

4 December 2013

RMS Ref: SYD13/01328

Your Ref: Former Drummoyne RSL site

Sandy Shewell
A/Team Leader
Sydney Region East
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Ms Shewell

**CANADA BAY PLANNING PROPOSAL – FORMER DRUMMOYNE RSL SITE
NO. 162-166 VICTORIA ROAD, DRUMMOYNE**

I refer to your email dated 19 November 2013 seeking Roads and Maritime Services (RMS)'s advice on the proposed access arrangement to the former RSL site prior to the gateway determination.

RMS appreciates the opportunity to provide advice to the Department of Planning & Infrastructure (DP&I) with regard to this matter. As advised in previous RMS correspondence dated 4 April 2013 and 10 September 2013 to Council, RMS doesn't support the access off Victoria Road on the following grounds:

- Victoria Road is an arterial road carrying approximately average 134,375 vehicles per day (RMS AADT data 2009). Any additional vehicular access is likely to increase the number of crashes on Victoria Road and increase traffic delay on Victoria Road.
- Victoria Road was also identified as Strategic Bus Corridor 10. Any new vehicular access will result in conflict between buses and vehicles entering and exiting the site.
- A mid-block pedestrian crossing is located in close proximity to the subject site. Pedestrian movements and activities along this section of Victoria Road are high. Any additional vehicular access off Victoria Road will cause conflicts between pedestrians and vehicles.
- The current practice of RMS is to minimise the number of driveways on arterial roads on traffic efficiency and road safety grounds. In this regard, the Australian Guidelines 'Planning for Road Safety' is based on the widely accepted principle of conflict reduction by separating traffic movements and land access functions as much as possible. It is inadvisable as a compilation of Australian and overseas experience has affirmed that increased frequency of access to an arterial road will inevitably lead to an increase in accidents.

International traffic engineering best practice dictates that limiting the number of driveways and intersections on arterials and highways improves traffic efficiency and reduces congestion. The above traffic engineering principles are reflected in Clause 101(2a) of State Environmental Planning Policy (Infrastructure) 2007, which reads as follows:

"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, vehicular access to the land is provided by a road other than the classified road"*.

- RMS acknowledges that there is a regional cycle route along this section of Renwick Street. However, travel speed and traffic volumes on a local road are relatively lower than an arterial road. Consideration may be given to provide appropriate traffic calming treatments and bicycle facilities to improve the safety of cyclists on Renwick Street.

As a result of the above, RMS does not support any vehicular access to the development off Victoria Road. All vehicular access shall be via Renwick Street.

Please refer further enquiries to Stella Qu on telephone 8849 2520 or via email at Stella.QU@rms.nsw.gov.au.

Yours faithfully



James Hall
Senior Land Use Planner
Network Management, Network and Safety Section