

Purpose: The purpose of this document is to demonstrate how the identified traffic issues related to Planning Proposal PP2024/000 can be resolved. The proposal will deliver around 144 critical new homes and act as a catalyst for renewal for Ramsgate, representing an investment of \$190m. Our response highlights that the transport matters outlined in TfNSW advice are manageable and should not stop the development from proceeding.

Status: Georges River Council (Council), external planner Gyde and the Local Planning Panel have found that our development at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate, has site specific and strategic merit on all matters. The only remaining issue is how traffic impacts will be managed around the site - all impacts which we believe are manageable.

Over the past fourteen months, our project team has been in close consultation with both Council and TfNSW, working to address all issues raised during the assessment of our proposal. We understood that our ongoing dialogue had positioned the application for approval, particularly given the acknowledgement by Council, the Local Planning Panel and Gyde of the application's site-specific and strategic merits.

In a letter received from Council on 19 March, Council has withdrawn their support for the application citing their only issue as traffic concerns based on TfNSW advice. This is despite the advice received from TfNSW providing pathways to resolve the traffic impacts raised

We are seeking immediate escalation and cooperation from both Council and Transport for New South Wales (TfNSW) to review their advice and demonstrate that the items are resolvable to ensure our investment of \$190m proceeds. There is considerable support from the local community and local business community seeking the benefits of the development.

Traffic matters raised by TfNSW

Item 1- traffic signals will improve the flow of traffic

TfNSW comment: 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.

Our response: Current traffic conditions are causing lengthy delays and unsafe right-hand turns, TfNSW acknowledge this operates at an unsatisfactory level of service. **To improve safety and efficiency, we propose installing traffic signals. This will greatly improve the current traffic flow to a 'good' standard.** SIDRA modelling refers to using SIDRA intersection software, a micro-analytical traffic evaluation tool, to analyse and design intersections and road networks, focusing on lane-based traffic flow and capacity.

Item 2 - installation of traffic signals will improve the current existing conditions

TfNSW comment: 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.

Our response: The LoS of “E” means severe congestion, unstable flow, and operating at capacity, with very limited maneuverability and drivers experiencing frustration and long delays. The road is currently operating at LoS of “F” which represents failing conditions where arrival flow exceeds capacity, resulting in heavy congestion and unstable operating conditions. As above, **the installation of traffic signals we are proposing will provide an improvement from current existing conditions.**

Typically, where local roads intersect with major roads, in this case at traffic signal controlled intersections, the major road is allocated most of the green time resulting in longer delays for the local road. This longer delay would be 5% of the worst hour of traffic per day, which is 3 minutes.

Item 3 - the installation of traffic signals will only add 3 to 4 cars for the worst 3 minutes of traffic per day

TfNSW comment: Queue length of 188m in Thursday PM peak for vehicles waiting to turn right on to Targo Road from Rocky Point Road and queue length of 240m in Thursday PM peak on the eastern leg of Ramsgate Road on day one of signals opening, requiring appropriate mitigation measures to manage queuing.

Our response: For vehicles turning right on to Targo Road from Rocky Point Road, the queue length of 188m in peak times, this queue occurs for 5% of the busiest hour once a day, which is 3 minutes. There are existing traffic signals on Rocky Point Road, just north of Targo Road. The relocation of traffic signals to Targo Road results in the worst 3 minutes of the busiest hour of the day resulting in an additional 3-4 cars.

The Ramsgate Road queue has been reviewed and is only 114m not 240m. Additionally, if required the queue on Ramsgate Road could also be further reduced by extending the kerbside lane departure to the existing pedestrian refuge, with only line marking required.

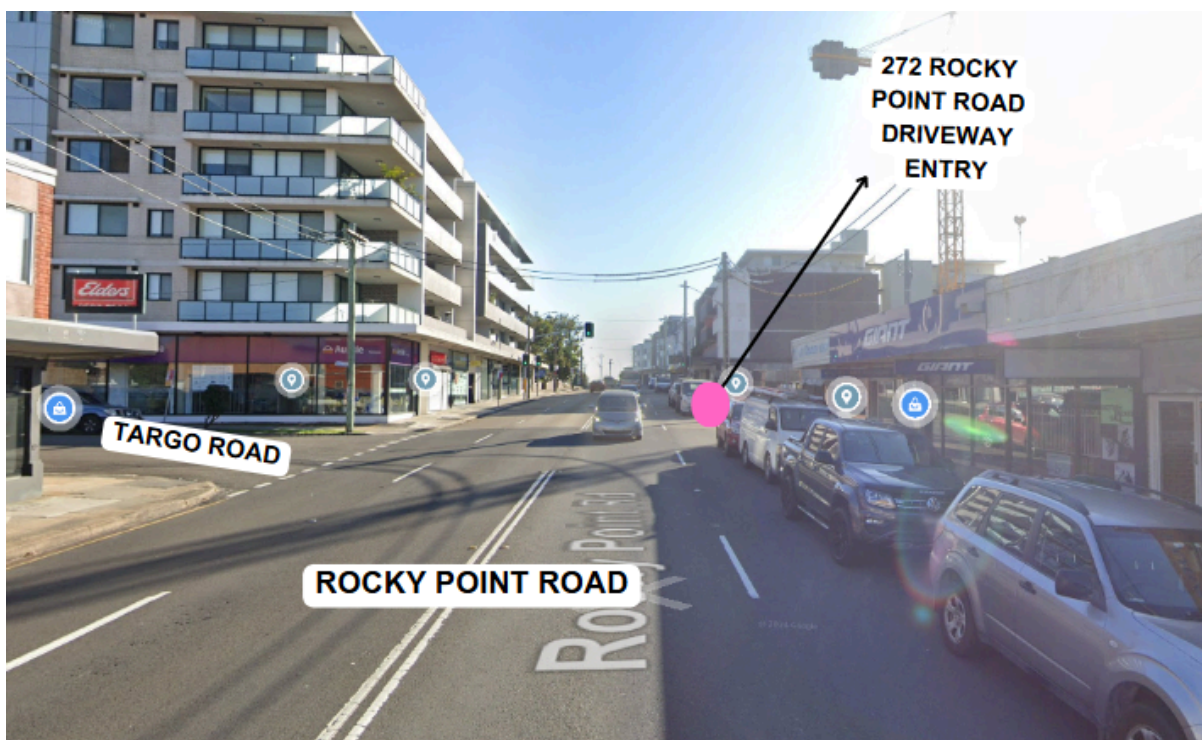


Item 4 - Bayside Council has a strategy to remove these existing driveways, the right hand turn can be banned as a condition of approval

TfNSW comment: 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 LILLO, noting TfNSW would otherwise 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.

Our response: The subject right turn is into a private property and is unsafe and rarely used. Additionally Bayside Council has a strategy to remove these existing driveways from Rocky Point Road through a provision of a service lane to the rear of this property. This will be a condition of consent for any future Development Applications. TfNSW could also readily ban this existing “right hand turn” as a condition of approval of the lights and the issue is removed.

Image: The street and aerial view demonstrates that turning right is unsafe as you have vehicles turning from Targo Road and the driveway is not clear from right turn.



Item 5 - closing vehicle access can be a condition of consent at the Development Application phase

TfNSW comment: Further clarification required regarding timing for closing 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

Our response: This can be linked to a future Development Application making this a condition of consent. The subject site is likely to be redeveloped (the site next door to this is currently under construction) and the Development Application as with the site next door will be conditioned in accordance with the Bayside strategy to remove the driveway.

Item 6 - total of 12 parking spaces will be removed, these are not used and unsafe

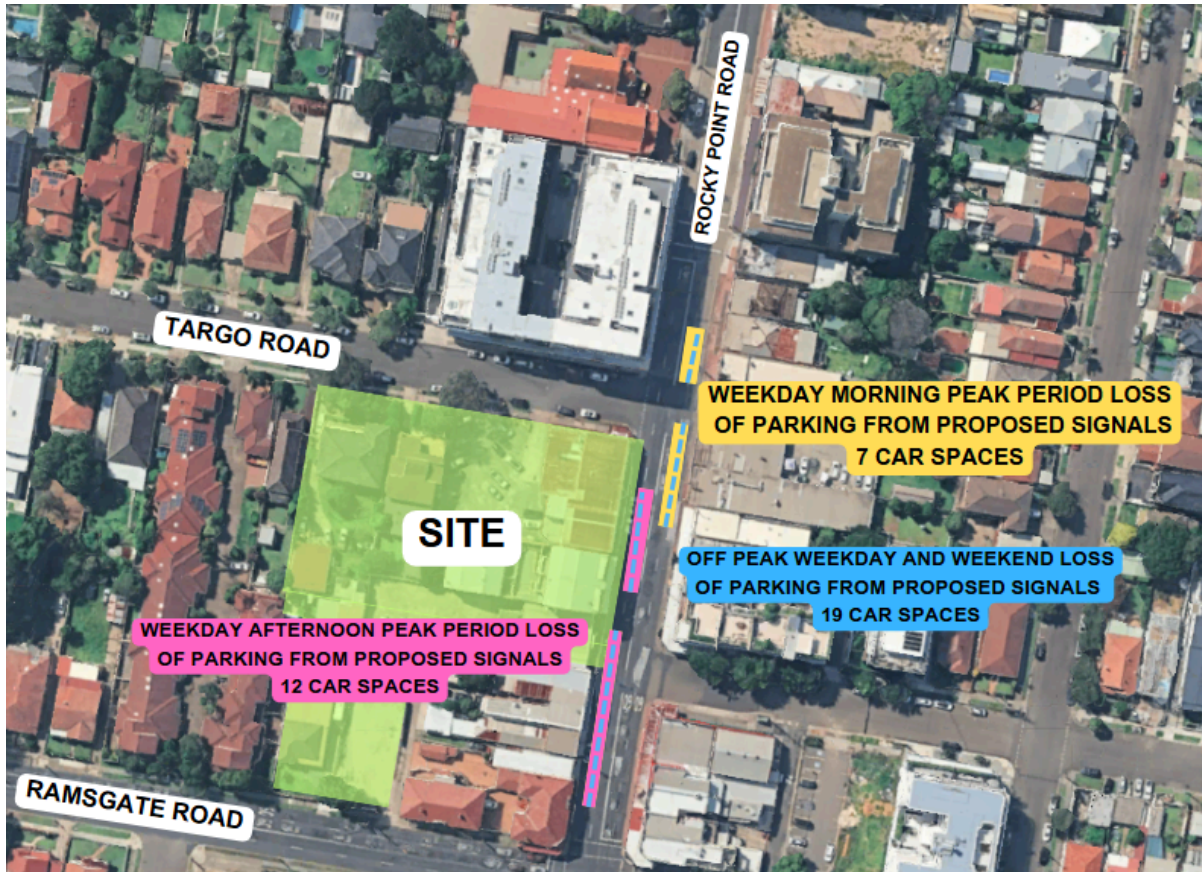
TfNSW comment: Need for Councils review of any loss of parking on western side of Ramsgate Road together with proposed loss of parking on Rocky Point Road

Our response: We have undertaken extensive consultation with the local community, local business owners and property owners, who have vocally voiced support for the benefit the development will provide, including the provision of new parking for a longer time than the existing one hour.

Parking on western side of Rocky Point Road: a total of 12 parking spaces will be removed, however there is currently no parking permitted between 6am and 10am, parking can be retained between 7pm and 6am each day. These parking spaces will be replaced by a longer stay car park within our development, including during the currently banned peak periods.

Parking on Ramsgate Road: between the Promenade and Dalkeith Street, currently no cars park on the section due to the rock face which means you are unable to park and exit your car safely (the footpath is some 1-3m above the road at the top of the rock face). **The removal of car spaces would not impact, as no one is utilising these car spaces.**





Item 7 - Vehicle access difficulties into loading dock are readily managed through a loading dock management plan

TfNSW comment: Vehicle access difficulties into and out of loading dock on Ramsgate Road during AM /PM peak requiring appropriate mitigation measures including LILO restrictions.

Our response: We operate over 360 stores across New South Wales, we have specific loading dock management plans prepared in collaboration with Councils to define truck size, delivery times and routes. This is a standard condition at the Development Application stage.

Item 8 - installation of traffic signals improves the existing conditions

TfNSW comment: 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

Our response: As discussed at the meeting with TfNSW have undertaken additional modelling which demonstrated all approaches **will operate a Level of Service 'D' or better (NOT 'F')**.

Traffic comments raised by Council

Item 1 - installation of traffic signals improves the existing conditions

Council comment: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, Councils opinion is that there are no obvious mitigations available

Our response:As discussed at the meeting, we have worked with TfNSW and have undertaken additional modelling which demonstrates all approaches **will operate a Level of Service 'D' or better (NOT 'F')**.

Item 2 - additional development traffic would not impact access from these roads.

Councils comment: 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.

Our response: The intersection currently operates with these concerns. This is Bayside Councils electorate and the 95% back of the queue already extends back past Hastings Road and Meurants Lane. Right hand turns are banned out of Meurants Lane and right turns out of Hastings Road are currently already difficult/unsafe due to the high traffic flows on Rocky Point Road. **The additional development traffic would not impact access from these roads.**

Item 3 - we will fund or provide local traffic calming measures

Councils comment: 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 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 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

Our response: Even with the additional traffic volumes Targo Road will still operate within the capacity of a local minor road. In addition to this, we have offered to provide (or fund) local traffic calming measures that would add further capacity and deter rat running.

Item 4 - we have engaged extensively with the local business community and attached a letter from the Business Chamber representing these businesses. Local businesses have vocally supported the development as a retail anchor and for the option of longer free additional parking.

Councils comment: 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

Our response: We have engaged extensively with the local business community and attached a letter from the Business Chamber representing these businesses. Local businesses have vocally supported the development as a retail anchor and for the option of longer free additional parking. We would encourage the Council to consult directly with the business community to hear this feedback.

We have now confirmed the loss of cars to be 19. 6/12 spaces on the western side of Rocky Point Road are out the front of our property. All lost spaces will be replaced within the development. Additionally parking will be available during periods currently not available clearway periods, 2 hours free (versus 1 hour) and the onstreet parking could be retained between 7pm and 6am.

Item 5 - 10 year traffic horizon was not requested as traffic flows will change on the surrounding network with the extension of the M6 motorway

Councils comment: Traffic Impact consideration of 10-year horizon scenarios with appropriate background growth applied and cumulative impacts has not been considered

Our response: A 10 year horizon means analyzing and planning for traffic conditions and potential impacts 10 years from now (2035), 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.

Item 6 - traffic items are resolvable and the application has recognised site specific and strategic merit to be proceed

Councils comment: Based on the above considerations, the PP will have a significant adverse impact on the surrounding road network and therefore cannot be supported in its current form from a traffic and parking perspective

Our response: By Councils own review, Gyde and the Local Planning Panel this application has site specific and strategic merit. We have worked in collaboration with Council and TfNSW and are committed to resolving all traffic matters. The matters outlined are solvable. This application has strong support from the community and local business community.