

DEVELOPMENT CONTROL PLAN NO. 13

BUNNERONG POWER STATION SITE

Introduction

The purpose of this Development Control Plan is to supplement the provisions of Randwick Local Environmental Plan No. 72 which also relates to the site.

The site has in the past been affected by Interim Development Order No. 20 which permitted its use only for oil refineries, power generation on both. The Local Environmental Plan permits general and light industrial purposes to facilitate disposal of parts of the land by Elcom which are surplus to its requirements.

Land to which the Plan Applies

This land applies to development applications in relation to land bounded by Bunnerong, Military, Bumborah Point and Botany Roads.

Aims and Objectives

The aims and objectives of this Development Control Plan are:-

1. To mitigate adverse visual impact of industrial development on surrounding land particularly residential, special uses, public roads and open space areas;
2. To encourage the use of more environmentally compatible and less hazardous forms of transport in the area such as pipeline and rail.
3. To restrict vehicular access from the site to public roads to locations which are safe and unlikely to cause disruption to traffic flow.
4. To protect vegetation which serves as a visual and acoustic buffer and gardens of heritage significance.
5. To protect residential amenity by reducing noise impact and exposure to industrial hazards.

Development Control

Visual Impact

Landscaping at least 10 metres wide should be provided to all public road frontages in order to screen industrial development from surrounding areas. Such landscaping should be densely planted, preferably with native species, and augmented by mounding to increase screening effectiveness in particularly prominent areas. Additional on-site planting should be undertaken to assist screening where peripheral planting is unlikely to be effective. In addition to this planting, areas of existing bushland shown in figure 1 should be retained. Some clearing may be permissible having regard to the nature of specific development proposals but substantial representative samples shall be conserved.

Formal garden areas identified as having heritage significance shown on figure 1 must be conserved and maintained in association with future industrial development. Additional areas shown dotted containing mature melaleucas should also be substantially conserved allowing for some tree removal where required having regard to the nature of the proposed development and difficulties of site configuration.

Industrial development should be restricted to a maximum height of 12 metres and building form, colour and materials should be selected to reduce visual impact. Shipping containers shall not be stacked more than 3 high and not more than 2 high at the periphery of each site.

Transportation and Access

Vehicular access is prohibited in those locations shown on figure 1.

Consent shall not be granted unless the applicant is able to demonstrate that there will not be significant adverse effect on traffic movement in the area as a result of the development. The avoidance of on-street queuing is to be particularly addressed in this regard.

Consent shall not be granted unless the applicant is able to demonstrate that transport modes other than road have been adopted, where practicable. The provision of easements for rail are particularly important in this regard including retention of the opportunity to reinstate the railway lines.

Development applications shall be accompanied by information regarding traffic generation of heavy or dangerous goods vehicles including routes to be used for the delivery and despatch of goods.

Noise Impact

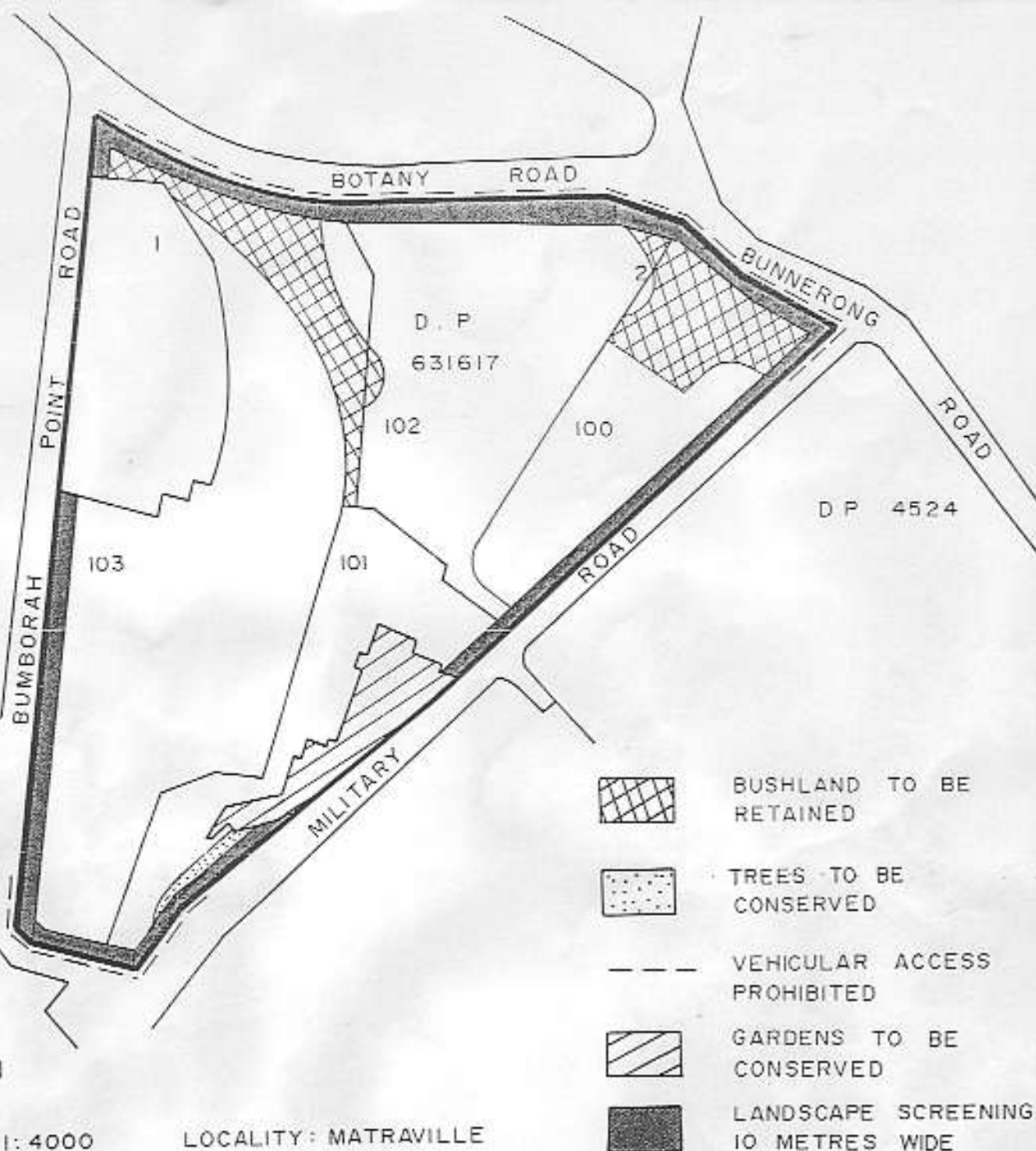
Consent shall not be granted unless the applicant is able to demonstrate that significant adverse noise impact can be avoided.

A curfew on the movements of heavy vehicles generated by industrial development shall operate between 11pm and 6am.

Industrial Hazards

Consent shall not be granted unless the applicant for hazardous uses is able to demonstrate compliance with risk acceptability criteria contained in 'A Risk Assessment Study for the Botany/Randwick Industrial Complex and Port Botany' published by the Department of Planning in 1985.

(P BUNPOWSS-1/3)



ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979

MUNICIPALITY OF RANDWICK

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DRAWN BY SY	DATE	STATEMENT OF RELATIONSHIP WITH OTHER PLANS SUPPLEMENTS LEP 72
PLANNING OFFICER G.P.		
COUNCIL FILE NO. T-19-16		
DATE OF COMMENCEMENT		AMENDED BY RESOLUTION:
EXHIBITED FROM 17.1.90 TO 8.2.90		
		CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979 AND REGULATIONS.
		TOWN CLERK DATE