



PLANNING REPORT

SUPERMARKET REDEVELOPMENT

Port Mall, Port Adelaide

Prepared for:
Antunes Group

Date:
16.03.2026

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Contents

1. INTRODUCTION	3
1.1 Verification.....	3
2. SPATIAL ATTRIBUTES	4
2.1 The Site	4
2.2 Locality.....	4
2.3 Zoning and Overlays	5
2.4 Technical and Numeric Variations and Concept Plans.....	7
3. PROPOSED DEVELOPMENT	8
3.1 Demolition.....	8
3.2 Land Use and Operations	8
3.3 Building Form	8
3.4 External Materials.....	8
3.5 Vehicle Access and Car Parking	9
3.6 Loading and Waste Collection.....	9
3.7 Stormwater Management	9
3.8 External Lighting	10
3.9 Landscaping and Fencing.....	10
3.10 Advertising.....	10
4. PROCEDURAL MATTERS	11
4.1 Nature of development.....	11
4.2 Elements	11
4.3 Category of Development	11
4.4 Relevant Authority.....	11
4.5 Referrals.....	11
4.6 Public Notification	12
5. ASSESSMENT AGAINST PLANNING AND DESIGN CODE.....	13
5.1 Overlays	13
5.1.1 Coastal Flooding.....	13

5.1.2	Design	13
5.1.3	Heritage Adjacency, Historic Area and Local Heritage Place	13
5.1.4	Hazards (Flooding - General) and Hazards (Flooding)	14
5.1.5	Regulated and Significant Tree	14
5.1.6	Urban Transport Routes and Traffic Generating Development	15
5.1.7	Other	15
5.2	Land Use	15
5.3	Built Form and Character	16
5.3.1	Design and Appearance	16
5.3.2	Building Height and Setbacks	17
5.4	Advertisements	17
5.5	Interface between Land Uses	18
5.6	Transport, Access and Car Parking	18
5.6.1	Car Parking	19
6.	CONCLUSION	20

APPENDICES

APPENDIX 1.	CERTIFICATES OF TITLE
APPENDIX 2.	ARCHITECTURAL DRAWINGS
APPENDIX 3.	STORMWATER MANAGEMENT REPORT & CIVIL PLAN
APPENDIX 4.	TRAFFIC AND PARKING REPORT
APPENDIX 5.	HERITAGE IMPACT ASSESSMENT REPORT
APPENDIX 6.	ENVIRONMENTAL NOISE ASSESSMENT REPORT
APPENDIX 7.	LIGHTING REPORT
APPENDIX 8.	ARBORIST REPORT
APPENDIX 9.	SERVICE INFRASTRUCTURE INVESTIGATIONS

1. INTRODUCTION

This report has been prepared to accompany a development application by the Antunes Group ('the Proponent') for the construction of a new supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree at the Port Mall shopping centre in Port Adelaide ('the site').

In preparing this report, we have:

- inspected the site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent provisions of the Planning and Design Code ('the Code');
- had regard to the *Planning, Development and Infrastructure Act 2016* ('the Act') and to the *Planning, Development and Infrastructure (General) Regulations 2017* ('the Regulations');
- had regard to the certificates of title in **Appendix 1**;
- examined the architectural drawings by Bell Architecture in **Appendix 2**;
- reviewed the supporting documents, including:
 - » stormwater management report and civil plan by TMK in **Appendix 3**; and
 - » traffic and parking report by MFY in **Appendix 4**;
 - » heritage impact assessment report by Dash Architects in **Appendix 5**;
 - » environmental noise assessment report by Sonus in **Appendix 6**;
 - » lighting report by TMK in **Appendix 7**;
 - » arborist report by Arborman Tree Solutions in **Appendix 8**; and
 - » service infrastructure investigations by TMK in **Appendix 9**.

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the most relevant provisions of the Code.

1.1 Verification

For the purposes of regulation 31(1)(a), (b) and (c) of the Regulations, the following applies:

Table 1.1 *Verification snapshot*

Verification Matter	Comment
Nature of Development	Construction of a new supermarket (shop), mall entry, advertising displays, car parking and the removal of one (1) regulated tree
Elements	Shop, Advertisement, Tree Damaging Activity
Category of Development	Code Assessed – Performance Assessed
Public Notification	No
Relevant Authority	State Planning Commission
Referrals	Government Architect, State Heritage, Commissioner of Highways, Council

2. SPATIAL ATTRIBUTES

2.1 The Site

The site consists of 29 contiguous allotments.

Collectively, these allotments combine to result in a large, irregular shaped site that:

- contains the established Port Mall shopping centre, commercial development and associated public and privately owned parking areas;
- has frontages to St Vincent Street to the north, Marryatt Street to the east and Dale Street to the south;
- contains a Local Heritage Place (SA Heritage No. 3070) that fronts the St Vincent Street boundary where the listed place is described by the Code to comprise the *“A W B Buildings - Two storey row shops”*;
- provides various means of vehicle entry to the existing car parking areas including via Marryatt Street, Dale Street; Robe Street and Quebec Mall;
- contains a two-level car park structure in the south-eastern corner, that is not specifically related to the Port Mall shopping centre development and which the upper level is no longer functional;
- contains a regulated tree to the north of the existing Foodland building within a planter bed as confirmed in the arborist report at **Appendix 8**;
- is subject to various easements, rights of way and party wall rights as delineated on the Certificates of Title at **Appendix 1**; and
- is subject to a Land Management Agreement ('LMA') with the City of Port Adelaide Enfield ('Council') over Allotment 51 in Deposited Plan 72811, comprised in CT Volume 6012 Folio 202. The LMA relates to a former development application over the site that generally imposed the following landowner obligations:
 - » to not restrict public access over Quebec Mall;
 - » to construct the development accordance with all relevant approvals;
 - » fountain and plaque to be maintained or transferred to Council ownership;
 - » access associated with the former St George Bank encroachment; and
 - » unlimited access for the Naval Association to the flower box memorial anchor and flag pole to the portion of Quebec Mall.

2.2 Locality

Upon review of the site and its surroundings, the following was observed:

- the locality is predominantly characterised by a variety of commercial, public institutions and educational development;
- some residential development is located directly to the south of the site and to the east, adjacent Cannon Street;
- built form typically features one to two levels, with some taller elements along St Vincent Street such as the visually prominent clock tower of the adjacent state heritage listed Former Port Adelaide Town Hall;
- the site is located adjacent state heritage listed places to the north on the opposite side of St Vincent Street, to the east on the opposite side of Marryatt Street and directly to the south fronting Dale Street (refer to heritage impact assessment report in **Appendix 5** for further detail);

- the front portion of the site (and along St Vincent Street) is located within the Historic Area Overlay (PADE4), refer to **Figure 2.2** below;
- St Vincent Street to the north and Commercial Road to the east are identified as State Maintained Roads; and
- The Port Adelaide River is located further to the north.

The site in relation to its surroundings, is captured in **Figure 2.1** below.

Figure 2.1 *The Site and Locality*



2.3 Zoning and Overlays

The site is wholly situated within the confines of the Urban Activity Centre Zone and Port Adelaide Centre Subzone and subject to the following Overlays:

- Airport Building Heights (Regulated) - All structures over 110 metres
- Advertising Near Signalised Intersections
- Affordable Housing
- Coastal Flooding
- Design
- Hazards (Flooding)
- Heritage Adjacency
- Historic Area (PADE4)
- Local Heritage Place (3070)
- Hazards (Flooding - General)

- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes

The spatial extent and location of the Historic Area Overlay and heritage places in relation to the site is depicted across **Figures 2.2 and 2.3** below.

Figure 2.2 *Historic Area Overlay*

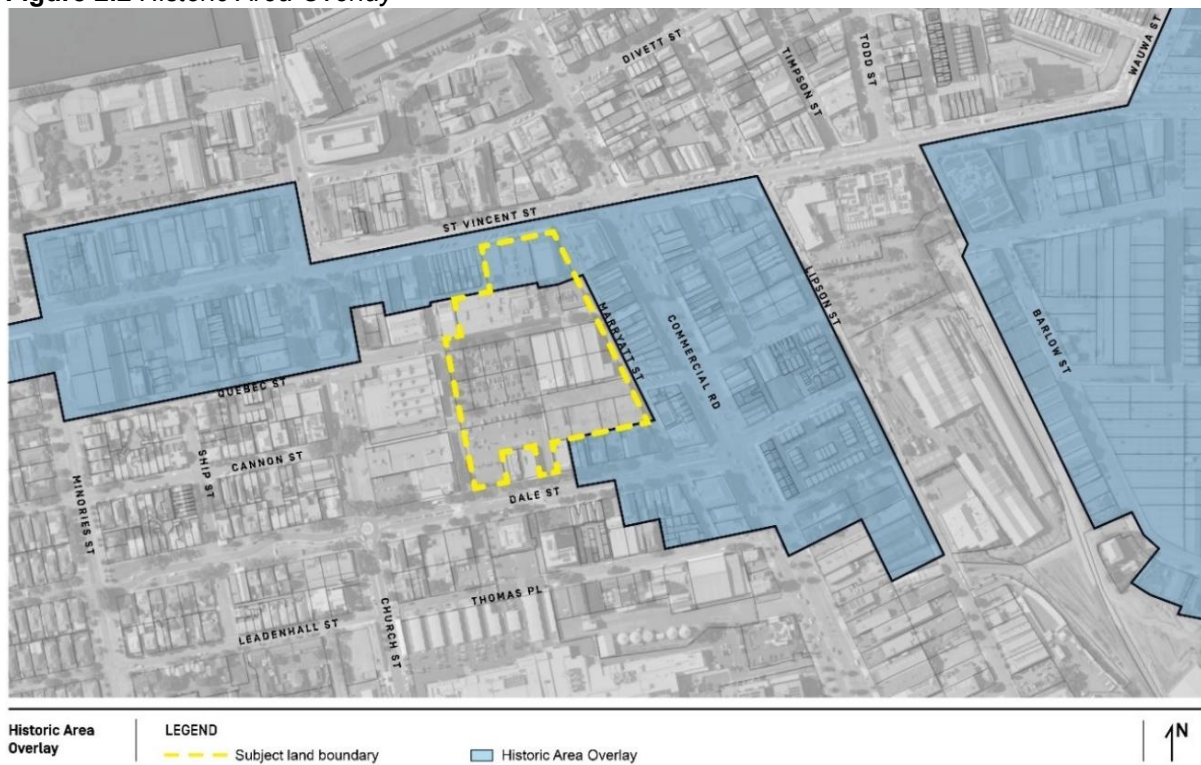


Figure 2.3 *Heritage Places*



2.4 Technical and Numeric Variations and Concept Plans

The site is subject to the following Technical and Numeric Variations ('TNVs') and Concept Plans

- Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD;
- Maximum building height is 5 levels;
- Concept Plan Concept Plan 56 - Main Street; and
- Concept Plan 63 - Retail Core.

3. PROPOSED DEVELOPMENT

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

The proposal is further summarised below.

3.1 Demolition

To make way for the proposed development, the existing Foodland building, two-level car park, awnings, car parking spaces and planter boxes will need to be demolished.

The elements to be demolished are not heritage listed, nor are they considered to materially affect the heritage value of the Local Heritage listed place on the site as confirmed in the Heritage Impact Assessment report by Dash Architects at **Appendix 5**. Therefore, the proposed demolition works are not considered to constitute development in their own right.

3.2 Land Use and Operations

The proposed development involves the replacement of an existing supermarket, which is defined in land use terms as a 'shop' in Part 7 of the Code.

As there will be no new land uses introduced, the proposed development is not considered to comprise a change of land use under the Act.

The proposed new Coles supermarket is sought to operate 24/7, albeit the actual hours of operation may not be as extensive.

We note there are currently no limitation on operational hours over the current supermarket, which we consider appropriate to adopt a similar approach for the proposed development given the type and nature of land uses envisaged within the Urban Activity Centre Zone and Subzone.

3.3 Building Form

The proposed development is located to the rear of the Port Mall shopping centre that will be physically connected via a new, feature mall entry.

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

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.

Save for the loading area, the proposed supermarket generally comprises a large, rectangular floor plate to support typical operations with a total gross leasable area of approximately 3,794 square metres, excluding common tenancy areas (i.e. mall entry, verandah etc.).

3.4 External Materials

The proposed development will be constructed from a variety of durable materials and finishes to present a high-quality appearance as detailed on the architectural drawings at **Appendix 2**.

The materials and finishes to which we refer include, but are not necessarily limited to, brick, pre-cast concrete panels, metal sheeting, aluminium battens in a timber look finish, monument, surfmist and Coles corporate red branding.

3.5 Vehicle Access and Car Parking

As detailed in the traffic and parking report by MFY at **Appendix 4** and the architectural drawings at **Appendix 2**, the following access arrangements are proposed for the site:

- consolidate and relocation of the Marryatt Street car park access, so there is no longer access obtained within a prohibited access zone;
- retention of the Marryatt Street loading area access arrangements; and
- retention of the existing shared access points and circulation that connects to Dale Street, Quebec Mall and Robe Street.

In terms of car parking, a total of 281 parking spaces (including the click n collect spaces) will be provided at the completion of the development.

The two-level car park in the south-eastern corner is proposed to be replaced with 92 at-grade parking spaces. Twelve additional spaces will be created within the existing car park and three are to be removed from the car park north of the supermarket tenancy.

The new car parking spaces will comply with the requirements of the relevant Australian Standards (AS/NZS2890.1:2004) in that:

- spaces will be 2.7m wide;
- spaces will be 5.4m long; and
- the aisle will be 6.6m wide.

A portion of the car parking area is publicly owned, comprising 63 spaces located in the south-western corner of the site, with integrated and shared aisles to obtain access to the surrounding public road network.

3.6 Loading and Waste Collection

As detailed in the traffic and parking report by MFY at **Appendix 4**, loading for the existing supermarket is currently provided via Marryatt Street. The current design requires drivers to reverse trucks to the loading area from the street.

While the proposed development seeks to retain a loading area adjacent Marryatt Street, the design largely improves on the existing access arrangements by providing for a semi-trailer to enter and exit in a forward direction.

The loading area has also been designed so that refuse can be collected via private contractor.

3.7 Stormwater Management

This application is accompanied by a stormwater management report and civil plan prepared by TMK at **Appendix 3**, which identifies the following stormwater solution:

- post development stormwater discharge rates designed to not exceed the predevelopment flows for the critical 1 in 10 ARI minor storm event and 1 in 100 ARI major storm event;
- roof stormwater runoff to be captured and detained within two above ground 25,000L detention storage tanks and discharged to the street water table; and
- surface stormwater to be captured and treated through a gross pollutant trap then discharged via a pump system to Council's stormwater system.

3.8 External Lighting

As detailed within the lighting report by TMK at **Appendix 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 lighting report confirms that the external lighting design complies with the criteria outlined in the relevant Australian Standards, namely:

- AS4282:2023 Control of the obtrusive effects of outdoor lighting; and
- AS1158.3.1 Lighting for roads and public spaces.

3.9 Landscaping and Fencing

A proposed landscape plan has been prepared for the proposed development by Bell Architecture at **Appendix 2**.

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.

3.10 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.

4. PROCEDURAL MATTERS

At the time of preparing this report, the relevant version of the Planning and Design Code was adopted on 12 March 2026 (Version 2026.5). Due to amendments, the version of the Code used to prepare this report may not be the relevant version at the time of lodgement of the application. To the extent of any inconsistency, the version of the Code at the time of lodgement will be relevant for the processing and assessment of the application.

4.1 Nature of development

In our opinion, the nature of development is best described as:

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

4.2 Elements

The application therefore comprises of the following elements:

- Shop
- Advertisement
- Tree Damaging Activity

4.3 Category of Development

The proposal is to be assessed as 'code assessed development' in accordance with Section 107(1) of the Act by virtue of the above elements not constituting accepted, deemed-to-satisfy or restricted forms of development within the Urban Activity Centre Zone.

4.4 Relevant Authority

The State Planning Commission ('the Commission') is the relevant authority for determination of the application pursuant to:

- section 94(1)(a)(ii) of the Act;
- regulation 23(1) and Clause 3(1) in Schedule 6 of the Regulations; and
- Table 1 in Part 5 of the Code.

4.5 Referrals

The Application requires referral to the following prescribed bodies:

- The **Government Architect** pursuant to the procedural matters of the Design Overlay as development is located within the area of the overlay located within the City of Port Adelaide Enfield where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$3,000,000.
- The Minister responsible for the administration of the Heritage Places Act 1993 (**State Heritage**), as the proposed development materially affects the context of the State Heritage listed *St Mary's Catholic Church & Hall* directly to the south of the site.
- The **Commissioner of Highways** pursuant to the Traffic Generating Development Overlay as the proposal involves retail development with a gross floor area of 2,000m² or more within 250 metres of a State Maintained Road.

- **The City of Port Adelaide Enfield ('Council')** pursuant to regulation 23(1)(b) of the Regulations for comments on prescribed technical matters.

No other statutory referrals are required pursuant to the procedural matters of the applicable Overlays, Part 9 of the Code or Schedule 9 of the Regulations.

4.6 Public Notification

Pursuant to clause 2 in Table 5 of the Urban Activity Centre Zone the proposed development does not require public notification given that:

- the site of the development is **not** adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone; and
- the proposal does not involve demolition of a State or Local Heritage Place or a building within the Historic Area Overlay.

5. ASSESSMENT AGAINST PLANNING AND DESIGN CODE

Table 3 of the Zone lists the applicable policies for 'shop', 'advertisement' and 'tree-damaging activity' classes of development that the proposal is to be assessed against, to the exclusion of all other policies within the Code.

Whilst not exhaustive, our assessment of the proposed development against the key policies are contained under the relevant headings below.

5.1 Overlays

5.1.1 Coastal Flooding

This 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).

DPF 1.1 recommends a minimum finished ground level of 3.2m AHD and a finished floor level of 3.45m AHD.

The new Coles supermarket adopts 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.

While the proposed levels are below those recommended, the increase sought would be excessive and not readily integrate with existing and surrounding conditions and cause significant accessibility issues. The proposed levels are also similar to existing circumstances. Therefore, the proposed levels and departure from this Overlay is considered appropriate in this instance.

5.1.2 Design

The proposed development is considered to demonstrate a high-quality, fit for purpose design with a significant uplift in the overall visual amenity of the site in comparison to existing circumstances thereby satisfying PO 1.1 of the Design Overlay.

5.1.3 Heritage Adjacency, Historic Area and Local Heritage Place

A detailed assessment of the proposed development against the policies of the Heritage Adjacency, Historic Area and Local Heritage Place Overlays is provided within the heritage impact assessment ('HIA') report by Dash Architects in **Appendix 5**.

The HIA confirms that the proposed development will not offend the expectations of these Overlays in that:

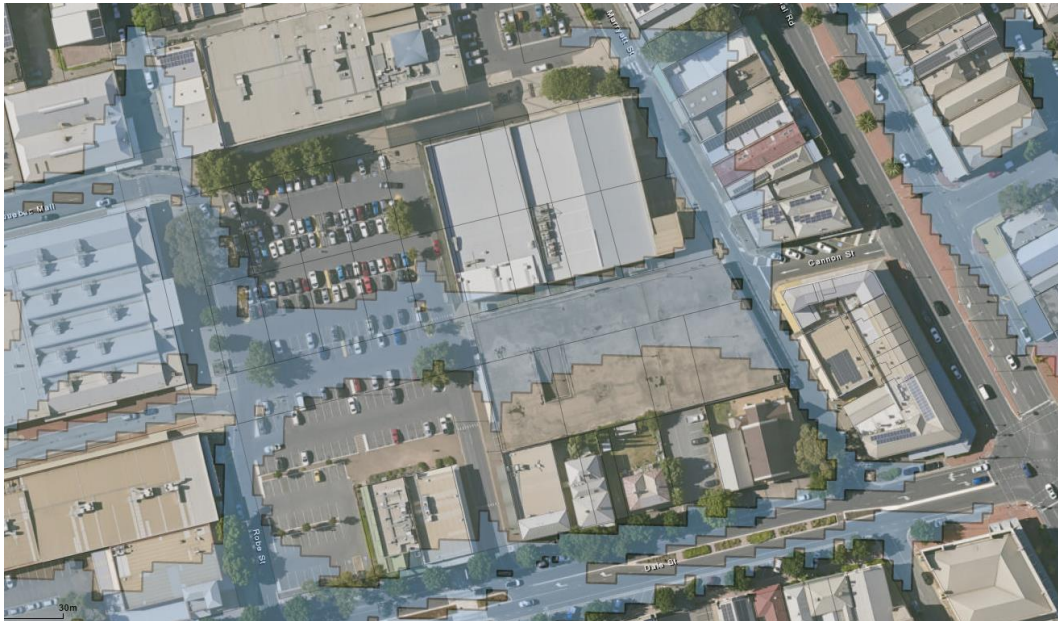
- the features proposed for demolition are excluded from the extent of local heritage listing and do not contribute to the heritage values of the Local Heritage Place.
- the proposed works are separated by over 40 metres from the Local Heritage listed AWB Buildings on the site where there will be no material impacts to the heritage values or setting of the LHP;
- the proposed development will not visually dominate, encroach on or unduly impact on the setting of all three adjacent LHPs; and
- the removal and replacement of the existing, two-level carpark structure will increase views to the rear of the State Heritage Place (*St Mary's Catholic Church & Hall*) and is considered to be a positive outcome to the overall setting of the place.

5.1.4 Hazards (Flooding - General) and Hazards (Flooding)

An extremely minor portion of the site is affected by the Hazards (Flooding) Overlay adjacent Marryatt Street, which has little to no impact or relevance to the proposed development.

The site is otherwise affected by the Hazards (Flooding-General) Overlay with the spatial extent and location shown in **Figure 5.1** below that largely applies over the existing car parking areas.

Figure 5.1 Hazards (Flooding – General) Overlay



DPF 2.1 of the Hazards (Flooding – General) Overlay recommends a minimum finished ground level of 3.2m AHD and a finished floor level of 3.45m AHD.

Similar to the response under Coastal Areas Overlay above, increasing the proposed FFL and ground level heights by approximately 1.15 metres and more will unreasonably restrict integration with the surrounding surface levels and result in an impractical access outcome.

Moreover, TMK have also confirmed with Council that the existing of FFL 2.33m AHD is appropriate to manage flood levels and is therefore appropriate. Please refer to correspondence from TMK at **Appendix 3**.

As such, PO 2.1 of the Hazards (Flooding – General) Overlay is considered to be satisfied.

5.1.5 Regulated and Significant Tree

The proposed development includes the removal of one (1) regulated tree within the raised planter box to the north of the new supermarket.

As per the Arborist's report in Appendix 8, the regulated tree is an exotic species (White Cedar) with a trunk circumference of greater than 1 metre, but not exceeding 2 metres.

From review, the proposed regulated tree removal is considered warranted against the relevant performance outcomes of the Overlay given that:

- the tree does not meet the criteria for retention in PO 1.1 as:
 - » the tree does not make an important visual contribution to local character and amenity;

- » the tree is an exotic species and not indigenous to the local area;
- » the tree is not identified to provide an important habitat for native fauna;
- it accommodates the reasonable development of land in accordance with the outcomes sought in the Urban Activity Centre Zone; and
- 24 new tree plantings are proposed that exceeds the replacement tree planting ratio in Practice Direction 12 to adequately offset the tree loss and enhance the overall amenity of the site.

5.1.6 Urban Transport Routes and Traffic Generating Development

The Urban Transport Routes and Traffic Generating Development Overlays principally envisage development that provides for the safe and efficient operation, and access to and from urban transport routes.

The traffic and parking assessment report by MFY at **Appendix 4** considers the development's impact on the surrounding road network. Upon review of this assessment, we have identified that:

- the proposed increase in floor area will result in a peak traffic generation rate of 50 additional trips with such volumes resulting in a negligible impact on the function, performance or operation of the surrounding road network (PO 1.1 of the Traffic Generating Overlay);
- the proposal consolidates and removes existing crossovers within a prohibited access zone on Marryatt Street which will improve existing traffic/access conditions; and
- the access/egress points have been located and designed so that all vehicles anticipated can enter and exit the site safely in a forward direction and not conflict with any existing access points or public road junctions as demonstrated by the supporting turn path diagrams (PO 1.2 of the Traffic Generating Development Overlay and PO 4.1 of the Urban Transport Routes Overlay).

5.1.7 Other

In addition to the above, the proposed development is not considered to offend the following Overlays:

- Airport Building Heights (Regulated) – the proposal does not exceed the recommended maximum height of 110 metres in DPF 1.1 and subsequently does not pose a hazard to aircraft operations.
- Advertising Near Signalised Intersections – the proposed illuminated advertising displays are located outside of this Overlay as it spatially applies to the site.
- Affordable Housing – the proposed development does not include nor require affordable housing.
- Noise and Air Emissions – the proposed development does not include sensitive receivers (i.e. dwellings).
- Prescribed Wells Area – the proposal does not involve the taking of water for which a licence would be required under the *Landscape South Australia Act 2019*.

5.2 Land Use

While the proposed development does not involve a change of land use (by replacing an existing supermarket), the proposed new supermarket, is entirely consistent with the land use outcomes sought in the Port Adelaide Centre Subzone ('Subzone') and the Urban Activity Centre Zone ('Zone') in that:

- the site is located within the Retail Core of Concept Plan 63 of which major supermarkets (such as Coles) are sought in PO 1.2 and 1.7 of the Subzone;
- the development has been sited and designed to re-furbish underutilised land to optimise commercial uses within the Subzone (PO 1.1); and
- shops are an expressly envisaged land use in DPF 1.1 of the Zone.

5.3 Built Form and Character

5.3.1 Design and Appearance

Performance outcomes 2.1 to 2.5 generally seeks that development is integrated with surrounding development to support pedestrian and cycling connections, shared use of parking spaces and coordinated access arrangements.

We consider the proposed development to readily satisfy these performance outcomes. In particular, we highlight that the removal of the two-level car parking structure will significantly enhance pedestrian accessibility, views and and safety through the site from Marryatt Street and Cannon Street, which is expressly sought in *Concept Plan 56 Main Street* and *Concept Plan 63 Retail Core* (satisfying PO 7.1 of the Zone).

For reference, the existing conditions as viewed from Marryatt Street into the site is shown in **Figure 5.2** below, which clearly reflects an uninviting and interrupted pedestrian access outcome that will be resolved through this development application.

Figure 5.2 View from Marryatt Street that shows the two-level car park structure to be removed



In addition to the above, we consider Performance outcomes 2.1 to 2.5 to be further satisfied given that:

- the proposal is of a height and scale that is compatible with the established Port Mall shopping centre development;
- a covered pedestrian walkway will be provided to the Port Mall entry, further supporting the pedestrian experience and access to centre facilities; and
- the new at grade car parking area is designed to integrate with and enable the shared use of car parking spaces throughout the site.

In addition to the Zone policies, the relevant General Development Policies of the Code seek to guide the design of developments which we also submit is satisfied in this instance, noting that:

- a variety of materials and finishes and projected architectural elements are used to break up the visual expanse of each elevation, particularly noting the use of false joints to the precast wall panels to the Marryatt Street elevation and “back of house areas” that is a significant improvement to existing;

- the proposed development uses durable, long-lasting materials;
- the design presents an inclusive and pedestrian friendly through sheltered walkways, lighting, enhanced passive surveillance and improved pedestrian connections as above mentioned (POs 1.2 and 2.1 Design in Urban Areas);
- the proposal employs sustainable design techniques such as stormwater treatment devices and landscaped areas to provide water sensitive urban design outcomes;
- the proposed design also allows for waste, loading and other service areas that are largely screened from public view (PO 1.5, 11.1 Design in Urban Areas module);
- the new car parking area will incorporate landscaping, including tree planting, to improve the overall visual amenity, provide shade and reduce solar heat absorption (POs 7.4 and 7.5 Design in Urban Areas); and
- 2.1m high good neighbour fencing will be provided along a section of the southern boundary to effectively screened from adjoining residential, noting the significant improvement from existing (PO 7.2 Design in Urban Areas).

5.3.2 Building Height and Setbacks

Performance Outcomes 3.1 to 3.4 of the Zone recommends a maximum building height of 5 levels and buildings mitigate their visual and overshadowing impacts on residential development within a 'neighbourhood type zone'.

We consider these outcomes to be satisfied as:

- the proposed new supermarket does not exceed 5 building levels; and
- the site does not adjoin and is substantially separated by over 800 metres from a 'neighbourhood type zone'.

The Zone policies do not provide minimum setbacks from site boundaries. Notwithstanding, we consider the siting of the new supermarket to be contextually appropriate noting it is largely similar to existing.

Therefore, the proposed building height and setbacks are considered appropriate.

5.4 Advertisements

A total of three advertising displays are proposed across the site and orientated to address Marryatt Street and the adjoining car parking areas.

The signs are affixed to the building elevations and are considered to be well integrated and compatible with the overall building design, satisfying PO 1.1 of the Advertisements module by virtue of:

- not rising above the eave / parapet height of the wall they are affixed to;
- comprising a design that complements the architectural form, style and colours of the building;
- the contents of the signs relate to the legitimate use of the site satisfying PO 3.1 of Advertisements; and
- the size and scale of each sign will not dominate the appearance of each building facade.

The advertising displays do not incorporate any moving / changing displays or flashing lights to result in any unreasonable distraction to road users. In turn, the proposed advertisements satisfy POs 4.1, 5.2 and 5.4 of the Advertisements module.

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, to limit the impacts of light spill on adjoining properties. We recommend this is included as a condition of consent.

5.5 Interface between Land Uses

The relevant performance outcomes of the Interface between Land Uses policies seek to mitigate adverse effects on or from neighbouring and proximate land uses.

The site is situated wholly within the Urban Activity Centre Zone and does share an interface with any 'neighbourhood type zones'. Notwithstanding, the site is located in proximity to sensitive receivers (residential dwellings) to the south and east of the site.

An environmental noise assessment report has been prepared by Sonus at **Appendix 6** to identify the noise impacts associated with the proposal and any acoustic mitigation treatments required.

Sonus' assessment considered noise levels at nearby sensitive receivers arising from deliveries, vehicular activity and mechanical plant equipment.

The findings from Sonus' assessment have confirmed that the predicted noise levels measured at sensitive receivers will achieve the requirements of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, subject to the incorporation of the recommended acoustic treatments, comprising:

- 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; and
- constructing a mechanical plant screen.

The acoustic treatments have been reflected on the architectural drawings at **Appendix 2**. Thereby, the proposed development is considered to achieve POs 1.2, 2.1, 4.1 and 4.2 of Interface between Land Uses.

As mentioned earlier in this report, the application is accompanied by a lighting report by TMK at **Appendix 7** that confirms that the external lighting design complies with the criteria outlined in the relevant Australian Standards, namely:

- AS4282:2023 Control of the obtrusive effects of outdoor lighting; and
- AS1158.3.1 Lighting for roads and public spaces.

Therefore, the proposed development will not result in any unreasonable light spill to adjoining properties or the amenity of the locality as sought by POs 6.1 and 6.2 of Interface between Land Uses.

Overall, and with regard to the land use intent for the Zone and locality, the proposed development is not considered to result in any appreciable interface impacts to sensitive receivers or other land uses in terms of hours of operation, noise, overshadowing, light spill, traffic or other.

5.6 Transport, Access and Car Parking

The Transport, Access and Parking section of the Code provides general guiding policy that seeks to ensure development is sited and designed appropriately to provide the following:

- safe and convenient vehicle access;
- separation of service vehicle movements and loading areas from passenger vehicle car parking areas;
- loading areas are located wholly within the site;

- crossovers are located to avoid conflicts with street trees and infrastructure;
- sufficient vehicle parking in accordance with Transport, Access and Parking Table 2 - General Off-Street Car Parking Requirements, noting the Urban Activity Centre Zone is an identified Designated Area; and
- vehicle parking areas are attractively located and screened by landscaping, fencing and the like to minimise impacts on sensitive receivers.

To address the relevant policies as summarised above, MFY have provided a traffic and parking assessment report at **Appendix 4**. Upon review of their assessment, we have identified that:

- the proposed layout has been designed to appropriately accommodate access movements for both passenger and service vehicles to not impede upon the public road network or conflict with pedestrians (POs 1.1, 1.4, 3.1, 3.3 and 3.8);
- the access and car parking areas for light vehicles is separated from the loading/unloading areas to minimise conflict (PO 1.3);
- all loading and unloading areas are accommodated wholly within the site (PO 6.6);
- the crossovers can avoid conflicts with neighbouring properties, street trees and infrastructure (POs 2.1, 2.2, 3.4 and 3.5);
- sufficient on-site vehicle parking is provided to cater for the anticipated car parking demand as further discussed below (PO 5.1);
- the car parking layout, access arrangements and internal layout are capable of satisfying the relevant Australian Standards (POs 6.1, 6.4 and 6.7); and
- the provision of disabled parking spaces are provided within proximity to the mall entry to provide safe, dignified and convenient access for people with a disability (PO 4.1).

Given the above, we are of the opinion that the proposed access points, layout, car parking areas and loading/unloading areas have been adequately considered in the proposed design to support the operations of the development and therefore does not offend the relevant provisions of the Transport, Access and Parking module of the Code.

5.6.1 Car Parking

MFY's report at Appendix, provides a detailed assessment of the car parking demand and supply to support the proposed development.

In summary, we have identified from MFY's findings that:

- the increase in supermarket (shop) floor area of 653m² will require a minimum of 20 car parking spaces in accordance with the rates prescribed in *Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas*;
- the 20 additional spaces can be readily provided in the new parking area proposed to the southern side of the supermarket; and
- considering the site holistically, the total parking supply of 281 parking spaces will equate to 3.1 spaces per 100m², which exceeds the minimum theoretical parking rate for shops in Table 2.

Therefore, the proposed development provides a sufficient car parking supply to meet the parking demands of the development in accordance with PO 5.1 of the Transport, Access and Parking module of the Code.

6. CONCLUSION

We have concluded from our assessment of the proposal that it is deserving of planning consent.

In support of our conclusion, we wish to highlight that the proposed development:

- will provide significant revitalisation and enhanced amenity to the site and surrounds to contribute to an active and vibrant centre;
- is an entirely appropriate form of development that is expressly envisaged and encouraged by the Urban Activity Centre Zone and Ports Subzone;
- will not have any material impacts to any local or state heritage places located on or adjacent to the site, nor the expectations of the Historic Area Overlay;
- will significantly enhance pedestrian accessibility, views and safety throughout the site by removing the two-level car park structure;
- does not exceed the recommended building height for the Zone;
- provides signage that is well integrated and compatible with the overall building design;
- will not result in any appreciable interface impacts to sensitive receivers or other land uses in terms of hours of operation, noise, overshadowing, light spill, traffic or other;
- comprises safe and convenient access points, layout, car parking areas and loading/unloading areas that have been designed to appropriately support the operations of the development in accordance with the Code's expectations;
- will have a negligible impact on the function, performance or operation of the surrounding road network given the minor increase in traffic generation; and
- provides a sufficient car parking supply to meet the parking demands of the development.