

MLM/25-0287

7 May 2026

Mr. Christopher Webber
Future Urban
Level 1, 74 Pirie Street
ADELAIDE, SA 5000

Dear Chris,

**DA 26008172 PORT MALL – PROPOSED SUPERMARKET REDEVELOPMENT
RESPONSE TO REQUEST FOR INFORMATION**

I am in receipt of a request from the Department for Infrastructure and Transport (DIT) relating to the above proposal. Specifically, DIT has requested the following information:

1. Trip distribution diagram; and
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 proposal will result in the redevelopment of the existing supermarket which will result in an increased retail floor area on 653m². The RMS Guide to Transport Impact Assessment provides the following updated traffic generation rates for retail developments:

- a site weekday peak hour traffic generation rate of approximately 4.5 trips/100m² floor area;
- a pm commuter peak hour traffic generation rate of approximately 3.9 trips/100m² floor area;
- an am commuter peak hour traffic generation rate of approximately 2.0 trips/100m² floor area; and
- a site weekend peak hour traffic generation rate of approximately 5.3 trips/100m² floor area

Based on the above rates, the increased floor area would be expected to generate the following increase in traffic volumes:

- 29 trips during a peak weekday period;
- 25 trips during the pm commuter peak hour;
- 13 trips during the am commuter peak hour; and
- 35 trips during the weekend development peak hour.



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Car parking associated with the proposal will be accessed via six locations, as illustrated in Figure 1,

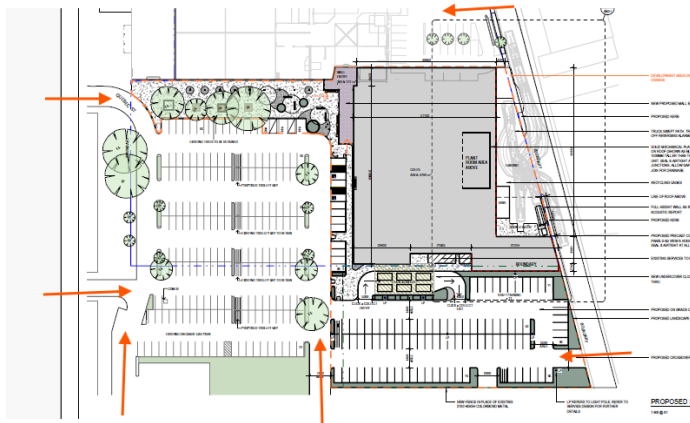


Figure 1: Proposed Port Mall parking access locations

Traffic movements to and from the site will be distributed relatively evenly amongst the alternate access routes. This would result in up to approximately six additional movements at each access point (total entry and exit) during the peak trading periods on a weekend and approximately four trips (total entry and exit) during the afternoon commuter peak hour.

Such volumes are low and will have negligible impact on the operation of the access points and on the adjacent road network. By way of example, Commercial Road has a traffic volume of approximately 2500 vehicles per hour during the commuter peak (two-way). Even if half of the commuter peak traffic was to access this street via Cannon Street or Dale Street, the volume would equate to 0.5% of the total traffic volume.

Similarly, St Vincent Street has a peak hour volume in the order of 1500 vehicles. In the extreme (and unrealistic) example that all of the forecast additional volumes during the peak trading period on a weekend was to use St Vincent Street enroute to and from the Port Mall, the increased volume would only equate to 2% of the total traffic volume.

The above proportions are well within the daily traffic fluctuation experienced on roads and at intersections and below the percentage increase which requires more rigorous traffic assessment. Forecasting of specific turning movements at intersections is not considered warranted as part of this application. Further, the forecast volumes, which will be distributed amongst the access points and connecting road network, will result in no perceived changes to the existing functionality on the adjacent road network.

Yours sincerely,
MFY PTY LTD



MELISSA MELLEN
Director