



Development Act 1993

Playford (C) Development Plan

**Penfield Intermodal Rail Freight Facility
Development Plan Amendment**

**Summary of Consultation and
Proposed Amendments Report for the
Minister for Urban Development & Planning**

Prepared by the Development Policy Advisory Committee

1. INTRODUCTION

This report provides an account of the consultation process and the matters raised during this period together with recommendations and suggested amendments in respect to the draft Penfield Intermodal Rail Freight Facility Development Plan Amendment (DPA).

2. CONSULTATION

Consultation process

Statutory consultation with agencies and the public, has been undertaken in accordance with the Development Plan Amendment (DPA) process B and in accordance with Section 26 of the *Development Act 1993*.

The consultation period commenced on 14 February 2008 and concluded on 10 April 2008.

A list of the State Government agencies, organisations and persons who were advised of the Development Plan Amendment is contained in **Attachment A**.

Public notification

Notices were published in The Advertiser on 14 February 2008 and the Adelaide Messenger (News Review) and the Gawler Bunyip on 20 February 2008.

Copies of statutory and other public notification documents are contained in **Attachment B**.

The draft DPA was on display at the offices of Planning SA (North Tce, Adelaide) and was made available at the offices of the City of Playford located at 10 Playford Boulevard, Elizabeth.

3. SUBMISSIONS

Public submissions

Nine (9) public submissions have been received and a summary of the issues raised in the submissions is set out below:

- Generally the submissions are supportive of the proposed rezoning.
- Concerns have been raised about noise and traffic impacts on neighbouring properties.
- Impact of the intermodal activities on neighbouring horticultural uses.
- Requests for neighbouring property to be included in the rezoning to accommodate future growth and interface issues.
- Some submissions have raised issues which were beyond the scope of the DPA – these relate to the built form and operations at the intermodal site.
- Ensuring that the use of the site will be seven days a week and that it can accommodate larger vehicles.

A table containing a summary of the submission is contained in **Attachment C**.

Local Government submissions

The City of Salisbury and the City of Playford, have lodged submissions and a summary of the issues raised in the submissions are set out below.

The City of Playford have advised that it is highly supportive of the DPA and have also provided the following comments:

- concern that there is no discussion of the traffic impacts associated with the development of a Rail facility at this location. As such, this limits feedback provided on this issue;
- concern that there is no detail regarding how the site will be serviced in respect to water and wastewater provision;
- concern that the DPA does not mention the activities of the locomotive servicing company which is proposed to operate from the site;
- there is a lack of information about workers accommodation and storm water management;
- being more specific in the Desired Character Statement and Principles of Development Control in respect to landscaping and car parking; and
- questioned the listing of 'office' as non-complying, as it would be a logical land use on the site and would provide employment opportunities.

The City of Salisbury has provided the following comments:

- the Intermodal should operate as an open facility, available to all industry groups and businesses, not just one particular company;
- suggested that Northern Connector Project may impact on the intermodal site by offering an alternate opportunity for a suitable site. There could be consideration of providing an adjacent 'open' facility; and
- present the observation that the proposed site is outside of Urban Boundary (UB) and criteria should be identified to allow consideration of matters outside the UB or to support the UB realignment using the Northern Expressway and Northern Connector.

A table containing a summary of each submission is contained in **Attachment C**.

Agency submissions

Seventeen (17) responses have been received from State Government agencies and a summary of the issues raised in the responses is provided below:

- Most submissions are supportive of the DPA.
- Some concerns have been raised regarding issues which would be addressed in the development assessment stage when the details are submitted to the City of Playford for assessment.
- SA Water has provided details of current services near the site and what services they are able and not able to provide.
- The Department of Health has raised concern about future noise impacts and that there should be buffers put in place for future development near the site, particularly residential development.
- Access to the Northern Expressway has been identified in the DPA.
- Concern has been raised that a Traffic Impact Study has not yet been undertaken.
- The EPA has questioned the categorisation of the activity as being 'General Industry' and has suggested it should be 'Special Industry' because of the noise and hours of activity.
- Many of the submissions stated they could not comment in details on the proposal until the location and design of the buildings and infrastructure are known.
- On site management of stormwater has been identified as a major design consideration for the site.
- Landscaping and minimising the visual impact of the buildings has been suggested as requiring further strengthening in the policies.

A table containing a summary of responses from State Government Agencies is contained in **Attachment D**.

Public's access to submissions about the DPA

Copies of all submissions were made available for public review from 11 April 2008 on the Planning SA website and at the offices of Planning SA.

Public Meeting

Public submissions have been received, however as no-one requested to be heard in support of their submission, a Public Meeting was not held.

RECOMMENDATION

The Development Policy Advisory Committee considers the Development Plan Amendment to be in a form suitable for approval, pursuant to the Section 26(8) of the *Development Act 1993* subject to the following amendments:

- amend Principle of Development Control 16 by replacing the words 'environmentally responsible disposal' to 'environmentally responsible management';
- amend Principle of Development Control 26(c), by replacing the words 'satisfactory disposal or detention' with 'satisfactory management or detention';
- insert a new Principle of Development Control as follows – 'Development should be consistent with the relevant provisions in the current Environmental Protection (Noise) Policy'; and
- amend the Desired Character Statement as follows - 'Development within the Intermodal Zone should provide for the efficient use of land for intermodal rail freight terminal activities including marshalling yards, railway workshops *including locomotive maintenance activities*, covered loading and unloading areas and warehousing for the storage and handling of shipping containers and goods'.



MARIO BARONE FPIA
PRESIDING MEMBER, DPAC

Date: 16 JUNE 2008

LIST OF ATTACHMENTS

Attachment A:

A list of the agencies and persons who were advised of the Development Plan Amendment

Attachment B:

Copies of statutory and other public notification documents

Attachment C:

Summary of public and council submissions

Attachment D:

Summary of agency submissions