

Tabled at Council Assessment Panel - 20 November 2025

Item 6.1 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, car parking, truck maintenance and washdown area, detention basin, fencing and landscaping.

Amendment to the Proposal and removal of the truck maintenance and washdown area

With respect to the above-mentioned agenda item, the applicant has provided an update and confirmation that this application no longer includes a truck maintenance area and washdown area.

Please find the attached updated Planning Statement from URPS (dated 14 November 2025) no longer referencing either of these activities.

Within Council Staff's planning report, under section **7.3 Site Management, Stormwater, Wastewater** commentary around truck maintenance and washdown can now be disregarded.

Amendments to the Report

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, detention basin, fencing and landscaping.

Section 11 Recommendation

As a result, the staff recommendation will remove the following (2.v and 2.vi) reasons for refusal of planning consent

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.

Please see below the recommendation that the panel is asked to consider:

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. 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.
 - vi. 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.

ATTACHMENT FOR ITEM 6.1

Planning Statement

Transport Distribution for Local Horticulture
Producers

Lot 502 Angle Vale Road, Penfield Gardens

Tedesco Freightlines Transport Distribution

14 November 2025

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https://urpsau-my.sharepoint.com/personal/mgrogan_urps_com_au/Documents/Desktop/251022_L1_v6 - Planning Report - Lot 502 Angle Vale Road Penfield Gardens.docx

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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 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.
 - Construction of a stormwater retention basin.

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 2.2 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 <i>Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.</i>	DTS/DPF 1.1 <i>Development:</i> (a) <i>primarily or wholly for residential purposes</i> (b) <i>for non-residential purposes that does not incorporate outdoor floodlighting.</i>
PO 1.2 <i>Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.</i>	DTS/DPF 1.2 <i>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:</i> (a) <i>food packing/processing plant</i> (b) <i>horticulture</i> (c) <i>intensive animal husbandry</i> (d) <i>showground</i> (e) <i>waste management facility</i> (f) <i>waste transfer station</i> (g) <i>wetland</i> (h) <i>wildlife sanctuary.</i>
PO 1.3 <i>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.</i>	DTS/DPF 1.3 <i>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.</i>

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 carpark 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.

- 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.

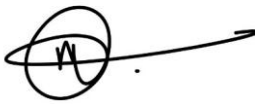
The proposal satisfies the heavy vehicle parking provisions.

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.
- Stormwater management has been effectively engineered and will be carried out within the sites boundaries.
- 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 on if you have any questions.

A handwritten signature in black ink, consisting of a stylized 'M' and 'G' followed by a horizontal line.

Michael Grogan

Consultant