

Urban Renewal Authority, C/- Future Urban

Construction of a new supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree

Lot 1 Dale Street, 28 -30 Marryatt Street, 20 -26 Marryatt Street, 182 St Vincent Street, 176 -180 St Vincent Street, Port Adelaide SA 5015

Development Application ID: 26008172



Overview

DEVELOPMENT NO.:	26008172
APPLICANT:	Antunes Group C/- Future Urban
ADDRESS:	LOT 1 DALE ST PORT ADELAIDE SA 5015 28 -30 MARRYATT ST PORT ADELAIDE SA 5015 20 -26 MARRYATT ST PORT ADELAIDE SA 5015 182 ST VINCENT ST PORT ADELAIDE SA 5015 176 -180 ST VINCENT ST PORT ADELAIDE SA 5015
NATURE OF DEVELOPMENT:	Construction of a new supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree
ZONING INFORMATION:	Zones: • Urban Activity Centre Subzones: • Port Adelaide Centre Overlays: • Airport Building Heights (Regulated) • Advertising Near Signalised Intersections • Affordable Housing • Coastal Flooding • Design • Hazards (Flooding) • Heritage Adjacency • Hazards (Flooding - General) • Noise and Air Emissions • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Historic Area • Urban Transport Routes • Local Heritage Place Technical Numeric Variations (TNVs): • Finished Ground and Floor Levels (Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD) • Concept Plan (Concept Plan 63 - Retail Core) • Maximum Building Height (Levels) (Maximum building height is 5 levels) • Concept Plan (Concept Plan 56 - Main Street)
LODGEMENT DATE:	27 Mar 2026
RELEVANT AUTHORITY:	State Planning Commission
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2026.6 26/03/2026
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	No
RECOMMENDING OFFICER:	Duncan Shearer - Planning Officer
REFERRALS STATUTORY:	• City of Port Adelaide Enfield • Commissioner of Highways

	• Government Architect • Minister responsible for the administration of the Heritage Places Act 1993
RECOMMENDATION	Planning Consent be granted subject to reserved matters and conditions

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- 1B Architectural Drawings by BELL Architecture Pty Ltd
- 1C Certificates of Title & Associated Title Plans
- 1D Acoustic Report by SONUS
- 1E Traffic and Parking Assessment by MFY Pty Ltd.
- 1F Stormwater Management Plan by TMK Consulting Engineers
- 1G Heritage Impact Assessment by Dash Architects.
- 1H Lighting Report by TMK Consulting Engineers
- 1I Arborist Report by Arborman Tree Solutions
- 1J Service Infrastructure Investigations Report by TMK Consulting Engineers

ATTACHMENT 2: Subject Land and Locality

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- 2B Subject Land Zoning Map
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- 4D Applicant Response to State Planning Commission and response to Council

EXECUTIVE SUMMARY:

The application is for the Construction of a new supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree. The subject site is located wholly within the Urban Activity Centre Zone. The proposed development is a 'performance assessed' category of development.

The development is within the City of Port Adelaide Endfield where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$3 million. This requires a decision by the State Planning Commission (Commission), which is delegated to the State Commission Assessment Panel (SCAP).

Pursuant to Table 5 - Procedural Matters, of the Urban Activity Centre Zone, the application was not publicly notified as land adjacent to the site is not located in a neighbourhood-type zone as defined by the Planning and Design Code (Code).

Statutory referrals were issued to the City of Port Adelaide Endfield (Council) pursuant to *Regulation 23* of the *Planning, Development and Infrastructure (General) Regulations 2017 (the Regulations)* (no objection with comments), the Minister responsible for the administration of the *Heritage Places Act 1993* in accordance with *Regulation 41* (no objection with comments), the Government Architect in accordance with Schedule 9 of the Regulations (no objection with comments) and Commissioner of Highways in accordance with *Schedule 9 (3)(7)* (no objection).

The proposal will facilitate a supermarket (shop) building that is considered to provide an acceptable land use, height and design in the context of the surrounding locality. It is considered that the proposed development achieves the relevant provisions of the Urban Activity Centre Zone and Port Adelaide Centre Subzone.

Therefore, it is recommended that Planning Consent be granted by the SCAP.

DETAILED DESCRIPTION OF PROPOSAL:

The application seeks planning consent for the construction of a new supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree.

- Demolition: the existing Foodland building, two-level car park, awnings, car parking spaces and planter boxes are to be demolished.
- Construction of new Coles supermarket (shop), comprising the following:
 - The proposed development is single level, with maximum building height of 10.2 metres measured to the tallest part of the roof form (loading dock) and 10.4 metres to the top of the plant screening.

A parapet height of 8 metres is otherwise adopted for the remainder that conceals a gable roof form.
 - The proposed development is located to the rear of the Port Mall shopping centre and will be physically connected via a new, feature mall entry.

The building will be setback approximately 3.3 metres from the Marryatt Street boundary, measured at its closest point.

- Materials and finishes include brick, pre-cast concrete panels, metal sheeting, aluminium battens in a timber look finish, monument, surfmist and Coles corporate red branding.
- A total gross leasable floor area of approximately 3,794m², excluding common tenancy areas (i.e. mall entry, verandah etc.).
- A total of 281 parking spaces (including the click n collect spaces) will be provided at the completion of the development.
- Proposed operation hours 24/7
- The proposed development includes external lighting in the form of 8-metre-tall LED pole mounted floodlights to the new at grade car parking area to the south and LED surface mounted floodlights affixed to the covered walkway along the western side of the supermarket.
- The landscape plan depicts a variety of trees and shrubs proposed throughout the new at grade car parking area to the south and along the Marryatt Street frontage to enhance the overall amenity of the site.
- A total of 24 trees are proposed with a species selection comprising mature heights ranging from three to seven metres.

- The proposed development includes a section of 2.1 metre high Colorbond fencing along the rear, southern boundary to replace the existing dilapidated timber fencing.
- Advertising
 - A total of three illuminated advertising displays are proposed, one each to the east, south and western elevations.

The proposed signs typically display “Coles” and/or Click & Collect” in the Coles corporate branding with clearly legible lettering.
 - As advised in TMK’s lighting report in Appendix 7, the proposed illuminated signs must be installed with a dimmer switch, ensuring a maximum luminance level of 350cd/m2 is achieved.
- Tree damaging activity
 - The proposed regulated tree removal of a Melia azedarach (White Cedar), located to the west, adjacent Marryatt Street.



Figure 1: 3d Render of southern aspect.

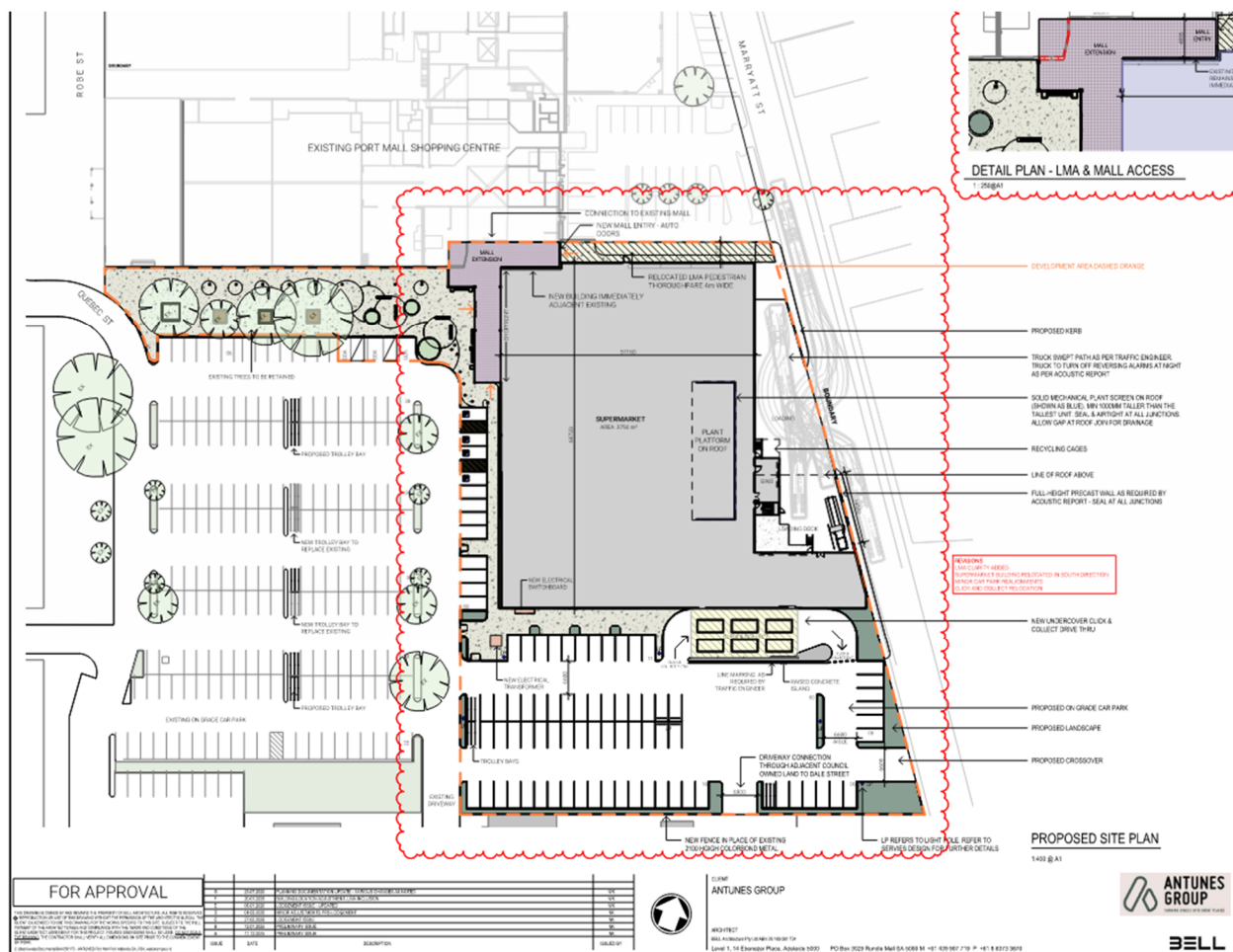


Figure 2: Site plan

SUBJECT LAND & LOCALITY:

Subject land:

The subject land comprises 29 contiguous allotments that together form a large, irregularly shaped site. The site contains the established Port Mall Shopping Centre, associated commercial development, and a mix of public and privately owned car parking areas. It has frontages to St Vincent Street to the north, Marryatt Street to the east, and Dale Street to the south.

A Local Heritage Place is located along the St Vincent Street frontage and is identified as the “A W B Buildings - Two Storey Row Shops”.

The site is accessed via multiple existing vehicle entry points, including from Marryatt Street, Dale Street, Robe Street and Quebec Mall. A two-level car park structure is situated in the south-eastern portion of the site. This structure operates independently of the Port Mall Shopping Centre, with the upper level no longer in use.



Figure 3: view from western carpark looking east, showing the eastern aspect of the existing supermarket and portion of carparking deck.

The site contains a regulated tree located within a planter bed to the north of the existing Foodland building.

The site is also affected by various easements, rights of way and party wall rights.

In addition, a Land Management Agreement applies to Allotment 51 in Deposited Plan 72811 (CT Volume 6012 Folio 202). The agreement imposes obligations relating to the maintenance of public access through Quebec Mall, construction and operation of development in accordance with relevant approvals, maintenance or transfer of ownership of a fountain and plaque, continued access arrangements associated with the former St George Bank encroachment, and unrestricted access for the Naval Association to the flower box memorial anchor and flag pole located within Quebec Mall.

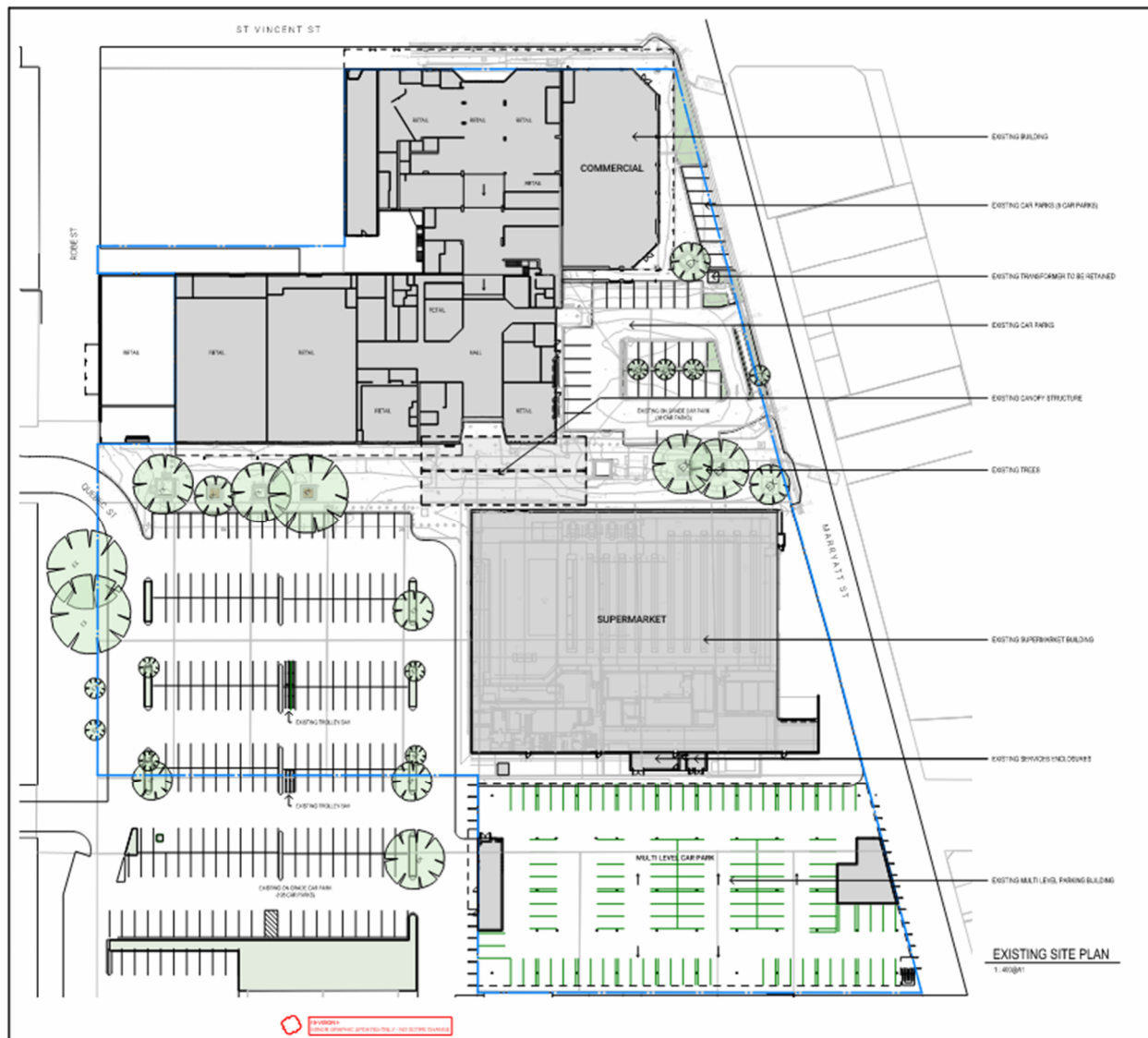


Figure 3: Existing site plan.

Locality:

The site is located within the established Port Adelaide town centre and is situated in a locality characterised predominantly by commercial, institutional, civic and educational development. Residential development is also present in the surrounding area, including directly south of the site and to the east adjoining Cannon Street.

The prevailing built form within the locality is generally one to two storeys in height, although several taller and more prominent elements are evident along St Vincent Street, including the landmark clock tower associated with the State Heritage Place known as the Former Port Adelaide Town Hall.

The site is situated in a heritage-sensitive context, being adjacent to several State Heritage Places located on the northern side of St Vincent Street, the eastern side of Marryatt Street, and directly south fronting Dale Street. The northern portion of the site, including land fronting St Vincent Street, is also located within the Historic Area Overlay (PAde4).

St Vincent Street and Commercial Road are designated State Maintained Roads and form key transport corridors within the Port Adelaide centre. The Port Adelaide River is located a short distance to the north and contributes to the broader maritime character of the locality.



Figure 4: Subject land and locality

Location reference: LOT 1 DALE ST PORT ADELAIDE SA 5015

Title ref.: CT 6232/995 **Plan Parcel:** D122906 AL921 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: LOT 1 DALE ST PORT ADELAIDE SA 5015

Title ref.: CR 5330/662 **Plan Parcel:** D37806 AL1 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 28 -30 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 5266/63 **Plan Parcel:** F143350 AL6 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 28 -30 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6232/996 **Plan Parcel:** D122906 AL922 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 28 -30 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 5266/63 **Plan Parcel:** F143350 AL8 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 28 -30 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 5266/63 **Plan Parcel:** F143350 AL7 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 28 -30 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 5812/798 **Plan Parcel:** F142429 AL88 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/206 **Plan Parcel:** F213154 AL94 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/200 **Plan Parcel:** F209745 AL91 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/200 **Plan Parcel:** F209745 AL94 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/200 **Plan Parcel:** F209745 AL93 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/207 **Plan Parcel:** F213016 AL97 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/203 **Plan Parcel:** F213092 AL98 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/204 **Plan Parcel:** F213091 AL97 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/202 **Plan Parcel:** F213093 AL99 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/205 **Plan Parcel:** F209738 AL95 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/208 **Plan Parcel:** F213130 AL101 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/208 **Plan Parcel:** F213130 AL98 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/208 **Plan Parcel:** F213130 AL97 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/208 **Plan Parcel:** F213130 AL102 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/208 **Plan Parcel:** F213130 AL100 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

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Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/208 **Plan Parcel:** F213130 AL99 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/208 **Plan Parcel:** F213130 AL96 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/201 **Plan Parcel:** F213003 AL92 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/201 **Plan Parcel:** F213003 AL91 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

Title ref.: CT 6156/200 **Plan Parcel:** F209745 AL92 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 182 ST VINCENT ST PORT ADELAIDE SA 5015

Title ref.: CT 6084/492 **Plan Parcel:** D19896 AL14 **Council:** CITY OF PORT ADELAIDE ENFIELD

Location reference: 176 -180 ST VINCENT ST PORT ADELAIDE SA 5015

Title ref.: CT 6012/202 **Plan Parcel:** D72811 AL51 **Council:** CITY OF PORT ADELAIDE ENFIELD

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
 - Tree-damaging activity: Code Assessed - Performance Assessed
 - Advertisement: Code Assessed - Performance Assessed
 - Shop: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**
 - Code Assessed - Performance Assessed
- **REASON**
 - P&D Code

PUBLIC NOTIFICATION

No, Table 5 - Procedural Matters (PM) - Notification lists that “*Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone*”, except when any of the following exceptions are proposed:

1. *the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)*
2. *the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).*



Figure 5: Zone, noting 100m scale.

The above provision is achieved as all surrounding land is comprised of the same zone, the Urban Activity Centre, which is not defined as being a neighbourhood type zone, and the proposal does not include the demolition of any heritage buildings (while demolition is does not extent to heritage listed building), therefore no notification is triggered.

AGENCY REFERRALS

Referral Body	Function	Summary of Response
Government Architect <i>Schedule 9 (3)(22) Design Overlay</i>	Advice	The statutory referral response from the Government Architect (GA) was received on 12 May 2026. The GA reviewed the proposal and expressed support for the redevelopment of the site, including the demolition of the existing supermarket and car parking structure and construction of a new supermarket with at-grade parking. The GA considered that the replacement of the existing dilapidated car parking structure with at-grade parking and perimeter landscaping would improve the interface with adjoining properties, and that upgrades to the forecourt area would enhance the presentation and amenity of the shopping centre precinct. The GA recommended consideration be given to incorporating Water Sensitive Urban Design (WSUD) initiatives, including rainwater retention and reuse, permeable paving, and the provision of additional shade within the car park through trees and/or shade structures. No objection to the development was raised.

		The GA referral response is included in Attachment 3B .
Commissioner of Highways <i>Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors</i>	Direction	The Commissioner of Highways sent an RFI via email (Attachment 4A) on 15 April 2026, stating the department was generally supportive of the proposal, however, sought the following be provided for full assessment to be undertaken: 1. Trip distribution diagram 2. Details the existing and post development turning movements at the following intersections: a. Commercial Rd/ Dale St b. Commercial Rd/ St Vincent St c. St Vincent St/ Nelson St and Church St The applicant through MFY consulting provided a response (Attachment 4B), which addressed the items raised, to the satisfaction of the Commissioner of Highways No objections, comments or conditions submitted (Attachment 3E)
Minister responsible for the administration of the Heritage Places Act 1993 <i>Schedule 9 (3)(17) State Heritage Place, State Heritage Area, or Heritage Adjacency Overlays</i>	Direction	Heritage South Australia Council provided its response on 12 May 2026, indicating no objection to the proposal and that proposed development was considered to be acceptable in relation to the State Heritage Place and made the following comments: • The subject land is affected by the Heritage Adjacency Overlay of the Planning and Design Code, because of the adjacent location of a State Heritage Place. • The proposed development is considered to be acceptable in relation to the above State Heritage Place for the following reason/s. ○ The proposed demolition of the existing carpark structure to the rear of St Mary's Catholic Church and Hall as described has the potential to improve the amenity of the State Heritage Place. ○ The on grade hardstand carpark which is proposed to replace the current structure will have an acceptable impact on the setting of the State Heritage place. No objection to the development was raised. The referral response is included in Attachment 3C.
City of Port Adelaide Enfield <i>Regulation 23(3)(a)</i>	Comment	Council provided its first response on 23 Apr 2026 (Attachment 3A), raising no objection to the development. The City of Port Adelaide Enfield advised that it is generally supportive of the proposed redevelopment, subject to the resolution of several matters. • Council identified concerns relating to easement encroachments, the proposal's consistency with the existing Land Management Agreement, particularly the retention of public pedestrian access through Quebec Mall and the relocation of the existing fountain and plaque,

		• Council identified the adequacy of the submitted stormwater modelling, and the functionality of the northern car park layout. • Council also recommended consideration of a dedicated taxi zone near the mall entrance. Overall, Council indicated support for the proposal in principle, provided these matters are satisfactorily addressed, with particular emphasis on resolving the Land Management Agreement issues prior to finalisation of the application. The applicant, through consultation with Council amended the design to reflect the following (Attachment 4D): • Supermarket shifted to the south to accommodate the LMA pedestrian thoroughfare • Mall extension updated to include a new secondary mall entry for the pedestrian thoroughfare • Minor car parking realignments • Relocation of click and collect arrangements to the southern car park (MFY review comments supporting this arrangement attached) A second referral was undertaken, following response by the applicant, comments returned by Council on the 14 Aug 2026. The City of Port Adelaide Enfield reviewed the amended plans and advised that it supports the proposal, subject to the resolution of easement and stormwater matters. Council indicated support for the retention of pedestrian access as proposed and provided in-principle support to amendments to the existing Land Management Agreement, noting that any changes would be addressed through separate Council processes. Council also indicated support for the inclusion of a reserve matter to finalise stormwater and civil design requirements, with Council engineering staff seeking involvement in the resolution of these matters. The final response is included in Attachment 3D.
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PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

Seriously at Variance Test

Pursuant to section 107(2)(c) of the Act, a development must not be granted planning consent if it is seriously at variance with the Code.

The proposed development comprises construction of a new supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree. The development site is located in the Urban Activity Centre Zone which anticipates business and shopping opportunities:

Urban Activity Centre Zone

“DO1 cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.”

“DO 2 - Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.”

The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

Overlays

Airport Building Heights (Regulated) (All structures over 110 metres)

The Airport Building Heights (Regulated) Overlay seeks the management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites. The building has a maximum height of 10.5m and therefore does not exceed the height control specified in the Overlay that applies to the site (110m), DPF 1.1 is considered to be achieved.

Advertising Near Signalised Intersections

The Advertising Near Signalised Intersections Overlay seeks for the provision of a safe road environment by reducing driver distraction at key points of conflict on the road. While the subject land contains the overlay and advertising, there are no advertising proposed within the overlay areas, therefore the overlay is not applicable. See below:



Figure 6: Location of Advertising Near Signalised Intersections Overlay.

Affordable Housing

As the development is for a supermarket (shop), the Affordable Housing Overlay is not applicable.

Coastal Flooding

The overlay seeks that development, including associated roads and parking areas, but not minor structures unlikely to be adversely affected by flooding, is protected from the standard sea flood risk level and 1m of sea level rise (PO 1.1).

DTS/DPF 1.1 recommends a minimum finished ground level of 3.2m AHD and a finished floor level of 3.45m AHD. The applicants planning report states the building will have a minimum finished floor level of 2.3m AHD and finished ground levels for the pavements and car parking areas generally ranging from 2.25m to 1.74m to AHD.

The application was supported by a Stormwater Management Report from TMK Engineering, which was reviewed by Council. Council indicated in principle support for the proposal and suggested the inclusion of a reserved matter to finalise stormwater and civil design requirements, with Council engineering staff seeking involvement in the resolution of these matters.

PO 1.1 is considered to be achieved, as structures unlikely to be adversely affected by flooding through appropriate stormwater management design.

Design

The Design Overlay seeks for development to provide a positive contribution to the liveability, durability and sustainability of the built environment through high-quality design.

The proposed development responds to these objectives through the demolition of the existing supermarket and dilapidated parking structure and construction of a contemporary supermarket building integrated with the existing Port Mall shopping centre via a prominent new mall entry.

The development comprises a single-storey building with a maximum height of 10.4 metres, adopting a consistent architectural treatment that incorporates brickwork, precast concrete panels, metal cladding and aluminium battens. The building is setback approximately 3.3 metres from the Marryatt Street boundary and provides a gross leasable floor area of approximately 3,794m². The facade design incorporates a contemporary palette of durable materials and finishes, providing visual interest and a cohesive appearance across all elevations.

The Office for Design and Architecture SA (ODASA) expressed support for the proposal and considered that the removal of the existing parking structure and its replacement with landscaped at-grade parking would improve the interface with adjoining properties. The GA also supported the proposed forecourt upgrades, noting that they would enhance the presentation and amenity of the wider shopping centre precinct. While recommending consideration of additional Water Sensitive Urban Design (WSUD) initiatives and increased shading within the car parking area, ODASA raised no objection to the development.

Accordingly, the proposal is considered to achieve a high standard of built form and public realm design consistent with the intent of the Design Overlay.

Hazards (Flooding - General)

The Hazards (Flooding - General) overlay seeks to ensure that development is sited, designed and constructed to prevent the entry of floodwaters where inundation may result in undue damage to buildings or compromise ongoing activities within them (PO 2.1). DTS/DPF 2.1 specifies minimum finished ground and floor levels of 3.2m AHD and 3.45m AHD respectively.

The applicant's planning report identifies a minimum finished floor level of 2.3m AHD for the proposed supermarket building, with finished ground levels across the site, including pavements and car parking areas, generally ranging between 1.74m and 2.25m AHD. While these levels do not meet the numerical benchmarks specified within DTS/DPF 2.1, the application is supported by a Stormwater Management Report prepared by TMK Engineering. The City of Port Adelaide Enfield reviewed the stormwater and civil design information and advised that it supports the development in principle, subject to the inclusion of a reserved matter to finalise stormwater management and civil design requirements, with Council engineering staff involved in the resolution and approval of these matters.

Having regard to the nature of the development, the proposed stormwater management measures, and Council's in-principle support subject to detailed design resolution, the proposal is considered capable of being designed and constructed to prevent the entry of floodwaters into the building and to avoid undue damage or disruption to activities within the supermarket. Accordingly, the proposal is considered to satisfy the intent of PO 2.1 of the Hazards (Flooding - General) Overlay.

In relation to PO 3.1 which seeks that buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm. The proposed development is for a supermarket and associated car parking and does not involve the storage or disposal of hazardous materials of a nature that would present a risk of environmental harm during a flood event. The development is therefore not considered to raise concerns regarding the containment of hazardous materials and is consistent with the intent of PO 3.1.

Hazards (Flooding)

The Hazards (Flooding) overlay seeks for impacts on people, property, infrastructure and the environment

from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.

The proposed development incorporates a stormwater management system to mitigate the increase in runoff associated with the predominantly impervious site coverage (94%). Roof runoff will be captured and detained within an above-ground detention system prior to discharge at a controlled rate to the legal point of discharge. Surface stormwater runoff will be collected and treated through a mechanical treatment system before being discharged via a pumped outlet. Collectively, the system provides a controlled total discharge rate of 190 L/s and is supported by 50 kL of detention storage, together with an additional 20 kL below-ground detention/pump chamber, ensuring the orderly management, treatment and release of stormwater from the site.

While the proposed finished floor and ground levels do not achieve the numerical benchmarks contemplated by the relevant DTS/DPF 3.5 Hazards (Flooding) provisions, the available information demonstrates that appropriate stormwater detention, collection and management measures can be incorporated as part of the detailed design process. It has been considered that as that as the application was supported by a Stormwater Management Report prepared by TMK Engineering, which was reviewed by Council. Council indicated in principle support for the proposal and suggested the inclusion of a reserved matter to finalise stormwater and civil design requirements, with Council engineering staff seeking involvement in the resolution of these matters.

Subject to the resolution of the recommended reserved matter, the development is not expected to result in unacceptable flood risk to people or property, require flood protection works, adversely affect adjoining land through diversion of floodwaters, impede flood flows, or result in the unacceptable loss of flood storage. The proposal is therefore considered to satisfy the intent of PO 2.1 and PO 3.1 to PO 3.5.

The new fencing proposed would not unreasonably impede the passage of floodwaters. Accordingly, the proposal is considered to achieve PO 3.6.

The proposal does not rely on significant filling to facilitate the development, nor has any evidence been provided to suggest that site level alterations would divert floodwaters, increase flood velocities or levels, or result in an unacceptable loss of flood storage. Subject to detailed civil and stormwater design, the proposal is considered to satisfy PO 5.1.

The development is located within the established Port Adelaide activity centre, having direct access to the surrounding road network and emergency services infrastructure. There is no evidence to suggest that evacuation or emergency vehicle access would be compromised during a 1% AEP flood event. Access arrangements are existing in nature and will continue to provide all-weather vehicle access to the development. Accordingly, the proposal is considered to satisfy PO 6.1 and PO 6.2.

Heritage Adjacency, Local Heritage Place and Historic Area Overlays

Historic Area Overlay seeks that historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

It is noted however, that the actual area to be developed will not be located in the Historic Area Overlay (see below) and is therefore not applicable.

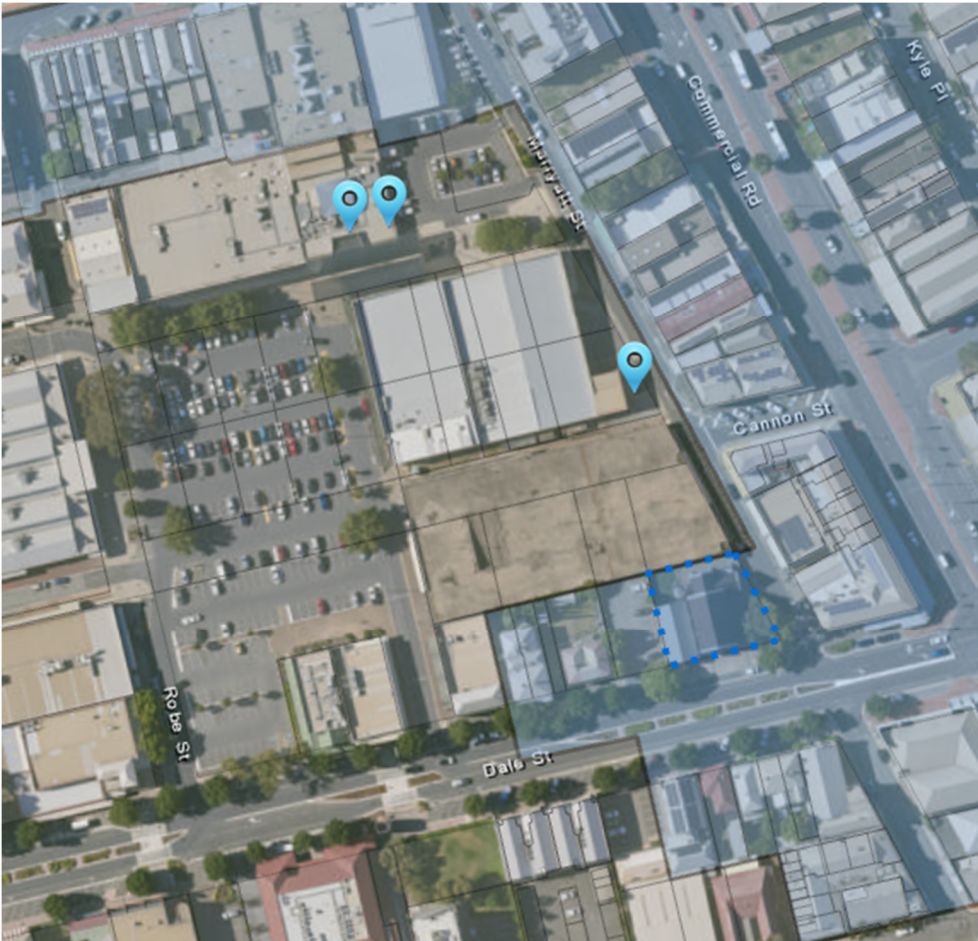


Figure 7: Location of Historic Area Overlay.

The Heritage Adjacency Overlay seeks that development maintains the heritage and cultural values of adjacent State and Local Heritage Place, while the Local Heritage Place Overlay seeks that development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

The applicant has confirmed that no works or demolition to Local Heritage Places are proposed. Therefore, Local Heritage Place overlay is not applicable.

PO 1.1 of the Heritage Adjacency Overlay seeks to ensure that development does not dominate, encroach upon, or unduly impact the setting of a State or Local Heritage Place.



Figure 8: Location of State, Local heritage items and Heritage Adjacency Overlays

In support of the application, the applicant submitted a Heritage Impact Assessment prepared by Dash Architects, which reviewed the proposal against the Heritage Adjacency Overlay, Historic Area Overlay and Local Heritage Place Overlay. The assessment concluded that the proposal would not adversely affect the heritage values or setting of nearby heritage places for the following reasons:

- The elements proposed to be demolished are excluded from the extent of the Local Heritage Place listing and do not contribute to its heritage significance.
- The proposed development is separated by more than 40 metres from nearby Local Heritage Places not associated with the subject site.
- The works will not result in material impacts on the heritage values or setting of adjacent Local Heritage Places.
- The proposed building will not visually dominate, encroach upon, or unduly impact the setting of the adjacent Local Heritage Places.
- The removal of the existing two-level car park structure and its replacement with at-grade parking will improve views to the rear of the adjoining State Heritage Place, St Mary's Catholic Church and Hall, resulting in an overall enhancement of its setting.

The application was referred to the City of Port Adelaide Enfield, which did not raise any concerns regarding impacts on nearby Local Heritage Places.

The application was also referred to Heritage South Australia due to the site's proximity to the State Heritage Place, St Mary's Catholic Church and Hall at 95 Dale Street. Heritage South Australia advised that the proposal is acceptable, noting that the demolition of the existing car park structure has the potential to improve the amenity and setting of the State Heritage Place and that the proposed at-grade car parking arrangement would have an acceptable impact on its setting.

Having regard to the Heritage Impact Assessment and the advice provided by Heritage South Australia, the proposal is not considered to dominate, encroach upon, or unduly impact the setting or heritage values of adjacent State or Local Heritage Places. Accordingly, the proposal is considered to satisfy the intent of the Heritage Adjacency, Local Heritage Place and Historic Area Overlays.

Noise and Air Emissions

Noise and Air Emissions Overlay seeks that community health and amenity is protected from adverse impacts of noise and air emissions, as the proposed development does not include sensitive receivers (i.e. dwellings), this overlay is not applicable.

Prescribed Wells Area

The Prescribed Wells Area Overlay seeks sustainable water use in prescribed wells areas. The proposed development would not require any significant use of water and therefore the Prescribed Wells Area Overlay is not considered to be applicable to the assessment of this development application.

Regulated and Significant Tree

The proposal seeks to remove one regulated tree comprising a *Melia azedarach* (White Cedar), located to the west, adjacent Marryatt Street. PO 1.1 seeks that regulated trees are retained where they:

- (a) make an important visual contribution to local character and amenity
- (b) are indigenous to the local area and listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species
- and / or
- (a) provide an important habitat for native fauna.

The applicant submitted an Arboricultural Impact Assessment and Development Impact Report prepared by Arborman Tree Solutions, which assessed twelve trees on the site.

The assessment identified that the proposed development would require the removal of one regulated tree, being a *Melia azedarach* (White Cedar), together with two unregulated trees. The remaining trees are either exempt or unregulated and are to be retained.

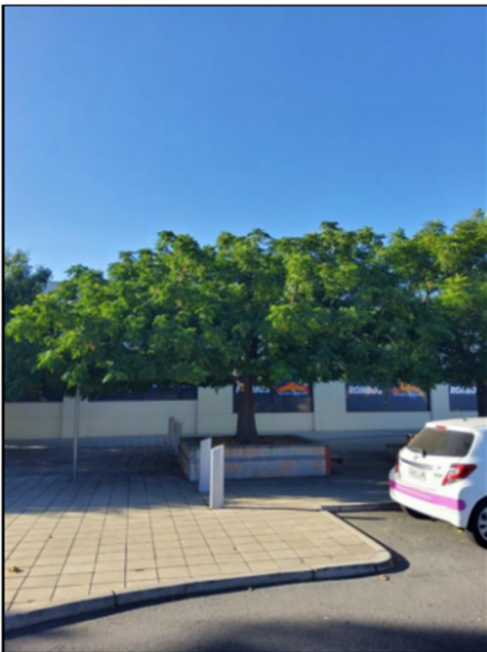
Melia azedarach		Tree No:	2
White Cedar			
Inspected:	22 January 2026		
Height:	5-10 metres		
Spread:	10-15 metres		
Health:	Good		
Structure:	Good		
Form:	Good		
Trunk Circumference:	>1 metres		
Useful Life Expectancy:	>20 years		
Notional Root Zone:	4.44 metres		
Structural Root Zone:	2.30 metres		
Observations			
The health and structure of this tree indicate it is in good overall condition and has adapted to its local environment.			
Legislative Status		Regulated	
This tree has a trunk circumference greater than one metre but less than two metres, is not subject to any exemption from regulation and is therefore identified as a Regulated Tree as defined in the Planning, Development and Infrastructure Act 2016.			
Development Impact		Conflicted	
The identified encroachment is greater than 10% of the TPZ area and will also impact the SRZ and/or the trunk. There are factors present that indicate the proposed development will negatively impact tree viability to the point where its removal is required as part of the development.			
Action		Removal Required	
Tree removal is required to facilitate the proposed development.			

Figure 9: proposed tree to be removed, abstract from Arboricultural Impact Assessment prepared by Arborman tree solutions.

The report concluded the regulated tree proposed for removal has a moderate retention rating and does not exhibit attributes that warrant its protection, such as significant contribution to local character and amenity, indigenous rarity, or important habitat value for native fauna.

The assessment further found that the proposed works are unlikely to adversely affect the viability of the retained trees, with any encroachment into root zones being minor and within acceptable limits.

On this basis, the removal of the regulated tree is considered reasonable to facilitate the redevelopment, and the proposal is considered to satisfy PO 1.1 of the Regulated and Significant Tree Overlay.

PO 1.4 seeks that a tree-damaging activity in connection with other development satisfies all the following:

- (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible
- (b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

The proposed removal of one regulated *Melia azedarach* (White Cedar) tree is necessary to facilitate the redevelopment of the site, the proposal is replacing an existing supermarket and is an envisaged use in the zone and is therefore considered a reasonable form of development.

The Arboricultural Impact Assessment concluded that the tree has a moderate retention rating and does not possess attributes warranting protection, while other trees have been retained where practicable, the proposal is considered to satisfy PO 1.4.

Traffic Generating Development and Urban Transport Routes Overlays

The proposal is assessed against the Traffic Generating Development Overlay and Urban Transport Routes Overlay, which seeks to ensure development maintains the safe and efficient operation of the road network and provides suitable site access arrangements.

As the proposal comprises a retail development exceeding 2,000m² gross floor area, the application was referred to the Commissioner of Highways. The referral was returned without comment or objection, indicating no concerns regarding impacts on the State maintained road network.

The application is also supported by a Traffic and Parking Assessment prepared by MFY, which concludes that the proposed increase in floor area (compared to the previous supermarket) will generate approximately 50 additional peak hour vehicle trips, resulting in a negligible impact on the function, performance and operation of the surrounding road network. The assessment further notes that the proposal reconfigures and removes existing a crossover within a prohibited access area on Marryatt Street, which will improve existing traffic and access conditions.

The proposed access and egress arrangements have been designed to accommodate the anticipated traffic volumes and vehicle types associated with the development. Supporting swept-path analysis demonstrates that vehicles can safely enter and exit the site in a forward direction without conflict with existing access points or nearby road junctions. The development will continue to utilise established access arrangements within the shopping centre precinct and provides sufficient internal circulation and on-site queuing capacity to ensure that vehicle queues can be accommodated within the site without adversely affecting adjacent roads.

Access points are appropriately located and maintain suitable separation from nearby intersections and access points, provide adequate sight lines for motorists and pedestrians, and are not expected to adversely affect roadside drainage infrastructure.

Accordingly, the proposal is considered to satisfy PO 1.1, PO 1.2 and PO 1.3 of the Traffic Generating Development Overlay, and PO 1.1, PO 2.1, PO 3.1, PO 4.1, PO 5.1 and PO 7.1 of the Urban Transport Routes Overlay, as it provides safe and efficient access arrangements, accommodates the anticipated traffic demand, contains vehicle movements within the site, and will not compromise the safety, efficiency or functional performance of the State maintained road network.

Port Adelaide Centre Subzone

The Port Adelaide Centre Subzone seeks that development is located, staged and designed such that vacant or under-utilised land and buildings are redeveloped or reused for more appropriate uses (PO 1.1), as the proposal is comprised of a supermarket (shop) and will replace an existing supermarket; the proposal will appropriately redevelop the existing site.

The Subzone seeks that development is located, staged and designed such that vacant or under-utilised land and buildings are redeveloped or reused for more appropriate uses (PO 1.2 and PO 1.7). The Concept Plan identifies the site within the 'Retail Core', where envisaged land uses include major supermarkets, discount department stores and associated specialty retail activities. The proposal comprises a major

supermarket and will replace the existing supermarket on the site, thereby facilitating the appropriate redevelopment of the land in a manner that is consistent with the envisaged land uses for the Retail Core.

The Subzone seeks that buildings be situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the subzone (PO 2.1). The proposed supermarket building will maintain a setback of approximately 3.3 metres to Marryatt Street, providing a strong street presence that contributes to the established townscape character of the locality.

Development within the Subzone should provide and reinforce important view lines and vistas identified on relevant Concept Plans (PO 2.2). The proposed development will not obstruct or diminish identified public views and, through the removal of the existing elevated car park structure, will improve visual openness within the locality. The redevelopment therefore reinforces public views and contributes positively to the broader urban form outcomes envisaged by the policy.

Street furniture, lighting, advertisements, seating, bicycle parking facilities and similar elements should complement the townscape character of the area and respond to its maritime locality (PO 2.4). The proposal incorporates landscaping, lighting, signage, waste facilities and public realm improvements adjacent the mall entrance, which together contribute positively to the character and amenity of the area and enhance the overall presentation of the site.

Development within the Subzone and abutting key streets, public spaces and pedestrian malls should include facades of no less than two storeys (PO 2.5). While the proposed supermarket comprises a single storey building, it achieves an overall height of approximately 10.4 metres, which is comparable to a two-three storey built form and maintains the scale and presence anticipated by the policy.

Development materials should reflect and reinforce the historic maritime character of the subzone wherever practicable (PO 2.6). The proposal incorporates brickwork, precast concrete panels, metal cladding and timber-look aluminium battens, which draw upon the industrial and maritime material palette characteristic of Port Adelaide's historic warehouses, port facilities and commercial buildings. Accordingly, the development appropriately reflects and reinforces the historic maritime character of the locality.

The Subzone seeks that development adjacent public spaces, promenades and pedestrian areas maintain active interfaces, protect pedestrian amenity, maximise solar access and limit overshadowing of these areas, protect the amenity of residents at ground level and provide attractive building elevations (PO 2.7). The proposal incorporates an upgraded mall entrance and a small plaza area to the west of the site, contributing to an active and attractive public realm. Architectural detailing and varied building elevations enhance visual interest, while the substantial separation of approximately 40 metres from the nearest residential property to the south ensures solar access, minimises amenity impacts and supports a comfortable pedestrian environment.

Buildings in the Subzone should reflect the street wall heights and horizontal elements of adjacent development by reinforcing prevailing datum heights and providing appropriate architectural expression (PO 3.1). The proposed supermarket is of a similar height and scale to surrounding development and will contribute positively to the established built form character of the locality.

The Port Adelaide Centre Subzone seeks car parking areas to avoid detracting from desired built form outcomes and areas of architectural or townscape value (PO 5.1). The proposal provides ground-level car parking and includes the demolition of the existing elevated car park structure. This approach reduces the visual prominence of parking areas, improves sightlines within the locality and assists in opening views towards surrounding areas of architectural and townscape significance.

Urban Activity Centre Zone

The Urban Activity Centre Zone envisages shops, offices, entertainment, health, education, recreation-related uses and other businesses that provide a comprehensive range of goods and services to the region (PO 1.1). The proposal comprises a supermarket (shop), which is an envisaged land use within the zone and will contribute to the provision of retail services within the activity centre.

Built Form and Character

The Zone seeks for development that is integrated with existing or planned public and community transport interchanges and networks to support pedestrian access to activity centre facilities and services (PO 2.2). The subject land is located within proximity to various public transport networks, including the following:

- OFFICIAL

The development therefore supports convenient pedestrian access to facilities and services within the centre and encourages the use of public transport.

PO 2.4 seeks for vehicular access points and car parks are coordinated and reconfigured to enable the shared use of parking spaces. The proposal includes a relocated vehicle access arrangement that maintains and enhances the existing shared parking and circulation system within the shopping centre precinct. The application is supported by a Traffic, Parking and Access Report prepared by MFY, and no objection was raised by Council in respect of the proposed access arrangement.

The Zone seeks development that promotes the use of pedestrian and cyclist connections to centre facilities and services (PO 2.5). The proposal enhances pedestrian connectivity through the provision of a new mall entrance that directly links the supermarket with the existing Port Mall. The redevelopment maintains and improves access to surrounding activity centre facilities and services for both pedestrians and cyclists.

The Urban Activity Centre Zone seeks buildings and facilities to be sited and designed to provide active frontages to the public realm that contribute to streetscapes and spaces encouraging social interaction (PO 2.6). The proposal retains the existing active frontage and interface associated with the Port Mall, with no alteration to the primary mall frontage. As the supermarket is located behind the mall frontage, the development maintains the established active frontage outcome while supporting ongoing activity within the centre.

Building height and setbacks

The proposed development comprises a single-level supermarket building and is substantially below the maximum building height of five levels envisaged for the locality (DTS/DPF 3.1.) Accordingly, the proposed height is consistent with the DPF.

PO 3.2 seeks buildings to mitigate visual impacts of building massing on residential development within neighbourhood-type zones, while PO 3.3 seeks buildings to mitigate overshadowing of residential development within neighbourhood-type zones. This policy is not applicable as the subject site is not adjacent land used for residential purposes within a neighbourhood-type zone.

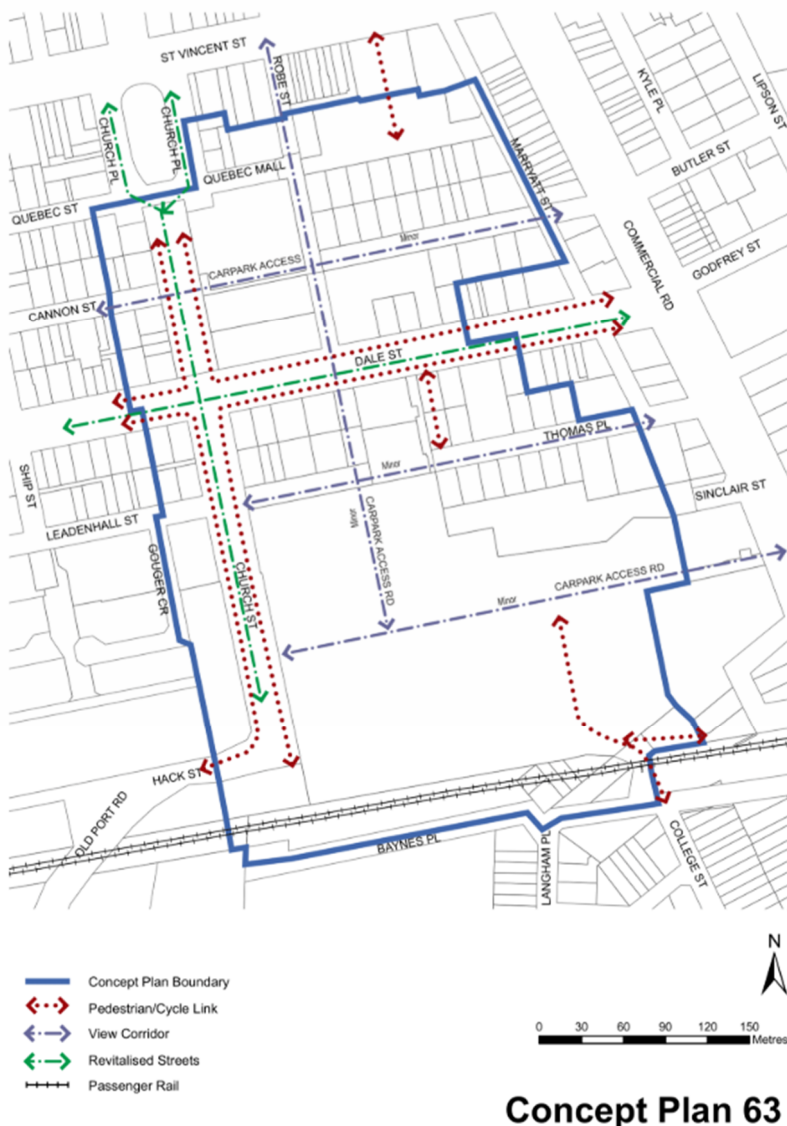
Vehicle parking

The Zone seeks vehicle parking areas to be sited and designed so as to minimise visual dominance when viewed from the public realm (PO 6.1). The proposal will remove the existing elevated parking structure and replace it with ground-level parking. This outcome will significantly reduce the visual prominence of parking infrastructure, improve sightlines throughout the precinct and enhance the overall visual amenity of the area when viewed from the public realm.

Concept Plans

The Urban Activity Centre Zone identifies Concept Plan 63 - Retail Core as relevant to the subject site. The proposal comprises a major supermarket located within the Retail Core and is consistent with the envisaged retail function of the centre. The development will be located wholly within the Concept Plan area and will reinforce the role of the Retail Core as the primary retail destination within Port Adelaide, as sought by DTS/DPF 7.1,

Concept Plan 63 Retail Core



Concept Plan 63

Figure 11: Concept Plan 63 - Retail Core

General Development Policies**Clearance from Overhead Powerlines**

The development application includes an Electricity Declaration confirming that the proposed development would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996*. It is noted that there are no powerlines in proximity to the development site, and as such, the proposal is in accordance with PO 1.1 and DTS / DPF 1.1 (a) (Clearance from Overhead Powerlines).

Design in Urban Areas**External Appearance**

Design in Urban Areas POs 1.1 to 1.5 encourage buildings that reinforce corners and setbacks through contrasting design techniques enabling comfort and safety of the public realm and minimising plant equipment visibility. Primary building facades convey purpose, identify main access points and complement the streetscape. Waste storage and loading areas shall be adequately screened from public

view.

The proposal reinforces corners through the introduction of a prominent mall entry feature, together with variations in materials, articulation and building form that provide visual interest and create a clear focal point within the shopping centre precinct. Plant equipment is considered to be positioned discretely and unobtrusively and includes screening to reduce its visibility from the public realm. Additionally, the proposed bin storage will be located adjacent the loading area to the east and be covered by roofing and screened from Marryatt Street.

On balance, the proposed development is considered to satisfy POs 1.1 to 1.5.

Safety

Design in Urban Areas POs 2.1 to 2.4 seek development that promotes safety through clear sightlines, passive surveillance, appropriate lighting, and safe and direct access arrangements. The policies encourage buildings and public spaces to be designed in a manner that maximises opportunities for passive surveillance of the public realm and provides legible, convenient and secure pedestrian connections.

Overall, the proposal is considered to be largely consistent with Design in Urban Areas POs 2.1 to 2.4. The development incorporates an inclusive and pedestrian-friendly environment through the provision of sheltered walkways, lighting and improved access arrangements associated with the redesigned mall entrance. The building has been designed to provide safe, perceptible and direct access from both public street frontages and vehicle parking areas, thereby enhancing pedestrian connectivity and legibility within the site.

While opportunities for passive surveillance at street level are somewhat constrained by the supermarket's orientation towards the western car park rather than directly addressing the street frontage to the east, the redesigned mall entrance improves visual and pedestrian connections to Marryatt Street and increases activity along this interface. Accordingly, although PO 2.4 is still considered to be achieved, as the development will nevertheless provide a reasonable level of passive surveillance, clearly identifiable access and improved public realm outcomes and is considered to achieve the overall intent of Design in Urban Areas POs 2.1 to 2.4.

Landscaping

Design in Urban Areas PO 3.1 seeks development that incorporates soft landscaping and tree planting to minimise heat absorption and reflection, maximise shade and shelter, maximise stormwater infiltration, and enhance the appearance of land and streetscapes.

The application is supported by landscape plan prepared for by Bell Architecture (see figure 12). The landscape plan depicts a variety of trees and shrubs proposed throughout the new ground car parking area to the south and along the Marryatt Street frontage. A total of 24 trees are proposed with a species selection comprising mature heights ranging from three to seven metres.

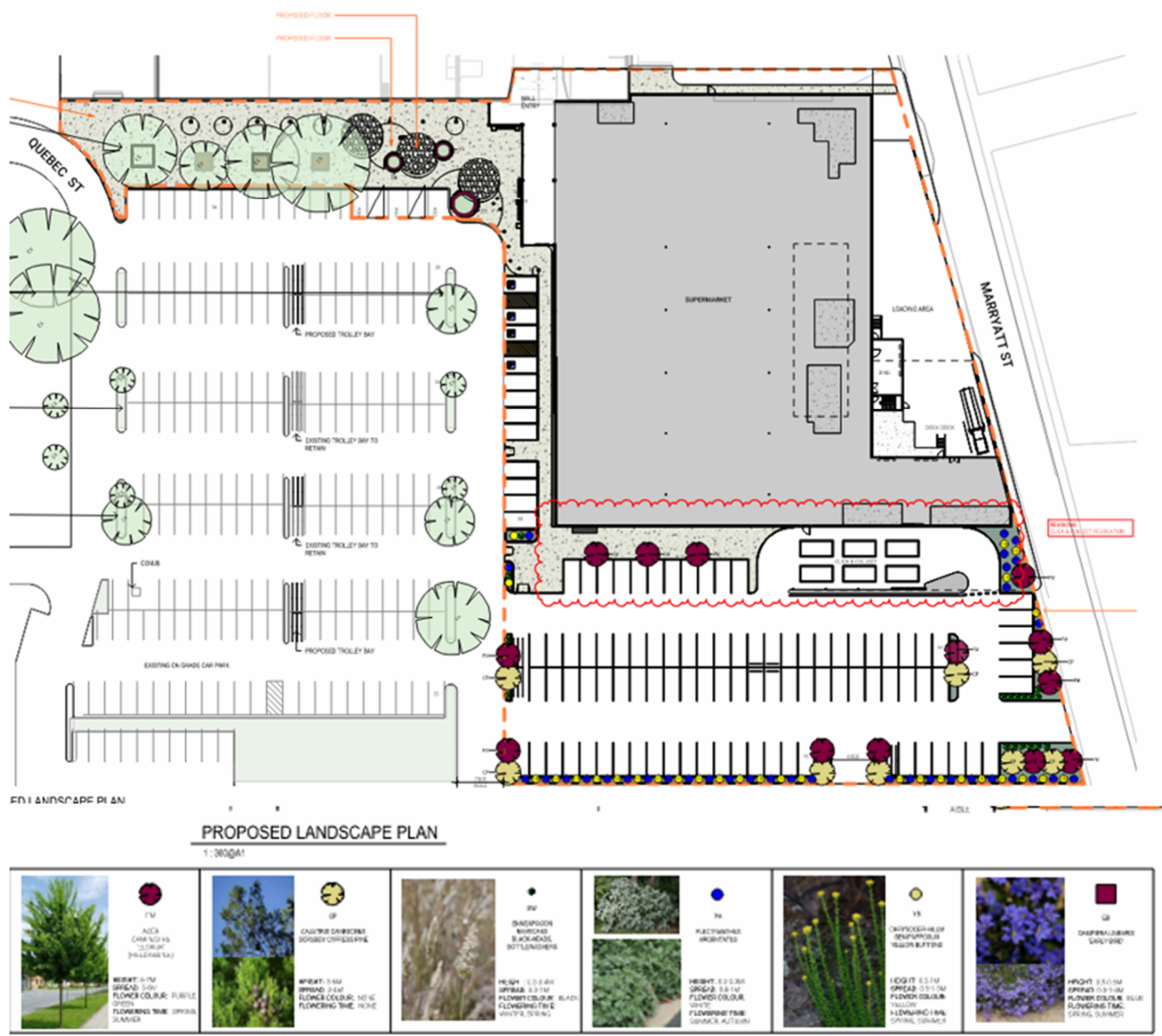


Figure 12: Landscape Plan

The proposed landscaping will contribute to increased shade provision across pedestrian and parking areas, assist in reducing the extent of hard surfaced areas and associated heat absorption, and improve the overall environmental performance of the site. In addition, the landscaping will soften the visual appearance of the development, enhance the streetscape presentation along Marryatt Street, and improve the amenity of the car parking areas. Accordingly, the proposal is considered to satisfy the intent of PO 3.1 by providing a high-quality landscape outcome that contributes positively to visual amenity, user comfort and the broader public realm.

Car parking appearance

Design in Urban Areas PO 7.2, 7.4, 7.5, 7.6 seeks vehicle parking areas be appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as attractive landscaping, screening and fencing that also provides shade and positively contributes to amenity, incorporate tree planting that provides shade and reduces solar heat absorption and reflection, incorporate soft landscaping that improves visual appearance when viewed from within the site and from public places.

The proposed vehicle parking area has been designed to minimise impacts on adjacent sensitive receivers through the provision of a new 2.1-metre-high boundary fence along the southern boundary and a landscaped buffer incorporating species such as *Chrysocephalum semipapposum* (Yellow Buttons) and *Plectranthus argentatus*. These measures will provide visual screening, soften the appearance of the car parking area and improve the interface with adjoining residential properties. Accordingly, the proposal is considered to satisfy the intent of PO 7.2.

The landscape plan incorporates extensive tree planting throughout the at-grade car parking area, including a total of 24 trees distributed across parking bays and circulation areas. These trees will provide shade for parked vehicles and pedestrians, reduce solar heat gain within the development. Accordingly, the proposal satisfies the intent of PO 7.4.

The proposal also incorporates soft landscaping throughout the car park and along site frontages, including trees, shrub planting and landscaped islands. These elements will soften the visual impact of paved parking areas, improve the overall presentation of the development and enhance views of the site from surrounding public areas. Accordingly, the proposal satisfies the intent of PO 7.5.

The proposed landscaping strategy incorporates shade trees, planting beds and landscaped islands throughout the vehicle parking areas and associated access ways. These landscaping measures will provide shade, improve user comfort and contribute positively to the visual amenity and character of the site. Accordingly, the proposal satisfies the intent of PO 7.6.

PO 7.3 seeks for safe, legible, direct and accessible pedestrian connections between parking areas and development. The proposal provides clear and convenient pedestrian connections between the at-grade parking areas, the supermarket, the existing mall and Marryatt Street. These connections enable safe and direct access for customers and visitors and assist in maintaining a legible pedestrian environment throughout the site. Accordingly, the proposal satisfies the intent of PO 7.3.

PO 7.7 seeks that vehicle parking areas and access ways incorporate integrated stormwater management techniques, such as permeable surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.

The proposal incorporates landscaped areas throughout and surrounding the at-grade car park that are capable of accommodating integrated stormwater management measures. The Office for Design and Architecture SA recommended the application of Water Sensitive Urban Design (WSUD) principles, including rainwater retention and reuse for landscaped areas and permeable paving treatments, while Council has supported the finalisation of stormwater management through a reserved matter process. Subject to detailed stormwater design, the development is capable of incorporating integrated stormwater management techniques in conjunction with the proposed landscaping. Accordingly, the proposal is considered to satisfy the intent of PO 7.7 through the integration of landscaping and future WSUD outcomes.

Earthworks and sloping land

Design in Urban Areas PO 8.1 seeks development, including associated driveways and access tracks, to minimise the need for earthworks in order to limit disturbance to natural topography.

The proposed development is located on an established urban site and does not require significant alteration to existing land levels. The submitted site works indicate that no retaining walls exceeding 1 metre in height are proposed. As a result, the development avoids excessive excavation or filling and largely maintains the existing landform.

Accordingly, the proposal is considered to satisfy the intent of PO 8.1 as it minimises earthworks and site disturbance while accommodating the proposed redevelopment in an efficient and orderly manner.

Site Facilities / Waste Storage (excluding low rise residential development)

Site Facilities/Waste Storage PO 11.1 seeks development to provide a dedicated area for the on-site collection and sorting of recyclable materials, refuse and green organic waste, together with facilities for the ongoing maintenance of bins, that is adequate in size having regard to the nature of the development and frequency of collection.

The proposed development incorporates a dedicated waste storage and servicing area adjacent the loading area on the eastern side of the building. The waste storage area is designed with roofing and screening and is integrated into the overall servicing layout of the development. In addition, the loading and waste management area is screened from public view, particularly from Marryatt Street, thereby reducing visual impacts on the public realm and maintaining the amenity of surrounding areas.

Given the above, the proposal is considered to appropriately incorporate waste storage and collection facilities into the building and site design, whilst providing a suitable level of screening and functionality to accommodate the operational requirements of the supermarket. Accordingly, the proposal satisfies the intent of PO 11.1.

All non-residential development - Water Sensitive Design

PO 42.1 seeks development that is likely to result in the export of sediment, suspended solids, organic matter, nutrients, oil and grease to incorporate stormwater management systems designed to minimise pollutants entering the stormwater network, while PO 42.3 seeks development to incorporate stormwater management systems that mitigate peak flows and manage the rate and duration of stormwater discharges to ensure development does not increase peak flows within downstream drainage systems.

The applicant's Planning Report states that *"the proposal employs sustainable design techniques such as stormwater treatment devices and landscaped areas to provide water sensitive urban design outcomes."*

These measures are intended to assist with the treatment and filtration of stormwater runoff generated by the development prior to discharge, thereby reducing the potential for pollutants such as sediment, nutrients and other contaminants to enter downstream stormwater systems. Accordingly, the proposal incorporates Water Sensitive Urban Design (WSUD) principles and is considered to satisfy the intent of PO 42.1 through the inclusion of stormwater treatment measures and landscaped areas designed to improve stormwater quality outcomes.

Additionally, the application is supported by a Stormwater Management Report prepared by TMK, which was reviewed by Council's engineering staff. Council indicated in-principle support for the proposal and recommended the inclusion of a reserved matter to finalise stormwater and civil design requirements, with ongoing involvement from Council engineers in resolving these matters. The acceptance of the stormwater strategy in principle demonstrates that the development is capable of appropriately managing stormwater runoff and mitigating impacts on downstream drainage infrastructure.

Subject to the detailed design and finalisation of stormwater infrastructure through the reserved matter process, the proposal is considered to satisfy the intent of PO 42.3.

Wash-down and Waste Loading and Unloading

PO 43.1 seeks for loading, unloading, waste storage and wash-down areas to be designed and managed to contain wastewater and prevent stormwater contamination, while ensuring these facilities are of an appropriate size and functional design to support ongoing operational requirements.

The existing supermarket currently undertakes loading activities via Marryatt Street. The proposed development will retain the loading function in approximately the same location, ensuring continuity of

servicing arrangements within the established activity centre. The applicant has advised that the current design requires delivery vehicles to reverse into the loading area from the street; however, the proposed layout has been designed to facilitate improved vehicle manoeuvrability and largely enables semi-trailers to enter and exit the site in a forward direction. This represents an operational improvement over the existing arrangement and enhances the safety and efficiency of loading activities.

The loading and servicing area has also been designed to accommodate waste collection by private contractors and is integrated with the dedicated waste storage area adjoining the loading bay. Appropriate screening is provided to minimise visual impacts from the public realm and assist in maintaining the amenity of the surrounding area.

The proposed loading and waste servicing arrangements are capable of accommodating the measures necessary to prevent contamination of the stormwater system. Accordingly, the proposal is considered to satisfy the intent of PO 43.1 by providing a functional, efficient and appropriately designed loading and waste collection area that supports the ongoing operation of the development.

Interface between Land Uses

Hours of Operation

Hours of Operation PO 2.1 seeks to ensure that non-residential development does not unreasonably impact the amenity of sensitive receivers through its hours of operation, having regard to the nature of the development, mitigation measures, the desirability of the use within the zone and measures available to reduce off-site impacts.

The proposal seeks approval for a supermarket capable of operating on a 24-hour basis. While this exceeds the DTS/DPF 2.1, the Planning Report notes that actual trading hours may not ultimately be as extensive as those sought. It is also noted that the existing supermarket does not currently operate under any planning condition restricting its hours of operation.

The supermarket represents an envisaged and desired land use within the Urban Activity Centre Zone and forms part of an established commercial and retail precinct. In considering the potential impacts of extended operating hours, the application is supported by a Noise Impact Assessment prepared by Sonus, which assesses potential impacts on nearby sensitive receivers and recommends a range of mitigation measures to ensure compliance with relevant noise criteria. The recommended measures include:

- Prohibiting the use of reversing alarms on vehicles accessing the loading dock during the night period (10:00 pm to 7:00 am);
- Construction of a noise wall and canopy over the loading dock;
- Installation of acoustic absorption with a minimum Noise Reduction Coefficient (NRC) of 0.5 to the underside of the loading dock canopy; and
- Provision of acoustic screening around mechanical plant equipment.

These measures are intended to minimise operational noise associated with deliveries, waste collection and building services, thereby reducing potential impacts on surrounding sensitive receivers. Furthermore, the proposed redevelopment replaces an existing supermarket in a long-established retail precinct where commercial activity is an anticipated component of the surrounding environment.

Having regard to the nature of the development, the envisaged land of the uses within the zone, and the mitigation measures identified by the Sonus assessment, the proposed hours of operation are considered unlikely to result in unreasonable impacts on the amenity of nearby sensitive receivers. Accordingly, the proposal is considered to satisfy the intent of PO 2.1.

Activities Generating Noise or Vibration

PO 4.1 seeks for development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

The application is supported by an Environmental Noise Assessment prepared by Sonus, which assessed potential noise impacts associated with the proposed supermarket redevelopment. The assessment considered operational noise generated by the click-and-collect facility, rooftop mechanical plant and loading dock operations, together with the potential impacts on nearby sensitive receivers.

Importantly, the Sonus assessment noted that the majority of the car parking area is existing, with changes limited to the southern portion of the site where the elevated car parking structure will be removed and replaced with at-grade parking. The report concludes that noise generated by the future at-grade car park will be lower than that associated with the existing elevated parking structure and, as such, general car parking activities do not present an adverse noise outcome.

The Sonus assessment confirms that predicted noise levels at nearby sensitive receivers can achieve the requirements of the *Environment Protection (Commercial and Industrial Noise) Policy*, subject to the implementation of the recommended acoustic mitigation measures, including:

- Prohibiting the use of reversing alarms by vehicles accessing the loading dock during the night period (10:00 pm to 7:00 am);
- Construction of a noise barrier along the eastern side of the loading dock;
- Construction of a canopy over the loading dock;
- Installation of acoustic absorption material with a minimum Noise Reduction Coefficient (NRC) of 0.5 to the underside of the loading dock canopy; and
- Construction of acoustic screening around mechanical plant equipment.

The Sonus assessment concludes that the development can comply with the relevant noise criteria and avoiding unreasonable impacts on nearby sensitive receivers. Accordingly, the proposal is considered to satisfy the intent of PO 4.1.

PO 4.2 seeks for loading areas, service facilities, plant and equipment to be designed and located so as not to unreasonably impact the amenity of nearby sensitive receivers through noise and vibration.

The proposed loading area will be accessed from Marryatt Street and is integrated into the building design. The associated bin storage area is located adjacent the loading bay and incorporates roofing and screening, while the loading area itself is screened from public view. The loading facilities are located away from nearby sensitive receivers where practicable (see figure 13) and are supported by acoustic mitigation measures identified in the Sonus Noise Assessment, including screening and acoustic treatments to the loading dock.



Figure 1: Subject site and locality.

Figure 13: location of sensitive receivers, Source Sonus Report.

Accordingly, the proposal is considered to provide appropriate screening and acoustic management measures and is unlikely to result in unreasonable noise or vibration impacts on nearby sensitive receivers, satisfying the intent of PO 4.2.

Light Spill

PO 6.1 seeks for external lighting to be positioned and designed so as not to cause unreasonable light spill impacts on adjacent sensitive receivers.

The application is supported by a Lighting Assessment prepared by TMK. The proposed development incorporates external lighting including 8-metre-high LED pole-mounted floodlights within the southern at-grade car park and LED surface-mounted floodlights beneath the covered walkway along the western side of the supermarket.

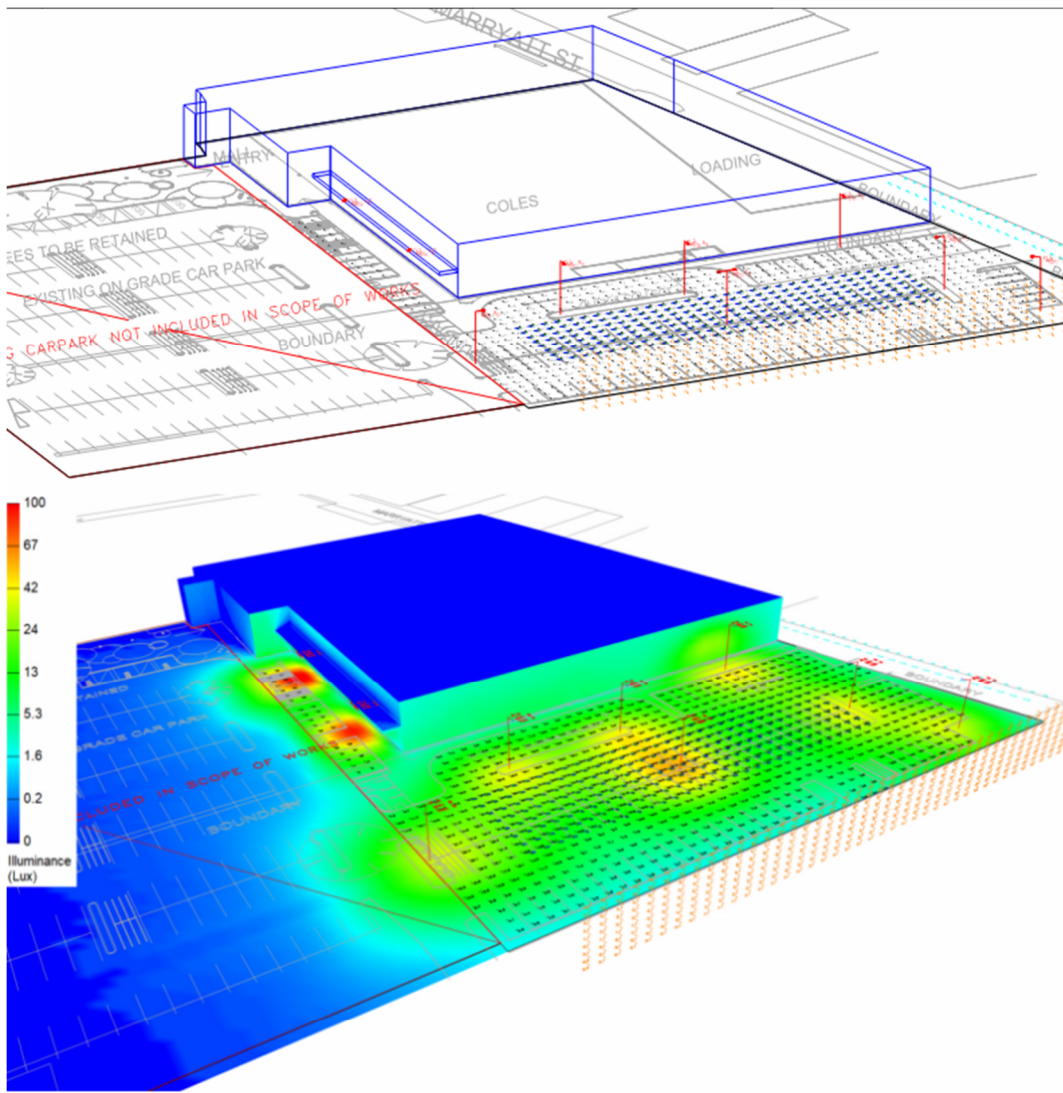


Figure 6 – Proposed 3D Perspective Model

Document Title:	External Lighting Modeling Report	Document Code:	BF067	Revision Code:	02
Issue Date:	2/03/2026	Approved by:		TC	
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Figure 14: Light spill

modelling, Source TMK Light Report.

The lighting report confirms that the proposed lighting design complies with the relevant Australian Standards, being AS 4282:2023 *Control of the Obtrusive Effects of Outdoor Lighting* and AS/NZS 1158.3.1 *Lighting for Roads and Public Spaces*. As such, the lighting has been designed to appropriately manage light spill and maintain the amenity of adjoining properties.

Accordingly, the proposal is not expected to result in unreasonable light spill impacts on adjacent sensitive receivers and is considered to satisfy the intent of PO 6.1.

PO 7.1 seeks development to be designed and constructed using materials and finishes that do not unreasonably distract road users or pedestrians, and do not create adverse heat loading or microclimatic impacts through reflective solar glare.

The proposed development incorporates a contemporary palette of predominantly muted and darker-toned materials, including brickwork, precast concrete panels and metal cladding. These materials are not highly

reflective and are unlikely to result in unreasonable glare impacts for motorists, pedestrians or adjoining land uses. Furthermore, the proposed finishes will minimise reflective heat impacts while contributing positively to the appearance of the development.

Accordingly, the proposal is considered unlikely to cause unreasonable distraction, glare or heat loading impacts and therefore satisfies the intent of PO 7.1.

Site Contamination

PO 1.1 seeks to ensure land is suitable for use when land use changes to a more sensitive use.

As the existing land use is a supermarket (shop) and the proposal is also for a supermarket (shop), the proposal therefore does not comprise a change in land use, rather continuation or consolidation of the existing land use, as such DPF 1.1 (a) is satisfied.

Transport, Access and Parking

The objectives of the Transport, Access and Parking is for a comprehensive and connected transport system that is safe, sustainable, efficient, convenient and accessible for all users. The development application has been accompanied by a Traffic and Parking Assessment report prepared by CIRCA dated 9 April 2026.

Movement Systems

PO 1.4 seeks development to be sited and designed so that the loading, unloading and turning of all traffic avoids interrupting the operation of, and queuing on, public roads and pedestrian paths.

The development will utilise the existing shopping centre access arrangements and is supported by a Traffic and Parking Assessment prepared by MFY, which concludes that the proposal will have a negligible impact on the surrounding road network. Loading for the supermarket will continue to occur from Marryatt Street in a similar manner to the existing operation. While delivery vehicles are required to reverse into the loading area, the proposed design allows all loading, unloading, turning and servicing activities to occur within the site once vehicles have entered the loading area (see figure 14 and 15).



Figure 5: Semi-trailer movements entering and exiting the loading area in a forward direction

Figure 15: Delivery vehicle swept path, source MFY traffic report.



Figure 6: Refuse truck entering and exiting the site in a forward direction

Figure 16: Refuse vehicle swept path, source MFY traffic report.

Accordingly, the proposal is not expected to interrupt traffic movements or result in vehicle queuing on adjoining public roads or pedestrian paths and is therefore considered to satisfy the intent of PO 1.4.

PO 2.1 seeks that sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians, while PO 2.2 seeks that walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.

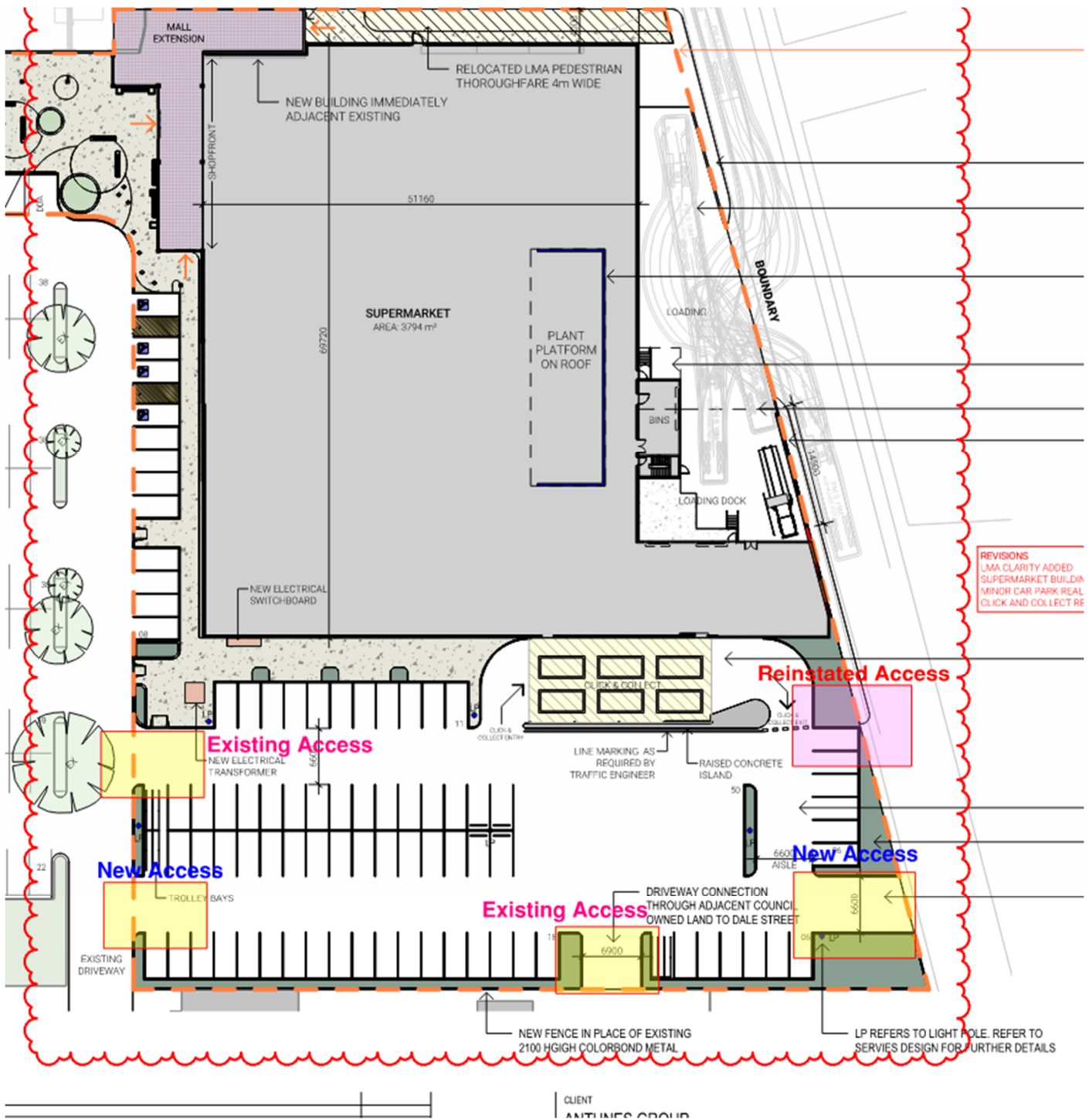
Adequate sightlines are maintained at access points for motorists, pedestrians and cyclists. The reconfigured and removal of existing crossovers on Marryatt Street reduces vehicle conflict points and improves safety, satisfying PO 2.1 and PO 2.2.

POs 3.1, 3.2, 3.3 and 3.8 seek safe and convenient vehicle access that minimises impacts on the operation of public roads, enables vehicles to enter and exit sites safely, accommodates the type and volume of traffic generated by the development, and provides adequate manoeuvrability for anticipated vehicle movements.

Access to the development is provided via new and existing lawful access points that are appropriately located relative to nearby intersections and designed to minimise impacts on the operation of the surrounding road network. The application is supported by a Traffic and Parking Assessment prepared by MFY, which concludes that the proposal will have a negligible impact on traffic operations. Swept-path analysis demonstrates that vehicles, including service and delivery vehicles, can safely enter, exit and manoeuvre within the site, with vehicle movements accommodated in a safe and efficient manner. Accordingly, the access arrangements are considered to provide safe and convenient access, adequately accommodate the anticipated traffic demands of the development, and satisfy the intent of POs 3.1, 3.2, 3.3 and 3.8.

POs 3.4, 3.5 and 3.6 seek access arrangements that minimise adverse impacts on neighbouring properties, avoid interference with street trees, street furniture and infrastructure services, and limit the number of access points to improve safety, efficiency and streetscape outcomes.

The access arrangements are not expected to adversely affect neighbouring properties, street trees, street furniture, utility services or drainage infrastructure. Furthermore, the reconfiguration of existing crossovers improves access efficiency, reducing potential vehicle conflict points and maintaining the functionality and appearance of the streetscape. The access design also assists in preserving opportunities for on-street parking and ensures orderly vehicle movements into and out of the site. Accordingly, the proposal is considered to satisfy the intent of POs 3.4, 3.5 and 3.6.



Overall, the proposal provides safe, efficient and functional access arrangements that appropriately accommodate the anticipated traffic demands of the development and are consistent with the intent of the Movement Systems policies.

Access for People with Disabilities

PO 4.1 seeks that development is sited and designed to provide safe, dignified and convenient access for people with a disability.

The proposal incorporates accessible parking spaces in close proximity to the main mall entrance, providing convenient and equitable access to the supermarket and surrounding shopping centre facilities.

The pedestrian connections between the accessible parking spaces and building entrances are direct and legible, supporting safe and dignified access for people with mobility impairments and other disabilities.

Accordingly, the proposal is considered to satisfy the intent of PO 4.1 by providing accessible parking and convenient access arrangements that support inclusive access for all users.

Vehicle Parking Rates

PO 5.1 seeks that sufficient on-site vehicle parking, including accessible parking spaces, to meet the needs of the development having regard to factors such as shared parking opportunities, proximity to public transport and the characteristics of the development.

The subject site is located within the Urban Activity Centre Zone and is therefore situated within a Designated Area for the purposes of the Transport, Access and Parking module. As the proposed development comprises a shop, the applicable parking rate is that contained within Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas, which seeks for a minimum of 3 or maximum of 6 spaces per 100m² of gross leasable floor area.

The application is supported by a Traffic and Parking Assessment prepared by MFY, which identifies that the additional 653 square metres of supermarket floorspace generates a requirement for 20 additional car parking spaces in accordance with the applicable rate. The proposal accommodates these spaces within the new at-grade parking area to the south of the supermarket, resulting in a total on-site parking supply of 281 spaces.

The MFY assessment concludes that the overall parking provision equates to approximately 3.1 spaces per 100 square metres of gross leasable floor area, exceeding the minimum parking rate applicable to shops within a Designated Area. Accordingly, the proposal satisfies DTS/DPF 5.1.

Having regard to the scale and nature of the development, the available parking supply, the shared parking arrangements within the shopping centre precinct and the site's proximity to public transport services, sufficient on-site parking is provided to meet the anticipated demand generated by the development. The proposal is therefore considered to be consistent with the intent of PO 5.1.

Vehicle Parking Areas

POs 6.1 to 6.6 seek vehicle parking areas that are integrated, functional and safe, minimise impacts on public roads and adjoining land uses (sensitive receivers), provide convenient pedestrian access, landscaping, fencing and accommodate loading and servicing activities within the site.

Vehicles can manoeuvre between parking areas internally within the shopping centre without the need to access a public road. Accordingly, the proposal avoids unnecessary vehicle movements on the surrounding road network and satisfies the intent of PO 6.1.

The proposed at-grade parking area largely replaces an existing parking area and is not expected to result in materially different impacts on adjacent sensitive receivers. The proposal incorporates a 2.1-metre-high Colorbond fence and landscaping along the southern boundary to provide visual screening and improve the interface with adjoining properties. Furthermore, the Environmental Noise Assessment prepared by Sonus notes that the replacement of the existing elevated parking structure with at-grade parking will result in lower noise impacts, concluding that noise associated with general parking activities. Accordingly, the proposal satisfies the intent of PO 6.2.

The proposed parking layout forms part of the existing integrated shopping centre parking network and is available for use by visitors to the broader centre. As such, the development promotes the shared use of

parking facilities and reduces the need for additional standalone parking areas and access points, consistent with PO 6.3.

In consultation with Council, the proposal was amended to incorporate a new mall entrance providing improved east-west pedestrian connectivity between the car parking areas and the shopping centre. This outcome provides safe, convenient and legible pedestrian access and satisfies the intent of PO 6.4.

The car parking area is provided with lighting, including illumination of parking aisles and pedestrian routes, ensuring safe access and clear visibility during non-daylight hours. Accordingly, the proposal satisfies PO 6.5.

The loading area servicing the supermarket is located adjacent Marryatt Street and is contained wholly within the subject site. Designated parking and servicing areas are similarly located within the site boundaries, consistent with DTS/DPF 6.6 and the intent of PO 6.6.

Overall, the proposal provides a well-designed and integrated parking and servicing arrangement that minimises impacts on surrounding roads and adjoining land uses, supports pedestrian accessibility and maintains the efficient operation of the shopping centre precinct, consistent with the intent of POs 6.1 to 6.6.

Advertisements

Appearance

PO 1.1 of the Advertisements module seeks that advertisements are compatible with and integrated into the design of the building and land upon which they are located.

A total of three illuminated wall-mounted advertisements are proposed on the southern and western elevations of the supermarket. The advertisements are appropriately scaled and positioned to complement the architectural design of the building and are integrated through their size, placement and colour palette. The signs are attached to the building, remain below the parapet and roofline, and do not dominate the building façades.



Figure 16: Southern illuminated signage.

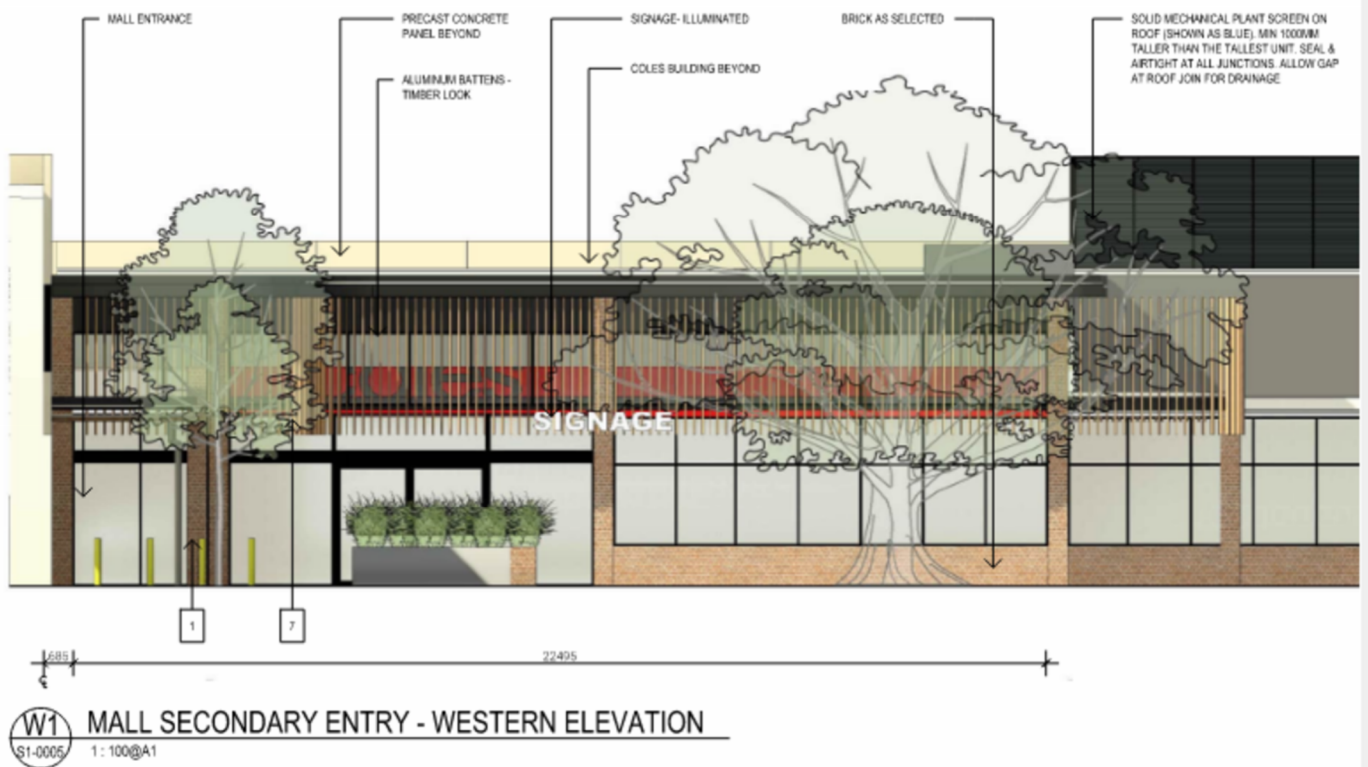


Figure 18: western illuminated signage.

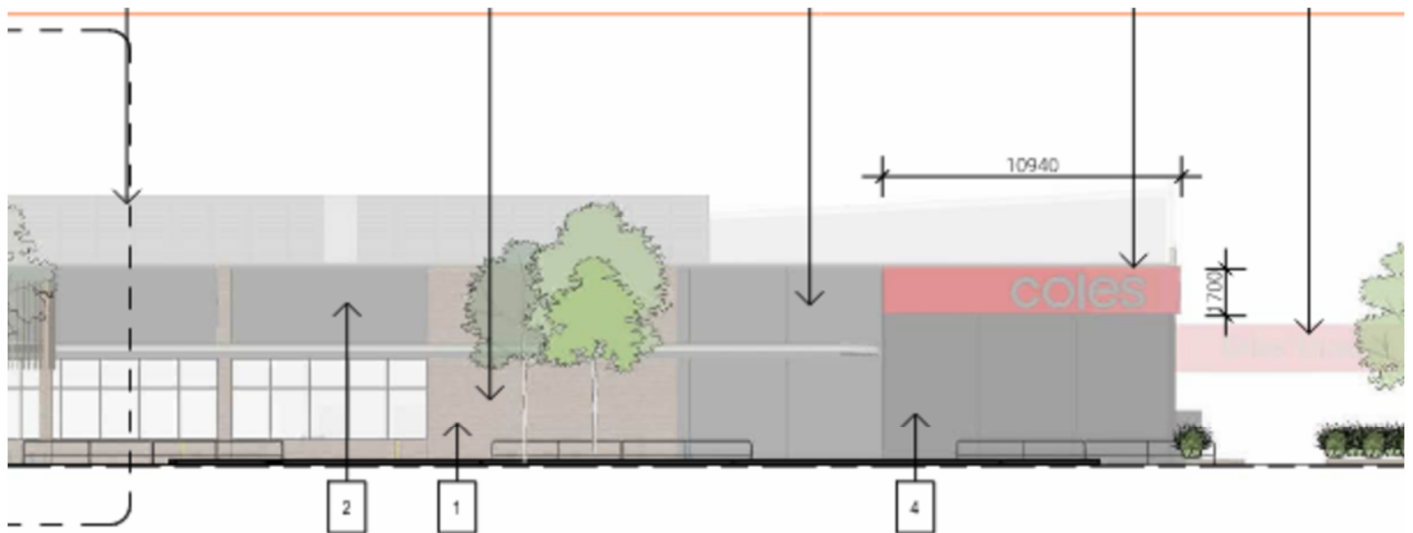


Figure 19: western illuminated signage.

The advertisements are therefore considered to be compatible with the design of the building and satisfy the intent of PO 1.1. In addition, the advertisements are wholly contained within the boundaries of the site, consistent with DTS/DPF 1.3

Proliferation of Advertisements

POs 2.1 and 2.3 seek to minimise the proliferation of advertisements to avoid visual clutter and maintain an orderly appearance.

The proposal comprises three wall-mounted advertisements associated with a single tenancy. The advertisements are limited in number, attached directly to the building and do not cover an excessive proportion of any façade. As such, the signage does not create visual clutter or untidiness and remains secondary to the overall building design.

Accordingly, the proposal is considered to satisfy the intent of POs 2.1 and 2.3.

Advertising Content

PO 3.1 seeks advertisements that are limited to information relating to the lawful use of the land to assist in identifying activities occurring on the site.

The proposed advertisements display the business name and branding associated with the supermarket operating from the site. The signage relates directly to the use of the land and assists in identifying the activity occurring within the development. Accordingly, the proposal satisfies the intent of PO 3.1.

Amenity Impacts

PO 4.1 seeks to ensure that illumination associated with advertisements does not unreasonably compromise the amenity of nearby sensitive receivers.

While the proposed advertisements are illuminated and therefore do not satisfy DTS/DPF 4.1, a Lighting Assessment by TMK confirms that the signs can be operated with dimmer controls and a maximum luminance of 350 cd/m². The assessment concludes that light spill can be appropriately managed and that unreasonable impacts on surrounding land uses will be minimised. Subject to compliance with the lighting recommendations, the proposal is considered to satisfy the intent of PO 4.1.

Safety

POs 5.1, 5.5 and 5.6 seek advertisements that maintain pedestrian and road user safety and do not create unreasonable distractions through illumination, flashing lights or moving displays.

The proposed advertisements are fixed wall-mounted signs attached to the building and do not project into pedestrian areas or reduce pedestrian accessibility. The signs are located wholly within the site and do not interfere with vehicle sightlines or the safe operation of adjacent roads.

While illuminated, the signage does not incorporate flashing lights, moving displays or changing messages. The proposed luminance controls ensure the signs are appropriately managed and do not create unreasonable distraction to motorists or pedestrians.

Accordingly, the proposal maintains safe and convenient pedestrian and vehicle movement and is considered to satisfy the intent of POs 5.1, 5.5 and 5.6.

Overall, the proposed advertisements are limited in number, integrated with the design of the building, relate directly to the lawful use of the site and are unlikely to result in visual clutter, amenity impacts or safety concerns. The proposal is therefore considered consistent with the intent of the Advertisements Overlay policies.

CONCLUSION

The proposed supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree at Lot 1 Dale Street, 28 -30 Marryatt Street, 20 -26 Marryatt Street, 182 St Vincent Street, 176 -180 St Vincent Street, Port Adelaide has been assessed against Urban Activity Centre Zone, Port Adelaide Centre Subzone, relevant Overlays and general development policies of the Planning and Design

Code. The assessment concludes that the proposal is generally consistent with the applicable Planning and Design Code policies.

The development comprises supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree all of which align with the land uses envisaged for the Zone and Subzone. The facade design incorporates a contemporary palette of durable materials and finishes, providing visual interest and a cohesive appearance across all elevations and the building height is considered appropriate and contextually responsive.

The proposal delivers a high-quality public realm interface and contemporary design, including a safe and legible pedestrian environment, soft landscaping, and clear pedestrian connections to key destinations within the precinct.

Council expressed overall support, subject to final stormwater management plan being provided. The Government Architect has expressed general support for the proposal. State Heritage SA has advised that the development is acceptable. The Commissioner of Highways raised no objections.

No significant land-use conflicts or interface issues have been identified.

The proposed development is not considered to be *seriously at variance* with the Planning and Design Code policies. It is assessed that the development proposal presents sufficient merit to warrant the granting.

RECOMMENDATION

It is recommended that the SCAP resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.
2. Development Application Number 26008172, by Antunes Group C/- Future Urban is granted Planning Consent subject to the following reasons/conditions/reserved matters:

RESERVED MATTERS

Planning Consent

Pursuant to section 102 (3) of the Planning, Development and Infrastructure Act of 2016, the following matter(s) shall be reserved for further assessment prior to the granting of Development Approval:

A final Stormwater Management Plan and civil design shall be provided for review in consultation with Council and to the satisfaction of the State Planning Commission.

CONDITIONS

Planning Consent

Condition 1

The development authorisation granted herein shall be undertaken in accordance with the stamped approved plans, drawings, specifications and other documents submitted to the State Planning Commission, except where varied by conditions below (if any).

Condition 2

All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2018 (Part 3) to ensure that stormwater does not adversely affect any building, adjoining property or public road.

Condition 3

The recommendations detailed in the Environmental Noise Assessment, dated February 2026 (reference ID: S8940C1) prepared by Sonus Pty Ltd shall be fully incorporated into the development. Such measures shall be made operational prior to the occupation or use of the development and maintained at all times to the satisfaction of the State Planning Commission.

The incorporation of the recommended acoustic treatments, comprising the following:

- Not allowing the use of reversing alarms for all vehicles accessing the loading dock during the night period of the Policy (10pm to 7am).
- Constructing a noise wall and canopy over the loading dock.
- Installing acoustic absorption with minimum NRC of 0.5 to the underside of the canopy over the loading dock.
- Constructing a mechanical plant screen.

Condition 4

The recommendations detailed in the Outdoor Lighting Assessment, dated 2 March 2026 (reference ID: 25112153) prepared by TMK Consulting Engineers shall be fully incorporated into the development. Such measures shall be made operational prior to the occupation or use of the development and maintained at all times to the satisfaction of the State Planning Commission.

The illuminated signs must be installed with a dimmer switch, ensuring a maximum luminance level of 350cd/m² is achieved.

Condition 5

The planting and landscaping identified on the stamped and approved plans granted Planning Consent shall be undertaken in the first planting season concurrent with or following substantial completion of the development. Such planting and landscaping shall be irrigated and maintained thereafter with any plants which become diseased, or die must be replaced within the next available growing season with suitable species, to the satisfaction of the Relevant Authority.

ADVISORY NOTES

Planning Consent

Advisory Note 1

The approved development must be substantially commenced within 24 months of the date of Development Approval, and completed within 3 years from the operative date of the approval, unless this period has been extended by the relevant authority.

Advisory Note 2

This consent or approval will lapse at the expiration of 24 months from its operative date (unless this period has been extended by the Relevant Authority).

Advisory Note 3

No works, including site works can commence until a Development Approval has been granted.

Advisory Note 4

All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

Advisory Note 5

The granting of this approval does not remove the Applicant's responsibility to obtain all necessary approvals from relevant Statutory Authorities, landowners, and beneficiaries of any easement affected by the proposed development.

Advisory Note 6

The applicant is reminded of the requirements of the Fences Act 1975. Should the proposed works require the removal, alteration or repair of an existing boundary fence or the erection of a new boundary fence, a 'Notice of Intention' shall be served to adjoining owners. Please contact the Legal Services Commission for further advice on 1300 366 424 or refer to their web site at www.lsc.sa.gov.au.

Advisory Note 7

It is recommended that as the applicant is undertaking work on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

Advisory Notes imposed by Minister responsible for the administration of the Heritage Places Act 1993 under Section 122 of the Act

Advisory Note 8

Please note the following requirements of the *Aboriginal Heritage Act 1988*.

(a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) is to be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

Advisory Note 9

Please note the following requirements of the *Heritage Places Act 1993*.

(a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity must cease and the SA Heritage Council must be notified.

(b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works. For further information, contact the Department for Environment and Water.