

Camden Residents' Action Group

Incorporated

Camden – Still a Country Town

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31 January 2017

General Manager,
Camden Council
70 Central Avenue
Oran Park NSW 2570

Dear Sir,

**Re: Whiteman's 76-100 Argyle Street Camden
DA 2016/1190/1**

This DA is for the use of the rear unroofed upper deck area to accommodate an extra 100 restaurant patrons. From the documents submitted this application would appear to be proposing around a doubling of the capacity of the restaurant.

The proposal would seem to have no detrimental heritage impact and could be expected to be generally welcomed by the community.

However the following issues are raised:

Noise:

It is understood that the additional seating area is to remain unroofed and that an acoustic barrier will be placed behind the existing fence.

The Noise Report states "*The nearest residences potentially most affected by the operation of the outdoor dining area have been identified to be the residential dwellings to the south of the project site, at the corner of Hill and Broughton Streets.*" It would seem that seniors living in John Street are just as close or closer and they currently find Thursday, Friday and Saturday evenings noisy. The Noise Survey and noise mitigation measures should have addressed this precinct as well as the Hill Street area.

The Noise Report needs to be revised. Noise mitigation measures need to address the amenity of all people living in the affected vicinity.

S94 Car Parking Contributions:

It is understood that the restaurant business previously operating from these premises did not proceed with an application to use this same decked area due to the requirement to pay s94 contributions.

According to details in this application Council's DCP requires an additional ten (10) car parking spaces to be provided on site or that s94 contributions be paid in lieu. The applicant is seeking an exemption based on the outcome of a survey of three potential parking zones: on Argyle Street, two zones in Hill Street and the public car park off Hill Street to the rear of the site. The survey report states "*... it is clear that at all times 10 or more car parking spaces are available in the public car park to the rear of the site and again on street.... Therefore we recommend that Camden Council exempt the applicant from providing a further 10 parking spaces, given that **ample vacant spaces are available in the immediate vicinity of the site, during the likely periods of highest demand.***"

Parking contributions of course are based on overall requirements for a centre as a whole and additional parking to be generated by the proposed development, not what is available at some point in time through a count of available spaces.

Indeed Council was adamant that Camden needed a decked car park, arguing that Camden has a parking problem, and that the problem will be exacerbated by continuing growth in the area and that Camden businesses need a decked car park be able to compete for customers with Narellan and Oran Park ¹.

Council maintained this argument despite the opposition of many in the community and objections raised on the grounds of loss of heritage value and leafy amenity, and lack of rigour in analysis of its benefits, costs and potential alternatives. CRAG and others claim that the "problem" is not evidenced as research by Council's own consultants did not find any parking problem that could not easily be overcome by cheap and simple remedies². Interestingly the survey report accompanying this

¹ Tarik Elmerhebe (11 May 2016) *Camden Council votes to move ahead with Oxley St decked carpark; start of work pushed back* Macarthur Chronicle Camden. Available at <http://www.dailytelegraph.com.au/newslocal/macarthur/camden-council-votes-to-move-ahead-with-oxley-st-decked-carpark-start-of-work-pushed-back/news-story/a6eb735793c4ea492a74e07a94d31c51>

² Brown (September 2013) *Camden Town Centre Traffic & Transport Study*. Available at <http://www.camden.nsw.gov.au/assets/pdf/Major-Projects/2015/Camden-Town-Centre/Camden-Town-Centre-Traffic-and-Transport-Study-September-2013.pdf>

application, although it is not nearly as comprehensive as the earlier research produces a similar finding.

Nevertheless, there is no valid argument for exemption of s94 contributions for Camden businesses, including the business lodging this development application.

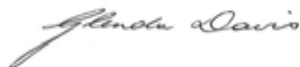
The decked car park is at construction stage. It is understood that much of the cost of Camden's decked car park is to be funded by transferring s94 contributions made by Narellan businesses, which Camden businesses must eventually repay through future contributions. Of course it is unclear, how future appropriate development in the small heritage precinct of Camden could ever raise the large amount required to repay Narellan, but that is the requirement.

Attendant increase in vehicle activity from this development will reduce parking available for customers of other existing restaurants and businesses, that have provided the required parking or paid s94 contributions. Future business developments will be required to follow the rules.

To allow an exemption would be unfair to other businesses in Camden, as well as logically inconsistent with Council's own official position that the only way that Camden can provide enough parking to meet demand is by spending s94 contributions and public funds on a decked structure. Clearly s94 contributions are needed and cannot be exempted.

For the above reasons we request that a comprehensive Noise Report be submitted that addresses the amenity of all residents to be affected and that no exemption be allowed for s94 contributions.

Yours sincerely,



Glenda Davis

President

Camden Residents' Action Group Inc.