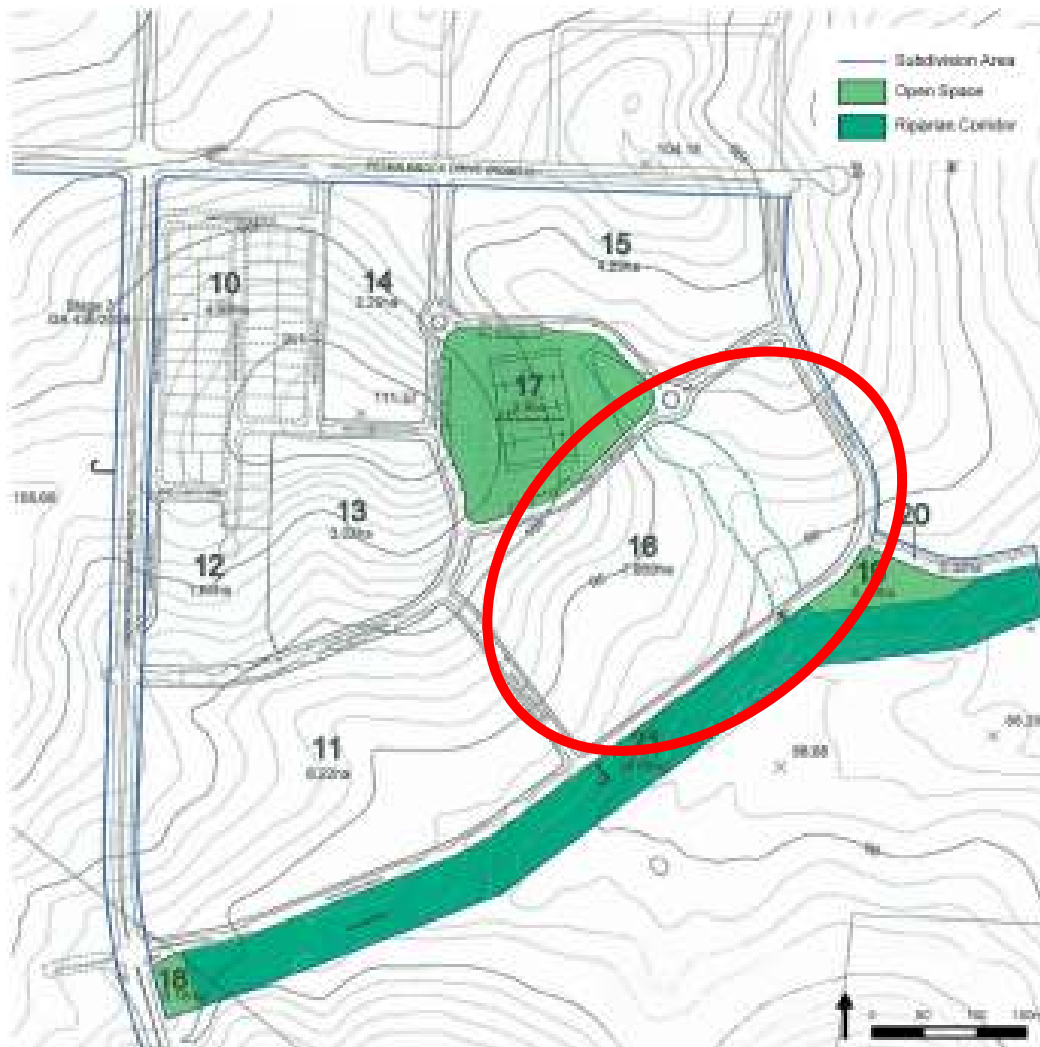
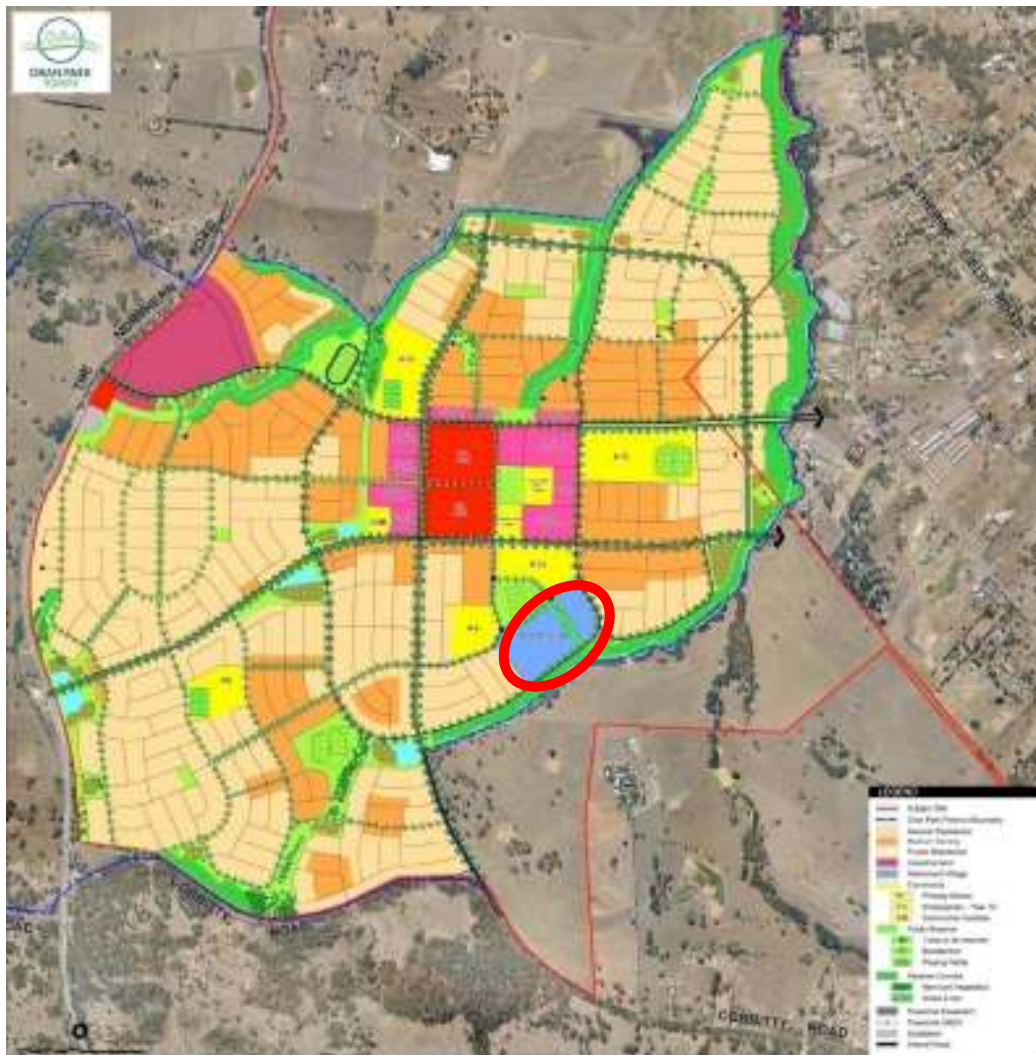


DA 371/2010 –



LOCATION PLAN



## INDICATIVE LAYOUT PLAN

Your Reference:  
Our Reference:  
Contact:  
Telephone

DA371/2010  
CAC 10M640  
Stella Ou  
8849 2520



The General Manager  
Camden Council  
DX 25807  
CAMDEN

Attention: Ron Dowd

**PROPOSED CHESALON RETIREMENT VILLAGE – 400H THE NORTHERN ROAD,  
ORAN PARK**

Dear Sir/Madam,

I refer to your correspondence dated 13 April 2010 regarding the abovementioned development application (your reference DA 371/2010), which was referred to the Roads and Traffic Authority (RTA) for comment under State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on the 5 May 2010.

As stated at the SRDAC meeting, Council was previously advised that it is undesirable for individual development applications to be submitted and determined within the Oran Park precinct without RTA approval of the proposed signalised intersections in this precinct. The RTA is unable to approve the proposed signalised intersections within Oran Park until such time that the Tranyst 13 model has been endorsed by the RTA. In this regard, the RTA has requested modifications to the submitted Tranyst 13 model and the RTA will not be in a position to provide further comment on the proposed signalised intersections until such time that a revised Tranyst 13 model is submitted to the RTA for review.

Further to the above, it is also considered undesirable for individual development applications within Oran Park to be submitted and determined without the development of a Local Area Traffic Management Plan, as well as a Pedestrian Access and Mobility Plan. The primary purpose of these plans is to provide guidance in identifying measures and infrastructure to maximise safety for pedestrian and cyclists, particularly vulnerable road users such as the elderly.

However, if Council were to proceed in the determination of the subject development application, the following advisory comments are provided to Council for consideration in its determination of the subject application:

1. The submitted traffic and parking report doesn't include details of the proposed development for non-car travel modes (including public transport use, walking and

**Roads and Traffic Authority**

cycling) and provision of facilities to increase the non-car mode share for travel to and from the site. In this regard, more details of alternative transport should be submitted to Council for review and endorsement.

2. The proposed development will generate elderly pedestrian movements in the vicinity of the site. Council should consider provision of pedestrian facilities on the road network as part of the development application, particularly provision for a safe pedestrian route from the subject development to the proposed town centre.
3. All pedestrian crossings on the subject site are to be clearly sign posted and marked on the road to ensure safety for pedestrians.
4. Vegetation and proposed landscaping/fencing must not hinder sight lines to and from the proposed access driveways to motorists, pedestrians and cyclists.
5. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) are to be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage.
6. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site and loading area, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
7. In accordance with Schedule 3 part 5 of SEPP (Housing for Seniors or People with a Disability) 2004; 5% of the total number of car parking spaces must be designed to enable the width of the spaces to be increased to 3.8 metres.
8. All vehicles are to enter and leave the site in a forward direction.
9. All work associated with the proposed development is to be at no cost to the RTA.

Any further enquiries in relation to this matter can be directed to Stella Qu on telephone 8849 2520 or via email at [Stella\\_Qu@rta.nsw.gov.au](mailto:Stella_Qu@rta.nsw.gov.au).

Yours sincerely,



Ken Moon  
Chair, Sydney Regional Development Advisory Committee

7 June 2010

All communications to be addressed to:

Headquarters  
15 Carter Street  
Lidcombe NSW 2141

Headquarters  
Locked Bag 17  
Granville NSW 2142

Telephone: 8741 5175

Facsimile: 8741 5433

e-mail: development.assessment@rfs.nsw.gov.au



The General Manager  
Camden Council  
PO Box 183  
Camden NSW 2570

CAMDEN COUNCIL

13 MAY 2010

Received

Your Ref: 371/2010

Our Ref: D10/0623

DA10041668737 DS

**ATTENTION:** Mr R P Dowd

12 May 2010

Dear Mr Dowd

### **Integrated Development for 101//1133602 400h the Northern Road Oran Park**

I refer to your letter dated 13 April 2010 seeking general terms of approval for the above Integrated Development in accordance with Section 91 of the 'Environmental Planning and Assessment Act 1979'.

This response is to be deemed a bush fire safety authority as required under section 100B of the 'Rural Fires Act 1997' and is issued subject to the following numbered conditions:

#### **Asset Protection Zones**

The intent of measures is to provide sufficient space and maintain reduced fuel loads so as to ensure radiant heat levels of buildings are below critical limits and to prevent direct flame contact with a building.

1. At the commencement of building works a 27 metre asset protection zone is required to the south eastern of the proposed development. The asset protection zone shall be managed as an Inner Protection Area (IPA) as outlined within section 4.1.3 and Appendix 5 of Planning for Bush Fire Protection 2006 and the NSW Rural Fire Service's document 'Standards for asset protection zones'.

#### **Water and Utilities**

The intent of measures is to provide adequate services of water for the protection of buildings during and after the passage of a bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building.

2. Water, electricity and gas are to comply with sections 4.1.3 and 4.2.7 of Planning for Bush Fire Protection 2006.

## **Access**

The intent of measures for public roads is to provide safe operational access to structures and water supply for emergency services, while residents are seeking to evacuate from an area.

3. Public road access shall comply with section 4.1.3 (1) of Planning for Bush Fire Protection 2006.
4. Property access roads that service three or more dwellings shall comply with section 4.1.3 (1) of Planning for Bush Fire Protection 2006.

The intent of measures for property access is to provide safe access to/from the public road system for fire fighters providing property protection during a bush fire and for occupants faced with evacuation.

5. Property access roads shall comply with section 4.1.3 (2) of Planning for Bush Fire Protection 2006.

The intent of measures for internal roads is to provide safe operational access for emergency services personnel in suppressing a bush fire, while residents are accessing or egressing an area.

6. Internal roads shall comply with section 4.2.7 of Planning for Bush Fire Protection 2006.

## **Evacuation and Emergency Management**

The intent of measures is to provide suitable emergency and evacuation (and relocation) arrangements for occupants of special fire protection purpose developments.

7. An emergency/evacuation plan is to be prepared that is consistent with section 4.2.7 of Planning for Bush Fire Protection 2006.

## **Design and Construction**

The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack.

8. New construction on the south eastern elevation shall comply with Australian Standard AS3959-2009 "Construction of buildings in bush fire-prone areas" BAL 12.5.
9. The development proposal is to comply with the layout identified on the drawing shown as figure 1 of the Eco Logical Australia Pty Ltd report, project number: 09SUTBUS-0043, dated: 09/12/2009.

For any queries regarding this correspondence please contact Doug Stevens on 8741 5175.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nika Fomin', with a stylized, cursive script.

Nika Fomin

**Team Leader Development Assessment and Planning**

The RFS has made getting information easier. For general information on 'Planning for Bush Fire Protection, 2006', visit the RFS web page at [www.rfs.nsw.gov.au](http://www.rfs.nsw.gov.au) and search under 'Planning for Bush Fire Protection, 2006'.