

**MINUTES OF THE DEVELOPMENT COMMITTEE  
MEETING HELD 8 MARCH, 2004  
CIVIC CENTRE, OXLEY STREET, CAMDEN – 5.30PM**

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**Present:** Cr Anderson (Mayor/Chairperson), Cr Corrigan, Cr Patterson, Cr Campbell (arrived during the second public address at 5.50pm), Cr Winn, Cr Batros, Cr Fekete, Cr McFadden.

**Staff:** Acting General Manager (Director Governance & Outcomes), Manager Outcomes, Director Works & Services, Acting Director Development & Environment (Manager Environment & Health), Manager Engineering, Acting Manager Development (Team Leader Development Branch), Development Officer, Administration Officer.

**APOLOGIES**

A request was received from Cr Senise seeking the extension of his leave of absence to 12 March, 2004.

*Resolved on the Motion of Cr McFadden, seconded Cr Corrigan that leave of absence be granted to Cr Senise.*

DC027/04 THE MOTION WAS **CARRIED.**  
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**DECLARATION OF PECUNIARY OR CONFLICT OF INTEREST**

Cr Corrigan declared a conflict of interest in Items 2 and 3 as parties involved in the developments supported his State Election campaign.

**DEVELOPMENT COMMITTEE PUBLIC ADDRESSES**

Barry Brown addressed the Committee in relation to Item 1 of the Development Committee.

*Moved Cr Patterson, seconded Cr Winn that an extension of 2 minutes be granted.*

DC028/04 THE MOTION WAS **CARRIED.**  
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Pam Browne addressed the Committee in relation to Item 1 of the Development Committee.

*Moved Cr Winn, seconded Cr Patterson that an extension of 2 minutes be granted.*

DC029/04 THE MOTION WAS **CARRIED.**  
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Anna Delucias addressed the Committee in relation to Item 1 of the Development Committee .

*Moved* Cr Patterson, seconded Cr McFadden that an extension of 2 minutes be granted.

DC030/04 THE MOTION WAS **CARRIED.**  
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***(Cr Corrigan left the Chamber having previously declared an interest in Item 3 – the time being 5.54pm)***

Malcolm Hunt addressed the Committee in relation to Item 3.

***(Cr Corrigan returned to the Chamber – the time being 6pm)***

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**1. SEPP 5 Housing for Older People or People with a Disability - 8 Unit Development; Tree Removal; Consolidation of Lots 6-8 DP 30293; Strata Subdivision & Construction of 8 Residential Units; Stormwater Drainage Across a Public Reserve, No 43 (Lots 6-8, DP 30293) Wilson Crescent, Narellan**

**File No:** DA8350.465-2/2 (Director, Development & Environment Division)

**DA No:** 1344/2003

**Applicant:** Top Ridge Constructions

**Owner:** RJR Development Consultants Pty

**Zoning:** Residential "A" – CLEP 46

**Purpose of Report**

Council is in receipt of a development application for the construction of eight (8) residential units pursuant to State Environmental Planning Policy (SEPP) 5 – housing for older people or people with a disability, in the form of a multi-unit housing in a detached housing zone. The application has been notified twice, as the proposal was modified from 9 to 8 units following the first exhibition. Eleven (six individuals/groups) objections were received during the two notification periods. The purpose of this report is to seek Council's determination of the application.

**Summary of Recommendation**

It is recommended that the application be approved subject to conditions of consent.

**Background**

SEPP 5 was created by the State Government to allow more and better suited housing within the community for older people and for people with disabilities ie housing for:

- young people with a disability;
- healthy active older people (55 years or over);
- people requiring a little or a lot of help with their care;
- people who may develop disabilities as they age but wish to remain living in their current home.

SEPP 5 was introduced in February 1982. A major change to the policy was made in 1998 to encourage smaller developments in existing areas ie. in-fill housing. This change recognised that many older people and people with a disability only needed occasional support services and would prefer to live in their existing communities rather than in special housing.

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A review was conducted in 2000. The main changes were to create stronger adaptable housing provisions, clarify the meaning of reasonable access to community facilities and services, include provisions to achieve better design, allow Councils to levy S.94 contributions for the increased demand for community facilities and exempt high bushfire and high flooding hazard land from the SEPP.

**The Site**

The property is located on the southern side of Wilson Crescent adjoining a public reserve, Studley Park Golf Course and a private dwelling house. The land comprises 3 separate allotments and previously contained a dwelling house which has been relocated off-site. **Tabled Document “DC 1“** details the location of the site.

It is approximately 120m from the arterial road (bus route) on Camden Valley Way. This is approximately 3km from Camden Town Centre and approximately 1km from Narellan Town Centre.

The site slopes away from the street and contains several trees, which were part of the garden of the previous house that was recently demolished under a separate development approval. The proposal provides for two of these trees to be kept.

**The Proposal**

The original application was for 9 two storey attached residential units (refer to **Tabled Documents “DC 2“**). After notification and the receipt of objections and advice from Council officers, the proposal was amended to the currently proposed layout of 8 residential units. Two of the proposed units fronting Wilson Crescent are single storey, the remainder are two storey.

The amended proposal also provided improved internal vehicular access, which has provided a view corridor to Studley Park Golf Course at the rear as well as good emergency vehicle access to the units and through to the golf course for the Rural Fire Service. The proposed development is made up of three groups of buildings:

- the first comprises 2 single storey dwellings fronting Wilson Crescent;
- the second comprises 4 two storey dwellings that front Wilson Crescent Reserve. The corner unit also presents a frontage to Wilson Crescent;
- the third comprises 2 two storey dwellings that front Studley Park golf course.

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A small community recreational area of 45m<sup>2</sup> is located in the south-west corner of the site adjacent to the public reserve and golf course. Refer to **Tabled Documents “DC 3”** for amended layout plan, landscape plan and elevations.

The buildings would be of brick veneer construction with the brickwork painted a fawn/stone colour. Those fronting Wilson Crescent are proposed to have a setback of 5.5m.

Two visitor car parking spaces have been provided. Each unit has a garage with the dimensions as specified by SEPP 5.

An open style fence is proposed between brick piers for the majority of the development. The only solid fence would be adjacent to the existing dwelling. The existing rural fence along the golf course would remain. A vehicular gate would be required to allow emergency vehicular access onto the golf course for fire fighting and maintenance to the existing sewer main.

**Notification**

All adjoining landowners have been notified. Twelve (12) submissions were received during the two notification periods. Details of the submissions are provided below.

**Planning Controls**

The following plans and policies have been considered in the assessment of this application.

- SREP 20 Hawkesbury-Nepean River System
- SEPP 5 Housing for Older People or People with a Disability
- Camden LEP 46
- DCP 97 – Car Parking

**Assessment**

**Section 79C Consideration**

**(a) The provision of any environmental planning instrument**

The application is consistent with the relevant SREP.

**Sydney Regional Environmental Plan No 20**

The land is affected by SREP 20 (No. 2 –1997) which states that Council shall not grant consent to an application to carry out development which drains to the Hawkesbury/Nepean River, unless it has taken into

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account the effect the proposed development will have on:

- the water quality of the river;
- the recreational opportunities of the river;
- the economy of the river;
- the agricultural potential of the river;
- the significant vegetation and wildlife habitats of the river valley;
- the environmental heritage of the river valley;
- the scenic quality of the river and river valley;
- whether the proposed development will be capable of connection to a Sydney Water Corporation or Council sewerage system, either now or in the future.

The impact of the proposed development on the river system is not considered problematic.

SEPP 5

This State government policy applies to land in NSW that is zoned primarily for urban purposes on which development for the purpose of dwelling-houses is permitted.

Part 2 of the SEPP – Development Criteria, has the objective of:- “to create opportunities for the development of housing that is located and designed in a manner particularly suited to both those older people who are independent, mobile and active as well as those who are frailer, and other people with a disability regardless of their age.”

Development allowed by this Part may be carried out only with the consent of Council, unless the development is permitted under a LEP without consent. This is not the case in Camden.

*Matters for consideration – Clause 12:*

Council must not consent to a development application unless it is satisfied that residents will have access to shops, community services, doctor and that these are either within 400m or can be accessed by public transport and that transport does not require travelling greater than 400m to the transport and the facilities.

Public transport is available in Camden Valley Way. To enhance the access to public transport for residents of the development, it is proposed to condition the consent that the applicant provide appropriate pedestrian access to the bus stops in Camden Valley Way by of

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constructing footpaths. This would also provide benefit for other residents of Wilson Street.. This is considered a reasonable request as pursuant to SEPP 5, section 94 contributions cannot be levied however, works/facilities directly associated with the proposal can be identified.

The proposal is not identified as bush fire prone land. In any event, it is proposed to condition the consent to provide a gate on the southern boundary (existing rural style fence) to allow access onto the golf course as well as a fire hydrant if required by the Fire Service.

*Development standards – Clause 13:*

Issues in this section include:- building height, street frontage, access and useability. It is further broken down into more specific issues such as:- pathway lighting; letterboxes; private car accommodation; internal building details and garbage. The development complies with the SEPP 5 standards.

*Standards which cannot be used as grounds for refusal – Clause 14:*

Council cannot refuse consent on specific grounds as described in this clause if the development meets the identified standards. Items include: building height; density and scale; landscaped area; parking; visitor parking and private open space.

The development meets all the standards.

Part 3 of the SEPP – Design Requirements, has the objective of: “to establish a process that encourages good design allowed by this policy”. This includes the preparation of a site analysis and demonstrating that adequate regard has been given to the following principles:

- Neighbourhood amenity and streetscape:- the development as amended has recognised the streetscape of Wilson Crescent by having 2 single storey dwellings at the front adjacent to the existing single storey house.
- Visual and acoustic privacy:- In this regard, the proposed development is acceptable. Unit 5 would have windows in two bedrooms immediately adjacent to the internal driveway which would be conditioned to remove the potential noise intrusion. Refer to assessment below.

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- Solar access and design for climate:- where possible windows of living areas should be in a northerly direction. This has been achieved for as many units as possible. All units have met the NatHERS requirements with units 2-3 having the maximum rating of 5 stars and units 7-8 having 3.5 and 4 stars respectively.
- Stormwater:- the development should control and minimise the disturbance and impacts of stormwater run-off on adjoining properties eg finishing driveway surfaces with semi-pervious material and include where practical, on-site detention or re-use for second quality water uses. The appropriate approach to addressing this would be provided with documentation supporting the Construction Certificate. Rainwater tanks would also be required for toilet flushing.
- Crime prevention:- the development provides good surveillance of entries and adjoining road and reserve.
- Accessibility:- the development should have convenient, obvious and safe internal and external pedestrian and bicycle links. It is proposed to condition the consent that footpaths be constructed to link with the new footpath in Camden Valley Way as well as to the adjoining Wilson Crescent Reserve.
- Waste management:- bins would be provided to all units in accordance with DCP 58.

The development complies with the SEPP and all standards of the SEPP would be met.

Camden Local Environmental Plan No 46

As discussed above, SEPP 5 prevails over any other environmental planning instrument as long as the development is carried in accordance with that policy.

The subject land is zoned Residential “A”. Under this zoning the proposed multi-unit housing development is not permitted development. However, the objective of this zone is to set aside sufficient land for detached housing within suitable living areas of the Camden LGA and this is compatible with the application of SEPP 5.

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DCP 97 – Car Parking

Council's DCP requires car spaces to be provided for this type of development (private self contained units), at the rate of 1 space for dwellings greater than 85m<sup>2</sup>. However, as SEPP 5 overrides any other environmental planning instrument, the standard in SEPP 5 is for 0.5 car spaces for each bedroom, requiring 12 spaces in total, which are provided. Therefore the DCP is not relevant to this application and the parking arrangements comply.

**(b) Likely impact on both natural and built environment**

Flora and Fauna

Two trees are to be kept on the site. Six trees would be removed as they are affected by the proposed building envelopes. Additional indigenous trees would be required to be planted in Wilson Crescent Reserve adjacent to the road and Unit 1 to provide a strong native vegetation focus. This would also soften the appearance of Unit 1 in the streetscape.

Traffic

The extra traffic that would be generated by the proposal is of little impact to the overall traffic in Wilson Crescent. There is no evidence that there would be a significant issue in the safety or use of Wilson Crescent as a result of the development.

Noise

Unit 5 (single storey dwelling) is located immediately adjacent to internal access road at the entrance to the development. Two bedrooms have windows fronting the access road, which could be impacted by traffic and pedestrian noise. The proposed development consent addresses this issue to meet the criteria of SEPP 5.

Stormwater Management

The proponents would be required to prepare a detailed stormwater management plan to support any Construction Certificate application to ensure the flow rate of stormwater in any storm event after the development does not exceed that prior to the development.

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Landscaping

A landscape masterplan has been submitted. Additional tree planting would be conditioned with any consent as mentioned previously.

Utilities

The site is currently serviced by all utilities. Integral Energy may require a substation on the subject site adjacent to Wilson Crescent plus conduits under the footpath ready for the future undergrounding of electricity in the street.

**(c) The suitability of the site for the development**

The proposal is suitable for the site as it has met or can be conditioned to comply with all the requirements of SEPP 5.

**(d) Any submissions made in accordance with this Act or the Regulations/Public Interest**

All adjoining landowners were notified and eleven (11) submissions were received during the two notification periods. Because of the detailed submissions that have been made, a summary of all the submissions received with a response to each of the issues raised, forms **Tabled Document “DC 5”**. The submissions received relate to the initial application and the current application.

One submission was in favour, while five objectors made submissions to both proposals.

The major issues raised in the objections are:

- non-compliance with SEPP 5 provisions;
- non-compliance with Council DCPs;
- development is inconsistent with the existing character of Wilson Crescent;
- drainage and servicing issues;
- landscaping;
- surveillance;
- streetscape.

The summary document discusses all issues raised. It is concluded that none of the issues raised justify refusal of the application.

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**Copies of these submissions were supplied to Councillors under separate cover with the Business Paper.**

**Conclusion**

The proposal has been assessed pursuant to SEPP 5 and with conditions of consent, can comply with this State Government Policy. Issues raised in submissions have been addressed by modification of the proposal or with proposed consent conditions.

On the basis of the above assessment the proposed development application is recommended for approval subject to appropriate conditions of development consent.

Recommended: That:

- (i) Development Application No 1344/2003 to develop SEPP 5 Housing for older people or people with a disability – 8 unit development; tree removal; consolidation of Lots 6-8 DP 30293; strata subdivision and construction of 8 residential units pursuant to SEPP 5, at 43 (Lots 6-8 DP 30293) Wilson Crescent, Narellan be approved subject to conditions which form **Tabled Document “DC 4”**.
- (ii) Those persons who made a submission be thanked and advised of Council’s determination of the application.

**MOTION**

*Moved Cr Campbell, seconded Cr Winn that this item be deferred to a works inspection to be held prior to the Development Committee Meeting on the 22 March, 2004 and then brought back for discussion to the 22 March, 2004 Development Committee Meeting.*

DC031/04 THE MOTION WAS **CARRIED.**  
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*(Cr Corrigan having previously declared a conflict of interest in Items 2 and 3 took no part in discussion or voting on the matters and left the Chamber – the time being 6.16pm.)*

*(The Acting Director Development & Environment addressed the Chamber in relation to Item 2; reading a letter received by Council from the applicant Rhodes Haskew Associates requesting the matter be deferred until a later date).*

**2. Service Station Including Refreshment Room and a Free Standing Refreshment Room, No 705 (Lot 2, DP 594238) The Northern Road, Bringelly**

**File No:** DA5850.355-3 (Director, Development & Environment Division)  
**DA No:** 960/2002  
**Applicant:** Rhodes Haskew Associates  
**Owner:** Mr F Pisciueneri  
**Zoning:** Rural “A” (40ha) Zone – CLEP 48

**Purpose of Report**

Council is in receipt of an application to construct both a service station with a refreshment room as well as a free standing refreshment room. As the project is of a significant scale in a rural area, two previous applications were refused by Council for similar uses on the subject site and an objection was received during the application’s notification period, the report is submitted to Council for a determination.

**Summary of Recommendation**

It is recommended that the application be refused as it does not comply with the objectives of CLEP 48, the recommendations of the Camden Scenic & Cultural Landscape Study and the Camden Rural Land Study.

**Background**

Council resolved (DC059/99) 15 June 1999 to refuse DA No 125/98 for a Service Station, Refreshment Room, Motel and Truck Washing Facility on the following grounds:-

- (i) *The floor area of the service station shop, and the likely products for sale therein, would be characterised as a separate and independent use, and would constitute a ‘shop’. Shops are prohibited uses under Rural 1(a) provisions of LEP 48, therefore the entire development is prohibited.*

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(ii) *The concentration of proposed uses is an overdevelopment of the site, which is out of character with the rural character of the area. This is contrary to Objective 1(c) and 1(e) of the Rural 1(a) zone of LEP 48, and the provisions of the Draft Scenic and Cultural Landscape Study.*

Council further resolved (DC094/01) 23 July 2001 to refuse a modified application, DA No 2884/99 for a Service Station, Restaurant (fast food outlet) Motel and a Truck Washing Facility on the following reasons:-

(i) *The shop is a prohibited use within a rural 1(a) zone under the provisions of CLEP 48.*

(ii) *The proposed development is an overdevelopment of the site, which is out of character with the rural character of the area. This contrary to Objective 1(c) and 1(e) of the rural 1(a) zone of LEP 48.*

(iii) *The proposed development is contrary to the rural character of the area as stated in the Draft Scenic and Cultural Landscape Study.*

(iv) *The proposed development is contrary to the provisions of the Draft Rural Land Study.*

(v) *The proposed development is not permissible in the rural 1(a) Zone as it fails to meet the objective of that zone.*

(vi) *The applicant has failed to demonstrate a need for the proposed facilities.*

**The Proposal**

The current application reflects the earlier proposals, however at a reduced scale. Two buildings are proposed as follows:-

- Service station – a building of 300m<sup>2</sup> containing the service station sales area of 100m<sup>2</sup> and a restaurant for 40 patrons (refreshment room) of 80m<sup>2</sup>. The remaining floor space is set aside for an office, storage and amenities.
- Restaurant (refreshment room) – a building of 350m<sup>2</sup> (fast food outlet) with internal/external seating for 75 patrons (55 inside and 20 outside) as well as a drive through facility.

Six multi-purpose fuel pumps are proposed in front of the service station, whilst four truck refuelling pumps are proposed to the south of the service station.

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Vehicular access is proposed with separated ingress and egress, a dedicated right turn lane, two through traffic lanes southbound plus a separate deceleration lane at the ingress to the site and acceleration lane at the egress from the site. There would be no right turn from the site.

A total of 69 parking spaces would be provided plus truck parking.

It is proposed that the facility would operate 24 hours a day, 7 days a week. A plan of the proposal forms **Tabled Document “DC 6”**.

**Difference in Applications**

A comparison between the current application, the subject of this report and the two refused by Council is as follows:-

<b>Uses</b>	<b>DA125/98 Refused DA</b>	<b>DA2884/99 Refused DA</b>	<b>DA960/02 Current DA</b>
Service station complex including restaurant	total building area 385m <sup>2</sup>	total building area 300m <sup>2</sup>	total building area 300m <sup>2</sup>
Service station component	200m <sup>2</sup>	100m <sup>2</sup>	220m <sup>2</sup>
Restaurant component	185m <sup>2</sup> part of service stn 42 seats inside & a drive through	200m <sup>2</sup> part of service stn 50 seats inside & 20 seats outside & a drive through	80m <sup>2</sup> part of service stn 40 seats inside
Fast food outlet	included in above restaurant	included in above restaurant	separate building 350m <sup>2</sup> 55 seats inside & 20 seats outside & a drive through
Motel units	14	14	NA
Managers residence	1	1	NA
Truck wash bays	2	2	NA

**The Site**

The subject site is located on the western side of The Northern Road, approximately 3.2km north of Cobbitty Road and 4.8km south of Bringelly Road with an area of 40.5ha. It has frontage to The Northern Road of 371m. A locality plan forms **Tabled Document “DC 7”**.

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It is proposed that the development will occupy an area of approximately 2.6ha in the south eastern corner of the lot, with a frontage of approximately 214m to The Northern Road and an average depth of approximately 115m. It is not intended to subdivide the subject site from the remainder of the lot at this time.

The existing property consists of substantially cleared farmland and is fenced into a number of paddocks. A small dam exists to the front of the property. The site falls generally to the north to a watercourse that leads into Lowes Creek. A small grove of gum trees is located adjacent to The Northern Road, while the road verge in front of the proposed site has good tree coverage.

**Notification**

Notification of the application was sent to all adjoining landowners. At the close of the notification period two submissions had been received.

**Planning Controls**

The following plans and policies have been considered in the assessment of this application.

- SREP 20 Hawkesbury-Nepean River System
- SEPP 11 Traffic Generating Developments
- Camden LEP 48
- Draft Camden LEP
- Draft Camden Scenic and Cultural Landscapes Study
- Camden 2025
- Rural Lands Study
- DCP 97 – Car Parking

**Assessment**

**Section 79C Consideration**

**(a) The provision of any environmental planning instrument**

The application is not inconsistent with any SEPP or SREP.

Sydney Regional Environmental Plan No 20

The land is affected by SREP 20 (No 2 –1997) which states that Council shall not grant consent to an application to carry out development which drains to the Hawkesbury/Nepean River, unless it has taken into

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account the effect the proposed development will have on:-

- (a) the water quality of the river;
- (b) the recreational opportunities of the river;
- (c) the economy of the river;
- (d) the agricultural potential of the river;
- (e) the significant vegetation and wildlife habitats of the river valley;
- (f) the environmental heritage of the river valley;
- (g) the scenic quality of the river and river valley;
- (h) whether the proposed development will be capable of connection to a Sydney Water Corporation or Council sewerage system, either now or in the future.

Implementation of appropriate erosion controls during construction, together with the proposed water quality management and on-site sewage treatment, the impact of the proposed development on the river system is not an issue.

State Environmental Planning Policy No 11

The land is affected by SEPP 11, which states that the Traffic Authority is to be made aware of the development and given the opportunity to make representations. Original comments were received from the RTA in January 2003, which requested “that a detailed concept plan of the interim and ultimate deceleration lane be submitted for assessment (by the RTA) prior to the determination of the development application.” Amended plans were sent to the RTA in October 2003 by the applicant’s consultant. The RTA’s acceptance “in principle” to the amended concept plan was received by Council 28 November 2003.

A summary of the RTA’s requirements follows:-

- a dedicated right turn lane;
- maintain two through traffic lanes southbound;
- provision of a separate deceleration lane at the ingress to the site;
- developer is to provide a 3.5m wide reservation outside the road boundary for the length of the deceleration lane to be dedicated as road at no cost to the RTA;
- no right turns will be permitted to or from the development site when the RTA upgrades The Northern Road to a divided carriageway;
- as the ultimate design for The Northern Road may have the carriageway immediately adjacent to the

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property boundary, appropriate setbacks will need to be considered now to accommodate the ultimate road layout.

Camden Local Environmental Plan No 48

The subject land is zoned Rural “A” (40ha). Within the Rural “A” zoning of LEP 48, the proposed uses:- service station and refreshment room as defined in the EP&A Model Provisions 1980, are permitted development.

The objectives of the zone are as follows:-

- “(a) to provide suitable land for agricultural use;*
- (b) to promote the conservation of economic units of productive agricultural land, particularly those areas designated as having prime crop and pasture potential, by regulating subdivision to prevent the fragmentation of actual or potentially productive rural holdings;*
- (c) to enable compatible forms of development, including recreation and tourist orientated uses to be carried out, if they are in keeping with the rural character of the locality, and carried out in an environmentally sensitive manner;*
- (d) to permit the development of extractive industries to occur in an environmentally acceptable manner; and*
- (e) to ensure that development does not detract from the existing rural character of the area or create unreasonable or economic demands for or extension of public amenities and services.”*

Having regard to the objectives of the 1(a) Zone, the proposed development does not comply with (a) and (b), whilst (d) is not applicable. In terms of (c) and (e) the following is of relevance:-

- (c) To enable compatible forms of development, including recreation and tourist orientated uses to be carried out, if they are in keeping with the rural character of the locality, and carried out in an environmentally sensitive manner.*

The development is not a recreation development and neither is it a tourist orientated development. The development is a number of buildings which will service the needs of passing motorists. It is not considered to be

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compatible with the rural character of the area as it proposes the introduction of a commercial development of considerable size into a rural environment. Concerns also exist in relation to environmental matters including the existing vegetation, lighting and hours of use.

- (e) *To ensure that development does not detract from the existing rural character of the area or create unreasonable or uneconomic demands for provisions or extensions of public amenities and services.*

The impact of the proposed development on the rural character is considerable.

Whilst the proposed development is not a specified prohibited use within the zone, the development must, however, meet the objectives of the zone to be permissible. In this regard for the reasons outlined above, the proposed development does not meet these objectives and therefore Council cannot approve the application, unless the property is rezoned to allow such a use.

Draft Camden LEP

The draft Camden LEP is an important reference document that identifies more distinctly the ‘desired future character’ of all areas within the Camden LGA. Specifically, the ‘desired future character’ for ‘The Northern Road’ is summarised as follows:-

*“The Northern Road, set within South Creek Valley, will continue to provide a scenic rural landscape that accommodates large-scale agricultural land uses and natural environments. The landscape is presented as broad open plains of rolling pastures, with a backdrop of distant ridges and hills. Vegetation along The Northern Road is an important feature of the place and will be retained.*

*Landscape corridors along The Northern Road, ...including pockets of remnant vegetation, will be retained as they are significant landscape features in this place. Hedgings, remnant fencelines, mature trees, pastoral and native grasses and cultural plantings within these corridors and views across the rural landscape will be retained, ... .*

*Note:- DIPNR is currently undertaking an investigation of the potential for development in the “Bringelly” area which may affect parts of this place. Certain development may not be appropriate*

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*in the place whilst these investigations are being undertaken.”*

Proposed land use for this development in 'The Northern Road place' has been identified as being Category 4 - Inconsistent. Refreshment rooms and commercial premises would only be permissible on land identified as neighbourhood retail centre in the adjoining 'place' of Bringelly to the north.

Draft Camden Scenic and Cultural Landscape Study

The draft Camden Scenic and Cultural Landscapes Study identifies the subject site as 'broad acre grazing' of State significance.

This land type is cleared agricultural land on relatively productive soils, grassy open landscapes. Culturally it represents large scale settlement pattern with grazing land dominating. It retains a significant visual relationship to the historic pastoral character. The study identifies things to discourage as:-

- development set close to roads;
- urban street frontage treatments;
- prominent buildings and groups located in highly visible locations or which interrupt sensitive sight lines.

Specifically the Draft Scenic and Cultural Landscape Study identifies this section of The Northern Road as '*... visual intact with significant historic landscapes. Views are panoramic but restricted in the middle distance in the vicinity of the Maryland ridge.*' Further things to discourage are:-

- development in the buffer area between the road and the Maryland and Denbigh ridges to the west of the road which would have the effect of diminishing the landscape's scenic and heritage values;
- loss of view lines and panoramas.

The applicant has indicated that the proposed development form adopts an approach of spacing buildings in landscaped open areas. Also, the built form will include elements of rural buildings in roof form and external wall finishes.

Comment: Whilst the proposed development may try to emulate the style of rural activity, the scale and building mass, signage, lighting and more specifically the paved

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areas for car parking and the expected number of cars on the site would completely detract from a rural setting. Further the actual image of such a development, – the service station and fast food outlet is not of a rural activity. Also, their location is on a significant panorama viewpoint within the identified buffer area up to the Maryland and Denbigh ridges.

Camden 2025 – A Strategic Plan for Camden

Camden 2025 has a number of key areas for Council to consider in the development of the Camden LGA. The 'vision' for Camden states "Camden's unique rural landscapes and vistas have been retained ...".

The strategies applicable to this development are 'Managing Urban Growth' and 'Environmental Systems'. These include the following:

'To manage urban development to ensure:-

- growth occurs in a planned and orderly way ...
- Camden's landscape setting is retained ...
- Camden's rural ... cultures ... are preserved.'

"Conserve the important cultural and scenic landscapes that characterise the Camden area.

- Foster the retention of agriculture which contributes positively to landscape images ...
- Endorse and implement the rural lands study.'

The proposal does not meet the outcomes sought by Camden 2025 as such a development is a significant imposition on the surrounding rural landscape because of its scale, mass and signage that cannot be disguised or softened by design or landscaping. Further, its positioning on The Northern Road makes it a visual focal point to all users of this major arterial road and will therefore dominate this part of Camden's rural area. This type of land use has been planned for in village and urban areas of the Camden LGA.

Camden Rural Lands Study – October 2000

The subject site has been classified by NSW Agriculture as Class 3 land. This means that the land is suitable for grazing. Also it is well suited to pasture improvement and can be cultivated for an occasional cash crop or forage crop in conjunction with pasture improvement.

The Rural Land Evaluation Manual 1988 (Department of Planning) recommends the following principles be taken

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into account when considering development of rural land;

- Prime crop and pasturelands (classes 1-3) should be considered for protection from competing land uses. Such lands should not be used for incompatible development where land of lower agricultural quality is available and suitable for the purpose.
- Class 3 lands constitute the major proportion of agriculture lands in NSW; they should not be alienated from agricultural production if adequate and suitable areas of classes 4 or 5 land are available.

The NSW Agriculture Policy on the protection of agricultural land advocates the environmental planning policy in Council areas should:-

- Promote the continued use of agricultural land for agricultural purposes where that form of land use is sustainable in the long term;
- Avoid land use conflicts.

The Strategic Plan for Sustainable Agriculture – Sydney Region 1998 was a result of a whole of government and community approach in dealing with how best to facilitate sustainable agriculture in the Sydney Region. The implementation strategies most relevant to Camden and this proposal are as follows:-

- Recognise that agricultural land in the Sydney Region is a finite resource;
- Minimise the fragmentation of existing holdings and land within agricultural areas.

Comment: The applicant has indicated that the proposal is only a 'minor reduction (5%) in the area of Lot 2 and will not effect the agricultural viability of that land.' However, the cumulative impact over the Sydney Region of allowing fragmentation of agricultural land would be significant and therefore should be discouraged.

DCP 97 – Car Parking

Council's DCP requires the following car spaces to be provided:-

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Service station – 1/20m<sup>2</sup> of RFS (min 10 spaces)  
– no work bay

Drive-in take-away food outlets  
– 1/8.3m<sup>2</sup> of GFA plus 1/5 seats

A total of 82 car spaces are required for the proposal. The applicant has made reference to the standards the RTA has in their Traffic Generation Manual, which calculates the number of car parking spaces at 57. The application has indicated that provision has been made for 69 car parking spaces, which is a shortfall of 13 car parking spaces from Council's DCP 97.

**(b) Likely impact on both natural and built environment**

Flora and Fauna

A Flora and Fauna Survey was prepared by the Blue Mountains Wilderness Trust Environmental consultancy in August 1998 for a previous application on the subject site. The survey concluded that while the site supports a small Cumberland Plain Woodland (CPW) remnant, it is not a viable stand and its removal would not be significant. The 8-part test indicated there the impact of this proposed removal would not be significant and a Species Impact Statement was not recommended.

The flora and fauna habitat was of minimal value with no significant impact anticipated from any proposal on this site and that there was no impediment to the development proposal within the scope of the flora and fauna survey report.

The survey report has recommended that the trees be removed and be replaced with CPW species within the development. Also, trees be planted on the western side as a forest belt for maximum visual enhancement with maximum benefit on buildings. The line of Pine trees on the northern boundary be removed and replaced with native species.

Whilst there is no issue with the report's conclusions, there is concern with the recommendations in that the proposed landscaping would completely change the character of the existing significant rural landscape, which includes the vistas of open grazing land and the exotic Pine trees planted along the northern paddock boundary.

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Traffic

As previously mentioned the RTA has agreed to the proposal's traffic management "in principle", however the RTA did provide Council with additional advice as follows:

- Council should note that the interim layout will not permit right turn movements from the development site onto The Northern Road and that this would result in the potential for U-turn manoeuvres to occur within the local road network to the north of the site.
- The RTA's ultimate layout for The Northern Road is likely to be a divided carriageway; this would restrict site access to left-in/left-out at some time in the future.

In view of the accident history along The Northern Road, any use that encourages dangerous traffic movements must be discouraged.

Noise

An acoustic impact assessment was prepared by Steven Cooper Acoustics Pty Ltd in October 1998, as part of the previous development applications for this site and has been submitted as being still relevant for this proposal.

The conclusions of the acoustic consultant's assessment indicate that the existing ambient acoustical environment of the area is controlled by road traffic on The Northern Road and it is only during the early hours of the morning that the ambient background noise reduces to a relatively low level.

With respect to the noise emissions from the mechanical services, specific noise control measures may be required for the proposal to satisfy the nominated residential design criterion at rural/residential dwellings and these can be readily incorporated into the development.

The evaluation of intermittent noise associated with trucks has revealed peak levels greater than the sleep arousal criterion nominated by the EPA. This will require the provision of barrier/fences in the order of 3.5m high to the western and northern side of the truck parking areas.

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Comment: The need for a significant noise barrier, even if it were appropriately landscaped would be a major visual impact on the surrounding rural landscape.

Stormwater and Water Quality Management

An earlier landscape report identifies that 'where possible planting will be used to filter run-off from roads and to disperse water rather than concentrate overland flow into kerbs and gutters and stormwater systems. The existing dam would be used to contain water on-site and, combined with the surrounding grass areas and additional macrophyte planting, to help filter on site water'. However, no consideration has been specifically given to potential oil/petrol spills and their impact on the local and surrounding environment. Should the development be approved, a wastewater management plan and maintenance schedule will be required to be submitted for assessment with the application for a construction certificate.

Landscaping

A landscape masterplan has been submitted and whilst generally satisfactory it has not identified the required acoustic barrier and the impact of such a significant feature.

Utilities

The site is currently serviced by all utilities including water. A wastewater treatment plant will be required to be installed for all on-site wastewater.

Signage

The proposed development will involve significant signage. This has not been addressed in the SEE and whilst it would be conditioned if the consent was to be approved for a separate application, the visual impact over a 24 hour period would have significant detrimental impacts on the surrounding rural area.

The expectation of the developer would be for individual lighted pole signs of a reasonable height to be seen over the landscaping. Whilst the applicant is indicating that landscaping will soften the development in the landscape, this will be totally negated by the need to have signage on the buildings, plus high identification signs and all the buildings being lit all night. This is not compatible development for a rural area.

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**(c) The suitability of the site for the development**

Context and Setting

The proposal is not suitable for this site as has been previously detailed.

Access and Traffic

The RTA has provided 'in principle' approval for access, however it has qualified this by identifying interim issues of vehicles wishing to continue to travel south having to find areas to turn around north of the site. This is potentially a dangerous situation until the RTA creates The Northern Road as a divided road, which would physically prevent dangerous traffic manoeuvring for vehicles wishing to continue travelling south.

**(d) Any submissions made in accordance with this Act or the Regulations/public interest**

All adjoining landowners were notified and two submissions were received during the notification period.

Issues raised in the submissions were hours of operation ie '... whether it was going to be a 24 hour truck stop etc. and the treatment and standard of screening ...' of the proposal. Also, the appearance of the facility from The Northern Road '... that would form part of the neighbouring aesthetics.'

A further issue was '... that Bringelly is currently under investigation for housing development by the State Planning Department and what effect does this application have on their investigation.'

Concern was expressed as to the impact of the development on the existing vehicular access on an adjoining property and '... that our current access on to The Northern Road is no way compromised or diminished by this proposed development ...'.

Comment: The proposal does indicate extensive screening, however the appearance of the proposal generally is of concern as it is not in keeping with the surrounding rural area and therefore not cultural in context with the adjoining properties. It is proposed to have 24 hour operation of the facilities. The associated lighting for this would also affect rural amenity and character.

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The proposal would not initially have a direct impact on vehicular access to adjoining properties, however the RTA has indicated that in time the Northern Road will be a divided road which will potentially restrict right turns to and from properties fronting The Northern Road.

DIPNR was advised of the proposal as it was within the 'Bringelly Investigation Area' for future urban expansion of Sydney and could potentially impact on future proposals for this major urban development. The Department has advised Council that it "... is not in a position to assist Council in this instance, as it is within Council's powers to determine." Consequently, this concern is unable to be addressed.

**Copies of these submissions were supplied to Councillors under separate cover with the Business Paper.**

**Conclusion**

The proposal, whilst not being prohibited development in respect of land use, is contrary to the objectives of the zone. Also, because of the scale of the proposal, building mass, potential signage, lighting and associated car parking and paved areas, it is completely inappropriate in a rural area as has been described previously in respect to Camden's Draft Scenic and Cultural Landscape Study and the State governments agricultural policies and strategies.

On the basis of the above assessment the proposed development application is recommended for refusal.

**Recommended:** That:

- (i) Development Application No 960/2002 to erect a service station including a refreshment room and a free standing refreshment room on No 705 (Lot 2 DP 594238), The Northern Road, Bringelly, be refused. The basis for refusal is that:
  - (a) the proposal does not comply with the zoning objectives of Camden LEP 48 – Rural "A";
  - (b) the proposal does not comply with draft Camden LEP's "desired future character" statement for Bringelly;
  - (c) the proposal does not comply with draft Camden Scenic and Cultural Landscape Study;

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- (d) the proposal does not comply with Camden 2025 – A Strategic Plan for Camden, in particular strategies for ‘Managing Urban Growth’ and ‘Environmental Systems’;
  - (e) the proposal does not comply with state government’s NSW Agriculture Policy or ‘The Strategic Plan for Sustainable Agriculture – Sydney Region 1998’;
  - (f) the proposal does not comply with Camden’s DCP 97 – Car Parking;
  - (g) the proposal’s scale and building mass, potential signage, lighting and associated car parking and extensive paved areas being totally inappropriate for this site and the surrounding rural area.
- (ii) Those who made a submission be thanked and advised of Council’s determination of the application.

**MOTION**

*Moved Cr Campbell, seconded Cr Winn that*

- (i) *The item be deferred at the applicant’s request, and*
- (ii) *The item be rescheduled for consideration by Council at the 22 March, 2004 Development Committee Meeting.*

DC032/04 THE MOTION WAS **CARRIED.**

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*(Cr Batros and Cr Fekete voted against the Motion).*

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**3. Proposed Legal Action in Relation to Nos 1-7 (Lot 166 DP 1061696) Barsden Street, Camden and No 10C (Lot 41 DP 270131) Yarmouth Place, Smeaton Grange**

**File Nos:** DA575.66 and DA8630.117 (Director, Development & Environment Division)

**DA Nos:** 25/2004 and 1204/2003

**Applicants:** Dickinson Developments (Barsden Street) and TJ O'Donnell and Associates Pty Ltd (Yarmouth Place)

**Purpose of Report**

Council officers have gathered evidence supporting a claim that works have been carried out at both sites without Development Consent under part IV of the Environmental Planning and Assessment Act, 1979 (the Act). Development Applications for both sites had been lodged with Council at the time of the alleged offence but had not been determined. These applications have subsequently been approved. The purpose of this report is for Council to recommend that legal action be commenced, under the provisions of the Act, against the company responsible for carrying out the works at both sites prior to consent being issued.

**Background**

On 29 September, 2003 a Development Application (1204/2003), being for filling of land at No 10C (Lot 41 DP 270131) Yarmouth Place, Smeaton Grange was lodged on behalf of the owners of the site (Dibblar Pty Ltd, Kentucky Cottages Pty Ltd, Mr Michael Reginald Scarce and Ms Christine Alice Scarce) by TJ O'Donnell and Associates Pty Ltd.

On 15 January, 2004 a Development Application (25/2004), being for Remediation Works (removal of inappropriate soil material) at Nos 1-7 (Lot 166 DP 1061696) Barsden Street, Camden was lodged on behalf of the owners of the site (Dibblar Pty Ltd), by Dickinson Developments Pty Ltd.

Assessment of both applications was in progress at the time of the alleged offences.

**Main Report**

On 19 February, 2004 Council Officers reported that filling of the Yarmouth Place site had commenced. On 20 February, 2004 Council Officers reported that removal of material from the Barsden Street Site had also commenced. Officers collected evidence of these works over these two days. A representative of the company carrying out the work (Holmwood Builders Pty Ltd) was also verbally advised to discontinue the work.

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On 20 February, 2004 principals of the company involved met with the Manager Development and one other Council Officer. At this meeting Council advised that the assessment of the Development Applications would be continuing, but that the issue of any determination would not occur until further advice had been obtained from Council's legal advisers. That advice was due to be obtained by 23 February, 2004. Council also further advised that work should not be occurring on the sites unless the appropriate consents had been issued. Despite this and the earlier directive, transportation of fill continued without any consent having been issued.

The works undertaken on each site without consent are considered to be of a substantial nature.

The Barsden Street works included the removal of soils identified by the proponents as being contaminated and therefore requiring remediation prior to other works being undertaken on the site. There is no evidence that the works have been undertaken in an unacceptable manner, however the actions of the company relied on the advice of their consultant and not Council's approval. The works involved the removal of 60 tonnes of material to a licensed waste facility.

Works undertaken on the Yarmouth Place site involved the filling of the site for the creation of an elevated building platform. This work involved the mass excavation of soil from the Barsden Street site. A large excavator was used at Barsden Street to load approximately 6 large trucks that transported the fill to Narellan. This activity created issues in relation to dust and noise and sedimentation issues as a result of rain.

A number of complaints were made by members of the public, one relating to each site, that work was occurring at the sites. Sediment was noted as being left on the road reserve as a result of the work at Yarmouth Place. Subsequently a Penalty Notice for a breach of Section 120 of the Protection of the Environment Operations Act, 1997 was issued for a failure to provide adequate controls in relation to the work, leading to the pollution of waters.

Legal advice received is that Council is able to pursue the matter by way of instituting legal proceedings against the company responsible for carrying out the work without consent in the Local Court, for breaches of the provisions of Sections s76A, s125 and s127 of the Act. This has the potential to result in a fine of up to 1000 penalty points at \$110 per penalty unit. This currently equates to an amount of \$110,000.

On 26 February, 2004 Development Applications 25/2004, being for the Barsden Street site and D1204/2003, being for

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the Yarmouth Street site were approved and consent was issued.

It is imperative that Council be provided with the opportunity to assess all aspects of a proposed development in accordance with 79C of the Act before that development commences. Only in this way can Council properly discharge its responsibilities in administering the Act and ensuring that development does not have unacceptable consequence for the environment. In this instance, this opportunity has not been provided. The commencement of legal action in the Local Court is considered the most appropriate response to the actions taken by Holmwood Builders Pty Ltd.

**Conclusion**

Council has gathered significant evidence that works requiring Development Consent has commenced at two sites, before such consents were issued. The actions taken by the builder in this regard is contrary to the Act and erode the basic responsibility of Council to fully assess and determine applications before they are commenced. Legal advice suggests that the recommended action is likely to be successful in the Local Court and may result in significant penalties.

Recommended: That

- (i) Council endorse the engagement of Council's legal advisers to commence legal action against Holmwood Builders Pty Ltd in the Local Court for alleged offences under the Environmental Planning and Assessment Act, 1979.
- (ii) A further report be brought before Council at a later date, advising of the outcome of the legal action

**MOTION**

*Moved Cr McFadden, seconded Cr Batros that the item be deferred and brought back to Council for consideration at the 22 March, 2004 Development Committee Meeting.*

DC033/04 THE MOTION WAS **CARRIED.**

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*(Cr Fekete voted against the Motion).*

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*(Cr Corrigan returned to the Chamber – the time being 6.40pm).*

**4. Response to Question Without Notice from Councillor Corrigan at the Ordinary Council Meeting, Held 23 January, 2004**

(File No DA7725.140) (Director, Development & Environment Division)

**Purpose of Report**

The purpose of this report is to respond to the Question Without Notice asked by Councillor Corrigan at Council's meeting of 23 February 2004. The question sought information on whether the construction of a boat the part-subject of Development Approval DA 899/2000 had been completed.

**Main Report**

On 26 June 2000, Council approved Development Application 899/2000 for the erection of a temporary boat shelter and construction of a boat. The consent was granted on 30 June 2000 and was valid for three years (ie until 30 June 2003). Hence, the approval is now expired.

Contact has been made with the owner/developer and advice has been given that the boat is still under construction and that they seek to continue the current use of the shelter to complete the boat.

A meeting to discuss the ongoing operation of the structure has been arranged. The original Development Application was determined by Council's Development Committee. If the owners decide to submit a new Development Application for the structure, the application will be referred to that committee for determination.

Recommended: That the information be noted.

Resolved on the Motion of Cr Campbell, seconded Cr McFadden that the information be noted.

DC034/04 THE MOTION WAS **CARRIED.**

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**5. Lowering of Springs Road, Springs Farm**  
(3322) (Director Works and Services Division)

**Purpose of Report**

This report outlines the public consultation undertaken for the lowering of Springs Road and seeks Council approval for the placement of the notice of the adopted centre line levels of Springs Road in the Gazette and local newspaper.

The report also outlines the staging of lowering and reconstruction of Springs Road and seeks Council's approval for the placement of notices for the proposed temporary closure of the Springs Road, for a period of 12 months, in the local newspaper.

**Background**

Council, at its meeting on 8 September 2003, considered a report on lowering Springs Road, between Richardson Road and Ettlesdale Road. It was resolved that Council:

- i. Adopt plans 2003-017 (sheets 1 & 2) as the proposed centre line levels for the redesign of Spring Road, Spring Farm.*
- ii. Undertake a public exhibition process of the proposal for a period of 28 Days.*
- iii. Advise all adjoining property owners of the proposal and of the associated exhibition period.*

**Public Exhibition**

The proposal was advertised in Camden Wollondilly Advertiser in September/October 2003 for four weeks. All adjoining property owners were advised of the proposal by letter. Two signs were erected at both ends of Springs Road, one west of Richardson Road intersection and one east of Ettlesdale Road intersection, advising the proposed lowering of Springs Road.

Council received one written submission on the proposal from an adjoining property owner. The summary of the submission with the prepared response is included in "**Tabled Documents DC 8**". Council also received a telephone inquiry regarding the commercial arrangement of batter material from private property. This inquiry has been forwarded to the sand-extraction contractor.

**Gazetting of the Proposal**

The Roads Act 1993 requires that Council, after considering any submissions on the proposal, may give effect to it by means of an order published in the Gazette. The order must

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refer to a plan of levels held by Council. The order takes effect on the date on which it is published in the Gazette. The Act also requires that Council place a notice of the effect of the order in a local newspaper.

It is recommended that Council place a notice of the adopted centre line levels for the lowering of Springs Road, Spring Farm in the Gazette and in the Camden Advertiser.

**Timeframe and Staging**

The lowering and reconstruction of Springs Road is proposed to begin in June 2004 and to be completed within 12 months. An indicative construction program is shown in **“Tabled Documents DC 9”**.

While it is recognised that Springs Road is a busy road (carrying 3,000 vehicles per day with 19% of heavy vehicles) options for the reconstruction of the road while it is open to traffic have been investigated and determined to be unacceptable on safety and traffic management grounds. Council’s plans to lower the road propose:

- 6m maximum lowering between Richardson road and creek line
- 3m maximum lowering between creek line and Ettlesdale Road.

It is not considered safe to provide for traffic while such excavations and movement of earth (sand) and service relocations are undertaken.

Similarly, the option to construct a temporary diversion road on abutting private property for the duration of the work (providing for relocation of services, removal of current road pavement, excavation and relocation of sand deposits, relocation of services to new levels and offsets, and finally reconstruction of new pavement) is considered an expensive exercise without a positive outcome.

The preferred method of construction is to close Springs Road, between Richardson and Ettlesdale Roads, for the duration of the project. This option allows for unimpeded construction of the various phases of the project, and eliminates the need for continual traffic control, around construction and substantial service alterations, throughout the project.

There is additional capacity in the adjacent road network to cater for this relocated traffic. Access to the two residential properties in Springs Road will be maintained at all times.

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**Temporary Road Closure**

The proposed temporary road closure of Springs Road needs to be advertised in the local newspaper. It is recommended that Council place notices of the proposed temporary road closure of Springs Road, between Richardson Road and Ettlesdale Road, in the local newspaper for a period of 28 days.

The local Traffic Committee and the Roads and Traffic Authority need to approve the proposed temporary road closure. A Traffic Management Plan, describing the proposed temporary road closure and outlining the mitigation of traffic impacts on the surrounding road network, will be submitted to the Traffic Committee and the Roads and Traffic Authority for their consideration.

**Conclusion**

Council has been appraised of the need to lower and re-construct Springs Road, to match existing sand extraction levels over the length of Springs Road (between Richardson Road and Ettlesdale Road).

The timeline for removal of the sand beneath Springs Road is finite, in respect of the abutting sand extractors use of this sand. It is therefore appropriate to advertise Council's adoption of the approved new centre line of Springs Road, both in the Government Gazette and local newspapers.

After examining the construction options the best means to achieve and manage the various facets of this project is to temporarily close Springs Road, between Richardson Road and Ettlesdale Road. It is therefore recommended that the temporary road closure of Springs Road for a period of 12 months from June 2004 be advertised.

Recommended: That:

- i) Place a notice of adoption of the new centreline levels for the lowering of Springs Road, between Richardson Road and Ettlesdale Road, in the Government Gazette and local newspaper.
- ii) Approve the temporary road closure of Springs Road, between Richardson and Ettlesdale Roads, for a period of 12 months.
- iii) Advertise this temporary road closure of Springs Road in for a period of 28 days in the local paper.

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**MOTION**

*Moved Cr Batros, seconded Cr Campbell that Council*

- i) Place a notice of adoption of the new centreline levels for the lowering of Springs Road, between Richardson Road and Ettlesdale Road, in the Government Gazette and local newspaper.*
- ii) Approve the temporary road closure of Springs Road, between Richardson and Ettlesdale Roads, for a period of 12 months.*
- iii) Advertise this temporary road closure of Springs Road in for a period of 28 days in the local paper.*
- iv) Advertise the temporary road closure of Springs Road in the publication Let's Connect, newspaper articles and by mail outs if appropriate.*

DC035/04 THE MOTION WAS **CARRIED.**

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The Meeting closed at 6.51pm