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From: **PEGG Brendan J** <[brendan.j.pegg@rms.nsw.gov.au](mailto:brendan.j.pegg@rms.nsw.gov.au)>

Date: Fri, Sep 15, 2017 at 3:13 PM

Subject: RE: RMS Meeting - [167 Hume Highway, Chullora](#)

To: "[matt@mclarenttraffic.com.au](mailto:matt@mclarenttraffic.com.au)" <[matt@mclarenttraffic.com.au](mailto:matt@mclarenttraffic.com.au)>

Cc: TANCEVSKI Aleksandar <[Aleks.TANCEVSKI@rms.nsw.gov.au](mailto:Aleks.TANCEVSKI@rms.nsw.gov.au)>

Hi Matthew,

Please find attached the strategic plan as requested, however noting that it is *only a preliminary indicative sketch for discussion purposes and is subject to further investigation and approvals*. Roads and Maritime also provides the following Pre-DA advice on the proposed development:

Roads and Maritime reiterate our previous position that the access into the site should be via the furthest northern eastern extent of the subject bays, which is away from the right turn bays on Hume Highway. In relation to the attached, the access point should be between the end of the red line (at the northern eastern extent) and the existing access point as demonstrated with the black arrow below.



In regards to the Gap Analysis, it should be noted that this was never requested by Roads and Maritime as our position has remained unchanged regarding access to the site. However, as it was submitted, our internal stakeholders have reviewed the Gap Analysis and can provide the following comments:

- Roads and Maritime concern was drivers egressing the site undertaking unsafe short-weave movements when attempting to manoeuvre across the Hume Highway lanes to access the right-turn storage bay. To reduce potential conflict access should be located towards the furthest north eastern extent of the site to maximise the distance to the signalised intersection, increasing the distance available for vehicles exiting the site to access the right turn bays and provide additional separation between conflict points. The results of the gap analysis did not respond to Roads and Maritime concerns, rather it suggested some gaps in the traffic that would allow for the short-weave movement to be performed.

- The Gap Analysis states that the counts occurred on the 30 February 2017, which is impossible as there were only 28 days in February this year. It should be noted that all counts must be performed in the middle of week, outside of school, university or public holidays so that the counts are close to being standard as possible.
- In the summary section, it notes that the one hour with the most gaps out of the three inspection for each peak chosen as the 'peak hour'. This is an incorrect assumption as the peak hour is the period when there is the most vehicles on the road for an overall one hour period and not the one hour where there are the most gaps in the traffic.
- The Gap Analysis does not take into consideration differing acceleration times for vehicles to exit the driveway in a safe manner and speed, and does not take into consideration the required speed of vehicles to change lanes, between accelerating, to join traffic then appropriate breaking distance to the end of queue and does not consider the distance at the end of the queue. Specifically, with traffic travelling along the Hume Highway at 70km/per hour heading towards traffic signals, there will be a variety of speeds depending on what phase of light is shown.

**Note: It is emphasised that the comments provided above are informal and of a Pre-DA nature, they are not to be interpreted as binding upon Roads and Maritime and may change following formal assessment of a submitted development application from the appropriate consent authority.**

Kind regards,

Brendan Pegg  
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*Every journey matters*

**Roads and Maritime Services**  
Level 11 [27 Argyle Street Parramatta NSW 2150](#)

**From:** Matthew McCarthy [<mailto:matt@mclarenttraffic.com.au>]  
**Sent:** Friday, 1 September 2017 9:07 AM  
**To:** PEGG Brendan J  
**Cc:** Johnny Taseski; Ian Hayes; Craig McLaren; Warren Duarte  
**Subject:** RMS Meeting - [167 Hume Highway, Chullora](#)

Hi Brendan

Thank you for meeting with us yesterday. I will be in touch in relation to providing an alternative driveway locations concept, but before that could you please provide the following:

- 1) The concept / strategy plans for the extension of the right turn storage lanes into Muir Road

- 2) Confirmation of the alternative driveway locations as denoted by the red lines in the attached photo.
- 3) The issues / concerns for the gap analysis presented along the Hume Highway

Regards

**Matthew McCarthy**