

28 February 2025

TfNSW Reference: SYD24-00456/05

Mr David Tuxford
General Manager
Georges River Council
PO Box 21
Rockdale NSW 2216

**RE: PRE-GATEWAY PLANNING PROPOSAL - UPDATED TRAFFIC IMPACT
ASSESSMENT – 193 - 199 ROCKY POINT ROAD, 66-68 RAMSGATE ROAD, 2-6
TARGO ROAD, RAMSGATE**

Attention: Michelle Fawcett

Dear Mr Tuxford

Further to the Transport for NSW (TfNSW) submission to the above Pre-Gateway Planning Proposal dated 17 October 2024, this letter provides a response to Council's email dated 30 January 2024, which included the following additional information:

1. *Updated Traffic Impact Assessment (January 2025).*
2. *Electronic copy of Updated SIDRA Network Modelling.*
3. *Response to TfNSW comments in Annexure B (SIDRA modelling) of letter (17 October 2024).*

TfNSW has reviewed the submitted documentation and detailed comments are provided in **Attachment A** for Council's consideration.

Should you have any questions or further enquiries in relation to this matter, please contact Ash Tamhane, Land Use Planner via email: development.sydney@transport.nsw.gov.au.

Yours sincerely



Carina Gregory
Senior Manager Strategic Land Use (Eastern)
Transport Planning Branch
Planning Integration and Passenger

ATTACHMENT A - Ramsgate Pre-Gateway Planning Proposal – Amended TIA and SIDRA Model - TfNSW Comments

[illegible]

Reference	Consultant Comment / Issue	TfNSW comment (21 February 2025)
		<p>Targo Road from Rocky Point Road north approach are likely to queue up to 188m in Thursday PM peak. It is likely that this may result in blocking vehicle movements to and from adjacent intersections such as Hastings Road, Meurants Lane and Clarkes Road.</p> <p>Consideration should be given to investigate appropriate mitigation measures to ensure queuing can be managed.</p>
Driveway on Eastern Side of Rocky Point Road (Bayside Council LGA) – 272 Rocky Point Road	TIA Page 36 – States that “ <i>This is an existing situation. However, we note that one of the sites that has access at this location is being redeveloped with alternate access and the existing driveway to be closed. It is also noted the majority of movements at this driveway is left in / left out</i> ”	<p>The existing turning movements and access arrangements would be acceptable if the intersection of Rocky Point Road and Targo Road is to remain unsignalised. However, this is not acceptable if the new Traffic signals are being considered at the intersection of Rocky Point Road / Targo Road.</p> <p>Access to this driveway needs to be formally made Left-in/Left-out (LILO). Appropriate consultation needs be undertaken by Georges River Council and the Proponent with Bayside Council, and confirmation provided by Bayside Council in writing to the LILO arrangement.</p> <p><i>Should this be unable to be achieved, then TfNSW would not support the proposed new signals and “No Right Turn” restrictions during AM and PM peak at the intersection of Rocky Point Road/Targo Road and this will need to be reconsidered.</i></p>
Redevelopment of Site 262-270 Rocky Point Road (Bayside Council LGA)	Proposed Vehicular Entry	As mentioned in the TIA report and shown on architectural drawings for the development, vehicular access to the basement car park for this site is proposed to be from Rocky Point Road in Stage 1 of the development and then via a lane way at the rear of the site in Stage 2 of the development. However, timing for closing the vehicular access off Rocky Point Road and relocating it to rear lane way is not known at this stage. TfNSW seek further clarification / confirmation from Georges River Council and Bayside Council on the

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		timing, as the current location of the access driveway may impact on functioning of the proposed traffic signals at the intersection of Targo Road / Rocky Point Road.
Ramsgate Road/Targo Road/The Promenade	Traffic Signals	<p>The intersection of Rocky Point Road and Ramsgate Road is a critical signalised intersection in this precinct that allows TfNSW to manage cross regional traffic along with State Road vehicular movements. The storage between Rocky Point Rd/Ramsgate Road intersection and Ramsgate Road/Targo Road intersection is about 300m. SIDRA modelling provided for the proposed Ramsgate Rd/Targo Rd signalised intersection appears to indicate that the queuing on the eastern leg of Ramsgate Road will be 240m during Thursday PM Peak. This extensive queuing on day one of the signals opening (even without considering any background traffic growth) is something that needs to be Re-examined.?</p> <p>Consideration should be given to investigate appropriate mitigation measures to ensure queuing can be managed.</p>
Ramsgate Road / Rocky Point Road – Parking Restrictions	Observations of the site show that cars do not park along the western side of Ramsgate Road, and it is a clearway during the PM peak periods	Comments are noted. However, TfNSW would be seeking installation of “No Stopping” restrictions as a part of the proposed development. Council would need to review the impacts (if any) associated with removal of this parking along the western side of Ramsgate Road, together with the other parking that is being proposed to remove along western side of Rocky Point Road.
Ramsgate Road – Loading Dock access	Swept Path	<p>Updated swept paths provided in Attachment D showing a truck able to turn left into the site from the kerbside lane of Ramsgate Road whilst another vehicle is exiting from the adjacent property (Figures D6 and D7).</p> <p>However, site conditions indicate that during peak periods both lanes on Ramsgate Road are occupied way past the site. Turning into and out of the loading dock during AM/PM peak would be difficult. Consideration</p>

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	Right Turn in and out of Loading Dock	<p>should be given to restrict service vehicles access to the loading docks during AM and PM peak periods.</p> <p>Access to the loading dock to and from Ramsgate Road must be restricted to left in / left out only (LILO) to avoid impact on the operation of traffic signals.</p> <p>Appropriate mitigation measures should be put in place to implement right turn restriction in consultation with Council and TfNSW.</p>
Rocky Point Road / Ramsgate Road	SIDRA model – LoS – Ramsgate Road East	<p>Sidra Model for the intersection appears to indicate that with the proposed traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade the Degree of saturation (DoS) and Level of Service (LoS) on Ramsgate Road east will change DoS and LoS from 0.796 and “D” to 1.011 and “F” which is unacceptable to TfNSW.</p> <p>Consideration should be given to investigate the results further and refine the SIDRA model to ensure acceptable level of Service (LoS) and Degree of Saturation (DoS) is maintained.</p>
General	SIDRA Model – Level of Service	<p>Consideration should be given to ensure acceptable level of Service (LoS), and Degree of Saturation (DoS) is maintained in accordance with TfNSW requirements at all the signalised intersections and on all approaches.</p>