



NOTICE

of

COUNCIL ASSESSMENT PANEL MEETING

Pursuant to the provisions of Section 82 of the Planning, Development and Infrastructure Act 2016

TO BE HELD IN

**COUNCIL CHAMBERS
PLAYFORD CIVIC CENTRE
10 PLAYFORD BOULEVARD, ELIZABETH**

MEMBERS MAY PARTICIPATE BY ELECTRONIC MEANS

ON

THURSDAY, 20 NOVEMBER 2025 AT 6:00 PM

THIS MEETING WILL ALSO BE VIEWABLE AT
<https://www.youtube.com/user/CityOfPlayford>

A handwritten signature in black ink, appearing to read "Matt Dineen".

**MATT DINEEN
SENIOR MANAGER DEVELOPMENT SERVICES**

Issue Date: Thursday, 13 November 2025

MEMBERSHIP

MR GEOFF PARSONS – PRESIDING MEMBER

Mr Aaron Curtis

Ms Cherie Gill (Deputy)

Mr Paul Mickan

Ms Misty Norris

Ms Tanya Smiljanic (Deputy)

Mr Adam Squires

**City of Playford
Council Assessment Panel Meeting**

AGENDA
THURSDAY, 20 NOVEMBER 2025 AT 6:00 PM

ACKNOWLEDGEMENT OF COUNTRY

We would like to acknowledge that this land we meet on today is the traditional land of the Kaurna people, and that we respect their spiritual relationship with their country. The City of Playford would also like to pay respects to Elders past, present and emerging.

1 ATTENDANCE RECORD

1.1 Present

1.2 Apologies

Mr Geoff Parsons
Ms Misty Norris

1.3 Not Present

2 CONFIRMATION OF MINUTES

RECOMMENDATION

The Minutes of the Council Assessment Panel Meeting held 18 September 2025 be confirmed as a true and accurate record of proceedings.

3 APPLICATIONS WITHDRAWN

4 DECLARATIONS OF INTEREST

5 APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

Nil

6 APPLICATIONS FOR CONSIDERATION – NO PERSONS TO BE HEARD

- 6.1 Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 8 vehicles, car parking, truck maintenance and washdown area, detention basin, fencing and landscaping. (Attachments)6

Representors: Donald Sawley
Rodger Fryer

Applicant: Tedesco Freightlines Pty Ltd

7 APPLICATIONS FOR CONSIDERATION - CATEGORY 1

Nil

8 OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS

Nil

9 OTHER BUSINESS**9.1 STAFF REPORTS**

Nil

10 CONFIDENTIAL MATTERS**OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS**

- 10.1 Warehouse and light industry development with advertisement and associated detention basin, car parking, landscaping and regulated and significant tree removals (Attachments)130

Representors: Nil**Applicant:** Zuppa Group C/Future Urban**11 POLICY DISCUSSION FORUM**

Nil

12 CLOSURE

APPLICATIONS FOR CONSIDERATION

**APPLICATIONS FOR
CONSIDERATION – NO PERSONS
TO BE HEARD**

6.1 CHANGE OF LAND USE TO A TRANSPORT DISTRIBUTION FACILITY FOR THE PURPOSE OF SUPPORTING PRIMARY PRODUCTION, COMPRISING WAREHOUSE, HEAVY VEHICLE PARKING OF UP TO 8 VEHICLES, CAR PARKING, TRUCK MAINTENANCE AND WASHDOWN AREA, DETENTION BASIN, FENCING AND LANDSCAPING.

Author: Jamie Hanlon

Proposal: Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 8 vehicles, car parking, truck maintenance and washdown area, detention basin, fencing and landscaping.

Development Number: 24002406

Date of Lodgement: 6 Sep 2024

Owner: Tedesco Freightlines Pty Ltd

Applicant: Tedesco Freightlines Pty Ltd

Location: Lot 502 Angle Vale Road, Penfield Gardens

Zone: Rural Horticulture

Classification: Code Assessed - Performance Assessed

Public Notification Category: Yes

Representation Received: Yes

Request for Additional Information Made? Yes

Recommendation:

To Refuse Planning Consent

To Grant Development Plan Consent

To Refuse Development Plan Consent

To Proceed to the full assessment stage

To Not Proceed to the full assessment stage

Attachments:

1 ↓	Development Assessment Processing (DAP) Submission Snapshot
2 ↓	Location Map and Zoning
3 ↓	Planning Statement
4 ↓	Site Plan, Elevations and Civil Works
5 ↓	Traffic Assessment
6 ↓	Civil Works
7 ↓	List of Local Customers
8 ↓	Letter from James Hildich Lawyers
9 ↓	Combined Request for Information
	Documentation
10 ↓	Representations
11 ↓	Applicants Response to Representations
12 ↓	Commissioner of Highways Referral Response and RFI

1. The Subject Land

The subject land is identified as Allotment 502 within F162851 of the Certificate of Title Volume 5813 Folio 456.

The subject land is known as Lot 502 Angle Vale Road, Penfield Gardens. It comprises a single parcel and is rhomboid in shape.

The subject land is approximately 1.99ha in area with a frontage of 126m to Angle Vale Road.

There are no structures on the allotment and there are no easements or encumbrances on the land. At present, there is no mains water and no sewerage within the vicinity of the allotment however it is noted that a private sewerage infrastructure facility is currently under construction on Carclew Road, approximately 1.2 kilometres north of the subject land.

The site features one (1) significant tree and a SA Power Networks (SAPN) Sub Transmission and High Voltage Overhead line is located within the road reserve on Angle Vale Road along the entire length of the frontage of the allotment.

The subject land is entirely within the Rural Horticulture Zone.

Figure 1 Subject site map, with the site highlighted in orange.



2. The Locality

Located approximately 2.5kms from Angle Vale and 4.5kms from Virginia, the locality surrounding the subject land has an open and rural activity character. The open character of the locality is to the extent that the Adelaide Hills, some 13kms away from the backdrop to wide vistas across the plains.

The locality is characterised with horticultural operations in the form of open field horticulture, olive groves and almond orchards and other ancillary structures. Greenhouses are in the distant landscape, the closest to the subject land is over 450m away and the large commercial agricultural complex (Mitolo Family Farms) on Angle Vale Road is over a kilometre west from the subject land.

The allotment sizes within the locality range from 2ha to over 21ha. The abutting allotment to the south of the subject land is a similar size and the allotments to the east are approximately double the size. Beyond these, allotments range from 6ha to over 21ha.

A minority of allotments with the locality feature farmhouses with ancillary domestic structures. This built form and character is typical of the Rural Horticulture Zone within the Playford Council. Also, within the locality there are two (2) large buildings/warehouses west of the subject land along Angle Vale Road.

The locality is also located within the Environment and Food Production Overlay. This overlay seeks for the protection of valuable rural, landscape, environmental and food production areas from urban encroachment.

Overall, it is considered that the existing character of the locality is best described as rural, consisting of open field horticulture, groves and orchards, and wide vistas.

2.1 Locality Plan

Figure 2 Locality Plan



2.2 Zoning

The subject land is located entirely within the Rural Horticulture Zone as identified in the Planning and Design Code (the Code). The following Overlays and Technical and Numerical Variations (TNVs) also apply:

Overlays

- Building Near Airfields
- Defence Aviation Area (all structures over 45m)
- Environment and Food Production Area

- Hazards (Bushfire - General) (General)
- Hazards (Flooding - General)
- Limited Dwelling
- Limited Land Division
- Major Urban Transport Routes
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development.

Technical and Numerical Variations (TNVs)

- Minimum Site Area (minimum site area is 10ha)
- Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints).

2.3 Zoning Map

Figure 3 Zoning Map



3. Background

The application was submitted in January 2024 comprising a change of land use from vacant land to a transport distribution facility, including:

- Change of use to a distribution facility for carting of horticultural products and machinery to be transported and stored at the subject land before being distributed to local producers
- A warehouse for product storage and truck maintenance;
 - The warehouse will contain six (6) roller doors 5.5m in width for truck thoroughfare

- Ancillary office internal to the warehouse
- Truck washdown area
- Truck and light vehicle parking including 10 B doubles
- The parking of an undisclosed amount of light vehicles
- Alteration of one (1) existing and addition of one (1) new crossover to facilitate heavy vehicles
- The southern portion of the land was proposed to be used as an open storage area for third parties to self-store agricultural equipment
- Removal of one (1) significant tree
- Bar fencing with ring wire / automatic gates on road frontage, with Colorbond fencing with ring wire

In August 2024 the Applicant amended the proposal to retract the removal of the significant tree from the Application.

In April 2025 the Applicant amended the proposal to remove the use of the southern portion of the site as a self-storage area. This area is to remain as vacant land.

In June 2025, the Applicant amended the proposal to create a buffer area around the significant tree, relocation of the warehouse and the inclusion of a hard stand area surrounding the warehouse.

Through late June and July 2025, the Applicant made further amendments to the proposed number of B-double vehicle parking and the capacity for other vehicle types (semi-trailers and other commercial vehicles). The final position was amended to have an area for seven (7) heavy rigid vehicles with the allowance for an additional heavy vehicle which would be loading or unloading. Giving a total of eight (8) heavy vehicles on site at any one time.

Throughout the assessment of the application, extensive requests for information/documentation were made to the Applicant. Formal Requests for Information are provided (Attachment 9). In addition, multiple email correspondences were undertaken with the applicant to seek further information and clarification. These requests related to the proposed operations, the scale and intensity of the land use, justification for the proposal within the Rural Horticulture Zone, traffic analysis, and the provision of a detailed stormwater management plan.

Following public notification, the Applicant made further amendments and the following activities were reintroduced into the application:

- The truck maintenance
- The washdown area

The Applicant has not provided supporting documentation regarding how these activities will be managed.

It was considered that the reintroduction of these ancillary activities following public notification did not warrant re-notification, given their relatively small scale and ancillary nature.

Given the multiple changes made along with inconsistencies within the documentation throughout the assessment process, the applicant was encouraged to submit a complete and

updated set of documentation for final assessment prior to the matter being presented to the Council Assessment Panel (CAP).

4. The Proposal

The applicant seeks planning consent for the construction of a warehouse and distribution facility, with associated truck parking of up to eight (8) heavy vehicles, car parking, truck maintenance and washdown area, detention basin, landscaping and 2.6-3m high chain mesh fencing (combined height of the plinth/retaining wall, fence and barb wire).

The proposed warehouse is 19 x 20 x 7.2m (380sqm) and to be used for product storage and truck maintenance

- The warehouse will contain six (6) roller doors 5.5m in width for truck thoroughfare
- Ancillary office internal to the warehouse

The development will also involve battering and retaining to level the site, and installation of a combination of rubble and profiling (see civil works plan within Attachment 4)

The Applicant has requested to lodge a separate wastewater application with Council pending a planning consent subject to a reserved matter.

The Applicant has also requested to lodge a stormwater management plan to support the stormwater layout to be subject to a reserved matter pending planning consent.

5. Procedural Matters

5.1 Classification

The proposed development comprises of the following classes of development:

- Warehouse
- Distribution facility
- Truck parking

The elements captured as part of the proposed development being warehousing, distribution facility, truck parking are not classified as Accepted, Deemed-to-satisfy or Restricted development within the relevant Tables of the Rural Horticulture Zone. Additionally, warehouse only has a Code Assessed - Performance Assessed pathway.

The proposed development is therefore a Code Assessed - Performance Assessed development pursuant to Sections 105(b) and 107 of the *Planning, Development and Infrastructure Act 2016* (the Act), requiring an on-merit assessment against the relevant provisions of the Code.

5.2 Public Notification

All classes of performance assessed development require public notification unless, pursuant to Section 107(6) of the Act, the class of development is excluded from notification by the Code in Table 5 - Procedural Matters (PM) - Notification of the relevant Zone.

The public notification requirements are prescribed within Table 5 of the Procedural Matters section of the Rural Horticulture Zone. Warehouse are listed as exempt from public notification in Clause 3 of Table 5 with the following exceptions:

Except development that exceeds the total floor area limit expressed in Rural Horticulture Zone DTS/DPF 4.1(c) or does not satisfy Rural Horticulture Zone DTS/DPF 4.3.

Corresponding Exception Policy Criteria

Rural Horticulture Zone *DTS/DPF 4.1*

Industries, storage, warehousing, produce grading and packing and transport distribution activities and similar activities (or any combination thereof):

- (a) Are directly related and ancillary to a primary production use on the same or adjoining allotment*
- (b) Are located on an allotment not less than 2ha in area*
- (c) Have a total floor area not exceeding 350m².*

The proposed warehouse has a total floor area of 380sqm, is not directly related and ancillary to a primary production use on the same or adjoining allotment and does not meet Rural Horticulture Zone DPF 4.1(a) and (c).

In addition, within Table 5 of the Rural Horticulture Zone distribution facilities and/or truck parking is not listed as a class of development that is exempt from notification, and it is considered that the proposed development is not minor in nature. As such, public notification is required.

Public notification commenced on 29 July 2025 and concluded on 18 August 2025.

Two (2) representations were received during the public notification period. A copy of the representations is included (Attachment 10).

All representors were in opposition to the proposal, with one (1) representor having requested to be heard before the CAP. The representors are listed below:

Representations received		Summary of Issues Raised	Wish to be Heard
1	Donald Sawley	- Noise and hours of operation - Water runoff into property - Inadequate Roads - Significant Tree on property	Yes
2	Rodger Fryer	- Proposed land use is not compatible with primary production unless primarily focused on primary production. - Ad hoc rezoning creates problems for present and rezoning in the future. - There are three (3) trucking operations in the area.	No

		• Operations with main functions not associated with agriculture should be located in zones designated for trucking and warehousing. • There has been an increase in heavy vehicle traffic in the area. • Heavy vehicles currently use minor roads for shortcuts without permits. • Angle Vale is a busy road with an 80km p/h speed limit. Turning heavy vehicles into a major processing plant nearby need to turn into the oncoming lane to manoeuvre into site. • Turning heavy vehicles into local roads need to turn into the oncoming lane to manoeuvre into site. • The proposal is likely to create a similar hazard with turning heavy vehicles. • The Representor questions Why is the facility proposed to be located in an area zoned for primary production and not located in an area zoned for warehousing, transport and distribution. • Phrase “for the purpose of supporting agriculture” in the notice, it does not detail what agricultural activities are currently supported by the company or intend to be supported. • • The provision of staff parking is not shown. • Hours of operation • Noise pollution due to vehicle movements and forklifts. • Development on the site will result in the deterioration of the tree and its eventual death.	
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The applicant has been afforded the opportunity to respond to the matters raised by the Representors. The response has been received that provide additional advice on the following matters:

- The Rural Horticulture Zone envisages transport distribution as a land use.
- The building size has been amended to 380sqm.
- The applicant works with 25 producers within a 10km radius of the subject site.
- Correspondence from the Department for Infrastructure and Transport (DIT) received confirms that there are no concerns regarding vehicle movements.
- The application has since been amended for the significant tree to be retained
- Stormwater detention basin will be within the boundaries of the subject land.
- In relation to noise the land use is envisaged within DTS/DPF 1.1 of the Zone.
- There is parking available for a maximum of nine (9) heavy vehicles though it is anticipated that no more than two (2) heavy vehicles would be entering or exiting the site at a time.
 - These vehicle movements would be consistent with broader horticultural uses and their value adding activities.

- The nearest sensitive receiver is located approximately 155m from the nearest boundary of the subject land.

A copy of the Applicant's response is included in (Attachment 11).

It is noted that as a form of development requiring public notification, the development is of a form which the Act identifies the CAP as the relevant authority for the purpose of decision making.

5.3 Statutory Referrals

Statutory referrals are identified within Part 9 of the Code and Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations).

Schedule 9, Part A, Clause 7(a) of the Regulations, development that is located within Major Urban Transport Routes Overlay which. triggers a referral to the Commissioner of Highways.

The Commissioner of Highways (through DIT) has reviewed the proposed development and has no objections and subject to the inclusion of five (5) conditions.

DIT commentary is '*No objection, with comments*'. The comments comprise of five (5) conditions.

The conditions attached to the proposed development are within (Attachment 12).

5.4 Internal Referrals

Internal referrals were undertaken by Council's engineers to review the traffic and parking management, access, stormwater and the environmental health aspects of the proposed development.

Council's internal stakeholders, comprising of a Land Development Engineer, Traffic Engineer and Environmental Health Officer have reviewed the information and have confirmed that the details and information provided is sufficient to align with relevant Council policies and standards.

Matters related to traffic, stormwater and landscaping are addressed in further detail within the body of the report.

6. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposal is an appropriate land use and form of development in the Rural Horticulture Zone.
- Whether the proposal will create any adverse visual or amenity impacts or conflicts between the adjoining land uses within the locality.
- Whether the proposal is consistent with the General Development Policies of the Code.

7. Planning Assessment

7.1 Land Use and Desired Outcome of the Zone

The subject land is located entirely within the Rural Horticulture Zone.

The Rural Horticulture Zone envisages “*intensive agriculture in the form of horticulture and associated value adding enterprises and activities*”, as per Rural Horticulture Zone Desired Outcome (DO) 1. In addition, the DO2 and DO3 for the Rural Horticulture Zone provides further context and listed below:

- *DO2 – The establishment of appropriately scaled industries for washing, processing, bottling and packaging primary produce and servicing and supporting horticulture.*
- *DO3 – Manage interface conflict between horticulture and land uses.*

Rural Horticulture Zone Performance Outcome (PO)1.1 states:

“The productive value of the horticultural land for a range of agricultural, intensive horticultural activities and associated value adding, processing warehousing and distribution activities is supported, protected and maintained. The proliferation of land uses that may be sensitive to those activities is avoided”.

This PO is informed by the associated Designated Performance Feature (DPF) 1.1 which seeks *Development comprises of one (1) or more of the following:*

- (a) Advertisement*
- (b) Agricultural building*
- (c) Brewery*
- (d) Carport*
- (e) Cidery*
- (f) Distillery*
- (g) Dwelling*
- (h) Dwelling addition*
- (i) Horse keeping*
- (j) Horticulture*
- (k) Industry*
- (l) Low intensity animal husbandry*
- (m) Outbuilding*
- (n) Shop*
- (o) Small Scale ground mounted solar power facility*
- (p) Tourist accommodation*
- (q) Transport distribution*
- (r) Veranda*
- (s) Warehouse*
- (t) Winery*
- (u) Worker’s accommodation.*

Analysing the DOs and PO 1.1 of the Rural Horticulture Zone, it is considered that the intent of the zone is to primarily encourage horticulture and maintaining productive value of the land. While also allowing for some associated value adding enterprises and activities. These activities are small-scale and associated to the horticultural activities on the land or adjoining allotments. These non-horticultural land uses should service and support horticulture activities in the locality.

At present, no details have been provided by the applicant on the productive value of the land.

In further reviewing the productive value of the allotment, consideration has been made to the Department for Environment and Water's Land Suitable for Agriculture mapping program (<https://www.environment.sa.gov.au/topics/soil-and-land-management/soils-of-sa/land-suitability-agriculture>). This program provides a range of commodity data and advanced geospatial mapping capability to inform potential agricultural land uses. The website acknowledges, however, that land suitability should also take into account dynamic and background influences such as economics, climate, landscape, pest and disease incidence, water availability (for irrigated crops), social considerations, and regulatory frameworks. While not definitive, the tool offers useful insight into the productive value of the allotment and indicates that the land has high potential for a range of horticultural products.

The land is currently vacant. However, within the locality and wider area, allotments of a similar size are being utilised for horticultural purposes. On this basis, and having regard to the abovementioned mapping, it is considered reasonable to assume that the subject allotment has, or could have, productive value unless demonstrated otherwise.

The Rural Horticulture Zone supports non-agricultural activities that are appropriately scaled and associated to horticultural activities on the land or adjoining allotments. These non-horticultural land uses are often ancillary uses to facilitate and support and value add primary production on the land or locally sourced produce.

In the context of the DO 1 and 2 of the Rural Horticulture Zone, the location of non-horticultural land uses in the Zone directly associated with primary production is necessitated to optimise production, processing, packaging and distribution of fresh produce and to enable access to support associated tourism.

The proposed warehouse and transport facility is to distribute goods associated with primary production, including fertilisers and sprays and farming machinery, and storing additional produce and exporting producers' goods from the region.

On behalf of the Applicant, Hilditch Lawyers has provided a justification of the proposed land use and scale within the Zone (Attachment 8).

The Applicant has also provided a list of 25 current clients (Attachment 7), and these range from producers, farm suppliers and manufacturers. The list includes a diverse range of goods including:

Fertilisers	Packaging
Sprays	Bottles
Farming supplies	Wine Barrels
Farming Machinery	Potatoes
Packing Machinery	Almonds
Vegetable Seeds	Produce
Feed	Olive Oil
Hay	Olives
Grain	

Whilst the above goods are associated with primary production, a number of these goods do not necessitate distribution from within the Rural Horticulture Zone to optimise production, processing, or packaging. Further consideration is warranted as to whether the proposal represents an appropriate land use, scale, and form of development within the Rural Horticulture Zone.

In this context, consideration should be given to the difference between production, processing, and packaging activities when undertaken on the same or adjoining site, compared to the current proposal. It is considered that the proposal scale of the proposed transport distribution facility, particularly the extent of truck storage, may be

disproportionate to the size of the warehouse and the intended operations, when considered the intent of the zone is for rural industry with these value adding activities, rather than a standalone transport distribution facility. The assessment should therefore consider whether the principal use aligns with the intent of the Zone and whether the scale of transport distribution is justified.

Comparatively, if the proposal were located within appropriate zoning (employment type zone) in any of the surrounding townships it would not have any impact to primary production activities and productive value of the land.

This is reflected in the concerns of one of the Representors who questions the location of the proposed development within the Rural Horticulture zoned area.

In any case, the Map of customers supplied by the Applicant (Attachment 7), of the 25 listed clients, 22 are within 10km of the subject land and of these, nine (9) are within the locality of the City of Playford's western area and the southwest of the Adelaide Plains Council.

Given the casual relationship with the locality, the proposal does not satisfy the intent of Rural Horticulture Zone PO 4.2.

Expansion of established small-scale or new large-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities: (b) realise efficiencies in primary production related storage, sorting, manufacturing of the like.

In addition, while industry and warehouse and transport distribution are listed uses within the Rural Horticulture Zone DPF 1.1, in the matter of Geber Super Pty Ltd v The Barossa Assessment Panel [2023] SASC 154, the Supreme Court concluded that:

“(88). The designated performance features also assist in the interpretation of the performance outcomes. They identify a standard outcome that will generally meet the corresponding performance outcome. However, they are not policies in their own right. On one hand, merely because the designated performance features for a corresponding performance outcome are met does not entail that the performance outcome is met because the Code states that the features are only a standard outcome that will generally meet the performance outcome. On the other hand, merely because the designated performance features are not met does not entail that the performance outcome is not met.”

Based on the above, it is concluded that even though the proposed development may satisfy the Rural Horticulture Zone DPF 1.1, it is considered that it does not meet the intent of the Rural Horticulture Zone PO 1.1.

7.2 Land use, Scale and visual Character

PO 4.1 of the Rural Horticulture Zone encourages ‘small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities’.

Further guidance for the PO is provided as part of the DPF 4.1 which states that industries, storage, produce grading and packing and transport distribution activities and similar activities (or any combination thereof):

- (a) Are directly related and ancillary to the primary production use on the same or adjoining allotment

(b) Are located on an allotment not less than 2ha in area

(c) Have a total floor area not exceeding 350m²

The proposed land use is not related or ancillary to the primary production use on the subject land or adjoining allotment. No primary production use is proposed on the subject land or as part of this development application.

The total area for the distribution facility including vehicle manoeuvres, vehicle parking and the proposed warehouse is approximately 1.08ha. This area will be fenced off from the rear of the allotment forming a compound at the front of the allotment.

The front of the property will feature a 2.4m high bar fence with electric gates enclosing a 29m wide access and 27m wide egress.

The sides and rear of the whole allotment will be fenced with a 2.6m (on the western boundary) and 2.8-3m (on the eastern boundary) high chain mesh fence. These fence heights are inclusive of plinth/retaining wall, 2.1m chain mesh fence and 300mm barb wire. An internal fence to define the compound area of the site will be fenced off from the rear of the property with a 2.1m high mesh fence and 300mm barb wire.

Whilst landscaping (Attachment 4) is proposed along the front boundary extending 31m along the western boundary which is 50% of the compound boundary and 57m along the eastern boundary, which is 22% of the compound boundary. Landscaping will soften the appearance of the property viewed from directly in front of the property, however the proposed acacias are not densely planted, providing visual permeability into the site which will have an industrial character implanted into the rural setting.

Views of the truck parking from surrounding properties and approaches along Angle Vale Road will not be screened. Given the large width of the proposed access and egress (totalling 56m of the 126m frontage), the development provides a high level of visual permeability across the site. It is considered that the proposed landscaping would not sufficiently soften views from and along Angle Vale Road to the east and west, nor when viewed from neighbouring properties.

In the context of the open rural area and the relatively small extent of the proposed landscaping, the proposal does not satisfy Design – PO 1.5.

‘The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone’.

The proposal will create an industrial character visually permeable from each side external to the subject land. The fence surrounding the compound, both bar fencing and chainmesh with barbwire will contribute to the industrial character of the property, this is in addition to the 380sqm warehouse, parked trucks, stored trailers and equipment.

Contributing to the industrial character of the site will be proposed floodlights which the land use necessitates for operation and security, further conflicting with the rural character.

The operations are expected to generate less than 60 movements a day of heavy and light vehicles with provision of on-site queuing.

The scale of the proposal will result in an intensification of a non-agricultural activity on the site with a character more associated with industrial areas. This will be out of

character with the surrounding open and rural character of the locality which has broad rural vistas.

Both Representors have raised concerns with this, identifying likely issues with noise, hours of operation, traffic in the surrounding area and on-site vehicle movements.

The area of land the distribution facility will occupy and comprise of an industrial character introduced into the rural landscape is 1.08ha. While the goods for distribution may be related to primary production, and a portion of the goods may be primary produce from other sites, the proposed distribution facility will not be dedicated to a value adding activity which will benefit local producers. Whereas the proposed operation if located in an appropriate zone for its scale would not result in an efficiency loss for local producers. For this reason, the development is not considered to be small scale or value adding to locally sourced primary production activities. It is considered that the Rural Horticulture Zone PO 4.1 is not met.

Furthermore, Rural Horticulture Zone PO 4.3 states that:

Industry, storage, warehousing, transport distribution or similar activities are sited, designed and of a scale that maintains rural function and character in a manner that respects landscape amenity.

It is considered that the proposed activities do not satisfy PO 4.3 notwithstanding the proposal can satisfy DTS/DPF 4.3 which is limited in its scope.

Rural Horticulture Zone PO 4.2 states that *'Expansion of established small-scale or new large-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities:*

- (a) are commensurate with the allotment on which it is situated to mitigate adverse impacts on the amenity of land in other ownership and the character of the locality*
- (b) realise efficiencies in primary production related storage, sorting, packaging, manufacturing and the like*
- (c) primarily involve primary production commodities sourced from the same allotment and /or surrounding rural areas.*

This policy does indicate that some forms of industrial and commercial development may be appropriate in the Rural Horticulture Zone. However, the circumstances where this is appropriate are quite specific and limits the types of land uses.

Primary production is an industry in its own right and may at times require operations and built forms that are not typically consistent with the character of rural settings. Such activities can be necessary to support value-adding processes that ensure fresh produce is supplied efficiently to markets, including on-site or co-located packaging or processing facilities that allow produce to move directly from farm gate to market.

In this instance, however, the proposal is not directly associated with produce-related efficiencies. The proposed distribution facility is intended for the storage and distribution of general goods, which, while related to primary production, do not contribute to value-adding or support local production processes. Rather, the facility would operate as a distribution hub supplying goods to local producers and businesses.

Accordingly, it is considered that the proposed development does not satisfy the intent of Rural Horticulture Zone Performance Outcome 4.2.

Undertaking the assessment against the DOs and the POs within the Rural Horticulture Zone, the intent of the zone is to encourage activities which relate directly to agriculture in the form of horticulture and associated value-adding enterprises and activities. The proposed warehouse and transport distribution facility land use is at odds with this intent nor is a type of use that is integral to be located within the Rural Horticulture Zone.

It is a land use which would be readily provided for in an alternate zone which has policies better suited to encourage general employment type land uses. The proposal seeks to introduce an intensity of development into the zone, which is not commensurate with the intent of the zone.

Considering the above, the proposed land use and scale is not considered appropriate for the Rural Horticulture Zone.

7.3 Site Management, Stormwater, Waste Water

The Applicant has requested that some documents requested by Council be deferred to a reserved matter should the Application receives planning consent. Advice from Council's Stormwater Engineer is that there is not sufficient information to be able to determine if the proposed stormwater management will be appropriate.

- Council will require a layout showing how the site is to be drained including a drainage layout showing pipes, detention systems and discharge point.
- Calculations demonstrating the rate of discharge from the site in accordance with Councils requirements for a site of this nature.
- Text describing the drainage system and describing how the system satisfies Councils requirements.

In addition to this, further documentation will be required to ensure the truck maintenance and washdown, now reintroduced to the proposal, is designed and will be managed to ensure the water table is not contaminated with pollutants. At present, the proposal is unable to be assessed against the following POs within the Design module:

Design PO 31.1 - Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.

Design PO 31.2 - Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.

Without adequate information it is considered that PO 31.1 and 31.2 has not been met.

7.4 Built Form, Character, and Building Height

The proposed development comprises a 380sqm, 7.2m high Colorbond warehouse set back 55m from the front road boundary.

The Rural Horticulture Zone PO 4.3 states:

Industry, storage, warehousing, transport distribution or similar activities are sited, designed and of a scale that maintains rural function and character that respects landscape amenity.

The corresponding DPF 4.3 states:

Buildings and associated activities:

- (a) Are setback at least 50m from all road and allotment boundaries*
- (b) Are not sited within 100m if a sensitive receiver in other ownership*
- (c) Have a building height not greater than 10m above natural ground level*
- (d) Incorporate the loading and unloading of vehicles within the confines of the allotment.*

The Rural Horticulture Zone PO 11.1 states

Large buildings are designed and sited to reduce impacts on scenic and rural vistas by:

- (a) Having substantial setbacks from boundaries and adjacent public roads*
- (b) Using low-reflective materials and finishes that blend with the surrounding landscape*
- (c) Being located below ridgelines.*

In regard to the built form, the warehouse building in of itself is not an unreasonable form or character for the locality and the building satisfies the relevant POs

8. Planning Assessment Overlays

8.1 Building Near Airfields

The Building Near Airfields Overlay maintains the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

The proposed building will be over 4km from the end of the runway and the 7.2m high building will not create turbulence nor have an impact on the operational and safety requirements of the Building Near Airfields. No referrals are required.

8.2 Defence Aviation Area

The Defence Aviation Area Overlay seeks that management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas. Structure height up to 45m is permissible within the locality. The application proposes a building height of 7.2m.

As above, the Applicant undertakes to direct flood lighting to point down which will avoid hazard to aircraft operations. The proposed building is considered to have a negligible impact on the operational and safety requirements of the Defence Aviation Areas. No referrals are required.

8.3 Environment and Food Production Area

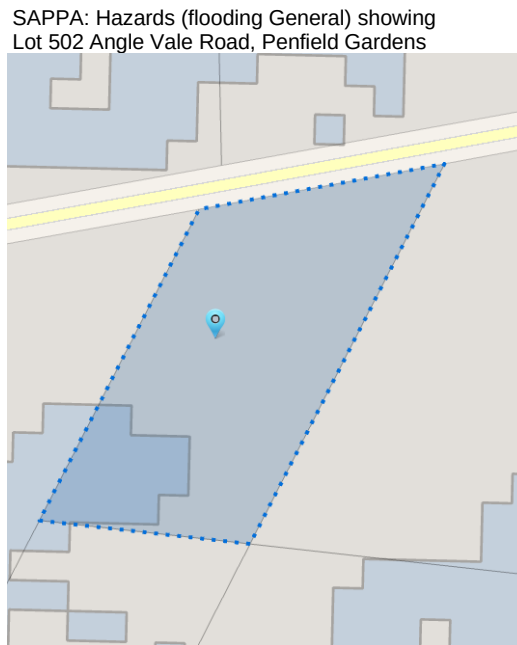
PO 1.1 states Land Division undertaken in accordance with Section 7 of the Act.

Environment and Food Production Area Overlay DO 1 seeks the protection of valuable rural, landscape, environmental and food production areas from urban encroachment.

As no new allotments for residential purposes are proposed, the overlay is not considered relevant to the assessment.

8.4 Hazards (Flooding – General)

The Hazards Flooding Overlay to ensure management of impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.



Whilst the Performance Outcomes in the Overlay primarily relate to built form and areas subject to flooding, the area identified in the SA Property and Planning Atlas (SAPPA) is limited to the southwest portion of the property (see above) and will not affect the proposed building.

Notwithstanding this, the southwest portion is the proposed location of a stormwater basin. The functionality of the basin in this location is subject to the above-mentioned reserved matter regarding stormwater management. This includes ensuring that general pollutants from the compound, wash-down area, and proposed truck maintenance activities are appropriately captured and contained, preventing contamination of stormwater flows into the flood-prone area.

8.5 Hazards (Bushfire – General Risk)

The proposed building is considered to be designed and located away from an area that would pose an unacceptable bushfire risk as a result of the existing vegetation cover, type and terrain. The terrain is predominantly flat and level with minimal vegetation cover. The proposed development satisfies Hazards (Bushfire – General Risk) PO 1.1.

The remaining POs within the Hazards (Bushfire – General Risk) Overlay relate to transportable buildings, habitable buildings and land divisions and are not valid to the assessment.

The proposed compound area is designed to allow for appropriate movements of all anticipated vehicle types including a heavy rigid vehicle.

Bushfire risk consideration has been given to the proposed development and is designed appropriately.

There is no requirement for a referral to SA Country Fire Service listed in the Procedural Matters.

8.6 Limited Dwelling and Limited Land Division

No new allotments or dwellings are proposed. The overlays are not relevant to the assessment.

8.7 Major Urban Transport Routes Overlay

The Major Urban Transport Routes Overlay seeks for safe and efficient operation of Major Urban Transport Routes for all road users and the provision of safe and efficient access to and from Major Urban Transport Routes.

Angle Vale Road belongs to the Commissioner of Highways and the Application was referred to them. DIT have reviewed the proposed development and have no objections subject to the inclusion of six (6) conditions.

DIT commentary will be further discussed in Section '9.2 Transport, Access and Parking'.

8.8 Prescribed Wells

The Prescribed Wells Area Overlay seeks to ensure sustainable water use is maintained in Prescribed Wells Area.

Industry is a listed use within the Prescribed Wells Overlay PO 1.1. However, the Applicant has not proposed the taking of water for which a licence would be required under the *Landscape South Australia Act 2019*. PO 1.1 is satisfied.

8.9 Regulated and Significant Tree

The Regulated and Significant Tree Overlay seeks the conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

The amended proposal retains the single significant tree located on the allotment and has proposed a buffer area to avoid conflict between the tree protection zone and vehicle manoeuvres.

9. Planning Assessment – General Development Policies

9.1 Advertisements

The Advertisements General Development Policies section of the Code contains a suite of provisions that seek to ensure that advertisements and advertising hoardings are designed appropriately. Advertising is often an ancillary structure to commercial development however, the applicant has not proposed advertising in this application.

9.2 Transport, Access and Parking

The Transport, Access and Parking General Development Policies section of the Code contains a suite of provisions that seek a comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users. These policies are considered applicable to the proposed development.

The Applicant engaged Cirqa traffic engineers to prepare a traffic and parking report for the proposed development.

This traffic and parking report is included in this report (Attachment 5).

Vehicle Parking

Transport, Access and Parking PO 5.1 states:

Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

- (a) availability of on-street car parking*
- (b) shared use of other parking areas*
- (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared*
- (d) the adaptive reuse of a State or Local Heritage Place.*

With the corresponding DPF 5.1 - Table 1 - General Off-Street Car Parking Requirements specifies the parking rates for the land uses as follows:

- Warehouse - 0.5 spaces per 100m² of total floor area.

Notwithstanding the truck parking will require at least 15 drivers not including an unknown number of service vehicles, however less than seven (7), considering that the proposed building has a land use comprising of a warehouse, the required car parks would be two (2) spaces with no formal carparking rates for the drivers of all the vehicles. Six (6) on-site car parking spaces have been provided.

It is considered given the range of proposed land uses within the transport distribution facility and warehouse, albeit the land is large enough to accommodate the amount of parking required, given the turn paths of the trucks will potentially create unsafe conditions for informal parking, and informal parking would contribute to the industrial character of the site, it has not been sufficiently demonstrated that 6 car parking spaces are appropriate and Transport, Access and Parking PO 5.1 is not satisfied.

Regardless of parking rates, the location of the carparking spaces on the allotment do satisfy Transport, Access and Parking PO 1.3

Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.

If informal parking will be relied upon, given it would potentially interfere with the turn paths of the trucks, potentially impacting on queuing on Angle Vale Road, it cannot be demonstrated that it would satisfy Transport, Access and Parking PO 1.3, PO 6.1, PO 6.2 and 11.1.

Transport, Access and Parking PO 6.2 – Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.

Transport, Access and Parking PO 6.1 - *Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.*

Transport, Access and Parking PO 11.1 - *Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.*

Notwithstanding this, DIT have reviewed the plans and are satisfied the proposal will not impact traffic on Angle Vale Road, based on the proposed carparking.

The proposed development fronts Angle Vale Road with landscaping adjacent to the road and partway down the side boundaries. There are no sensitive receivers directly in front of the subject land. However, the two (2) closest sensitive receivers are approximately 250m eastward along Angle Vale Road and on the allotment to the rear of the subject land.

In the context of open paddocks between sensitive receivers and the truck parking area, the truck parking will be visible over the open landscape and introduce an industrial character to the rural landscape. There is no mitigating solutions proposed to minimise the impacts on adjacent sensitive receivers. Transport, Access and Parking PO 6.2 is not satisfied.

Access, Movement and Layout

Loading of vehicles will occur on site and Council's Traffic Engineer is satisfied that on site vehicle manoeuvring is appropriate for the site. The proposal is considered to achieve Transport, Access and Parking PO 3.9 and PO 6.6.

Transport, Access and Parking PO 3.9 – *Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.*

Transport, Access and Parking PO 6.6 – *Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.*

Given the nature of the proposed land use, the largest size of the vehicle anticipated to access the subject development would be a 19m B-Double (the site is designed to accommodate 26m B-Doubles).

Transport, Access and Parking PO 11.2 - *Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.*

Vehicular access to and from the site consists of two (2) crossovers on Angle Vale Road, one (1) is a dedicated access to the site and the other, a dedicated egress. Swept path diagrams have been provided to demonstrate turning from, and into Angle Vale Road.

As part of the Commissioner of Highways referral, DIT stated 'No objection, with comments'. The comments comprise of five (5) conditions.

The conditions from DIT relate to access being provided in accordance with the approved plans, including sealed access points, entry and exit in a forward direction. Along with on-site manoeuvring to ensure vehicles can enter and exit the site safely in a forward direction.

The final condition is regarding stormwater and roadside drainage. There are no further requirements for additional assessment, it should be noted that advice from Council's Stormwater Engineer is drainage on this portion of Angle Vale Road is a DIT asset and, in this case, if the Application received planning consent roadside drainage will not be assessed by Council.

The proposed development has been designed to allow adequate movement of the types of vehicles that are anticipated. Loading and unloading areas are located entirely within the site. Transport, Access and Parking PO 3.9, PO 6.6, PO 11.2 are satisfied.

10. Conclusion

In summary, the proposal is considered not to be seriously at variance with the requirements of the Code. However, on a balanced assessment against the relevant provisions of the Code, the proposed development does not display sufficient merit to warrant Planning Consent.

The proposed land use is not consistent with the intent of the Rural Horticulture Zone, which seeks to encourage agricultural activities and small-scale, value-adding enterprises that directly support and enhance primary production. The proposal demonstrates only a tenuous relationship with primary production and would result in a change in land use character from rural to industrial, without contributing to the efficiency or productivity of primary production activities. The distribution of goods from the subject land rather than from appropriately zoned areas within nearby townships or metropolitan locations would not improve operational efficiencies for producers.

Furthermore, the proposed truck parking and manoeuvring area, occupying over 1Ha, represents a scale and intensity inconsistent with the desired outcomes and performance expectations of the Rural Horticulture Zone. The Zone's intent is to accommodate activities that service and support horticulture in a manner compatible with its rural character. In this context, the proposal does not align with the objectives or outcomes of the Zone and is therefore not considered appropriate for the subject land or locality.

As such, that on balance, the proposed development does not warrant support and is recommended for refusal.

11. Recommendation

STAFF RECOMMENDATION

It is therefore recommended that the Council Assessment Panel:

1. DETERMINES that the proposed development is not seriously at variance with the policies in the Planning and Design Code; and

2. REFUSES Planning Consent to the application by Tedesco Freightlines Pty Ltd for change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 8 vehicles, car parking, truck maintenance and washdown area, detention basin, fencing and landscaping.

- a. The proposal is inconsistent with the intent of the Rural Horticulture Zone and is therefore considered inappropriate within this zone. Furthermore, the proposed land use and scale of the development are regarded as excessive and incompatible with the rural function and character of the locality.
- b. In particular, it falls short of the following:
 - i. Rural Horticulture Zone PO 1.1 - The productive value of horticultural land for a range of agricultural, intensive horticultural activities and associated value adding, processing, warehousing and distribution activities is supported, protected and maintained. The proliferation of other land uses that may be sensitive to those activities is avoided.
 - ii. Rural Horticulture Zone PO 4.1 - Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.
 - iii. Rural Horticulture Zone PO 4.3 - Industry, storage, warehousing, transport distribution or similar activities are sited, designed and of a scale that maintains rural function and character in a manner that respects landscape amenity.
 - iv. Design PO 1.5 - The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.
 - v. Design PO 31.1 - Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.
 - vi. Design PO 31.2 - Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.
 - vii. Transport, Access and Parking PO 5.1 - Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking.
 - viii. Transport, Access and Parking PO 6.2 - Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.

--

Development Locations

Location 1

Location reference

LOT 502 ANGLE VALE RD PENFIELD GARDENS SA 5121

Title Ref

CT 5813/456

Plan Parcel

F162851 AL502

Additional Location Information**Council**

CITY OF PLAYFORD

Zone Overlays

Zones

- Rural Horticulture

Sub-zones

(None)

Overlays

- Building Near Airfields
- Defence Aviation Area
- Environment and Food Production Area
- Hazards (Bushfire - General)
- Hazards (Flooding - General)
- Limited Dwelling
- Limited Land Division
- Major Urban Transport Routes
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

Variations

- Minimum Site Area (Minimum site area is 10 ha)
- Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

Application Contacts

Applicant(s)

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Land owners

Stakeholder info

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franktfl40@gmail.com

Nature Of Development

Nature of development

Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising a 19x20x7.2 metre warehouse, associated fencing and vehicle parking, creation of two crossovers, and removal of one significant tree.

Development Details

Current Use

Vacant land

Proposed Use

Change of use to a transport distribution facility for the purpose of supporting primary production

Development Cost

\$300,000.00

Proposed Development Details

Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising a 19x20x7.2 metre warehouse, associated fencing and vehicle parking, creation of two crossovers, and removal of one significant tree.

Element Details

You have selected the following elements

Change of use - \$0.00

Warehouse - \$0.00

Tree-damaging activity - \$0.00

Regulated and Significant Trees

Are you undertaking any works that will result in damage (includes impacts to roots and pruning) or removal to regulated or significant tree(s) on the site or neighbouring land?

Yes

- No. of Regulated Trees Damaged: 0
- No. of Significant Trees Damaged: 1
- No. of Regulated Trees Removed: 0
- No. of Significant Trees Removed: 1

If approved, do you want to plant replacement trees on the site or pay into the Urban Tree Fund?

Replanting on site

Commercial & Industrial Elements

Does the application include signage?

No

Septic/Sewer information submitted by applicant

Does this development require a septic system, i.e. septic tank and/or waste water disposal area?

Unsure

Certificate of Title information submitted by applicant

Does the Certificate of Title (CT) have one or more constraints registered over the property?

Unsure

Consent Details

Consent list:

- Planning Consent
- Building Consent

Have any of the required consents for this development already been granted using a different system?

No

Planning Consent

Apply Now?

Yes

Who should assess your planning consent?

Assessment panel/Assessment manager at City of Playford

If public notification is required for your planning consent, who would you like to erect the public notification sign on the land?

Relevant Authority

Building Consent

Do you wish to have your building consent assessed in multiple stages?

No

Apply Now?

No

Consent Order

Recommended order of consent assessments

1. Planning Consent

Do you have a pre-lodgement agreement?

No

Declarations

Electricity Declaration

In accordance with the requirements under Clause 6(1) of Schedule 8 of the Planning, Development and Infrastructure (General) Regulations 2017, the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.

Submission Declaration

All documents attached to this application have been uploaded with the permission of the relevant rights holders. It has been acknowledged that copies of this application and supporting documentation may be provided to interested persons in accordance with the Act and Regulations.

Documents

Document	Document Type	Date Created
20231128_L1v4 - Planning Report - Lot 502 A ngle Vale Road Penfield Gardens (combined).pdf	All application documentation	31 Jan 2024 4:54 PM

Application Created User and Date/Time

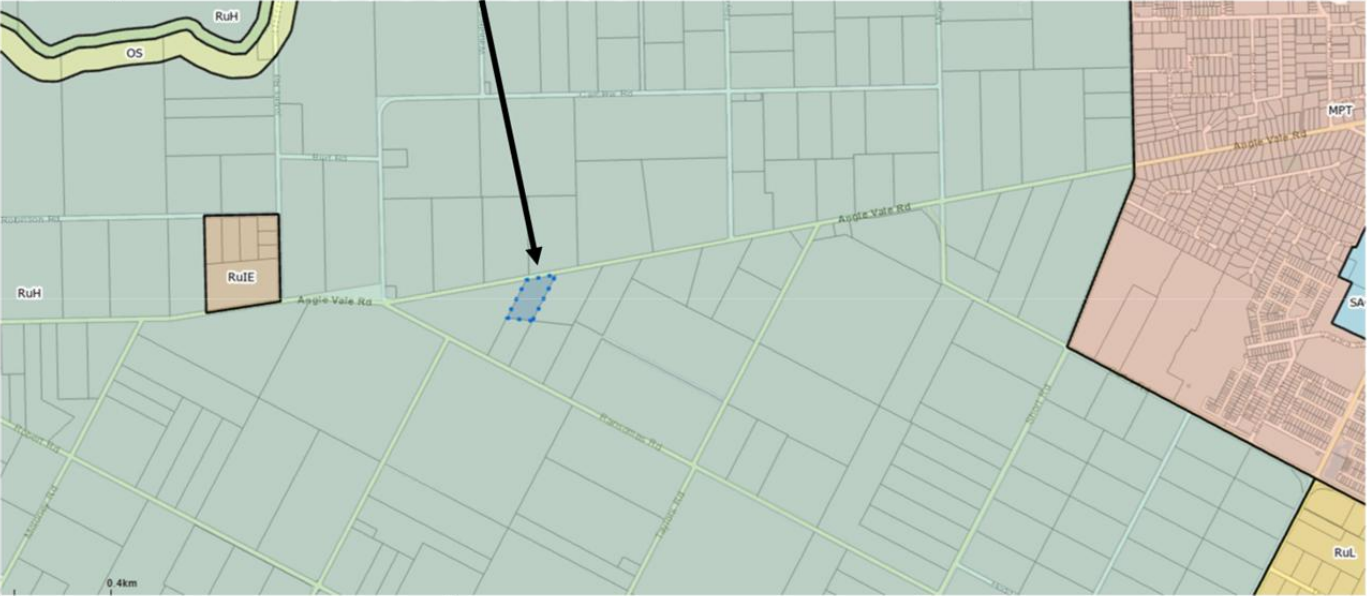
Created User

e pn.mcguired@sa.gov.au

Created Date/Time

31 Jan 2024 4:53 PM

Lot 502 Angle Vale Road Rd Penfield Gardens.



Zones	Overlays	Technical Numeric Variations (TNVs)
Rural Horticulture	Building Near Airfields Defence Aviation Area (All structures over 45 metres) Environment and Food Production Area Hazards (Bushfire - General) (General) Hazards (Flooding - General) Limited Dwelling Limited Land Division Major Urban Transport Routes Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development	Minimum Site Area (Minimum site area is 10 ha) Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

Tedesco Freightlines
21ADL-1269
23 October 2025

Planning Statement

Transport Distribution for Local Horticulture
Producers

Lot 502 Angle Vale Road, Penfield Gardens

SHAPING
GREAT
COMMUNITIES



Tedesco Freightlines Transport Distribution

23 October 2025

Lead consultant	URPS 27 Halifax Street Enter via Symonds Pl Adelaide SA 5000 08 8333 7999
Prepared for	Frank Tedesco, Tedesco Freightlines
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URPS Ref	23ADL-1269

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V3	17/1/24	SS	GM	Version 3
V4	01/04/25	MG	PH	Version 4 – RFI Response
V5	22/10/25	MG	PH	CAP Issue

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Executive Summary

Applicant and Owner:	Frank Tedesco, Tedesco Freightlines Pty Ltd
Property Location:	Lot 502 Angle Vale Road, Penfield Gardens Allotment 502 of Filed Plan 162851 as in CT 5813/456.
Site Area:	Approximately 19928m ² (2 hectares)
Relevant Authority:	City of Playford
Local Government Area:	City of Playford
Zone and subzone:	Rural Horticultural (RuH) Zone
Overlays:	Building Near Airfields Defence Aviation Area (All structures over 45 metres) Environment and Food Production Area Hazards (Flooding) Hazards (Bushfire - General) Hazards (Flooding - General) Limited Dwelling Limited Land Division Major Urban Transport Routes Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Water Resources
Current Land Uses:	Vacant Land
Description of Development:	Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising a 19x20x7.2 metre warehouse, associated fencing and vehicle parking, creation of two crossovers.
Supporting Plans and Reports	• Planning Drawings(Appendix A) • Civil Works Plan (Appendix B) • List of Local Customers/Producers (Appendix C) • Letter from James Hilditch Lawyers (Appendix D)

1. Introduction

1.1 Objective

URPS has been engaged by the applicant to provide this planning statement in support of the proposed transport distribution facility in Penfield Gardens.

The facility will service local horticultural producers by providing necessary farming products (such as fertilisers and sprays) and farming machinery, as well as providing end of horticultural cycle services – such as storing additional produce and exporting producers' goods from the region.

A description of the proposal, its site and locality and an appraisal of the proposal's performance against the most pertinent Planning and Design Code (Code) policies is set out within this report.

2. The Subject land and Locality

2.1 The Land

The subject land is Lot 502 Angle Vale Road, Penfield Gardens (CT 5813/456).

The allotment has an approximate area of 19928m².

The land has frontage to Angle Vale Road, where there is an existing crossover for vehicle access.

The land is generally flat, with a slight downward slope towards the rear of the allotment. The land was previously used as a hobby farm (some 10+ years ago) however has not been used for any farming since. The land is vacant with the exception of a significant tree which is in poor condition.

There are no relevant encumbrances on Certificate of Title 5813/456.

An aerial image of the subject land is shown in Figure 1 below.



Figure 1: Subject Land- Lot 502 Angle Vale Road, Penfield Gardens.

2.2 The Locality

The locality is characterised by varying sized allotments, with some similar in size to the subject land but predominantly larger and primarily used for primary production purposes.

Angle Vale Road is a State Maintained Road, which is gazetted for B-Doubles and is frequented by high volumes of large vehicles.

The Northern Expressway connects Virginia, Angle Vale and the northern suburb food bowl to metropolitan Adelaide.

An aerial image of the land and broader area is shown in Figure 2 **below**.



Figure 2: Aerial image of surrounding area with subject land indicated by the red dashed line.

3. Proposed Development

The proposed development comprises:

- Change of land use from vacant land to transport distribution facility, including:
 - Alteration of one existing and addition of one new crossover.
 - 19 x 20 x 7.2 metre warehouse for product storage, truck maintenance and ancillary office to manage transport distribution facility. The warehouse will contain 6 roller doors 5.5 metres in width for truck thoroughfare.
 - Truck and light vehicle parking.
 - 2.1 metres high chain mesh fencing with 300mm barb wire above to perimeter.

The development will involve some battering and retaining to level the site, and installation of a combination of rubble and profiling.

4. Procedural Matters

4.1 Relevant Planning Authority

The City of Playford is the assessment / planning authority for the development pursuant to Part 6 Division 5 of the *Planning, Development and Infrastructure Act 2016* (PDI Act).

4.2 Assessment Pathway

'Transport distribution' is not prescribed as 'Accepted', 'Deemed to Satisfy' or 'Restricted' development in the Zone.

The proposal therefore defaults to the 'Performance Assessed' pathway.

4.3 Public Notification

In accordance with Table 5 Rural Horticultural Zone, the proposal will require public notification.

4.4 Referrals

The application requires referral to the following bodies in accordance with Schedule 9 of the *Planning Development and Infrastructure Regulations 2017*:

- Commissioner of Highways.

4.5 Interpretation of the Planning and Design Code

Part 1 of the Code explains the rules of interpreting the Code, particularly the hierarchy of policies.

It is acknowledged that the provisions within the Code will prevail in descending order as follows:

- Overlays.
- Sub-Zone.
- Zone.
- General Development Policies.

Part 1 also explains the following:

- Desired Outcomes are designed to aid the interpretation of performance outcomes by setting a general policy agenda for the Zone or Overlay. Desired Outcomes are not policies in themselves.
- Performance Outcomes are designed to facilitate assessment according to specified factors.
- Designated Performance Features are provided to assist the interpretation of Performance Outcomes, and act as a guide to what is generally considered to satisfy the corresponding Performance Outcome.

Importantly, a Designated Performance Feature represents one way in which a Performance Outcome can be met. A Designated Performance Feature does not necessarily need to be satisfied to meet the corresponding Performance Outcome and does not derogate from the discretion to determine that the outcome is met in another way.

Understanding how the Code is to be interpreted is important when undertaking an assessment of any development application.

5. Assessment

Having regard to the proposed development, characteristics of the locality and Code policies, the most pertinent planning considerations are:

- Desired Outcomes of the Zone.
- Land Use.
- Siting and Design.
- Built Form.
- Traffic and Access.
- Parking.
- Significant Tree Removal.
- Earthworks.
- Building Near Airfields Overlay.
- Defence Aviation Area Overlay.
- Hazards (Bushfire – General Risk) Overlay.
- Hazards (Flooding) Overlay.
- Water Resources Overlay.

Each of these matters are addressed below in corresponding order.

5.1 Desired Outcomes

The Desired Outcomes of the Rural Horticultural Zone provide:

DO 1 *Intensive agriculture in the form of horticulture and associated value-adding enterprises and activities.*

DO 2 *The establishment of appropriately scaled industries for washing, processing, bottling and packaging primary produce and servicing and supporting horticulture.*

DO 3 *Manage interface conflict between horticulture and other land uses.*

As referenced above at 4.5, Desired Outcomes are not policies in themselves. However, the Desired Outcomes of the Rural Horticultural Zone may guide in interpreting the relevant policies under the Zone.

The proposal aligns with the Desired Outcomes of the Zone, as the restaurant will provide a tourist destination that value-adds to the locality through promoting local produce.

The proposal will also contribute to the economic base of the wider region without reducing available land for primary production.

Alignment with the Desired Outcomes is justified throughout this report.

5.2 Land Use

Performance Outcome (PO) 1.1 of the Zone provides:

PO 1.1 *The productive value of horticultural land for a range of agricultural, intensive horticultural activities and associated value adding, processing, warehousing and distribution activities is supported, protected and maintained. The proliferation of other land uses that may be sensitive to those activities is avoided.*

PO 1.1 of the Zone is satisfied because:

- The proposal will value add to intensive horticultural activities by providing front-end distribution activities to producers (sourcing and delivering sprays, fertilisers and farming machinery) necessary for horticultural operations.
- The proposal will further add to intensive horticultural activities by providing back-end distribution activities to producers, including exporting produce from the region and the storing of produce prior to export.
- 'Transport distribution' is a form of land use specifically envisaged by corresponding DPF 1.1.
- The proposal would not be sensitive to other activities envisaged by the Zone.

In addition to the land use being envisaged with PO 1.1, the proposal for a new facility in the Zone, as DO 2 contemplates 'the establishment of appropriately scaled industries for...servicing and supporting agriculture'.

PO 4.1 and corresponding DPF 4.1 of the Zone provides:

Performance Outcome	Designated Performance Feature
PO 4.1 <i>Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.</i>	DTS / DPF 4.1 <i>Industries, storage, warehousing, produce grading and packing and transport distribution activities and similar activities (or any combination thereof):</i> (a) <i>are directly related and ancillary to a primary production use on the same or adjoining allotment</i> (b) <i>are located on an allotment not less than 2ha in area</i> (c) <i>have a total floor area not exceeding 350m².</i>

PO 4.1 of the Zone is satisfied because:

- The facility will be 'small-scale', limited by the proposed floor area of 380m² and 2ha site.
- The transport distribution facility will provide opportunities for diversification of value adding to the local primary production chain by alleviating pressures of each individual producer needing to source, transport and store their own sprays, fertilisers and machinery. As well as providing a service, this 'frees up space' on productive allotments for horticultural activities.

- Keeping the above dot-point in mind, the proposal is 'appropriately scaled' as desired by DO 2, when considering the numerous horticultural producers the proposal will benefit.
- The proposal also is conscious of what is sought by the corresponding DPF 4.1:
 - The horticultural producers that Tedesco Freightlines services include the neighbouring allotment to the west, and other producers who have nominated themselves as supportive of the development within the surrounding area are indicated on the primary producer map attached with this report.
 - The allotment is 2 hectares, (satisfying DPF 4.1(b) but also reserving larger allotments for primary production).
 - The proposed building is proposed to be 380m², with considerable setback from the street frontage, maintaining a rural character and the desired scale of the Zone.

Further detail of some of the primary production producers Tedesco Freightlines services, and those who have nominated themselves as supportive of the development can be found in our letter dated 19 December 2023 attached with this report. In this letter, we also consider the recent case of *Geber Super Pty Ltd v Barossa Assessment Panel* [2023] SASC 154 and how this proposal is distinguished from the facts of that case.

PO 4.1 is satisfied.

PO 4.2 and corresponding DPF 4.2 of the Zone provides:

Performance Outcome	Designated Performance Feature
PO 4.2 <i>Expansion of established small-scale or new large scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities:</i> (a) <i>are commensurate with the allotment on which it is situated to mitigate adverse impacts on the amenity of land in other ownership and the character of the locality</i> (b) <i>realise efficiencies in primary production related storage, sorting, packaging, manufacturing and the like</i> (c) <i>primarily involve primary production commodities sourced from the same allotment and /or surrounding rural areas.</i>	DTS/DPF 4.2 <i>None are applicable.</i>

PO 4.2 of the Zone is satisfied by the proposal, as an established business but a new small-scale premises, because:

- The premises is in proportion with the intended use. There are only 10 B-Doubles in the existing Tedesco Freightlines fleet. This being said, not all vehicles will be on site at once – as fleet vehicles may be terminated their transit at other transport depots from at any point in time. Additionally, as a B-Double Gazetted Road, the impact of B-Doubles along this road is envisaged, as well as already established. The intensity of the proposed transport distribution facility is appropriate when considering the scale of other large production facilities in the locality, and the efforts the proposal makes to enhance the visual amenity to complement the rural character.
- The transport facility realises efficiencies in the primary production chain, and alleviates sourcing, transport and storing pressures from primary production producers. The transport facility will allow the carting of horticultural products and machinery from ports in bulk to be transported and stored at the subject land before being distributed to local producers. As well as efficiency, the transport distribution facility will alleviate cost and logistical pressures on horticultural producers, as products arriving at ports incur significant fees when not immediately collected.
- The transport distribution primarily and predominantly involves the servicing and supporting of primary production producers within the Angle Vale / Virginia food bowl.

PO 4.2 of the Zone is satisfied.

PO 4.3 and corresponding DPF 4.3 of the Zone provides:

Performance Outcome	Designated Performance Feature
PO 4.3 <i>Industry, storage, warehousing, transport distribution or similar activities are sited, designed and of a scale that maintains rural function and character in a manner that respects landscape amenity.</i>	DTS/DPF 4.3 <i>Buildings and associated activities:</i> (a) <i>are setback at least 50m from all road and allotment boundaries</i> (b) <i>are not sited within 100m of a sensitive receiver in other ownership</i> (c) <i>have a building height not greater than 10m above natural ground level</i> (d) <i>incorporate the loading and unloading of vehicles within the confines of the allotment.</i>

PO 4.3 of the Zone is satisfied because it satisfies the corresponding DPF 4.3:

- The building is set back 55m from the road and 107 metres from the rear boundary.
- The building and activities are not within 100m of a sensitive receiver.
- The total building height will be 7.2 metres.
- All loading and unloading of vehicles will occur onsite.

PO 4.3 is satisfied.

5.3 Siting and Design

PO 11.1 of the Zone provides:

Performance Outcome	Designated Performance Feature
PO 11.1 <i>Large buildings are designed and sited to reduce impacts on scenic and rural vistas by:</i> (a) <i>having substantial setbacks from boundaries and adjacent public roads</i> (b) <i>using low-reflective materials and finishes that blend with the surrounding landscape</i> (c) <i>being located below ridgelines.</i>	DTS/DPF 11.1 <i>None are applicable.</i>

PO 11.1 is satisfied because:

- The warehouse building is the only building proposed on the land and will be setback in accordance with DPF 4.3(a) of the Zone, i.e setback more than 50 metres from Angel Vale Road.
- The warehouse will be in non-reflective Trimdeck, in keeping with other sheds and agricultural buildings in the locality. Impacts on the rural landscape are minimised through the shed being obscured by bar fencing and soft landscaping at the street frontage.
- The locality is largely flat, meaning visual impacts from the proposal will not be highlighted through being above ridgelines.

PO 1.1, 2.1 and 2.1 of the General Development Policies (Bulk Handling Facilities) seek:

Performance Outcome	Designated Performance Feature
PO 1.1 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 11.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers: (a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.

DPF 11.1 is satisfied because the location of the storage and dispatch area of goods is distanced more than 300m from the nearest sensitive receiver.

PO 2.1 and 2.2 are satisfied because the proposal comprises landscaping with a width of between 3 – 5 metres to the perimeter of the allotment to assist with screening and enhancing the appearance of the development when viewed from adjoining properties and the primary street.

5.4 Building Near Airfields Overlay.

The provisions of the Building Near Airfields Overlay provide:

Performance Outcome	Designated Performance Feature
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development: (a) primarily or wholly for residential purposes (b) for non-residential purposes that does not incorporate outdoor floodlighting.
PO 1.2 Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.	DTS/DPF 1.2 All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft: (a) food packing/processing plant (b) horticulture (c) intensive animal husbandry (d) showground (e) waste management facility (f) waste transfer station (g) wetland (h) wildlife sanctuary.
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

The proposal is located within 6km of the Edinburgh Defence Airfield, meaning it is subject to the Controlled Light Installation Area (See Figure 5).

- The development will contain floodlights that will be directed downwards for its operations.
- The distance from the airfield is greater than 3km, satisfying DPF 1.2.
- The building is located approximately 5.2kms from the runway centreline and the building is proposed to be 8 metres high, satisfying DPF 1.3.

5.5 Hazards (Bushfire – General Risk) Overlay.

The proposal includes built form that reduces the impact of bushfire and sufficient access tracks for fire fighting vehicles.

The siting of the proposed shed is located away from any vegetation that poses a bushfire hazard, satisfying PO 1.1.

The proposed shed will not allow for any trapping of burning debris, satisfying PO 2.1.

The proposed road formations will be wider than 4 metres, that will cater to the requirements of fire fighting vehicles. The road design allows the safe and effective evacuation of persons on site.

Vehicles will be able to drive in a continuous forward direction, with radii exceeding 12.5m, in order to cater for B-Doubles as well as firefighting vehicles.

The development does not rely on fire tracks as a means for evacuation.

PO 5.1 and 5.3 are satisfied.

5.6 Hazards (Flooding) Overlay

The Hazards (Flooding) Overlay seeks to reduce the impact of flood risks on people, property and infrastructure.

DPF 2.1 seeks for industrial buildings to incorporate a finished ground / floor level not less than 300mm above the height of a 1% AEP flood event.

DPF 3.1 seeks for development involving the storage or disposal of hazardous materials is wholly located outside the 1% AEP flood plain or flow path.

The applicant will accept a condition to the effect that all hazardous materials are to be stored above the 1% AEP flood level, if Council's flood data indicates flood levels would affect this site.

5.7 Earthworks

General Development Policies – Design provides the provisions that seek to minimise earthworks impacting the natural topography of the land.

The proposal will require some battering approximately 160 metres from the road frontage. The result will be that there is a 1 metre difference in the finished level of the northern portion of the block, from the south of the block. The batter will be retained with a retaining wall and Colourbond fencing.

Excavation of around 400-600mm will be required for the stormwater detention basin.

The driveways will remain on flat land on the road frontage portion of the land and constructed with all-weather trafficable surfaces, satisfying DPF 8.2.

The proposed earthworks is in keeping with the natural topography of the land, does not significantly alter natural drainage lines, or increase the risk of landslip, aligning with PO 8.3-8.5.

5.8 Fencing

2400mm chain mesh fencing is proposed along the road frontage with electronic gates for the entrance and exit constructed from 2400mm high tubular steel (located off the boundary internal to the site).

2100mm chain mesh fencing, with 300mm of barbed wire above is proposed for the remainder of the allotment perimeter.

5.9 Traffic and Access

The site is within the Major Urban Transport Routes Overlay and the Traffic Generating Development Overlay. These seek:

- Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
- Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

A traffic report will be provided by a traffic consultant once available.

5.9.1 Major Urban Transport Overlay

The proposed access to site satisfies the DPF 1.1 of the Major Urban Transport Overlay:

- There is only one access point to the site.
- Vehicles can enter and exit the site using left hand turns.
- Vehicles can enter and exit in a forward direction.
- Both crossovers will have a width of 20 metres.
- Provide for simultaneous two-way vehicle movement through separate ingress and egress.

The proposal satisfies the on-site queuing guides under DPF 2.1 of the Major Urban Transport Overlay:

- The development will generate less than 60 vehicles movements per day, with the expected heavy vehicle movements being less than 15 and expected light vehicle movements being less than 15.
- Provide for onsite queuing the length of one B-Double prior to the entrance gate.
- All parking and manoeuvring of B-Doubles will be setback more than 12 metres from the entrance, behind the proposed shed.

The alteration of the existing access point (proposed egress) and addition of the new ingress satisfy PO 4.1 of the Major Urban Transport Overlay:

- The new access point is located 80 metres from the existing access point.
- The nearest access point not on the subject land on the same side of the road is over 200 metres away.
- The nearest road junction is over 580 metres from the subject land.
- The addition of a new crossover on the subject land that enables separate ingress and egress will provide safer and more efficient access to the land.

The angle and clearance space of the access points provides appropriate sightlines to allow navigation of roads in accordance with PO 5.1 of the Major Urban Transport Overlay.

The entrance and exit points to the site will be sealed to prevent mud or debris. There are no drainage points along the subject land road frontage that would be impacted by the access points. PO 6.1 and PO 7.1 are satisfied.

5.9.2 Traffic Generating Development Overlay

The proposal satisfies the provisions of the Overlay through:

- Providing separate ingress and egress from Angle Vale Road to reduce traffic negotiation and ensure safe sightlines.
- As above, the proposal will include on-site queuing to cater for a B-Double to queue outside the entrance gate.

If required by the Commissioner of Highways, the applicant is happy to accept a condition to also seal part of the adjacent northern road verge to cater for trucks exiting the site.

5.10 Parking

General Development Policies, Transport, Access and Parking provides provisions in relation to onsite parking and heavy vehicle parking.

PO 5.1 seeks for sufficient on-site vehicle parking, including accessible parking, to meet the needs of the development. The development will have a heavy parking area dedicated to the 10 B-Doubles that form the Tedesco Freightlines Fleet (noting that not all vehicles will necessarily be on site at one time). The attached plans prepared by CIRQA traffic engineers denote a maximum parking capacity of 9 B-doubles.

The development will also have a light vehicle parking area, with 6 carparks and 1 accessible carpark. The parking spaces proposed meet the needs of the development. PO 5.1 is satisfied.

The following provisions deal with the safety of parking areas:

PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.

PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.

PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.

The proposal satisfies all of the above because:

- All movement between vehicle parking areas can occur without the need to use a public road.
- Pedestrians accessing the shed from light vehicles do not have linkage with the heavy vehicle parking area.
- Floodlights will be installed on site to ensure safety of vehicle movements, including towards entrance and exit points.

The following provisions deal with heavy vehicle parking areas:

PO 11.1 Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.

PO 11.2 Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.

PO 11.3 Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.

- The site will contain a washdown area to minimise impacts of dust and debris.
- Loading capacity of trucks will be in accordance with B-Double carrying capacity.
- Heavy vehicle parking has been sited away from entrance and exit points as well as light vehicle parking areas to minimise traffic negotiation.
- The heavy vehicle parking area will be located behind the shed, and all sides except the road frontage will be screened with 2.1m Colorbond fencing. The road frontage will further screen heavy vehicle parking and operations through barred fencing and landscaping.

The proposal satisfies the heavy vehicle parking provisions.

6. Conclusion

In summary:

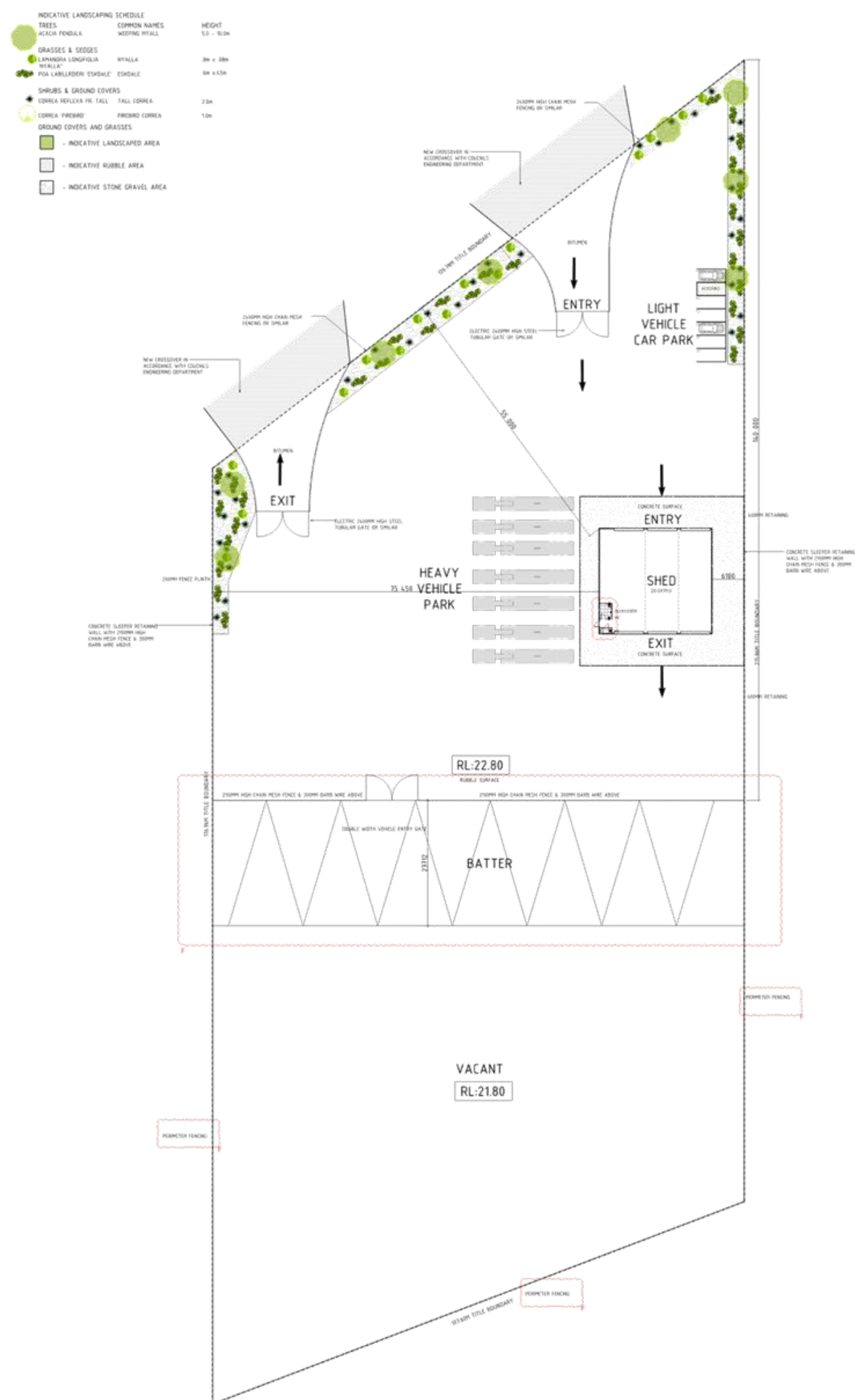
- The proposed land use encouraged by the Rural Horticultural Zone.
- Vehicle ingress and egress has been designed to ensure safe and efficient road movements.
- Landscaping will be incorporated to enhance the amenity of the landscape.
- The built form on the land is of an appropriate scale to meet the needs of and value add to the local horticultural producers in the locality.
- Parking of heavy vehicles and light vehicles has been separated and provided with adequate turning areas.
- The proposal will not increase the threat or impact of bushfire risk.

Please contact me on 0429 262 239 or mgrogan@urps.com.au if you have any questions.



Michael Grogan

Consultant



AUTHOR
TERRY L. LINDSEY

INITIAL

DATED: 10/06/2022

REVISIONS			
DATE	REV	DESCRIPTION	BY
28-2-23	A	AS REQUESTED	AS
29-11-23	B	AS REQUESTED	AS
30-01-24	C	AS REQUESTED	AS
27-11-24	E	AS REQUESTED	PE
12-02-25	F	AS REQUESTED	AS
06-04-26	G	AS REQUESTED	AS

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PROPOSED COMMERCIAL DEVELOPMENT

CLIENT NAME:

502 ANGLE VALE ROAD

PENFIELD GARDENS
LEWIS, JOHN

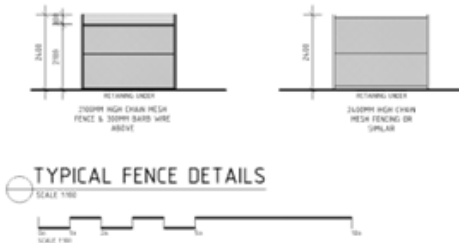
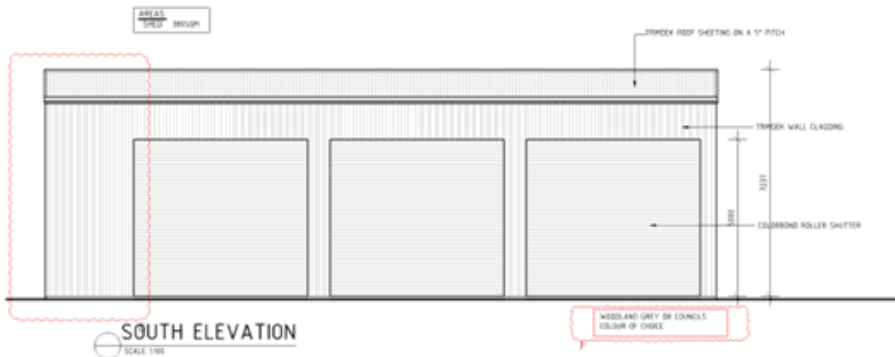
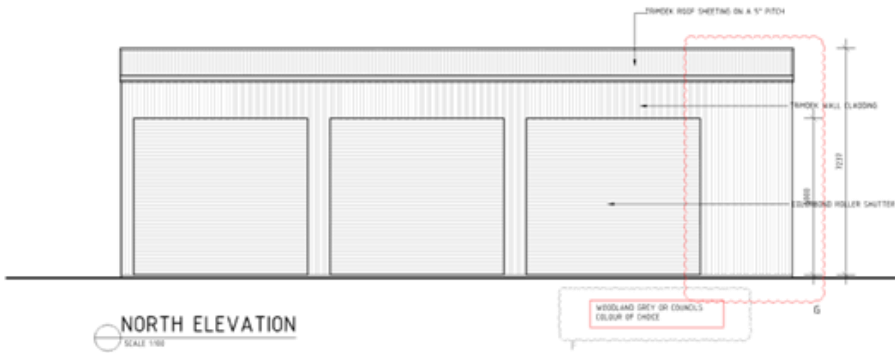
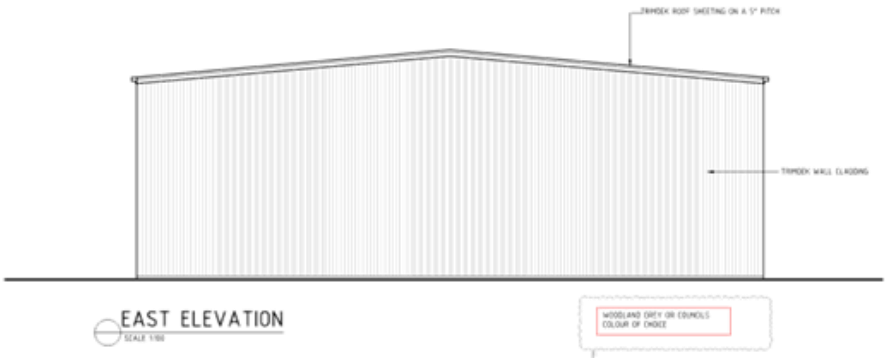
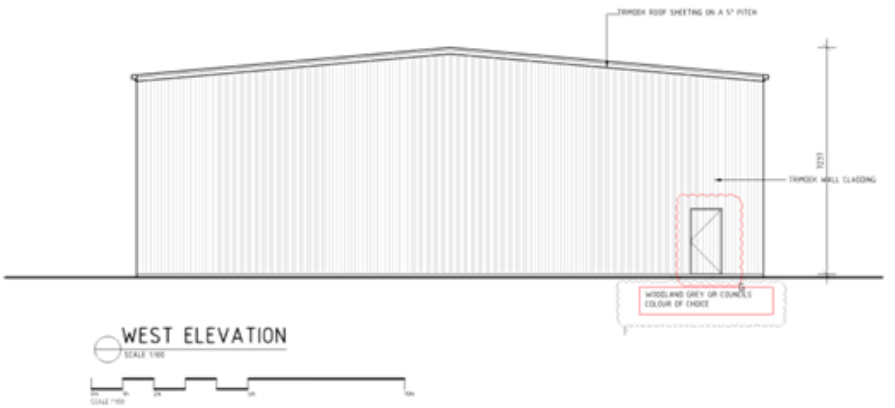
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DATE: 10/06/2023	SHEET NO. 620.01 OF 00

PROJECT:	32.2022
TYPE:	COMMERCIAL

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INITIAL
DATED: 10/06/2022

DATE	REV	DESCRIPTION	BY
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28/11/23	B	AS REQUESTED	AK
10/01/24	C	AS REQUESTED	AK
27/11/24	E	AS REQUESTED	AK
12/02/25	F	AS REQUESTED	AK
19/04/25	G	AS REQUESTED	AK

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PROPOSED COMMERCIAL
DEVELOPMENT

OWNER NAME:
FRANK TEDESCO

ADDRESS:
502 ANGLE VALE ROAD

SUBJECT:
PENFIELD GARDENS

LOCALITY:
CITY OF PLAYFORD

DATE:
10/06/2022

PROJECT:
10/06/2022

PREP BY:
AK

CHECKED BY:
AK

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10/06/2022

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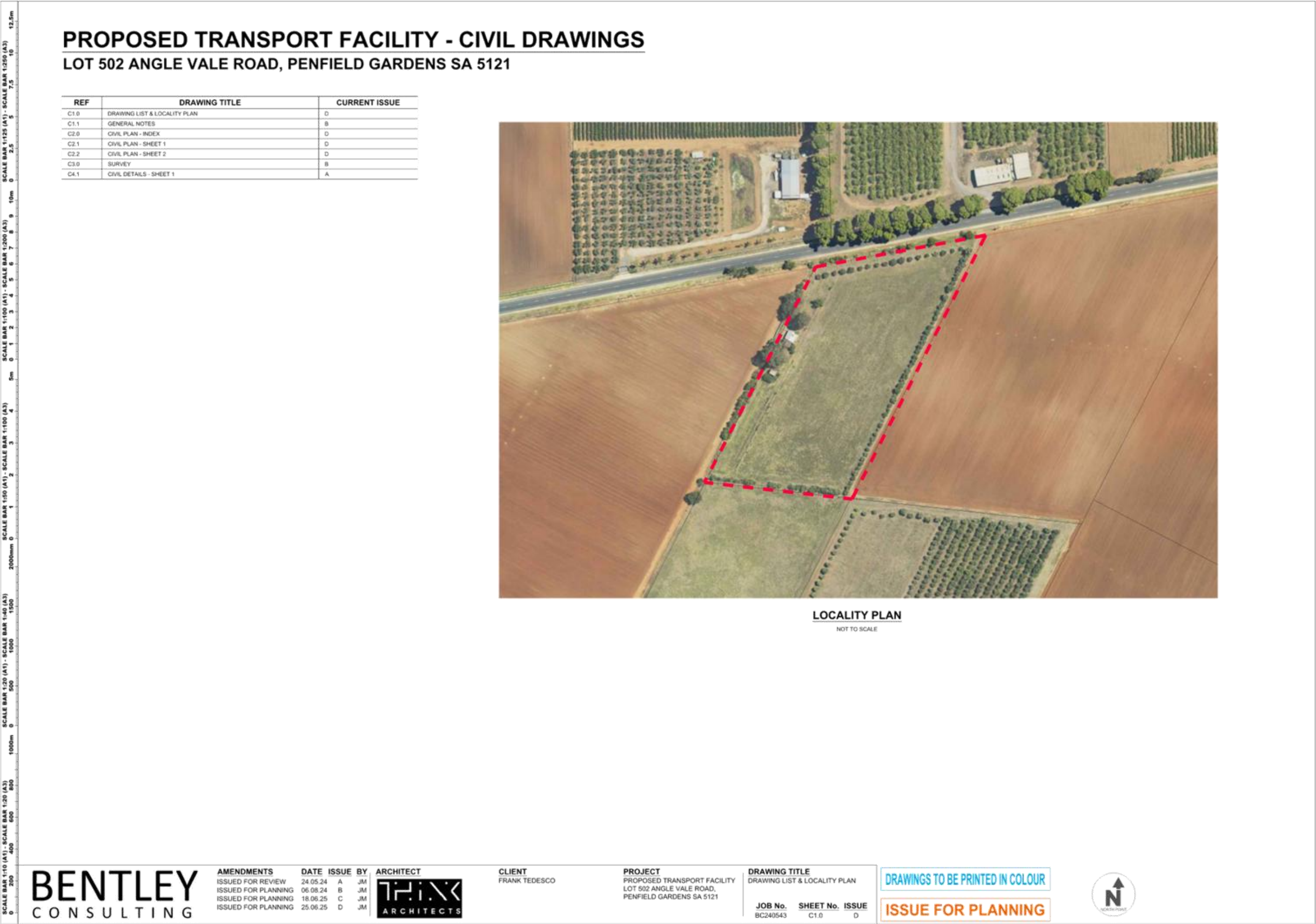
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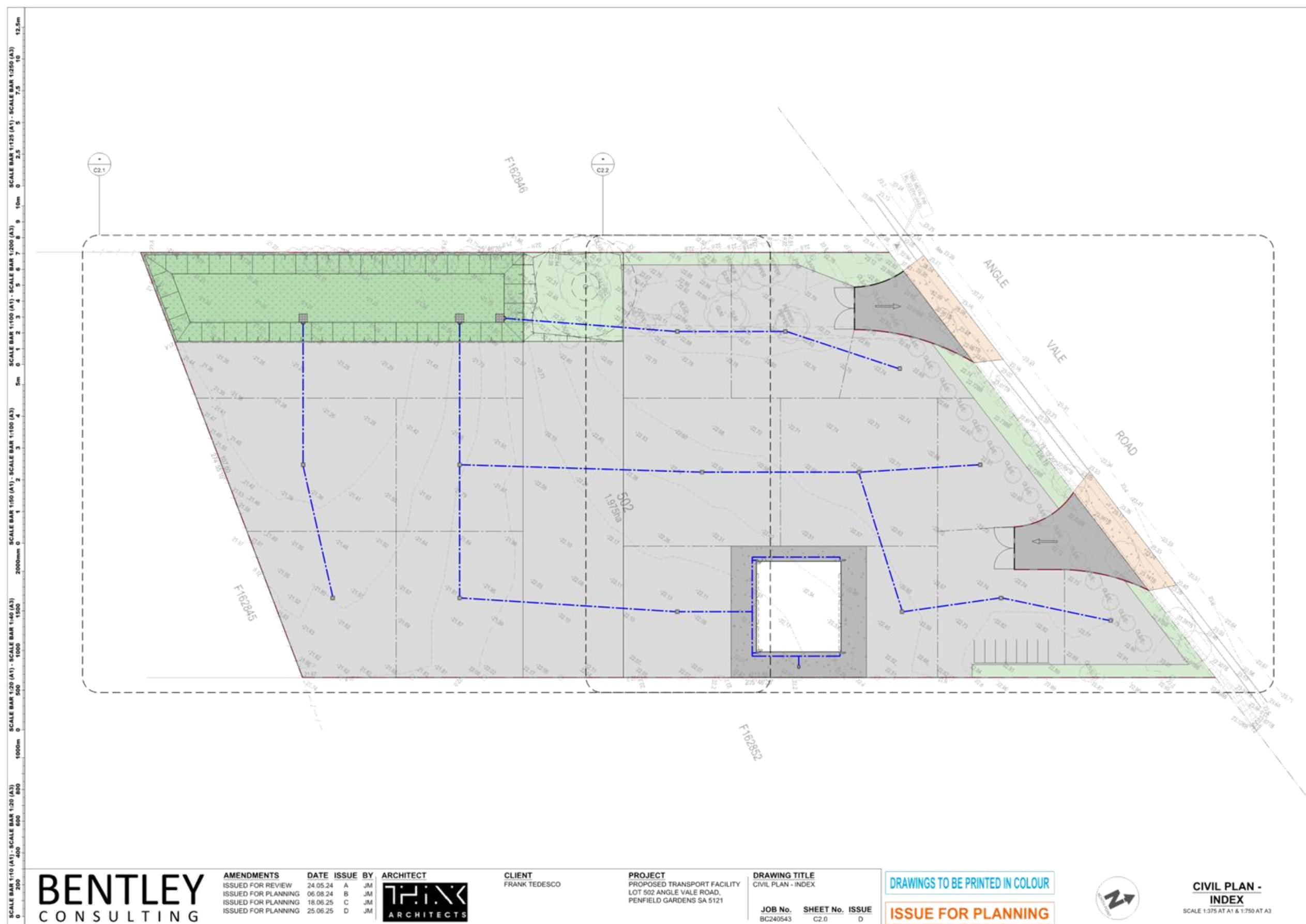
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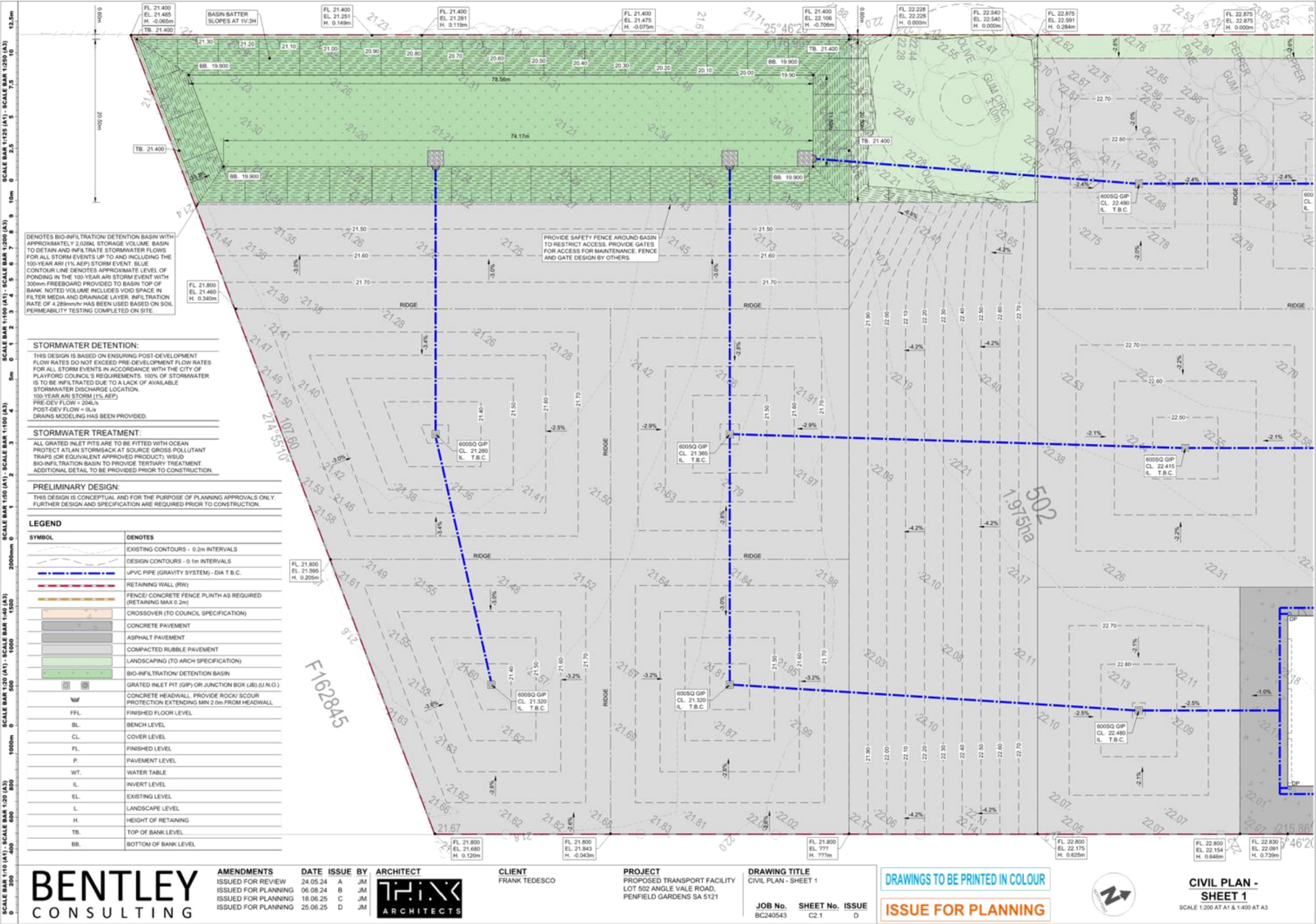
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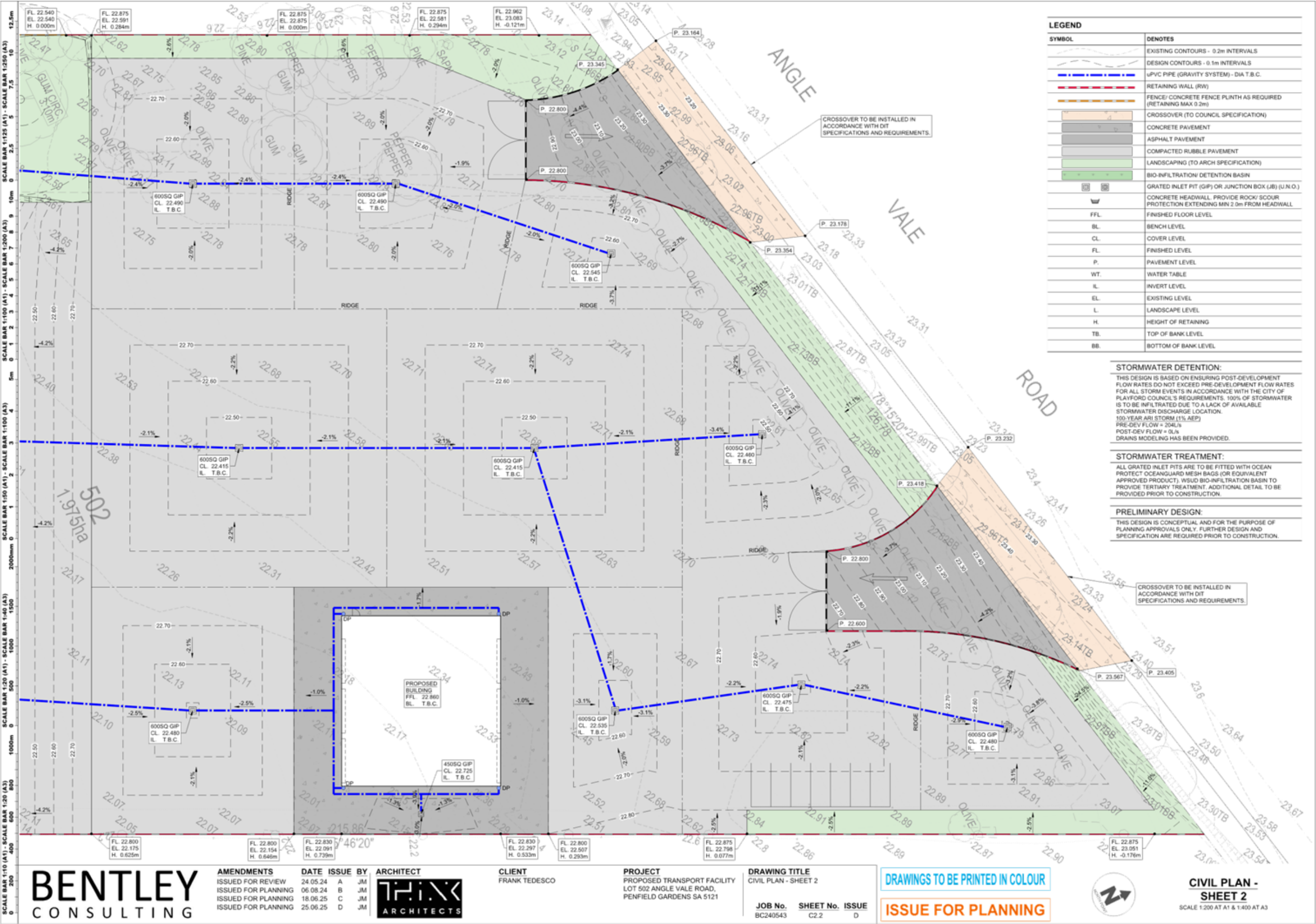
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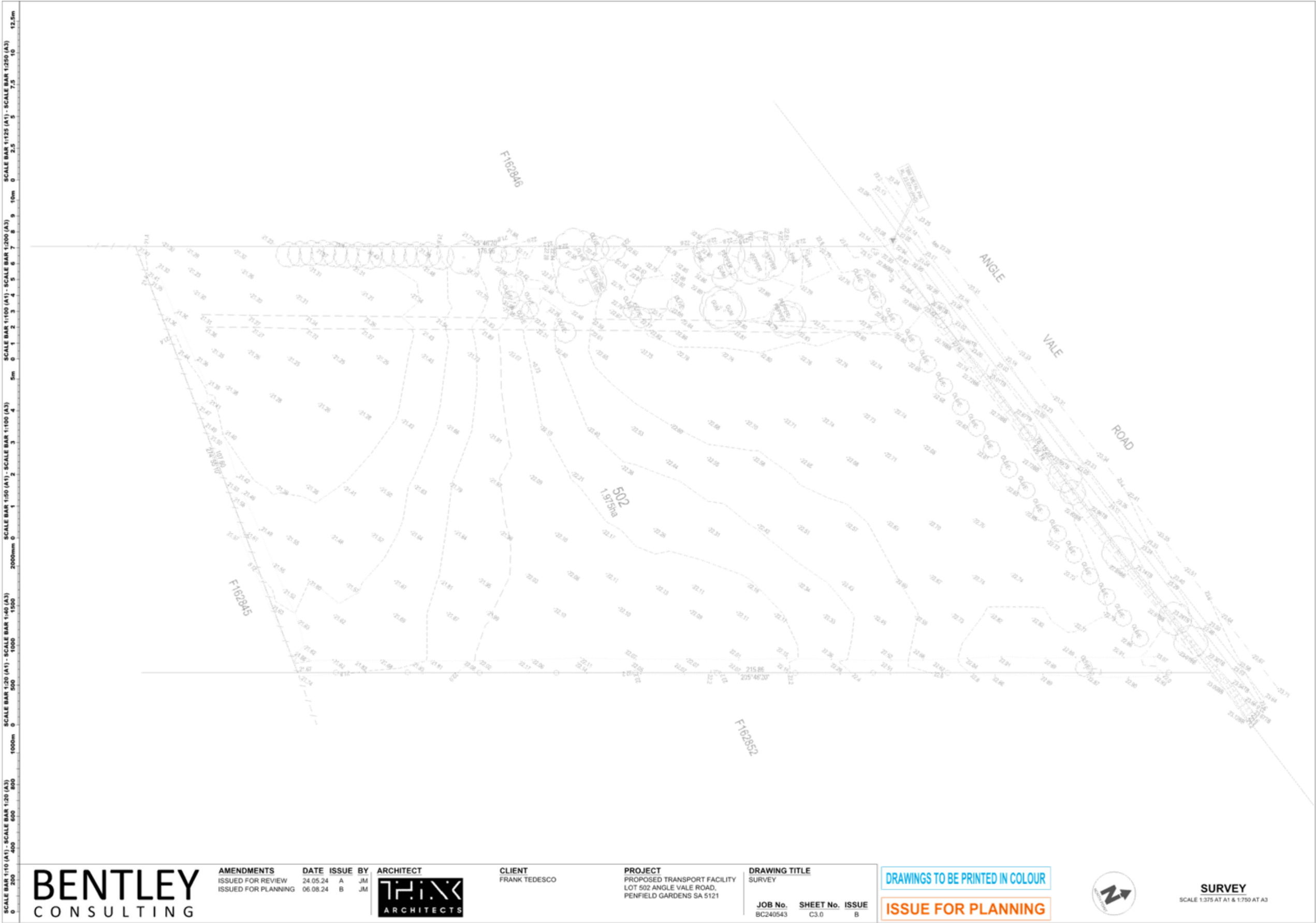












Traffic Report and Turn path Diagrams (Appendix B)



Ref: 23577|ABH

27 March 2025

Mr Michael Grogan
URPS
Level 1, 27 Halifax Street
ADELAIDE SA 5000

Dear Michael,

**PROPOSED TRANSPORT DISTRIBUTION FACILITY
LOT 502 ANGLE VALE ROAD, PENFIELD GARDENS**

I refer to the proposed commercial development at Lot 502 Angle Vale Road, Penfield Gardens. As requested, I have undertaken a review of traffic and parking aspects of the proposal (as illustrated on plans prepared by Think Architects, attached to this letter). This letter summarises the assessment undertaken.

EXISTING SITUATION

The subject site is located at Lot 502 Angle Vale Road, Penfield Gardens, and is located within a 'Rural Horticulture' Zone. The site is bound by Angle Vale Road to the north and agricultural land in all other directions. The subject site is currently vacant land, with no formal vehicle access currently provided.

Angle Vale Road is an arterial road under the care and control of the Department of Infrastructure and Transport (DIT). Adjacent the site, Angle Vale Road comprises a 6.2 m wide carriageway (approximate) with a single traffic lane in each direction and adjacent sealed and unsealed shoulders on each side. No footpath is provided adjacent Angle Vale Road. Traffic data obtained from DIT identifies the adjacent section of Angle Vale Road has an Annual Average Daily Traffic (AADT) volume in the order of 5,500 vehicles per day (vpd), of which 9% are commercial vehicles. A speed limit of 80 km/h applies on Angle Vale Road. Angle Vale Road is gazetted for use by commercial vehicles up to 26.0 m B-Doubles, as identified by the National Heavy Vehicle Regulator.



PROPOSAL

The proposal comprises the construction of a commercial vehicle freight facility, with a central storage shed (approx. 380 m² of total floor area) and associated parking and hardstand/manoeuvring areas.

ACCESS AND PARKING DESIGN

The site will be serviced by a six-space light vehicle parking area, of which one (1) space will be reserved exclusively for use by people with disabilities. The parking area will comply with the requirements of Australian/New Zealand Standards for *"Parking Facilities Part 1: Off-street car parking"* (AS/NZS 2890.1:2004) and *"Parking Facilities Part 6: Off-street parking for people with disabilities"* (AS/NZS 2890.6:2022) in that:

- regular parking spaces will be 2.5 m wide and 5.4 m long;
- the disabled parking space will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be in excess of 6.2 m wide;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's egress access point.

A further seven (7) commercial vehicle parking spaces will be provided throughout the site, for use by fleet vehicles, trailers and sundries.

The development is proposed to be accessed via two crossovers on Angle Vale Road. Specifically, the eastern access point is proposed to be restricted to ingress only, while the western access is proposed to be restricted to egress only. Left and right turns are proposed at each of the access points.

Each access is proposed to be controlled by a gate, located such that the largest vehicle legally allowed to travel on Angle Vale Road (i.e. a 26.0 m B-Double) is able to store onsite between the gates and the property boundary. A plan illustrating design changes required to accommodate commercial vehicle (26.0 m B-Double) movements has been prepared and is attached to this letter.

COMMERICAL VEHICLE MOVEMENTS

The site has been designed to accommodate commercial vehicles up to 26.0 m in length, such as B-Doubles. Such vehicles are able to enter and exit the site in a forward direction. B-Doubles are able to store between the site's security gates and frontage property boundary without impacting upon traffic flows on Angle Vale Road. The opening and closing of security gates will not interfere with a vehicle stored, nor impact upon the



operation of Angle Vale Road. B-Doubles are able to safely circulate within the site, given the large hardstand area available to truck movements.

With regard to access points, whilst the development will result in the creation of two access points, such a design is considered appropriate in order to mitigate conflict risks associated with large vehicles (i.e. B-Doubles) sharing a singular access. The design of separate ingress and egress access points provides separation from opposing trucks, thereby resulting in a safer access outcome. While forecast traffic volumes for the development are very low (further detail is provided in the Traffic Assessment section below) and instances where simultaneous B-Double movements would be very rare, the design nonetheless mitigates truck collision risks near the access points of the site.

The site will also be accessed via 19.0 m Semi-trailers. Designated heavy vehicle parking for up to nine semi-trailers has been identified within the site.

All vehicles are able to be driven into and out of the site without crossing the centre line of Angle Vale Road (when undertaking a left turn). Plans illustrating commercial vehicle manoeuvring within the subject site for each of the vehicles identified above are attached to this letter.

PARKING ASSESSMENT

The Planning and Design Code identifies a parking rate of 0.5 spaces per 100 m² for warehouse/storage uses.

Based upon the above rate, the proposed development would have a theoretical requirement for two parking spaces. Given that six spaces will be provided, the site's parking provisions satisfy the parking requirement of the Planning and Design Code.

TRAFFIC ASSESSMENT

The RTA's "Guide to Traffic Generating Developments" (the RTA Guide), and its subsequent updates, identifies a peak hour trip generation rate of 1 trip per 100 m² for land uses defined as 'Road transport facilities'. The RTA Guide also identifies a daily traffic generation rate of 5 trips per 100 m².

Based on the above rate the proposed development would be forecast to generate in the order of 4 vehicle trips during the am and pm peak hours. Such trips are forecast to be equally distributed between ingress and egress movements, as well as left and right turns.

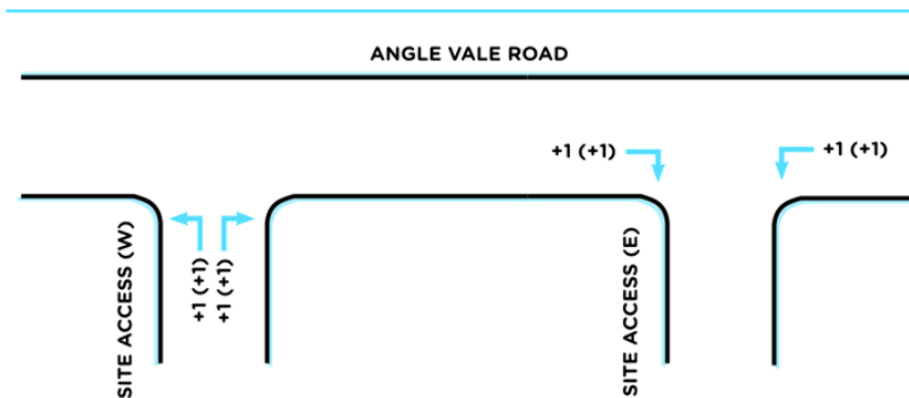


Figure 1 - Additional traffic volumes forecast at the subject site during the am (pm) peak hours

The forecast traffic movements on Angle Vale Road have been assessed against the turn warrants within Austroads "Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management" (AGTM6) at the request of DIT. The assessment concluded that no separated turn lane treatments were warranted for the traffic forecast (given the very low number of movements forecast to be associated with the site).

SUMMARY

The proposal comprises the construction of storage shed and heavy vehicle facilities at Lot 502 Angle Vale Road, Penfield Gardens.

Vehicle access to the site is proposed via two access points on Angle Vale Road, restricted to ingress only and egress only respectively. The site has been designed to facilitate commercial vehicles up to 26.0 m B-Doubles. All vehicles are able to be driven to and from the site in a forward direction.

The proposal comprises a total of 6 light vehicle parking spaces throughout the site. Such a provision satisfies the parking requirements of the Planning and Design Code. The parking and access provisions will comply with the requirements of the relevant Australian Standards.

The site is forecast to generate 4 vehicle trips during the am and pm peak hours. Such forecast is low and would be easily accommodated within the adjacent road network.



Please feel free to contact me on (08) 7078 1801 should you require any additional information.

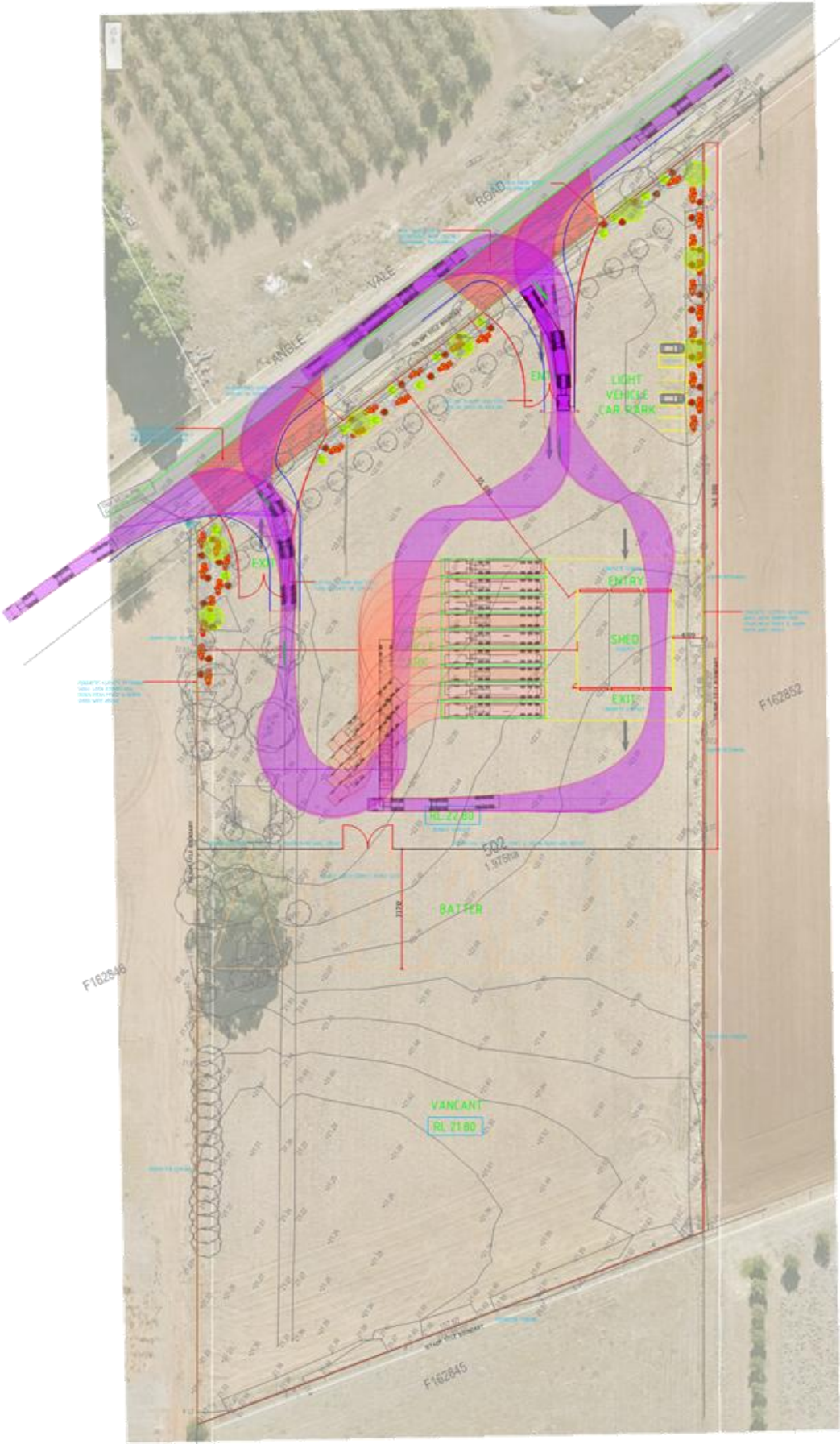
Yours sincerely,

A handwritten signature in blue ink, appearing to read 'A Hesse'.

AARON HESSE

Traffic Engineer | CIRQA Pty Ltd

Encl. Design comments prepared by CIRQA
Heavy Vehicle turn path plans



PURPLE - 26.0m B-DOUBLE
ORANGE - 19.0m SEMI-TRAILER



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

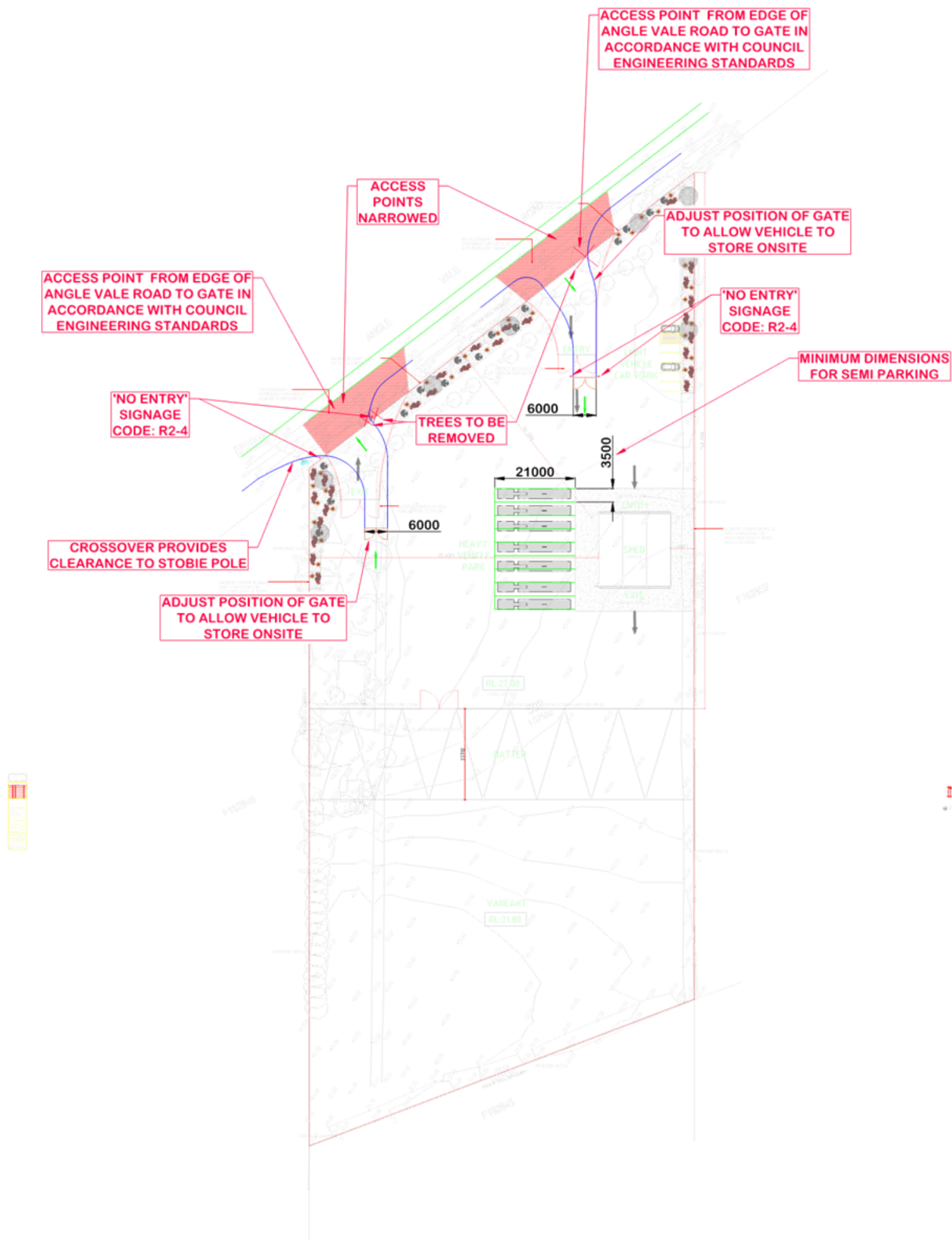
DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	11/06/2024	FOR REVIEW	ABH	TAW
B	19/03/2025	FOR SUBMISSION	ABH	TAW

C23577_01B.DWG 19/03/2025 10:57 AM



TEDESCO DISTRIBTION CNTR
502 ANGLE VALE ROAD, PENFIELD GARDENS
TURN PATH ASSESSMENT
PROJECT # 23577 SHEET # 01_SH01

This drawing is a concept plan only and subject to the provision of detailed survey information (by others) and the preparation of detailed design. The drawing is not suitable for construction purposes. The information and data identified within this drawing are the property of CIRQA Pty Ltd and copyright. This drawing and the information contained therein is for the use of the authorised Client noted below. The drawing may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this drawing or the information contained therein.



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DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	11/06/2024	FOR REVIEW	ABH	TAW
B	19/03/2025	FOR SUBMISSION	ABH	TAW

C23577_01B.DWG 19/03/2025 11:01 AM

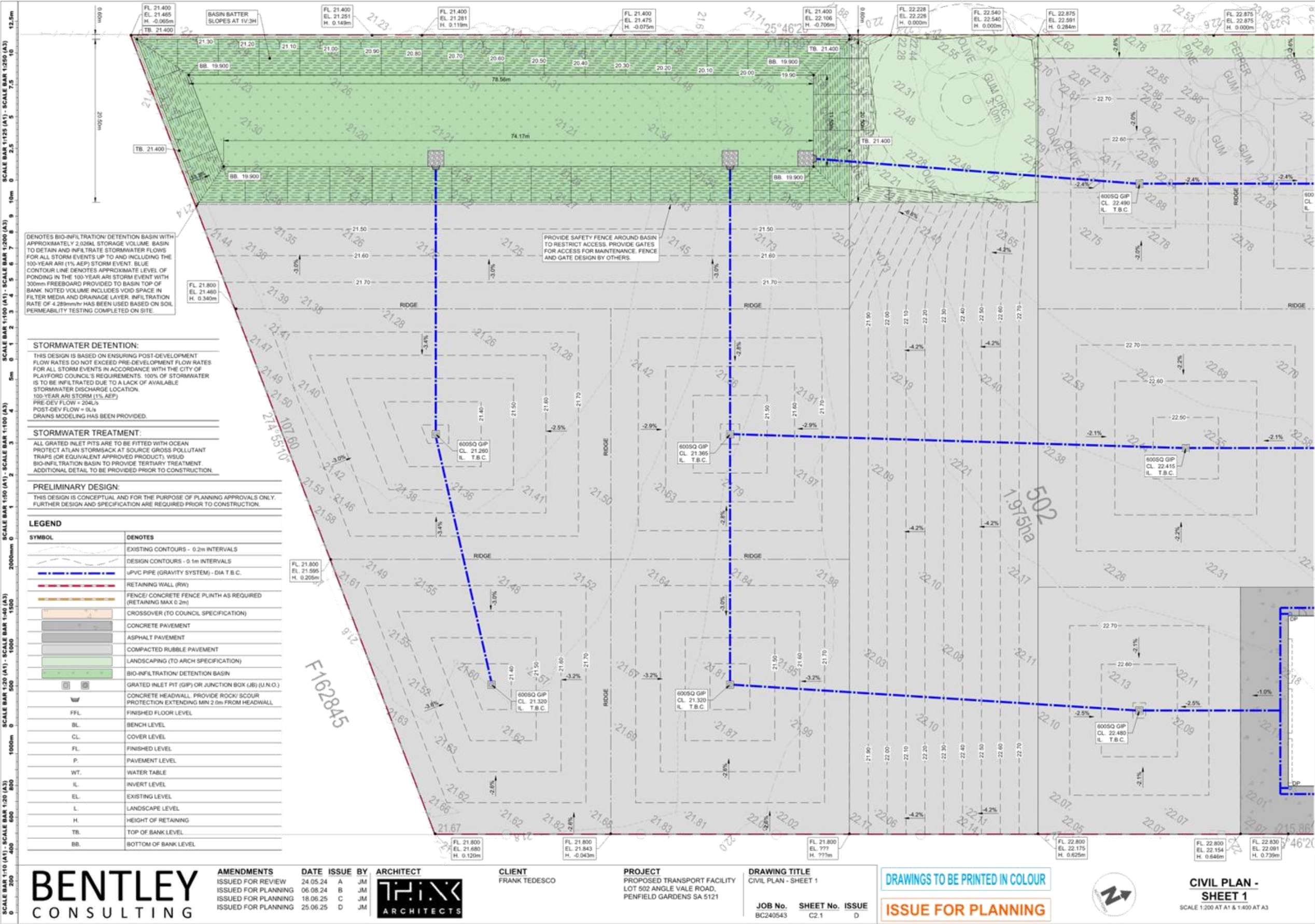


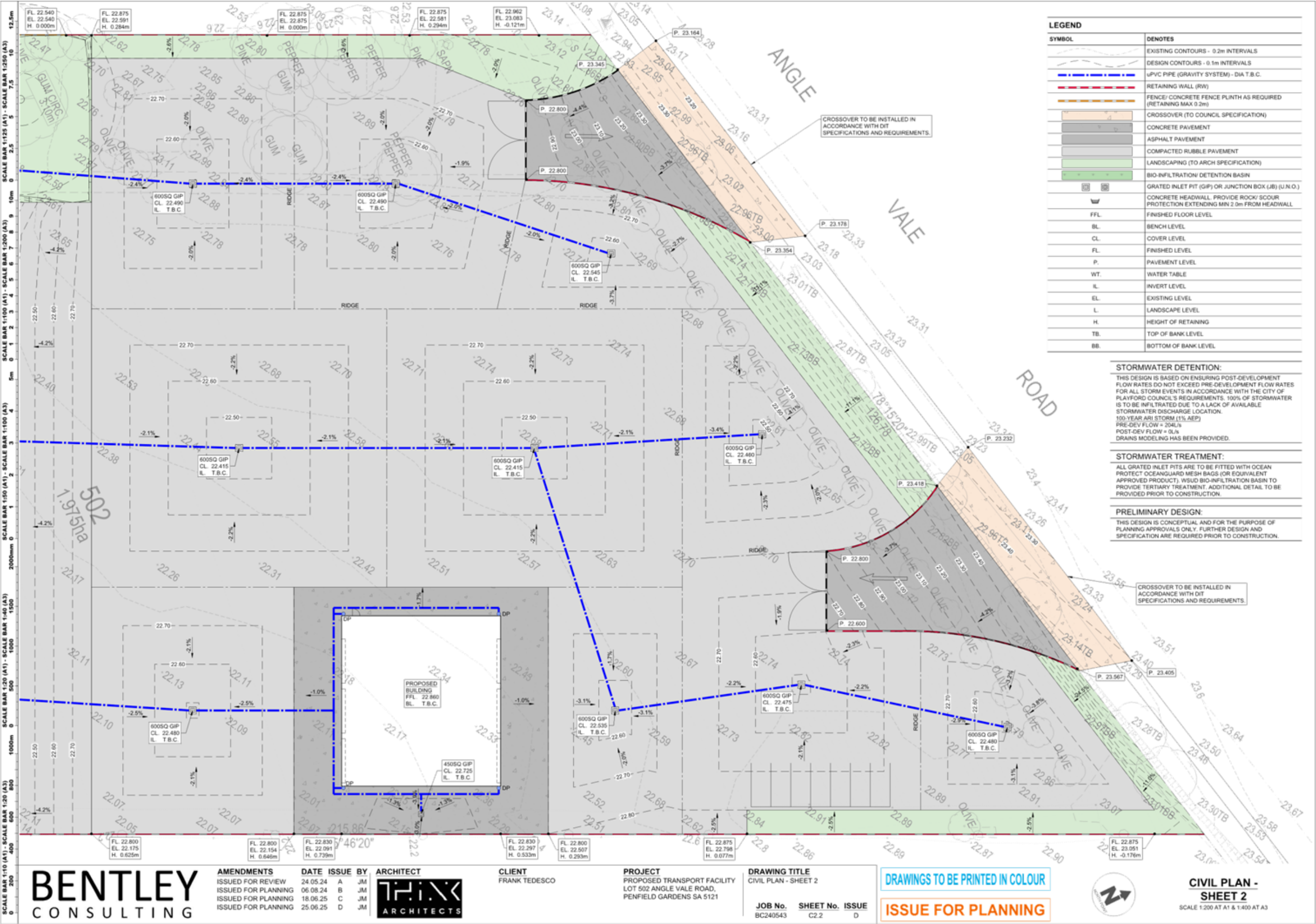
TEDESCO DISTRIBTION CNTR
502 ANGLE VALE ROAD, PENFIELD GARDENS
DESIGN COMMENTS
PROJECT # 23577 SHEET # 01_SH03

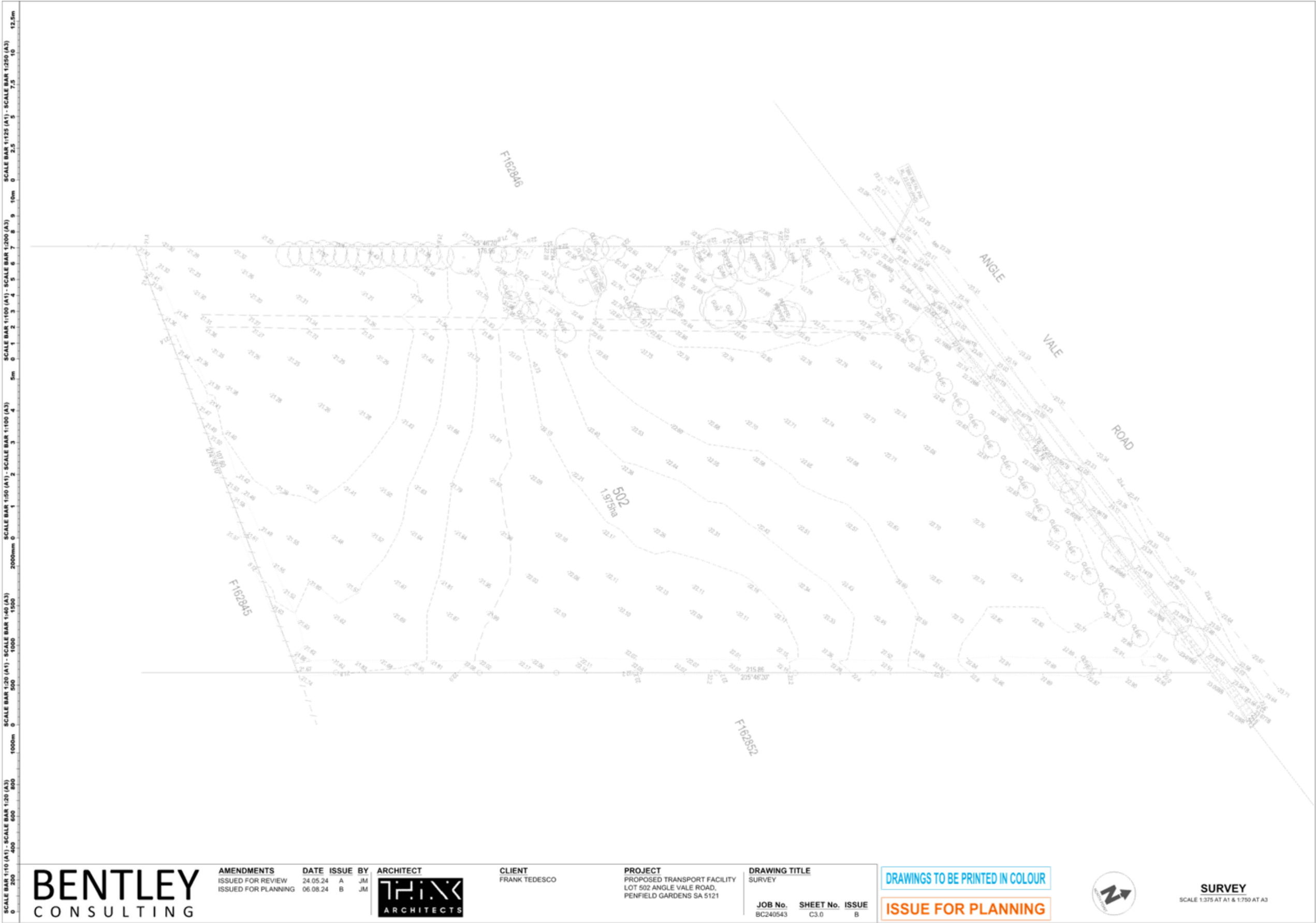
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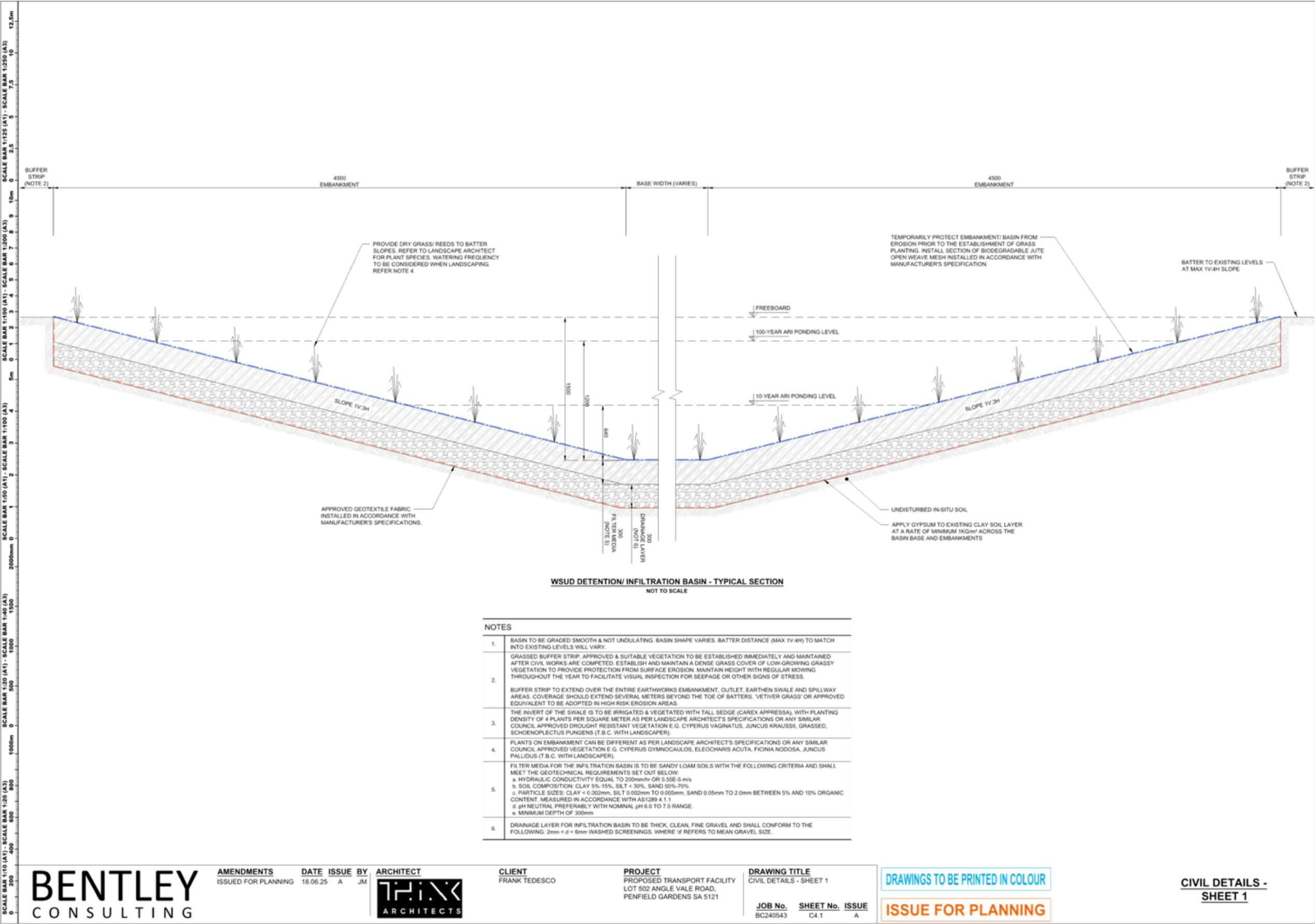
Civil Works Plan (Appendix C)











List of Local Customers/Producers (Appendix D)

Ref: 21ADL-1269

19 December 2023

Connie Parisi / Adam Squires
City of Playford
12 Bishopstone Road
Davoren Park, SA 5113

cparisi@playford.sa.gov.au
asquires@playford.sa.gov.au

Dear Connie & Adam

Lot 502 Angle Vale Road, Penfield Gardens (23012996) – Primary Production Support

Introduction

URPS is assisting in relation to development application 23012996 for Frank Tedesco of Tedesco Freightlines Pty Ltd. The proposal is for transport distribution located at Lot 502 Angle Vale Road, Penfield Gardens to service local horticultural producers in the locality.

Council has expressed concern that the proposal does not have the desired connection to horticulture sought by the Rural Horticulture Zone.

The purpose of this letter is to demonstrate:

- Which horticultural producers and the types of produce Frank's business currently supports.
- Frank's business provides an integral service to the Angle Vale / Virginia and surrounds horticultural produce life cycle.
- The proposed land use has the requisite connection to primary production supported by the Rural Horticultural Zone.

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to Elders past, present and emerging.

https://urpsou.sharepoint.com/sites/Synergy/Shared Documents/Projects/21ADL/21ADL-1269 - Transport Depot/Reports/20231107_L1v3 Letter to council - producer support.docx



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Council's Concerns

We understand through your email dated 6 September 2023 that you have the following concerns:

- "The critical issue is the nature of products that are being distributed because it is evident from the intent of the zoning that warehousing is supported, provided that it supports the primary production use on the same or locally sourced primary production activities. Therefore, it is concerning that other farming related goods are being brought in via containers which are then sold on to farmers."
- The proposed land use is not "low-impact" or "directly linked to the land that he uses to cultivate produce".
- "Justifying the horticultural unsuitability of the land due to size, is an insufficient test with regard to the viability of the allotment for horticultural uses. The locality demonstrates comparable size allotments to the west and south-west which appear to function for horticultural uses, so limited weight is afforded to this argument at this point".

Supporting primary production on the same or locally sourced primary production activities.

We feel there has been a misunderstanding of Frank's operations. The warehouse / transport depot will support 'locally sourced primary production activities' by providing front end farming products to primary producers. The concern that goods are brought in via containers to be sold to farmers ignores the fact that modern farming involves the use of fertilisers, sprays and farming machinery, which are sourced from elsewhere.

In addition to providing front end services to primary producers, Frank also provides transport services to export primary producers' produce – which amongst other produce, includes potatoes, olive oil, almonds, and grain for feed.

Annexed A to this letter is a list of the many of the local producers that Frank provides products to and delivers transport services for. Each producer has provided permission for their name to be listed in this letter as an indication of their support for Frank's proposed development.

Annexure B is a primary producer map demonstrating where these local producers are located in comparison to Lot 502 Angle Vale Road, Penfield Gardens.



Direct link to primary production on the same allotment and 'low impact' land uses

PO 4.1 and DPF 4.1 of the Rural Horticultural Zone provide:

Performance Outcome	Designated Performance Feature
PO 4.1 Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.	DTS / DPF 4.1 Industries, storage, warehousing, produce grading and packing and transport distribution activities and similar activities (or any combination thereof): (a) are directly related and ancillary to a primary production use on the same or adjoining allotment (b) are located on an allotment not less than 2ha in area (c) have a total floor area not exceeding 350m².

The above section and the Annexures demonstrate that Frank's transport distribution business value adds to 'locally sourced primary production activities'.

In addition to satisfying PO 4.1, the proposal is conscious of the aspirations of DPF 4.1:

- (a) Frank's business directly services businesses along Angle Vale Road (where the subject land is located), including transporting hay, grain and potatoes.**
- (b) Is greater than 2 hectares.**
- (c) The proposed floor area of the building will be 400m².**

As mentioned in our email dated 19 July 2023, PO 4.1 does not require that transport distribution that provide value adding to locally sourced primary production activities are 'directly related to and associated with the primary use of the land for primary production' in the same way that PO 7.1 under the Rural Horticultural Zone guides for office land uses.

Connection to certain activities and land uses within certain Zones is in the spotlight following the recent decision of *Geber Super Pty Ltd v Barossa Assessment Panel* [2023] SASC 154 (*Geber*). We want to stress how Frank's proposal is distinguished from the facts of that case.

In that case, the Assessment Panel made an error of law in not finding the proposal seriously at variance with PO 6.3 of the Rural Zone. This was because the Assessment Panel consented to the development after it was established as fact that no primary production activities associated with the tourist accommodation at all, despite PO 6.3 seeking 'tourist accommodation associated with the primary use of the land for primary



production or primary production related value adding industry to enhance and provide authentic visitor experiences’.

PO 6.3 of the Rural Zone and PO 7.1 of the Rural Horticultural Zone should be read in contrast with PO 4.1 of the Rural Horticultural Zone. Unlike PO 6.3, PO 4.1 of the Rural Horticultural Zone does not seek primary production as the primary use on the land.

Council’s support of this proposal would not be seriously at variance with the Zone because the purpose of this transport facility is to support primary production activities, in line with PO 4.1.

PO 4.1 of the Rural Horticultural Zone recognises that it is unrealistic to expect all primary producers to be able to import, transport and store all the products required for farming themselves from their premises – due to logistical (personnel, time, space) constraints. Frank’s business provides a necessary intermediary service, which is accessible and connected with locals.

‘Low Impact’

In your email dated 6 September 2023, you refer to the ‘*Guide to the Planning and Design Code*’ to interpret the provisions of the Zone. The passage from the Guide states:

“intensive agriculture in the form of growing and processing of produce while supporting a wide range of low-impact rural activities. Value-adding opportunities are envisaged, with less emphasis given to tourist accommodation” (your emphasis).

While the Guide provides an overview of the of the Code’s structure and content, the Guide is not referred to in the *Planning, Development and Infrastructure Act 2016* nor in Part 1 – Rules of Interpretation of the Planning and Design Code. Interpreting the policies within the Code should be the focus of assessment. First to the performance outcomes themselves, then the Desired Outcomes as an aid to interpretation.

The Desired Outcomes of the Rural Horticultural Zone provide:

- DO 1** Intensive agriculture in the form of horticulture and associated value-adding enterprises and activities.
- DO 2** The establishment of appropriately scaled industries for washing, processing, bottling and packaging primary produce and servicing and supporting horticulture.
- DO 3** Manage interface conflict between horticulture and other land uses.

DO 2 promotes ‘appropriately scaled industries’ that service and support horticulture, while PO 4.1 seeks ‘small scale’ activities. As there is no mention ‘low-impact’ in the Zone, little weight should be given to this when considering the proposal.



The proposal can be considered small scale, given the size of the allotment is only just larger than 2 hectares – the minimum sought by DPF 4.1, and is an appropriate scale for the number of customers that require Frank's services in the locality.

Horticultural suitability justification

We accept your statement that horticultural uses are theoretically possible on an allotment the size of the subject land. However, such theoretical positions are highly constrained by soil conditions, access to affordable water, ability to gain economies of scale with other nearby growing sites (to ensure rotation of crops) and the type of crop grown (ie. value of product). This site has not been utilised for horticultural production for several years and is generally not considered to be a viable for horticultural production.

While horticultural uses are envisaged by the Rural Horticultural Zone, value-adding enterprises to primary production such as Frank's business are also envisaged.

Conclusion

In summary, the proposal is an appropriate land use that is promoted by the Rural Horticultural Zone. In particular:

- Frank's transport distribution supports primary producers by providing front end farming products as well as providing export services.
- Frank's business is necessary for primary producers from a logistical standpoint.
- The proposal is located close to Frank's local customer base, with widespread support as shown in the annexed table and primary producer map.
- The proposal is an appropriate scale.

We hope this letter assists in addressing your concerns. If you have any further questions, please contact Saskia on 0490 679 235 or at ssutton@urps.com.au

Yours sincerely

Saskia Sutton
Consultant



Annexure A - Local Primary Producers Serviced by Tedesco Freightlines Pty Ltd

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
1.	Gawler River Produce	Basil Mondello, Potato Grower	1629 Two Wells Rd Ward Belt SA 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Hay • Grain • Farming machinery
2.	Virgara Brothers.Co	Pat Virgara Grain, Feed & Grazier	686 Angle Vale Road, Angle Vale, SA, 5117	• Fertilisers • Sprays • Farming supplies • Hay • Grain • Farming machinery
3.	Virgara Wines Co	Tony Virgara Vineyards & Winery	143 Heaslip Road, Angle Vale, SA, 5117	• Fertilisers • Sprays • Farming supplies • Wine Grapes • Farm Machinery
4.	Mitolo Farms	John Mitolo Potato and onion grower	1304 Angle Vale Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming supplies • Produce
5.	Elders Virginia	General Manger Joe Perre Farming Supplies Store	Old Port Wakefield Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming supplies • Fertilisers • Sprays • Farming supplies • Vegetable Seeds



URPS

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
6.	Platinum Ag Services	General Managers Paul Pezzaniti Richard Knowles Farming Supplies Store	65 Gawler Road, Virginia, SA, 5120	- Fertilisers - Sprays - Farming supplies - Vegetable Seeds
7.	PP Hortico	Tri Phan Farming Supplies	243 Old Port Wakefield Road, Virginia, SA, 5120	- Fertilisers - Sprays - Farming supplies
8.	Costa Almonds Co	Phil Costa Almond Grower	Lot 190 Andrews Road, Munno Para West, SA, 5115 & 238 Stott Highway , Swan Reach, SA, 5354	- Fertilisers - Sprays - Farming supplies - Almonds - Farm Machinery
9.	Bovalina Olive Oil	Anthony Papalia Olive Grower & Olive Oil Producer	492 Robert Road, Penfield Gardens, SA, 5121	- Olive Oil - Farming supplies - Packing Machinery
10.	Prema Brothers Co	Sav Catanzariti Olive Oil Producer	Lot 17 Andrews Road, Munno Para Downs, SA, 5115	- Fertilisers - Sprays - Olives - Olive Oil - Farming supplies - Bottles - Packaging
11.	Ridenti Farms	Joe Ridenti Potato & Onion Grower	1794 Two Wells Road, Gawler, SA, 5118	- Fertilisers - Sprays - Farming supplies - Produce - Farming Machinery


URPS

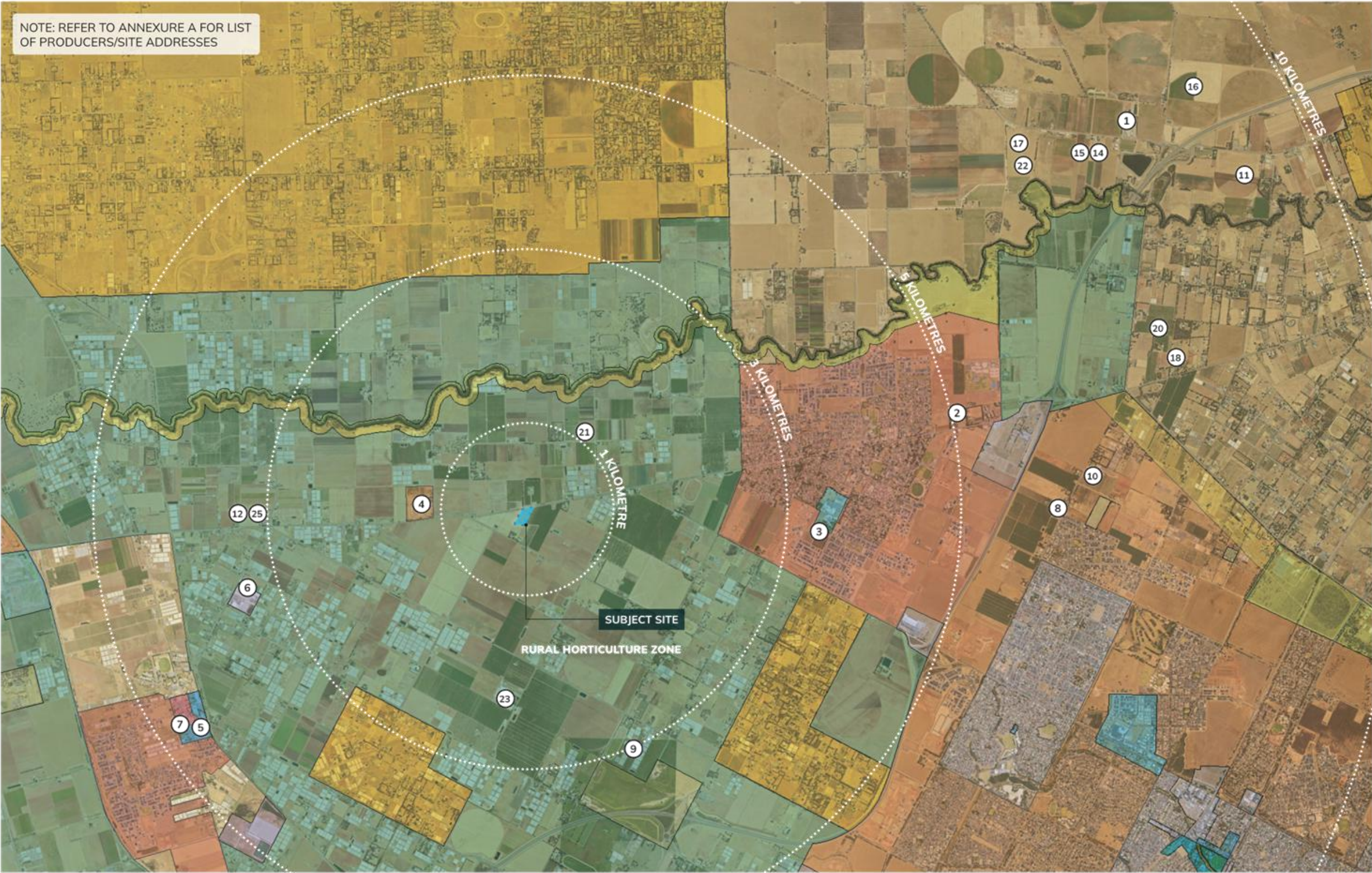
No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
12.	GTS Farms Co	Joe Trimboli Potato Grower	Angle Vale Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming supplies • Produce • Farming Machinery
13.	Rocca Vineyards	Joe Rocca Vineyards & Grazier	794 Black Top Road, One Tree Hill, SA, 5114	• Fertilisers • Sprays • Farming supplies • Produce • Hay • Feed • Farming Machinery
14.		Cam Damiani Potato and Feed Grower	1602 Two Wells Road, Gawler, SA, 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Hay • Farming Machinery
15.	R&G Damiani & Sons	Greg Damiani Potato and Feed Grower	1588 Two Wells Road, Gawler, SA, 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Feed • Farming machinery
16.	Princiotta Potatoes	Charlie Princiotta Potato Grower	251 Wingate Road, Ward Belt, SA, 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Farming machinery
17.	A&J Contracting Service	Tony Panetta Farming & packing line maintenance	1500 Two Wells Road, Gawler River, SA, 5117	• Farming machinery • Packing line machinery • Wine barrels


URPS

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
		and wine barrel sales		
18.	Cavallaro Almonds Co	Domenic Cavallaro Almond Grower	414 Angle Vale Road, Hillier, SA, 5116	• Almonds • Fertilisers • Sprays • Farming machinery
19.	Stoller Australia	General Manager Dave Cavallaro Fertiliser & Spray Manufacturer	1 Creswell Road, Largs Bay, SA, 5016	• Fertilisers • Sprays • Farming machinery • Farming Supplies
20.	Pezzaniti Produce	Julian Pezzaniti Almond & Produce Grower	426 Angle Vale Road, Hillier, SA, 5116	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Almonds • Produce
21.	Pellicone Farms	Domenic Pellicone Potato, Almonds & Produce Grower	Carclew Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Potatoes
22.	John Scaffitti	John Scaffitti Potato and Feed Grower	1500 Two Wells Road, Gawler River, SA, 5117	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Potatoes • Feed


URPS

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
23.	Virginia Farms	Farm Manager Phil Scaffitti Potato Grower	284 Taylors Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Potatoes
24.	Central Grains	John Auger Hay and Feed Grower	Parkers Road, Ward Belt, SA, 5118	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Cereal grains • Hay • Feed
25.	Land Leaser	Joe Trimboli (owner)	Angle Vale Road, Penfield, SA, 5121	• Fertilisers • Sprays • Farming machinery • Farming Supplies



TEDESCO FREIGHTLINES
TRANSPORT DEPOT
LOT 502 ANGLE VALE ROAD, PENFIELD GARDENS



LOCATION PLAN	DWG. REF.	—	DA01
23/11/2023	REVISION	—	A
NTS @ A3	URPS REF.	—	21ADL-1269

Letter from James Hilditch Lawyers (Appendix E)



HILDITCH LAWYERSLevel 1, 24 Grote Street
Adelaide SA 5000GPO Box 11010
Adelaide SA 5001
www.hilditchlawyers.com

Tel 08 7325 5900
Fax 08 8231 8323
lawyers@hilditchlawyers.com

14 February 2025

Mr Leif Burdon
Manager Planning Services
City of Playford
12 Bishopstone Road
Davoren Park SA 5113

Dear Leif

Lot 502 Angle Vale Road, Penfield Gardens
Application ID: 24002406

I now act for Tedesco Freightlines Pty Ltd in relation to the above application.

I confirm I have been provided with a copy of my client's development application, including the Planning Statement prepared by URPS dated 29 January 2024.

I have also been provided with a copy of your email dated 15 October 2024.

I have been requested to respond to the position outlined in your email for your consideration when continuing with your assessment of the proposal.

The Rural Horticulture Zone ("the RHZ") is a mixed use Zone. It generally envisages horticulture (PO 3.1) and what is loosely described as "rural industry" (PO 4.1 to 4.3).

DO 1 envisages horticulture and associated value-adding enterprises and activities. This simply means that the "value-adding enterprises and activities" will either support, or will happily co-exist with, horticulture in the RHZ and will be complementary in purpose. They don't need to have the same purpose. See *Evanston South Pty Ltd v Town of Gawler Assessment Panel* [2022] SAERDC 14 at [92] to [94]. In any event, PO 1 and DTS/DPF 1.1 give an indication of the wide range of uses envisaged in the Zone.

Furthermore, DO 2 must be read in the context of the Code, and the provisions for the RHZ, as a whole. The "rural industry" envisaged in the RHZ by POs 4.1 to 4.3 include storage, warehousing, transport distribution and similar activities

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Hilditch Lawyers Pty Ltd ACN 145 516 276

(consistent with PO 1.1 and DTS/DPF 1.1). The proposed development will service and support horticulture in a manner consistent with DO 2 when properly construed in this way.

PO 1.1 is perhaps poorly worded. However, it encourages the following activities:

1. Agricultural and intensive horticultural activities.
2. Associated value adding activities, processing activities, warehousing activities and distribution activities (again, see the *Evanston South* decision).

PO 1.1 discourages uses that may be sensitive to these activities and PO 5.1 provides qualified and limited support for dwellings. It discourages their approval in circumstances where they might compromise the use of adjoining land for primary production. This is consistent with the intent of the Limited Dwelling Overlay.

Performance Outcomes 4.1, 4.2 and 4.3 address the circumstances in which "Rural Industry" (including, for example, warehousing, transport distribution and similar activities) is supported. Together, they envisage everything from small scale to large scale uses.

PO 4.1 envisages "small scale" uses including industrial uses, warehousing and transport distribution in association with existing primary production activities. This is intended to promote opportunities for diversification and value-adding associated with existing primary production uses. It essentially envisages and accommodates mixed use developments.

PO 4.2 then envisages larger scale uses including warehousing and transport distribution. These uses do not need to operate from land used for primary production. Sub-paragraphs (a), (b) and (c) will require consideration and assessment in some cases (eg sub-paragraph (c) will arise for consideration in respect of washing, processing, bottling, produce-grading and packaging activities).

There are however limits on scale, even though "large scale" uses are envisaged. PO 4.3 provides that the siting, design and scale of any such use must maintain rural function and character and respect landscape amenity. However, this policy must be read in a sensible and practical way, noting the nature of uses and buildings envisaged in the Zone as outlined in PO 1.1 and DTS/DPF 1.1 (and PO 11.1, for example, envisages "large buildings" which are of course to be expected in the RHZ). Relevant considerations will include setbacks, building height and the ability to contain the uses wholly within the confines of their own site.

The fact that such uses might already exist or might be readily accommodated (or even preferred) in other Zones and locations is completely irrelevant to the planning assessment process and this is well-settled. The indisputable fact is that these uses are envisaged in the RHZ.

Furthermore, the Code does not seek to "micro-manage" the kind of facilities that might be accommodated in the Zone in a productive and useful way. The performance outcomes are deliberately general in their terms. With the greatest of respect, the Council seems to be interpreting the provisions for the RHZ in a very strict and narrow way which is not reflected in the policies when properly construed and read as a whole.

In a practical sense, the proposal seems to me to be one which:

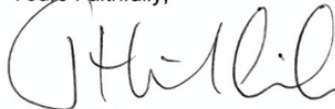
1. Is envisaged by PO 1.1 and PO 4.2.
2. Is associated with horticultural uses in the Zone in that it will support horticulture and will have a purpose which is complementary to horticulture.

It is difficult to see how it might be contended that the proposal gives rise to any kind of fundamental land use issue. It will then be a matter for the planning authority to consider the siting, design and scale of the proposal having regard to PO 4.3 and PO 11.1 (noting that large buildings and uses which create noise and traffic are obviously and unavoidably envisaged in the Zone).

I am instructed to respectfully request the planning authority to have regard to the above approach in finalising its assessment of the proposed development.

Thank you for your consideration.

Yours Faithfully,



James Hilditch

james@hilditchlawyers.com

Our Ref: JRH:000887

Your Ref:

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15/04/2025

Mr Phil Harnett
27 Halifax Street
Adelaide SA 5000

Subsequent request for Information

Applicant: Tedesco Freightlines Pty Ltd
Application ID: 24002406
Subject Land:

LOT 502 ANGLE VALE RD PENFIELD GARDENS SA 5121

Title ref.: CT 5813/456

Plan Parcel: F162851 AL502

Council: CITY OF PLAYFORD

Dear Mr Harnett,

This is a subsequent request for additional information. A response is due by the 14/07/2025 to assist with the Planning Consent assessment. You are not required to respond to this request. Your development application may be refused if you do not respond.

Proposed Development:

Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 10 vehicles, maintenance, associated fencing and crossovers.

Required Information

1. Please confirm the number and size of all commercial vehicles to access the site.
2. In the amended plans, please provide the **new** proposed stormwater layout to reflect the amended layout.
3. Please provide supporting information regarding the Storm Water Management Plan to:
 - how the proposed system works:
 - how stormwater volumes were obtained:
 - specifications and information on the bio detention basin.
4. Please provide a section through basin showing levels and a detail of how the Bio-Filtration Basin works. This should show how it is to satisfy EPA requirements for an industrial site.

Please Note: Stormwater cannot discharge onto adjacent private land. Must contain up to the 1% AEP.
Please demonstrate all stormwater will be contained within the site.

Planning, Development and Infrastructure Act 2016 & Planning, Development and Infrastructure (General) Regulations 2017	Section 119(3) / Regulation 34
---	--------------------------------

6. Please show the significant tree in relation to updated swept paths for the trucks.
6. Please provide a floor plan of the warehouse showing the proposed activities/ uses dedicated to each area of the building, including dimensions of the area dedicated to 'truck maintenance'.
8. Please provide details of truck maintenance including what activities are proposed as of truck maintenance, including proposed management of truck maintenance (e.g. bunding, waste management, etc.).
7. The plans submitted do not indicate whether plumbing and drainage will be installed (ie for staff ablutions). If this is proposed, please show the proposed location of ablutions, the tank and irrigated /or soakage area on the plans.

Please contact the City of Playford if you require additional time to provide the requested information or if you have questions regarding this subsequent request for further information.

Yours sincerely,



Jamie Hanlon

City of Playford

(08) 8256 0242

jhanlon@playford.sa.gov.au



07/03/2025

Mr Phil Harnett
27 Halifax Street
Adelaide SA 5000

Subsequent request for Information

Applicant: Tedesco Freightlines Pty Ltd
Application ID: 24002406
Subject Land:

LOT 502 ANGLE VALE RD PENFIELD GARDENS SA 5121

Title ref.: CT 5813/456

Plan Parcel: F162851 AL502

Council: CITY OF PLAYFORD

Dear Mr Harnett,

This is a subsequent request for additional information. A response is due by the 03/06/2025 to assist with the Planning Consent assessment. You are not required to respond to this request. Your development application may be refused if you do not respond.

Proposed Development:

Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 10 vehicles, maintenance and washdown, associated fencing and crossovers, a storage yard and tree damaging activity.

Required Information

1. Please update the planning statement defining the proposed uses which included the storage yard and the removal of the significant tree as well as any plans that are now superseded due to the changes as well as the amendment to the location of the proposed building.
2. In the amended plans, please show the new proposed stormwater layout to reflect the amended layout. Please note: The BC240543-DRAINS MODEL[A]DRN cannot be downloaded or opened from the drop box. Please email this to jhanlon@playford.sa.gov.au.
3. The DIT request cites CIRQA plans showing the site will also provide on-site parking for (up to 9) 19m Articulated Vehicles as well as smaller commercial vehicles. These have not been mentioned to Council, please provide the CIRQA Plans, and any other details submitted to DIT.
4. Please provide details of the above Articulated Vehicles as well as smaller commercial vehicles, including uses and parking in the updated planning statement.
5. Please show the significant tree in relation to updated swept paths for the trucks.

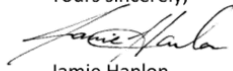
Planning, Development and Infrastructure Act 2016 & Planning, Development and Infrastructure (General) Regulations 2017	Section 119(3) / Regulation 34
---	--------------------------------

6. Please provide a floor plan of the warehouse showing the proposed activities/ uses dedicated to each area of the building.
7. The plans submitted do not indicate whether plumbing and drainage will be installed (ie for staff ablutions). If this is proposed, please show the proposed location of ablutions, the tank and irrigated /or soakage area on the plans.

Please Note: If wastewater is proposed the applicant is required to submit a Wastewater Works Application to Council. The application must include underfloor plumbing layout and external drainage plan, a wastewater engineers report along with a site plan indicating the location of the wastewater system and onsite effluent disposal.

Please contact the City of Playford if you require additional time to provide the requested information or if you have questions regarding this subsequent request for further information.

Yours sincerely,



Jamie Hanlon

City of Playford

(08) 8256 0242

jhanlon@playford.sa.gov.au



19/09/2024

Mr Phil Harnett
27 Halifax Street
Adelaide SA 5000

Request for Information

Applicant: Tedesco Freightlines Pty Ltd
Application ID: 24002406
Subject Land:

LOT 502 ANGLE VALE RD PENFIELD GARDENS SA 5121

Title ref.: CT 5813/456

Plan Parcel: F162851 AL502

Council: CITY OF PLAYFORD

Dear Mr Harnett,

The following additional information is required by the due date 13/12/2024 to assist with the assessment of your Planning Consent for proposed development and the Council is seeking detail regarding the proposal.

Proposed Development:

Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 10 vehicles, maintenance and washdown, associated fencing and crossovers, a storage yard and tree damaging activity.

Required Information

Landuse

1. Please demonstrate how the warehousing, transport distribution, including parking, manoeuvring and maintenance and washing of heavy vehicles and the outdoor storage of 'farm equipment' and solid fencing are sited, designed and of a scale that maintains rural function and character in a manner that respects landscape amenity.
2. The Planning Statement Transport Distribution for Local Horticulture Producers Lot 502 Angle Vale Road, Penfield Gardens refers to the facility as 'small-scale', limited by virtue of the site only being 2 hectares. Please demonstrate how 2 hectares is considered to be small scale in context of the area and intensity of the proposed use, visual impacts of the outdoor store and the Desired Outcome of the Rural Horticulture Zone.
3. Please demonstrate how the proposed land uses will be managed to ensure the proposed facility will be dedicated to supporting local horticulture and not be put to general use.

Planning, Development and Infrastructure Act 2016 & Planning, Development and Infrastructure (General) Regulations 2017	Section 119(3) / Regulation 34
---	--------------------------------

4. Please demonstrate why the proposed warehousing of commercial goods (such as fertilisers and sprays and farming machinery) and self-storage of agricultural equipment, is necessitated in the Rural Horticulture Zone where agricultural land is lost to the proposed use, whereas appropriate zones such employment type zones are appropriate locations for the proposed uses.
5. Please provide a floor plan of the warehouse showing the proposed activities/ uses dedicated to each area of the building.

Significant tree

6. There are inconsistencies with documentation. In your response to mandatory information, you advised the removal of the significant tree is no longer required, however is still shown on plans to be removed, please provide corrected plans where tree removal is shown.

Please Note: The current Planning Statement also refers to the removal of the tree and requires updating.

7. Please provide an Arboricultural Impact Assessment by a suitably qualified person to demonstrate how the tree will be protected.

Please Note: Following the above Impact Assessment please update plans that show site works encroaching into the tree or within the tree protection Zone.

Access

8. Please provide the details of both proposed crossovers.

Please Note: crossovers should be sealed (Concrete or Bitumen) from the edge of the Angle Vale Road seal to the proposed gates to minimise drag out onto Angle Vale Road and in accordance with standard drawings, **Typical Swale Drain Heavy Vehicle Crossing (Rural Entrance) SD 260** <https://cdn.playford.sa.gov.au/general-downloads/Standard-Drawings/SD-260-TYPICAL-SWALE-DRAIN-HEAVY-VEHICLE-CROSSING-RURAL-ENTRANCE.pdf> and **Industrial Vehicle Crossing Detail - SD 240** <https://cdn.playford.sa.gov.au/general-downloads/Standard-Drawings/SD-240-INDUSTRIAL-VEHICLE-CROSSING-DETAIL.pdf>

Stormwater

9. Please provide Drains model. This was not included. Need more information in the SMP to explain how system works, stormwater volumes were obtained, and specifically information on the bio detention basin.
10. Please provide a section through basin showing levels and a detail of how the Bio-Filtration Basin works. It needs to satisfy EPA requirements for an industrial site. Cannot discharge onto adjacent private land. Must contain up to the 1% AEP. The discharge rate is irrelevant as all stormwater must be contained within the site.

Wastewater

11. The plans submitted do not indicate whether plumbing and drainage will be installed (ie for staff ablutions). If this is proposed, please show the proposed location of ablutions, the tank and irrigated /or soakage area on the plans.

Please Note: If wastewater is proposed the applicant is required to submit a Wastewater Works Application to Council. The application must include underfloor plumbing layout and external drainage plan, a wastewater engineers report along with a site plan indicating the location of the wastewater system and onsite effluent disposal.

If you require additional time to provide the information, please contact the Authority on the details below as soon as possible to allow for consideration of your request.

Please note failure to provide the requested information may result in refusal of your application.

If you have any other questions regarding your application, please use the contact details below.

Yours sincerely,



Jamie Hanlon

City of Playford

(08) 8256 0242

jhanlon@playford.sa.gov.au

Details of Representations

Application Summary

Application ID	24002406
Proposal	Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 8 vehicles and the parking of 7 B85 vehicles.
Location	LOT 502 ANGLE VALE RD PENFIELD GARDENS SA 5121

Representations

Representor 1 - Rodger Fryer

Name	Rodger Fryer
Address	PO Box 1081 -200 Ransomes Road, Penfield Gardens 5121 VIRGINIA SA, 5120 Australia
Submission Date	11/08/2025 09:59 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons I formally object to the proposal to resone land use. My Windows 11 system does not in this situation allow for the attachment of my file detailing reasons for my objection. I will send this document by registered mail. Rodger Fryer	

Attached Documents

Representations**Representor 2** - Donald Sawley

Name	Donald Sawley
Address	PO BOX 415 VIRGINIA SA, 5120 Australia
Submission Date	13/08/2025 04:03 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons AS PER REPRESENTATION ATTACHED	

Attached Documents

PublicNotification24002406Representation-DMSawley-11948113.pdf

Contact Details

First Name* (required)

DONALD

Last Name* (required)

SAWLEY

Postal Address* (required)

PO Box 315 VIRGINIA S.A. 5120

Suburb* (required)

PENFIELD GDNS

Post Code* (required)

5120

Country* (required)

Australia

State* (required)

-- Please Select -- SOUTH AUSTRALIA

Email* (required)

M.SAWLEY@bigpond.net.au

Daytime Phone

088809363

Please enter a phone in format of 0412345678 or 0812345678

[View all applications on Public Notice](#)[Next Step](#)

10th August 2025

City of Playford

12 Bishopstone Road

Davoren Park. S.A.

Notice of Development

Applicaton No. ID 24002406

In reply to the letter received on the 1-8-2025

I wish to object to the proposal of building a truck and warehouse facility on agriculture land adjacent to our land.

Reasons.

1. Heightened noise levels in the area. operation hours – 24hr
2. Natural and domestic water runoff as our property is lower than said development proposal
3. Inadequate roads for large and medium trucks in the area
4. Significant tree on property Lot 502 Angle Vale road Penfield Gardens
You either have them or you don't

I am concerned of our property devaluation having a truck and storage facility adjacent to our property

D.& M. A. Sawley
P.O.Box 315 Virginia S.A

Donald Sawley



Maureen Sawley



I wish to be heard at any meeting
that may occur

[Menu](#)[Home](#) › [Have your say](#) › [Notified developments](#) › [Current notified developments](#) › [Submission](#)

Application 24002406

Change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 8 vehicles and the parking of 7 B85 vehicles.

For more information contact;

Organisation: City of Playford

Phone: 8256 0331

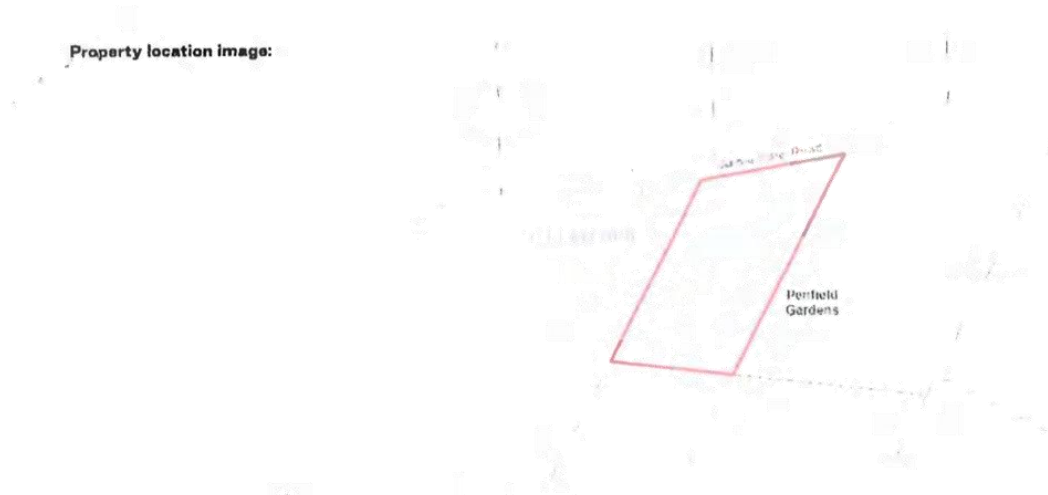
Email: plan@playford.sa.gov.au

Related actions

[Have your say on this application](#)[View more details for this application in the Development Application Register](#)[Launch Current Notified Developments Map Viewer](#)

Application details

Property location image:



Click the property location image above to open the South Australian Property and Planning Atlas (SAPPA) in a new tab/window, and view zoning and other layers for this location.

Location details and current policies:

Location	Title Ref	Plan Parcel	Current development policies
LOT 502 ANGLE VALE RD PENFIELD GARDENS SA 5121	CT5813/456	F162851AL502	

Applicant:	Tedesco Freightlines Pty Ltd
Application ID:	24002406
Notified Elements:	Change of use, Tree-damaging activity, Store & Warehouse
Decision Authority:	Assessment Panel/Assessment Manager at City of Playford
Close date:	Monday 18 August 2025 at 11:59 pm Australia/Adelaide
Documents:	Public Notification Documents 24002406-11749047.pdf

Submit a representation

You can view more details for this application in the [Development Application Register](#). To understand what you should include in your submission, see our guide on [how to have your say](#).



Step 1
Contact details

Step 2
Submission details

Step 3
Supporting documents

A representation that has been confirmed to be 'valid' is provided to the applicant at the conclusion of the public notification period and will be made publicly available (including your name and address)

To make a representation via email, please complete the [public notification representation document](#) and submit to the Relevant Authority via the [email address](#).

11 August 2025

City of Playford

12 Bishopstone Road

Davoren Park SA 5112

Plan SA: Notice of Development Application

Application ID 24002406

I wish to formally object to the application to change the land use from Primary Production to a Distribution Facility.

My property is worked as a mature working olive grove and is adjacent to the proposed development.

The following details the reasons for my objection.

Land Use Zoning.

Land Use Zoning provides compatibility a Transport Distribution Facility is not a compatible fit with primary production unless its business model is **primarily** focused on primary production,

Ad Hoc rezoning of land parcels with no coherent planning creates problems for the present and even more problems for future land use rezoning.

Currently in this area there appear to be three trucking operators:

1. Collins Transport, corner Taylor and Roberts Roads
2. Zauch Transport Pty Ltd, 304 Womma West Road.
3. Lindsay Transport 188 King Road. Operating from the previous seed cleaning premises of Penfield Seeds.

Depots whose **main functions** are not associated with agriculture, should be located in zones designated for trucking and warehousing. There does not appear to be a shortage of land (in areas zoned for such activity) in the northern areas with access to major transportation corridors.

Traffic Conditions.

Progress (including intensive agriculture practices) has resulted in an increase in heavy vehicle traffic (Semitrailers, B Doubles and B Triples) in the area.

Heavy vehicles currently use minor roads without permits as shortcuts in lieu of designated approved routes. These minor roads are narrow, dangerous for passing and are not built to take heavy vehicles. Additional heavy vehicle traffic without road improvements will impact on an already dangerous situation.

Angle Vale is a busy road with an 80kph speed limit. B Doubles and B Triples making turns into and exiting from a major processing plant located nearby, need to move into the oncoming lane to complete these dangerous maneuvers. This also occurs when they are using the local minor roads. Locals are aware of this danger and keep well back when these vehicles make turns into their lanes.

The proposed Truck Depot, has the potential to create a similar hazard with heavy vehicles moving onto oncoming lanes in order to enter and exit the premises, on Angle Vale Road.

Transport Distribution Facility.

Phrase "for the purpose of supporting agriculture" in the notice does not detail what agricultural activities are currently supported by the company or intend to be supported.

Why is the facility proposed to be located in an area zoned for primary production and not located in an area zoned for warehousing, transport and distribution?

Parking is not just required for 15 heavy duty vehicles but for staffing, how many?

Transport distribution facilities by their nature require flexibility to operate over extended hours.

Noise pollution must be a consideration with heavy vehicles coming and going and associated fork lift activity and their hazard warning alarm system.

Tree Damaging Activity.

The term "Tree Damaging Activity" is a euphemism (or code), encompassing the fact that the development of the site will result in the deterioration of the tree and its eventual death.

Development will include compaction of the site, buildings and restricted water run off plus possible run off contamination from the heavy vehicles. Not an environment for the growth of a healthy significant tree.

Ransomes Road behind the proposed development included many old significant trees, including an ancient magnificent character tree in front of my property. **These trees exist harmoniously with primary production under the current zoning.**

Close by on Robert Road (between Taylor and King Roads) is a significant tree containing a decades old Wedge Tailed Eagles active nest. This wonderful situation is well known to the locals. We often see the birds circling the area. Such trees are an integral part of sustaining wildlife.

Thank you for allowing me to make a contribution regarding this issue.

Progress is necessary and we have to embrace it positively. I am not against such an operation which is a necessary industry, but believe its location is not suited to be in the middle of a primary production area but best located in areas zoned for such activity.



Rodger Fryer

Contact Details

First Name* (required)

RODGER

Last Name* (required)

FRYER

Postal Address* (required)

P.O. Box 1081

Suburb* (required)

VIRGINIA

Post Code* (required)

5120

Country* (required)

Australia ▼

State* (required)

-- Please Select -- SOUTH AUSTRALIA ▼

Email* (required)

rodgerfryer@gmail.com

Daytime Phone

0490046820

Please enter a phone in format of 0412345678 or 0812345678

Next Step

View all applications on Public Notice

Ref: 21ADL-1269

8 September 2025

Jamie Hanlon
Development Officer
City of Playford

Submitted via PlanSA portal



Adelaide
27 Halifax Street
Adelaide SA 5000
08 8333 7999

urps.com.au

ADL | MEL | PER

Dear Jamie,

Response to Representations – Application ID 24002406 – Lot 502 Angle Vale Road, Penfield Gardens.

Introduction

I write in response to the representations received with respect to the above Development Application.

Attached with this letter I enclose a list of producers who utilise the applicant's services and their location relative to the subject site.

Summary of Representations

Two representations were received during public notification:

No.	Representor	Representor's Address	Position	Wishes to be heard
1	Rodger Fryer	200 Ransomes Road, Penfield Gardens	Opposes	No
2	Donald Sawley	212 Ransomes Road, Penfield Gardens	Opposes	Yes

In preparation of this response, the applicant (Frank Tedesco) met with Donald Sawley at his property at 212 Ransomes Road, Penfield Gardens on Monday the 1st of September to discuss the development as neighbours.

At the end of the meeting, Donald stated that he wasn't opposed to the development going ahead, however, he still would like to attend the Panel meeting.

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to Elders past, present and emerging.

https://urpsau.sharepoint.com/sites/SynergyProjects/Shared Documents/SA Synergy Projects/21ADL/21ADL-1269 - Transport Depot/Public Notice/250829_C1_v1 Response to Representations.docx





This letter provides a response to the items raised in the representations.

The items raised in the representations has regard to:

- Land Use
- Traffic and Parking
- Tree Damaging Activity
- Water Runoff
- Noise

Response to Representors

Land Use

One representor raised a concern about the land use being appropriate within the Zone.

As discussed in the planning report and subsequent information requests, PO 4.1 of the Zone guides:

PO 4.1 Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.

This is consolidated by DTS/DPF 1.1 of the Zone which expressly envisages transport distribution as a land use in the Zone. In addition, I note:

- The proposal had been amended on the advice of Council to reduce the overall building size, which is now 380m² in area, amounting to less than 2% site coverage.
- As attached in **Annexure A and B** of the original planning report, the applicant works with 25 producers within a 10-kilometre radius of the subject site. By moving his business operations to the subject site, he is able to directly support primary production by providing this value adding activity.

As this producer list wasn't part of the public notice documents, I've attached them again to this letter.



Traffic and Parking

Both representors have raised concerns about the traffic and parking arrangements.

I refer to the Traffic Impact Assessment and Turn Path Diagrams prepared by CIRQA which demonstrate safe and effective vehicle movements entering and exiting the site.

As of 8 September, there has not been a formal response from DIT on the Portal, however, correspondence from DIT received today confirms that there are not any concerns with regard to vehicle movements.

Tree Damaging Activity

Both representors raised concerns about the tree damaging activity referenced in the initial planning report.

The application has since been amended to remove this form of development as the removal of the significant tree on the land was no longer required as part of the design changes.

Water Runoff

One applicant raised concerns about water runoff.

I refer to the civil plan package prepared by Bentley Consulting which highlights a stormwater detention basin which will manage all stormwater within the boundaries of the subject land.

To date we have not received any information that would suggest that Council's engineers are not supportive of the detention basin.

Noise

Both applicants have raised concerns about noise.

In response to this concern we note:

- The use is expressly envisaged within DTS/DPF 1.1 of the Zone.
- There is parking available for a maximum of 9 heavy vehicles though it is anticipated that no more than two heavy vehicles would be entering or exiting the site at a time. These vehicle movements would be consistent with broader horticultural uses and their value adding activities.
- The nearest sensitive receiver is located approximately 155 metres from the nearest boundary of the subject land.



Conclusion

Thank you for the opportunity to address the concerns of the representors.

I believe the concerns from the representors have been adequately summarised and addressed in respect of the relevant planning provisions at play.

I will attend the Council Assessment Panel meeting to respond to the representors requesting to be heard and answer any questions of CAP members.

I can be contacted on 8333 7999 if you have any questions.

Yours sincerely

Michael Grogan
Consultant



Annexure A - Local Primary Producers Serviced by Tedesco Freightlines Pty Ltd

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
1.	Gawler River Produce	Basil Mondello, Potato Grower	1629 Two Wells Rd Ward Belt SA 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Hay • Grain • Farming machinery
2.	Virgara Brothers.Co	Pat Virgara Grain, Feed & Grazier	686 Angle Vale Road, Angle Vale, SA, 5117	• Fertilisers • Sprays • Farming supplies • Hay • Grain • Farming machinery
3.	Virgara Wines Co	Tony Virgara Vineyards & Winery	143 Heaslip Road, Angle Vale, SA, 5117	• Fertilisers • Sprays • Farming supplies • Wine Grapes • Farm Machinery
4.	Mitolo Farms	John Mitolo Potato and onion grower	1304 Angle Vale Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming supplies • Produce
5.	Elders Virginia	General Manger Joe Perre Farming Supplies Store	Old Port Wakefield Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming supplies • Fertilisers • Sprays • Farming supplies • Vegetable Seeds


URPS

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
6.	Platinum Ag Services	General Managers Paul Pezzaniti Richard Knowles Farming Supplies Store	65 Gawler Road, Virginia, SA, 5120	- Fertilisers - Sprays - Farming supplies - Vegetable Seeds
7.	PP Hortico	Tri Phan Farming Supplies	243 Old Port Wakefield Road, Virginia, SA, 5120	- Fertilisers - Sprays - Farming supplies
8.	Costa Almonds Co	Phil Costa Almond Grower	Lot 190 Andrews Road, Munno Para West, SA, 5115 & 238 Stott Highway , Swan Reach, SA, 5354	- Fertilisers - Sprays - Farming supplies - Almonds - Farm Machinery
9.	Bovalina Olive Oil	Anthony Papalia Olive Grower & Olive Oil Producer	492 Robert Road, Penfield Gardens, SA, 5121	- Olive Oil - Farming supplies - Packing Machinery
10.	Prema Brothers Co	Sav Catanzariti Olive Oil Producer	Lot 17 Andrews Road, Munno Para Downs, SA, 5115	- Fertilisers - Sprays - Olives - Olive Oil - Farming supplies - Bottles - Packaging
11.	Ridenti Farms	Joe Ridenti Potato & Onion Grower	1794 Two Wells Road, Gawler, SA, 5118	- Fertilisers - Sprays - Farming supplies - Produce - Farming Machinery


URPS

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
12.	GTS Farms Co	Joe Trimboli Potato Grower	Angle Vale Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming supplies • Produce • Farming Machinery
13.	Rocca Vineyards	Joe Rocca Vineyards & Grazier	794 Black Top Road, One Tree Hill, SA, 5114	• Fertilisers • Sprays • Farming supplies • Produce • Hay • Feed • Farming Machinery
14.		Cam Damiani Potato and Feed Grower	1602 Two Wells Road, Gawler, SA, 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Hay • Farming Machinery
15.	R&G Damiani & Sons	Greg Damiani Potato and Feed Grower	1588 Two Wells Road, Gawler, SA, 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Feed • Farming machinery
16.	Princiotta Potatoes	Charlie Princiotta Potato Grower	251 Wingate Road, Ward Belt, SA, 5118	• Fertilisers • Sprays • Farming supplies • Potatoes • Farming machinery
17.	A&J Contracting Service	Tony Panetta Farming & packing line maintenance	1500 Two Wells Road, Gawler River, SA, 5117	• Farming machinery • Packing line machinery • Wine barrels


URPS

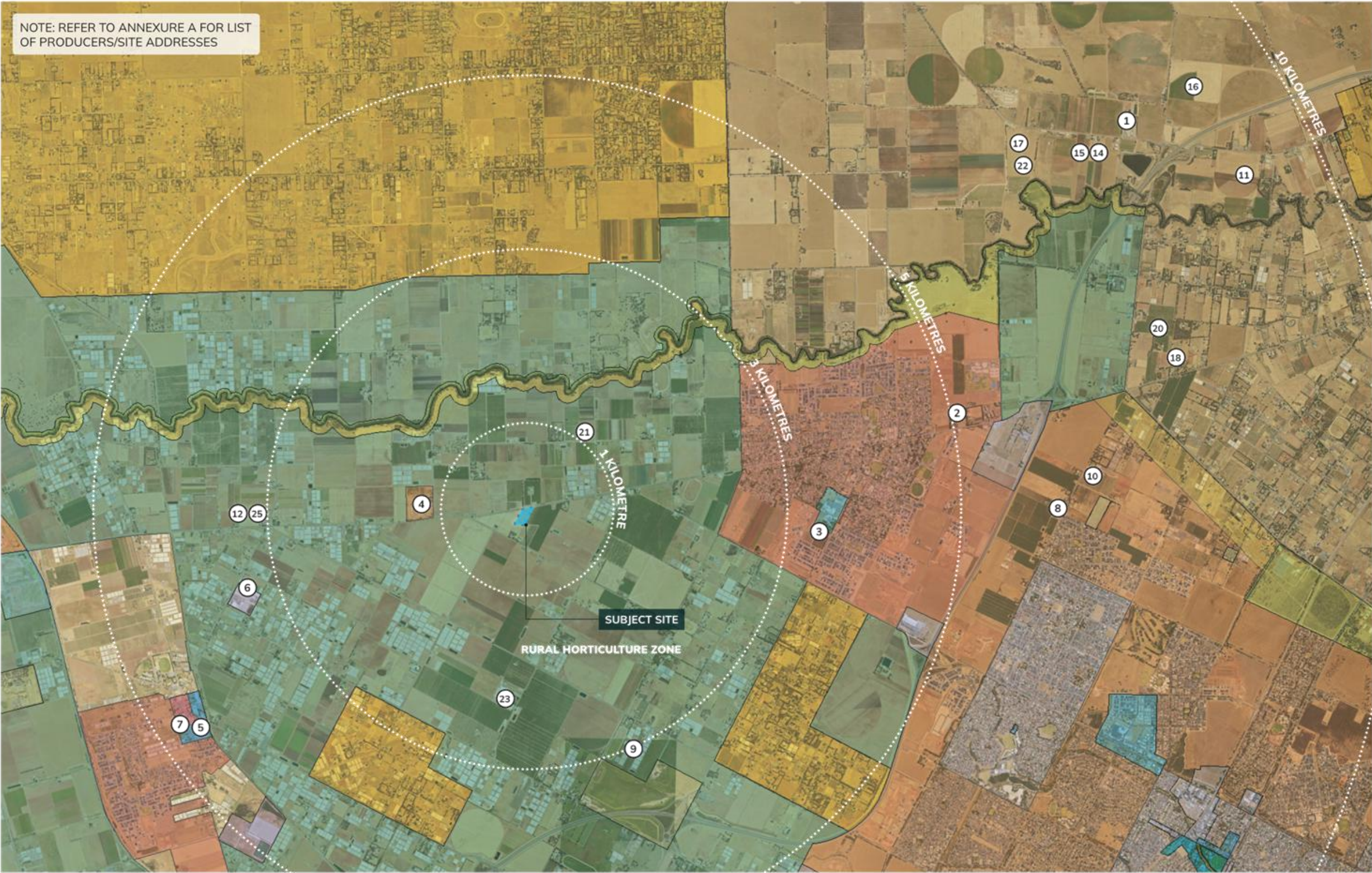
No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
		and wine barrel sales		
18.	Cavallaro Almonds Co	Domenic Cavallaro Almond Grower	414 Angle Vale Road, Hillier, SA, 5116	• Almonds • Fertilisers • Sprays • Farming machinery
19.	Stoller Australia	General Manager Dave Cavallaro Fertiliser & Spray Manufacturer	1 Creswell Road, Largs Bay, SA, 5016	• Fertilisers • Sprays • Farming machinery • Farming Supplies
20.	Pezzaniti Produce	Julian Pezzaniti Almond & Produce Grower	426 Angle Vale Road, Hillier, SA, 5116	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Almonds • Produce
21.	Pellicone Farms	Domenic Pellicone Potato, Almonds & Produce Grower	Carclew Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Potatoes
22.	John Scaffitti	John Scaffitti Potato and Feed Grower	1500 Two Wells Road, Gawler River, SA, 5117	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Potatoes • Feed


URPS

No.	Producer	Producer Contact	Address	Supplies/Produce Carted by Frank
23.	Virginia Farms	Farm Manager Phil Scaffitti Potato Grower	284 Taylors Road, Virginia, SA, 5120	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Potatoes
24.	Central Grains	John Auger Hay and Feed Grower	Parkers Road, Ward Belt, SA, 5118	• Fertilisers • Sprays • Farming machinery • Farming Supplies • Cereal grains • Hay • Feed
25.	Land Leaser	Joe Trimboli (owner)	Angle Vale Road, Penfield, SA, 5121	• Fertilisers • Sprays • Farming machinery • Farming Supplies

**Annexure B – Primary Producer Map of Primary Producers
Served by Tedesco Freightlines Pty Ltd**





TEDESCO FREIGHTLINES
TRANSPORT DEPOT
LOT 502 ANGLE VALE ROAD, PENFIELD GARDENS



LOCATION PLAN
23/11/2023
NTS @ A3

DWG. REF.	—	DA01
REVISION	—	A
URPS REF.	—	21ADL-1269

Commissioner of Highways referral

Referral details

Referred Body

Commissioner of Highways

Distributed

6 Sep 2024

Referred by

City of Playford

Due

8 Oct 2024

Response type

Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors

Response

15 Oct 2025

Referral type

Direction

Status

Responded

Advice

No objection, with comments

Condition 1

All access to/from the development shall be gained in accordance with the civil plan produced by Think Architects, Job No. BC240543, Issue B, Dated 06.08.2025. The access points shall be signed and line marked to reinforce their operation (i.e. entry via the eastern access and exit via the western access).

Condition 2

The access point shall be sealed from the property boundary to the edge of the road seal, incorporating generous shoulder sealing either side of the access, in order to maximise traction for vehicles exiting the site and minimise debris being dragged onto the carriageway.

Condition 3

All vehicles shall enter and exit the site in a forward direction.

Condition 4

All on-site vehicle parking and manoeuvring areas vehicles shall be designed and constructed in accordance with AS/NZS289.1:2004, AS 2890.2:2018 and 2890.6:2022 The largest vehicle permitted on-site shall be restricted to a 26m vehicle.

Condition 5

Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. In addition, longitudinal drainage of Angle Vale Road shall be maintained (including any required trafficable headwalls) adjacent and across the access in order to minimise the impact on the integrity and safety of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

From: [Loughron, Reece \(DIT\)](#)
To: development@urps.com.au
Cc: [Jamie Hanlon](#)
Subject: RE: Referral Body Notified - Application ID 24002406 | Address: LOT 502 ANGLE VALE RD PENFIELD GARDENS - Transport distribution facility - DIT RFI
Date: Friday, 27 September 2024 3:38:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
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[image014.png](#)
[image015.png](#)

Hello Mr Phil Harnett,

Jamie, For your information.

The Department for Infrastructure and Transport (DIT) has been referred the above development (24002406), seeking to undertake a change of land use to a transport distribution facility for the purpose of supporting primary production, comprising warehouse, heavy vehicle parking of up to 10 vehicles, for comment. The development is located with direct frontage to Angle Vale Road which is a State-maintained road and is covered by *Major Urban Transport Routes* and *Traffic Generating Development Overlays*. This section of Angle Vale Road carries 5,500 vehicles per day (9% commercial vehicles) with a posted speed limit of 80km/h and is a *Primary Freight Route*.

DIT has reviewed the URPS Planning Statement (Ref 21ADL-1269, dated 29 January 2024), which describes the facility being 400m² and service by the existing Tedesco Freightlines Fleet of 10 B-Doubles. The transport facility will allow the carting of horticultural products and machinery from ports in bulk to be transported and stored at the subject site prior to being delivered to local producers. It is noted that the development will cater for producers in the surrounding Angle Vale/Virginia. In support of the proposal there are two CIRQA plans showing 26m B-Double turn paths via Angle Vale Road (and internal movements) as well as an Access Design Plan (refer Proj: 23577, Sheet 01_SH01 and SH03 dated 11 June 2024).

While DIT supports the development, it is noted that the CIRQA plans show the site will also provide on-site parking for (up to 9) 19m Articulated Vehicles as well as smaller commercial vehicles with movements estimated at less than 60 vehicle movements per day (refer section 5.10.1 of the Planning Statement). To fully assess the potential impacts on existing traffic volumes, DIT requires additional traffic information by way of a Traffic Impact Assessment (TIA), that amongst other things, addresses the following:

1. Undertake a review of the existing and likely traffic generation of the development with regard to AM and PM peak movements and likely traffic distribution.

2. Undertake a turn treatment warrant for the ingress as per Austroads. If treatments are warranted, provide a concept plan showing these access upgrades with relevant info such as aerial photo overlay, lane lengths and widths, roadside infrastructure, turn paths, etc.
3. Identify any roadside drainage infrastructure that may be required to facilitate access to the site.
4. An updated site plan reflecting the outcomes of the TIA (if required).
5. Any other matter/s deemed relevant during the above assessment.

It is pointed out that DIT reserves the right to further review the information provided above and this may result in additional information requests.

The further information must be supplied within 60 days of the date of this email. Failure to comply with this request may result in DIT directing the planning authority to refuse the application.

If any queries, please contact me on the details below or via the following mailbox DIT.LandUseCoOrdination@sa.gov.au referencing the above subject line.

A copy of this further information request will also be uploaded as a pdf to the portal.

regards

Reece Loughron

Senior Transport Assessment Officer
Transport Strategy & Planning



Government of South Australia
Department for Infrastructure
and Transport

T 08 7133 1665

Karna Country

83 Pirie Street, Adelaide SA 5000 • GPO Box 1533, Adelaide SA 5001 • DX 171



We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

We are committed to creating a diverse and inclusive culture where everyone is valued and respected.

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OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS

10.1 WAREHOUSE AND LIGHT INDUSTRY DEVELOPMENT WITH ADVERTISEMENT AND ASSOCIATED DETENTION BASIN, CAR PARKING, LANDSCAPING AND REGULATED AND SIGNIFICANT TREE REMOVALS

Contact Person: Matt Dineen

Why is this matter before the Council Assessment Panel?

Outstanding Matters – Appeals and Deferred Items

Purpose

For the Council Assessment Panel to make a determination on whether to deal with this matter in confidence.

A. PANEL TO MOVE MOTION TO GO INTO CONFIDENCE

STAFF RECOMMENDATION

Pursuant to Part 3, 13(2)(a) of the *Planning, Development and Infrastructure (General) Regulations 2017*, a provision is made for the exclusion of the public from the meeting in such situations, with the exception of:

- Assessment Manager
- Manager Planning Services
- Principal Planner - Major Projects
- Senior Development Officer - Planning
- Development Officer - Planning
- Governance Support
- ICT Support
- Minute Taker
- Applicant / Legal Representative

in order to consider in confidence agenda item 10.1 under Part 3, 13(2)(a) of the *Planning, Development and Infrastructure (General) Regulations 2017* on the basis that:

- (vi) information the disclosure of which could reasonably be expected to prejudice the maintenance of law, including by affecting (or potentially affecting) the prevention, detection or investigation of a criminal offence, or the right to a fair trial
- (ix) information relating to actual litigation, or litigation that the assessment panel believes on reasonable grounds will take place

This matter is confidential because this agenda item relates to an ongoing appeal between the appellant and the Council Assessment Panel. As an ongoing appeal, this is a confidential matter between parties and the public discussion of such matters has the potential to impact the appellants right to a fair trial and relates to ongoing litigation.

On the basis of this information, the principle that meetings should be conducted in a place open to the public has been outweighed in this instance; the Panel consider it necessary to consider this matter in confidence.

Section B below to be discussed in the confidential section of the agenda once the meeting moves into confidence for each item.

B. The Matters as per item 10.1

C. PANEL TO DECIDE HOW LONG ITEM 10.1 IS TO BE KEPT IN CONFIDENCE**Purpose**

To resolve how long agenda item 10.1 is to be kept confidential.

STAFF RECOMMENDATION

Pursuant to Part 3, 14(4) of the *Planning, Development and Infrastructure (General) Regulations 2017*, the Panel orders that the following aspects of Item 10.1 be kept confidential, in accordance with the Panel's reasons to deal with this item in confidence pursuant to Part 3, 13(2)(a)(vi) & (ix) of the *Planning, Development and Infrastructure (General) Regulations 2017*:

- Report for Item 10.1
- Attachment(s) for Item 10.1
- Minutes for Item 10.1

other than where required to be released in the management of the Environment Resources and Development Court proceedings, at the discretion of the Assessment Manager.