

APPENDIX 4. TRAFFIC AND PARKING REPORT

MLM/25-0287

11 March 2026

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

Dear Chris,



Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

T: +61 8 8338 8888

F: +61 8 8338 8880

E: mfya@mfy.com.au

W: mfy.com.au

MFY Pty Ltd

ABN 79 102 630 759

PORT MALL – PROPOSED SUPERMARKET REDEVELOPMENT

This report provides an assessment of the traffic and parking requirements associated with the redevelopment of the supermarket at Port Mall Shopping Centre in Port Adelaide. The proposal, which will include demolition of the existing supermarket, is illustrated on plans by Bell Architecture (suite of plans BAA250175 Drawing No S1-0001 to S1-0007, site plan dated 5 March 2026).

The Port Mall fronts St Vincent Street and currently extends to a walkway which provides connectivity between Marryatt Street and Quebec Street. Existing Port Mall retail tenancies have a floor area of 2912m². A gym is located at the upper level with a floor area of 1584m². The supermarket is located south of the walkway and currently has a floor area of 3094 m². A smaller 197m² tenancy with frontage to Vincent Street has no direct access to the mall but is located on the site.

Parking for the Port Mall, including the supermarket, is provided in an at-grade car park fronting Quebec Street. There are 135 parking spaces in this car park, albeit the southern row extends partially into the adjacent public car park land and are accessed via the aisle within the public car park. Figure 1 illustrates the subject site and surrounds, including the public car park in which there are 63 additional spaces.



Figure 1: Existing Port Mall Shopping Centre

A separate two level car park building is located south of the supermarket. The lower level of this car park is still utilised but the upper level is no longer operational, with access to the ramp being obstructed at the lower level. Access to the car park is via the public car park aisle and Marryatt Street. The driveway on Marryatt Street is located within a prohibited access zone, as defined in *Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Parking (AS/NZS2890.1:2004)*. This car park is not specifically related to the existing Port Mall shopping centre development.

A separate tenancy is located on the corner of Marryatt Street and St Vincent Street. This tenancy, which is currently unoccupied, has a floor area of 738m² and is supplemented with 31 parking spaces at the rear of the building. Access to the car park is via Marryatt Street. Eight additional spaces are located on the eastern side of the site with access via Marryatt St.

Loading for the supermarket is currently via Marryatt Street. The current design requires drivers to reverse trucks to the loading area from the street, as illustrated in Figure 2.

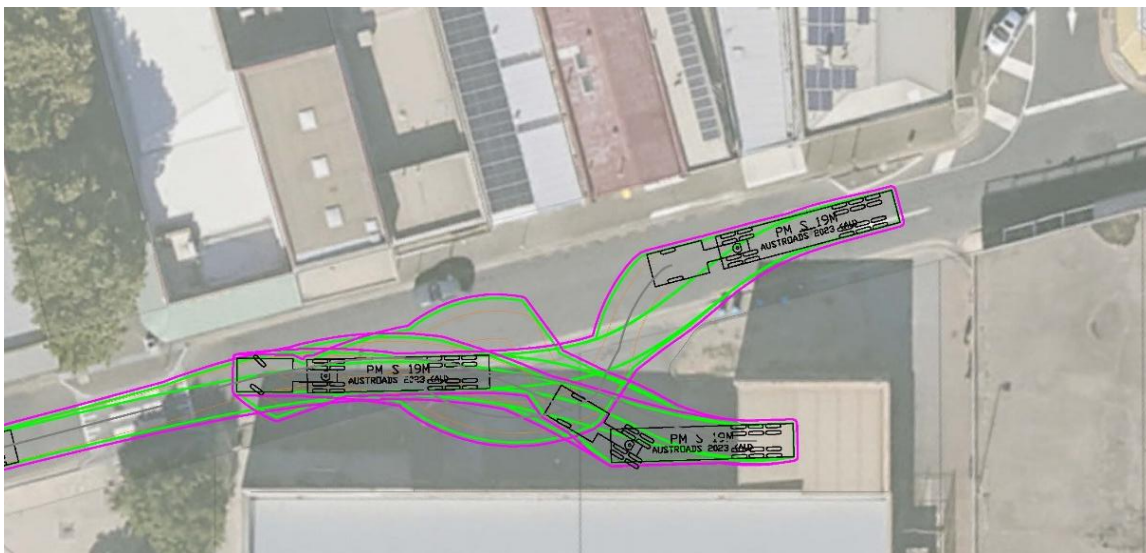


Figure 2: Delivery vehicle accessing existing supermarket loading area

The proposal will include demolition of the existing supermarket, two-storey car park building and external shade infrastructure in order to facilitate construction of a larger 3794m² supermarket tenancy and extension of the mall to provide for protected connectivity between St Vincent Street and the supermarket. The mall extension will result in the removal of 47m² of lettable floor area from the mall.

The car park will 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 spaces will comply with the requirements of 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.

The access to the parking on Marryatt Street will be relocated such that it is no longer within a prohibited access zone. The driveway will be designed to cater for simultaneous movements, as illustrated in Figure 3.

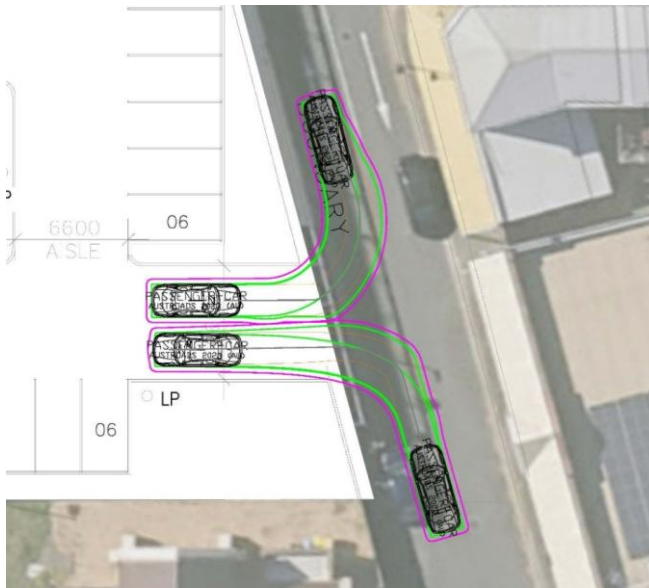


Figure 3: Simultaneous turns at proposed access on Marryatt Street

A driveway click n collect is also proposed adjacent the southern end of the building. It will accommodate six vehicles at any one time and will be able to enter and exit in a forward direction. Figure 4 illustrates a driver entering and exiting the proposed click n collect facility.

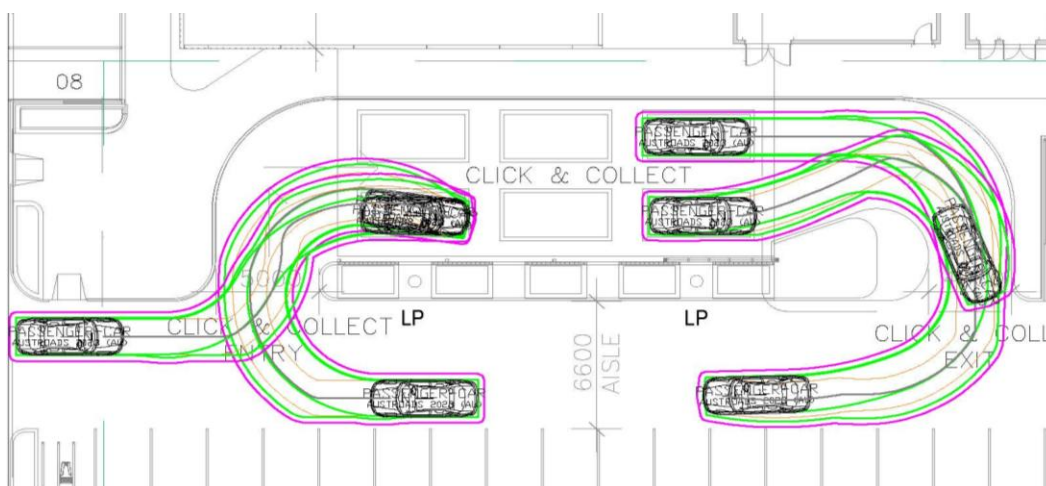


Figure 4: Turning movement illustrating drivers entering and exiting the click n collect facility

The loading area will be modified to provide for a semi-trailer to enter and exit in a forward direction, as illustrated in Figure 5:

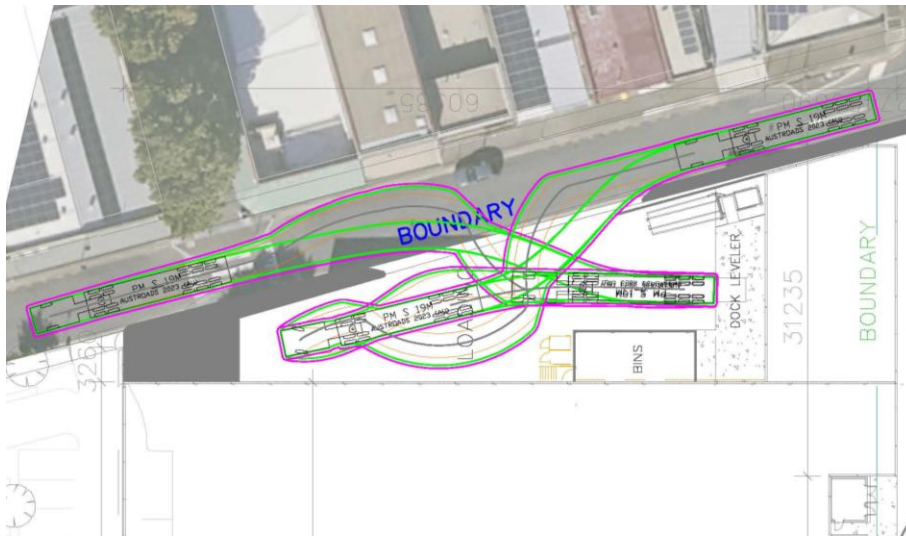


Figure 5: Semi-trailer movements entering and exiting the loading area in a forward direction

The refuse will also be collected from the loading area, as illustrated in Figure 6.



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

The site is within the Urban Activity Zone and hence Table 2 of the Transport, Access and Parking policies within the General Assessment Provisions of the Planning and Design Code applies when assessing the parking provision for the proposed development. As identified in this table, there is a recommended minimum parking provision of 3 spaces per 100m² and a maximum parking provision of 6 spaces per 100m².

The proposal will result in an increase in supermarket floor area of 653m² (proposed 3794m² minus 3094m² existing supermarket minus 47m² required to extend mall). Adopting the parking rates identified in the PDC, the increased floor area will require a parking provision of between 20 and 39 parking spaces. Such a provision will be accommodated within the car park proposed on the site south of the supermarket.



Notwithstanding the above, while the existing two-level car park is not specifically related to the subject development site, it is acknowledged that vehicles do currently use the lower level of this facility and hence a holistic review of the parking demand for the total floor area has been completed having regard to the requirements of the PDC.

The tenancy floor area for the proposal on completion of the development would include:

- the modified Port Mall building - 4449m²
- the corner tenancy – 738m²
- the proposed supermarket – 3794m²

The above areas total to 8981m².

The proposal will include 281 parking spaces (including the click n collect) following completion of the development. Accordingly, the parking provision will equate to 3.1 spaces/100m² which satisfies the minimum requirement identified in the Planning and Design Code.

In relation to traffic impact, the proposal will result in an increase in 653m² in floor area as a result of the larger supermarket tenancy. The Transport for NSW Guide to Transport Impact Assessments identifies a peak traffic generation rate of 7 trips per 100m² during an afternoon peak hour. If this rate was to be applied to the proposal, there would be the potential for 45 additional trips to be generated by the larger supermarket. Such volumes would be distributed between the many streets which border the site and will have a negligible impact on the functionality or operation of the site. It will also not result in the change of nature or function of any existing street.

In summary, the proposal to expand the supermarket tenancy at Port Mall provides an opportunity to improve safety for the site, particularly in respect to delivery movements and preserving safe pedestrian movements between Commercial Road and the site.

The proposal will result in the demolition of the two-level carpark, albeit the upper level is no longer functional. The replacement at-grade car park and click and collect facility will provide for superior accessibility for customers. Further the relocated access will resolve the prohibited access zone deficiency on the site.

The design respects the existing shared parking arrangement and further reinforces the desirability for shared access, circulation and parking to be maintained. The flexibility to establish shared parking for customers using the site is a benefit for the existing and proposed facilities and is further reinforced through shared accessibility and increased traffic distribution options, thus further reinforcing the collaborative shared use of existing public parking facilities.

Yours sincerely,
MFY PTY LTD

A handwritten signature in black ink, appearing to read 'Melissa Mellen'.

MELISSA MELLEN
Director



2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN
BUSINESS WOMAN OF THE YEAR