patrons in outdoor areas, operational hours, and the movements of vehicles at certain times are to be adopted.

- The stormwater management strategy developed by TMK Engineers demonstrates that Adelaide Hills Council Water quality targets are been achieved with the adoption of appropriate Water Sensitive Urban Design (WSUD) measures;
- The proposed development will be carried out approximately 100 metres away from Inverbrackie creek, which will not disrupt the upstream or downstream flow of this watercourse; and
- The proposed development will include a new 100mm effluent connection to Councils CWMS system ensuring appropriate management and disposal of waste water.

In summary, the proposed development does not result in any adverse economic, environmental or social impacts.

Whilst a non-complying form of development, the proposal is not considered seriously at variance with the Development Plan and, whilst it exceeds quantitative floor area provisions for land uses of this nature (which triggers its non-complying nature), a balance assessment against the relevant Development Plan provisions demonstrates that the proposed development has sufficient merit to warrant consent.

Appendix 1. Certificates of Title

Appendix 3. Traffic Impact Assessment
(CIRQA)

11 June 2021

REF No.: 00952-002

Adelaide Hills Council
Development and Regulatory Services
PO Box 44
Woodside SA 5244

Attention: Melanie Scott

By Email: mail@ahc.sa.gov.au

Dear Melanie,

WICKS ESTATE WINERY – DEVELOPMENT APPLICATION FOR PROPOSED CELLAR DOOR & RESTAURANT (DA 21/201/473) - RESPONSE TO REQUEST FOR FURTHER INFORMATION

We refer to your written request dated 19 March 2021 for additional information in support of the proposed development application for alterations and additions to the existing winery at 29 Riverview Road, Woodside including a new cellar door sales outlet, a restaurant and function centre together with associated car parking, signage, fencing, landscaping and earthworks.

We understand that the following information has been requested in support of this development application:

1. Locations and details of the septic tank and CWMS connection points;
2. Clarification regarding the practicality of their being only two (2) toilets on level 1 and whether this will be sufficient to service the function centre when at maximum capacity;
3. Clarification and confirmation of the number of times there will be 400 persons on site;
4. Demonstration that a Waste Control System has been approved; and
5. Nomination of proposed coach parking on the site plan.

Each matter has been addressed respectively below.

1. Location & Details of Septic Tank & CWMS Connection Points

An *'Effluent Disposal Septic Tank Assessment'* has been prepared by TMK Consulting Engineers dated 17 March 2021 and is attached in **Appendix 1** together with proposed plans for Hydraulic Services.

The private sewer reticulation system (including private sewer pump station) has been designed in accordance SA Health On-Site Wastewater Systems Code; to be discharged to boundary connection point provided by Council.

Due to large volume of daily wastewater discharge & the distance (approx. 1 km) of the private sewer rising main inside the site; a commercial grade heavy duty effluent pump has been proposed.

The 'Effluent Disposal Septic Tank Assessment' has been prepared by David Alberton (Wastewater Engineer) who has stated as part of this assessment that:

I am a wastewater engineer and I have examined the documents as nominated and certify that the forms of construction, if carried out in accordance with this documentation and drawings, comply with the requirements of the SA Health On-site Wastewater System Code.

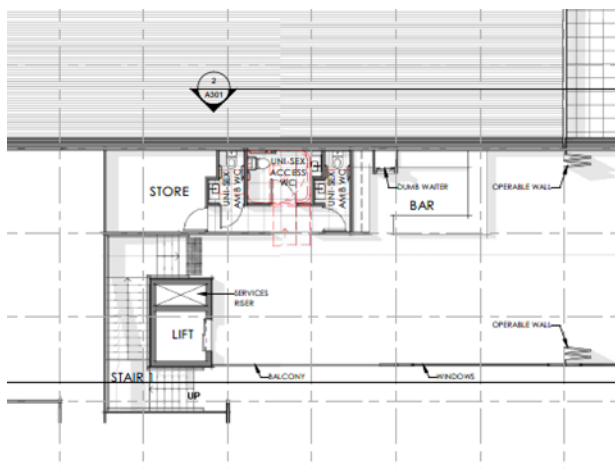
Specifically, we consider that:

- *The proposed site is suitable for a soakage system.*
- *This system, if constructed in accordance with these recommendations, relevant codes and generally accepted good plumbing practices, will not case ponding.*

2. Water Closet Capacity

Concern has been raised by Council on the practicality of there being only two (2) toilets servicing the Level 1 function room. This has been reviewed and the applicant has now resolved to incorporate a third unisex toilet on Level 1 adjacent the function room (refer to revised plans provided in **Appendix 3** and **Figure 2.1** below.)

Figure 2.1 Amendment to Plans – Additional Water Closet for Function Room (3 in total)



3. Venue Capacity

As specified within the 'Statement of Effect' provided in support of the proposed development application, the maximum capacity of the venue is 400 people at any one time across the site.

The cellar door will offer wine tastings and sales to the public, while the restaurant will cater for a range of individual and group bookings as well as small private functions (i.e. weddings etc).

In addition, the development proposes to allow for up to six (6) large events (i.e. annual or one off special events or functions) up to the maximum capacity of 400 persons, with no more than one event to occur in any single month.

The maximum capacity of the venue of 400 persons could therefore be achieved via a number of different scenarios including:

- **Scenario 1:** 400 patrons on site at any one time comprising:
 - » 200 patrons within the restaurant; and
 - » 200 patrons within the cellar door.
- **Scenario 2:** 400 patrons on site at any one time comprising:
 - » 200 patrons within the restaurant area attending a private function (i.e. wedding) with a maximum of two (2) private functions of up to 200 patrons to occur each week; and
 - » 200 patrons within the cellar door.
- **Scenario 3:** 400 patrons on site at any one time for up to six (6) major events or functions per annum with no more than one major event or function of up to 400 patrons to occur per month.

As demonstrated in the Traffic Impact Assessment undertaken by Cirqa, proposed car parking (including proposed event overflow car parking) has been designed to cater for the proposed maximum capacity of 400 persons at an event or function on site, where patrons could possibly be arriving and departing at the same or similar times (rather than typical ‘design demand’ associated with patrons arriving and departing at different times throughout the day to utilise the venue).

We understand that this approach to managing the capacity of the venue (including the size and number of events or functions proposed to occur on site per week and/or per annum) has been utilised for other similar and comparable winery function centres within the Adelaide Hills Council area.

4. Approval of Waste Control System

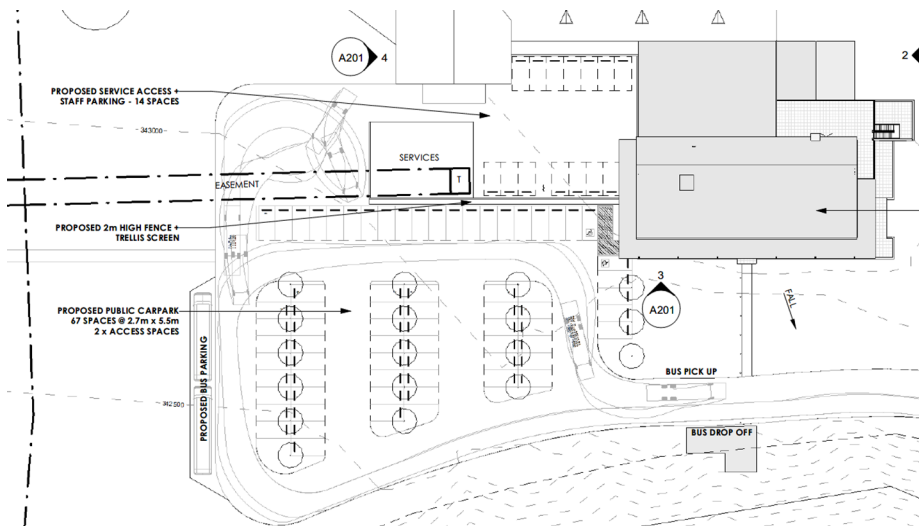
The status of the approval of the Waste Control System on site is summarised within email correspondence between Katie Koto (Environmental Health Officer, Wastewater Management, SA Health, Government of South Australia), Ari Mudugamuwa (Senior Civil Engineer, Engineering Adelaide Hills) and Sakil Mostafa (Engineer, TMK Consulting) attached in **Appendix 3**.

5. Nomination of Coach Parking

As stated within the Cirqa ‘*Traffic and Parking Report*’ (page 5) coaches will be able to circulate around the patron parking area or utilise the existing rear loop road.

Proposed plans for development have now been amended to incorporate coach parking for two (2) vehicles to the west of the patron car park (refer to **Appendix 3** and **Figure 5.1** below).

Figure 5.1 Proposed Coach Parking and Circulation



As specified within the Sonus Acoustic 'Environmental Noise Assessment' coaches will only access the patron car park during the day-time hours and any coach accessing the site to collect patrons after 10:00pm will use the turning area to the north of the winery building. On this basis, Cirqa have prepared a plan showing swept path movements for coaches parking to the north of the winery building which is reproduced in **Figure 5.2** below.

Figure 5.2 Proposed Coach circulation north of the existing winery building



We trust that this response together with attached information and documentation satisfies the matters raised in your written request for additional information in support of the development application and that the application can now proceed to required Category 3 public notification.

Please don't hesitate to contact the undersigned direct on 0402 344 401 should you have any further questions or queries in relation to this development application.

Yours Sincerely



Richard Dwyer
Managing Director



**WICKS ESTATE WINERY
29 RIVERVIEW ROAD, WOODSIDE**

TRAFFIC AND PARKING REPORT



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DOCUMENT CONTROL

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Traffic and Parking report

Project number: 20195

Client: Wicks Estate Wine Pty Ltd

Client contact: Simon Wicks

Version	Date	Details/status	Prepared by	Approved by
Draft	4 Sep 20	For review	BNW	BNW
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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for the proposed new wine sales and restaurant redevelopment at 29 Riverview Road, Woodside. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development (and its associated operation), its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by JBG Architects Pty Ltd (drawing no. 1906-A000, A001, A100 and A101, dated 22/10/2020, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the northern side of Riverview Road, Woodside. The site is bound to the west by Onkaparinga Valley Road, and rural properties to the north and east. The Adelaide Hills Council's Development Plan identifies that the site is located within a Watershed (Primary Production) Zone (Policy Area 10 – Onkaparinga Valley).

The subject site is currently occupied by Wicks Estate Winery (comprising approximately 3,000 m² of floor area associated with wine production. No cellar door/tasting, dining or functions areas are provided within the site. However, the winery has hosted infrequent events in the past under special event approvals and licencing (such as the Winter Reds events which has been run at the site over a number years with a maximum capacity for 600 persons).

Access to the site is currently provided via a gravel driveway to/from Riverview Road, at which all turning movements are currently permitted. The driveway provides access to commercial vehicle areas associated with the winery building and informal staff and visitor parking areas (approximately ten vehicles are accommodated immediately adjacent the northern side of the winery building with additional capacity in other informal areas).

2.2 ADJACENT ROAD AND PATH NETWORKS

Riverview Road is under the care and control of the Adelaide Hills Council. Adjacent the site, Riverview Road comprises a single traffic lane in each direction, with unsealed shoulders provided on each side. No footpaths or bicycle lanes are provided (cyclists are required to share the carriageway with vehicles). Traffic data obtained from the Department for Infrastructure and Transport (DIT) indicates that Riverview Road has an Annual Average Daily Traffic (AADT) volume

in the order of 850 vehicles per day (vpd). Adjacent the site, an 80 km/h speed limit applies on Riverview Road.

Onkaparinga Valley Road is an arterial road under the care and control of DIT. Adjacent the site, Onkaparinga Valley Road comprises a single traffic lane in each direction with adjacent sealed shoulders on each side. Traffic data obtained from DIT indicates that this section of Onkaparinga Valley Road has an AADT volume in the order of 9,200 vpd. Adjacent the site, an 80 km/h speed limit applies on Onkaparinga Valley Road.

The Amy Gillett Bikeway runs parallel to Onkaparinga Valley Road (on the eastern side of the road). The Bikeway comprises a sealed, two-way bicycle and pedestrian path from Oakbank to Mt Torrens (via Woodside).

Figure 1 illustrates the location of the subject site and the adjacent roads.

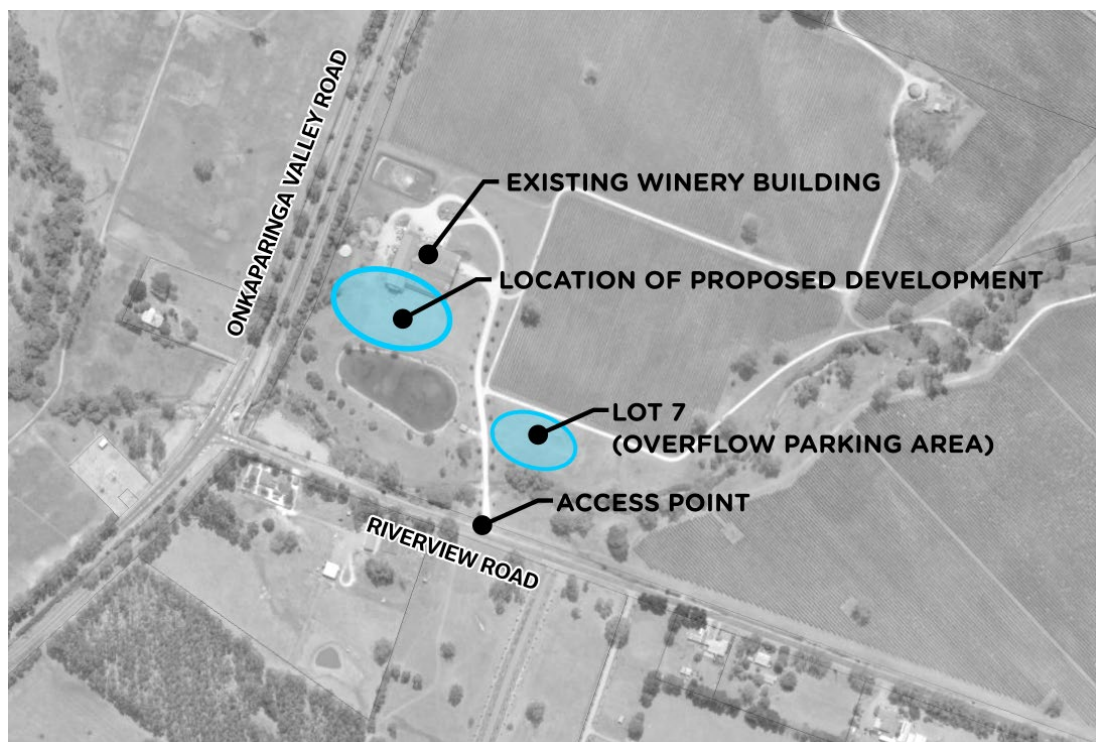


Figure 1 – Location of the subject site and the adjacent road

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELDS

The proposed development comprises the expansion of the existing winery to include tasting, dining, bar, lounge and meeting/function areas (as well as ancillary back-of-house service and administration areas). The proposed expansion will result in the provision of an additional 838 m² internal ground floor

area, 306 m² mezzanine and balcony floor area, and 301 m² of external terrace area.

It is proposed that functions of up to 400 persons be undertaken at the site on no more than six occasions a year (with no more than one event occurring in any single month). Larger events (such as the Winter Reds event) would continue to be undertaken under separate special approvals and licencing (as assessed by the approvals authorities on a case-by-case basis). Typical patronage levels would be well below the above event capacities.

3.2 ACCESS AND PARKING DESIGN

The site will continue to be accessed via the existing driveway from Riverview Road. However, it has been recommended that the access be slightly widened to improve accommodation of two-way commercial vehicle movements (including service and delivery vehicles as well as buses). The existing culvert crossing will result in the restriction of a portion of the driveway to one-way flow at a time, however, there will be adequate width either side for vehicles to pass and the arrangement is considered acceptable. In particular, there is sufficient separation between the culvert crossing and Riverview Road to ensure vehicles waiting for others to pass will not queue back on to the adjacent road.

A new patron parking area will be provided to the south-west of the new building extension (with 69 parking spaces including two spaces for use by persons with disabilities). A 14-space staff parking area and additional loading area will also be provided to the west of the new building. A total of 83 formalised parking spaces will be provided within the site (in addition to the informal existing staff parking to the north of the existing winery building).

The parking area will comply with the requirements of the Australian/New Zealand Standard for *"Parking Facilities – Part 1: Off-street car parking"* (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard for *"Parking Facilities – Part 6: Off-street parking for people with disabilities"* (AS/NZS 2890.6:2009) in that:

- regular parking spaces will be at least 2.6 m wide and 5.4 m long;
- disabled parking spaces will be 2.4 m wide and 5.4 m long, with an adjacent shared space of the same dimension;
- parking aisles will be 5.8 m wide;
- 1.0 m end-of-aisle extension will be provided beyond the last parking spaces in blind aisles; and
- 0.3 m clearance will be provided to objects greater than 0.15 m in height.

In addition to the formalised parking, additional overflow (event) parking can be accommodated on the area to the east of the driveway, referred to as Lot 7. The overflow parking area could accommodate 49 cars as illustrated in Figure 2.

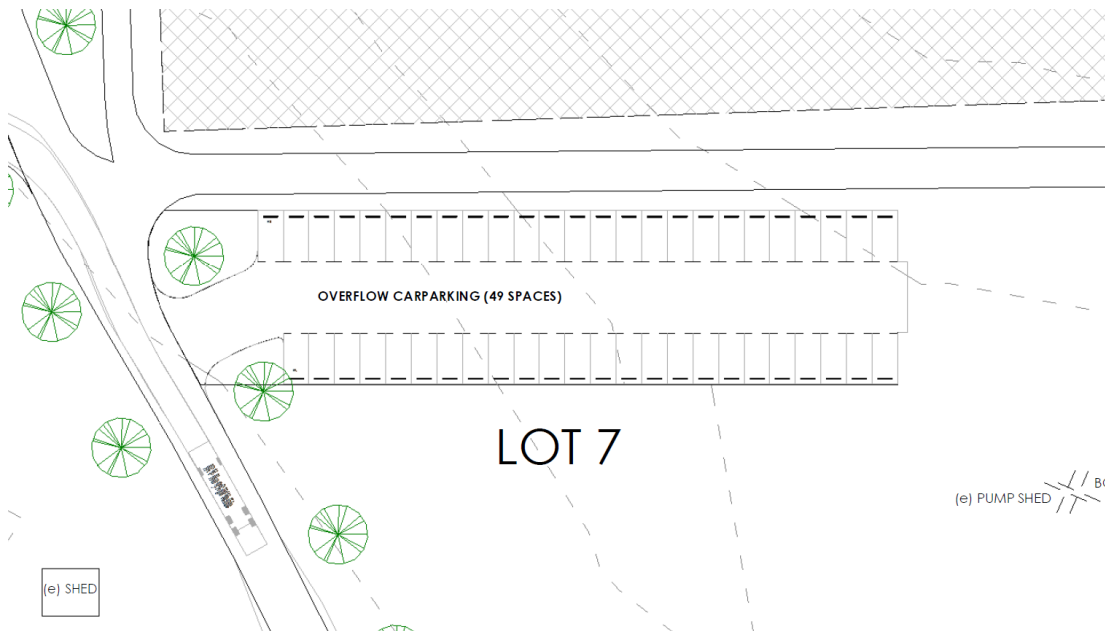


Figure 2 – Possible layout for overflow spaces on Lot 7

A connection between the bicycle parking and the Amy Gillett Bikeway (via the car park area) could also be provided (albeit would be subject to further negotiation with relevant stakeholders associated with the Bikeway corridor). Bicycle parking is not currently identified on the plan, however, could easily be identified during detailed design (and conditioned accordingly if need be). The provision of four bicycle rails for use by visitors and staff (each capable of accommodating two bicycles) is considered sufficient to accommodate potential demands.

3.3 COMMERCIAL VEHICLE ACCESS

Commercial vehicles (including 19 m Semi-Trailers) will continue to access the winery via the driveway and rear loop road. A new loading area will also be provided to the west of the new building areas (for service and delivery movements associated with the hospitality areas). This area will accommodate movements by rigid vehicles up to 11.0 m in length (such as front lift refuse collection vehicles) as illustrated in Figure 3.

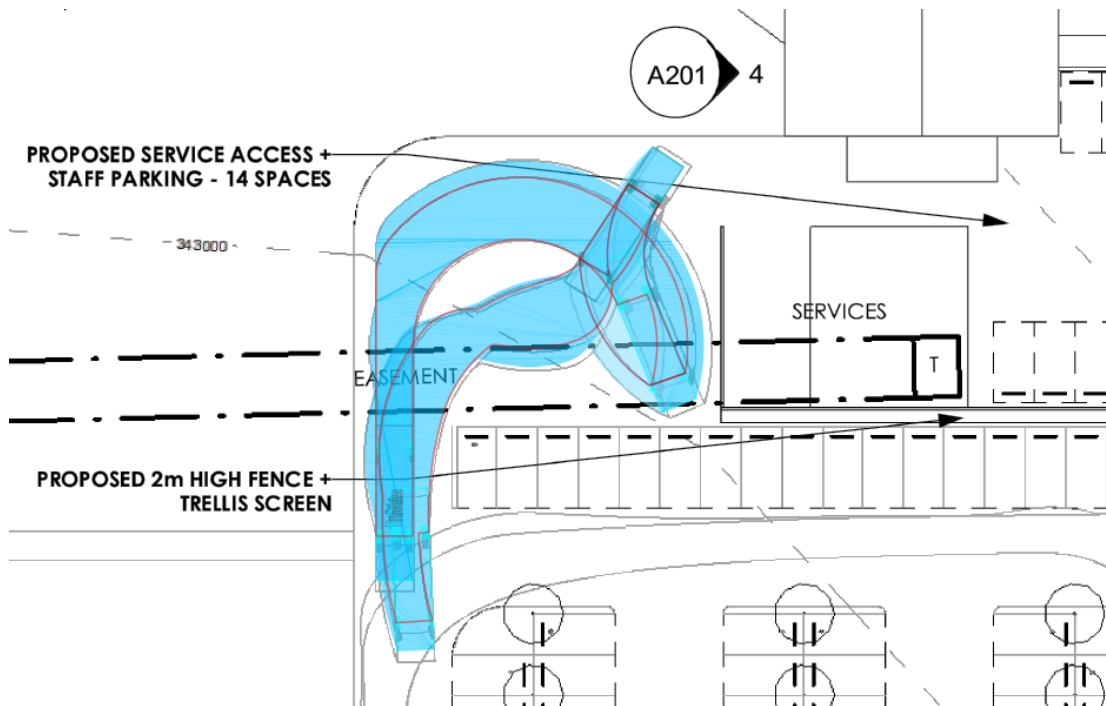


Figure 3 – Commercial vehicle turnaround movement for the new service area

In addition to servicing and delivery movements, there will also be potential for mini-buses and buses (coaches) to access the site. Such vehicles will be able to circulate around either the patron parking area as illustrated in Figure 4 (and set-down/pick-up patrons via the circulation driveway) or utilise the existing rear loop road.

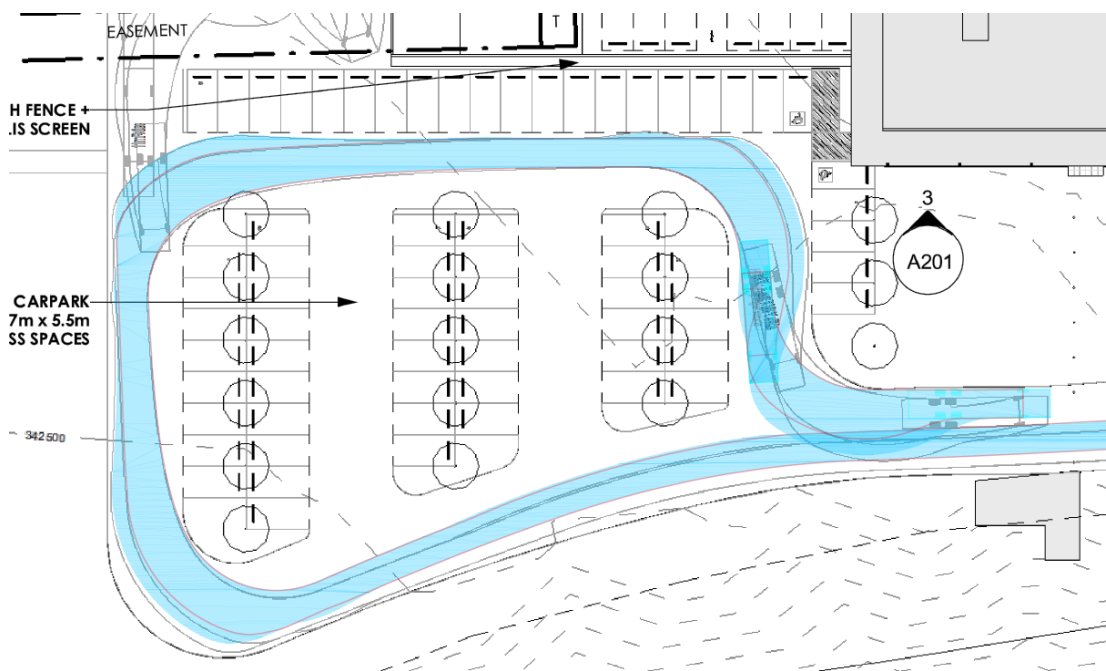


Figure 4 – Bus movements within the proposed car park

The internal access arrangements will ensure that all vehicles (including commercial vehicles) will be able to enter and exit the site in a forward direction.

4. PARKING ASSESSMENT

4.1 CAR PARKING

Council's Development Plan (Table AdHi/4) identifies the following parking provision rates which could be considered relevant to the subject proposal:

- **entertainment venue** – one space per four seats or eight spaces per 100 m² (whichever is greater);
- **hotel and licensed premises** – one space per 2 m² of bar floor area, plus one space per every three seats provided or able to be provided within a dining room;
- **non-residential development** (other than those listed in Table AdHi/4) – four spaces per 100 m² (minimum) to six spaces per 100 m² (maximum); and
- **restaurant (traditional)** – one space per three seats or one space per 15 m², whichever is greater and one space per six seats for outdoor eating areas.

There are, therefore, a number of different rates which could arguably be applicable to the subject proposal. I understand that for similar developments with the Adelaide Hills Council area, staff have previously suggested that a rate of one space per three persons permitted on-site would be appropriate. Such a rate is commonly applied to restaurants and (internal) dining areas as well as function areas.

On the basis of the above rate, there would be a requirement for 134 spaces associated with the 400-person capacity. However, the 400-person capacity is only associated with infrequent events (six times per year) and, during these events, additional overflow parking will be provided on Lot 7. Accordingly, there would be adequate parking supply within the site during these times.

In reality, lower parking demands (than one vehicle per three patrons) are typically experienced during large events as a greater number of patrons arrive by mini-bus/bus and higher car occupancies are also typically observed.

In addition to the above rates, I note that Table AdHi/4 also states that:

"A proponent may take an empirical assessment of car parking demand to determine a reduced provision of on-site car parking considering ... any ... factors that may influence a reduced demand for car parking."

In comparison to the rate adopted above, surveys undertaken by CIRQA at similar existing facilities in the Adelaide Hills suggest that the rate of one space per three seats is conservatively high. Specifically, CIRQA has previously identified the following peak parking demands at two comparable locations:

- **Maximilian's Restaurant/Sidewood Cellar Door, Verdun** (surveyed Sunday, 23 October 2016) – a peak parking demand equating to one parking space per 6.6 patrons (based on licensed capacity) or 4.1 spaces per 100 m² floor area (gross covered/indoor area plus public outdoor dining/function areas); and
- **Howard Vineyard, Restaurant and Cellar Door, Nairne** (surveyed Sunday, 12 October 2014) – a peak parking demand of one parking space per 6.9 patrons (based on licensed capacity) or 5.3 spaces per 100 m² floor area (gross covered/indoor area plus public outdoor dining/function areas).

I note that the above surveyed rates included consideration of staff parking demands (as well as patron related parking). Notably, the dining areas of both of the above facilities were fully booked on the days of the surveys (but were operating under standard conditions with no major events being held). The above rates are therefore considered relevant to a typical 'design demand' associated with the proposed development.

On the basis of these surveyed parking rates, the proposed capacity for 400 persons at the subject site would be forecast to generate peak demands in the order of 60 parking spaces (based on a 'per person' rate) or 60 to 77 spaces (based on 'per floor area' basis). This indicates that the parking demands associated with the site would typically be easily accommodated within formalised staff and patron parking areas.

In reality, typical patronage levels will be below the proposed 400-person capacity and parking demands even lower than suggested by the above assessment. On the basis of the above, it is considered that more than sufficient parking will be provided within the site for both typical demands and major event demands.

5. TRAFFIC ASSESSMENT

Traffic generation studies and guidelines typically utilised by traffic consultants do not identify specific rates directly applicable to wineries. The NSW RTA's "*Guide to Traffic Generating Developments*" does, however, identify a rate of five peak hour trips per 100 m² of floor area. Adopting this rate, there would be approximately 70 peak hour trips generated by the proposal.

However, as demonstrated by the surveys identified in Section 4, parking demands at facilities such as that proposed are less than half that typically

associated with restaurants. It follows that the traffic generation will also likely be lower than the theoretical restaurant rate. Assuming a 50% discount to the above rate, it is anticipated that there would be a more typical peak hour generation of 35 trips.

It is acknowledged that higher volumes could be generated during a major event (if it has specific start/finish times), however as such events would occur infrequently (six times a year), such a scenario would not be considered to be a typical 'design' level for assessment of traffic impacts.

For the typical 'design' volumes, assuming a 50% in/50% out split during the site's peak hour, there would be an additional 18 ingress and 18 egress movements (rounded up) associated with the site. It is also assumed that 70% of movements would be to/from the west of the access (i.e. to/from Onkaparinga Valley Road) and 30% would be to/from the east (i.e. to/from Woodside–Nairne Road or Pfeiffer Road). On this basis, the peak hour traffic generation associated with the proposal would equate to approximately:

- 13 left-in movements;
- 5 right-in movements;
- 5 left-out movements; and
- 13 right-out movements.

The forecast traffic movements are low and would be readily accommodated on the adjacent road network. While it is acknowledged there would also be additional movements associated with the existing uses, these would be negligible during the peak hours associated with the proposed uses.

Of particular note, the forecast volumes would not warrant separated turn lanes at the access point as per the warrants identified in the Austroads *"Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management (AGTM05-20)"*.

A high-level SIDRA intersection modelling analysis has been undertaken for the forecast volumes at the site's access point (detailed output is provided in Appendix B). The through volumes have been based on available DIT data. The SIDRA analysis indicates that all movements at the access point and on Riverview Road will have very low degrees of saturation and high Levels of Service (all movements will have an 'A' rating). There will be negligible queueing experienced at the access point and on Riverview Road with 95th percentile queues of zero vehicles. Delays for turning movements at the access point will be in the order of seven seconds or less. The SIDRA analysis confirms that there will be negligible impact on through bound movements on Riverview Road and

that there is adequate capacity to easily accommodate movements into and out of the subject site. The SIDRA also indicates that there is more than sufficient capacity to accommodate higher flows during major events.

As noted above, it is considered that infrequent major events are not a relevant 'design' level for traffic impact assessment. Nevertheless, a sensitivity analysis has been undertaken for conditions at the access points based on a doubling of the movements forecast above. The associated SIDRA results are also provided in Appendix B. The sensitivity analysis indicates that, even with double the movements into and out of the site, there would be Levels of Service of 'A' on all approaches with negligible queuing and delays.

In respect to the impact of the proposal on the Onkaparinga Valley Road/ Riverview Road intersection, there will be less than 20 additional peak hour movements distributed to the intersection during the typical peak hour period associated with the proposal. The additional number of movements distributed to any one turn at the intersection would be less than ten peak hour trips. Such additional volumes are very low and will have negligible impact on conditions at the intersection.

On the basis of the above, there will be minimal impact on traffic conditions at the site access point and on the adjacent road network as a result of the proposed development.

6. SUMMARY

The proposed redevelopment of the Wicks Estate Winery site comprises the expansion of the existing building to provide new cellar door, restaurant, bar and function areas within the subject site.

The development will be serviced by 83 formalised parking space with access via the existing crossover on Riverview Road. The car park will be provided in accordance with the requirements of the relevant Australian Standards. Additional informal parking will be provided at the rear of the existing building (i.e. existing staff parking area).

The proposed parking provision is considered to be more than sufficient to accommodate typical peak demands associated with the site. In addition, there will be further overflow capacity (within Lot 7) for infrequent large events at the site.

The traffic generation associated with the site will be low, within the order of 35 movements generated during the peak hour. Minimal queuing and delays will be experienced at the site access. The forecast movements will be easily

accommodated on the adjacent road network with minimal impact on conditions at the site access and adjacent intersections.

APPENDIX A

JBG ARCHITECTS PTY LTD'S PLANS

WICKS ESTATE WINERY

NEW WINE SALES

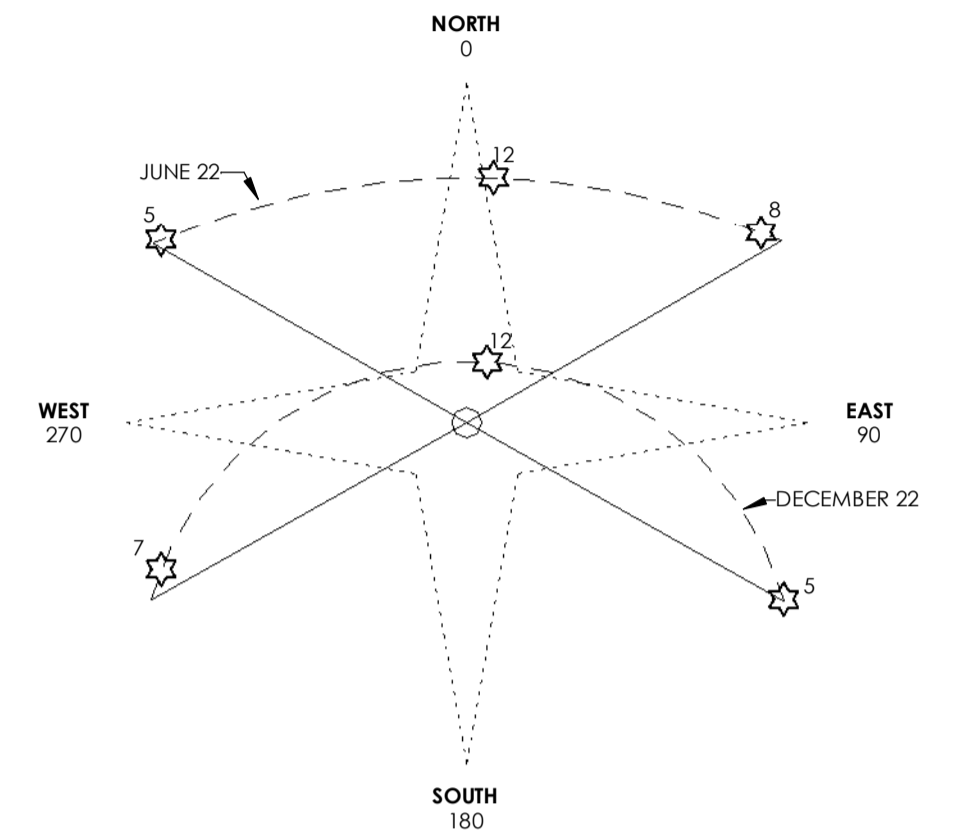
ARCHITECTURAL DRAWING LIST

DWG No.	DWG CONTENT	ISSUE	DATE	ISSUED FOR
A000	COVERSHEET, PERSPECTIVE + BLOCK PLAN	F	22.10.20	AMENDMENTS
A001	SITE PLAN	F	22.10.20	AMENDMENTS
A100	FLOOR PLAN GROUND PRESENTATION	E	29.05.20	CLIENT REVIEW
A101	FLOOR PLAN LEVEL 1 PRESENTATION	E	29.05.20	CLIENT REVIEW
A201	ELEVATIONS PRESENTATION	F	22.10.20	AMENDMENTS
A301	SECTIONS	F	22.10.20	AMENDMENTS
A302	SECTIONS	F	22.10.20	AMENDMENTS
A901	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A902	PERSPECTIVES EXTERIOR	E	29.05.20	CLIENT REVIEW
A911	PERSPECTIVES INTERIOR	E	29.05.20	CLIENT REVIEW

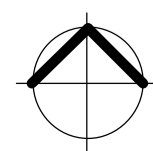
ABN 31 882 116 195
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WARNING
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Issue	Issued For	By	Chkd	Date
A	CLIENT REVIEW	LK	JG	18.10.19
B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20



1 | BLOCK PLAN
 A201 1:2000
 0 20m 40m 60m 80m 100m
 1:2000 @ A1, 1:4000 @ A3



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WICKS ESTATE

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**COVERSHEET,
 PERSPECTIVE +
 BLOCK PLAN**

Project Number
1906

Drawn by
 TN

Approved by
 JG

Drawing Number
 A000

Issue
 F



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A	CLIENT REVIEW	LK	JG	18.10.19
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C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	29.04.20
E	CLIENT REVIEW	TN	JG	29.05.20
F	AMENDMENTS	LK	JG	22.10.20

SITE AREA COVERAGE		m ²
EXISTING WINERY BUILDING		3000.00
PROPOSED BUILDING		
GROUND FLOOR		838.00
MEZZANINE + BALCONY		306.00
TERRACE		301.00
TOTAL BUILDING AREA		4445.00 m²
PROPOSED CARPARKS		
STAFF CARPARKS		14
VISITOR CARPARKS		67
OVERFLOW VISITOR CARPARKS		49
ACCESSIBLE CARPARKS		2
TOTAL PROPOSED CARPARKS		132

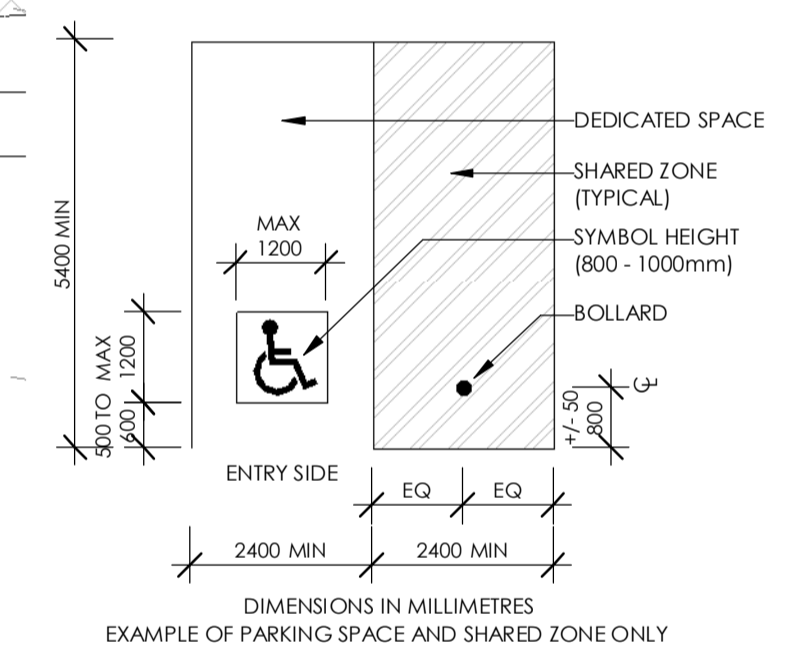
ACCESS CARPARKING REQUIREMENTS

ACCESS CARPARKING NOTES
SPACE IDENTIFICATION
EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 2890.6 OFF-STREET PARKING FOR PEOPLE WITH DISABILITIES BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE.

SPACE DELINEATION
DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

- SHARED AREAS SHALL BE MARKED AS FOLLOWS:
- WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE OUTLINED WITH UNBROKEN LONGITUDINAL LINES 80mm TO 100mm WIDE ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
 - OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (eg BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ± 10 DEGREES TO THE SIDE OF THE SPACE.

- GENERAL NOTES**
- NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
 - PAVEMENT MARKINGS SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE.
 - RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.
 - ENSURE ACCESS CARPARK AND SHARED ZONE COMPLIES WITH LOCAL COUNCIL DEVELOPMENT GUIDELINES.
 - PLEASE REFER SITE PLAN FOR SETOUT DETAILS.



- CARPARK NOTES**
- STANDARD CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP
 - ACCESSIBLE CAR PARKING SPACES - 2.7m WIDE X 5.5m DEEP WITH SHARED ZONE 2.7m WIDE X 5.5m DEEP
 - PROVIDE CONCRETE WHEEL STOP AT EACH PARKING SPACE

WICKS ESTATE

Architect
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WICKS ESTATE WINERY NEW WINE SALES

Project Address
RIVER VIEW ROAD
WOODSIDE SA 5244

Drawing Title
SITE PLAN

Project Number	1906	Drawn by	TN
Drawing Number	A001	Approved by	JG
		Issue	F

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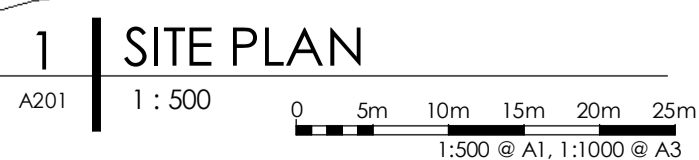
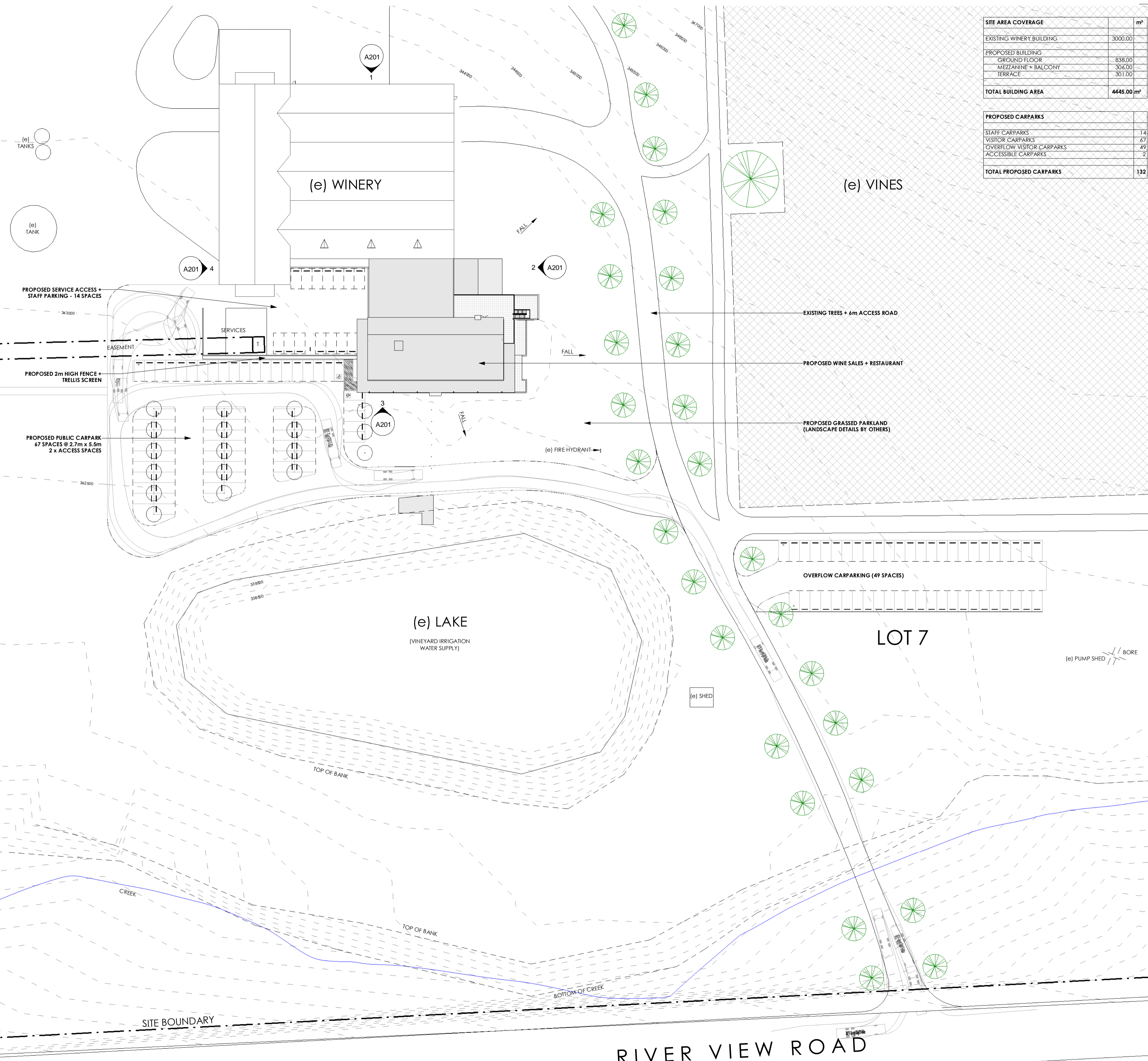
ONKAPARINGA VALLEY ROAD

ABANDONED RAIL LINE

SITE BOUNDARY

SITE BOUNDARY

RIVER VIEW ROAD

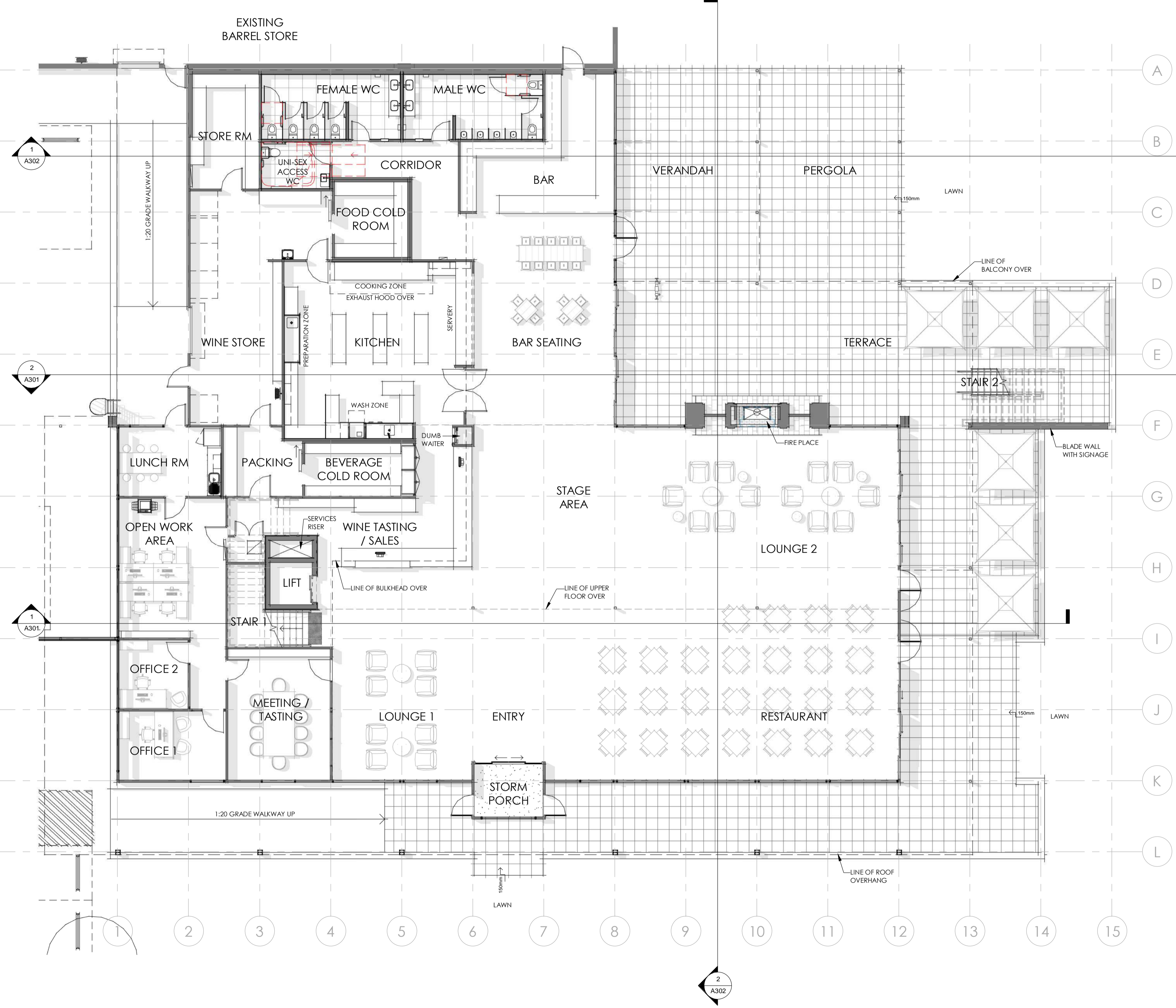


1 SITE PLAN

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B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 | PRESENTATION PLAN - GROUND
 A201 1:100
 0 1.0m 2.0m 3.0m 4.0m 5.0m
 1:100 @ A1, 1:200 @ A3

WICKS ESTATE

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title	
FLOOR PLAN GROUND PRESENTATION	
Project Number	Drawn by
1906	TN
	Approved by
	JG
Drawing Number	Issue
A100	E

NOT FOR CONSTRUCTION

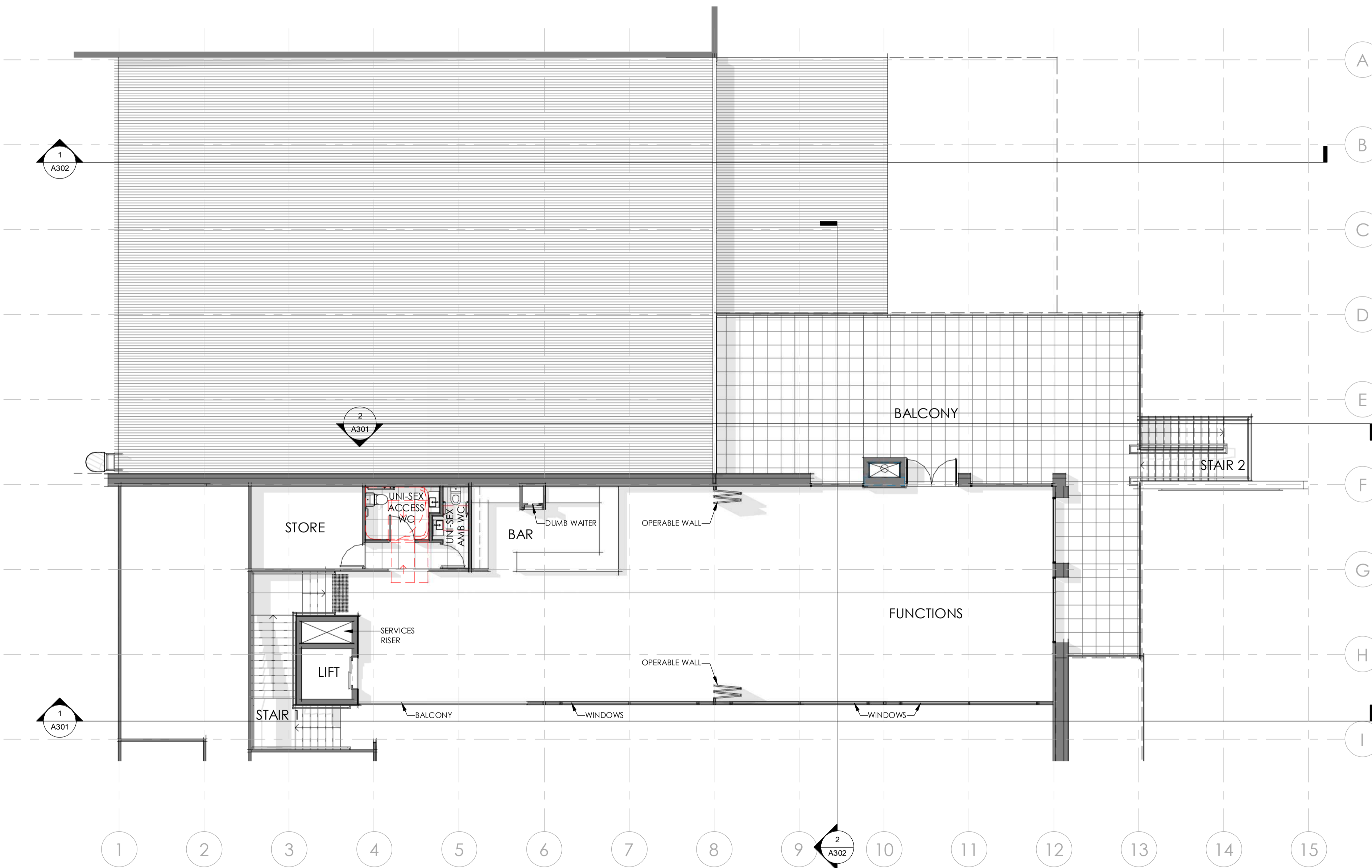


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B	CLIENT REVIEW	LK	JG	06.11.19
C	CLIENT REVIEW	LK	JG	11.03.20
D	CLIENT REVIEW	LK	JG	24.04.20
E	CLIENT REVIEW	TN	JG	29.05.20



1 PRESENTATION PLAN - LEVEL 1

A201 1 : 100
 0 1.0m 2.0m 3.0m 4.0m 5.0m
 1:100 @ A1, 1:200 @ A3



WICKS

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Project Name
**WICKS ESTATE WINERY
 NEW WINE SALES**

Project Address
 RIVER VIEW ROAD
 WOODSIDE SA 5244

Drawing Title
**FLOOR PLAN LEVEL 1
 PRESENTATION**

Project Number	Drawn by
1906	TN
	Approved by
	JG
Drawing Number	Issue
A101	E

NOT FOR CONSTRUCTION



APPENDIX B

SIDRA ANALYSIS RESULTS

INTERSECTION SUMMARY

▽ Site: 101 [Wicks Estate]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	60.0 km/h	60.0 km/h
Travel Distance (Total)	129.8 veh-km/h	155.8 pers-km/h
Travel Time (Total)	2.2 veh-h/h	2.6 pers-h/h
Demand Flows (Total)	128 veh/h	154 pers/h
Percent Heavy Vehicles (Demand)	2.0 %	
Degree of Saturation	0.031	
Practical Spare Capacity	3062.6 %	
Effective Intersection Capacity	4144 veh/h	
Control Delay (Total)	0.04 veh-h/h	0.05 pers-h/h
Control Delay (Average)	1.1 sec	1.1 sec
Control Delay (Worst Lane)	1.6 sec	
Control Delay (Worst Movement)	7.0 sec	7.0 sec
Geometric Delay (Average)	1.1 sec	
Stop-Line Delay (Average)	0.1 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0.1 veh	
95% Back of Queue - Distance (Worst Lane)	0.4 m	
Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	15 veh/h	18 pers/h
Effective Stop Rate	0.12	0.12
Proportion Queued	0.03	0.03
Performance Index	2.6	2.6
Cost (Total)	58.78 \$/h	58.78 \$/h
Fuel Consumption (Total)	10.7 L/h	
Carbon Dioxide (Total)	25.3 kg/h	
Hydrocarbons (Total)	0.003 kg/h	
Carbon Monoxide (Total)	0.049 kg/h	
NOx (Total)	0.025 kg/h	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 31.5% 1.3% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	61,642 veh/y	73,971 pers/y
Delay	20 veh-h/y	23 pers-h/y
Effective Stops	7,223 veh/y	8,667 pers/y
Travel Distance	62,314 veh-km/y	74,777 pers-km/y
Travel Time	1,038 veh-h/y	1,246 pers-h/y
Cost	28,216 \$/y	28,216 \$/y
Fuel Consumption	5,139 L/y	
Carbon Dioxide	12,145 kg/y	
Hydrocarbons	1 kg/y	
Carbon Monoxide	23 kg/y	
NOx	12 kg/y	

MOVEMENT SUMMARY

▽ Site: 101 [Wicks Estate]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Riverview Road [E]												
5	T1	45	2.0	0.027	0.0	LOS A	0.0	0.2	0.03	0.07	0.03	78.5
6	R2	5	2.0	0.027	6.8	LOS A	0.0	0.2	0.03	0.07	0.03	32.5
Approach		51	2.0	0.027	0.7	NA	0.0	0.2	0.03	0.07	0.03	68.4
North: Wicks Estate Access [N]												
7	L2	5	2.0	0.015	0.1	LOS A	0.1	0.4	0.14	0.14	0.14	30.5
9	R2	14	2.0	0.015	0.9	LOS A	0.1	0.4	0.14	0.14	0.14	30.4
Approach		19	2.0	0.015	0.7	LOS A	0.1	0.4	0.14	0.14	0.14	30.4
West: Riverview Road [W]												
10	L2	14	2.0	0.031	7.0	LOS A	0.0	0.0	0.00	0.15	0.00	71.4
11	T1	45	2.0	0.031	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	77.2
Approach		59	2.0	0.031	1.6	NA	0.0	0.0	0.00	0.15	0.00	75.8
All Vehicles		128	2.0	0.031	1.1	NA	0.1	0.4	0.03	0.12	0.03	60.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

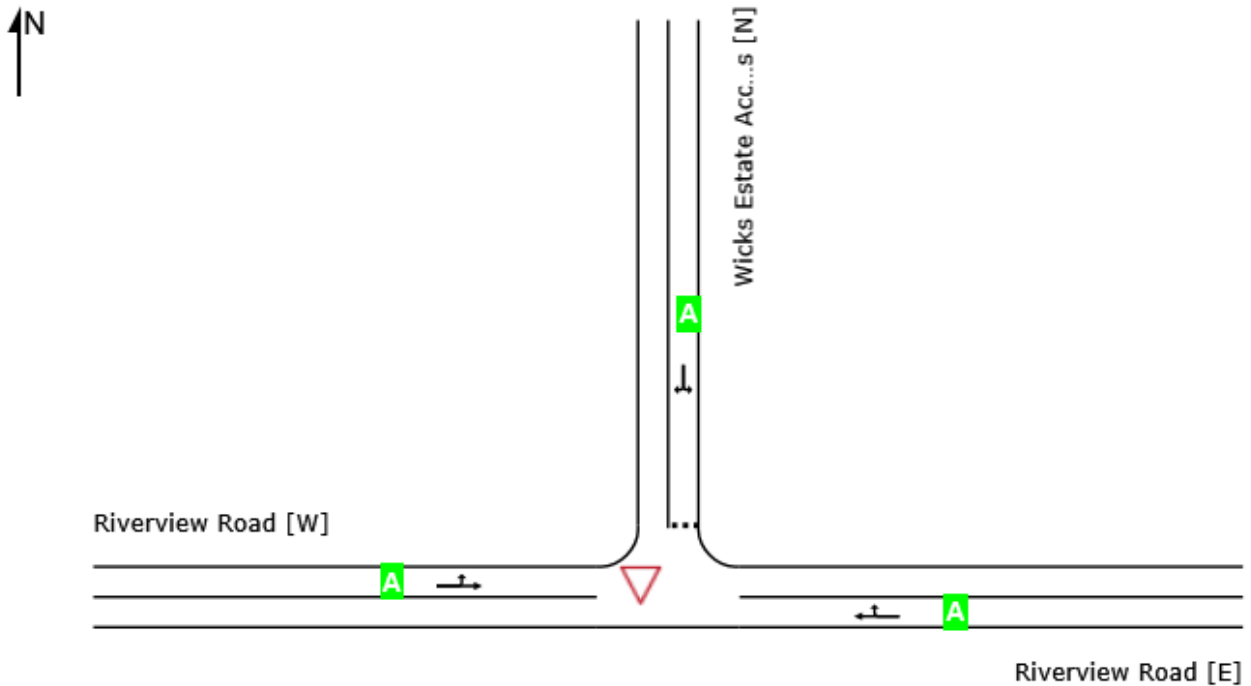
LANE LEVEL OF SERVICE

Lane Level of Service

▽ Site: 101 [Wicks Estate]

Wicks Estate Access
 Site Category: (None)
 Giveaway / Yield (Two-Way)

	Approaches			Intersection
	East	North	West	
LOS	NA	A	NA	NA



Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

INTERSECTION SUMMARY

▽ Site: 101 [Wicks Estate - Sensitivity]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	52.8 km/h	52.8 km/h
Travel Distance (Total)	168.2 veh-km/h	201.9 pers-km/h
Travel Time (Total)	3.2 veh-h/h	3.8 pers-h/h
Demand Flows (Total)	166 veh/h	200 pers/h
Percent Heavy Vehicles (Demand)	2.0 %	
Degree of Saturation	0.038	
Practical Spare Capacity	2448.1 %	
Effective Intersection Capacity	4324 veh/h	
Control Delay (Total)	0.08 veh-h/h	0.10 pers-h/h
Control Delay (Average)	1.8 sec	1.8 sec
Control Delay (Worst Lane)	2.6 sec	
Control Delay (Worst Movement)	7.0 sec	7.0 sec
Geometric Delay (Average)	1.7 sec	
Stop-Line Delay (Average)	0.1 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0.1 veh	
95% Back of Queue - Distance (Worst Lane)	0.7 m	
Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	30 veh/h	36 pers/h
Effective Stop Rate	0.18	0.18
Proportion Queued	0.06	0.06
Performance Index	4.1	4.1
Cost (Total)	91.06 \$/h	91.06 \$/h
Fuel Consumption (Total)	15.4 L/h	
Carbon Dioxide (Total)	36.5 kg/h	
Hydrocarbons (Total)	0.004 kg/h	
Carbon Monoxide (Total)	0.064 kg/h	
NOx (Total)	0.037 kg/h	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 32.0% 2.6% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	79,832 veh/y	95,798 pers/y
Delay	39 veh-h/y	47 pers-h/y
Effective Stops	14,491 veh/y	17,389 pers/y
Travel Distance	80,740 veh-km/y	96,888 pers-km/y
Travel Time	1,528 veh-h/y	1,833 pers-h/y
Cost	43,709 \$/y	43,709 \$/y
Fuel Consumption	7,407 L/y	
Carbon Dioxide	17,500 kg/y	
Hydrocarbons	2 kg/y	
Carbon Monoxide	31 kg/y	
NOx	18 kg/y	

MOVEMENT SUMMARY

Site: 101 [Wicks Estate - Sensitivity]

Wicks Estate Access
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Riverview Road [E]												
5	T1	45	2.0	0.030	0.1	LOS A	0.1	0.4	0.07	0.12	0.07	77.3
6	R2	11	2.0	0.030	6.9	LOS A	0.1	0.4	0.07	0.12	0.07	32.3
Approach		56	2.0	0.030	1.3	NA	0.1	0.4	0.07	0.12	0.07	61.2
North: Wicks Estate Access [N]												
7	L2	11	2.0	0.030	0.1	LOS A	0.1	0.7	0.15	0.15	0.15	30.5
9	R2	27	2.0	0.030	1.0	LOS A	0.1	0.7	0.15	0.15	0.15	30.4
Approach		38	2.0	0.030	0.7	LOS A	0.1	0.7	0.15	0.15	0.15	30.4
West: Riverview Road [W]												
10	L2	27	2.0	0.038	7.0	LOS A	0.0	0.0	0.00	0.25	0.00	70.0
11	T1	45	2.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	75.6
Approach		73	2.0	0.038	2.6	NA	0.0	0.0	0.00	0.25	0.00	73.4
All Vehicles		166	2.0	0.038	1.8	NA	0.1	0.7	0.06	0.18	0.06	52.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: CIRQA PTY LTD | Processed: Friday, 23 October 2020 10:18:24 AM

Project: C:\Users\JeremyBayly\Cirqa Pty Ltd\Cirqa Pty Ltd Team Site - Public\2020\20195 Wicks Estate Winery 29 Riverview Road Woodside \SIDRA\Project2.sip8

Appendix 4. Stormwater Management Plan &
Waste Water Management Report
(TMK Engineers)

TMK CONSULTING ENGINEERS

1902045_SWMR-A

11th February 2021



STORMWATER & WASTEWATER MANAGEMENT REPORT

WICKS ESTATE WINERY.
RIVER VIEW ROAD, WOODSIDE, SA.

prepared for

WICKS ESTATE WINERY.



Our Ref: 1910192_SWMR-A
11th February 2021

WICKS ESTATE WINERY
C/- EKISTICS
RIVER VIEW ROAD,
WOODSIDE, SA 5244

ATTENTION: Simon Wicks

Email: simonwicks@wicksestate.com.au

Dear Simon,

**RE: STORMWATER & WASTEWATER MANAGEMENT REPORT
WICKS ESTATE WINERY
RIVER VIEW ROAD, WOODSIDE, SA 5244.**

TMK Consulting Engineers is pleased to present a PDF copy of our Stormwater & Wastewater Management Report for the above project. This report has been prepared to comply with the following relevant SAA Standards and Guides:

- ARRB Special Report 35: *Subsurface drainage of road structures*;
- Australian Rainfall and Runoff, Volumes 1 & 2: *A guide to flood estimation*;
- Australian Runoff Quality: *A guide to water sensitive urban design*;
- Storm Drainage Design in Small Urban Catchments: *A handbook for Australian practice*;
- *Water Sensitive Urban Design (WSUD) Technical manual for the greater Adelaide region*;
- *Urban Stormwater Best Practice Environmental Management Guidelines*.

This report must be read in conjunction with all attachments. Changes to the design or construction must not be made without further written advice from the Engineer.

This report is valid for a period of 24 months, based on current standards and regulations.

If you require further information or clarification regarding any aspect of this report, please do not hesitate to contact the undersigned.

For and on behalf of
TMK Consulting Engineers

ALEX PEREZ
Civil Engineer

SAKIL MOSTAFA
hydraulics Engineer



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1 STORMWATER MANAGEMENT STRATEGIES

1.1 Introduction

This report details the stormwater management strategies for the proposed re-development located at River View Road, Woodside (refer *Figure 1 – Site Aerial View*). The objective of the report is to demonstrate how stormwater runoff would be captured and conveyed from the subject site safely to the receiving natural drainage network while considering stormwater quality management and the incorporation of Water Sensitive Urban Design (WSUD) elements.



FIGURE 1 – WICKS ESTATE WINERY - SITE AERIAL VIEW (SOURCE: LOCATIONSA)

1.2 Existing Stormwater Drainage Network

As identified on *Government of South Australia* infrastructure mapping (*LocationSA*) (refer *Figure 1 – Site Aerial View*) the Inverbrackie creek is flowing within the allotment, which is collecting most of the stormwater run-off of the property. Currently the winery has a dam located at the south-west corner of the property (above Inverbrackie creek) which stores stormwater for irrigation purposes.

Upon review of field survey data provided by JBG Architects it has been identified that the existing dam top of bank level varies, having a low point present at the north-west corner of the dam. Information obtained on *Government of South Australia* flood mapping (*WaterConnect*) indicates on the "Upper Onkaparinga Floodplain Mapping 2004" a 100Yr ARI flood zone at the north-west corner of the dam which eventually flows back into the creek at the southern boundary. This demonstrates a current uncontrolled overflow present in a major storm event at the north-west corner of the dam.

1.3 Overview

The subject site covers an area of approximately 61.37ha, however the proposed works will be carried out on 1.134Ha approximately. This proposed site consists mostly of landscaping areas which discharge into the existing irrigation dam. The existing Wicks building is discharging roof water into the dam via underground pipework, because the proposed development will not increase the current roof area from this structure, the report is excluding this building on this assessment.

The existing irrigation dam is collecting most of the stormwater run-off present on the site due to its lower elevation inside the allotment. No connection structure is present between the dam and the Inverbrackie creek. The proposed stormwater

design will keep the existing dam as the main collection point of the new stormwater run-off generated from the proposed works and will create a controlled overflow route for a major storm event.

1.3.1 Irrigation Dam

Stormwater run-off from the proposed roof structure will be collected via conventional stormwater pipe network and will be discharge into the existing discharge outlet located at the north boundary of the dam.

Stormwater run-off from the proposed carparks will be collected via grassed swales and will be discharged into the existing dam through a proposed stormwater outlet. Carparks will have a slope of approximate 1% falling into the proposed swales. On areas where this is not achievable, stormwater grated sump and conventional underground pipe network will be installed to provided appropriate drainage.

Due to the increased stormwater inflow into the existing dam, it is required to lift the lowest top of bank levels (currently at RL. 342.25) located at the north-west corner to increase the total volume retained within the waterbody. Earthwork will be carried out locally from western to northern dam boundary lifting up the top of bank level to RL. 342.55 with a embankment not steeper that 1:3. The new top of bank level will increase the total surface area of the water body and increase the volume to store the new run-off during a major storm event.

According to calculations is expected that a major storm event will be stored within the basin without compromising any propose building. Proposed building FFL will be approximate a metre above the top of bank level from the basin, this guaranties no flood will be present at the proposed building.

An overflow swale will be provided at the same location of the existing uncontrolled overland flow path to discharge stormwater into Inverbrackie creek during a 100Yr ARI storm scenario.

1.3.2 Water Sensitive Urban Design

The key strategies planned to manage the quality of stormwater discharged from the proposed site include the use of grassed swales to remove nitrogen and phosphorous levels present within the carpark prior discharging it into the existing irrigation dam.

A MUSIC model has been provided to demonstrate the efficiency and the required length of the proposed swale to comply with local council water quality targets.

1.4 Design Criteria

The stormwater management report is prepared in accordance with the design criteria listed below with reference to Australian Standards AS3500.3:2015 Stormwater Drainage and *Storm Drainage Design in Small Urban Catchments*, a handbook for Australian practice by John Argue & *Australian Rainfall and Runoff (ARR87)*, Book Eight - Urban Stormwater Management.

- The stormwater drainage system shall be designed using Bureau of Meteorology (BoM) published rainfall Intensity Frequency Duration (IFD) data as a minor / major system to accommodate the 1 in 10 / 1 in 100 year ARI storm events.

1.5 Flood Management

Flood protection measures including defined overland flow routes are planned to convey any gap flows due to seismic waves and other hydraulic factors including system blockage. Further investigation of the proposed system will be undertaken during the detail design stage and the proposed stormwater drainage system would be designed to provide sufficient capacity for both performance levels defined as the minor / major drainage system in accordance with the relevant design guidelines.

The minor system would be designed to accommodate the 10 year average recurrence internal (ARI) with a minimum freeboard of 150 mm maintained between the hydraulic grade level (HGL) in a stormwater pit and the finished surface level.

The major system would be designed so that no inundation of any building or adjoining property occurs as a result of a 100 year ARI storm event and the gap flows are conveyed within the defined overland flows paths located within the re-development.

2 STORMWATER CALCULATIONS & MODELLING RESULTS

2.1 Stormwater Calculations:

2.1.1 Catchment Details

PRE-DEVELOPMENT: (Tc = 5 min)

	Coefficient	Area (m ²)	Area (%)
Roof:	1.00	0	0
Paving:	0.75	0	0
Unsealed Road:	0.15	0	0
Landscaping:	0.12	7440	100
Total Pre-Dev	0.12	7440	100

POST-DEVELOPMENT: (Tc = 5 min)

Proposed Stored:	Coefficient	Area (m ²)	Area (%)
Roof:	0.90	1200	16
Paving:	0.75	6240	84
Unsealed Road:	0.15	0	0
Landscaping:	0.10	0	0
	0.77	7440	100
Proposed Undetained:	Coefficient	Area (m ²)	Area (%)
Roof:	0.90	0	0
Paving:	0.75	0	0
Unsealed Road:	0.15	0	0
Landscaping:	0.10	0	0
	0.10	0	0
Total Post-Dev	0.77	7440	100

2.1.2 Permitted Site Discharge (PSD)

Design Storm Event	5 yr ARI	
Run-off Coefficient (C)	0.12	
Rainfall Intensity	82.80	mm/hr
Catchment Area	7440	m ²
Allowable Discharge	20.53	L/sec

2.1.3 Proposed Undetained Discharge for Design Storm Event

Design Storm Event	100 yr ARI	
Run-off Coefficient (C)	0.10	
Rainfall Intensity	175.00	mm/hr
Catchment Area	0	m ²
Undetained Discharge	0.00	L/sec

2.1.4 Total Allowable Discharge from Storage System

Allowable Discharge	20.53	L/sec
Undetained Discharge	0.00	L/sec
Total Allowable Discharge	20.53	L/sec
Total Proposed Discharge	0.00	L/sec

2.1.5 Required Detention Storage Volume for Design Storm Event

Design Storm Event	100 yr ARI			
Catchment Area to Detention	7440	m ²		
Run-off Coefficient (Detained Areas)	0.77			
Total Proposed Discharge	0.00	L/sec		

Storm Duration (mins)	Rainfall Intensity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	175.00	280.00	0.00	84000
6	163.00	260.80	0.00	93888
10	129.00	206.40	0.00	123840
20	87.30	139.68	0.00	167616
30	68.30	109.28	0.00	196704
60	44.40	71.04	0.00	255744
120	28.90	46.24	0.00	332928
180	22.50	36.00	0.00	388800
360	14.90	23.84	0.00	514944
720	9.83	15.73	0.00	679450
1440	6.44	10.30	0.00	890266
2880	4.11	6.58	0.00	1136333
Critical Detention Volume (L)				1136333

2.1.6 Proposed Storage Dimensions

Existing Max. water level allowed prior overflow:	342.25 RL.
Approximate Surface area at Existing Max. water Level:	7,678 m ²
Proposed Max. water level prior overflow:	342.55 RL.
Approximate Surface area at Proposed Max. water level:	7,999 m ²
Proposed batter slope for new Dam extension:	1 in 3
Approximate proposed storage volume:	2,335.5 kL
Critical Storage volume Required	1,136.3 kL

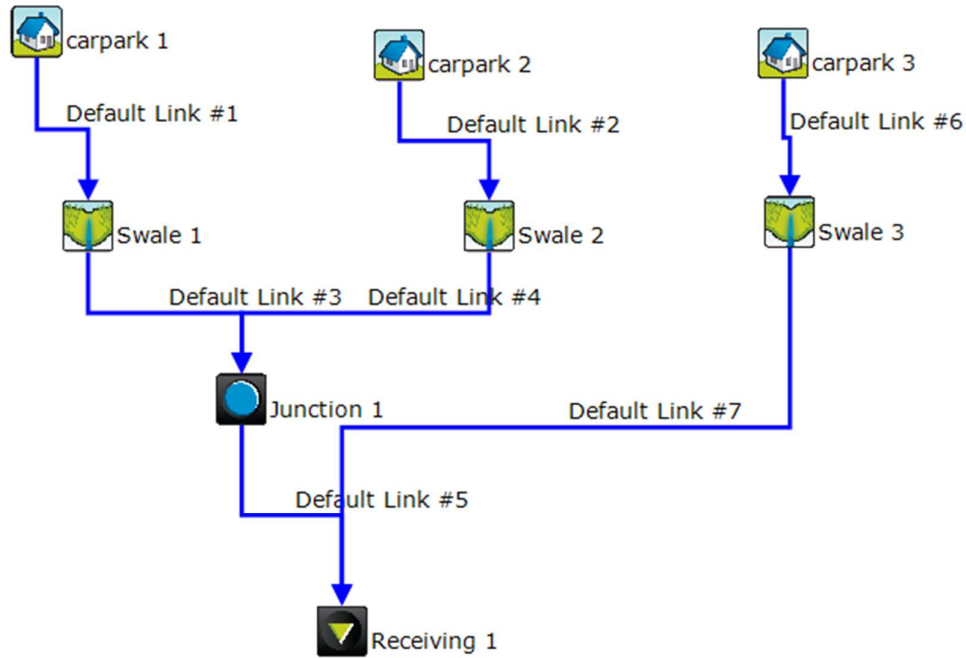
2.2 Water Quality Management

Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to simulate the treatment potential of the proposed treatment train for the re-development. Typical urban pollutant loading generation from the Guidelines for Pollutant Export Modeling in MUSIC User Guide have been used to simulate developed conditions.

Adelaide Hills Council water quality targets are the following:

- 90% reduction in litter/gross pollutants
- 45% reduction in average annual total nitrogen
- 60% reduction in average annual total phosphorous
- 80% reduction in average annual total suspended solids

The results of MUSIC modelling demonstrate the water quality reduction percentages achieved as part of the re-development.



(6) Wicks Estate : Treatment Train Effectiveness

	Sources	Residual Load	% Reduction
Flow (ML/yr)	1.387	1.128	18.7
Total Suspended Solids (kg/yr)	275	15.89	94.22
Total Phosphorus (kg/yr)	0.5957	0.1477	75.21
Total Nitrogen (kg/yr)	4.034	2.08	48.44
Gross Pollutants (kg/yr)	61.49	0	100

FIGURE 2 – MUSIC MODELLING RESULT

3 STORMWATER SUMMARY

- Adelaide Hills Council Water quality targets are been achieved with grassed swale proposal
- Extension of works for new development will be carried out approximately 100 metres away from Inverbrackie creek, which will not disrupt the upstream or downstream flow in accordance to the "Upper Onkaparinga Floodplain Mapping 2004" (*WaterConnect*)
- Proposed Building FFL will be 1 metre above expected flood level. No flood will be expected near the proposed building
- Controlled overland flow path will be constructed to divert stormwater in a major storm event away from the proposed development in any emergency scenario.

4 WASTEWATER MANAGEMENT STRATEGIES

4.1 Existing Site Wastewater System

- The existing winery building on site is currently serviced by an on-site wastewater disposal system consisting of the following;
 - Wastewater discharges to 20kL Settling Tank;
 - (Originally had pH monitoring; but found pH was always at the 7 mark; EPA agreed could be removed)
 - It is then pumped to lagoon;
 - Distributed from lagoons to surface irrigation;
- This system had been approved by EPA

4.2 Proposed Site Wastewater System

Sewer

- A new 100mm effluent connection off council cwms main along Woodside-Nairne Rd is proposed to service the whole site
- This will include redirection of existing discharge from winery building (downstream of 20 kL septic tank) to new cwms connection.
- New **40 kL** septic tank proposed for new cellar door wastewater pre-treatment.
- New effluent pump chamber to achieve connection to cwms system.
- Design basis for septic tank & pump chamber system is **average patronage 250 people/day (maximum 400 people/day)**.
- New sewer reticulation in proposed building.

Trade Waste Pretreatment

- A new 2,400 litre capacity grease arrester is considered suitable in terms of capacity for the proposed cellar door development based on SA Water Trade waste guidelines.
 - No additional pre-treatment of winery discharge as per currently approved system by EPA.
-

Appendix 5. Environmental Noise Assessment
(Sonus)

Wicks Estate Function Centre

Environmental Noise Assessment

October 2020

S6544C3

sonus.

Sonus Contact

Chris Turnbull

Director

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Document Title : Wicks Estate Function Centre
Environmental Noise Assessment

Document Reference : S6544C3

Date : October 2020

Author : Alexander Lee, MAAS

Reviewer : Chris Turnbull, MAAS

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1 INTRODUCTION

An environmental noise assessment has been made of the proposed function centre and cellar door at the existing Wicks Estate winery, Riverview Road, Woodside.

The proposal includes constructing a dedicated function centre building, with cellar door, office, meeting, restaurant and car parking facilities. The proposed development has been designed to accommodate functions, wine tastings, restaurant dining and coaches within the car park. A limited number of large functions are proposed per year (up to 6 and no more than 1 per month) with a capacity of 400 people, while there will also be more regular weddings of 150 to 200 people. Large functions will be held within the ground level space, while smaller functions of up to 100 people may be accommodated in the upper level function room. During larger functions and when the venue operates at capacity, an overflow car park to the southeast of the development will be used to accommodate additional vehicles.

The noise assessment has considered the activity associated with the proposed development, including the following:

- patrons within the outdoor area;
- vehicle movements and car park activity, including pick up and drop off by coaches; and
- music outdoors, in the restaurant area and within the function room.

There are existing noise sensitive locations in all directions from the site, which have been considered in the assessment, with the closest being the residences to the south and to the west. It is understood that there is also an application for a new dwelling on the allotment to the south of the development which has been approved. The proposed dwelling is considered to be a noise sensitive location, however it is noted that as it is further from the site than the existing residences, the noise criteria will inherently be achieved where they are achieved at the existing locations.

The locations of the residences and approved dwelling are shown in Appendix A, while Appendix B provides the ground floor and first floor plans. It is noted that there is also a dwelling on the subject land which is associated with the development (identified in Appendix A) and is therefore not considered to be noise sensitive in the Assessment.

The assessment has been based on:

- Drawings of the proposal titled “Wicks Estate Winery New Wine Sales” and dated 29 May 2020;
- Music within the new function building being played up to 12:00am¹;
- The patron capacity of the total site being no more than 400;
- An inspection of the subject site on 11 June 2020;
- Continuous background noise measurements at the subject site from 11 to 20 August 2020.

2 DEVELOPMENT PLAN

The subject site and the closest residences are located within the Watershed (Primary Production) Zone of the Adelaide Hills Council Development Plan. The Development Plan has been reviewed and the following provisions relating to environmental noise are considered relevant.

Council Wide Provisions – Interface Between Land Uses

Objectives

1. *Development located and designed to minimise adverse impact and conflict between land uses.*
2. *Protect community health and amenity from adverse impacts of development.*
3. *Protect desired land uses from the encroachment of incompatible development.*

Principles of Development Control

1. *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
....
(b) noise
....
2. *Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*

Noise Generating Activities

7. *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

¹ Music is not intended to be played until 12:00am on all nights of the week; however, the assessment has been conducted on the basis that music could occur on any night of the week to provide a conservative approach and flexibility in the use of the space.

8. *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*
9. *Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.*
10. *Development proposing music should include noise attenuation measures that achieve the following desired noise levels:*

Noise level assessment location	Desired noise level
<i>Adjacent existing noise sensitive development property boundary</i>	<i>Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise (LA90,15min) for the overall (sum of all octave bands) A-weighted level.</i>
<i>Adjacent land property boundary</i>	<i>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.</i>

It is noted that Interface Between Land Uses Principle of Development Control (PDC) 10 includes a music related requirement at the “adjacent land property boundary”. This aspect of the PDC applies less onerous criteria in areas where the Development Plan promotes residences on land which is currently vacant. For the purposes of this assessment, the more onerous criteria for existing residences have been applied.

3 PATRONS AND VEHICLE MOVEMENTS

3.1 Criteria

Interface between Land Uses PDC 7 from the Development Plan references the *Environment Protection (Noise) Policy 2007* (the **Policy**), which provides goal noise levels to be achieved at residences from sources such as patrons, plant and equipment and vehicle movements at a site (noting that music is assessed using a different and specific method).

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise (with the exception of music).

The Policy provides goal noise levels based on the principally promoted land use of the Development Plan zones in which the noise source (the development) and the noise receivers (the residences) are located. In this circumstance, the following goal noise levels are provided by the Policy to be achieved at residences:

- An average (L_{eq}) noise level of 52 dB(A) during the day (between 7:00am and 10:00pm); and
- An average (L_{eq}) noise level of 45 dB(A) during the night (before 7:00am or after 10:00pm).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each “annoying” characteristic of tone, impulse, low frequency, and modulation of the noise source. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the predicted noise level. A penalty would generally apply to the noise from patron or vehicle activity for modulation within a quiet environment. The application of penalties is discussed further in the following section.

3.2 Assessment

The noise from patrons and vehicles at the proposed development has been predicted based on a range of previous noise measurements and observations at similar facilities. These include:

- patrons in outdoor areas;
- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position; and
- general vehicle movements on site, including coaches.

Sound power levels for the above activities are provided in Appendix C.

As is typical at the development application stage of a project, the final mechanical plant layout and selections are not yet known. The assessment has therefore been based on the preliminary layout in TMK drawing “Proposed Mechanical Services” and previous measurements and manufacturer’s data for typical plant used at other similar facilities. The assessment has been based on a combined sound power level of up to 91 dB(A) for the air conditioning, evaporative cooler and exhaust fans located on the building roof.

To predict the noise level at nearby residences from activity at the site, a noise model of the proposed development and surrounding area has been established using SoundPlan software. The model considers the sound power level of each source, the distance between noise sources and receivers, shielding provided by structures or terrain and worst case meteorological conditions with respect to noise propagation (resulting in the highest predicted noise level at residences).

The predictions of noise from use of the facility have also been based on the following operational assumptions for the level of activity in any 15-minute² period:

- Continuous operation of mechanical plant;
- 20 vehicle movements into or out of both the public and overflow car parks (40 total), with associated general car parking activity³;
- Up to 400 patrons distributed throughout the proposed outdoor areas during the day time hours, being up to 10:00pm (100 at the upper level and 300 at ground level);

² Default assessment period of the Policy.

³ Location of the overflow car park shown in Appendix A.

- 1 coach either entering or leaving the car park and collecting or dropping off 20 patrons from the turning area at the northern side of the winery building (idling continuously during the assessment period).

Based on the predictions, in order to achieve the noise criteria, the following operational restrictions should apply to the site;

- Patrons should only be allowed within the outdoor area during the daytime hours of the Policy. That is, they should only be outside up to 10:00pm, unless they are leaving the site (walking to the car park or an awaiting coach).
- Coaches should only access the public car park during the day time hours of the Policy. That is, any coach accessing the site to collect patrons shall use the turning area to the north of the winery building after 10:00pm, not the public car park area.

It is recommended that a detailed assessment of the noise from mechanical plant be conducted once the final selections and layout are known, should the total sound power level be greater than 91 dB(A) or the plant be located anywhere other than on the building roof. The assessment should ensure that the noise criteria for the site are achieved when considering all noise sources (other than music).

Based on the level of activity at the site described above, the average (L_{eq}) noise level at nearby residences is predicted to achieve the noise criteria. A noise level of no more than 44 dB(A) is predicted at any residence during the night period and no more than 46 dB(A) during the day. Given the potential for low background noise levels and the character of carpark and patron noise, the predictions include the application of a 5 dB(A) penalty for modulation.

The requirements of the *Environment Protection (Noise) Policy 2007* will therefore be achieved by the proposed development.

4 MUSIC NOISE

4.1 Criteria

Interface between Land Uses PDC 10 provides objective noise criteria for the assessment of music and is consistent with the Environment Protection Authority Guidelines *Music noise from indoor venues and the South Australian Planning System* (the **EPA Guidelines**). Both PDC 10 and the EPA Guidelines provide noise criteria to be met at noise sensitive locations based on the existing acoustic environment and are designed for venues where music may be played every day until late at night.

To objectively assess music in accordance with the Development Plan and the EPA Guidelines, the existing background noise environment has been measured on the site continuously over a number of weekdays and a weekend from 11 to 20 August 2020. The results are provided as Appendix D of this report.

The following table provides the lowest measured background noise levels ($L_{90,15min}$) during the times that music is proposed to be played (until 12:00am). At times, the criteria for low frequency noise are below the threshold of perception due to the low background noise environment. The criteria have therefore been adjusted up to the threshold using *the International Standard ISO226:2003*⁴. The table shows the resulting music noise criteria ($L_{A10,15min}$) at the closest residence with the perception threshold adjustment in **RED**.

Table: Background noise levels and music noise criteria at residences (dB(A)).

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Lowest measured background noise levels ($L_{A90,15min}$)	30	3	8	8	12	17	27	16
8 dB above Background Noise Level in octave bands and 5 dB above overall ($L_{A10,15min}$)	35	11	16	16	20	25	35	24
Music noise Criteria at residences ($L_{A10,15min}$)	35	16	16	16	20	25	35	24

⁴ The adjustment also requires a conversion from one third octave bands (as specified in ISO226:2003) to octave bands to enable comparison with the Development Plan and EPA Guidelines.

4.2 Assessment

An assessment has been made of the noise from music played either at a low level within the outdoor area and in the restaurant during typical operation or alternatively, at a high level during a function within the ground or first floor areas.

4.2.1 Low Level Music

The noise level from music played in the outdoor area and within the restaurant/lounge/bar areas has been predicted based on the level previously measured at a number of similar venues.

The assumed music levels correspond to;

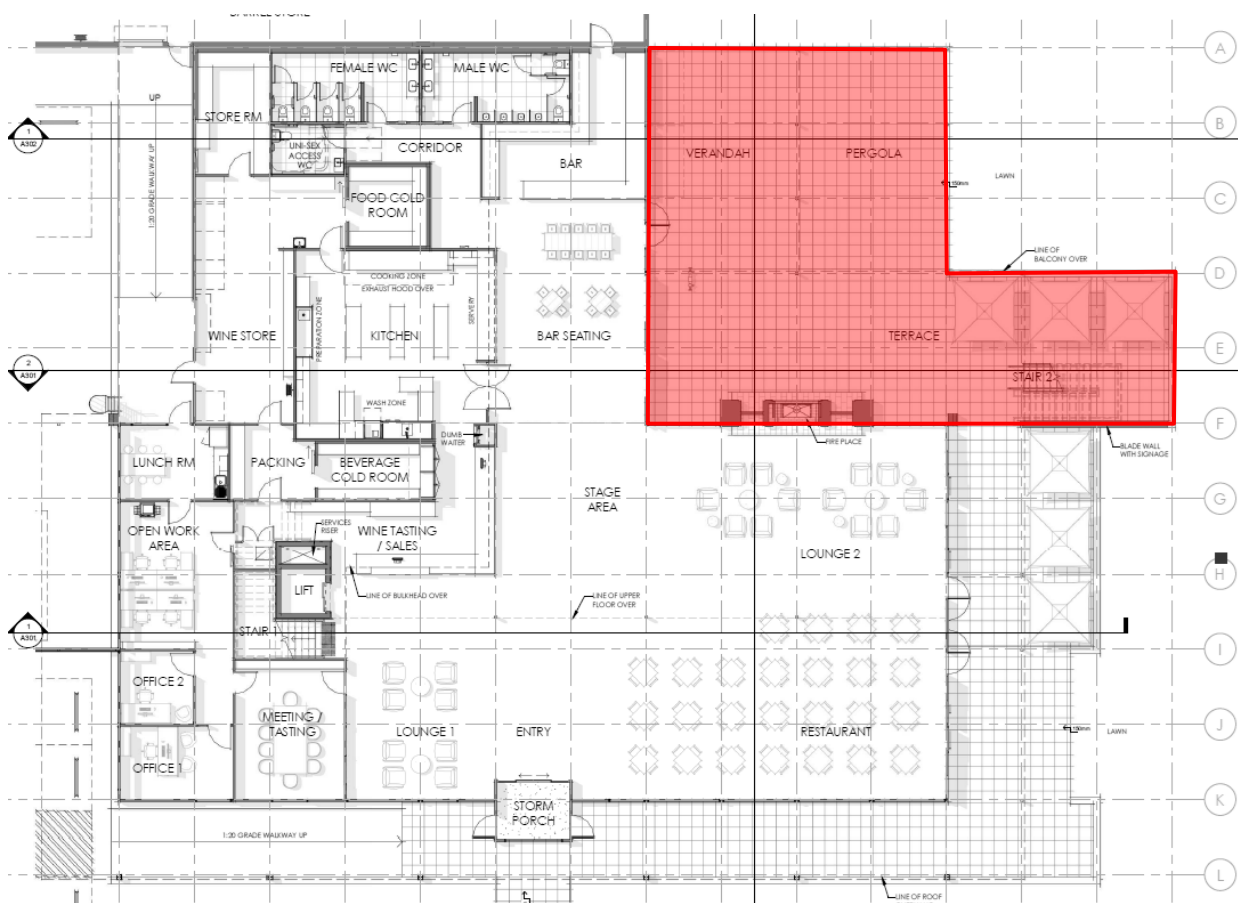
- that of an unamplified soloist (or a speaker arrangement providing a similar level of music) within the outdoor area designated Verandah, Pergola and Terrace; and,
- a level of music inside, which would allow for a DJ to play at a low level, but would not be considered the sole form of entertainment at the venue. That is, the level may be above background (where voices do not need to be raised to be heard), however would not allow for live bands. The following table provides the level which has been assumed for the assessment;

	Octave Band Noise Level (dB(A))							Total (dB(A))
	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	
Music Noise Level (L_{10,15min})	53	61	60	66	74	67	58	76

To predict the noise level at residences from music, the noise model described in the previous section has been used.

Based on the levels described above, it is recommended that:

- While doors and windows into the building remain open, music inside shall be restricted to the level provided above; and,
- Music in the outdoor areas is limited to an unamplified soloist or speakers at a “background level”. Music should also be limited to the area shown in the detail below;



That is, the criteria are predicted to be achieved without any restrictions or upgrades to the proposed building construction. In addition, the doors between the outdoor area and restaurant/lounge/bar areas may remain open.

The following table provides the predicted noise level at nearby residences from music in comparison to the criteria;

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Highest predicted music noise level at a residence (L _{A90,15min})	27	6	12	14	17	25	22	13
Music noise Criteria at residences (L _{A10,15min})	35	16	16	16	20	25	35	24

4.2.2 High Level Function Music

The level of music during a function has been predicted based previous measurements within a dedicated function space and is provided below;

	Total	Sound Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Music Noise Level within Function Room ($L_{A10,15min}$)	98	73	85	90	93	93	91	83

The level would accommodate most types of music which may occur during a function including some live performances of certain genres.

Based on the predictions, it is recommended that:

- All doors directly to outside from the function space (such as to the “Terrace”) remain closed at any time when a level of music greater than that provided in the previous section is played;
- Access into and out of the building is only through an airlock entry/exit, such as the documented “Storm Porch”, incorporating doors which have self-closing mechanisms that remain normally closed unless being used for immediate access.
- While high levels of music are played within the building, no music shall be played in the outdoor areas;
- The function spaces be constructed in accordance with the following (these do not apply to back of house and office/meeting components of the building);
 - Glazing (including glass doors) of minimum 12.5mm thick *VLam Hush glass*, or an alternative which achieves a minimum acoustic rating of R_w+C_{tr} 37. All glazing should incorporate acoustic seals to any opening elements, which are airtight when closed.
 - Walls of minimum 100mm thick masonry, or a light weight build-up consisting of;
 - 9mm thick fibre cement sheet;
 - 2 layers of 13mm thick fire rated plasterboard to the inside; and,
 - a minimum cavity of 120mm, incorporating 100mm thick insulation with a density of $60kg/m^3$.

If an alternative construction is proposed, a minimum acoustic rating of R_w+C_{tr} 43 should be achieved across the wall system.

- A roof/ceiling build-up for areas where functions may be held, such as the areas designated restaurant, bar, lounge or function, consisting of;

- 0.42BMT sheet steel roofing
- 2 layers of 13mm thick fire rated plasterboard; and,
- a minimum cavity of 300mm, incorporating 100mm thick insulation with a density of 60kg/m³.

If an alternative construction is proposed, a minimum R_w+C_{tr} 49 should be achieved across the roof system.

The highest predicted noise level at nearby residences, with high levels of music within the building and the treatments detailed above incorporated, are provided in the following table:

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Highest predicted music noise level at a residence ($L_{A90,15min}$)	21	16	16	12	10	9	6	1
Music noise Criteria at residences ($L_{A10,15min}$)	35	16	16	16	20	25	35	24

4.2.3 Summary

Based on the assessments of music noise at various levels, the criteria will be achieved at all residences, while there is also flexibility to increase the music levels at some frequencies without exceeding these criteria.

5 CONCLUSION

An environmental noise assessment has been made of the proposed function and cellar door building at Wicks Estate, River Road, Woodside.

The proposal includes constructing a dedicated building for functions, cellar door, offices and meetings, restaurant and bar facilities and a car park which can accommodate coaches. There are no changes proposed to the existing winery facilities.

Appropriate noise criteria for the various activities including patrons, car park activity, mechanical plant and music have been determined based on the Development Plan, the *Environment Protection (Noise) Policy 2007* and the Environment Protection Authority Guidelines *Music noise from indoor venues and the South Australian Planning System*.

It is predicted that the proposed development will achieve the noise criteria where the treatments detailed in this report are incorporated. That is:

- The number of patrons on site be limited to 400 and are only outside prior to 10:00pm;
- Ensuring that coaches do not use the public car park (during pick-up or drop off) after 10:00pm;
- Doors and windows to the new building remain closed when high levels of music are played inside, with the exception of the airlock entry/exit for egress;
- The function areas being constructed from materials which achieve the following minimum acoustic ratings;
 - Walls: R_w+C_{tr} 43;
 - Roof/ceiling: R_w+C_{tr} 49; and,
 - Windows: R_w+C_{tr} 37.
- The level of music is limited to that described in this report for each of the areas and operating scenarios.

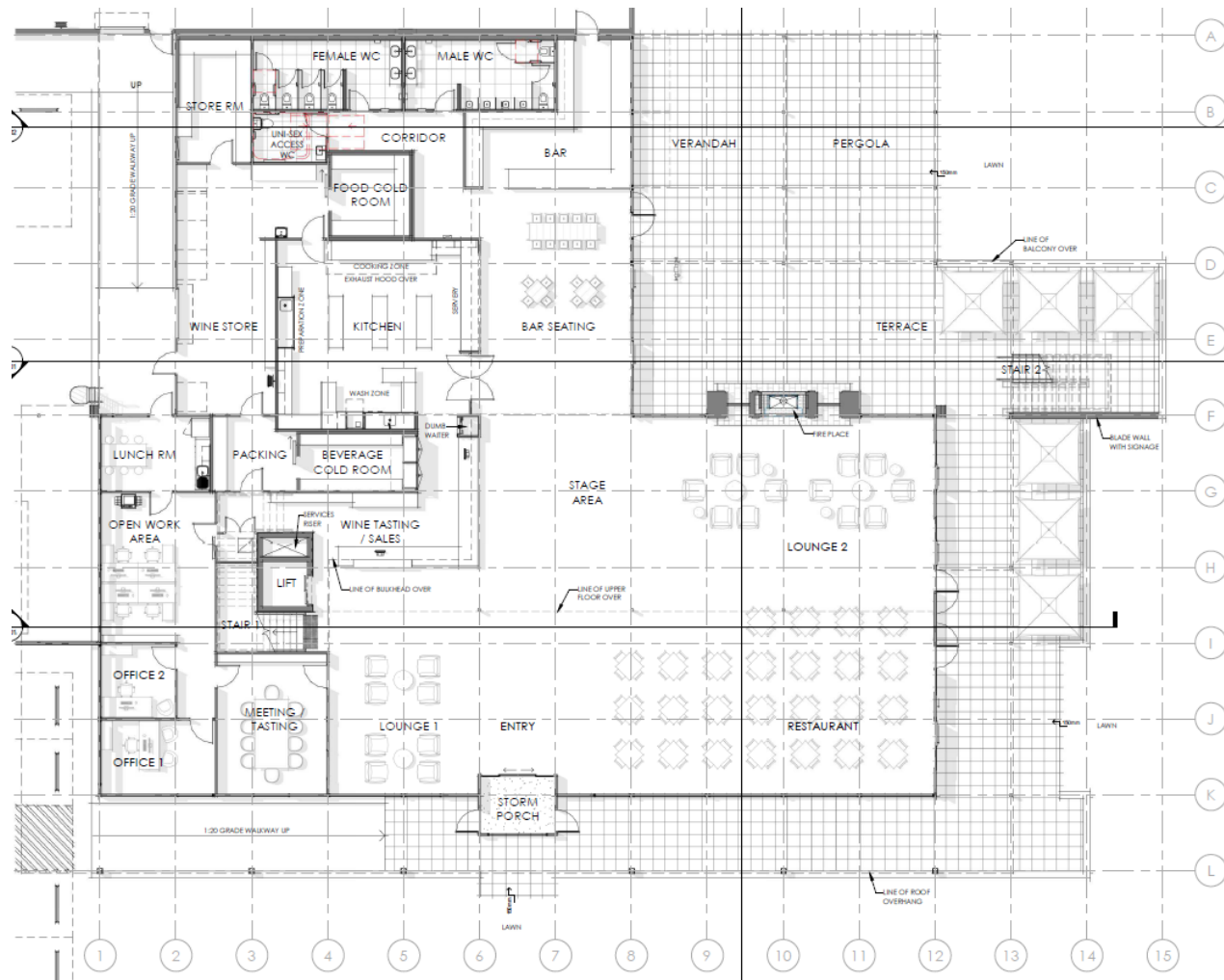
Based on the above, it is considered that the proposal has been designed to *minimise adverse impacts, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

APPENDIX A: Site Locality

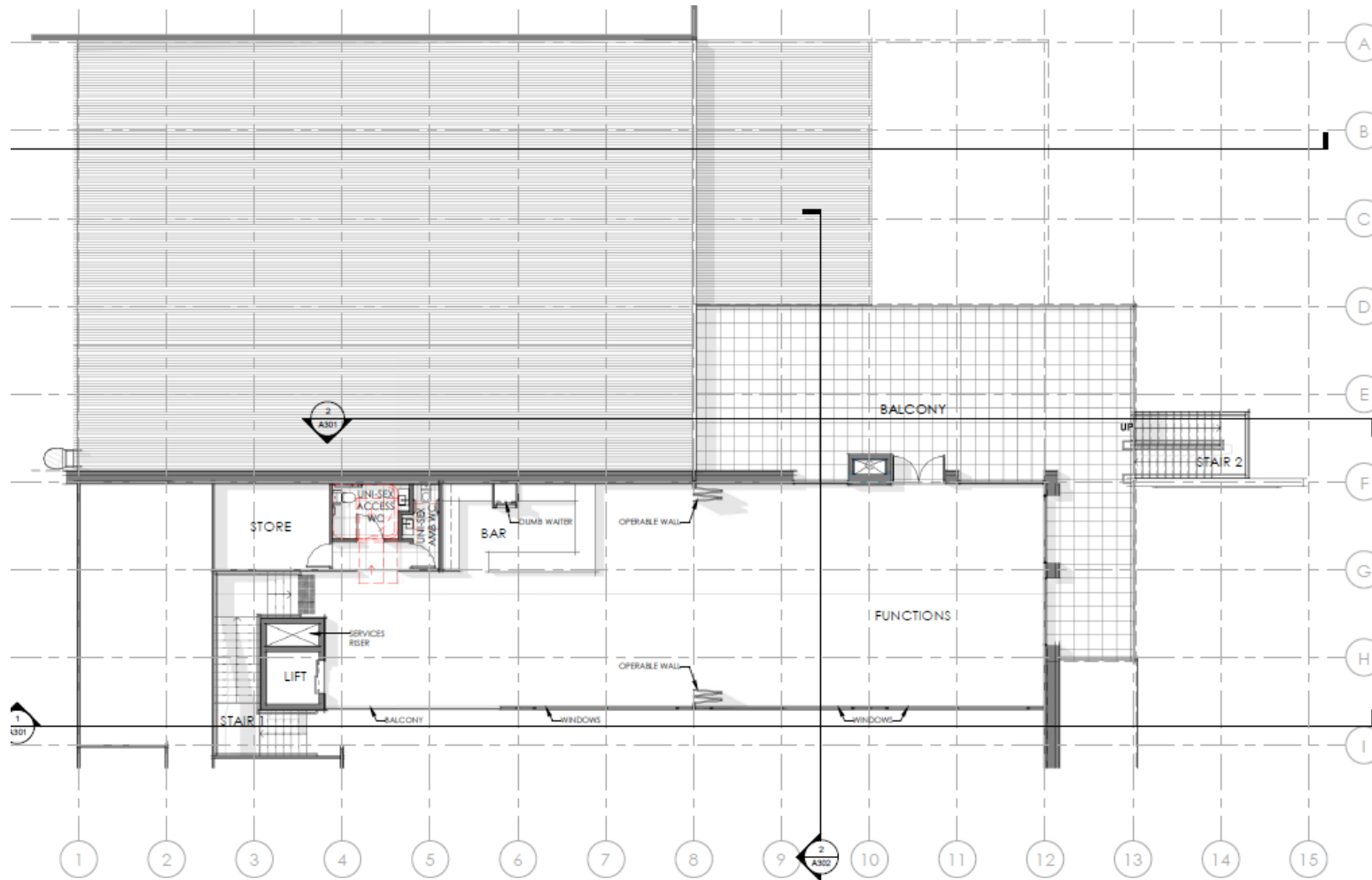


APPENDIX B: General Site Layout

Ground Floor



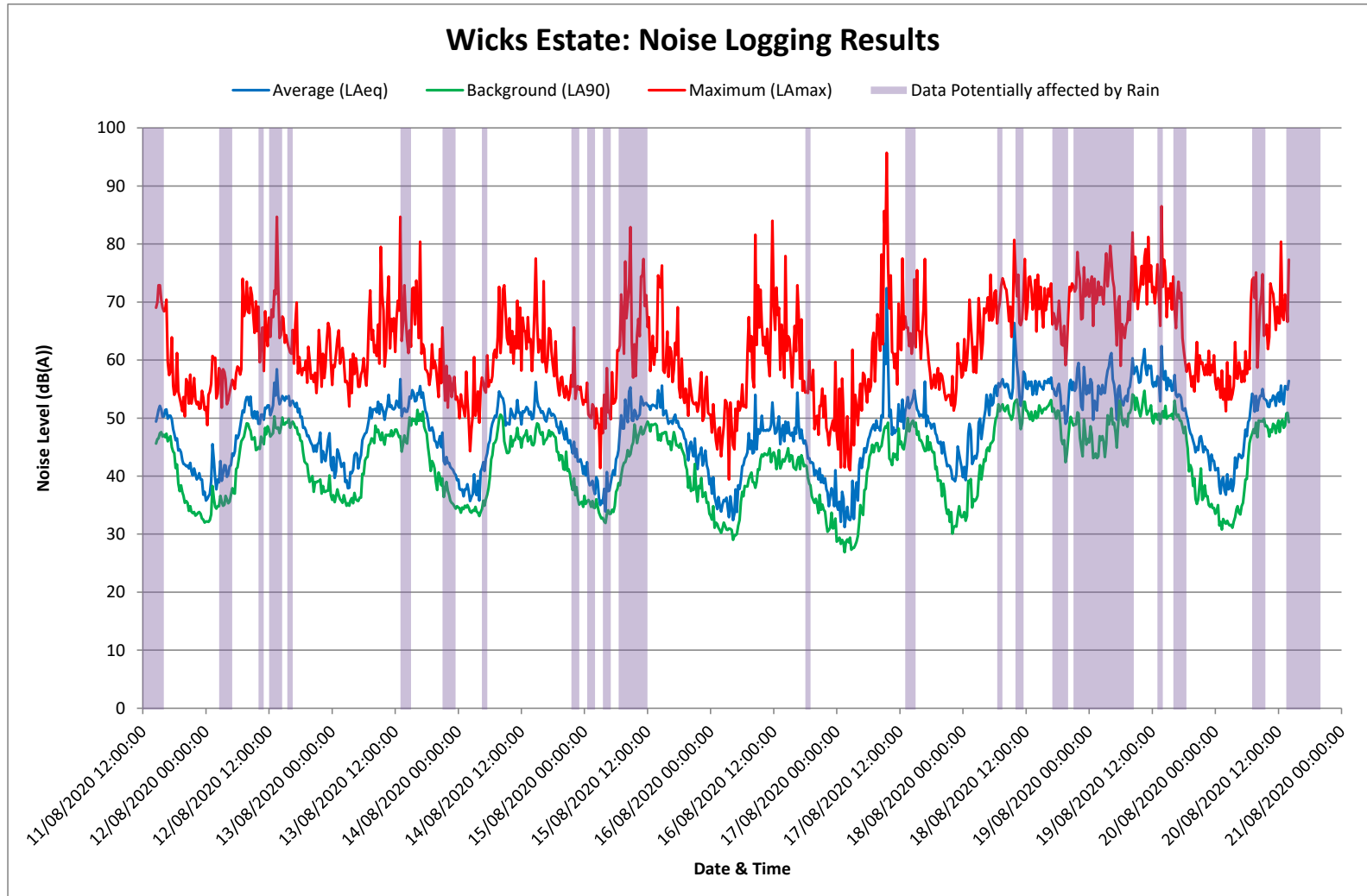
First Floor



APPENDIX C: Noise Level Data

Activity		Sound Power Level
Car Parking	People talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from a park	83 dB(A)
	Car movement	82 dB(A)
	Coach Movement	101 dB(A)
	Coach Idle	91 dB(A)
Patrons	Socialising in an outdoor licensed area	76 dB(A)

APPENDIX D: Background Noise Logging Results



South Australian Development Act 1993
REPRESENTATION ON APPLICATION - Category 3 Notification
Non-complying

ADELAIDE HILLS COUNCIL
RECEIVED
08 JUL 2021
WOODSIDE

Development Number: 21/201/473

My Name: Wendy NICHOLSON

Postal Address: PO Box 236 Woodside 5244

Contact No:

Email:

(by providing an email address you agree to receive any related future correspondence electronically)

This representation is in relation to the application by: Wicks Estate Wines Pty Ltd

Nature of Development: Alterations & additions to existing winery comprising cellar door sales outlet to include a restaurant & function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping & associated earthworks (non complying) ?

Proposed to be located at: 29 Riverview Road, Woodside SA 5244

My representation: . supports the proposed development OR opposes the proposed development (cross out whichever does not apply)

My interests are: . owner of local property OR occupier of local property
. a representative of a company OR Other organisation affected by the proposal OR a private citizen (cross out whichever does not apply)

The address of the property affected is:

70 Riverview Road Woodside Postcode: 5244

The specific aspects of the application to which I make representation are:

We are in agreement with the alterations & additions to the existing winery but would like to ensure that our attached concerns are considered & addressed. Look forward to

My objections (if any) could be overcome by: seeing the new facilities.

(cross out whichever does not apply)

I do wish to be heard in support of my representation by appearing personally or by being represented by the following person.....

OR

~~I do not wish to be heard in support of my representation.~~

Date: 8/7/2021

Signature: W. Nicholson

The closing time and date for Representations is 5.00pm on 16 July 2021 & Representations can only be received during the period 02 July 2021 to 16 July 2021

"Please note that in accordance with Section 38(8) of the Development Act 1993, a copy of this representation is forwarded to the Applicant for their information and response. Further a copy of your representation (including your name and address) will become public and can be viewed on the web."

Specific aspects attachment

1. **Noise –**

- (a) The background noise assumptions do not appear to consider the cumulative effects of the *prevailing south easterly winds*, existing vineyard operations, and in particular the noise from the *frost fan* and the *grape harvester* (especially when it picks from the rows of vines just across the road from our house at night).
- (b) We can already hear noise from Bird in Hand Winery and the local Soccer Sports Ground but is not clear if the background noise assumptions include this noise when the sample was taken.

2. **Access off Riverview Road –**

- (a) The development application does not show turning paths for buses, delivery trucks, semi-trailers or other operational vehicles used for the existing operations to confirm if the vehicles can safely enter and exit the property in their own lane.
- (b) I could not find a plan showing the proposed road widening for the access to determine if the sealed road will be extended through the access into the property. There is an existing issue with damage to the edge of road seal and dirt and debris being transferred to the existing road (making the road surface slippery and potentially unsafe) due to the property entrance not being sealed.
- (c) There is no 'safe escape' for vehicles travelling at 80kph encountering a slow-moving vehicle exiting the property. Consideration should be given to some localised shoulder widening and sealing of Riverview Road in the vicinity of the property access.
- (d) Increased traffic at the intersection of Riverview Road and Nairne Road is of concern. The sight distances are compromised and not to current engineering standards and it is difficult to see oncoming traffic. The intersection has a history of severe accidents, and this issue does not appear to be addressed by the traffic consultant.

(e) Many people walk along Riverview Road and there are no footpaths and quite a few hazards for walkers hidden by weeds and undergrowth on the verges next to the road. Consideration should be given to formalising the pedestrian access to and from the existing bus stop adjacent to the development.

3. Parking space –

(a) The assumption of 6 people per carpark appears to be optimistic, particularly given the basis of the assumption uses old historical counts pre-COVID. The two samples used for this assumption also have access to on street parking and that distorts the figures. It would not be safe for overflow parking to spill onto Riverview Road.

(b) The carpark assumption should be checked against local Barristers Wines on Onkaparinga Valley Road that does have parking issues that overflow onto street parking. and this would not be safe on Riverview Road.

4. Rubbish – We already get quite a lot of discarded rubbish along Riverview Road and would not like to see this increase due to increased traffic.

5. Landscaping – There is an existing Natural Resources Conservation area called the Inverbrackie Creek Catchment adjacent to the development that was somewhat damaged through the upgrade of the Riverview Road and Onkaparinga Valley Road junction upgrade. This area is not noted on the development plans and is adjacent to the development. The development should not further denigrate this area and instead be integrated with the landscaping plan to promote the regeneration of indigenous vegetation species and improve the health of the creek.

Overcoming objections.

1. **Noise –**

- (a) Conduct background noise checks at adjacent residences to determine if noise from existing operations of frost fans and grape harvesting are within EPA guidelines with consideration to the cumulative effects of noise from the development.
- (b) Change operational procedures to prevent *frost fans* and *grape harvesting* taking place within a suitable radius of adjacent residences between the hours of 10pm and 6am.

2. **Access off Riverview Road –**

- (a) Include suitable road widening at the property access to ensure busses, semi-trailers and operational vehicles and enter and exit the property in their own lane on a sealed surface without obstructing oncoming traffic.
- (b) Seal the property access to ensure that soil and debris is not carried by vehicles onto Riverview Road from the unsealed driveway.
- (c) Create footpaths or at least clear the verges, cover exposed holes and deep drainage and seal the road shoulder along Riverview Road.
(Probably need to work with council to achieve this.)
- (d) Provide safe pedestrian access from the existing adjacent bus stop.

3. **Parking Space –**

- (a) Revisit the assumptions used for determining there is adequate parking for 400 patrons including parking spaces for buses and factor in a reduction factor for on street parking not being available.
- (b) Prevent parking on Riverview Road so that it does not become obstructed by parked cars and or buses.

- 4. **Rubbish** - Provide rubbish bins and signage about looking after the local environment and keeping it clean.

5. **Landscaping** – Integrate the existing Inverbrackie Creek Catchment conservation area into the landscaping design and promote the regeneration of local indigenous species and improvement to the health of the creek.

1. Noise

Data logging provided from testing during the summer, to identify the impact of daytime music and events for surrounding properties. If there is no impact this will be resolved. If there is impact and we can hear music further discussion will be required to remove the impact.

2. Light Pollution

Light pollution analysis undertaken to identify the impact of the proposed lighting for surrounding properties. If no impact, resolved. If there is a glow then reduced lighting .at night

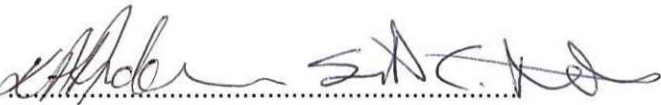
3. Road Impact

Modelling to show impact of increased volume of traffic on the junction and proposals to upgrade the junction to mitigate any issues.

(cross out whichever does not apply)

I do wish to be heard in support of my representation by appearing personally

Date:11/7/21.....

Signature: 

The closing time and date for Representations is 5.00pm on 16 July 2021 & Representations can only be received during the period 02 July 2021 to 16 July 2021

"Please note that in accordance with Section 38(8) of the *Development Act 1993*, a copy of this representation is forwarded to the Applicant for their information and response. Further a copy of your representation (including your name and address) will become public and can be viewed on the web."

RECEIVED

15 JUL 2021

South Australian Development Act 1993

REPRESENTATION ON APPLICATION - Category B Notification

Non-complying

ADELAIDE HILLS COUNCIL

RECEIVED

15 JUL 2021

WOODSIDE

Development Number: 21/201/473

My Name: TREVOR and Pamela Lee

Postal Address: P.O. Box 290 Balhannah

SA 5242

Contact N

Email:

(by providing an email address you agree to receive any related future correspondence electronically)

This representation is in relation to the application by: **Wicks Estate Wines Pty Ltd**

Nature of Development: **Alterations & additions to existing winery comprising cellar door sales outlet to include a restaurant & function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping & associated earthworks (non complying)**

Proposed to be located at: **29 Riverview Road, Woodside SA 5244**

My representation: ~~supports the proposed development OR opposes the proposed development (cross out whichever does not apply)~~ Undecided

My interests are: See attached
~~owner of local property OR occupier of local property
a representative of a company OR Other
organisation affected by the proposal OR a private citizen
(cross out whichever does not apply)~~

The address of the property affected is:

36 Riverview Road Woodside Postcode: 5244

The specific aspects of the application to which I make representation are:

Please refer attached submission.
Section 8.1.1 Social Effects
Section 8.1.3 Environmental Effects

My objections (if any) could be overcome by:

Please see attached.

(cross out whichever does not apply)

~~I do wish to be heard in support of my representation by appearing personally or by being represented by the following person.~~

OR We wish to be advised of the progress of this development application.
~~I do not wish to be heard in support of my representation.~~

Date: 10/7/21

Signature: [Signature]

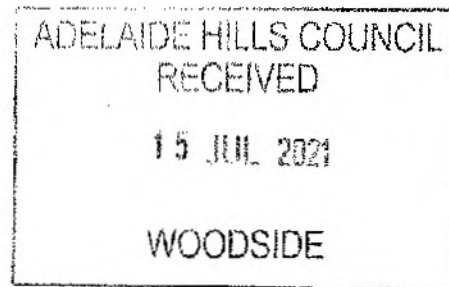
The closing time and date for Representations is 5.00pm on 16 July 2021 & Representations can only be received during the period 02 July 2021 to 16 July 2021

"Please note that in accordance with Section 38(8) of the Development Act 1993, a copy of this representation is forwarded to the Applicant for their information and response. Further a copy of your representation (including your name and address) will become public and can be viewed on the web."

10 July 2021

To Adelaide Hills Council
PO Box 44
Woodside SA 5244

From Trevor and Pamela Lee
36 Riverview Road
Woodside SA 5244



Development Number 21/201/473
Wicks Estate Wines Pty Ltd
29 Riverview Road Woodside SA 5244

The development application makes the following statement at

Section 8.1.1 Social Effects

"THE DEVELOPMENT HAS BEEN DESIGNED TO MINIMISE THE ADVERSE SOCIAL IMPACTS ON ADJACENT RESIDENTIAL DEVELOPMENT"

This development plan does not inform us what an "adverse social impact" is. How is this proposed development going to adversely impact residents.? We ask council to extend the public consultation process of this proposed development until residents have been informed of the "adverse social impacts" of this proposed development and have had time to consider them and respond.

The development application makes the following statement at

Section 8.1.3 Environmental Effects

"GENEROUS SETBACKS FROM ADJACENT RESIDENTIAL PROPERTIES WILL ENSURE NEIGHBOURING RESIDENCES ARE NOT ADVERSELY IMPACTED BY NOISE"

If this development is approved we expect this statement to be a non negotiable, binding and enforceable condition of approval that will continue to apply to present and all future owners and operators of the property and business.

To be clear we view this statement from Wicks Estate Wines Pty Ltd as an unconditional guarantee that noise from the proposed development will not adversely impact neighbouring residents.

If we change any of our habits or routines because of noise from the proposed development we consider that to be an adverse impact of noise from the proposed development.

There is a lot of complex technical information and opinions in the proposal which

we are not qualified to comment on and rely on the council and other entities to get it right.

We are unable to comment on trading hours and venue capacity until "The adverse Social Impacts" of the proposed development are known.

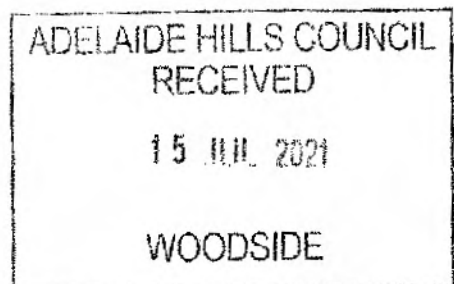
Your's Faithfully



Trevor Lee



Pamela Lee



South Australian Development Act 1993
REPRESENTATION ON APPLICATION - Category 3 Notification
Non-complying

Development Number: 21/201/473

My Name: KIM BADDAMS

Postal Address: PO Box 267 WOODSIDE SA 5244

Contact No: [REDACTED]

Email: [REDACTED]

(by providing an email address you agree to receive any related future correspondence electronically)

This representation is in relation to the application by: **Wicks Estate Wines Pty Ltd**

Nature of Development: **Alterations & additions to existing winery comprising cellar door sales outlet to include a restaurant & function centre (maximum capacity 400 persons), offices, car parking, advertising signage, fencing, landscaping & associated earthworks (non complying)**

Proposed to be located at: **29 Riverview Road, Woodside SA 5244**

My representation: supports the proposed development ~~OR opposes the proposed development~~
(cross out whichever does not apply)

My interests are: owner of local property ~~OR occupier of local property~~
~~a representative of a company OR Other~~
~~organisation affected by the proposal OR a private citizen~~
(cross out whichever does not apply)

The address of the property affected is:

141 NAIRNE RD WOODSIDE SA Postcode: 5244

The specific aspects of the application to which I make representation are:

I BELIEVE THE PROPOSED DEVELOPMENT WILL ENHANCE
THE AREA AND BE OF BENEFIT TO THE LOCAL COMMUNITY.

My objections (if any) could be overcome by:

(cross out whichever does not apply)

~~I do wish to be heard in support of my representation by appearing personally~~
~~or by being represented by the following person:~~

OR

I do not wish to be heard in support of my representation.

Date: 16 JULY 2021

Signature: [Signature]

The closing time and date for Representations is 5.00pm on 16 July 2021 & Representations can only be received during the period 02 July 2021 to 16 July 2021

"Please note that in accordance with Section 38(8) of the *Development Act 1993*, a copy of this representation is forwarded to the Applicant for their information and response. Further a copy of your representation (including your name and address) will become public and can be viewed on the web."

4 August 2021

REF No.: 00952-003

The Chief Executive
Adelaide Hills Council
PO Box 44
WOODSIDE SA 5244

Attention: Melanie Scott – Senior Statutory Planner – Development & Regulatory Services

By Email: mail@ahc.sa.gov.au

Dear Ms Scott,

RE: WICKS ESTATE WINERY - DEVELOPMENT APPLICATION FOR A PROPOSED CELLAR DOOR, RESTAURANT & FUNCTION CENTRE AT 29 RIVERVIEW ROAD, WOODSIDE (DA 21/201/473) - RESPONSE TO REPRESENTATIONS

We refer to your correspondence dated 21 July 2021 providing a copy of the representations received as part of the Category 3 public notification process for the proposed development application for alterations and additions to the existing winery at 29 Riverview Road, Woodside including a new cellar door sales outlet, a restaurant and function centre together with associated car parking, signage, fencing, landscaping and earthwork (DA21/201/473).

This correspondence provides a formal response to the relevant planning matters raised within the Category 3 representations and is supplemented by the following documents that are appended to this letter:

- **Appendix 1:** Correspondence from **Sonus Acoustic Engineers** dated 3 August 2021 addressing concerns raised relating to noise from the proposed development; and
- **Appendix 2** Correspondence from **Cirqa Traffic Engineers** dated 3 August 2021 addressing concerns raised relating to car parking and traffic associated with the proposed development.

This letter should be read in conjunction with our original 'Statement of Effect' accompanying the development application dated 15 February 2021 as well as the subsequent written responses to an information request from Adelaide Hills Council dated 11 June 2021.

1. Response to Representations

We note that the development application is a 'non-complying' form of development and was subject to Category 3 public notification.

A total of four (4) representations were received.

Def: E-KIS-TICS [noun] : The Science of Human Settlements ...

One representation was provided in support of the development. Two (2) representations were supportive of the development but raised some concerns with the proposal. One representor was neither in support nor opposed to the development but sought an extension to the public notification period, clarification of the likely impacts associated with the development and also sought to be advised of the progress of the development application.

Two (2) of the representors have expressed a desire to be ‘heard’ by the Councils assessment Panel (CAP).

Table 1.1 provides a list of those persons who submitted a representation.

Table 1.1 *List of Representors*

Representor Identifier	Name	Address	Oppose/Support	Wish to be Heard
1	Kim Baddams	PO Box 267 Woodside SA 5244	Support	No
2	Wendy Nicholson	PO Box 236 Woodside SA 5244	Support with Concerns	Yes
3	SC & KA Anderson	PO Box 103 Woodside SA 5244	Oppose	Yes
4	Trevor and Pamela Lee	PO Box 290 Balhannah SA 5242	Undecided	No

A brief summary of the various issues raised by representors is provided as follows:

- **Noise:**
 - » Concerned with the background noise levels generated by the development including the cumulative effect of noise generated by the new facility combined with the noise from existing operations (i.e. frost fans and grape harvesters);
 - » Concerns regarding assumptions applied when calculating background noise levels;
 - » Concerned with seasonal implications (summer / winter) of calculating background noise levels and suitability and effectiveness of adopted acoustic measures in different seasons; and
 - » Concerned with the management of noise generated by the development and compliance measures to limit acoustic impacts.
- **Vehicle Access:**
 - » Concerned that existing operational vehicles using the site (trucks etc) can continue to safely enter, exit and manoeuvre around the site;
 - » Concerned with the existing access driveway and crossover to Riverview Road and in particular the damage to the edge of the road seal and debris being transferred into Riverview Road if the driveway access into the property is not sealed;

- » Suggest consideration should be given to localised shoulder widening and sealing of Riverview Road adjacent the access driveway to improve road safety; and
 - » Concerned with increased traffic using the Riverview Road / Nairne Road intersection and the safety of this intersection.
- **Footpaths:**
 - » Suggest sealing of footpath along Riverview Road (formalising pedestrian access to the existing bus stop).
- **Car Parking:**
 - » Concern with empirical evidence used to justify adequacy of proposed car parking and concern that inadequate car parking will result in overflow parking spilling onto Riverview Road; and
 - » Suggest 'Barristers Block' on Onkaparinga Valley Road may be considered an appropriate case study to assist to calculate required car parking.
- **Rubbish & Litter:**
 - » Concerned with increase in rubbish associated with an increase in activity on site and an increase in traffic.
- **Landscaping:**
 - » Suggest the Inverbrackie Creek Catchment adjacent to the development should be integrated with the landscape plan to promote regeneration of indigenous vegetation species and improve the health of the creek.
- **Light Pollution:**
 - » Seeking confirmation of what lighting is proposed; and
 - » Concerned with visual impact on adjoining properties from light glare emanating from the development.
- **Adverse Social Impacts from development:**
 - » Questions how the proposed development will adversely impact residents.

Each matter has been addressed respectively below.

1.2 Noise

A noise assessment was undertaken for the proposed development by Sonus Acoustic Engineers dated October 2020 (Sonus reference S6544C4).

In addition, Sonus have provided a written response to the concerns raised by representors with respect to 'Background Noise Monitoring & Noise Criteria' as well as calculated 'Noise Predictions'. This correspondence is attached in **Appendix 1**.

1.2.1 Compliance with Noise Mitigation Measures

The noise assessment and associated recommendations provided by Sonus forms part of the development application. The following operational restrictions suggested by Sonus have therefore been adopted to appropriately mitigate noise generation on site and to ensure the proposed development meets relevant objective noise criteria including the 'Environment Protection (Noise) Policy 2007' and the Environment Protection Authority Guidelines 'Music noise from indoor venues and the South Australian Planning System':

- The number of patrons on site be limited to 400 and are only outside prior to 10:00pm;
- Ensuring that coaches do not use the public car park (during pick-up or drop off) after 10:00pm;
- Doors and windows to the new building remain closed when high levels of music are played inside (with the exception of the airlock entry/exit for egress); and
- The level of music is limited to that described in the Sonus report for each of the areas and operating scenarios.

Wicks Estate have no objection to these recommendations forming suitable conditions of approval to the Planning Consent which would bind ongoing site operations in accordance with the recommendations of the acoustic report.

1.2.2 Background Noise Monitoring & Noise Criteria

A representor has raised concerns regarding assumptions applied by Sonus when calculating background noise levels.

Sonus have clarified the applied methodology to calculate background noise levels as well as the application of relevant objective noise criteria and have advised and confirmed in correspondence attached in **Appendix 1** that:

The purpose of background noise monitoring is to determine the lowest noise levels currently experienced in the environment. These noise levels are then used to determine the music criteria. The lower the existing background noise levels, the lower (more onerous) the criteria become.

By using the lowest recorded noise levels over the monitoring period of more than a week, all intermittent noise sources (such as frost fans, grape harvesting, sports activity, Bird in Hand Winery functions etc) are automatically excluded, resulting in the most onerous criteria. As expected, the background noise monitoring demonstrated that extremely low noise levels are present in the environment at times and therefore very onerous (resulting in very low noise levels) music criteria apply.

The resultant criteria are designed to ensure that music is not intrusive at residences at any time of the day or night. Therefore, when background music is played with doors and windows open or when higher level music is played with doors and windows closed, the facility has been designed such that the level of noise will not be intrusive at residences in the vicinity.

1.2.3 Predicted Noise Levels

Concern was raised by representors that the predicted noise levels might not take into account local meteorological conditions or conditions during summer months.

As stated in correspondence attached in **Appendix 1**, Sonus have advised and confirmed that:

The noise predictions account for noise propagation under “worst case” (resulting in the highest noise level) meteorological conditions. These conditions include clear night skies with wind in the direction toward residences. These conditions result in noise travelling the greatest distances. The report demonstrates that the noise criteria will be achieved even in these conditions.

1.3 Transport, Access & Car Parking

A full ‘Traffic and Car Parking Report’ was prepared for the proposed development by Cirqa Traffic Engineers dated 23 October 2020 (Cirqa reference a 20195).

In addition, Cirqa have provided a written response to the concerns raised by representors with respect to vehicle access, pedestrian access, car parking and traffic and road safety etc. This correspondence is attached in **Appendix 2**.

1.3.1 Vehicle Access

A concern was raised that ‘*The development application does not show turning paths buses, delivery trucks, semi-trailers or other operational vehicles used for existing operations*’.

As stated in correspondence in **Appendix 2**, Cirqa have advised and confirmed that:

The accommodation of commercial vehicle movements associated with the existing operations will not be restricted by the proposal. The primary areas of commercial vehicle activity and manoeuvring associated with the current operations are focussed around the northern side of the existing winery building which will not be altered by the proposal. Additionally, the site’s access point will be widened which will improve accommodation of the movements of such vehicles both into and out of the site (the architectural plan also includes turn paths that demonstrate simultaneous two-way movements of commercial vehicles will be accommodated at the access point).

Concern was also raised with respect to the existing access driveway and crossover to Riverview Road and in particular the damage to the edge of the road seal and debris being transferred into Riverview Road if the driveway access into the property is not sealed.

As confirmed in the attached response from Cirqa (**Appendix 2**), the applicant has confirmed that the access point will be sealed from Riverview Road to the culvert within the site (approximately 30 m) which will address this issue. The applicant would accept a suitable condition of approval to this effect.

1.3.2 Road Safety

A representor suggested that consideration should be given to some localised shoulder widening and sealing of Riverview Road in the vicinity of the property access as there is no 'safe escape' for vehicles travelling at 80 kph encountering a slow-moving vehicle exiting the property.

As confirmed in the attached response in **Appendix 2**, Cirqa have advised and confirmed that:

Adequate sight distance is provided (and will be retained) at the access point in line with the requirements of the relevant Austroads' road design guidelines. This ensures that drivers exiting the site can adequately select gaps to safely enter the traffic stream. Additionally, the approach sight distance provisions allow for adequate stopping distance for through bound drivers prior to the access point.

Concerns were also raised with respect to increased traffic using the Riverview Road / Nairne Road intersection and the safe operation of this intersection. As confirmed in the attached response in **Appendix 2**, Cirqa have advised and confirmed that:

Crash statistics provided by the Department of Infrastructure and Transport (DIT) indicate that four crashes have been reported at the intersection of Riverview Road/Nairne Road/Pfeiffer Road within the most recent 5-year set of available data (2016 to 2020 inclusive). This data indicates an average rate of 0.8 crashes per year at the intersection. This rate is below the level of crashes typically considered to represent a high crash rate (an average of 5 crashes per year). In addition, it is noted that a higher crash rate was previously experienced at the intersection (it is understood that between 2010 to 2014, there were nine casualty crashes at the intersection). However, vehicle activated signs were installed on the Pfeiffer Road and Riverview Road approaches in late 2015. The data suggests that the signage has been effective in reducing the crash rate at the intersection (by approximately half).

Furthermore, as detailed in the traffic report, it has been forecast that there would be approximately 10 movements distributed to/from the intersection of Riverview Road/Nairne Road/Pfeiffer Road in the peak hour associated with the proposal development. These movements would be distributed to the various traffic movements at the intersection (with any one movement generally associated with an increase of 5 movements or less in the peak hour). The number of additional volumes associated with the different movements at the intersection will be very low. There would be negligible impact on conflict risk as a result of the forecast increase.

1.3.3 Footpaths

A representor suggested that consideration should be given to formalising the pedestrian access to and from the existing bus stop adjacent to the development, particularly in the context of existing hazards hidden by weeds and undergrowth on the verges next to the road. As confirmed in the attached response in **Appendix 2**, Cirqa have advised and confirmed that:

The provision of footpaths (particularly to service existing public transport infrastructure) is not the responsibility of the developer/applicant. Furthermore, the number of people accessing the site via public

transport bus services is anticipated to be very low particularly noting the very low frequency of services utilising the stop (notably, the associated services do not operate on weekends and services during weekday lunch periods only run every two hours).

1.3.4 Car Parking

Concerns were raised with the applied car parking rate adopted for the proposed development as well as the empirical evidence used to justify adequacy of proposed car parking. In addition, concerns were raised that inadequate car parking in support of the proposed development will result in overflow parking spilling onto Riverview Road. As confirmed in the attached response in **Appendix 2**, Cirqa have advised and confirmed that:

The applied parking provision rate is not optimistic but is based on realistic parking demand data surveyed at two comparable sites. Notably, the surveys at the two sites (Maximilians' and Howard Vineyard) included review of on-street parking conditions and, at both sites, no on-street parking occurred at the time of the surveys. The surveys are therefore not distorted as suggested by the representor.

Additionally, the proposal will provide a level of formal parking provision higher than the demand rates surveyed at the comparable sites and there will also be provision for additional overflow parking on-site. In addition, I consider it extremely unlikely that patrons would use on-street parking adjacent the subject site given the distance between the facilities and Riverview Road (drivers would be more likely to find other informal opportunities within the site if needed). Nevertheless, it is reiterated that there will be ample formal provision on site to accommodate typical peak demands.

1.4 Rubbish & Litter

A representor raised a concern regarding the potential for an increase in litter and rubbish associated with both an increase in activity on site and traffic generated by the proposed development.

The proposed development involves a new cellar door, restaurant and function facility with associated wine tasting and dining. The restaurant is not in the form of a 'fast food' restaurant and will not generate waste from disposable food packaging or containers.

In any event, adequate waste refuse bins will be provided within the facility for use by both customers and staff to adequately accommodate and dispose of any waste generated on site.

Further, all waste generated in association with the cellar door and restaurant is to be stored on site in a safe and contained manner prior to its collection. A services area located adjacent to the staff parking area (and separated from the public car parking area) will allow for the storage of receptacles holding both recycling and waste materials prior to collection by private contractor.

1.5 Landscaping

A representor has suggested that the Inverbrackie Creek catchment adjacent to the development should be integrated with the landscape plan to promote regeneration of indigenous vegetation species and improve the health of the creek.

Trees and landscaping are proposed within the car parking area (species to be determined) to offer shade to users and to assist with shielding the view of the car parking area from the new building itself, and from certain public places where vantage points to this car parking area are possible.

The area to the south and east of the proposed new building is to be vegetated with a new open grassed parkland style area. An open landscape setting has been selected adjacent the proposed new development to define and frame proposed built form on site, enable clear and uninterrupted views over the vineyard from both within and adjacent the building and as a Crime Prevention Through Environmental Design (CPTED) measure to minimise any potential places of entrapment on site.

It is not proposed to undertake additional landscaping on the balance of the site (including adjacent the Inverbrackie Creek catchment) in association with this development application.

1.6 Light Pollution.

A representation has raised concern with visual impact on adjoining properties from light glare emanating from the development and has sought confirmation of what lighting is proposed on site.

To protect the amenity of the locality, all external lighting on the site (including in car parking areas and external to buildings) will be designed, located, shielded and constructed to conform to Australian Standard 4282 – 1997 *'Control of the obtrusive effects of outdoor lighting'*.

The applicant would accept a suitable condition of approval to this effect.

1.7 Adverse Social Impacts

A representor has questioned how the proposed development will adversely impact residents.

It is noted that the 'Statement of Effect' that accompanied the development application provided a detailed assessment of the development application against the Adelaide Hills Council Development Plan (Chapter 7) as well as the social, economic and environmental effects of the proposed development (Chapter 8)

2. Conclusion

This letter and attached documentation seeks to provide a response to the issues raised by the Category 3 representations received in relation to this development application.

The key issues raised including noise, transport, access, carparking, litter, landscaping, and light pollution have all been addressed.

We thank you in anticipation of your favourable consideration of the application and trust this submission offers a constructive response to the matters raised.

We welcome the opportunity to attend and present at the Council Assessment Panel meeting when the application is determined.

Please don't hesitate to contact the undersigned on 0402 344 401 should you have any questions or queries or should you require any additional information in support of the proposed development application.

Yours Sincerely,



Richard Dwyer

Managing Director

Appendix 1. Sonus Response to Representations

Ekistics
Level 1, 16 Vardon Avenue
Adelaide SA, 5000

S6544C4

Attention: Richard Dwyer

3 August 2021

Dear Richard,

WICKS ESTATE WINERY DEVELOPMENT RESPONSE TO REPRESENTATIONS

A noise assessment has been made of the proposed Wicks Estate Winery Development at Riverview Road, Woodside as detailed in Sonus report S6544C4, dated October 2020 (the Report). As part of the Development Application process, a total of four (4) representations have been received. Of the representations, there are three (3) which raise concerns relating to noise, while the other is in support of the proposal.

The representations raise concerns in the following general areas:

- Background Noise Monitoring & Noise Criteria
- Noise Predictions

Background Noise Monitoring & Noise Criteria

The purpose of background noise monitoring is to determine the lowest noise levels currently experienced in the environment. These noise levels are then used to determine the music criteria. The lower the existing background noise levels, the lower (more onerous) the criteria become.

By using the lowest recorded noise levels over the monitoring period of more than a week, all intermittent noise sources (such as frost fans, grape harvesting, sports activity, Bird in Hand Winery functions etc) are automatically excluded, resulting in the most onerous criteria. As expected, the background noise monitoring demonstrated that extremely low noise levels are present in the environment at times and therefore very onerous (resulting in very low noise levels) music criteria apply.

The resultant criteria are designed to ensure that music is not intrusive at residences at any time of the day or night. Therefore, when background music is played with doors and windows open or when higher level music is played with doors and windows closed, the facility has been designed such that the level of noise will not be intrusive at residences in the vicinity.

Noise predictions

Concern was raised that the predicted noise levels might not take into account local meteorological conditions or conditions during summer months. The noise predictions account for noise propagation under “worst case” (resulting in the highest noise level) meteorological conditions. These conditions include clear night skies with wind in the direction toward residences. These conditions result in noise travelling the greatest distances. The report demonstrates that the noise criteria will be achieved even in these conditions.

Yours faithfully
Sonus Pty Ltd



Chris Turnbull
Principal Engineer

+61 417 845 720
ct@sonus.com.au

Appendix 2. Cirqa Response to Representations

Ref: 20195|BNW

3 August 2021

Mr Richard Dwyer
Ekistics
PO Box 32
GOODWOOD SA 5034

Dear Richard,

WICKS ESTATE WINERY 29 RIVERVIEW ROAD, WOODSIDE

I refer to the proposal to develop a cellar door, restaurant and function facility at Wicks Estate Winery, 29 Riverview Road, Woodside. Specifically, this letter provides a response to representations received during the community notification period.

The key comments (relevant to traffic and parking matters) raised by representors are noted below italics, followed by my response.

"The development application does not show turning paths buses, delivery trucks, semi-trailers or other operational vehicles used for existing operations..."

The accommodation of commercial vehicle movements associated with the existing operations will not be restricted by the proposal. The primary areas of commercial vehicle activity and manoeuvring associated with the current operations are focussed around the northern side of the existing winery building which will not be altered by the proposal. Additionally, the site's access point will be widened which will improve accommodation of the movements of such vehicles both into and out of the site (the architectural plan also includes turn paths that demonstrate simultaneous two-way movements of commercial vehicles will be accommodated at the access point).

"I could not find a plan showing the proposed road widening for the access to determine if the sealed road will be extended through the access into the property. There is an existing issue with damage to the edge of road seal and dirt and debris being transferred to the existing road (making the road surface slippery and potentially unsafe) due to the property entrance not being sealed."

The applicant has confirmed that the access point will be sealed from Riverview Road to the culvert within the site (approximately 30 m). This will address the above concern.

"There is no 'safe escape' for vehicles travelling at 80 kph encountering a slow-moving vehicle exiting the property. Consideration should be given to some localised shoulder widening and sealing of Riverview Road in the vicinity of the property access."

Adequate sight distance is provided (and will be retained) at the access point in line with the requirements of the relevant Austroads' road design guidelines. This ensures that drivers exiting the site can adequately select gaps to safely enter the traffic stream. Additionally, the approach sight distance provisions allow for adequate stopping distance for through bound drivers prior to the access point.

"Increased traffic at the intersection of Riverview Road and Nairne Road is of concern. The sight distances are compromised and not to current engineering standards and it is difficult to see oncoming traffic. The intersection has a history of severe accidents, and this issue does not appear to be addressed by the traffic consultant." and "The junction at Riverview Rd/Nairne Rd/Pfeiffer Road, is a notorious junction for crashes, the increase volume of traffic through this junction has not been considered. What measures are going to be taken to ensure safety at this junction?"

Crash statistics provided by the Department of Infrastructure and Transport (DIT) indicate that four crashes have been reported at the intersection of Riverview Road/Nairne Road/Pfeiffer Road within the most recent 5-year set of available data (2016 to 2020 inclusive). This data indicates an average rate of 0.8 crashes per year at the intersection. This rate is below the level of crashes typically considered to represent a high crash rate (an average of 5 crashes per year). In addition, it is noted that a higher crash rate was previously experienced at the intersection (it is understood that between 2010 to 2014, there were nine casualty crashes at the intersection). However, vehicle activated signs were installed on the Pfeiffer Road and Riverview Road approaches in late 2015. The data suggests that the signage has been effective in reducing the crash rate at the intersection (by approximately half).

Furthermore, as detailed in the traffic report, it has been forecast that there would be approximately 10 movements distributed to/from the intersection of Riverview Road/Nairne Road/Pfeiffer Road in the peak hour associated with the proposal development. These movements would be distributed to the various traffic movements at the intersection (with any one movement generally associated with an increase of 5 movements or less in the peak hour). The number of additional volumes associated with the different movements at the intersection will be very low. There would be negligible impact on conflict risk as a result of the forecast increase.

"Many people walk along Riverview Road and there are no footpaths and quite a few hazards for walker hidden by weeds and undergrowth on the verges next to the road."

Consideration should be given to formalising the pedestrian access to and from the existing bus stop adjacent to the development.”

The provision of footpaths (particularly to service existing public transport infrastructure) is not the responsibility of the developer/applicant. Furthermore, the number of people accessing the site via public transport bus services is anticipated to be very low particularly noting the very low frequency of services utilising the stop (notably, the associated services do not operate on weekends and services during weekday lunch periods only run every two hours).

“The assumption of 6 people per carpark appears to be optimistic, particularly given the basis of the assumption uses old historical counts pre-COVID. The two samples used for this assumption also have access to on-street parking and that distorts the figures.”

The applied parking provision rate is not optimistic but is based on realistic parking demand data surveyed at two comparable sites. Notably, the surveys at the two sites (Maximilians’ and Howard Vineyard) included review of on-street parking conditions and, at both sites, no on-street parking occurred at the time of the surveys. The surveys are therefore not distorted as suggested by the representor.

Additionally, the proposal will provide a level of formal parking provision higher than the demand rates surveyed at the comparable sites and there will also be provision for additional overflow parking on-site. In addition, I consider it extremely unlikely that patrons would use on-street parking adjacent the subject site given the distance between the facilities and Riverview Road (drivers would be more likely to find other informal opportunities within the site if needed). Nevertheless, it is reiterated that there will be ample formal provision on site to accommodate typical peak demands.

I trust the above sufficiently addresses the comments raised by the representors in respect to traffic and parking matters. As detailed in the original CIRQA report, I remain of the opinion that the traffic and parking aspects of the Development Plan have been adequately address and that the proposal will have minimal impact on the adjacent road network.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



BEN WILSON
Director | CIRQA Pty Ltd

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Contact: Katie Koto
Telephone: 08 8226 7100
Email: healthwastewatermanagment@sa.gov.au



Government of South Australia

SA Health

**Health Protection and
Licensing Services**

Citi Centre Building
11 Hindmarsh Square
Adelaide SA 5000

PO Box 6
Rundle Mall SA 5000
DX 243

Tel 08 8226 7100
Fax 08 8226 7102

ABN 97 643 356 590
www.health.sa.gov.au

Our reference: WWI-10797

Wicks Estate Wines Pty Ltd
C/O Sakil Mostafa
TMK Consulting Engineers
Level 6, 100 Pirie St, ADELAIDE SA 5000

Dear Mr Mostafa,

**RE: Wastewater system for Wicks Estate Winery, connecting to the Woodside CWMS,
29 Riverview Road, Woodside SA.**

I refer to your application relating to wastewater management at the above address.

I advise that, pursuant to South Australian Public Health (Wastewater) Regulations 2013, your application for the wastewater system has been approved subject to the following conditions:

1. The approved system incorporates:
 - 1.1. 1x 2,400L grease arrestor with heavy duty Class D cover.
 - 1.2. 2x 20kL SA Health approved septic tanks with heavy duty Class D covers.
 - 1.3. 1x 23.5kL pump chamber with heavy duty cover.
 - 1.4. Disconnection of on-site disposal pathway from existing winery operations septic tank, and re-direction to CWMS connection via pump chamber.
 - 1.5. Approximately 1,000m long DN75 HPDE rising main.
 - 1.6. 1x 12kL SA Health approved buffer tank with heavy duty Class D cover.
 - 1.7. Associated sanitary plumbing and drainage.
 - 1.8. Connection to the Woodside CWMS.
2. The system is to be installed, commissioned, operated and maintained in accordance with:
 - 2.1. The reports, plans and specifications as referenced in this approval
 - 2.2. Designers, manufacturers, installers and equipment suppliers' instructions and recommendations.
 - 2.3. South Australian On-site Wastewater Systems Code
 - 2.4. AS/NZS 3500 Plumbing and drainage.
 - 2.5. Operation and maintenance manuals for the system
 - 2.6. All other relevant standards and codes.
 - 2.7. Conditions of this approval.

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Wastewater system for Wicks Estate Winery, connecting to the Woodside CWMS.

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3. A licensed plumber must carry out the installation of the wastewater system and submit to the Department for Health and Wellbeing (DHW) a plumbing certificate of compliance and 'as-constructed' drawings within 28 days of the works being completed
4. The DHW reserves the right to inspect during any stage of construction and at practical completion of the installation.
5. The operator of the on-site wastewater management system must ensure that the lids and access openings are to be fitted so as to be childproof and gas and water tight.
6. The septic tanks must be de-sludged on a minimum **two-yearly** basis by an Environmental Protection Authority (EPA) licenced waste transporter. De-sludge records must be retained by the operator and provided to the DHW on request.
7. The pumps must be suitable for their intended load and operating environment.
8. An alarm system must be provided for the pump sump in accordance with the requirements outlined in the SA On-site Wastewater Systems Code.
9. The system design, installation and operation must prevent contamination of water supplies with wastewater at all times. Backflow prevention devices must be fitted as per AS/NZS 3500.1 and the requirements of the Water Industry Entity and the Office of the Technical Regulator (OTR) by personnel holding appropriate qualifications to ensure all water supplies are protected from cross contamination and must be maintained as per the recommendation of the OTR.
10. No person shall permit or cause the following discharges into an on-site wastewater system:
 - 10.1. Any storm water.
 - 10.2. Any back flush waters from a swimming pool or water softener.
 - 10.3. Any discharge or back flush from a spa bath/pool in excess of 680 litres capacity.
 - 10.4. Any sanitary napkin, clothing, plastic material, wet wipes or liner.
 - 10.5. Any paint, petroleum products, strong alkaline, acids or other flammable or explosive substance whether solid, liquid or gas.
 - 10.6. Any trade waste, other than that associated with the food preparation activities conducted on the site.
11. Non-compliance with any of the conditions of approval shall be reported as soon as practicable but within one business day by email to the Minister for Health (c/o Wastewater Management Section, Department for Health and Wellbeing).
12. Pursuant to the South Australian Public Health (Wastewater) Regulations 2013, the DHW reserves the right to vary any or all of the approval conditions, and require the repair, replacement, rectification, or alteration of the system or any part thereof should at any time:

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- 12.1. The system or a component thereof not be manufactured, installed and/or operated in accordance with the approval conditions; or
 - 12.2. The system is defective and not able to perform the function for which the approval was issued; or
 - 12.3. The system is operated in a manner that is prejudicial to public and environmental health, or causes environmental nuisance
13. This approval shall become void if the installation is not completed within 24 months of the date of this approval.

Approved by:

Date: 18 June 2021



Karen Bennink
Manager, Wastewater Management
Delegate of the Minister for Health and Wellbeing

CC:

- Adelaide Hills Council

References:

- The following documents, prepared by TMK:
 - Hydraulic Services – Overall Site Plan, Drawing No. 1910192-H1/PC, dated 03.06.21.
 - Hydraulic Services – Site Plan, Drawing No. 1910192-H2/PC, dated 18.03.21.
 - Hydraulic Services – Sewer Ground Floor, Drawing No. 1910192-H3/PB, dated 04.12.20.
 - Hydraulic Services – First Floor Plans, Drawing No. 1910192-H5/PB, dated 04.12.20.
 - Hydraulic Services – Details, Drawing No. 1910192-H6/PB, dated 04.12.20.
 - Effluent Disposal Soakage Assessment (EDSA_A), Revision Code 02, dated 17/03/2021.

Note 1: The approval does not abrogate responsibilities under other Acts or Regulations to obtain the necessary approvals, permits or licences from other agencies, including but not limited to:

- Environment Protection Authority
- Department of Environment and Water

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- Natural Resource Management Boards
- Department of Primary Industries and Regions SA
- State Planning Commission
- Local Council