



**Table 1: Response to Traffic Matters Raised by TfNSW & Council in Letter dated 19 March 2025**

<b>Traffic Matters Raised by TfNSW</b>					
<b>Issue</b>		<b>Tim Rogers, representing Woolworths Response</b>	<b>TfNSW Review comments 10 April 2025</b>	<b>Tim Rogers, representing Woolworths Response 11 April 2025</b>	<b>Meeting notes 15 April 2025</b>
1	SIDRA model results showing Level of Service (LoS) “E” for Targo Road at Targo Road / Rocky Point Road and Ramsgate Road/Targo Road/The Promenade intersections, with a recommendation for either further sensitivity testing or identifying appropriate mitigation measures so that this leg continues to operate at an acceptable level of service	TfNSW comments relate to the operation of these two intersections with the proposed traffic signals. It should be noted that without the traffic signals the two intersections currently operate at LOS F (unsatisfactory) with long delays and unsafe right turn movements out of Targo Road due to the high through traffic flows on Rocky Point Road. With traffic signals, the SIDRA model showed that for these two intersections, the overall intersection performance improves to LOS B (good level of service with spare capacity).	Noted. However, 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><b>Points 1 and 2</b>, TfNSW notes our responses but suggests giving consideration to refining the SIDRA model to ensure that acceptable level of service (LOS) and degree of saturation (DS). This ignores that the modelling shows that:</p> <ul style="list-style-type: none"> <li>• The overall intersection performance at both intersections is LOS B, good level of service with spare capacity</li> <li>• With traffic signals the LOS and DS are improvements to the existing situation; and</li> <li>• In its feedback on Point 2, TfNSW notes that <i>“where local roads intersect with major roads at traffic signal-controlled intersections, the</i></li> </ul>	TfNSW noted the intention was to highlight the issue and find a solution, both TfNSW and Council confirmed satisfactory.

				<p><i>major road is allocated most of the green time resulting in delays for local traffic". This is consistent with the SIDRA modelling.</i></p>	
2	<p>TfNSW advice noted that Council as Road authority would also need to consider whether to accept the LoS of "E" on Targo Road from day one of proposed new traffic signals being operational at these two intersections, if approved</p>	<p>As noted above, without the traffic signals the two intersections currently operate at LOS F (unsatisfactory) with long delays and unsafe right turn movements out of Targo Road due to the high through traffic flows on Rocky Point Road. While the Targo Road approach would operate at LOS E, the degree of saturation (DS) on the Targo Road approaches would be less than 0.75 (satisfactory) and the 95% queue is low at 5 or less cars (average queue 2 to 3 cars). Typically, where local roads intersect with major roads at traffic signal controlled intersections, the major road is allocated most of the green time resulting in longer delays for the local road (see attached Figures).</p>	<p>No attachments were provided. However, TfNSW notes that where local roads intersect with major roads at traffic signal-controlled intersections, the major road is allocated most of the green time resulting in delays for the local road.</p>	<p>As above</p>	<p>TfNSW noted the intention was to highlight the issue and find a solution, both TfNSW and Council confirmed satisfactory.</p>



		queue could be reduced by extending the kerbside departure lane on Ramsgate Road to the existing pedestrian refuge with only a change in line marking required. The SIDRA model has been rerun with this change resulting in the 95% queue reducing to some 114 metres (see attached Figures).			
4	Unacceptable impact of the existing driveway on eastern side of Rocky Point Road at 272 Rocky Point Road (Bayside Council LGA) with further consultation required between the Proponent, Georges River Council with Bayside Council to formally make this driveway a LILO, noting TfNSW would otherwise not support the proposed new signals and "No Right Turn"	<p>As noted in the updated TIA, the majority of movements to/from the driveway are left in/left out (LILO) due to the high traffic flows on Rocky Point Road making right turns unsafe. Also as noted in the updated TIA, it is Bayside Council's long term strategy to remove existing driveways with access to Rocky Point Road through provision of a service lane to the east of Rocky Point Road.</p> <p>We note that should TfNSW be of the view that right turn access to/from Rocky Point Road be considered unsafe it could impose restrictions on these movements. Relocation of the accesses</p>	Noted. TfNSW position remains unchanged on this issue and consultation between the parties should be undertaken at the public exhibition stage with regard to LILO arrangements, should the planning proposal be progressed by Council.		<p>Council noted three pathway Options:</p> <ol style="list-style-type: none"> <li>1) proposal rejected now,</li> <li>2) proposal rejected past Gateway,</li> <li>3) this issue is deferred to be a Development Application (DA) issue.</li> </ol> <p>Woolworths noted willingness for the DA to come with consent for this to be completed and support to a DA issue or for the LEP to contain a condition requiring the lights.</p> <p>TfNSW &amp; Council preference this be dealt with at the PP stage rather than PP.</p>

	<p>restrictions during AM and PM peak at the intersection of Rocky Point Road/Targo Road</p>	<p>from Rocky Point Road to the future lane would be consistent with TfNSW's long term strategy to provide access from roads that are not arterial (classified) roads such as Rocky Point Road.</p> <p>Noting that should the site be rezoned, a future DA would be required to submitted and approved, the concern raised by TfNSW could be addressed with an appropriate DA condition that requires further consultation between the proponent, Georges River Council and Bayside Council to make the driveway LILO if the site has not already been redeveloped and the access removed. If the there is no agreement to make the driveway LILO, then the traffic signals could not be installed. and the development could not proceed. This approach would provide time for Woolworths to consult with relevant stakeholders.</p>			<p>Woolworths of the view that LEP can be conditioned to provide for the lights.</p>
5	<p>Further clarification required regarding timing for closing</p>	<p>As noted in the above response, it is Bayside Council's long term strategy</p>	<p>Noted</p>	<p>No further issue raised.</p>	<p>Will be resolved as part of a Development Application, no further issues raised.</p>

	the vehicular access at existing driveway at 262-270 Rocky Point Road (Bayside Council LGA). This existing driveway may impact functioning of proposed traffic signals at intersection of Targo Road and Rocky Point Road	to remove existing driveways with access to Rocky Point Road through provision of a service lane to the east of Rocky Point Road. The consent for 262-270 Rocky Point Road notes this with the driveway to Rocky Point Road (located just north of the intersection with Targo Road) being a temporary access to be closed once the laneway on the eastern side of the site is available to provide alternate access.			
6	Need for Council's review of any loss of parking on western side of Ramsgate Road together with proposed loss of parking on Rocky Point Road	<p>With respect to loss of parking on the western side of Rocky Point Road, this has been reviewed and reduced to some 12 spaces that would be lost between Ramsgate Road and Targo Road noting that:</p> <ul style="list-style-type: none"> <li>• No parking is permitted on the western side of Rocky Point Road in the between 6am and 10am weekdays (clearway);</li> <li>• Parking could be retained between 7pm and 6am each day; and</li> </ul>	Noted	No further issue raised.	<p>Council confirmed they had not seen a car parked in the Ramsgate Road spaces, no comments raised from TfNSW. Resolved</p> <p>Council unclear on the position of Councillors on the loss of public parking on Rocky Point Road.</p>

		<ul style="list-style-type: none"> <li>The spaces lost would be replaced within the proposed development providing a longer stay than the existing one hour parking, a safer location; and available between 6am and 10am on weekdays.</li> </ul> <p>With respect to parking on Ramsgate Road, between The Promenade and Dalkeith Street, currently no cars park on the section east of The Promenade for about 150 metres due to rock face that prevents access to the footpath along the either side of Ramsgate Road. The SIDRA modelling only requires no parking in the section that currently has no parking (150 metres east of The Promenade).</p>			
7	Vehicle access difficulties into and out of loading dock on Ramsgate Road during AM /PM peak requiring	As discussed at our meeting on 20 February we agreed with TfNSW that this matter could be readily addressed through the preparation of a loading dock management	Noted. However, the Loading dock driveway should be restricted to LILLO only.	The updated TIA noted that access to the loading dock would be LILLO as part of the LDMP. This should have been repeated in our response:	Will be resolved as part of a Development Application, . Solution satisfactory. No further issues raised.

	appropriate mitigation measures including LILO restrictions	plan (LDMP) that sets out delivery times (no deliveries by large trucks in the AM/PM peak periods), truck sizes and truck routes. Woolworths have LDMP's in place at a number of stores. If the site is rezoned, the LDMP could be included in the TIA for the DA.	Without LILO restriction, it would be difficult to restrain vehicles which may turn right off Ramsgate Road to access the loading dock and/or resident access.	<i>As discussed at our meeting on 20 February we agreed with TfNSW that this matter could be readily addressed through the preparation of a loading dock management plan (LDMP) that sets out delivery times (no deliveries by large trucks in the AM/PM peak periods), truck sizes, truck routes <b>and that access to/from the loading docks would be limited to left in/left out (as noted in the updated TIA)</b> . Woolworths have LDMP's in place at a number of stores. If the site is rezoned, the LDMP could be included in the TIA for the DA.</i>	
8	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	At our meeting on 20 February, we advised TfNSW that some minor adjustments to phase times in the SIDRA model could address this concern. This has been undertaken with all approaches operating at LOS D or better with the highest DoS being 0.86 (Ramsgate Road east approach) which is less than the suggested upper limit of 0.9.	Noted. The comment made in TFNSW letter dated 19th March 2025 was related to Rocky Point Road / Ramsgate Road intersection. Consideration should be given to investigate the results further and refine the SIDRA model to ensure	The CBRK response relates to the intersection of Ramsgate Road/Rocky Point Road. This should have been made explicit in the response and our response should address the matter raised by TfNSW.  <b><i>We understand that this comment relates to the intersection of Rocky Point Road/Ramsgate Road. At our meeting on 20 February, we</i></b>	No further comments from TfNSW or Council on the issue and solution satisfactory.

	0.796 and "D" to 1.011 and "F" which is unacceptable to TfNSW		acceptable level of Service (LoS) and Degree of Saturation (DoS) is maintained.	<i>advised TfNSW that some minor adjustments to phase times at the intersection of <b>Ramsgate Road/Rocky Point Road</b> in the SIDRA model could address this concern. This has been undertaken with all approaches operating at LOS D or better with the highest DoS being 0.86 (Ramsgate Road east approach) which is less than the suggested upper limit of 0.9.</i>	
<b>Traffic Matters Raised by Council</b>					
	<b>Issue</b>	<b>Response</b>			
1	Worsened performance from the existing Level of Service (LoS) D to LoS F for traffic signal operation at Rocky Point Road/Ramsgate Road is unacceptable. While TfNSW suggested that mitigation should be considered, Council's opinion is that there are no	See response to TfNSW Issue 8			

	obvious mitigations available				
2	<p>Southbound queue of 188 metres on Rocky Point Road at the proposed traffic signal at Rocky Point Road/Targo Road will extend beyond adjacent intersections at Hastings Road, Meurants Lane, and Clarkes Road, blocking vehicles to and from these intersections, impacting access to several local roads and result in potential safety risks.</p>	<p>See response to TfNSW Issue 3. The 95% back of queue already extends back past Hastings Road and Meurants Lane. It should be noted that right turns are banned out of Meurants Lane and right turns out of Hastings Road currently already difficult/unsafe due to the high traffic flows on Rocky Point Road. Hence the additional development traffic would not impact access from these roads.</p>			
3	<p>Council raises serious concerns about the increased traffic on Targo Road as a result of the signalisation of Ramsgate Road/Targo Road and Rocky Point Road/Targo Road. SIDRA results</p>	<p>The planning proposal would result in traffic flows increasing on Targo Road from some 50 to 80 vehicles per hour (in both directions) to some 180 to 290 vehicles per hour (in both directions), west of the site access (where residential properties are located). Traffic flow increases would be slightly</p>			

	<p>indicate that Targo Road will experience an additional peak hour traffic volume of approximately 200-300 vehicles per hour (in both directions) during peak hours due to the traffic generated by the PP. It is noted that Targo Road currently carries approximately 50 vehicles during peak hours in both directions. Council is of the opinion that any proposed traffic calming measures cannot effectively control the volumes passing through Targo Road but can only passively manage speeding issues that may occur. Any improved LoS at the Targo Road approach to meet TfNSW requirements will further exacerbate the rat run issue, as</p>	<p>higher east of the site access (in the short section to the intersection with Rocky Point Road), however this section has frontage to commercial development.</p> <p>While traffic flows in the residential section of Targo Road would increase, flows would be less than the maximum environmental capacity for a local road (300 vehicles per hour, two way). As noted in the updated TIA, traffic calming measures were suggested if required by Council to mitigate potential amenity impacts and deter rat running. As noted in the response to TfNSW issue 2, LOS E for the Targo Road approaches to the new traffic signal controlled intersections are considered satisfactory for a minor road approach.</p> <p>The directional split of traffic to/from the site is shown in the attached Figures.</p>			
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	<p>additional demand will be induced by shorter travel times. This will permanently change the amenity of Targo Road from a quiet local street to one that carries some regional traffic flow</p>				
4	<p>Removal of a significant number of premium on-street parking spaces (at least 21 spaces) along Rocky Point Road to accommodate the new traffic signal will impact businesses along Rocky Point Road, noting that while the subject site may offer basement parking, it won't offer the same level of convenience, particularly for short-term pickups for the businesses</p>	<p>The removal of on-street parking on Rocky Point Road is proposed to improve traffic flow as well as to accommodate the new traffic signals. As noted by Council the parking will be replaced within the proposed development. This has been reviewed and to some 19 spaces would be lost (12 spaces on the western side between Ramsgate Road and Targo Road and 7 spaces on the eastern side, either side of Targo Road) noting that:</p> <ul style="list-style-type: none"> <li>• No parking is permitted on the western side of Rocky Point Road in the between 6am and 10am weekdays (clearway);</li> </ul>			

		<ul style="list-style-type: none"> <li>• No parking is permitted on the eastern side of Rocky Point Road in the between 3pm and 7pm weekdays (clearway)</li> <li>• Parking could be retained between 7pm and 6am each day; and</li> <li>• The spaces lost would be replaced within the proposed development providing a longer stay than the existing one hour parking, a safer location; and available during clear way periods (6am- 10am and 3pm-7pm weekdays).</li> </ul>			
5	Traffic Impact consideration of 10-year horizon scenarios with appropriate background growth applied and cumulative impacts has not been considered	A 10 year horizon was not requested by TfNSW as traffic flows will change on the surrounding road network following the extension of the M6 Motorway to the south of site. This will result in traffic flows decreasing along Rocky Point Road and Ramsgate Road.			
6	Based on the above considerations, the PP will have a significant adverse impact on the	For the reasons set out the updated TIA, the attached covering letter and the response set out in this table, with the proposed road			

	surrounding road network and therefore cannot be supported in its current form from a traffic and parking perspective	upgrades, the traffic from the Planning Proposal can be satisfactorily accommodated by adjacent road network. Should the site rezoned, any further refinement of the traffic assessment could be undertaken as part of the TIA to be submitted with a DA and appropriate conditions of consent.			
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