



Ramsgate Planning Proposal

Independent Transport Review

3 June 2025

JMT Consulting
PO Box 199
Kingsford NSW 2032
www.jmtconsulting.com.au

Georges River Council

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Dear Sir/Madam

Ramsgate Planning Proposal (193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate)

Independent Transport Review

INTRODUCTION

JMT Consulting was requested to undertake an independent transport review of the Planning Proposal for the Planning Proposal at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate ('the site'). The Planning Proposal seeks to provide a mixed use development outcome including residential apartments and supporting retail uses including a Woolworths supermarket.

ABOUT JMT CONSULTING

JMT Consulting was formed in 2019 by Josh Milston to provide high quality transport planning advice to clients working in the built environment, across both the public and private sectors. Josh has developed the transport strategy for some of NSW's most significant city-shaping projects over the past 15 years and is regularly engaged by DPHI to undertake independent peer reviews for various projects across NSW. Josh was recently engaged by Transport for NSW (TfNSW) to be on the technical expert panel reviewing the update to the NSW Guide to Transport Impact Assessment document.

DOCUMENT PURPOSE

The purpose of the independent review is to consider three outstanding traffic / transport matters that remain the subject of debate between the applicant (Fabcot) and Georges River Council, those being:

1. Impact of existing driveway at 272 Rocky Point Road
2. Increased traffic flows on Targo Road
3. Loss of on-street parking on Rocky Point Road

INDEPENDENT TRANSPORT REVIEW

Issue 1: Impact of existing driveway at 272 Rocky Point Road

Concern has been raised in relation to the impact of the proposed traffic lights on Rocky Point Road at Targo Road and the implications for vehicles turning right into the existing driveway at 272 Rocky Point Road. The location of this driveway is indicated in the figure below.



Figure 1 Existing driveway to 272 Rocky Point Road

In response to this matter JMT Consulting would make the following comments:

- Traffic counts as presented in the traffic impact assessment report prepared by CBRK indicate this existing driveway generates very low traffic movements. Specifically the right turn from Rocky Point Road into the driveway is shown to generate:
 - 1 vehicle in the AM weekday peak hour
 - 0 vehicles in the PM weekday peak hour
 - 2 vehicles in the Saturday peak hour
- It is understood that Bayside Council has a long term strategy to remove this driveway in future once the subject site is developed via the introduction of a service laneway.
- In the interim, prior to the development of the site, a 'no right turn' restriction could be readily introduced by Transport for NSW as a condition of approval of the future traffic lights at Rocky Point Road and Targo Road. As noted above this no right turn restriction would have limited impacts on existing users of the driveway given the very low traffic numbers.

Issue 2: Increased Traffic Flows on Targo Road

The subject site has frontage to Rocky Point Road and Targo Road. Rocky Point Road is a classified and therefore subject to the provisions of Section 2.119 of the Transport and Infrastructure SEPP 2021 which applies to any development with frontage to a classified road. Section 2.119 of the SEPP notes the following:

- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road*

The proposal complies with the provisions of the Transport and Infrastructure SEPP 2021 by locating all vehicle access points from the non-classified road being Targo Road. The driveway for the development would be provided approximately 40m-50m from the Rocky Point Road intersection to minimise any impact to the classified road network.

This arrangement whereby vehicular access is provided from a local road with adjoining frontage to a classified road, particularly for retail centres, is commonplace across Sydney. Recent examples of mixed-use developments fronting classified roads with approval for vehicular access via the local road include the Surry Hills Village (access via Baptist Street with Cleveland Street frontage) and the Rozelle Village (access via Waterloo Street with Victoria Road frontage) developments.

With respect to local traffic impacts on Targo Road JMT Consulting would make the following comments:

- The proposed installation of traffic lights will significantly reduce delays for existing and future users of Targo Road attempting to access Rocky Point Road. Traffic modelling undertaken by CBRK indicates a marked reduction in average wait times for traffic turning from Targo Road into Rocky Point Road

Time Period	Average Delay for Vehicles Turning from Targo Road into Rocky Point Road*	
	Existing Conditions	Future Conditions
AM Peak Hour	226 seconds	48 seconds
PM Peak Hour	480 seconds	48 seconds
Saturday Peak Hour	54 seconds	42 seconds

* Worst vehicle movement

- The majority of vehicles accessing the subject site would be travelling a very short distance along Targo Road (approximately 40m-50m from the Rocky Point Road intersection) and not impact the existing residential properties to the west of the site.
- Traffic volumes to the west of the site on Targo Road are, based on the CBRK report, forecast to remain within the acceptable thresholds for a local road.
- The applicant could undertake a Local Area Traffic Management (LATM) study prior to the commencement of works on the site to identify suitable traffic calming measures that may be introduced to reduce the local road impacts. This could be reinforced via a condition of approval of a future Development Application, in a similar manner to that imposed for the new Bunnings Warehouse at 728-750 Princes Highway in the Bayside LGA.

Issue 3: Loss of On-Street Car Parking on Rocky Point Road

The installation of traffic lights at the intersection of Rocky Point Road and Targo Road will necessitate the removal of some existing on-street car parking spaces. In relation to this matter the following is noted:

- The existing on-street parking spaces on the eastern side of Rocky Point Road are subject to clearway restrictions in either the morning or afternoon peak periods.
- Any future development of the site would include a significant component of public car parking that could be utilised by visitors travelling to the Ramsgate Centre - irrespective of their intentions to visit tenancies within the subject site or others along Rocky Point Road.
- The future traffic lights at Rocky Point Road and Targo Road will facilitate easier pedestrian crossing opportunities to allow visitors to better access the retail tenancies on the eastern side of Rocky Point Road.
- All of the parking spaces impacted on the western side of Rocky Point Road serve existing retail tenancies that will be replaced with the advent of the future development on the site.

Further studies undertaken by Woolworths and their traffic consultant CBRK have indicated that the extent of on-street parking loss on the western side of Rocky Point Road will be minimised. The updated analysis shows that:

- All existing parking spaces adjacent to existing retail tenancies (not subject to the proposal) can be retained as per current conditions;
- Four existing spaces adjacent to the subject site will be removed and replaced within the future development; and
- Four parking spaces will be gained to the north of Targo Road via the removal of the existing pedestrian mid-block crossing. This will provide a significant benefit to the existing retailers that are not currently afforded any on-street parking adjacent to their tenancies.

The analysis therefore confirms that there will be **no net loss of car parking on the western side of Rocky Point Road** as a result of the Planning Proposal.



Figure 2 On-street parking analysis – Rocky Point Road western side

CONCLUSION

This independent transport review has been carried out by JMT Consulting to consider three outstanding traffic/transport related matters for the Planning Proposal of the site at the transport related 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate. A summary of the issues considered and JMT Consulting's key findings are summarised in the table below.

Traffic / Transport Issue	JMT Consulting Key Findings
Impact of existing driveway at 272 Rocky Point Road	<ul style="list-style-type: none"> - Existing driveway generates very few traffic movements - Bayside Council has a long term plan to remove existing driveway - A no right turn restriction could be readily introduced by TfNSW to manage any short term impacts
Increased traffic flows on Targo Road	<ul style="list-style-type: none"> - Location of an access driveway on Targo Road complies with the provisions of the Transport and Infrastructure SEPP 2021 - Extent of additional traffic movements on Targo Road remains within acceptable thresholds for a local road. - Applicant could undertake a Local Area Traffic Management study to identify suitable traffic calming measures that may be introduced. - Proposed traffic lights on Targo Road at Rocky Point Road will significantly improve travel times and safety for existing residents.
Loss of on-street parking on Rocky Point Road	<ul style="list-style-type: none"> - Majority of car parking spaces to be lost are subject to existing restrictions during peak periods. - All existing parking spaces adjacent to existing retail tenancies (not subject to the proposal) can be retained as per current conditions - No net loss of on-street parking on the western side of Rocky Point Road as a result of the proposal

In the above context this independent review has concluded that, subject to the implementation of various management measures as outlined in the Planning Proposal, the outstanding traffic issues are considered resolvable and the proposal is considered acceptable to proceed towards a Gateway determination. Further traffic analysis and consultation would be undertaken prior to the completion of the Planning Proposal.

Please do not hesitate to contact the undersigned should you require any further information.

Regards



Josh Milston

Director | JMT Consulting

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