

TIFFANY DEVELOPMENTS PTY LTD

TRANSPORT REPORT FOR
MAJOR PROJECT 05-0113 –
SENIORS LIVING RESORT
OXFORD FALLS – PROPOSED
CONCEPT PLAN

OCTOBER 2008

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REF: 5417/4

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APPENDIX A: RTA CORRESPONDENCE

I. INTRODUCTION

I.1 Colston Budd Hunt and Kafes Pty Ltd has been retained by Tiffany Developments Pty Ltd to prepare a report examining the transport implications of the proposed concept plan for a seniors living resort in Oxford Falls. The site location is shown on Figure I.

I.2 The site is occupied by rural residential properties, the Australian Tennis Academy and The Falls Functions Rooms. The proposed retirement resort includes up to some 391 self contained dwellings, 100 serviced apartments, a 60 bed residential aged care facility and associated facilities including health, retail and community services and sporting facilities including tennis courts, bowling green and gymnasium.

I.3 The director general's requirements for the project, dated 16 August 2006, include:

- **Traffic Impacts (Operational)**

Demonstrate compliance with relevant Council and RTA's traffic and car parking codes; prepare a detailed Traffic Impact Study (TIS) in accordance with Table 2.1 of the RTA's Guide to Traffic Generating Developments. The SIDRA program must be used for traffic modeling. The Study and modeling must address impacts on local and arterial roads (Wakehurst Parkway)/Dreadnaught Road and the need and associated funding for upgrading or road improvement works; adjacent road intersections and the need to upgrade the intersection of Oxford Falls Road and Barnes Road in accordance with Warringah Council's requirements; access points to development; existing traffic volumes with and without the development; AM and PM peak volumes; deliveries and servicing of

the site, pedestrian traffic; proposed number of car parking spaces and compliance or otherwise with Council's parking code and Draft State Environmental Planning Policy No. 66; address future management of roads; and dedication of public area to Council, if any.

I.4 This report assesses the traffic implications of the proposed development through the following chapters:

- Chapter 2 - describing the existing conditions; and
- Chapter 3 - assessing the traffic implications of the proposed development.

2. EXISTING CONDITIONS

Site Location and Road Network

- 2.1 The site is located west of Oxford Falls Road as shown on Figure 1. It is occupied by seven rural residential properties, the Australian Tennis Academy and The Falls Functions Rooms. It has frontage to Oxford Falls Road to the east, Barnes Road (only partially constructed) to the south and west and Wearden Road to the north. The site has access from these roads. The site slopes down from Oxford Falls Road and Barnes Road and is located in a valley between its eastern and western sides.
- 2.2 Surrounding land use is residential to the south and west and open space to the east. There is commercial and industrial development further south on Frenchs Forest Road and Warringah Road. There are educational facilities, playing fields and a church north of the site.
- 2.3 The road network in the vicinity of the site includes Warringah Road, Wakehurst Parkway, Dreadnought Road, Oxford Falls Road, Ellis Road, Iris Street, Barnes Road and Wearden Road.
- 2.4 Warringah Road is a major east-west road linking the Pacific Highway at Chatswood with Pittwater Road at Dee Why. It generally provides a six lane divided carriageway with three traffic lanes in each direction. Major intersections are signalised with additional lanes for turning traffic. South of the site Warringah Road has signalised intersections with Ellis Road, Allambie Road and Wakehurst Parkway. Warringah Road has adjacent retail, commercial and industrial land uses.
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- 2.5 Wakehurst Parkway is a north-south arterial road which forms part of a route linking Manly and Seaforth in the south with Frenchs Forest and the northern beaches in the north. It generally provides one traffic lane in each direction, clear of intersections, with sealed shoulders.
- 2.6 Dreadnought Road has a signalised intersection with Wakehurst Parkway north of Warringah Road. It links Oxford Falls Road in the east with Spicer Road in the west. Spicer Road is a dead end north and south of Dreadnought Road. Dreadnought Road provides access to a church, education centre and playing fields west of Wakehurst Parkway, with one traffic lane and one parking lane in each direction. East of Wakehurst Parkway there are community facilities and a small number of residential properties on the southern side of the road. Dreadnought Road provides for one traffic lane in each direction east of Wakehurst Parkway. The southern side of the road provides kerb and gutter and the northern side has sealed shoulders.
- 2.7 Oxford Falls Road provides for one traffic lane in each direction with unsealed shoulders. It provides access to rural residential properties and the tennis academy. North of Dreadnought Road it provides access to Oxford Falls Grammar School and is closed at Wakehurst Parkway. The intersection of Oxford Falls Road with Dreadnought Road is priority controlled, with priority given to Dreadnought Road and the southern approach of Oxford Falls Road.
- 2.8 Ellis Road links with Oxford Falls Road and has a signalised intersection with Warringah Road. It provides for one traffic lane and one parking lane in each direction, clear of intersections, and provides access to residential properties.
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- 2.9 Iris Street runs west from Oxford Falls Road and provides access to residential properties. It provides for one traffic lane and one parking lane in each direction. Iris Street intersects Oxford Falls Road a t-intersection controlled by signs, with Iris Street having priority.
- 2.10 Barnes Road links Poulton Parade with Oxford Falls Road, although it is unconstructed between Oxford Falls Road and Leagay Crescent and at its northern end near Poulton Parade. It provides for two-way traffic with parking permitted. Barnes Road is linked to Iris Street via Myra Street. Barnes Road provides access to residential properties.
- 2.11 Wearden Road runs west from Oxford Falls Road before terminating. It provides for two-way traffic and provides access to rural residential properties. Wearden Road is unsealed, although it appears to have been sealed in the past.

Traffic Flows

- 2.12 In order to gauge traffic conditions, counts were undertaken during weekday morning and afternoon peak periods at the following intersections:
- ❑ Wakehurst Parkway/Dreadnought Road;
 - ❑ Dreadnought Road/Oxford Falls Road;
 - ❑ Oxford Falls Road/Iris Street;
 - ❑ Iris Street/Patanga Road; and
 - ❑ Warringah Road/Ellis Road/Government Road.
- 2.13 The results of the surveys are shown on Figures 2 and 3, and summarised in Table 2.1.
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Table 2.1: Two-way (sum of both directions) peak hour traffic flows			
Road	Location	AM peak hour	PM peak hour
Wakehurst Parkway	North of Dreadnought Road	2,070	2,260
	South of Dreadnought Road	1,415	1,900
Warringah Road	East of Ellis Road	4,235	4,755
	West of Ellis Road	3,690	4,230
Dreadnought Road	West of Wakehurst Parkway	55	70
	West of Oxford Falls Road	720	460
Oxford Falls Road	North of Dreadnought Road	65	65
	South of Dreadnought Road	715	455
	North of Iris Street	785	460
	East of Iris Street	730	560
Iris Street	West of Oxford Falls Road	585	380
	West of Patanga Road	305	240
Patanga Road	South of Iris Street	275	210
Ellis Road	North of Warringah Road	570	515
Government Road	South of Warringah Road	415	460

- 2.14 Table 2.1 shows that Warringah Road carried some 3,700 to 4,800 vehicles per hour two-way during the morning and afternoon peak periods. Flows on Warringah Road were higher east of Ellis Road than west of Ellis Road.
- 2.15 Flows on Wakehurst Parkway, during the same peak periods, were some 1,400 to 2,300 vehicles per hour two-way. Flows on Wakehurst Parkway were higher north of Dreadnought Road than south of Dreadnought Road.
- 2.16 Traffic flows on Dreadnought Road (east of Wakehurst Parkway), Oxford Falls Road (south of Dreadnought Road), Ellis Road, Patanga Road, Government Road and Iris Street were some 200 to 800 vehicles per hour two-way during the

morning and afternoon peak periods. Dreadnought Road (west of Wakehurst Parkway) and Oxford Falls Road (north of Dreadnought Road) carried lower flows of less than 100 vehicles per hour two-way.

Intersection Operations

2.17 The capacity of the road network is largely determined by the capacity of its intersections to cater for peak period traffic flows. The surveyed intersections shown on Figures 2 and 3 have been analysed using the SIDRA program.

2.18 The SIDRA program simulates the operations of intersections to provide a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
> 70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

- 2.19 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.
- 2.20 The signalised intersection of Warringah Road with Ellis Road operates with average delays of less than 50 seconds per vehicle during morning and afternoon peak periods. This represents level of service D, a satisfactory level of service.
- 2.21 The signalised intersection of Wakehurst Parkway with Dreadnought Road operates with average delays of less than 28 seconds per vehicle during morning and afternoon peak periods. This represents level of service B, a reasonable level of service.

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- 2.22 The unsignalised intersections of Oxford Falls Road with Dreadnought Road and Iris Street are operating with average delays of less than 15 seconds per vehicle during morning and afternoon peak periods. This represents level of service A/B, a good level of service.

Public Transport

- 2.23 Local bus services are provided by Sydney Buses. The closest bus services are in Iris Street which is some 400 metres from the site.
- 2.24 The 136 service operates along Iris Street between Chatswood Interchange and Manly Wharf, linking North Steyne, Dee Why Beach and Frenchs Forest. It operates on a 30 minute headway in each direction.
- 2.25 Routes 142 and E66 operate along Allambie Road between Wynyard, Manly Wharf and Skyline Shops on Frenchs Forest Road. These services link Manly Vale and Allambie Heights. The 142 service operates on a 30 minute headway on weekdays and a 60 minute headway on weekends. The E66 is an express service to and from the city during weekday peak periods.
- 2.26 The 169, 172 and 173 services operate along Warringah Road and Frenchs Forest Road between Manly, Narraweena, Skyline Shops and the city. Between them, they operate on a 30 minute headway Monday to Saturday (more frequent during weekday peak periods) and a 60 minute headway on Sundays.
- 2.27 Overall, the site is accessible by public transport.
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3. IMPLICATIONS OF PROPOSED DEVELOPMENT

3.1 The proposed development comprises some 391 self contained dwellings, 100 serviced apartments, a 60 bed residential aged care facility and associated facilities including health, retail and community services and sporting facilities including tennis courts, bowling green and gymnasium. Vehicular access would be provided from Oxford Falls Road. Parking is proposed in basement parking levels. This chapter assesses the implications of the proposed development through the following sections:

- ❑ consultation;
- ❑ public transport;
- ❑ parking provision;
- ❑ access, servicing and internal layout;
- ❑ traffic generation and effects; and
- ❑ summary.

Consultation

3.2 A number of previous applications for a similar scale of development have been made for the site. The RTA has previously provided comments in relation to these applications. Copies of previous RTA advice are appended to this report.

Public Transport

3.3 As previously discussed, the site is accessible by public transport. The proposed development would increase residential densities close to existing public transport services. The proposal would therefore strengthen demand for these services.

3.4 It is proposed to operate a bus service for residents. This service would provide links to transport, shopping and other external services. Pedestrian links will be provided within the development to link the various components of the development and the internal bus stops. The proposed development is therefore consistent with government policy (draft SEPP 66) and the planning principles of:

- (a) improving accessibility to employment and services by walking, cycling, and public transport;
- (b) improving the choice of transport and reducing dependence solely on cars for travel purposes;
- (c) moderating growth in the demand for travel and the distances travelled, especially by car; and
- (d) supporting the efficient and viable operation of public transport services.

Parking Provision

3.5 Parking for the self care and assisted care units is proposed to be provided at 1.5 spaces per three bedroom unit, one space per two bedroom unit and 0.5 spaces per one bedroom unit. These provisions are in accordance with the Seniors Living SEPP which suggests a parking provision of 0.5 spaces per bedroom.

3.6 The nursing home and serviced apartments will provide parking at one space per 10 beds and one space per five beds respectively (10 and 20 spaces for the nursing home and serviced apartments respectively) plus employee parking of one space per two employees. A maximum of some 72 employees is expected on the site.

Therefore, 36 employee spaces will be provided. These provisions are considered appropriate, being in accordance with the Seniors Living SEPP and Warringah LEP 2000.

- 3.7 Some 112 visitor parking spaces are proposed for residential visitors and the services and facilities on the site. This provision represents a rate of some one space per 3.5 self care units and would allow for some visitor parking to the services and facilities. The proposed visitor parking provision is in excess of that suggested in the RTA's "Guide to Traffic Generating Developments" of one space per five to seven dwellings for medium and higher residential development, and is considered appropriate. Some of the visitor parking will be located to allow residents and visitors to the complex to park close to the services and facilities.

Access, Servicing and Internal Layout

- 3.8 The main vehicular access will be provided from Oxford Falls Road, in approximately the location of the existing access to the tennis academy and function rooms. There is good sight distance along Oxford Falls Road in both directions at this access location.
- 3.9 Access from Oxford Falls Road will be provided via a 'seagull' intersection, with left and right turn lanes into the site and a protected area for right turns from the site. Analysis with SIDRA indicates that the access intersection will operate at a good level of service A/B, with average delays of less than 15 seconds per vehicle.
- 3.10 Inside the site, two-way internal access roads will provide access to the development and other facilities. Provision will be made for buses, with appropriate turning areas and waiting facilities. On-site spaces for furniture vans
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and an ambulance will be provided. It is proposed to provide for on-site garbage collection. Garbage collection areas will be provided for residents as well as the other facilities. These areas will be designed to accommodate a garbage truck. 4.5 metres height clearance will be provided in areas used by service vehicles.

- 3.11 Ramp grades and transitions will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004. Resident spaces will generally be 3.2 metres wide by 5.4 metres long, with 2.5 metres height clearance above them and 2.3 metres height clearance in the remainder of the basement car park. Visitor and staff parking spaces will be 2.5 metres wide by 5.4 metres long. A proportion of visitor spaces will be 3.2 metres wide for disabled use. Dead end aisles in the basement car park will have one metre extensions. Columns will be set back 750 mm from the front of spaces. These dimensions are considered appropriate, being in accordance with the Seniors Living SEPP and AS 2890.1:2004.

Traffic Generation and Effects

- 3.12 Traffic generated by the proposed development will have its greatest effects during morning and afternoon peak periods when it combines with commuter traffic. Surveys undertaken by the Roads and Traffic Authority found that housing for aged and disabled persons generates 0.1 to 0.2 vehicles per hour per dwelling.
- 3.13 The proposed development will have a proportion of internal trips because of the services and facilities provided on site. We have adopted 0.2 vehicles per hour per dwelling for the self care units and 0.1 vehicles per hour per dwelling for the serviced apartments and nursing home.
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- 3.14 The associated services and facilities, including the sporting facilities, are intended primarily for residents. Thus they would not generate significant external traffic. An allowance of some 40 vehicles per hour has been made for these uses.
- 3.15 The proposed development would therefore generate some 140 vehicles per hour two-way during peak hours. No allowance has been made for the existing traffic generated by the site.
- 3.16 During the morning peak period, some 70 per cent of vehicles would be outbound from the development. The reverse would apply in the afternoon. Traffic travelling between the site and areas to the north would generally use Oxford Falls Road and Dreadnought Road to reach Wakehurst Parkway. Traffic to and from the south, east and west would use Oxford Falls Road, Iris Street and Ellis Road to reach Warringah Road.
- 3.17 The additional traffic has been assigned to the road network. Existing flows plus development traffic are shown on Figures 2 and 3 and summarised in Table 3.1.
- 3.18 Traffic increases in Oxford Falls Road would be some 35 to 105 vehicles per hour two-way during peak hours. Increases on Ellis Road would be lower at some 90 vehicles per hour two-way. Wakehurst Parkway, Warringah Road and Dreadnought Road would carry traffic increases of some 35 to 55 vehicles per hour two-way. Increases on Iris Street and Patanga Road would be some 15 vehicles per hour two-way.
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Table 3.1: Existing two-way peak hour traffic flows plus development traffic

Road	Location	AM peak hour		PM peak hour	
		Existing	Plus development	Existing	Plus development
Wakehurst Parkway	North of Dreadnought Road	2,070	+35	2,260	+35
	South of Dreadnought Road	1,415	-	1,900	-
Warringah Road	East of Ellis Road	4,235	+35	4,755	+35
	West of Ellis Road	3,690	+55	4,230	+55
Dreadnought Road	West of Wakehurst Parkway	55	-	70	-
	West of Oxford Falls Road	720	+35	460	+35
Oxford Falls Road	North of Dreadnought Road	65	-	65	-
	South of Dreadnought Road	715	+35	455	+35
	North of Iris Street	785	+105	460	+105
	East of Iris Street	730	+90	560	+90
Iris Street	West of Oxford Falls Road	585	+15	380	+15
	West of Patanga Road	305	-	240	-
Patanga Road	South of Iris Street	275	+15	210	+15
Ellis Road	North of Warringah Road	570	+90	515	+90
Government Road	South of Warringah Road	415	-	460	-

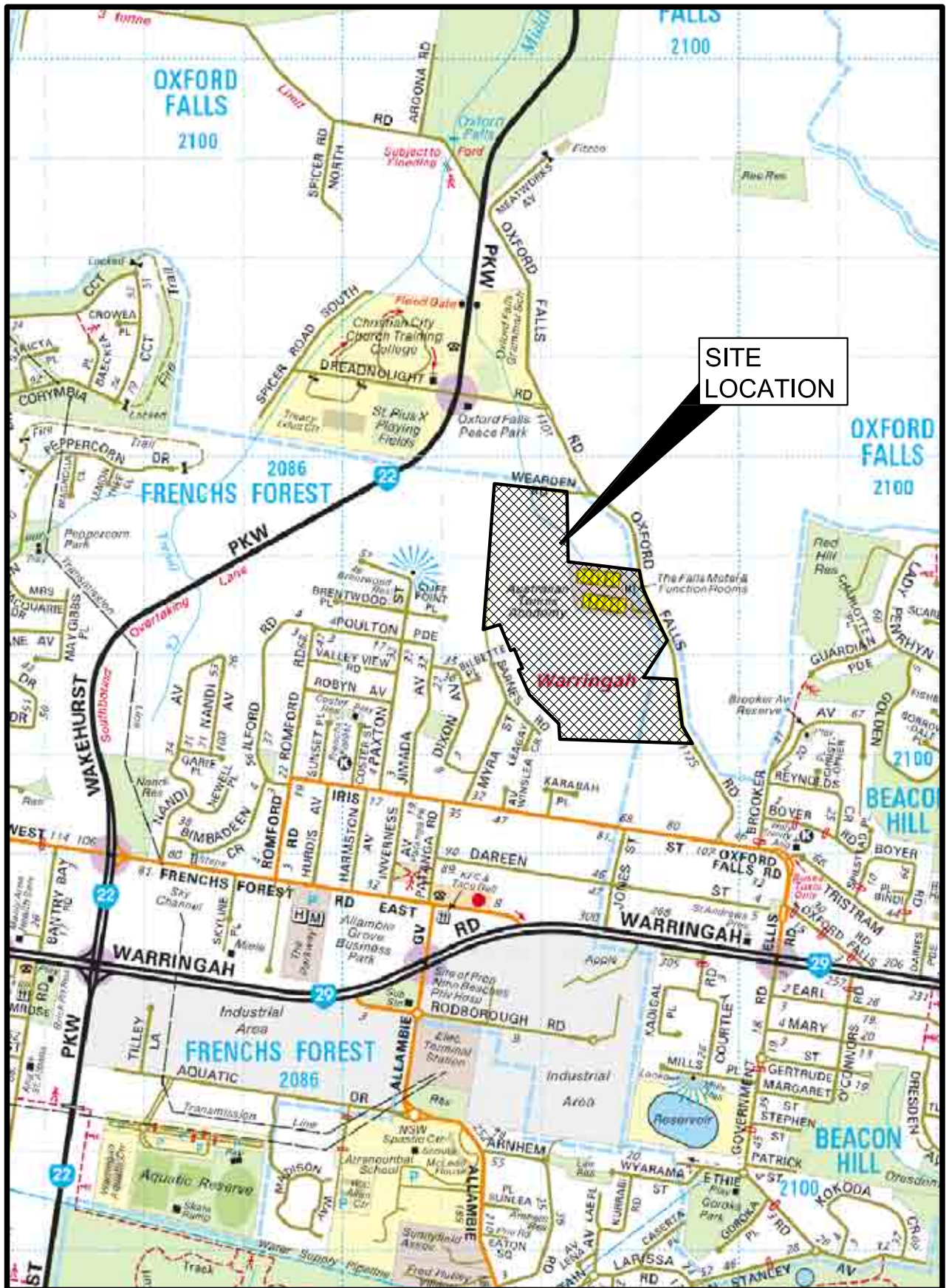
3.19 The intersections previously analysed in Chapter 2 have been re-analysed with SIDRA for the additional development flows shown on Figures 2 and 3. The analysis found that intersections would continue to operate at their existing levels of service. Average delays would increase by one to three seconds per vehicle.

3.20 Therefore, the road network will be able to cater for the additional traffic from the proposed development.

Summary

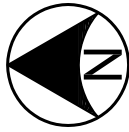
3.21 In summary, the main points relating to the transport implications of the proposed development are as follows:

- i) the proposed development would increase residential densities close to public transport services. A bus service would be provided on site to serve residents;
- ii) the proposed parking provision is considered appropriate;
- iii) access to the site will be provided from Oxford Falls Road;
- iv) internal circulation and layout will be designed in accordance with AS 2890.1:2004 and AS 2890.2 – 2002; and
- v) the surrounding network will be able to cater for traffic generated by the development.



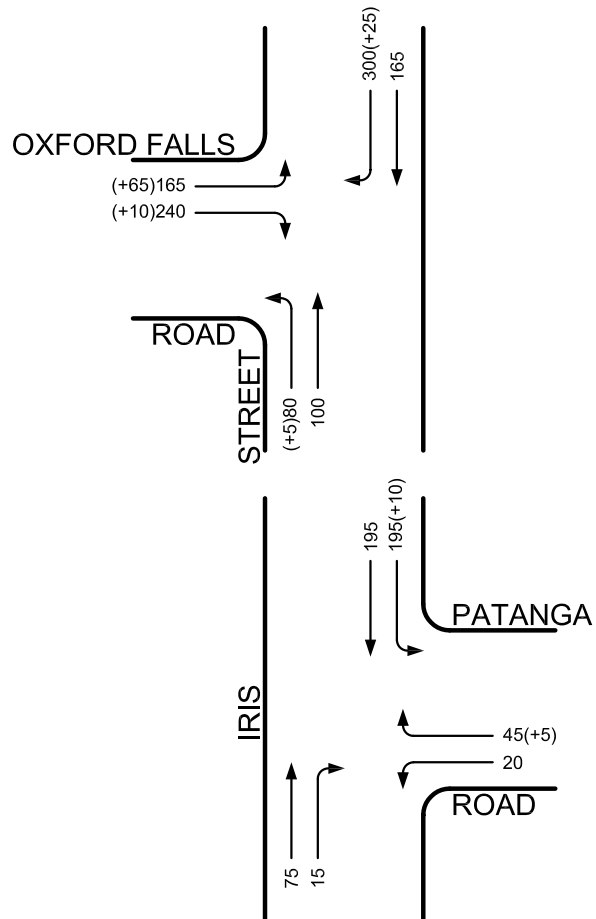
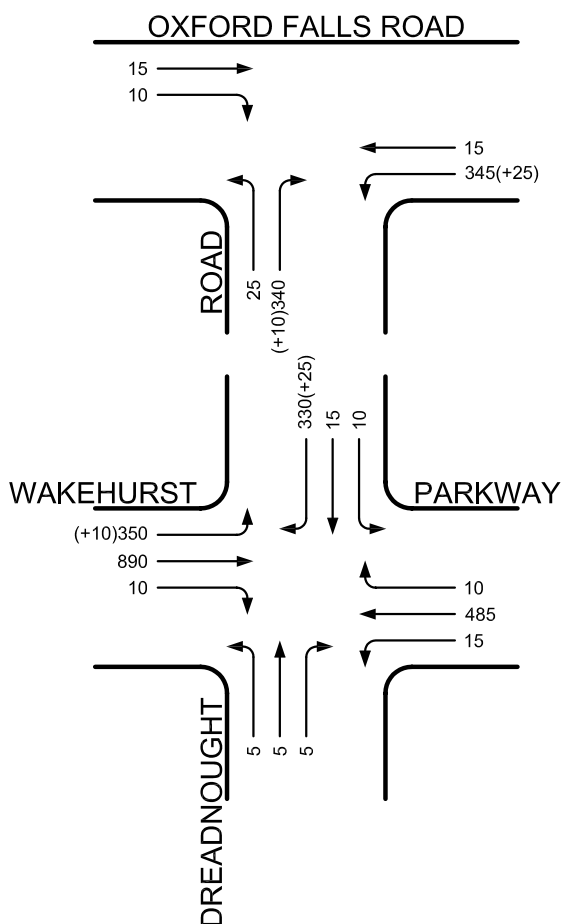
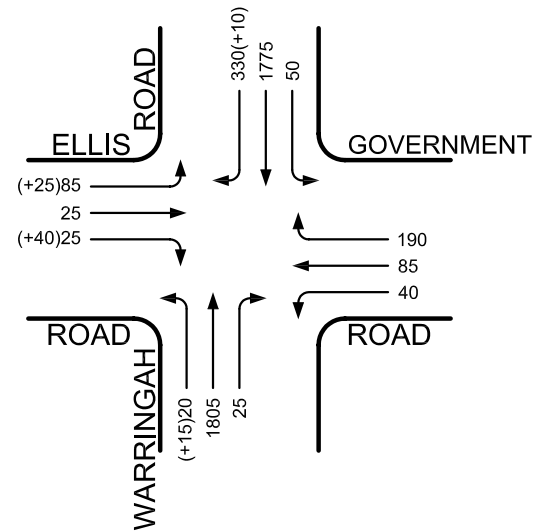
LOCATION PLAN

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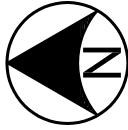


LEGEND

100 - Morning Peak Hour Flows
(+10) - Additional Development Traffic

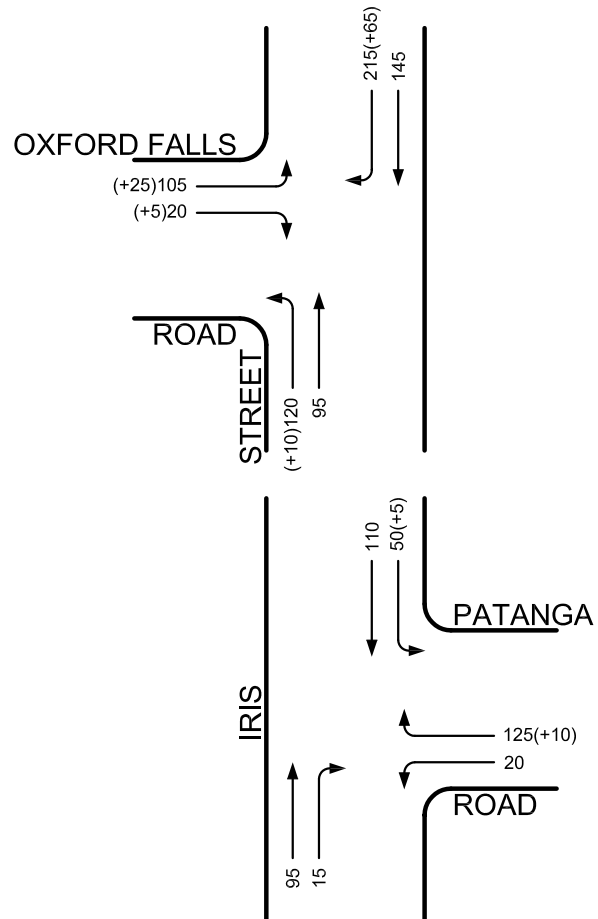
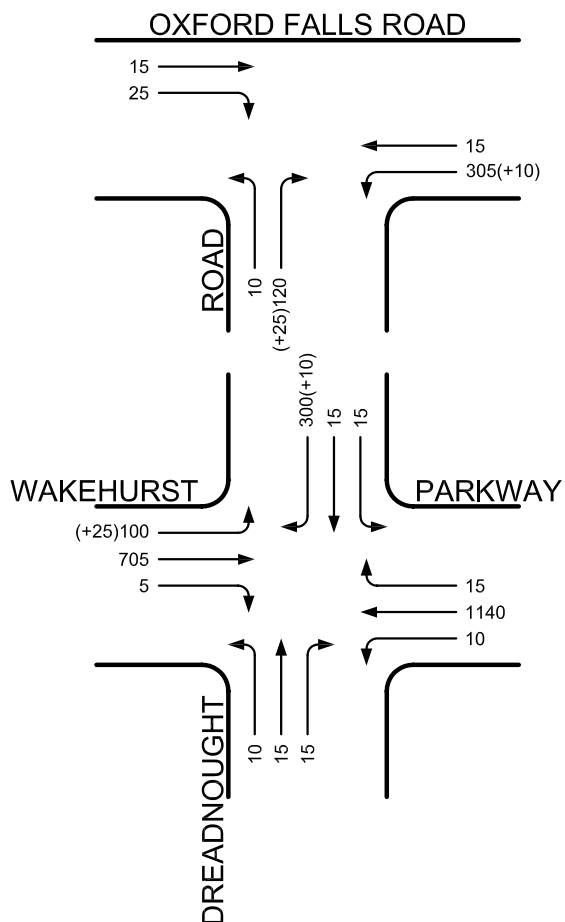
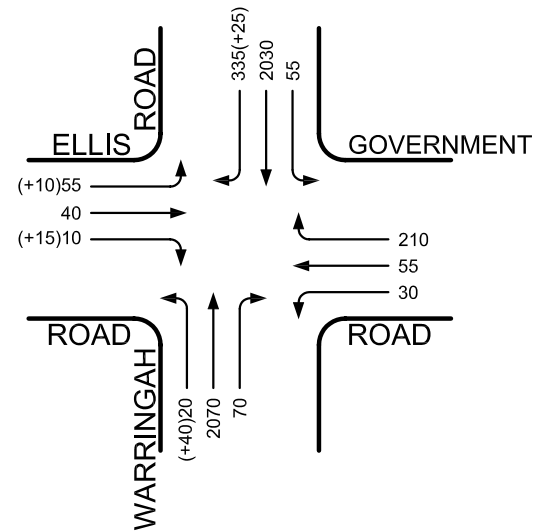


MORNING PEAK HOUR TRAFFIC FLOWS PLUS DEVELOPMENT TRAFFIC



LEGEND

100 - Afternoon Peak Hour Flows
(+10) - Additional Development Traffic



AFTERNOON PEAK HOUR TRAFFIC FLOWS PLUS DEVELOPMENT TRAFFIC

APPENDIX A

RTA CORRESPONDENCE

Joshua Hollis

From: Joshua Hollis [joshua.hollis@cbhk.com.au]
Sent: Monday, 25 September 2006 9:45 AM
To: Sid Londish
Subject: FW: Oxford Falls
Attachments: RDC 2004-1739.doc; RDC 2004-1739 Pt2.doc

Hi Sid and Sharon,
Please find below correspondence from RTA, as well as copies of their previous comments on the development.
Regards,

Joshua Hollis
Director
Colston Budd Hunt & Kafes Pty Ltd
Suite 1801 - Tower A, Zenith Centre
821 Pacific Highway
Chatswood NSW 2067
PO Box 5186
West Chatswood NSW 1515
Phone: (02) 9411 2411
Fax: (02) 9411 2422
Email: joshua.hollis@cbhk.com.au

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From: HALL James C [mailto:James_HALL@rta.nsw.gov.au]
Sent: Friday, 22 September 2006 3:50 PM
To: joshua.hollis@cbhk.com.au
Subject: RE: Oxford Falls

Joshua,

It is noted from your email and our phone conversation earlier today that the development application being referred to the Department of Planning for the proposed retirement village at Oxford Falls is very similar (in terms of the access arrangement and traffic generation) to the previous application referred to the Sydney Regional Development Advisory Committee (SRDAC) in 2004.

If the access arrangement and traffic generation is very similar to the previous application, then the comments on the previous application by the SRDAC outlined in a letter of 23 June 2006 would be applicable to the subject development application.

Regards,

James Hall
Senior Development Assessment Officer
Operations and Services

From: Joshua Hollis [mailto:joshua.hollis@cbhk.com.au]
Sent: Tuesday, 5 September 2006 13:26 PM
To: HALL James C
Cc: Sid Londish
Subject: Oxford Falls

9/02/2007

Hi James,

As discussed yesterday, the Department of Planning is now the consent authority for the proposed retirement resort at Oxford Falls. The department has provided the Director General's requirements for the development. One of the requirements is that we consult with the RTA in relation to the development.

As you may recall, the application was last considered by the RTA at the Regional Development Committee on 8 December 2004 (your ref RDC 04/1739 Pt 2). It was also previously considered by the RTA on 9 June 2004 (your ref RDC 04 1739).

The application is very similar to the application that the RTA last considered. It is for some 600 self care units, an 80 bed hostel, 100 bed nursing home and associated health and community facilities on the site.

The previous application considered by RTA on 8 December 2004 was for some 560 self care units, a 60 bed hostel, 60 bed nursing home and associated facilities including a golf course.

Traffic generation of the latest application would be some 140 vehicles per hour two-way during morning and afternoon peak hours, compared with 130 vehicles per hour two-way assessed in the last application the RTA considered.

Access is proposed to be provided, as in the previous application, via a seagull type intersection on Oxford Falls Road.

I have attached a copy of our report which was submitted with the application now being considered by the department.

We would appreciate comments from the RTA in relation to the development. If you need any further information, please let us know.

Thanks for your help.

Regards,

Joshua Hollis
Director
Colston Budd Hunt & Kafes Pty Ltd
Suite 1801 - Tower A, Zenith Centre
821 Pacific Highway
Chatswood NSW 2067
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West Chatswood NSW 1515
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Email: joshua.hollis@cbhk.com.au

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The General Manager
Warringah Council
DX 9118
Dee Why

Attention: Robert Fewster

**PROPOSED RETIREMENT RESORT (MASTERPLAN) AT OXFORD FALLS ROAD,
FRENCH FOREST.**

Dear Robert,

I refer to your letter of 18 November 2004 (Council Reference: DA-2004-1402) concerning the above mentioned development application referral, I wish to advise that the Sydney Regional Development Advisory Committee considered the application at its meeting on 8 December 2004.

Below are the Committee's comments and recommendations on the subject development application:

1. The Committee notes and support the proposed seagull island off Oxford Falls Road to accommodate the proposed development. The design and construction of the proposed seagull should minimise impact on through traffic.
2. Street lighting is to be provided at each of the accesses to the public road in accordance with the relevant Australian Standards.
3. Appropriate pedestrian facilities should be provided between the development site and the existing bus stops in Iris Street.
4. Off street parking associated with the proposed development, including driveway widths, aisle widths, ramp grades, parking bay dimensions, sight distances, and internal circulating roadways are to be in accordance with AS 2890.1-2004.
5. Council with the advice of the Local Traffic Committee should consider the need for parking restrictions on the streets in the vicinity of the development and also the need for signposting and line marking on the internal roads.

6. Due to the extent of the proposed internal road system, traffic calming on site should be considered.
7. A Construction Traffic Management Plan should be prepared for review by Council and the RTA as part of the determination of the Development Application. The traffic impact of the staged construction of the proposed development (including impact on residential amenity of the residents along Oxford Falls Road) should also be considered.

Please address all further enquiries regarding this letter to the Development Assessment Officer, Gordon Trotter by phone on (02) 8814 2332 or facsimile (02) 8814 2107.

In accordance with State Environmental Planning Policy No. 11, it is essential that a copy of Council's determination on the proposal (conditions of consent) if approved) is forwarded to the Committee at the same time it is sent to the developer.

Yours faithfully

Charles Wiafe
Chairman Sydney Regional Development Advisory Committee

8 December 2004

RDC 2004-1739
DA-2004/0585
Gordon Trotter

The General Manager
Warringah Council
DX 9118
Dee Why

Attention: Stephen Arthur

**PROPOSED RETIREMENT RESORT (MASTERPLAN) AT OXFORD FALLS ROAD,
FRENCH FOREST.**

Dear Stephen

Further to your letter of 26 May 2004 (Council Reference: DA-2004-0585) concerning the above mentioned development application referral, I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the application at its meeting on 9 June 2004.

Below are the Committee's comments and recommendations on the subject development application:

1. The Committee notes and support the proposed seagull island off Oxford Falls Road to accommodate the proposed development. The design and construction of the proposed seagull should minimise impact on through traffic.
2. Council should confirm if the facilities proposed on site are open to the public and if the applicant should be requested to review the traffic generation potential and parking demand for the proposed development. A sensitivity analysis should also be carried out on the proposed intersection treatment (off Oxford Falls Road).
3. Street lighting is to be provided at each of the accesses to the public road in accordance with the relevant Australian Standards.
4. Appropriate pedestrian facilities should be provided between the development site and the existing bus stops in Iris Street.
5. Appropriate bus services to the development site should be considered as part of the determination of the DA.

6. Off street parking associated with the proposed development, including driveway widths, aisle widths, ramp grades, parking bay dimensions, sight distances, and internal circulating roadways are to be in accordance with AS 2890.1-2004.
7. The RTA supports the proposed provision of a bus shelter on site. A bus turn around area should be provided on site to allow for bus servicing. In this regard the developer should approach the local bus company regarding providing bus services to the site.
8. Council with the advice of the Local Traffic Committee should consider the need for parking restrictions on the streets in the vicinity of the development.
9. Due to the extent of the proposed internal road system, traffic calming on site should be considered.
10. A Construction Traffic Management Plan should be prepared for review by Council and the RTA as part of the determination of the Development Application. The traffic impact of the staged construction of the proposed development (including impact on residential amenity of the residents along Oxford Falls Road) should also be considered.

Please address all further enquiries regarding this letter to the Development Assessment Officer, Gordon Trotter by phone on (02) 8814 2332 or facsimile (02) 8814 2107.

In accordance with State Environmental Planning Policy No. 11, it is essential that a copy of Council's determination on the proposal (conditions of consent) if approved) is forwarded to the Committee at the same time it is sent to the developer.

Yours faithfully

Charles Wiafe
Chairman Sydney Regional Development Advisory Committee

23 June 2004