



RANDWICK CITY COUNCIL

INDUSTRIAL LANDS

DRAFT DISCUSSION PAPER

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EXECUTIVE SUMMARY

Randwick City Council is reviewing our Local Environmental Plan (LEP) and Development Control Plans (DCP) to create a new comprehensive LEP and DCP, following the introduction of the NSW Metropolitan Strategy and State Government planning reforms, including the gazettal of the Standard LEP Instrument template.

The comprehensive LEP/ DCP will review all zoning and planning controls across Randwick City, including those for the industrial area. The intention is to evaluate each zone, provide analysis of the implications of translating the Randwick LEP into the Standard LEP template, and provide a range of planning recommendations.

This Industrial Lands Discussion Paper is one of six LEP/DCP review papers being prepared. The other papers include:

- Special Uses
- Environment and Open Space
- Randwick Specialised Centre (University/ Hospitals Precinct)
- Commercial/Town Centre
- Residential

The paper aims to identify the current planning issues and State Government directions, provide an analysis of the current and future industrial needs, and make recommendations for industrial land controls and guidelines within the preparation of the comprehensive LEP/ DCP.

Background

The 240 ha industrial area is only a small proportion of Randwick City, but supports a diverse range of operations from small local industries to large scale international manufacturing and logistic and port related industries.

The significance and role of Randwick's industrial lands is recognised in the State Government's Metropolitan Strategy which identified the area as part of a 'Specialised Centre' centred on Port Botany and in the Randwick City Plan, in which a key 20 year direction is *'Vibrant business, commercial and industrial sectors that provide ongoing and diverse employment opportunities'*.

The Metropolitan Strategy sets an employment target for the specialised centre of 6500 workers by 2031. This equates to an additional 1700 industrial jobs for Randwick City.

An Economic Activity Study was commissioned to identify the future economic potential of the area and to make planning recommendations on anticipated industry growth and additional jobs. It projects that an additional 11 000sqm of industrial floor space will be required by 2031. Most growth will come from transport and storage; property and business services; and manufacturing industries. The study noted that this demand can be met via use of existing vacant and underutilised land.

The market continues to place pressure on industrial land for redevelopment into a range of bulky goods and commercially

oriented land uses. State Government planning directions support Council's directions to protect our limited industrial lands for industrial purposes, and to support Port activities. State Environmental Planning Policy (Major Development) 2005 was recently amended and now replaces Randwick Local Environmental Plan 1998 (Consolidation) as the main planning instrument for the Port and much of the surrounding industrial area.

There are relatively few existing local development controls for the design of industrial and port development. Most environmental issues, such as acid sulphate soils, noise, air quality and land contamination, are regulated by State legislation. This planning review provides an opportunity to strengthen and implement new controls where these can improve the quality of industrial development.

Given the surrounding land use constraints to expanding the industrial area, the key recommendations of this paper are to maintain all existing industrial land for industrial uses; strengthen the existing zones by clarifying the appropriate permissible industrial and port related land uses; and maintain the range of lot sizes and industrial business types through development controls to encourage and ensure the long term viability of industry in the area.

This paper notes the continued importance of the industrial area and Port Botany to the local, State and National economy. It is important that planning for the industrial area provide a level of flexibility for emerging and growing industrial uses, while not allowing competing uses from commercial centres. It also needs to address potential impacts of industry on surrounding residents.

Recommendations

This Industrial Lands Discussion Paper recommends:

Local Environmental Plan

- Maintain existing industrial land for industrial uses
- Convert the existing industrial area into two similar zones:
 - o IN1 – General Industry
 - o IN2 – Light Industry
- Maintain the current 1:1 floor space ratio
- Protect Port land for Port related activities
- Maintain and protect the Perry Street area for local and light industry
- Encourage clean, sustainable and well designed industry

Development Control Plan

- Introduce DCP provisions specifically for industrial uses.

State Environmental Planning Policy (Major Development) 2005

- Introduce 'buffer' controls on land adjacent to land zoned for residential uses
- Restrict subdivision on large lots adjacent to the Port.

INTRODUCTION

Overview

The industrial zoned land in Randwick City comprises only a small proportion of the City's total land area. However, given the mix of local and major industries and the role of Port Botany, the area has become a strategic industrial, employment and economic hub. Randwick City's industrial area is part of the wider Randwick/Botany industrial area, a 'specialised centre' based around Port Botany.

To the west in the City of Botany Bay is a range of light and heavy industry. To the north and east are the residential areas of Matraville and Hillsdale and small local parks. The south east is bounded by Botany Cemetery and Port Botany is to the south west.

Randwick City's industrial area covers approximately 319 hectares (including approx 79ha of zoned waterways) comprising 8.5% of the Randwick City Local Government Area (LGA) area. It includes the areas zoned 4A industrial under Randwick Local Environmental Plan (RLEP) and IN1 General Industrial and SP1 Special Activities (Port Botany) under SEPP (Major Developments) 2005 (Fig. 1).

Approximately 4800 people are employed, mostly in Port related activities and manufacturing. With the expansion of the Port and the expected growth in the related transport and storage, property services and manufacturing industries, the Metropolitan Strategy anticipates an additional 1700 jobs will be created by 2031.

Port Botany is approximately 169 ha (land only) and generally comprises larger allotments accommodating sea freight, container storage and logistics related land uses. 70% of the entire Port is within Randwick City, while the northern dock (70 ha) is within the City of Botany Bay, with an additional 63ha under construction. Sydney Ports Corporation owns and manages all port land.

The adjacent industrial land covers approximately 71 ha and provides a buffer between the Port and neighbouring residential area. The zone comprises a range of allotments with several greater than 20,000sqm and the majority ranging between 500 and 11,000sqm. The large allotments are located predominantly along Botany and Military Roads, with the AMCOR Paper Mill being the single largest tenancy (approx. 14 ha).

The area accommodates approximately 170 tenancies with a varied mix of general and light industrial uses and ancillary uses. Car repair shops, transport & logistics companies, offices and warehouses are the most common uses.

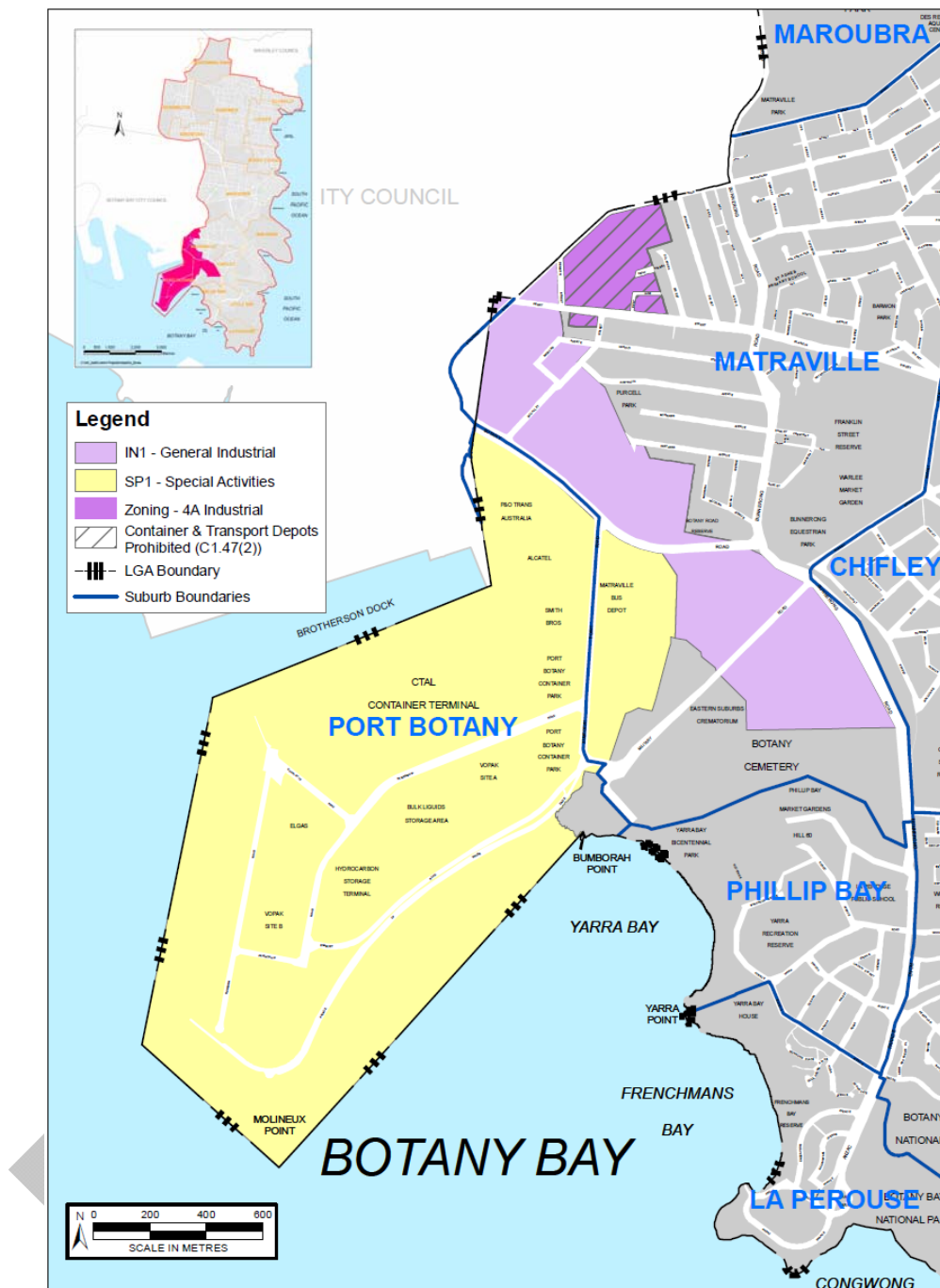


Fig.1: Location of Randwick City's industrial lands

Historical Development

Randwick City, being one of the oldest local government areas in Australia, has a long history of industrial uses operating across the City.

Many significant industries operated in Randwick's northern suburbs by the late 1800s, including quarries and brick making operations in Clovelly, Randwick and Maroubra; ice factories in Kingsford and Maroubra Junction; the NSW Tramway Workshops at North Randwick; a tobacco factory at Raleigh Park (Kensington); and mills and wool scourers in Kingsford and Kensington.

As environmental, residential and economic pressures grew, industrial uses have ceased to exist in the northern suburbs and those sites have since been redeveloped for residential, recreational or educational uses.

Industrial uses have also long focused on the Matraville and Botany area due to its (then) distance from residential areas and the CBD but also proximity to water (including extensive groundwater) and shipping facilities at Botany Bay. Randwick's industrial lands are now exclusively located in Matraville and Port Botany.

The Australian Paper Mill (now AMCOR) was one of the first major industries in the southern suburbs, established in Matraville in 1902 and still operates on its current site on Botany Road.

The Bunnerong Power Station was established in Matraville in the early 1920s and was at one time the largest power station in the southern hemisphere and a major employer. An oil refinery operated on the site adjacent to the power station. These both ceased operation, were dismantled and remediated through the 1970s and 80s. They created two large sites of industrial land that have been redeveloped in the past decade, mainly for large scale and high tech manufacturing, such as printing and warehouse uses. No heavy industry remains in Randwick City yet remains nearby in the City of Botany Bay.

In the 1970s Port Botany was constructed on reclaimed land, formalising the area as a key industrial and logistic hub.

Today Matraville/ Port Botany represents a diverse industrial area, supporting a range of operations from small local businesses to large scale international manufacturing and logistic companies. Matraville's historical development is shown in Figures 2-5.



Fig 2: Matraville 1942 and 1996

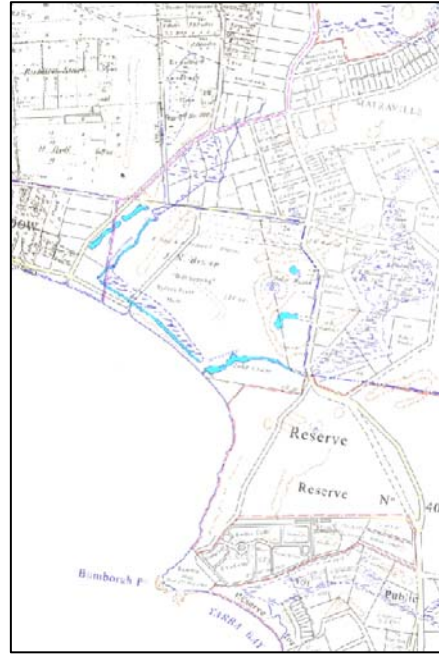


Fig.3: Historical development of Matraville: showing the location of the Sydney Paper Mills (AMCOR) on the original shore line of Botany Bay, 1917.

Fig.4: Historical development of Matraville: showing the first reclamation of Botany Bay, the establishment of the Bunnerong Power Station and first adjoining residential subdivisions, 1941.



Fig.5: Historical development of Matraville: immediately prior to the construction of Port Botany and realignment of Botany Road, Randwick Zoning Map 1972.

Context

The Metropolitan Strategy

The Metropolitan Strategy for the Greater Sydney Region was released in late 2005. It provides a strategic framework for the growth of Sydney over the next 25 years and aims to secure Sydney's position as Australia's global city.

The Strategy has seven key sub-strategies identifying key objectives and actions:

- Economy and employment;
- Centres and Corridors;
- Housing;
- Transport;
- Environment and Resources;
- Parks and Public Places; and
- Implementation and Governance.

The supporting draft East Subregional Strategy provides more specific detail for the East Subregion and covers Randwick, Botany Bay, Woollahra and Waverley Councils. Key targets for this subregion are to create 17500 new jobs by 2031, of which 1700 are designated for Randwick City's industrial/port area.

Port Botany and the Botany/ Randwick industrial area is identified as a 'specialised centre' and a key contributor to Sydney's Global Arc, the main economic corridor that extends from the Port to Macquarie University via Sydney CBD (fig 6). A detailed strategy for the Port Botany/ Sydney Airport to Sydney CBD corridor is also proposed by the State Government. The industrial area is of significance locally and regionally for its size, industrial diversity and association with the Port.

The expansion of Port Botany, along with Sydney Airport growth, forecast in the Sydney Airport Master Plan 2003/04 and 2009 revised draft, will consolidate significant State economic activity around Botany Bay.

The importance of this region for NSW is reflected in the Directions of the Strategy and locally within the Randwick City Plan.

The Greater Metropolitan Strategy provides the following guidance in relation to employment lands, specifically in the Randwick / Botany region:

- *Recognition of the role of the Randwick / Botany industrial area in the global arc;*
- *Recognition of Port Botany, Sydney Airport and the surrounding industrial lands as a key gateway to the Sydney economy, and a focus of manufacturing, transport logistics and related import / export uses;*
- *Planning for improved links between Sydney Airport, Port Botany and the manufacturing and distribution industries is a priority.*

The Metro Strategy also suggests a range of strategic factors to be considered in providing future employment lands, including:

- Meeting the location needs of businesses, for example, increased emphasis on exports and imports on the economy requires sites for import/export focussed businesses adjacent to Port Botany and Sydney Airport gateways or in areas with high quality road and rail access to them;
- Co-location of complementary industries for efficiency gains and facilitating innovation;
- Many industrial land uses now require higher office components, thus providing the opportunity for renewing existing industrial areas to achieve higher job densities.

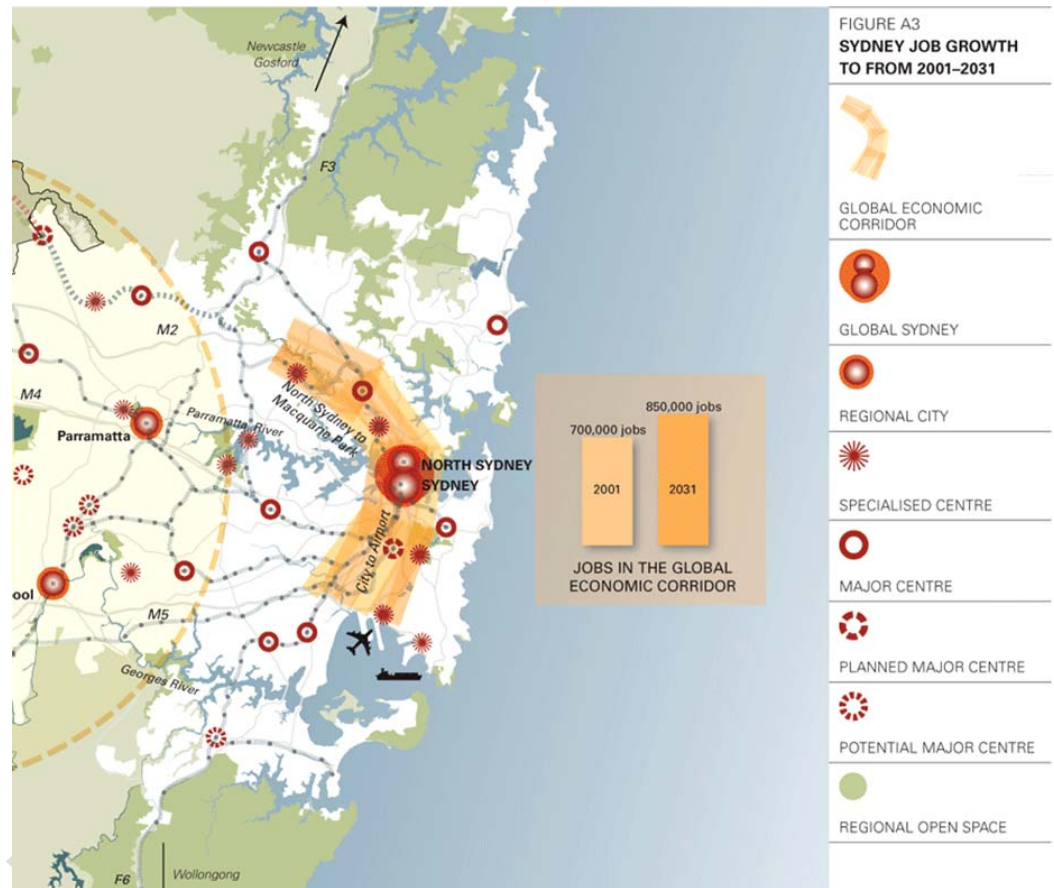


Fig. 6 - Port Botany's relationship to the Global Arc (Source: GMS)

The key Metropolitan Strategy direction in relation to Randwick's industrial lands is:

- Direction A1.5 - Protect and enhance employment lands of State significance

There are a small number of areas of Sydney that deserve an early classification of strategic industrial importance due to their location close to major infrastructure. These areas warrant immediate action to ensure that their potential as major industrial areas are protected and enhanced.

- o Sub-direction A1.5.1 - Protect and enhance employment lands around Sydney Airport and Port Botany

The suburbs surrounding Sydney Airport and Port Botany provide a range of services for these major economic

gateways for Australia, and also provide for a range of industrial services for the Sydney CBD. Parts of this area are under pressure for rezoning for residential development. This includes pressure on activities that are strategically significant to the Sydney CBD.

The supporting 2007 Draft East Subregional Strategy emphasises these directions and identifies an employment capacity target of 3900 additional jobs (an estimated total of 6500 jobs), specifically for Port Botany and its immediate surrounds by 2031. This is to be spread across both Randwick and Botany Bay LGAs and equates to around 1700 extra jobs in Randwick City.

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State Environmental Planning Policy (Major Development) 2005 – Three Ports Amendment

Planning for the Port Botany specialised centre was, until recently, shared by both Randwick City and Botany Bay Councils. While the planning instruments of both councils were similar in nature, both had separate zones, objectives and development controls. In July 2009 the State Government gazetted *State Environmental Planning Policy (Major Development) 2005 – Three Ports Amendment* (SEPP MD) to provide a consistent approach to planning for Port Botany and the surrounding industrial land (along with the ports at Newcastle and Port Kembla) to protect and support the Port as a key employment and economic 'specialised centre'.

Port Botany and much of the surrounding area is now listed as a 'State Significant Site'. This introduced a new planning framework, including new zones, that replaced both RLEP and Botany Bay LEP as the relevant planning instrument. The new zones (consistent with the Standard (template) LEP Instrument) are Zone SP1 – Special Activities for all Port land and IN1 – General Industrial across much the surrounding existing industrial land and apply across the LGA boundaries. RLEP will continue to apply for the area bounded by unformed part of Denison St, Beauchamp Rd and Perry St.

The SEPP also amends the development assessment process and thresholds for development to be assessed by Sydney Ports:

- Major port and port related facilities (Part 3A projects) with in the Port land are assessed by the Department of Planning with the Minister as the consent Authority;
- Port and port related facilities with a capital value of less than \$30 million (the threshold was previously \$5 million) on land owned by Sydney Ports are assessed under Part 5 of the EP&A Act by Sydney Ports;
- Relevant designated development or development that triggers other State Environmental Planning Policies, eg major traffic generating developments under SEPP (Infrastructure) are assessed by the Department of Planning with the Minister as the consent Authority; and
- Council is the consent authority for all other development requiring development consent.

Implications

Zones and permissible uses – The objectives and permissible uses in the new zones are generally similar to the former zones in RLEP. The objectives of the IN1 General Industry, however, have a greater focus on port related industry, and this is of concern as this should not be at the expense of the thriving small local industries that have formed around Perry Street. The permissibility of 'office premises (port related)' and 'business premises (port related)' may also lead to a loss of these small industries and the localised employment these provide. Some of the standard definitions have changed, but are effectively similar uses.

Floor Space Ratios – The SEPP does not specify a maximum floor space ratio. Recent analysis of existing development in the former

4A Industrial Zone found that the average FSR was 0.65:1, well under the 1:1 ratio that was permitted in RLEP. With the space required for driveways, parking and loading docks and other operational requirements, it is difficult to develop an industrial site to that level, and while retaining an FSR is preferable, its omission is not expected to result in over development.

Restrictions on panel beating workshops – For neighbourhood amenity reasons, RLEP did not permit panel beating workshops on land directly adjoining residential properties and required adequate screening of storage areas. Of the land now zoned IN1, there are a number of residential properties on the opposite side of McCauley St and Australia St and the properties on Partanna and Moorina Ave, Matraville that will be potentially affected by the removal of this clause.

Restrictions on container and transport depots – More significantly, RLEP did not permit container or transport depots on certain land near residential properties. This restriction has also been removed and many residential properties are now potentially exposed to significant noise, visual and traffic impacts. Council has sought to have the 'buffer' reinstated in the SEPP.

Heritage - The remaining section of the former AMCOR factory on Botany Rd/ McCauley St is listed in RLEP as a heritage item. It has not been included in the SEPP (see p 40).

Land Use Safety – To manage the cumulative risks of hazardous and other industry in the area, Randwick and Botany Bay LEPs included the Port Botany and Botany/ Randwick Land Use Safety Studies as a development assessment consideration. This has been removed (see p 21).

Development Standards – Randwick has relatively few development standards for industrial development (see p 17). The few key development standards such as restrictions on noise and traffic generating uses (ie panel beating workshops, container and transport) have been removed by the SEPP, leaving minimal controls or assessment considerations.

Appropriate land uses and preferable zones are discussed further in the Recommendations section of this paper.

While RLEP no longer applies to much of the industrial area, the analysis within this paper has been prepared giving consideration to planning for the area as a whole.

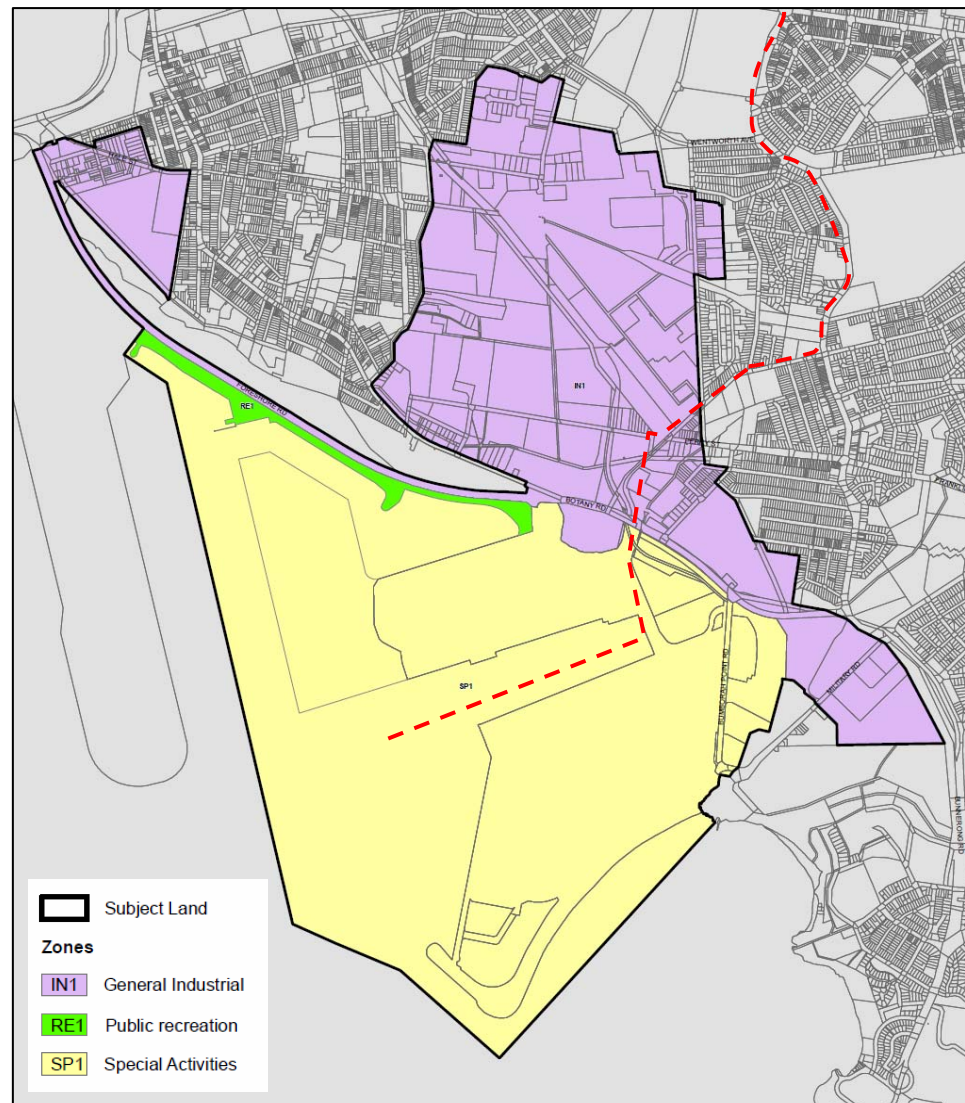


Fig 7: SEPP (Major Development) 2005 zones (source: DoP)

Standard Instrument (Local Environment Plan) Order 2006

Introduced as part of the State government's planning reforms in 2006, the standard instrument/ template aims to give uniformity for all new comprehensive LEPs in NSW. The standard instrument specifies the structure for a comprehensive LEP, including standard zones and zone objectives, mandates certain uses as permitted or prohibited, and identifies compulsory and optional development control provisions. Councils must adopt the standard template as the basis to prepare their own LEPs and can add other local provisions relevant to the Council.

The standard template offers a number of industrial (Light, General and Heavy), Special Purpose (Special activities and Infrastructure) and Waterway zones that may be relevant for the existing industrial and Port Botany area.

It also provides standard clauses for floor space ratios, building heights and other land use controls.

Implications

The appropriate zones and land uses are discussed in the Recommendations section of this Discussion Paper.

Ministerial Directions (Section 117 (2))

Under section 117(2) of the Environmental Planning and Assessment Act 1979, the Minister may issue directions in relation to the preparation of an LEP to any relevant planning authority.

Several of the current s. 117(2) directions are relevant to industrial lands; however, the key consideration is Direction 1.1 – Business and Industrial Zones.

The objectives of the Direction are to encourage employment growth in suitable locations and to protect employment lands. The new comprehensive LEP must not reduce the area of the existing industrial zones and must not reduce the potential floor space for industrial uses in those zones.

Implications

The Direction is consistent with the position adopted by Council to protect industrial lands in the Randwick City Plan (see page 18).

The Randwick City Plan

The Randwick City Plan was adopted by Council in 2006 (currently under 5 year review) and sets the 20 year strategic direction for Randwick City. The Plan comprises five broad interrelated themes: *A Sense of Community*; *Places for People*; *A Prospering City*; *Moving Around*; and *Looking After Our Environment*.

Most directly is 'A Prospering City', concerned with local employment and economic growth and management.

The key outcome for this theme is '*A strong local economy*' and Council will achieve this outcome by ensuring all our activities, services and planning encourages '*Vibrant business, commercial and industrial sectors that provide ongoing and diverse employment opportunities*'. Actions to support this Outcome and Direction include:

- Prepare and implement an economic strategy for Randwick City
- Industrial land within our City supports a range of industries and employment opportunities
- Improved design and sustainability across all development

These directions and actions will guide the preparation of the LEP and DCP and is summarised in the following City Plan map (fig 8).

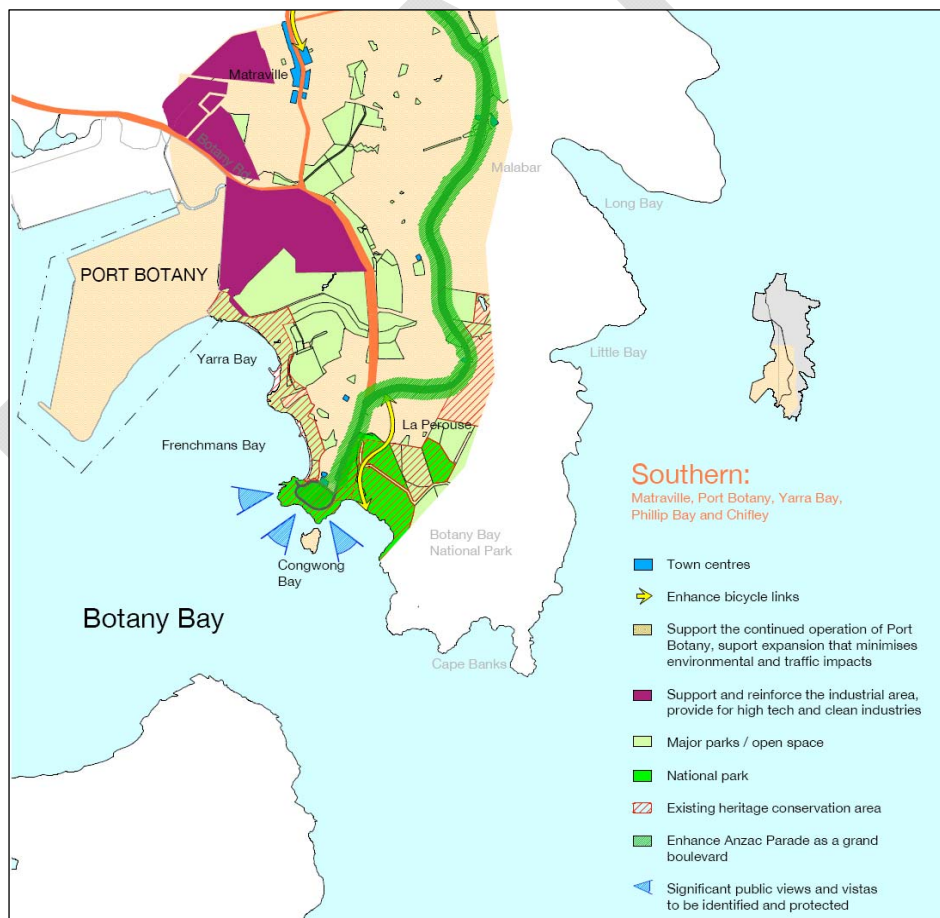


Fig 8: The Randwick City Plan

Local Planning Controls

Randwick Local Environmental Plan 1998 (Consolidation)

Randwick Local Environmental Plan 1998 (Consolidation) (RLEP) is the statutory planning instrument that currently applies to Randwick City.

The LEP designates the zoning, the development objectives and the port and industrial land uses permissible in the 4A Industrial and former 4B Port Botany zones (clause 15 and 16). The 4A zone also permits certain non industrial development, such as child care centres and restaurants, where it serves the needs of the local workforce.

Clause 20F sets a maximum industrial floor space ratio of 1:1 across both zones.

Clause 36 restricts certain uses in the industrial area. To minimise the impact of noise generating industries on residential properties, s.1 prohibits panel beating workshops on land directly adjoining a residential zone and s.2 prohibits container or transport depots on certain land marked on the LEP map (see fig.2, p7). Section 3 requires consideration of the *Port Botany Land Use Safety Study 1996* (see p21) before issuing consent.

Clause 37 reinforces the objectives of the 4B Zone, stating that all development proposed in the zone must support the continued operation of the port, but is no longer applicable.

The heritage provisions in Part also apply to the remaining part of a heritage item at the AMCOR site on McCauley Street (see p40).

Development Control Plans

There is no general land use DCP for industrial development; though relevant controls are contained in the theme specific Outdoor Signage and Parking DCPs and some minor development is provided for in the Exempt and Complying Development DCP.

The Parking DCP sets the required number of car and delivery vehicle parking spaces. Numerical controls are provided for factories (1 space/ 80sqm GFA), warehouses (1 space/300sqm) and for associated offices (1 space/ 40sqm), and a transport assessment is required with most other industrial development proposals to determine the most appropriate rate for that land use.

The DCP also provides controls for the design of car parks, driveways and delivery areas/ loading docks. In doing so, this DCP also sets a defacto 6m landscaped setback for industrial development where the car park is provided on a street frontage.

The Outdoor Signage DCP has no numerical controls (i.e. dimensions), rather seeks to integrate their location and size with the associated building's design and landscaping.

There are two site specific DCPs that cover industrial land. DCP No. 8 applies to the former oil refinery site on the south east side of Military Road (effective March 1987) and DCP No. 13 applies to the former Bunnerong Power Station Site on the north west side of

Military Road (effective march 1990). The DCPs require large densely vegetated landscaped setbacks, prohibit vehicle access to Botany and Bunnerong Roads and sets a 12 meter height limit. DCP 13 also identifies remnant bushland (ESBS) to be retained and DCP 8 sets a minimum lot size of 2000sqm. The majority of the land covered has now been developed.

Local/other Policies

Council's Private Stormwater Code, Contaminated Land Policy and Rainwater Tank Policy also contain controls and issues for consideration in the design and assessment process.

In addition, a number of SEPPs and State legislation may be triggered, such as the Infrastructure SEPP or the Threatened Species Conservation Act 1995 for sites with remnant Eastern Suburbs Banksia Scrub.

The Department of Planning is currently preparing a draft Exempt and Complying Development Code for industrial uses that is likely to override Council's existing planning controls for certain low impact development such as change of use.

Economic Activity Study

Council commissioned SGS Economics and Planning in 2008 to undertake an Economic Activity Study for Randwick City to determine the existing and future economic direction of businesses operating in the area and of the local economy. It focused on the expected demands and employment targets set by the Metropolitan and draft Subregional Strategies as input to the comprehensive LEP and DCP.

The Study covered the economic activity at the two specialised centres, being the Port and surrounding industrial area and the University and Hospital precinct, as well as home businesses and the town centres. Its findings include:

- Approximately 4800 people are employed in Randwick's industrial area. The largest categories of employment were (2001): stevedoring/ Port operations (445), Bus drivers (316), Cable and wire manufacturing (301), sea and rail freight transport (184), plaster manufacturing (80) and paper manufacturing (61).
- Approximately one third of the employees live within the East Subregion (Randwick, Botany Bay, Waverley and Woollahra), one third come from the south subregion (Canterbury, Rockdale, Kogarah, Hurstville, Sutherland and Marrickville) and one third from other areas in the greater Sydney area.
- Randwick City's industrial area has been affected by businesses moving to new industrial areas in the outer suburbs;
- Land prices in the inner area has put pressure for alternative uses, mostly bulky goods and office space, in Randwick;
- Randwick's industrial area is mostly resisting pressure from these other uses due to its:
 - proximity to the Port
 - the relatively poor residential amenity
 - the entrenched surrounding heavy industrial uses (eg Orica)
 - State Government Policy.
- There has been growth in freight, logistics and container storage activities but these are limited to large sites with access to arterial roads.
- An additional 11 000sqm of industrial floor space will be required to meet growth targets to 2031. Most growth will come from transport and storage; property and business services; and manufacturing industries. Vacant and under used land should meet this need.
- The AMCOR site and other large land holdings adjacent to the Port are most suitable for future freight and logistics uses and small lot/ strata subdivision should be avoided.
- Local industries are an important component of the area and provide a diverse range of services to the local community. These are unlikely to be replaced by manufacturing or freight/ logistics uses due to their small lot sizes.
- Intensification of land uses in the area is likely to exacerbate impacts with the nearby residential areas if planning/ design considerations are not carefully addressed.

- The boundary with the City of Botany Bay causes confusion and expense to the land owners of the properties it transects.

Study Recommendations

The following recommendations were made for the comprehensive LEP and DCP:

- Future controls should not be too restrictive and hamper industrial redevelopment/ growth.
- Subdivision and strata subdivision should be restricted on large lots adjacent to the Port to avoid fragmentation and to retain them for future Port related uses. A minimum lot size of 20000sqm is generally required for warehousing and container storage.
- Bulky Good retailing should be prohibited and the diversity of lots sizes should be retained, particularly the small lots that provide suitable sites for local industries.
- Maintain the maximum floor space ratio at 1:1.
- Controls need to provide certainty for industry, particularly issues such as hours of operation and amount of retail space permitted.
- Development principles are needed to ensure the residential interface is managed correctly and that high impact development is located away from the residential areas.
- Better car parking and off street truck parking controls are needed to manage access and vehicle movements. Particularly in the Perry Street area.
- Encourage freight to be moved by rail.
- The LGA boundary should be amended to streamline planning for the 5 lots at the southern end of Beauchamp Road.

Implications

Council endorsed the study in October 2008. The study recommendations are generally in line with the directions of the Randwick City Plan, Metropolitan and draft Subregional Strategies, and the SEPP (Major Development) amendment.

Many of the issues, such as parking and FSR can be readily included in future planning controls; however, issues such as rail and freight transport require support and investment from the State Government.

It is also important to note that Council cannot force redevelopment or increased employment and can only provide the planning and development controls to facilitate redevelopment when the market conditions are suitable.

- Any future development within the industrial area should generally provide a buffer between the industrial area and the surrounding residential zones;
- Intensification of the specified residential areas is not to be encouraged;
- The impact on dangerous goods routes, Port Botany and Sydney Airport is to be considered within the assessment of development proposals;
- Development should not increase the cumulative risk, particularly no significant increase in the storage or handling of liquefied or toxic compressed gases at the Port; and
- Residential, large commercial and high density employment uses should not take place near the Port area and buffer zones are to be developed around the Port.
- Development within the consultation area is to be referred to the Department for advice on industrial hazard implications.

Implications

While the Studies were prepared by the Department of Planning, they had no status under the *Environmental Planning and Assessment Act 1979*. Council then included the 1996 study as a development assessment consideration in Cl 36 (4) of RLEP.

Randwick LEP also established the required buffer around the Port with the open space on Frenchmans Bay, the cemetery and the hatched area (cl 36(3)) of the existing 4A Industrial Zone performing this function.

It is recommended that this buffer area be maintained in the comprehensive LEP, preferably through the use of a separate light industry zone, or a hatched land use restriction as used in RLEP 98. This is, however, in conflict with the SEPP (Major Development) and amendments to the SEPP are being sought.

ANALYSIS

Existing Development

The industrial area has three distinct precincts: Port Botany; large lot developments along Military and Botany Roads; and small local industries around Perry Street (fig 10).

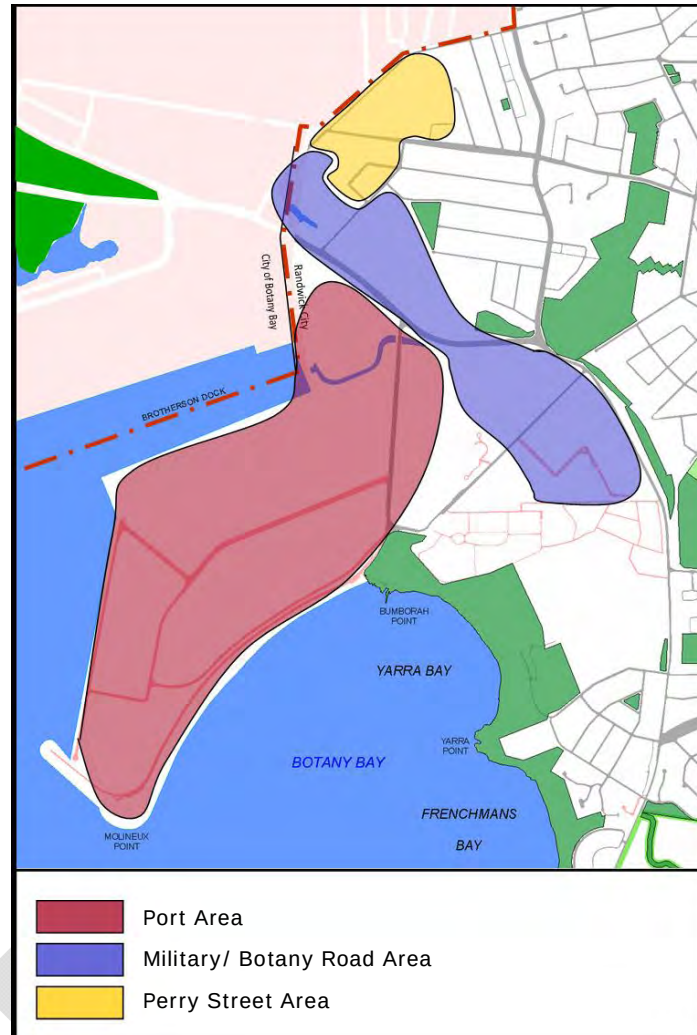


Fig 10: Industrial precincts

Port Botany

Port Botany was constructed in the mid 1970s by reclaiming land from Botany Bay. It is level with few physical or natural constraints other than the Bunnerong Channel. The Port has been divided into large lot tenancies for port related uses and the subsequent development has been in the form of large warehouse buildings, container storage or bulk liquid storage tanks with large set backs and adequate parking, loading and manoeuvring space.

A major expansion of the Port is underway, constructing 5 new shipping berths on the western end of the northern dock (City of Botany Bay).

A proposal to double the capacity of the southern dock (Randwick City) is subject to a current application with the Minister for

Planning. The proposal involves an extension and upgrade of the rail sidings and loading facilities and installation of additional quay cranes used to unload ships.

The STA Bus Depot on Bumborah Point Road is the only non port related use.

Military and Botany Roads Area

The closure of the Power Station and refinery unlocked two large land holdings for industrial use in the 1980s in the Military Road area. Following site remediation, the area was subdivided into several large lots of between 12000sqm and 49500sqm.

As this area is mostly used for large scale and high tech manufacturing and warehousing, the main building type is large factory style buildings of up to 28000sqm of floor space and between 10 and 12 m in height. Large landscaped setbacks have been achieved and the average FSR is 0.54:1. While the area of office space on each site is considerable, it represents only a small proportion (16%) of the total floor space given the size of each of the operations.

The AMCOR Paper Mill has occupied its Botany Road site since 1902. It is the largest single industrial site in the area, occupying over 14ha. A recent development approval has seen the demolition of most of the buildings on McCauley Street and Botany Rd and construction of a new paper factory will begin shortly. The new building is approximately 25 m high with a 200m frontage to Botany Road.

Another late 1980s subdivision and redevelopment of the properties along the southern half of McCauley Street has created a consistent and modern industrial streetscape, with the main storage/ factory unit set behind office facilities over looking the street. They have an average height of around 10.5m and set back of 6m incorporating landscaping and parking. The footpaths have been installed in an ad hoc manner as development occurred and only the remnants of a former avenue of canary palms remain.

Most sites along Military Road have adequate parking although, depending on demand, additional truck parking areas may be required in the future. Council has recently upgraded the pedestrian footpaths in the area and there is extensive landscaping and established street trees.

Perry Street Area

The older industrial area along Perry, Kelly and Denison St and Raymond Ave provides a range of small lots used by small industries serving the local community.

The area was subdivided in the 1960s. The average site area is approximately 5080sqm, however almost half are below 1000sqm. This small lot built form has little or no side or rear setbacks and front set backs of between 5 -10m. They have an average width of 12m, an average building height of 8.7m and the FSRs are higher than the other precincts. Retail and office components use on average 23% of the total floor space.

This area generally has little on-site parking and relies on street based parking, including for storage of vehicles being worked on by panel beating operations. The streetscape is generally poor, with storage areas being located in the front setbacks and very little landscaping and business signage and street numbering is generally poor.

A number of multi – unit developments have been constructed along Beauchamp Road and on Perry Street, though not all have been strata subdivided. This style of development generally has large front and side setbacks, landscaping and on site parking. Most of these industrial units dedicate an average of 20 – 25% of the floor space to office or show room uses.

There are also a few remaining residential properties, but it is unclear (i.e. no DA records) if they are also being used for business/ industrial purposes.

Utilities/ Easements

Sydney Water's easement is a part above ground and part underground stormwater channel running from Perry Street to Botany Road. Energy Australia's easements contain high voltage underground cabling running from Perry St to the substation on Botany Road and another running parallel to Perry St. The easements transect the area and the adjoining lots are now small, irregular or disjointed. This also limits opportunities for site amalgamation or to create multiple street frontages and access.

These sites are currently zoned Special Uses, however, the Standard LEP Template is reserving the new Special Use zone for major infrastructure and special sites rather than for such uses. Accordingly, the easements should adopt the future adjacent industrial zone (see Special Uses Discussion Paper).

A Site Compatibility Certificate (made under SEPP (Infrastructure) 2007) has been issued for the part of the easement facing Raymond Ave and allows any use permitted in the 4A Industrial zone in addition to those permitted by the Special Use zone.

Summary of Characteristics

Table 1 on the next page provides a snapshot of the key development characteristics from approvals (involving building works) over the past 20 years.

The maps (fig 11 – 16) present this data, along with additional data gathered from Council's GIS system for other properties in the area, including:

- Street frontage (fig. 11) – *no current LEP/ DCP controls*;
- Lot area (fig. 12) – *no current LEP/ DCP controls*;
- Setbacks (fig. 13) – *no specific control, though a 6m landscaped buffer is required if parking areas (Parking DCP)*;
- FSR (fig. 14) – *current LEP control is a maximum of 1:1*;
- Building heights (fig. 15) - *no current LEP/ DCP controls*;
- Approximate age of the existing development (fig. 16);

Table 1: Approved Development Characteristics

		Address	Site area (sqm)	Floor space (sqm)	Office / retail component (sqm)	FSR	Height - ridge (m)	Height - gutter (m)	Main setback (m)	Side setback (m)	Rear setback (m)
Perry St Area	1	Beauchamp Rd	8054	994.6	223.8 (22.5%)	0.11:1	7.58	6	21	3	
	135	Beauchamp Rd	22584	12485	2710 (21%)	0.55:1	7.4	7.4	6	0	0
	151	Beauchamp Rd	9945	5035.6	1306.5 (25.9%)	0.64:1	8.35	7	22	5.5	5.1
	1	Denison St	979	979	50.5 (5.1%)	1:1	7.7	6	10	0	0
	22	McCauley	556.4	452	97.5 (21.6%)	0.81:1	7.4	6.5	9	0	0
	30-32	McCauley	1429	1177	1177 (100% club)	0.82:1	11.7	9.4	12.3	0	0
	7	Perry	3591	2586	425 (16.4%)	0.72:1	9.7		6.1	0	0
	1	Perry St	1476	815.3	113.8 (14%)	0.49:1	7.2	5.5	6	6	0
	30	Perry St	9634	4387.5	635 (14.5%)	0.45:1	8.5	8	6	0	1
	47	Perry St	1856	783.8	349.5 (44.6%)	0.42:1	7.8	6.9	0.6	0.6	
	31	Raymond Ave	557.4	472	10.5 (2.2%)	0.84:1	9.45	8.4	6	0	0
	54	Raymond/ 34-36 McCauley	3254.3	2330.5	734.7 (31%)	0.71:1	10.5	8.7	6	0	0
Military Rd Area	11	Bumborah Point Rd	34780	15418	1647.51 (10.7%)	0.44:1	12.2	8.85	40.4	6	
	1	Military Rd	12250	5789	1353 (23.4%)	0.58:1	7		10	5	6
	2	Military Rd	30710	18000	4500 (25%)	0.59:1	12	9.6	7		
	4	Military Rd	21120	12507	1422 (11.4%)	0.59:1	12	9	10	1.2	
	33	Military Rd - lot 2	49544	28167	3768 (13.4%)	0.56:1	12	10		16	
	33	Military Rd - lot 3	44914	23600	3600 (18%)	0.52:1	10	8		10	16
		Average - Perry St Area *	5078.37	2863.97	714.78 (23%)**	0.65:1	8.70	7.38	8.18	1.10	0.61
		Average - Military Rd Area	32219.67	17246.83	2715.09 (16%)	0.54:1	10.89	9.10	16.88	7.64	10.90

* excluding 1 Beauchamp Rd

** excluding 30
McCauley

Source: Approved development
applications

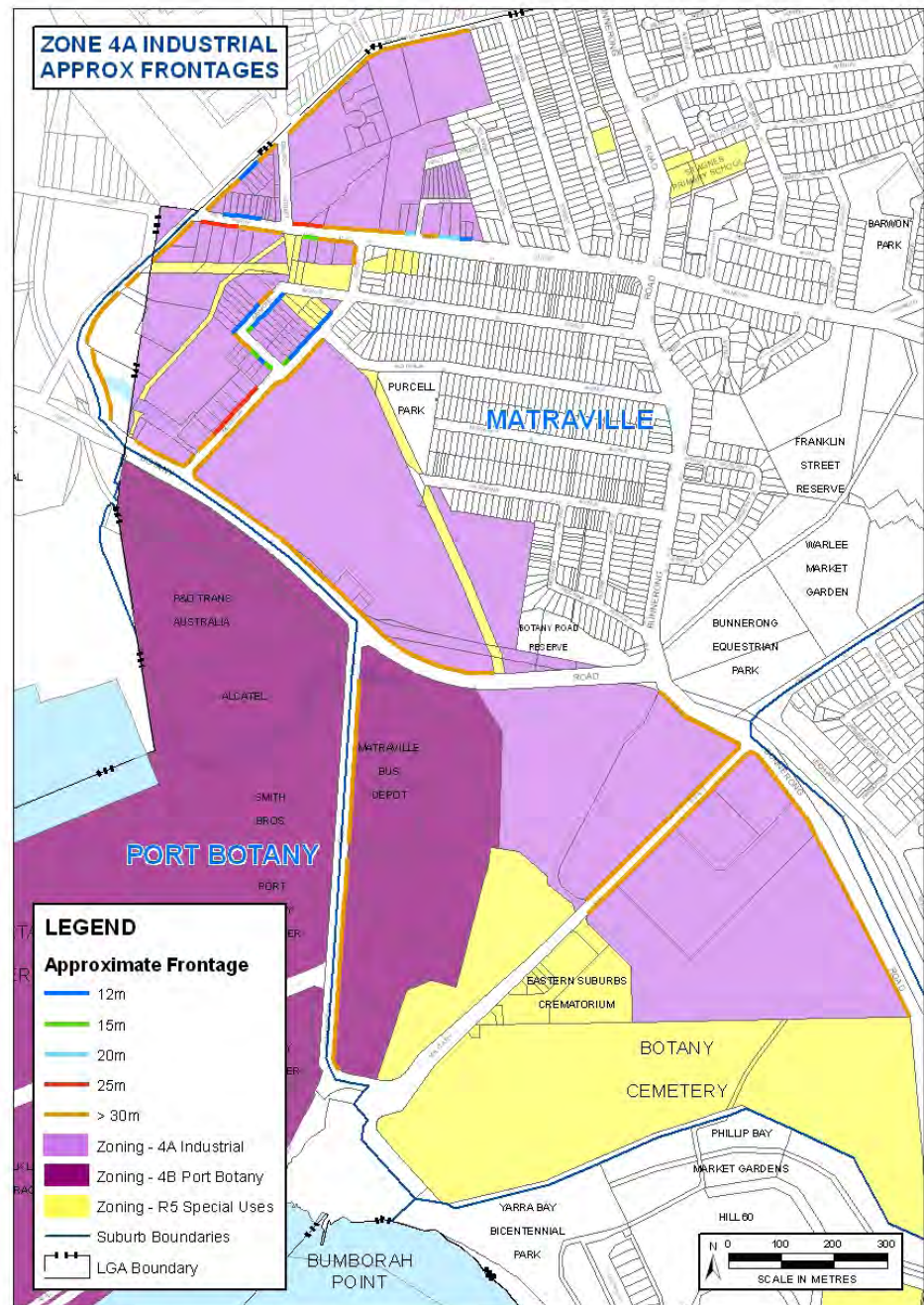


Fig 11: Frontages (source: DA, GIS and aerial photo measurements)

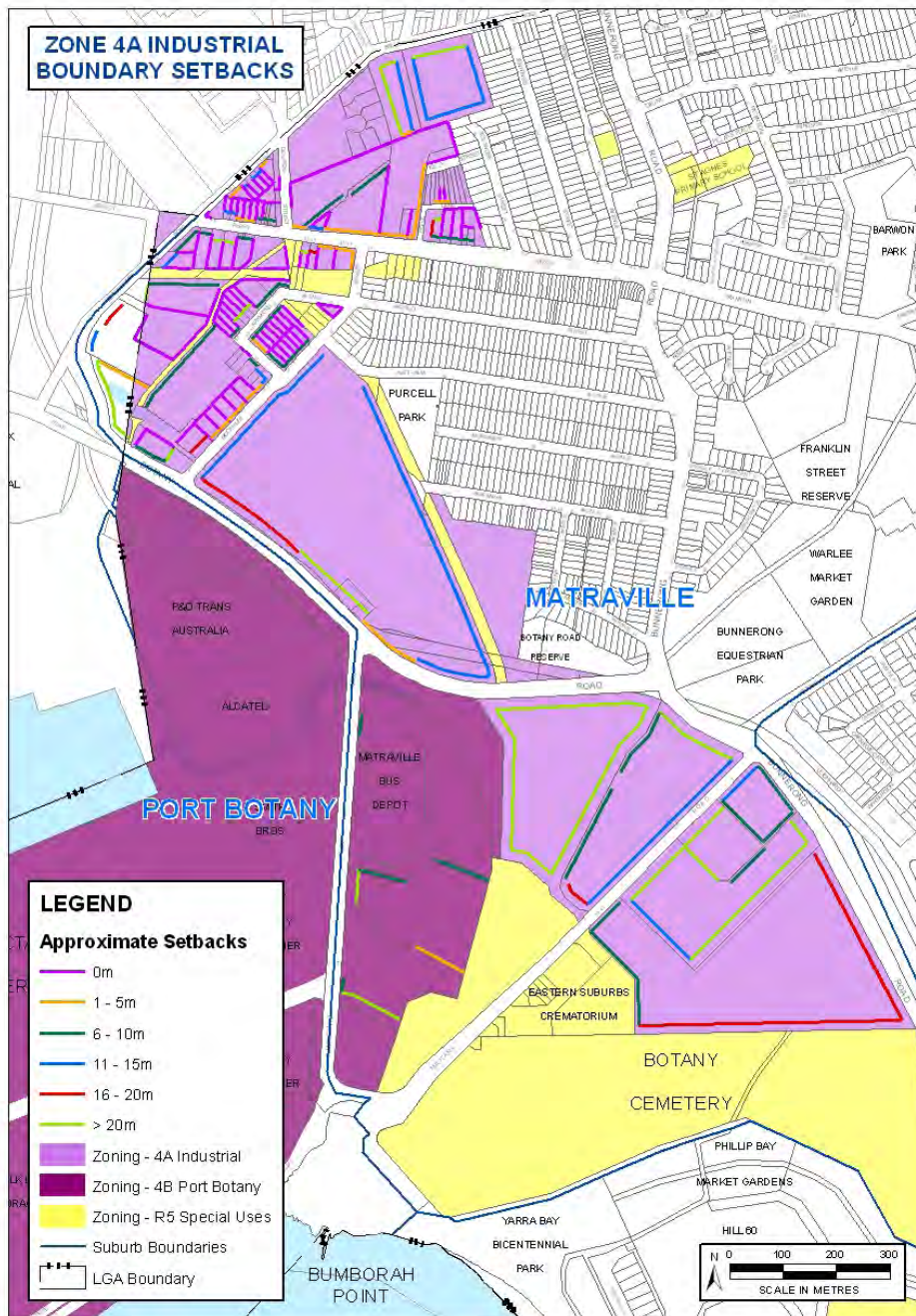


Fig 12: Setbacks (source: DA, GIS and aerial photo measurements)

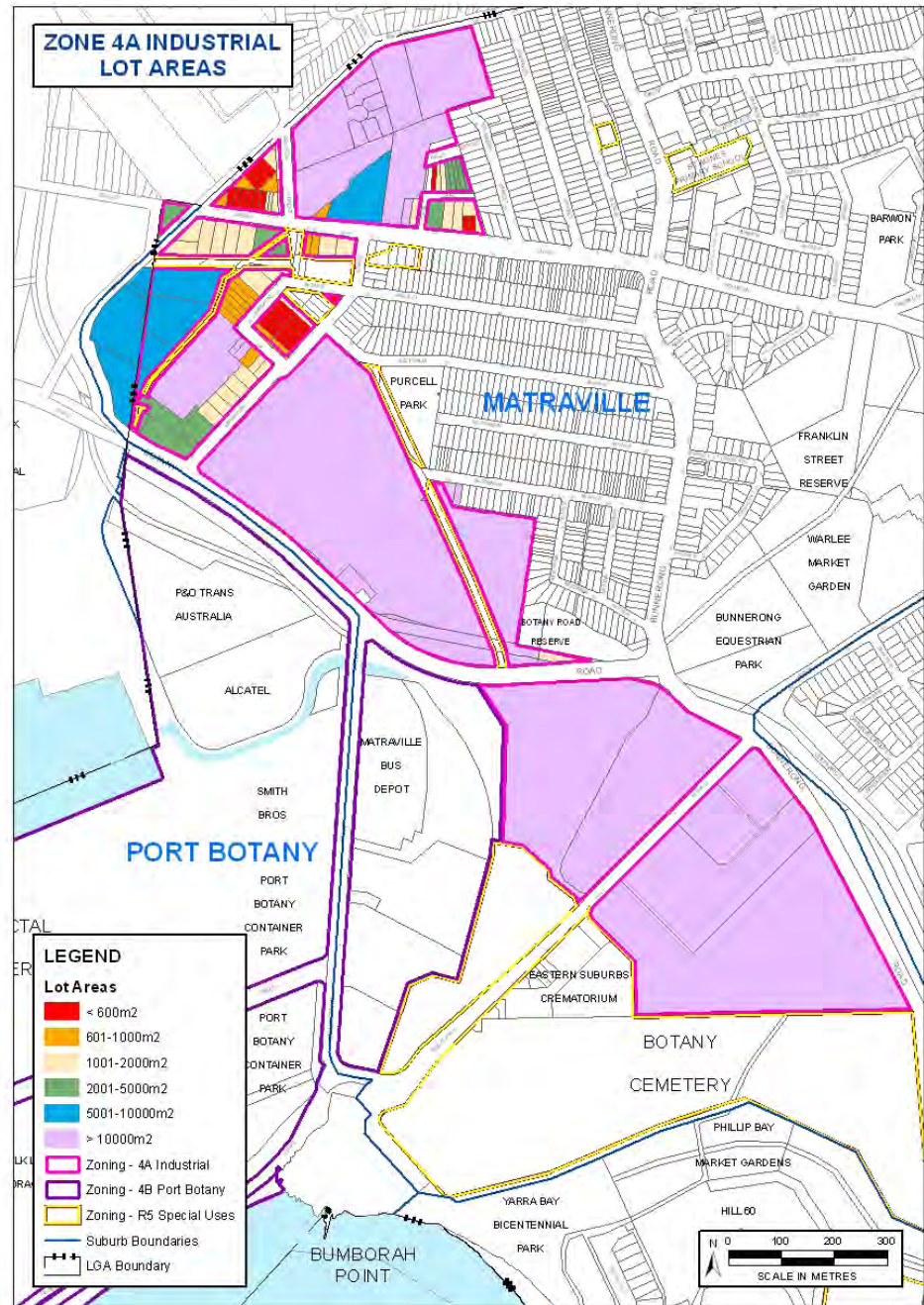


Fig 13: Lot Area (source: DA, GIS and aerial photo measurements)

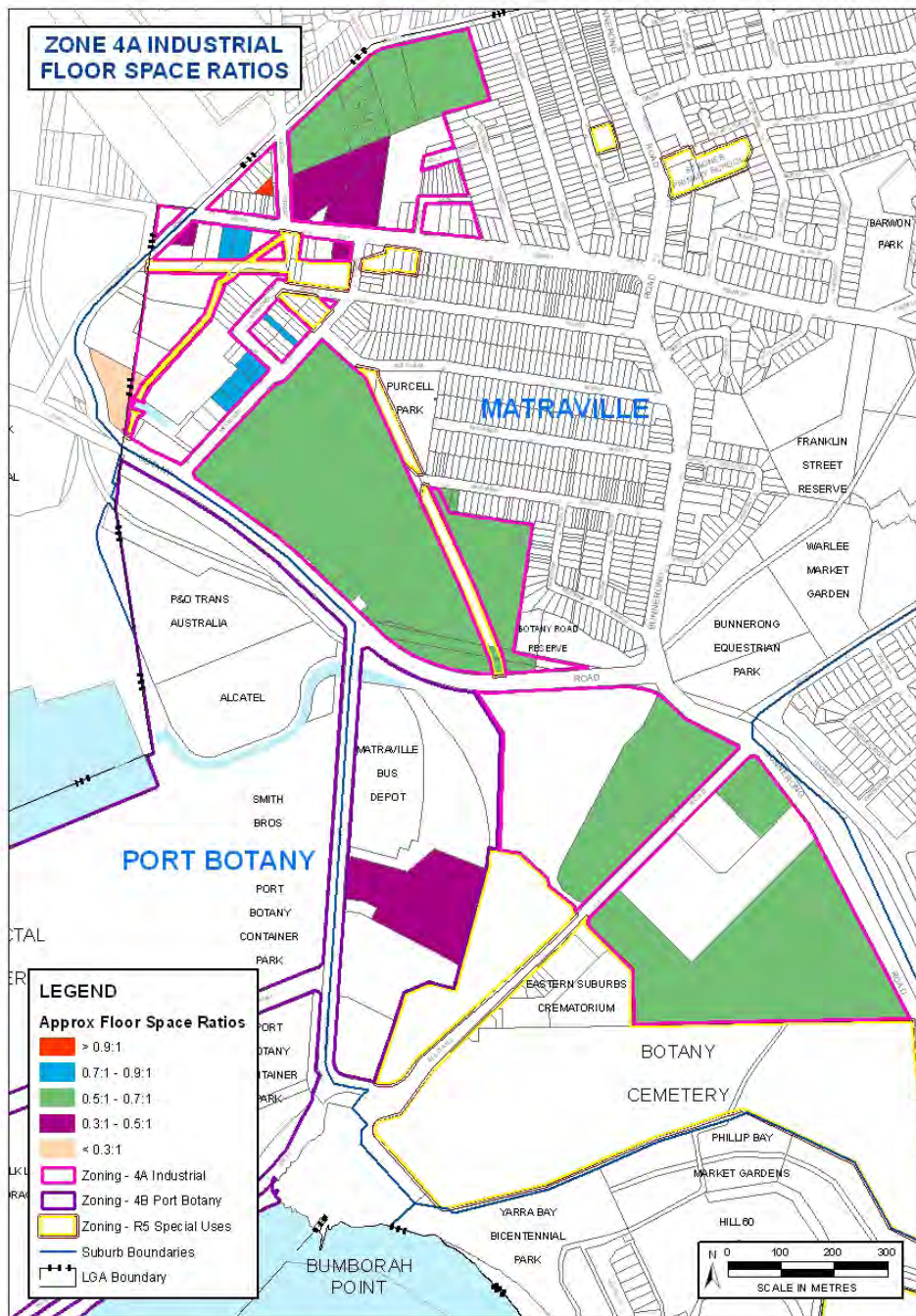


Fig 14: Floor Space Ratios (Source: Recent approved DAs)

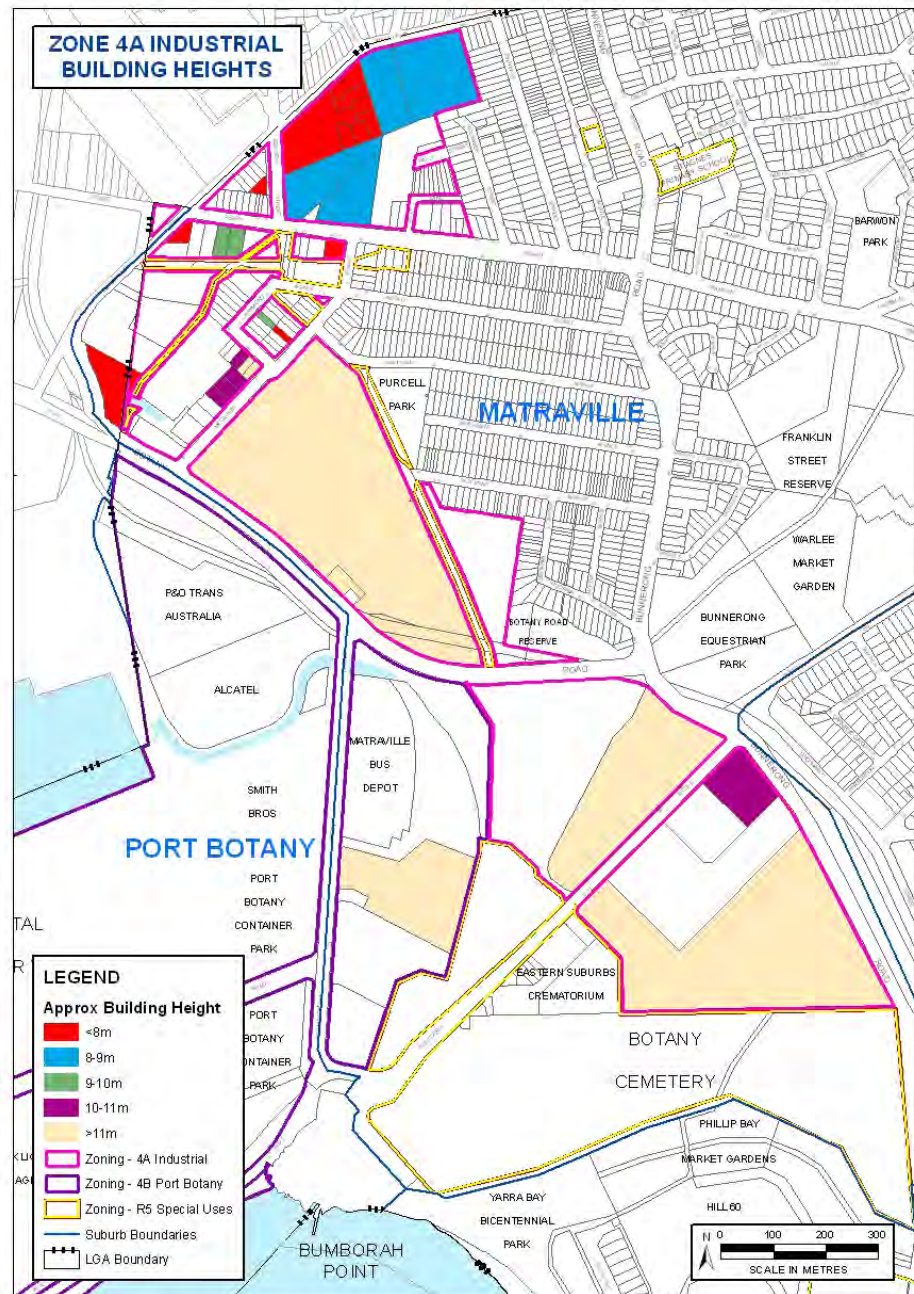


Figure 15: Building Heights (Source: Recent approved DAs)

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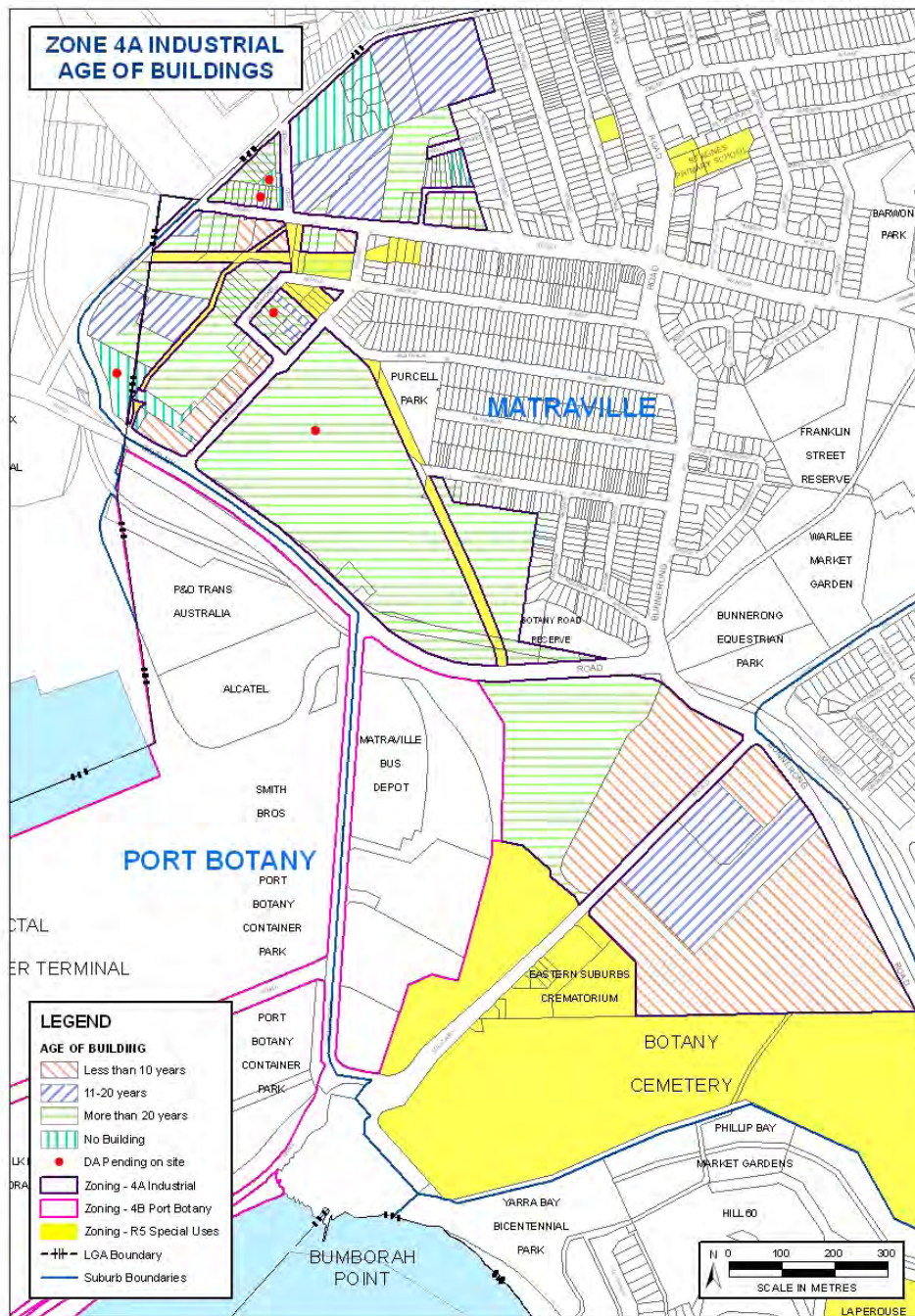


Fig 16: Age of Building stock (Source: DAs and Council records)

Land Uses

A land use audit of the industrial area was undertaken in mid 2006 and 2009 to assess the types of uses operating in the area, vacancy rates, subdivision patterns and relationship to industrial zone objectives. This is not an assessment of the compliance of the land use; rather an assessment of what types of uses is occurring in the industrial zone.

In order to assess the type, frequency and localisation of land uses, the land use survey categorises the businesses and other uses in accordance with the Australian and New Zealand Standard Industrial Classification (ANZSIC). This Code has been used by the Department of Planning in preparing the Metropolitan Strategy and a full list of the classifications forms Appendix 1 of this Paper. In addition, codes were developed for vacant land/ tenancies and for residential properties (existing uses). Many tenancies fell into a number of classifications, for instance a factory or warehouse usually includes some office space. In this instance the predominant use was recorded.

Table 2 below summarises the industry classifications for the industrial area (excluding Port Botany) in 2009.

Table 2: Randwick Industrial Area Industry Classifications

Class	Type	No. of operations (2009)
C	Manufacturing (incl. Food, Beverage, textiles, clothing, paper, printing, metal, equipment and machinery manufacturing)	24
D	Electricity, Gas, Water and Waste Services	5
E	Construction (incl. trade and installation services)	26
F	Wholesale Trade	13
G	Retail Trade	3
I	Transport, Postal and Warehousing (incl. logistics, warehousing, bus services)	45
L	Rental, Hiring and Real Estate	2
M	Professional Services (incl. engineering services)	8
N	Administration Services	2
O	Public Administration	2
R	Arts and Recreational Services (incl. film and production services)	2
S	Other Services (incl. vehicle repair services)	22
X	Residential	5
V	Vacant	34
Total		193

It should be noted that the ANZSIC classifications do not necessarily correspond with the definitions or permitted land uses in the Randwick LEP or standard template. I.e. retail uses are not generally permitted in the industrial zones unless they are ancillary to an industrial use or only service the local workforce. 'Retail Trade' (Classification G), while including the usual range of retail uses associated with business zones, also includes the sale of vehicles and parts, that are permitted in the industrial zones outright.

The table shows that transport and warehousing land uses are the most frequently occurring land uses followed closely by manufacturing, construction services and vehicle repair services.

Of note are the uses that present as purely retail / commercial, the number of vacant sites and the remaining residential sites occurring within the industrial area.

There are ten 'multi-unit' lots in the industrial area and these vary from 5,000 up to 20,000 sqm, accommodating up to 20 plus units. Individual units tend to range from 50sqm to approximately 250sqm. They are generally made up of strata subdivided units comprising small manufacturing / industrial uses and a higher percentage of office use than other developments in the area. While providing suitable space for small industrial businesses, strata subdivision fragments land and reduces redevelopment opportunities for large uses such as warehousing that are needed to support the expansion of Port Botany. The comprehensive LEP should restrict further subdivision of the large lots along Botany Road to preserve land for these essential Port related uses.

The emergence of what appears to be essentially retail / commercial uses attests to the pressure on the industrial land for commercial uses, often due to cheaper rents. Whilst supporting uses, such as cafes and small convenience stores, are permitted within the zone and considered suitable to serve the needs of the workers within the area, regular retail/ commercial uses serving the wider community are not suitable.

Given the close proximity to the Matraville, Hillsdale, Eastgardens, Botany and Banksmeadow commercial centres, there is little need to provide additional retail uses in the industrial area other than small local kiosks to cater for the lunch needs of the local workforce. The comprehensive LEP needs to reinforce this through the new zone objectives and restricting the non industrial permissible land uses.

Five dwellings remain in the industrial zone. A number appear to be used as offices or other uses. The amenity of the area is not conducive to residential use. Land use and other development controls should be used to encourage a change in these uses to industrial.

Spatial distribution of land uses

Spatial distribution provides information on the patterns of land use within the Industrial zone. The Maps (Fig 18 and 19) on the following pages show the spatial layout of the various types of industries.

Manufacturing (Class C) is spread across the industrial area and a range of allotment sizes. These tend to use the mid to large size allotments however, the small manufacturing / industrial businesses with ancillary office space have mainly located in strata complexes. The types of manufacturing in the area range from food and electronics to paper and ship navigation systems.

Building suppliers (Class E – construction services) tend to occur on smaller allotments. These tend to be smaller businesses such as tile and bathroom installations, stockpiling and earthmoving equipment etc. Previously building suppliers have used larger allotments for bulky material storage; though increasing land cost may have caused replacement uses.

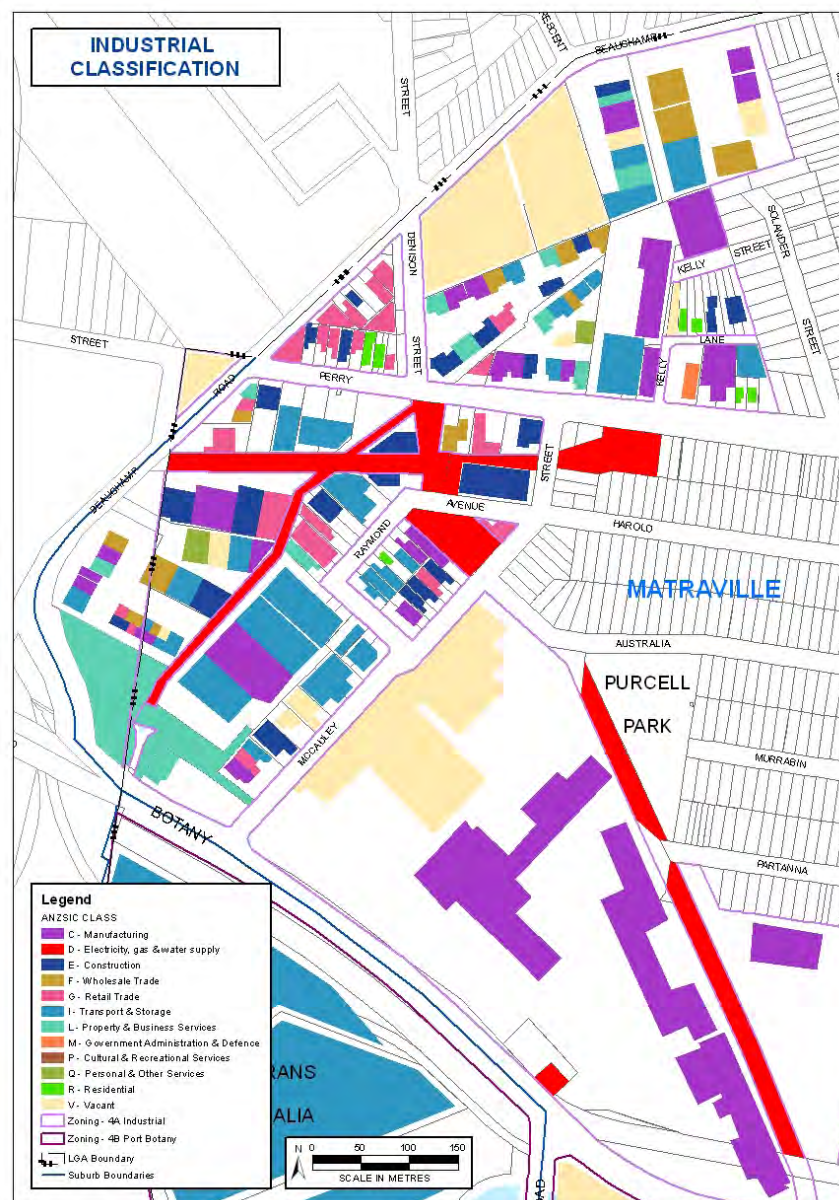


Fig 18: Spatial distribution of land use 1996 (north)

Automotive repair uses (Class S – Other Services) are clustered almost exclusively in the block bounded by Perry St, Denison St and Beauchamp Rd, with a small number of automotive uses around Raymond Avenue. These uses are located on the smaller subdivisions of around 500sqm and are essentially small business operations with access to on street parking, where available.

Public utilities (Class D), being the Sydney Water drainage canal and the high voltage underground power line, transect the industrial 4A zone. These easements will impact on potential development and amalgamation in the Raymond Avenue and Perry Street area.

The remaining dwellings are predominantly found in Perry Street and Kelly Lane, representative of historic residential land use.

The vacancies comprised both premises and vacant allotments. Vacant sites accounted for a low 6% of tenancies. They are mostly in the older developments. There are three major vacant sites. Two lots remain vacant on Bumborah Point Road and AMCOR have begun planning to subdivide and release almost one half of their 14 ha Botany Road site.

Implications

Given the larger allotment sizes relative to those in commercial zones, there is interest for semi-commercial uses, including large format operations and bulky goods retail. These are currently prohibited and would have a negative impact on the role and purpose of the industrial area.

Future controls for the area should reflect the 3 precincts, retaining the Perry St area for small local industries, the Botany Rd area for large and port related industries and protect the core port area for port and related industry.

The built form in each precinct has generally been consistent and overly prescriptive controls are not necessary. Rather, new DCP controls should seek to recognise elements that provide consistency and a positive contribution to the established streetscape and built form.

The new controls will need to ensure that any office and retail components are a minor ancillary use.

Urban Design

There are no current LEP/DCP design controls for industrial development and individual proposals are assessed on their merit. The very nature of industrial development, being dominated by storage and manufacturing uses, has urban design challenges. The most common built form consists of metal sheds, however glass and prefabricated masonry feature in many of the newer buildings.

Despite this, development has followed a consistent pattern. Developments generally have a similar height, front setback and built form with adjoining properties, typically being office space and parking at the front of the building and workshop/ factory/ storage space behind.

In newer areas around Military Road, matching materials, colours and architectural features have been used that tie the group of buildings together.

The main urban design concerns for the area are the nature of older development and storage areas for equipment and vehicles on the street and in front setbacks. These issues can be dealt with through the LEP/ DCP as redevelopment occurs.

Being isolated, safety and security for employees and customers, particularly in the evening, are important issues in good design.

Signage is controlled by the Outdoor Advertising DCP (1998) and Exempt and Complying DCP (2008). Signage is often poor and unclear. Signs should be clearly incorporated into new developments as a design feature of the building(s) and the site.

Implications

The new DCP should require new development to recognise and build upon the established positive built form in each street (eg new buildings should have similar setbacks, height, etc), with consistency in elements of positive design that create a cohesive street scape.

The DCP should also address the NSW Crime Prevention through Environmental Design guidelines. These guidelines, amongst others, suggest minimising concealed areas, use of appropriate lighting and locating offices to overlook car parks and the street.

The current signage provisions for industrial development in the Signage DCP should be updated, strengthened and be incorporated into the industrial section of the new DCP.

Sustainability

Sustainable design in industrial areas has not previously been a focus for Council. The *2003 Randwick City Rainwater Tank Policy* requires the installation of a rainwater tank or investigation of a total water cycle strategy with any new development proposal. This has been a poor outcome for industrial development, opting for the lower cost water tank to preparing a comprehensive strategy. The Building sustainability Index (BASIX) SEPP only applies to residential development.

Development approvals are conditioned for sustainability, i.e. installing storm water management systems, however these issues should be considered during the design phase of a proposal rather than be incorporated after an approval.

Implications

The new DCP provides a significant opportunity to improve sustainability. Industrial buildings, with large roof areas, provide opportunities to capture rain water, and install solar panels and sky lights. While recognising that this will not be sufficient water or power for many industrial processes, it is suitable for use in bathrooms, office areas and or gardens.

Total water cycle strategies or other water management initiatives such as on-site detention and reuse systems, use of permeable surfaces or water recycling should be considered for large lot development and strata style developments. Tanks and water saving initiatives should continue to be required for all small development.

Other sustainability controls may include the use of recyclable and sustainable building materials, natural ventilation and insulation, particularly office and showroom space.

Such sustainability controls should be included in the new comprehensive DCP in either the industrial section or in a separate part addressing environmental performance standards for all development not covered by BASIX.

Residential Interface

Residential subdivisions of the 1930s and 40s border or are near industrial uses (fig 20).

There are potential land use conflicts that should be addressed with new development, particularly noise (from truck movements, manufacturing processes, panel beaters etc) and odours from industrial processes.

Implications

Interfaces with residential areas should be controlled via a combination of zonings, design and built form controls. This includes:

- retain the existing 'buffer' area (RLEP cl 36(2)) where it adjoins residential development, either through a land use over lay or by use of two zones (IN2 Light Industry and IN1 General Industry) to restrict noisy industry;
- ensure adequate landscaped setbacks where industrial land adjoins residential development, to a minimum of 3 - 6m;
- use of appropriate materials and technologies to minimise reflection and noise transmission;
- design industrial buildings to ensure that all apertures, loading and unloading facilities and vehicular access are oriented away from residential development (i.e. generally to the west and south).
- Investigate restrictions on operating hours in particularly sensitive locations to balance the needs of industry with those of local residents.

Likewise, the adjoining residential area should remain low density i.e. using the Standard Instrument's equivalent zone, and ensuring suitable noise insulation in all new residential developments.



fig. 20: Dwellings in Solander and Jennings Sts, Matraville directly adjoining industrial sites

Contamination

A range of heavy industries have operated in the Botany area for over 100 years, including tanneries, metal platers, service stations and depots, landfills, dry cleaners and wool scourers. These industries operated before sound environmental controls were in place. As a result, chemicals such as chlorinated hydrocarbons and other solvents, petroleum hydrocarbons (such as petrol and diesel), and some heavy metals such as chromium, nickel, lead and arsenic have contaminated the soil on some sites and leached into the Botany Sands Aquifer (source: Department of Natural Resources website).

The Botany Sands Aquifer extends from Centennial Park to Botany Bay. The aquifer is highly vulnerable to contamination due to the permeability of the sands, and the generally shallow water table. Any contamination from land use activities that accumulates in the earth is highly likely to leach into the groundwater.

As a result of the high levels of contamination in the aquifer, programmes are now in place to clean up the aquifer. The NSW Government has implemented an embargo (fig 21) on new bore licences and use of ground water and designated areas where residential properties are banned. All licensed industrial bore water users are required to test their bore water annually.

Development in the industrial area may trigger Council's Land Contamination Policy and SEPP 55 – Remediation of land. Generally, a preliminary site contamination investigation will be required with industrial development applications, and a more detailed remediation plan may need to be submitted.

Cl. 42B of RLEP 1998 (Consolidation) also requires that land is remediated to a suitable level for any new proposed use.

Implications

The Standard Instrument has no equivalent standard clause to cl. 42B. As this is an important issue, a similarly worded local provision should be developed to include in the Comprehensive LEP.

Use of ground water and other environmental pollution controls are guided by, and licenses issued under, State Government legislation, and do not need to be repeated in Council's controls.

While hazardous materials are restricted in the general industrial area, the comprehensive DCP should provide applicable controls that relate to the storage of liquids and chemicals, eg bunding, to prevent further contamination.

New industrial uses should also be encouraged to look for alternative water sources, such as from recycling, rather than from the aquifer.

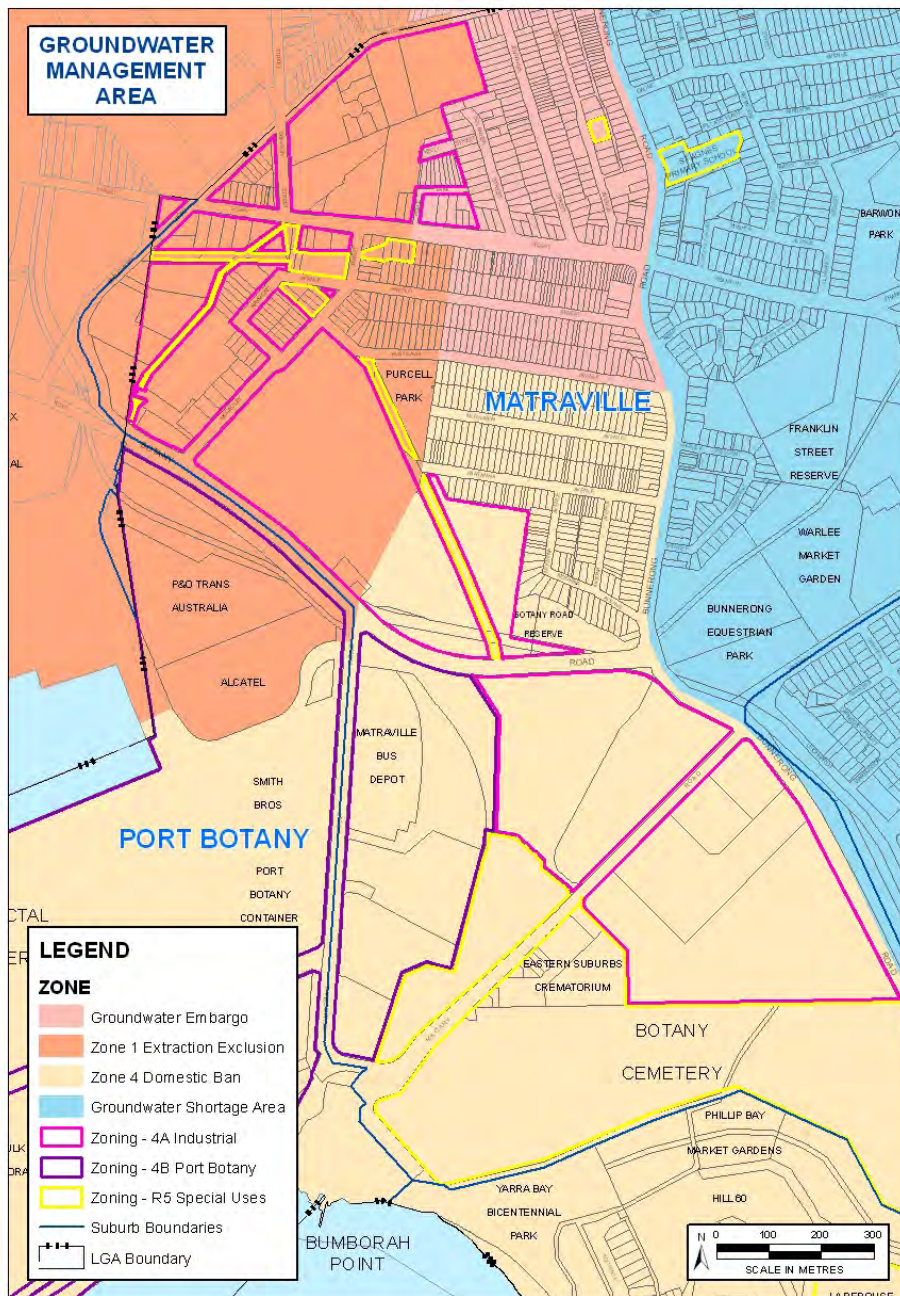


Fig. 21: Groundwater management areas

Acid Sulphate Soils

Acid Sulphate Soils (ASS) are soils that contain iron sulphides that, when exposed to oxygen from drainage or excavation works, produce sulphuric acid. They occur in low lying coastal areas less than 5m above the high tide level. When disturbed, the increased acidity can cause environmental damage and damage to infrastructure, particularly steel and concrete.

The Department of Natural Resources has mapped areas within Randwick City where ASS may be found. The majority of Port Botany (reclaimed land) is a class 1 area (highest at risk of ASS) and the majority of the remaining industrial areas in Matraville are class 2 and class 4 areas (see fig 22).

Where possible, ASS should not be disturbed, otherwise they should be managed by neutralising the acid produced, preventing any acid water from leaving the site and using acid resistant construction materials. The Department of Planning's ASS Manual requires management plans with DAs in these areas or an assessment confirming that no ASS is present on the site.

Randwick's LEP does not contain specific ASS controls. Section 117(2) Direction No. 4.1 directs Council to include consideration of ASS when making LEPs and assessing applications.

Implications

The Department of Planning has developed a standard model local provision for councils affected by ASS to include in their Comprehensive LEP.

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Fig. 22: ASS Areas (Source: Dept of Natural Resources)

Waterways and Vegetation

Being located on former low lying sand dunes, much of the industrial area was once covered by wetlands and transversed by creeks. As the area was developed, the wetlands have been drained and the creeks were mostly formalised and incorporated into the Bunnerong and Springvale drains for channelling waste water directly into Botany Bay.

These open drains are cement lined stormwater channels that carry large quantities of stormwater to the discharge point in Port Botany. The channels, that transect the Industrial zones, are controlled by Sydney Water and a permit under Part 3A of the *Rivers and Foreshores Improvement Act 1948* is required for any development within 40m.

An area of remnant Eastern Suburbs Banksia Scrub (ESBS) is found around the Bunnerong Electricity Substation on Botany Road (fig. 23 and 24) and opposite the industrial area on Bunnerong Road. ESBS is listed as endangered in the NSW *Threatened Species Conservation Act 1995* and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.



fig. 23: ESBS around Bunnerong Substation

Botany and Bunnerong Road are characterised by large operations with large tree lined and landscaped setbacks that partly conceal the factory and warehouse buildings. A group of Norfolk Island Palms on the corner of Beauchamp and Botany Roads and Port Jackson Figs on Botany Road in front of the AMCOR site are listed on Randwick's Significant Tree Register.

The remnants of a row of Canary Island Palms remain along McCauley Street and are associated with the adjacent heritage Australian Paper Mill building. Many have died or been removed for parking. Some of the properties in the Perry Street area have mature trees and screening shrubbery, but most streets have very little vegetation.

Refer to the *Open Space and Environment Discussion Paper* for further information.



fig. 24: Open space and water ways

Implications

The new DCP should require applicants to retain and enhance the existing street tree and front set back plantings, particularly the vegetative streetscapes on Botany, Military and Bunnerong Roads. This would be in accordance with Council's Street Tree Masterplan and conditioned in any development approval.

The depth of the front landscaped setback should be determined by the established setbacks in each street or a minimum of 6m if there is not a consistent setback. A landscaped set back should also be required for any proposal that adjoins a residential property.

Emissions

Noise

Noise can affect the amenity of an area, impact on human health and the way surrounding uses can operate. Manufacturing processes, panel beating, truck and machinery movements and the loading and unloading of trucks and containers associated with industrial operations tend to generate significant and often intrusive noise.

Industrial noise emissions are regulated by the NSW Environmental Protection Authority (Department of Environment and Climate Change) through the *Industrial Noise Policy*. The Policy seeks to ensure that the long term amenity of any surrounding residential properties is not adversely affected and that intrusive noise is limited. RLEP 1998 addresses the issue by prohibiting container depots, transport depots and panel beating workshops in the buffer area adjoining residential areas.

Odour

Waste industries, material and chemical processing and food and agriculture processing are the main sources of industrial odours. Only a few businesses operating in the Matraville/ Port Botany industrial area are involved in such industries.

The *Technical Framework - Assessment and Management of Odour from Stationary Sources in NSW* (EPA) provides a policy framework for assessing and managing activities that emit odour. It recommends that best practice management for odour generating industries is to:

- locate new operations away from residential areas;
- only allow emissions when climatic conditions are suitable;
- use filtration and scrubbing devices; and
- ensure stacks are a minimum of 1.5 times the height of the surrounding development.

Atmospheric

Due to Randwick City's coastal location and meteorological conditions, air quality is generally better than in other parts of Sydney.

The *Protection of the Environment Operations (POEO) Act 1997* establishes a system of environment protection licensing for 'scheduled' activities, i.e. those with the potential to have a significant impact on the environment, and are licensed by the EPA (DECC). Most 'non-scheduled' activities are regulated by local councils. Scheduled activities include chemical activities, mineral processing works and petroleum production. These are mostly listed as 'Designated Development' under the Environmental Planning and Assessment Act and require an EIA.

Part 5.4 of the POEO Act deals specifically with air pollution. This includes the general obligation that the occupiers of non-residential premises do not cause air pollution (beyond their licensing) by failing to operate or maintain plant, carry out work or deal with materials in a proper and efficient manner. The standards set are maximum emissions permissible.

Implications

The Randwick City Plan seeks to encourage clean and environmentally sustainable industries as the area is redeveloped.

Noise issues can be managed by DCP controls in a number of ways, including restricting the hours of operation; setbacks; insulation and/ or other noise attenuating technologies; and be designed so that doors, driveways and unloading areas are located/ face away from residential areas. The DCP should also refer to the EPA (DECC) guidelines for noise, odour and pollution.

DRAFT

Ownership and Subdivision

All of the land at Port Botany is owned by Sydney Ports Corporation. It has been subdivided and leased to various businesses.

Within the surrounding area (fig. 25) many properties are in the same ownership and represent opportunities for future amalgamation into larger lots, if redeveloped. The majority of these are in the older area around Perry Street where redevelopment is likely.

There has also been some strata subdivision of the multi - unit industrial complexes, likely to hinder redevelopment.

Of note is the potential subdivision and redevelopment of part of the AMCOR site on Botany Road. This is site discussed further on page 43.

Implications

The Economic Activity Study noted that further strata and small lot subdivision should be restricted on the large lots along Botany and Military Roads to retain them for long term port related needs. The study suggests that 20 000 sqm is a suitable lot size for container storage. Many existing lots in the Military/ Botany Road precinct are already under 20000 sqm and there are many smaller sized lots around 10000 sqm in both City's of Randwick and Botany Bay that have been developed for container storage, warehousing and logistics uses etc.

An amendment to SEPP (Major Development) would be required to set a minimum lot size for this precinct (i.e. 20,000 sq m) and restrict further strata subdivision. The DCP provisions should require that proposals demonstrate suitable dimensions to enable trucks to safely manoeuvre on and around the lot, reflecting the likely uses for port related facilities.

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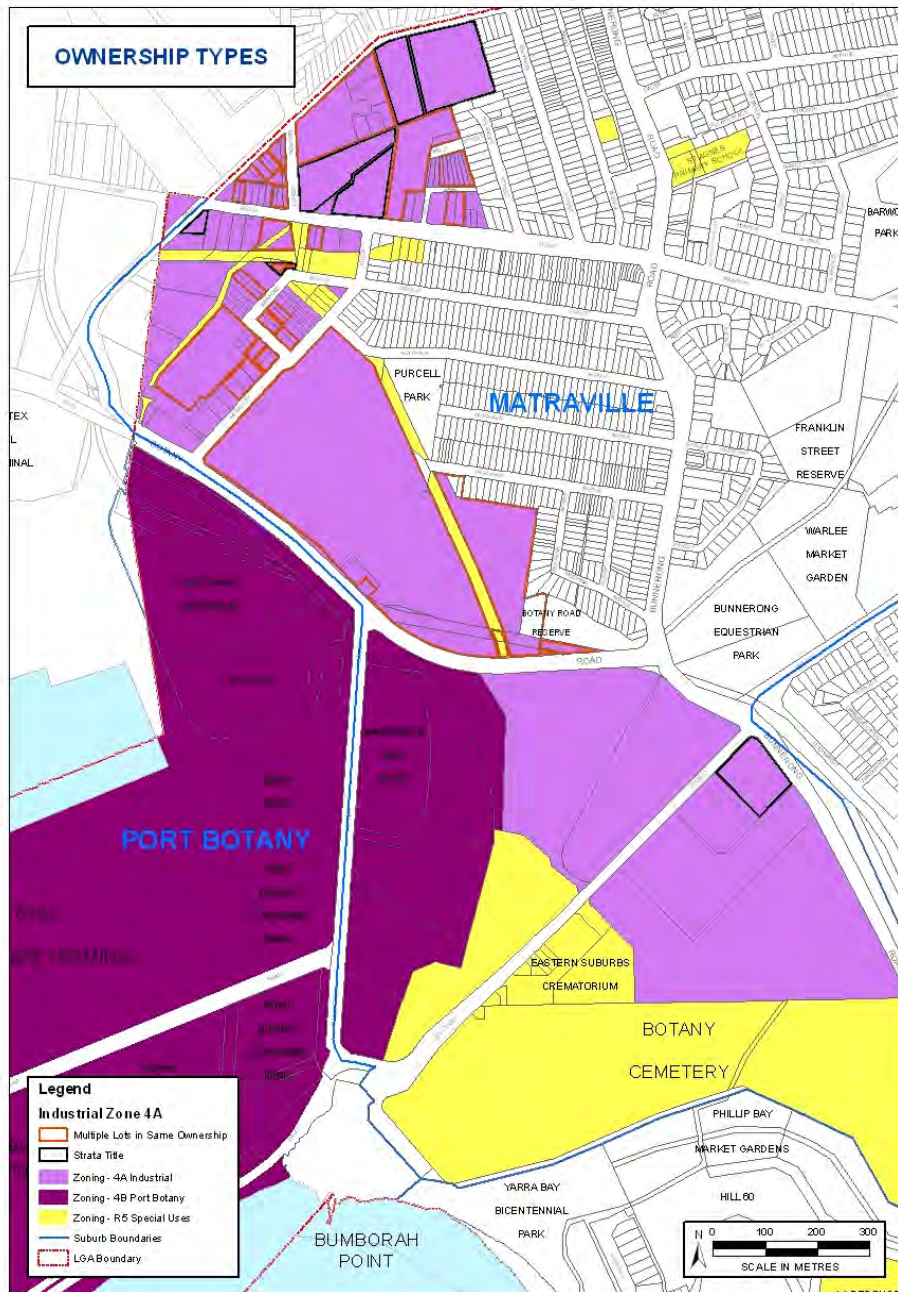


Fig 25: Ownership and subdivision

Transport and Parking

Given the nature of the Randwick/ Botany industrial area and Port Botany, the transportation network is extremely important to how the area functions.

The Sydenham – Botany freight rail line links Port Botany to the main rail network. In Randwick City, the line only serves the Port and not other industrial sites. The State Government is seeking to increase the portion of freight that is transported by rail to and from the Port and has recently approved the construction of an intermodal freight terminal at Enfield, as an interim step.

Trucks are the main mode employed to move and deliver products, materials and equipment around the industrial area. The larger sites on Military, Botany and Beauchamp Roads are serviced by large and b-double vehicles, while the smaller operations around Raymond Avenue and Perry Street are serviced by smaller light weight trucks/ vans, and some larger vehicles.

Given the importance of freight movement, the Roads and Traffic Authority has designated several main roads in the area as State Roads and permits heavy vehicles to use these routes, despite going through residential and commercial areas (fig. 26). The main heavy vehicle route is via Botany and Foreshore Roads to Southern Cross Drive and the M5 Motorway. Bunnerong Road and Denison Street are alternative heavy vehicle routes. Council has heavy vehicle restrictions on most council controlled roads to minimise noise and traffic impacts.

A Council analysis of the roads in the industrial area has found that McCauley Street needs to be upgraded if it is to handle further heavy traffic or larger 'B-double' style vehicles and that the Botany Road/ McCauley Street, McCauley Street/ Perry Street and the Perry Street/ Beauchamp Road intersections need major upgrades to support additional traffic.

In terms of employee and customer parking, most developments over the past 20 years have provided on site parking. Some DAs for large scale warehousing and freight handling sites have reduced car parking rates to that required by the existing Parking DCP as, while the floor space is large, only a limited number of employees are required to manage such facilities.

Around the Perry St area parking is mostly street based and there are very few available spaces. The problem is amplified as many businesses in the area conduct vehicle repairs and panel beating and park these vehicles on the street and footpath.

In terms of public transport, there are three (limited) bus routes and most properties are within walking distance (400 - 500m) of a bus stop. A regional cycle route runs along Botany and Bumborah Point Roads and Prince of Wales Drive and a local route is planned to link Malabar to Port Botany via Military Road.

Implications

It is recommended that only light industry continue to operate on Perry and McCauley Street, unless land owners/ developers are willing to fund an upgrade of the streets and intersections.

It is recommended that parking/ access requirements be incorporated into the industrial section of the new DCP. Current parking requirements for large developments exceed the actual need. The appropriate rate of parking and the design of unloading and turning areas for both small/ private and heavy vehicles should therefore be determined by a traffic study prepared by the applicant, similar to that currently required for transport and container depots. The current rates for smaller uses are generally appropriate, though extra spaces for car repair workshops should be considered, consistent with RTA standards.

Subject to further investigations, there is also the potential to turn part of the unformed section of Denison Street into a formal car park and landscaped area, to assist with the availability of on street parking. The road is currently un-zoned and, like all roads, will be zoned the same as the adjacent land. Improvement to the Perry St/ Beauchamp road intersection to improve safety should also be investigated.

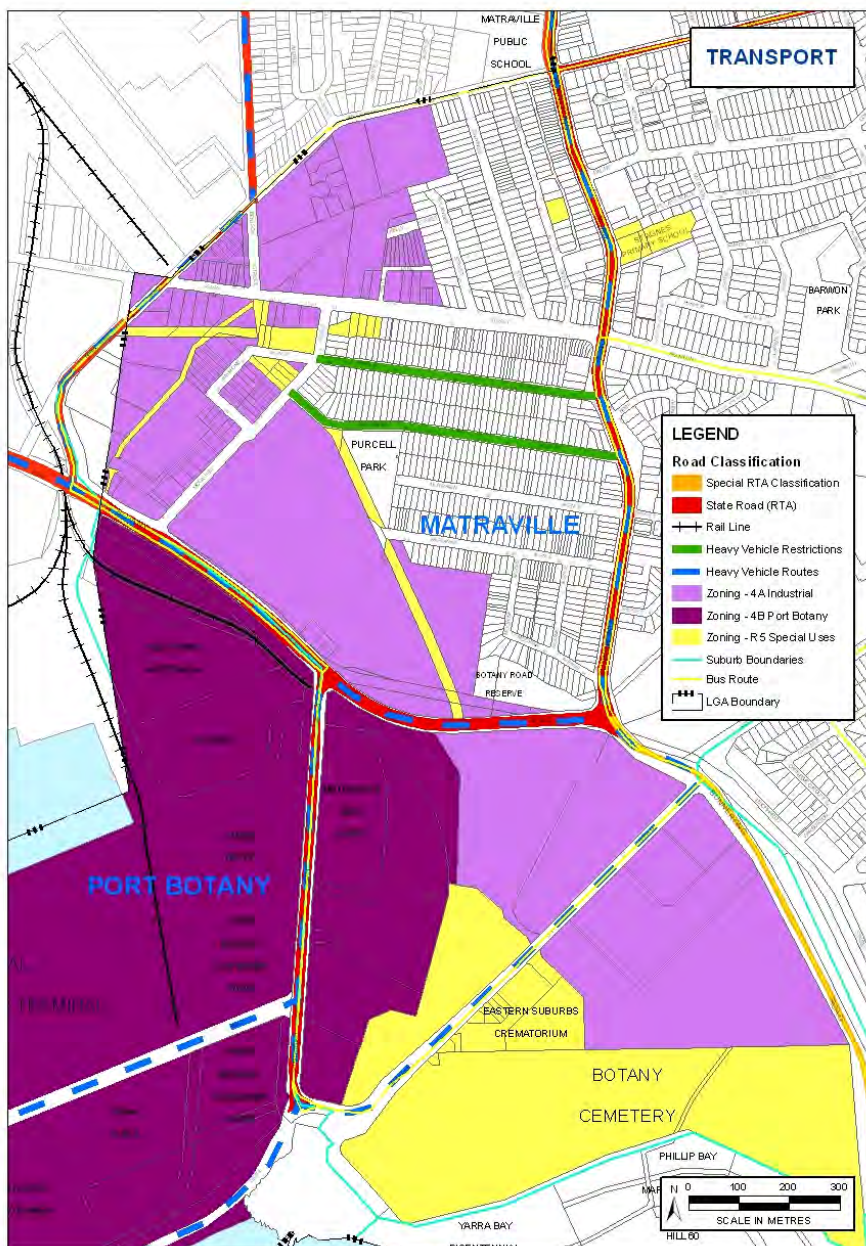


Fig. 26 Port Botany/ Matraville industrial area transport network

Heritage

There is only one heritage item in the industrial area listed in RLEP 1998, a former 1902 factory building on McCauley Street (AMCOR). The Minister for Planning recently approved its demolition on the condition that AMCOR *incorporate heritage features into the site that recognise the McCauley St façade and the history of paper making on the site*. An interpretation strategy was prepared, incorporating a small remaining portion of the façade.

Implications

Given the substantial removal of the structure, there is no heritage value remaining and the item should now be deleted from the LEP heritage schedule.

Consideration should be given in the new DCP heritage controls to protect interpretive elements across the City following the delisting of heritage items.

Adjoining Land in the City of Botany Bay

The Council of the City of Botany Bay recently released the draft *Botany Bay Planning Strategy 2031* as part of their comprehensive LEP and DCP process.

Planning responsibilities for the Port Botany 'specialised centre' is split between Randwick and Botany Bay Councils, each with their own zones and controls. Coordination through the Metropolitan Strategy and proposed Port SEPP amendment is underway to ensure a consistent approach in future controls.

The draft directions for area adjoining Randwick City at Matraville and Port Botany are:

- retain all existing industrial zoned land;
- protect port and port related land from inappropriate uses;
- restrict subdivision and strata subdivision on large lots surrounding the Port to avoid fragmentation;
- allow hybrid uses in certain locations, recognising the trend to locating offices and manufacturing/ industry in a single location;
- the Orica site north west of Beauchamp Road (north of the rail line) is to be retained for heavy industry and is proposed to be zoned IN3 Heavy Industry, with the long term objective of using the site for port related logistic and freight uses, if the current heavy industries depart the site;
- the land to the west of Beauchamp Road (south of the rail line) is proposed to be zoned IN1 General Industry, reflecting the mix of manufacturing, freight and other industries;
- the half of Port Botany within the Botany Bay LGA is currently zoned for special uses and this is proposed to be rezoned SP1 Special Activities (Port Industry) Zone;
- intensification of residential densities in areas impacted by industrial noise or hazards will be avoided; and
- possible (long term) rezoning of the residential land on the north side of Beauchamp Road to Zone B6 - Enterprise Corridor.

Implications

The directions and proposed zones in the City of Botany Bay are generally consistent with the recommendations of this paper and the directions proposed for Randwick City. The exception is the proposed enterprise corridor on Beauchamp Rd. This zone allows mixed use residential and retail development. Any increase in residential density would conflict with the existing industrial uses and any retail uses would further undermine the existing town centres. This should be opposed by Randwick City Council.

Possible Redevelopment Site

AMCOR has recently received approval from the Department of Planning to redevelop its Botany Road site. The approval includes the demolition of a heritage building and several other structures and construction of a new mill building.

An amendment has been submitted to the Department (Part 3A proposal) to subdivide approximately half the site for redevelopment (fig. 27). This will release approximately 9ha for new industrial uses. Being directly adjacent to residential properties, amenity issues will need to be considered. Previous redevelopment proposals by AMCOR have been refused on the basis of conflict with the residential area.

The SGS economic activity study identified parts of this site as underutilised and suitable for addressing future industrial demands. A number of recommendations were made for subdivision and development, as noted below.



Fig 27: Potential redevelopment areas.

Implications

The new DCP should include the following design principles for redevelopment of the site:

Hatched Areas

- Development on this site should create a buffer for the adjoining residential properties. This reflects the current land use restrictions from cl 36(2) in RLEP;
- No storage areas may be visible from the residential or open space areas;
- Loading docks should face away from the residential and open space areas and other noise mitigation methods (eg building materials) need to be incorporated to reduce noise impacts;
- Landscaping along McCauley St is encouraged to reinstate the avenue of palms or a suitable alternative.

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- A minimum 3m landscaped area/ buffer, including trees, must be provided along the Australia St and Purcell Park frontages and the rear of the residential properties on Partanna and Moorina Ave;
- Drainage/ creek lines are to be maintained.
- New road access from McCauley St and Botany Road only, subject to RTA concurrence, with shared vehicle access to minimise traffic interruptions;
- As Partanna Ave is a residential street, no vehicle access should be permitted to Partanna Ave. There are two existing small lots zoned industrial facing the street and a small 'battle axe' handle to the main part of the lot. This small area should be landscaped and not developed for industrial purposes. There is also the potential to resubdivide/ rezone this small portion for residential purposes, as a more suitable use for this street, without significantly increasing residential sites bordering the industrial;

Botany Road Area

- Subject to RTA concurrence, shared vehicular access to Botany Road should be via the existing AMCOR drive way;
- In line with other development along Botany Road and the proposed new AMCOR building, large setbacks are required to maintain a consistent streetscape;
- The fig trees listed on Council's 'Significant Tree Register' are to be retained and new plantings should enhance the vegetated streetscape.

Randwick / Botany Boundary

A section of the Randwick/ Botany Bay LGA boundary, between Perry Street and Port Botany in the industrial area, transects several properties. In terms of planning, the land owners/ tenants are required to work with two separate zones, two sets of planning controls, lodge two development/ construction certificate applications and implement two sets of development conditions.

The NSW Planning Reforms aim to stream line the planning process and the new zones under both the new Botany Bay and Randwick comprehensive LEPs will be the same. But different controls are likely and therefore the planning complexities will remain. A survey of land owners for the Economic Activity Study confirmed that land owners are frustrated by the uncertainty of the boundary and applicable controls, recommending the boundary be adjusted.

The Randwick/ Botany Bay LGA Boundary in this area should be relocated to run along Beauchamp Road and the Sydenham/ Botany railway to Port Botany (Fig 28). This has previously been raised with Botany Council, but not supported to proceed.

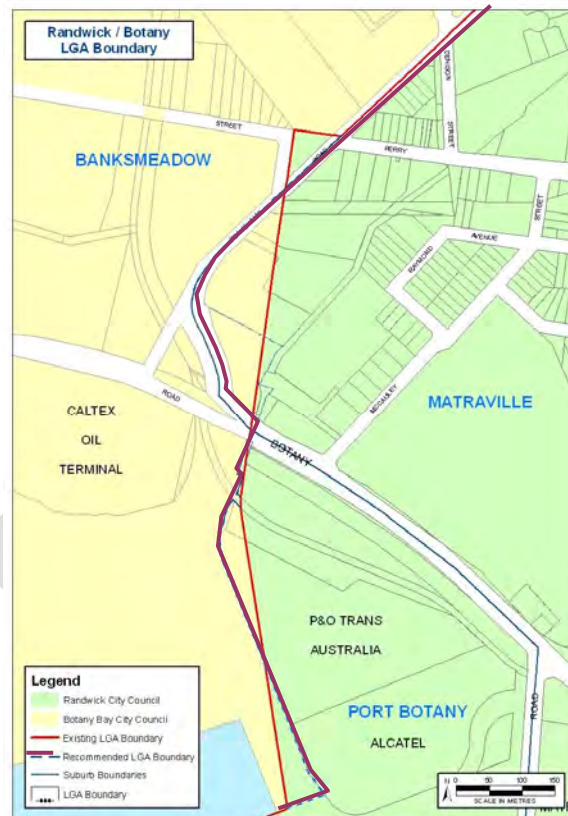


Fig 28: Preferred City of Randwick/ Botany Bay boundary

Implications

SEPP (Major Development) 2005 has overcome the planning control variations, however approvals from both Councils are still required. It is recommended that Council further consult the land owners involved and the Council of Botany Bay, and consider preparing a submission for the Department of Local Government.

Council Owned Property

Randwick City Council owns one property zoned for industrial purposes. The property is at 72-78 Perry St, Matraville (Lot 1 DP 605742) and the 2052m² site is used as a depot.

Council also owns and controls the local roads (other than the RTA controlled Botany Road) which are currently unzoned. The Department of planning have advised that roads are to be zoned the same land use as adjacent land in the comprehensive LEP.

Many of the roads have already been rezoned SP1 Special Activities or IN1 General Industrial by SEPP (Major Development) 2005.

Implications

It is recommended that the remaining unzoned roads and Council owned property be zoned IN2 Light Industrial, as per the recommendations in the next section this Paper for the Perry Street precinct.

There will effectively be no change to the operation and management of the Council owned land and roads in the area under the recommended zoning.

RECOMMENDATIONS

Key Directions

The following map (fig. 29) summarises the key planning directions for the Port and surrounding area and will guide the recommendations in the Paper and the preparation of the draft Comprehensive LEP and DCP.

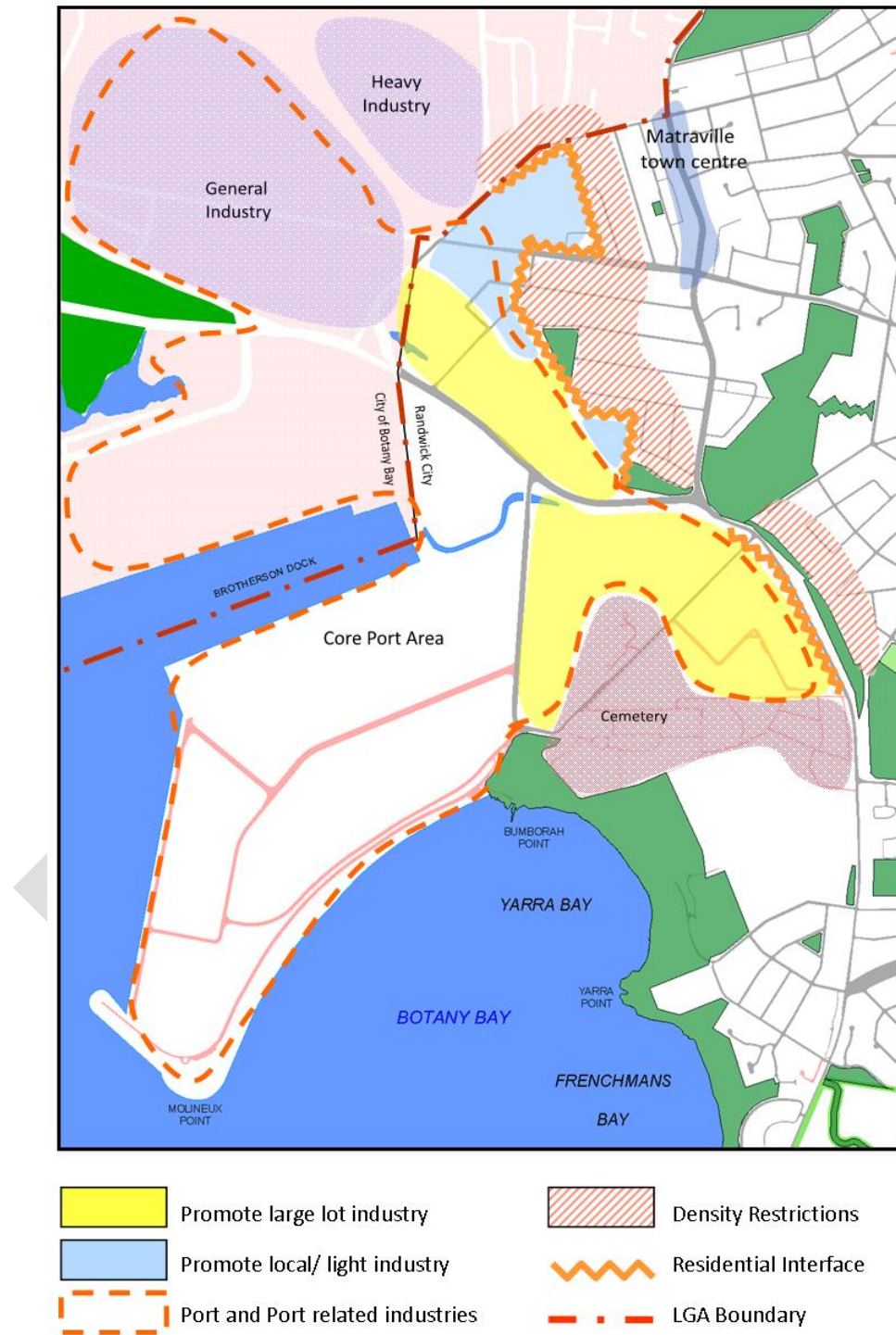


Fig. 29: Key Directions

Drafting Recommendations

The following recommendations are made for consideration when drafting the new comprehensive local environmental plan, in accordance with the LEP Standard Instrument (SI) and directions under section 117(2) of the *Environmental Planning and Assessment Act 1979*:

Zones

- All land currently zoned for industrial uses should retain an industrial zone in the new Comprehensive LEP.
- Acknowledging that SEPP (Major Development) has already rezoned part of the area, it is recommended that the remaining industrial land be zoned IN2 Light Industrial to better reflect the desired land uses and to act as a 'buffer' between Port Botany and neighbouring residential areas. Therefore the new zones for the area will be (see fig. 31):
 - o IN1 General Industrial (replaced part of the 4A Zone)
 - o IN2 Light Industrial (proposed to replace the remaining 4A Zone)
 - o SP1 Special Activities (Port Industry) (replaced the former 4B Zone)
- Table 4 provides a comparison summary of the current/ former and proposed SI clauses.
- *Current 4A Zone - IN2 Light Industrial Zone*

CI 36 (2) in RLEP prohibits container and transport depots in parts of this zone. This restriction covers the entire remaining area zoned 4A Industrial. The definition for container and transport depots in RLEP has been combined and replaced in the SI by a new definition for 'freight transport depots'.

The main difference between zone IN1 General Industrial and the proposed zone IN2 Light Industrial is that 'freight transport depots' are a compulsory 'permitted with consent' land use in the IN1 zone and optional in the IN2 zone.

The 4A zone should be replaced by the IN2 zone with 'freight transport depots' as a prohibited use. This effectively has the same outcome as achieved by CI 36 (2), though in a clearer manner where the zone and objectives better reflect the permissible land uses.

This also recognises the role of the IN2 Light Industrial zone as a 'buffer' between the Port and residential uses, as required by the Port Botany and Botany/ Randwick Land Use Safety Studies.

The objectives for the IN2 zone should reflect the light/ low impact nature of development in the area and the close proximity of this zone to adjoining residential areas.

The DCP should include design principles to minimise impacts on the residential interface.

- *IN1 General Industrial Zone – former 4A Zone*

Part of the land formally zoned 4A has been rezoned IN1 General Industrial by SEPP (Major Development). Council has sought the inclusion of a 'buffer' restriction, similar to clause 36 (2), in SEPP (Major Development) for land directly adjacent to residential areas. Alternatively this could also be rezoned IN2.

- *SP1 Special Activities Zone – former 4B Zone*

The land formally zoned 4B has been rezoned SP1 Special Activities (Port Industry) by SEPP (Major Development) and includes appropriate objectives and land uses that relate to the port as a 'specialised centre'.

- *Current Special Use 5 Zone (public utilities)*

The majority of the Sydney Water and Energy Australia easements have been rezoned IN1 General Industrial by SEPP (Major Development). Of the remaining sites still zoned Special Use, the Department of Planning has issued a Site Compatibility Certificate for Sydney Water site on Raymond Avenue which effectively rezoned the site to permit industrial uses.

As discussed in the Special Uses Discussion Paper, the new special use zones in the SI are to be used for significant sites such as Port Botany, and not for utility easements and the Department of Planning has directed that such sites should adopt the adjacent zoning. Therefore the remaining Special Use sites should be rezoned IN2 Light Industrial.

However, SEPP 55 will be a major consideration for rezoning of the 'Special Uses' zoned sites and Council will need to be satisfied that the sites are not contaminated and are suitable for potential future industrial development. Otherwise these sites will need to retain a special purpose zone.

Specific Clauses

- *CI 20F RLEP – Floor Space Ratios*

This clause specifies that the maximum Floor Space Ratio (FSR) in the 4A or 4B zone is 1:1. The SI provides a standard definition and LEP clause (SI CI 4.4) for FSR and must be indicated on a FSR LEP map. It is recommended that the 1:1 FSR be retained.

Only one development has achieved the maximum FSR (1 Denison St). Higher FSRs are generally on smaller sites with minimal side/ rear setbacks, but most are much lower due to the area required for parking, truck manoeuvring, outdoor storage and landscaping.

Retaining the 1:1 FSR will help facilitate industrial development with a higher employment capacity (which needs more production and administration floor space), yet also sets a satisfactory limit on the size and scale of development.

- *CI 36 RLEP – Additional development in industrial zones*

- o 36(1) – Restricts panel beating workshops on land adjacent to a residential zone and provides development controls regarding

storage of vehicles. To stream line the new LEP, these should be incorporated into the new DCP, along with other controls related to the residential interface and design.

- o 36(2) – Prohibits container and transport depots on certain lots zoned 4A. As discussed above, this clause becomes redundant by adopting the IN2 Light Industrial zone.
- o 36(3) – States that consideration must be given to the Port Botany Land Use Safety Study (see pg 20). The Botany/ Randwick Safety study had not been adopted when RLEP was gazetted. To stream line the new LEP, these documents should be referred to in the new DCP.

- *Cl 37 RLEP 98 - Port Botany*

This clause states that proposed development in the 4B Port Botany zone must be associated with the operation of the Port. This clause is now redundant due to the application of SEPP (Major Development).

- *Minimum lot size*

There is no minimum lot size controls for industrial land in RLEP. The Economic Activity Study suggests that subdivision restrictions should be placed on the large lots on Botany/ Military Roads to avoid fragmentation and preserve these lots for future port related activity. The study suggested that a minimum lot size of 20000 sqm is an appropriate size for warehousing and container storage. This would only apply to the large lot Military/ Botany road precinct and would require an amendment to SEPP (Major Development).

Cl 4.1 in the SI allows for a minimum lot size to be set and if set, must be indicated on a LEP lot size map. Restrictions on strata subdivision will require a special clause or be dealt with in the new DCP.

Land Uses

- The current permissible land uses in each zone have been reviewed against the new SI zones and definitions and are listed (as appropriate) in the new IN1 General Industry and IN2 Light Industry zones in table 4.
- 'Neighbourhood Shops' is a compulsory 'permitted with consent' land use in both the IN1 and IN2 zone, allowing for retail uses that service employees in the area. The standard template also sets a maximum retail floor area for this use (compulsory, but individual councils set the area) of *no less than 80 sqm* (SI cl 5.4(7)).

'Neighbourhood Shops' are inappropriate in the industrial area given the close proximity to Matraville, Eastgardens, Hillsdale and Botany town/ village centres and 80 sqm is considered too large for an individual shop for this purpose in this location. It is recommended that Council seek an exemption from the land use, and if unable to, use minimum floor area.

Related to this issue is the operation of retail outlets ancillary to an industrial use. Again the standard template (compulsory, but individual councils set the rate) sets a maximum retail floor area which must not exceed *not more than 40%* of the combined gross floor area of the entire building, or *not less than 400 sqm*, whichever is the lesser (SI cl

5.4 (4). The current average retail/ office component in the industrial area is 23% (see page 25). It is recommended that, for ease of calculation, the maximum ancillary retail gross floor area be set at 25% or 400 sqm, whichever is the lesser, in the comprehensive LEP.

To maintain the area for primarily industrial uses, no other retail uses, such as 'kiosks' or 'food and drink premises' should be permitted.

- For all zones, 'roads' must be included as a permitted use, either with or without consent (compulsory). Given the potential traffic impacts from road construction, it is recommended that this definition be included as 'permitted with consent' in all zones. It should be noted that road maintenance and construction by or on behalf of council is included as an exempt item in the E&C DCP.
- 'Sex service premises' are a land use that must be permissible in at least one or more zones across the City. The industrial area is isolated from residents, schools, churches and other sensitive land uses and still retains a few dwellings that could be appropriate for this use. It is prohibited in the zones introduced by SEPP (Major Development).

Acid Sulphate Soils

- Direction 4.1 under section 117(2) of the Environmental Planning and Assessment Act 1979 requires LEPs for land with potential ASS to adopt provisions consistent with the ASS Manual. There is a standard clause for ASS for inclusion in the new comprehensive LEP.

Mapping

As mentioned above, LEP maps will be required to map FSR and the zone for the area to which Randwick LEP is applicable.

The LEP map will need to also need to indicate the area to which SEPP (Major Development) is applicable by means of leaving the map blank with the words 'SEPP (Major Development) 2005'.

Summary

Table 3 summarises the issues raised in this discussion paper and the recommended inclusion in the comprehensive LEP, DCP or other action.

LEP clauses

Fig. 30 shows the recommended zoning, including those from SEPP (Major Development), consistent with the SI.

Table 4 compares the existing clauses in RLEP 1998 (consolidation) and the recommended SI zones and clauses. The use of italics in columns 1 and 2 denotes variations from each other. In SI column, black text is the compulsory items for inclusion and red text indicates the Council's recommended inclusions. The SI allows for additional objectives and land uses, but no variation of the compulsory wording.

Table 3: Industrial Lands Summary

Overall Objectives			
<ul style="list-style-type: none"> Acknowledge Port Botany as a 'specialised centre' and a major economic anchor in Sydney's 'Global Arc'; Encourage employment generation; Protect the existing industrial land from inappropriate commercial, retail and residential uses; Support and encourage clean and sustainable industrial development; and Minimise the impacts of industrial development on surrounding uses. 			
Port Botany	LEP	DCP	Other
Zone: SP1 Special Activities (Port Industry)	SEPP		
Permit port and port related land uses only	SEPP		
Port Botany Land Use Safety Study		X	
Vehicle and truck parking		X	
Encourage rail and intermodal freight infrastructure			X
Perry Street Area			
Zone: IN2 Light Industry	X		
Reinforce the role of the zone as a 'buffer' between the surrounding residential areas and the Port and other industrial land	X	X	
Acid Sulphate Soils	X		
Retain and encourage small and local industries (Zone objectives and land uses)	X	X	
Prohibit 'freight transport depots' (eg container storage) and other major noise generating industries	X		
Maintain 1:1 FSR and restrict retail area	X		
Sustainability – including water and energy use		X	

Urban design – including setbacks, noise mitigation, materials, street scape, etc		X	
Hours of operation		X	
Signage		X	
Vehicle and truck parking		X	
Improve traffic management			X
Military/ Botany Road Area			
Zone IN1 General Industry	SEPP		
Botany/ Randwick land Use Safety Study		X	
'Buffer'/ land use restrictions	SEPP amendment required		
Subdivision restrictions	SEPP amendment required		
Manage and protect remnant ESBS		X	X
Vehicle and truck parking		X	
Sustainability – including water and energy use		X	
Urban design – including setbacks, noise mitigation, materials, street scape, etc		X	
Hours of operation		X	
Signage		X	
Utility easements			
Zone as per adjacent industrial zone	X		
Surrounding Residential Areas			
No increase in residential density in the immediate area	X		
Ensure noise mitigation (eg insulation) development controls for new residential development		X	

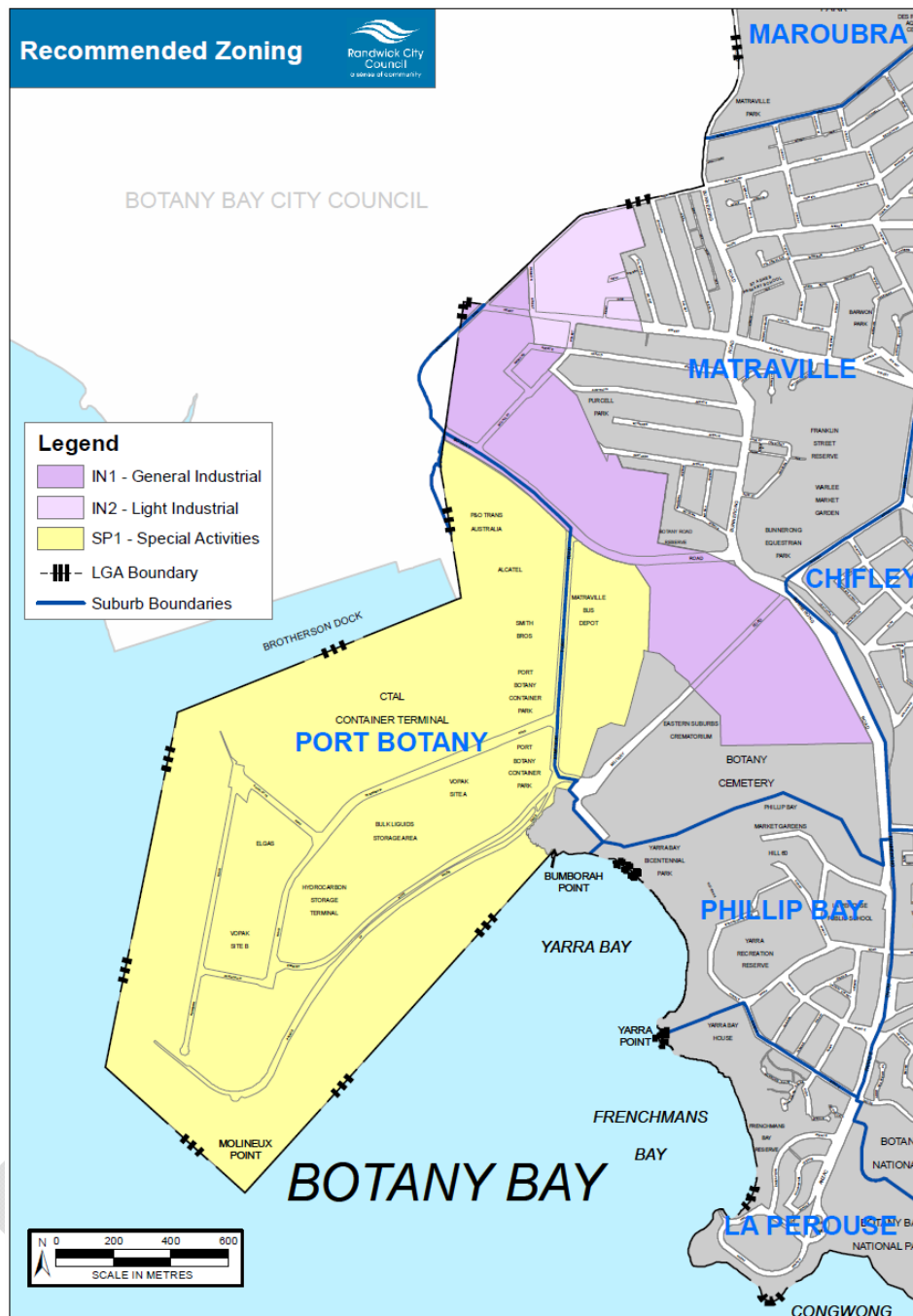


Fig 30: Proposed zoning (including land zoned under SEPP (Major Development) 2005

Table 4 – Comparison of existing and new / proposed clauses

I C	Randwick LEP 1998 (Consolidation)	I C	Recommended - Standard Template
1 5	<p>Zone No 4A (Industrial Zone)</p> <p>(1) The objectives of Zone No 4A are:</p> <ul style="list-style-type: none"> (a) to accommodate both traditional and modern forms of industrial development, and (b) to ensure industrial development creates areas which are pleasant to work in, and (c) To ensure safe and efficient transportation, land utilisation and service distribution, and (d) to encourage innovation and development in industries, and (e) to improve the physical environment of the City of Randwick, and (f) to enable development for the purpose of retailing and commercial offices only where it is associated with and ancillary to industrial use of the same land. <p>(2) Development for the purpose of the following does not require development consent:</p> <p>Bushfire hazard reduction; Public utility undertakings; Recreation</p> <p>(3) Any development not included in subclause (2) or (4) requires development consent.</p> <p>(4) Development for the purpose of the following is prohibited:</p> <p>Backpacker accommodation; Bed and breakfast accommodation; Boarding houses; Bulky goods premises; Business premises; Caravan parks; Child care centres; Dwellings; Educational establishments; Generating works; Hazardous industries; Hazardous storage establishments; Heliports; Hospitals; Markets; Medical centres; Motels; Multi-unit housing; Offensive industries; Offensive storage establishments; Restaurants; Serviced apartments.</p>		<p>Zone IN2 Light Industrial</p> <p>1 Objectives of zone</p> <ul style="list-style-type: none"> (a) To provide a wide range of light industrial, warehouse and related land uses. (b) To encourage employment opportunities and to support the viability of centres. (c) To minimise any adverse effect of industry on other land uses. (d) To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area. (e) To recognise the close proximity of this zone to adjoining residential areas and to reduce potential conflict between industrial and residential uses. <p>2 Permitted without consent</p> <p>Bushfire hazard reduction; Public utility undertaking; Recreation; Utility installations</p> <p>3 Permitted with consent</p> <p>animal boarding or training establishments; depots; environmental protection works; earthworks; landscape and garden supplies; light industries; materials recycling or recovery centres; neighbourhood shops; Roads; service station; sex services premises; signage; telecommunications facilities; timber and building supplies; vehicle body repair workshops; vehicle repair stations; veterinary hospitals; warehouse or distribution centres; waste management facilities</p> <p>4 Prohibited</p> <p>Any other development not otherwise specified in item 2 and 3</p> <p>Included under SEPP (Major Development) 2005:</p> <p>Zone IN1 General Industrial</p> <p>(1) The objectives of Zone IN1 General Industrial are as follows:</p> <ul style="list-style-type: none"> (a) to provide a wide range of industrial and warehouse land uses, (b) to encourage employment opportunities, (c) to minimise any adverse effect of industry on other land uses, (d) to facilitate and encourage port related industries that will contribute to the growth and diversification of trade through the port, (e) to enable development for the purposes of retailing or commercial offices only

		<p>where it is associated with, and ancillary to, port related activities or ancillary to industrial use of the same land,</p> <p>(f) to encourage ecologically sustainable development.</p> <p>(2) Development for any of the following purposes is permitted without development consent on land within Zone IN1 General Industrial:</p> <p>environmental protection works.</p> <p>(3) Development for any of the following purposes is permitted only with development consent on land within Zone IN1 General Industrial:</p> <p>boat repair facilities; business premises (port related); depots; food and drink premises; freight transport facilities; high technology industries; jetties; light industries; neighbourhood shops; office premises (port related); resource recovery facilities; roads; signage; truck depots; vehicle body repair workshops; vehicle repair stations; warehouse or distribution centres; waste or resource management facilities.</p> <p>(4) Except as otherwise provided by this Part, development is prohibited on land within Zone IN1 General Industrial unless it is permitted by subclause (2) or (3).</p>
6 ¹	<p>Zone No 4B (Port Botany Zone)</p> <p>(1) The objectives of Zone No 4B are:</p> <p>(a) to facilitate the development and operation of Port Botany as a major cargo handling and distribution centre, and</p> <p>(b) to allow a range of activities which complement the continued and effective operation of the port, and</p> <p>(c) to encourage development of, and accommodate innovation in, the sources of economic growth, and</p> <p>(d) to improve the physical environment, and</p> <p>(e) to enable development for the purposes of retailing or commercial offices only where it is associated with and ancillary to port activities.</p> <p>(2) Development for the purpose of the following does not require development consent:</p> <p>Bushfire hazard reduction; Public utility undertakings; Recreation</p> <p>(3) Development for the purpose of the following requires development consent:</p> <p>Bulk stores; Communication facilities; Container depots; Earthworks; Generating works; Outdoor advertising; Potentially hazardous</p>	<p>Included under SEPP (Major Development) 2005:</p> <p>Zone SP1 Special Activities</p> <p>(1) The objectives of Zone SP1 Special Activities are as follows:</p> <p>(a) to provide for special land uses that are not provided for in other zones,</p> <p>(b) to provide for sites with special natural characteristics that are not provided for in other zones,</p> <p>(c) to facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land,</p> <p>(d) to maximise the use of waterfront areas to accommodate port facilities and industrial, maritime industrial and bulk storage premises that benefit from being located close to port facilities,</p> <p>(e) to enable the efficient movement and operation of commercial shipping, and to provide for the efficient handling and distribution of freight from port areas through the provision of transport infrastructure,</p> <p>(f) to facilitate development that by its</p>

	<p>industries; Potentially offensive industries; Roads; Timber and building supplies; Transport depots; Port facilities; Warehouses; Waste management facilities.</p> <p>(4) Any development not included in subclause (2) or (3) is prohibited.</p>		<p><i>nature or scale requires separation from residential areas and other sensitive land uses,</i></p> <p><i>(g) to encourage employment opportunities.</i></p> <p>(2) Development for any of the following purposes is permitted without development consent on land within Zone SP1 Special Activities:</p> <p><i>community facilities; environmental facilities; environmental protection works.</i></p> <p>(3) Development for any of the following purposes is permitted only with development consent on land within Zone SP1 Special Activities:</p> <p><i>boat launching ramps; depots; food and drink premises; freight transport facilities; heavy industries; navigation and emergency response facilities; port facilities; roads; transport depots; warehouse or distribution centres.</i></p> <p>(4) Except as otherwise provided by this Part, development is prohibited on land within Zone SP1 Special Activities unless it is permitted by subclause (2) or (3).</p>
2 OF	<p>Floor Space Ratios</p> <p>(4) The maximum floor space ratio for buildings within Zone No. 4A or 4B is 1:1.</p>	4 .4	<p>Comment: The use of floor space ratios is optional, but if used, the SI requires the following LEP clauses and be accompanied by an FSR map.</p> <p>Floor space ratio</p> <p>The floor space ratio of a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.</p> <p><i>Note: it is recommended to retain the 1:1 FSR</i></p> <p>Calculation of floor space ratio and site area</p> <p>(1) Objectives</p> <p>The objectives of this clause are as follows:</p> <p>(a) to define <i>floor space ratio</i>,</p> <p>(b) to set out rules for the calculation of the site area of development for the purpose of applying permitted floor space ratios, including rules to:</p> <p>(i) prevent the inclusion in the site area of an area that has no significant development being carried out on it, and</p> <p>(ii) prevent the inclusion in the site area of an area that has already been included as part of a site area to maximise floor space area in another building, and</p> <p>(iii) require community land and public places to be dealt with separately.</p> <p>(2) Definition of “floor space ratio”</p> <p>The <i>floor space ratio</i> of buildings on a site is the ratio of the total floor space area of all buildings within the site to the site area.</p> <p>(3) Site area</p>

	<p>In determining the site area of proposed development for the purpose of applying a floor space ratio, the <i>site area</i> is taken to be:</p> <ul style="list-style-type: none">(a) if the proposed development is to be carried out on only one lot, the area of that lot, or(b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out. <p>In addition, subclauses (4)–(7) apply to the calculation of site area for the purposes of applying a floor space ratio to proposed development.</p> <p>(4) Exclusions from site area The following land must be excluded from the site area:</p> <ul style="list-style-type: none">(a) land on which the proposed development is prohibited, whether under this Plan or any other law,(b) community land or a public place (except as provided by subclause (7)). <p>(5) Strata subdivisions The area of a lot that is wholly or partly on top of another or others in a strata subdivision is to be included in the calculation of the site area only to the extent that it does not overlap with another lot already included in the site area calculation.</p> <p>(6) Only significant development to be included The site area for proposed development must not include a lot additional to a lot or lots on which the development is being carried out unless the proposed development includes significant development on that additional lot.</p> <p>(7) Certain public land to be separately considered For the purpose of applying a floor space ratio to any proposed development on, above or below community land or a public place, the site area must only include an area that is on, above or below that community land or public place, and is occupied or physically affected by the proposed development, and may not include any other area on which the proposed development is to be carried out.</p> <p>(8) Existing buildings The gross floor area of any existing or proposed buildings within the vertical projection (above or below ground) of the boundaries of a site is to be included in the calculation of the total floor space for the purposes of applying a floor space ratio, whether or not the proposed development relates to all of the buildings.</p> <p>(9) Covenants to prevent “double dipping” When consent is granted to development on a site comprised of 2 or more lots, a condition of the consent may require a covenant to be registered that prevents the creation of floor area on a lot (the restricted lot) if the consent</p>
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		<p>authority is satisfied that an equivalent quantity of floor area will be created on another lot only because the site included the restricted lot.</p> <p>(10) Covenants affect consolidated sites If:</p> <p>(a) a covenant of the kind referred to in subclause (9) applies to any land (<i>affected land</i>), and</p> <p>(b) proposed development relates to the affected land and other land that together comprise the site of the proposed development, the maximum amount of floor area allowed on the other land by the floor space ratio fixed for the site by this Plan is reduced by the quantity of floor space area the covenant prevents being created on the affected land.</p> <p>(11) Definition In this clause, <i>public place</i> has the same meaning as it has in the Local Government Act 1993.</p>
3 6	<p>Additional development in industrial zones</p> <p>(1) Despite clause 15, the consent authority may grant consent to the carrying out of development on land within Zone No 4A for the purpose of a panel beating workshop, but only if:</p> <p>(a) the land in question does not adjoin land within a residential zone, and</p> <p>(b) it is satisfied that arrangements are made to store on the site of the proposed development, and either within a building or within a screened area, all vehicles awaiting or undergoing repair, awaiting collection or otherwise involved with the proposed workshop.</p> <p>(2) Despite clause 15, the Consent Authority must not grant consent to the development of land within Zone No 4A for the purpose of a container depot or transport depot on land shown by distinctive shading on the map.</p> <p>(3) The Consent Authority may grant consent to the development of land within Zone No 4A or 4B only where it has considered the Port Botany Land use Safety Overview Report published in 1996 by the former Department of Urban Affairs and Planning, a copy of which is deposited in the office of the Council.</p>	<p>Comment: This matter can be addressed in the new DCP with landscaping, parking, noise and storage controls.</p> <p>Comment: This clause is redundant by the use of the IN2 zone that will prohibit this use in sensitive locations.</p> <p>Comment: To stream line the LEP, this matter should be addressed in the new DCP.</p>
3 7	<p>Development in the Port Botany industrial area</p> <p>The Consent Authority may grant consent to the development of land within Zone No 4B only if it is satisfied that the proposed development is, by virtue of the nature of the activity or activities involved, suited to being in close proximity to Port Botany and will not adversely affect the continued</p>	<p>Comment: This clause is made redundant by SEPP (Major Development) 2005</p>

	operation of the port.		
		5 .4	<p>Controls relating to miscellaneous permissible uses</p> <p>(4) <i>Industrial retail outlets</i></p> <p>If development for the purposes of an industrial retail outlet is permitted under this Plan, the retail floor area must not exceed:</p> <p>(a) 25% of the combined gross floor area of the industrial retail outlet and the building or place on which the relevant industry is carried out, or</p> <p>(b) 400 square metres, whichever is the lesser.</p> <p>(7) <i>Neighbourhood shops</i></p> <p>If development for the purposes of a neighbourhood shop is permitted under this Plan, the retail floor area must not exceed 80 square metres.</p>
		7 .1	<p>Acid sulfate soils</p> <p>(1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.</p> <p>(2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.</p> <p>Class of land Works</p> <p>1 Any works.</p> <p>2 Works below the natural ground surface.</p> <p>Works by which the watertable is likely to be lowered.</p> <p>3 Works more than 1 metre below the natural ground surface.</p> <p>Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface.</p> <p>4 Works more than 2 metres below the natural ground surface.</p> <p>Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.</p> <p>5 Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.</p>

	<p>(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the <i>Acid Sulfate Soils Manual</i> and has been provided to the consent authority.</p> <p>(4) Despite subclause (2), development consent is not required under this clause for the carrying out of works if:</p> <ul style="list-style-type: none"> (a) a preliminary assessment of the proposed works prepared in accordance with the <i>Acid Sulfate Soils Manual</i> indicates that an acid sulfate soils management plan need not be carried out for the works, and (b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works. <p>(5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the following works by a public authority (including ancillary work such as excavation, construction of access ways or the supply of power):</p> <ul style="list-style-type: none"> (a) emergency work, being the repair or replacement of the works of the public authority required to be carried out urgently because the works have been damaged, have ceased to function or pose a risk to the environment or to public health and safety, (b) routine maintenance work, being the periodic inspection, cleaning, repair or replacement of the works of the public authority (other than work that involves the disturbance of more than 1 tonne of soil), (c) minor work, being work that costs less than \$20,000 (other than drainage work). <p>(6) Despite subclause (2), development consent is not required under this clause to carry out any works if:</p> <ul style="list-style-type: none"> (a) the works involve the disturbance of less than 1 tonne of soil, such as occurs in carrying out agriculture, the construction or maintenance of drains, extractive industries, dredging, the construction of artificial water bodies (including canals, dams and detention basins) or foundations or flood mitigation works, or (b) the works are not likely to lower the watertable. <p>(7) Clause 10 of <i>State Environmental Planning Policy No 4—Development Without Consent and Miscellaneous Exempt and Complying</i></p>
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			<i>Development</i> does not apply to development that requires development consent under this clause.
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Appendix 1

Australian and New Zealand Standard Industrial Classification (ANZSIC) Codes

A AGRICULTURE, FORESTRY AND FISHING

1 Agriculture

- 11 Nursery and Floriculture Production
- 12 Mushroom and Vegetable Growing
- 13 Fruit and Tree Nut Growing
- 14 Sheep, Beef Cattle and Grain Farming
- 15 Other Crop Growing
- 16 Dairy Cattle Farming
- 17 Poultry Farming
- 18 Deer Farming
- 19 Other Livestock Farming

2 Aquaculture

- 20 Aquaculture

3 Forestry and Logging

- 30 Forestry and Logging

4 Fishing, Hunting and Trapping

- 41 Fishing
- 42 Hunting and Trapping

5 Agriculture, Forestry and Fishing Support Services

- 51 Forestry Support Services
- 52 Agriculture and Fishing Support Services

B MINING

6 Coal Mining

- 60 Coal Mining

7 Oil and Gas Extraction

- 70 Oil and Gas Extraction

8 Metal Ore Mining

- 80 Metal Ore Mining

9 Non-Metallic Mineral Mining and Quarrying

- 91 Construction Material Mining
- 99 Other Non-Metallic Mineral Mining and Quarrying

10 Exploration and Other Mining Support Services

- 101 Exploration
- 109 Other Mining Support Services

C MANUFACTURING

11 Food Product Manufacturing

- 111 Meat and Meat Product Manufacturing
- 112 Seafood Processing
- 113 Dairy Product Manufacturing
- 114 Fruit and Vegetable Processing
- 115 Oil and Fat Manufacturing
- 116 Grain Mill and Cereal Product Manufacturing
- 117 Bakery Product Manufacturing
- 118 Sugar and Confectionery Manufacturing
- 119 Other Food Product Manufacturing

12 Beverage and Tobacco Product Manufacturing

- 121 Beverage Manufacturing
- 122 Cigarette and Tobacco Product Manufacturing

13 Textile, Leather, Clothing and Footwear Manufacturing

- 131 Textile Manufacturing
- 132 Leather Tanning, Fur Dressing and Leather Product Manufacturing
- 133 Textile Product Manufacturing

- 134 Knitted Product Manufacturing
- 135 Clothing and Footwear Manufacturing
- 14 Wood Product Manufacturing**
 - 141 Log Sawmilling and Timber Dressing
 - 149 Other Wood Product Manufacturing
- 15 Pulp, Paper and Converted Paper Product Manufacturing**
 - 151 Pulp, Paper and Paperboard Manufacturing
 - 152 Converted Paper Product Manufacturing
- 16 Printing (including the Reproduction of Recorded Media)**
 - 161 Printing and Printing Support Services
 - 162 Reproduction of Recorded Media
- 17 Petroleum and Coal Product Manufacturing**
 - 170 Petroleum and Coal Product Manufacturing
- 18 Basic Chemical and Chemical Product Manufacturing**
 - 181 Basic Chemical Manufacturing
 - 182 Basic Polymer Manufacturing
 - 183 Fertiliser and Pesticide Manufacturing
 - 184 Pharmaceutical and Medicinal Product Manufacturing
 - 185 Cleaning Compound and Toiletry Preparation Manufacturing
 - 189 Other Basic Chemical Product Manufacturing
- 19 Polymer Product and Rubber Product Manufacturing**
 - 191 Polymer Product Manufacturing
 - 192 Natural Rubber Product Manufacturing
- 20 Non-Metallic Mineral Product Manufacturing**
 - 201 Glass and Glass Product Manufacturing
 - 202 Ceramic Product Manufacturing
 - 203 Cement, Lime, Plaster and Concrete Product Manufacturing
 - 209 Other Non-Metallic Mineral Product Manufacturing
- 21 Primary Metal and Metal Product Manufacturing**
 - 211 Basic Ferrous Metal Manufacturing
 - 212 Basic Ferrous Metal Product Manufacturing
 - 213 Basic Non-Ferrous Metal Manufacturing
 - 214 Basic Non-Ferrous Metal Product Manufacturing
- 22 Fabricated Metal Product Manufacturing**
 - 221 Iron and Steel Forging
 - 222 Structural Metal Product Manufacturing
 - 223 Metal Container Manufacturing
 - 224 Sheet Metal Product Manufacturing (except Metal Structural and Container Products)
 - 229 Other Fabricated Metal Product Manufacturing
- 23 Transport Equipment Manufacturing**
 - 231 Motor Vehicle and Motor Vehicle Part Manufacturing
 - 239 Other Transport Equipment Manufacturing
- 24 Machinery and Equipment Manufacturing**
 - 241 Professional and Scientific Equipment Manufacturing
 - 242 Computer and Electronic Equipment Manufacturing
 - 243 Electrical Equipment Manufacturing
 - 244 Domestic Appliance Manufacturing
 - 245 Pump, Compressor, Heating and Ventilation Equipment Manufacturing
 - 246 Specialised Machinery and Equipment Manufacturing
 - 249 Other Machinery and Equipment Manufacturing
- 25 Furniture and Other Manufacturing**
 - 251 Furniture Manufacturing
 - 259 Other Manufacturing

D ELECTRICITY, GAS, WATER AND WASTE SERVICES

- 26 Electricity Supply**
 - 261 Electricity Generation
 - 262 Electricity Transmission
 - 263 Electricity Distribution

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- 264 On Selling Electricity and Electricity Market Operation
- 27 Gas Supply**
- 270 Gas Supply
- 28 Water Supply, Sewerage and Drainage Services**
- 281 Water Supply, Sewerage and Drainage Services
- 29 Waste Collection, Treatment and Disposal Services**
- 291 Waste Collection Services
- 292 Waste Treatment, Disposal and Remediation Services

E CONSTRUCTION

- 30 Building Construction**
- 301 Residential Building Construction
- 302 Non-Residential Building Construction
- 31 Heavy and Civil Engineering Construction**
- 310 Heavy and Civil Engineering Construction
- 32 Construction Services**
- 321 Land Development and Site Preparation Services
- 322 Building Structure Services
- 323 Building Installation Services
- 324 Building Completion Services
- 329 Other Construction Services

F WHOLESALE TRADE

- 33 Basic Material Wholesaling**
- 331 Agricultural Product Wholesaling
- 332 Mineral, Metal and Chemical Wholesaling
- 333 Timber and Hardware Goods Wholesaling
- 34 Machinery and Equipment Wholesaling**
- 341 Specialised Industrial Machinery and Equipment Wholesaling
- 349 Other Machinery and Equipment Wholesaling
- 35 Motor Vehicle and Motor Vehicle Parts Wholesaling**
- 350 Motor Vehicle and Motor Vehicle Parts Wholesaling
- 36 Grocery, Liquor and Tobacco Product Wholesaling**
- 360 Grocery, Liquor and Tobacco Product Wholesaling
- 37 Other Goods Wholesaling**
- 371 Textile, Clothing and Footwear Wholesaling
- 372 Pharmaceutical and Toiletry Goods Wholesaling
- 373 Furniture, Floor Covering and Other Goods Wholesaling
- 38 Commission-Based Wholesaling**
- 380 Commission-Based Wholesaling

G RETAIL TRADE

- 39 Motor Vehicle and Motor Vehicle Parts Retailing**
- 391 Motor Vehicle Retailing
- 392 Motor Vehicle Parts and Tyre Retailing
- 40 Fuel Retailing**
- 400 Fuel Retailing
- 41 Food Retailing**
- 411 Supermarket and Grocery Stores
- 412 Specialised Food Retailing
- 42 Other Store-Based Retailing**
- 421 Furniture, Floor Coverings, Houseware and Textile Goods Retailing
- 422 Electrical and Electronic Goods Retailing
- 423 Hardware, Building and Garden Supplies Retailing
- 424 Recreational Goods Retailing
- 425 Clothing, Footwear and Personal Accessory Retailing
- 426 Department Stores
- 427 Pharmaceutical and Other Store-Based Retailing
- 43 Non-Store Retailing and Retail Commission-Based Buying and /or Selling**
- 431 Non-Store Retailing

432 Retail Commission-Based Buying and/or Selling

H ACCOMMODATION AND FOOD SERVICES

44 Accommodation

440 Accommodation

45 Food and Beverage Services

451 Cafes, Restaurants and Takeaway Food Services

452 Pubs, Taverns and Bars

453 Clubs (Hospitality)

I TRANSPORT, POSTAL AND WAREHOUSING

46 Road Transport

461 Road Freight Transport

462 Road Passenger Transport

47 Rail Transport

471 Rail Freight Transport

472 Rail Passenger Transport

48 Water Transport

481 Water Freight Transport

482 Water Passenger Transport

49 Air and Space Transport

490 Air and Space Transport

50 Other Transport

501 Scenic and Sightseeing Transport

502 Pipeline and Other Transport

51 Postal and Courier Pick-up and Delivery Services

510 Postal and Courier Pick-up and Delivery Services

52 Transport Support Services

521 Water Transport Support Services

522 Airport Operations and Other Air Transport Support Services

529 Other Transport Support Services

53 Warehousing and Storage Services

530 Warehousing and Storage Services

J INFORMATION MEDIA AND TELECOMMUNICATIONS

54 Publishing (except Internet and Music Publishing)

541 Newspaper, Periodical, Book and Directory Publishing

542 Software Publishing

55 Motion Picture and Sound Recording Activities

551 Motion Picture and Video Activities

552 Sound Recording and Music Publishing

56 Broadcasting (except Internet)

561 Radio Broadcasting

562 Television Broadcasting

57 Internet Publishing and Broadcasting

570 Internet Publishing and Broadcasting

58 Telecommunications Services

580 Telecommunications Services

59 Internet Service Providers, Web Search Portals and Data Processing Services

591 Internet Service Providers and Web Search Portals

592 Data Processing, Web Hosting and Electronic Information Storage Services

60 Library and Other Information Services

601 Libraries and Archives

602 Other Information Services

K FINANCIAL AND INSURANCE SERVICES

62 Finance

621 Central Banking

622 Depository Financial Intermediation

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- 623 Non-Depository Financing
- 624 Financial Asset Investing
- 63 Insurance and Superannuation Funds**
 - 631 Life Insurance
 - 632 Health and General Insurance
 - 633 Superannuation Funds
- 64 Auxiliary Finance and Insurance Services**
 - 641 Auxiliary Finance and Investment Services
 - 642 Auxiliary Insurance Services
- L RENTAL, HIRING AND REAL ESTATE SERVICES**
 - 66 Rental and Hiring Services (except Real Estate)**
 - 661 Motor Vehicle and Transport Equipment Rental and Hiring
 - 662 Farm Animal and Bloodstock Leasing
 - 663 Other Goods and Equipment Rental and Hiring
 - 664 Non-Financial Intangible Assets (Except Copyrights) Leasing
 - 67 Property Operators and Real Estate Services**
 - 671 Property Operators
 - 672 Real Estate Services
- M PROFESSIONAL, SCIENTIFIC AND TECHNICAL SERVICES**
 - 69 Professional, Scientific and Technical Services (Except Computer System Design and Related Services)**
 - 691 Scientific Research Services
 - 692 Architectural, Engineering and Technical Services
 - 693 Legal and Accounting Services
 - 694 Advertising Services
 - 695 Market Research and Statistical Services
 - 696 Management and Related Consulting Services
 - 697 Veterinary Services
 - 699 Other Professional, Scientific and Technical Services
 - 70 Computer System Design and Related Services**
 - 700 Computer System Design and Related Services
- N ADMINISTRATIVE AND SUPPORT SERVICES**
 - 72 Administrative Services**
 - 721 Employment Services
 - 722 Travel Agency and Tour Arrangement Services
 - 729 Other Administrative Services
 - 73 Building Cleaning, Pest Control and Other Support Services**
 - 731 Building Cleaning, Pest Control and Gardening Services
 - 732 Packaging Services
- O PUBLIC ADMINISTRATION AND SAFETY**
 - 75 Public Administration**
 - 751 Central Government Administration
 - 752 State Government Administration
 - 753 Local Government Administration
 - 754 Justice
 - 755 Government Representation
 - 76 Defence**
 - 760 Defence
 - 77 Public Order, Safety and Regulatory Services**
 - 771 Public Order and Safety Services
 - 772 Regulatory Services
- P EDUCATION AND TRAINING**
 - 80 Preschool and School Education**
 - 801 Preschool Education
 - 802 School Education
 - 81 Tertiary Education**

- 810 Tertiary Education
- 82 Adult, Community and Other Education**
- 821 Adult, Community and Other Education
- 822 Educational Support Services

Q HEALTH CARE AND SOCIAL ASSISTANCE

- 84 Hospitals**
- 840 Hospitals
- 85 Medical and Other Health Care Services**
- 851 Medical Services
- 852 Pathology and Diagnostic Imaging Services
- 853 Allied Health Services
- 859 Other Health Care Services
- 86 Residential Care Services**
- 860 Residential Care Services
- 87 Social Assistance Services**
- 871 Child Care Services
- 879 Other Social Assistance Services

R ARTS AND RECREATION SERVICES

- 89 Heritage Activities**
- 891 Museum Operation
- 892 Parks and Gardens Operations
- 90 Creative and Performing Arts Activities**
- 900 Creative and Performing Arts Activities
- 91 Sports and Recreation Activities**
- 911 Sports and Physical Recreation Activities
- 912 Horse and Dog Racing Activities
- 913 Amusement and Other Recreation Activities
- 92 Gambling Activities**
- 920 Gambling Activities

S OTHER SERVICES

- 94 Repair and Maintenance**
- 941 Automotive Repair and Maintenance
- 942 Machinery and Equipment Repair and Maintenance
- 949 Other Repair and Maintenance
- 95 Personal and Other Services**
- 951 Personal Care Services
- 952 Funeral, Crematorium and Cemetery Services
- 953 Other Personal Services
- 954 Religious Services
- 955 Civic, Professional and Other Interest Group Services
- 96 Private Households Employing Staff and Undifferentiated Goods- and Service-Producing Activities of Households for Own Use**
- 960 Private Households Employing Staff and Undifferentiated Goods- and Service-Producing Activities of Households for Own Use

Appendix 2

Standard Template Dictionary – Relevant to the industrial area

acid sulfate soils means naturally occurring sediments and soils containing iron sulfides (principally pyrite) or their precursors or oxidation products, whose exposure to oxygen leads to the generation of sulfuric acid (for example, by drainage or excavation)

Acid Sulfate Soils Manual means the manual by that name published by the Acid Sulfate Soils Management Advisory Committee and made publicly available.

advertisement has the same meaning as in the Act.

Note. The term is defined as a sign, notice, device or representation in the nature of an advertisement visible from any public place or public reserve or from any navigable water.

advertising structure has the same meaning as in the Act.

Note. The term is defined as a structure used or to be used principally for the display of an advertisement.

agricultural produce industry means an industry involving the handling, treating, processing or packing of produce from agriculture (including dairy products, seeds, fruit, vegetables or other plant material), and includes flour mills, cotton seed oil plants, cotton gins, feed mills, cheese and butter factories, and juicing or canning plants, but does not include a livestock processing industry.

animal boarding or training establishment means a building or place used for the breeding, boarding, training, keeping or caring of animals for commercial purposes (other than for the agistment of horses), and includes any associated riding school or ancillary veterinary hospital.

basement means the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).

biosolids treatment facility means a building or place used as a facility for the treatment of biosolids from a sewage treatment plant or from a water recycling facility.

building has the same meaning as in the Act.

Note. The term is defined to include part of a building and any structure or part of a structure, but not including a manufactured home, a moveable dwelling or associated structure (or part of a manufactured home, moveable dwelling or associated structure).

building height (or **height of building**) means the vertical distance between ground level (existing) at any point to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

building identification sign means a sign that identifies or names a building and that may include the name of a building, the street name and number of a building, and a logo or other symbol, but that does not include general advertising of products, goods or services.

building line or **setback** means the horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and:

(a) a building wall, or

- (b) the outside face of any balcony, deck or the like, or
 - (c) the supporting posts of a carport or verandah roof,
- whichever distance is the shortest.

bulky goods premises means a building or place used primarily for the sale by retail, wholesale or auction of (or for the hire or display of) bulky goods, being goods that are of such size or weight as to require:

- (a) a large area for handling, display or storage, or
- (b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire,

but does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale or hire or display of bulky goods.

business identification sign means a sign:

- (a) that indicates:
 - (i) the name of the person or business, and
 - (ii) the nature of the business carried on by the person at the premises or place at which the sign is displayed, and
- (b) that may include the address of the premises or place and a logo or other symbol that identifies the business,

but that does not include any advertising relating to a person who does not carry on business at the premises or place.

business premises means a building or place at or on which:

- (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or
- (b) a service is provided directly to members of the public on a regular basis, and may include, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, medical centres, betting agencies and the like, but does not include sex services premises.

car park means a building or place primarily used for the purpose of parking motor vehicles, including any manoeuvring space and access thereto, whether operated for gain or not.

child care centre means a building or place used for the supervision and care of children that:

- (a) provides long day care, pre-school care, occasional child care or out-of-school-hours care, and
- (b) does not provide overnight accommodation for children other than those related to the owner or operator of the centre,

but does not include:

- (c) a building or place used for home-based child care, or
- (d) an out-of-home care service provided by an agency or organisation accredited by the NSW Office of the Children's Guardian, or
- (e) a baby-sitting, playgroup or child-minding service that is organised informally by the parents of the children concerned, or
- (f) a service provided for fewer than 5 children (disregarding any children who are related to the person providing the service) at the premises at which at least one of the children resides, being a service that is not advertised, or

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(g) a regular child-minding service that is provided in connection with a recreational or commercial facility (such as a gymnasium), by or on behalf of the person conducting the facility, to care for children while the children's parents are using the facility, or

(h) a service that is concerned primarily with the provision of:

(i) lessons or coaching in, or providing for participation in, a cultural, recreational, religious or sporting activity, or

(ii) private tutoring, or

(i) a school, or

(j) a service provided at exempt premises (within the meaning of section 200 of the *Children and Young Persons (Care and Protection) Act 1998*), such as hospitals, but only if the service is established, registered or licensed as part of the institution operating on those premises.

classified road has the same meaning as in the *Roads Act 1993*.

Note. The term is defined as follows:

classified road means any of the following:

(a) a main road,

(b) a highway,

(c) a freeway,

(d) a controlled access road,

(e) a secondary road,

(f) a tourist road,

(g) a tollway,

(h) a transitway,

(i) a State work.

(see *Roads Act 1993* for meanings of these terms).

community facility means a building or place:

(a) owned or controlled by a public authority or non-profit community organisation, and

(b) used for the physical, social, cultural or intellectual development or welfare of the community,

but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.

community land has the same meaning as in the *Local Government Act 1993*.

curtilage, in relation to a heritage item or conservation area, means the area of land (including land covered by water) surrounding a heritage item, a heritage conservation area, or building, work or place within a heritage conservation area, that contributes to its heritage significance.

demolish, in relation to a heritage item, or a building, work, relic or tree within a heritage conservation area, means wholly or partly destroy, dismantle or deface the heritage item or the building, work, relic or tree.

depot means a building or place used for the storage (but not sale or hire) of plant, machinery or other goods (that support the operations of an existing undertaking) when not required for use.

earthworks means excavation or filling.

ecologically sustainable development has the same meaning as in the Act.

excavation means the removal of soil or rock, whether moved to another part of the same site or to another site, but does not include garden landscaping that does not significantly alter the shape, natural form or drainage of the land.

fill means the depositing of soil, rock or other similar extractive material obtained from the same or another site, but does not include:

- (a) the depositing of topsoil or feature rock imported to the site that is intended for use in garden landscaping, turf or garden bed establishment or top dressing of lawns and that does not significantly alter the shape, natural form or drainage of the land, or
- (b) the use of land as a waste disposal facility.

filming means recording images (whether on film or video tape or electronically or by other means) for exhibition or broadcast (such as by cinema, television or the internet or by other means), but does not include:

- (a) still photography, or
- (b) recording images of a wedding ceremony or other private celebration or event principally for the purpose of making a record for the participants in the ceremony, celebration or event, or
- (c) recording images as a visitor or tourist for non-commercial purposes, or
- (d) recording for the immediate purposes of a television program that provides information by way of current affairs or daily news.

floor space ratio.

food and drink premises means retail premises used for the preparation and retail sale of food or drink for immediate consumption on or off the premises, and includes restaurants, cafes, take away food and drink premises, milk bars and pubs.

freight transport facility means a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved.

gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and
- (b) habitable rooms in a basement or an attic, and
- (c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes:
 - (d) any area for common vertical circulation, such as lifts and stairs, and
 - (e) any basement:
 - (i) storage, and
 - (ii) vehicular access, loading areas, garbage and services, and
 - (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
 - (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
 - (h) any space used for the loading or unloading of goods (including access to it), and
 - (i) terraces and balconies with outer walls less than 1.4 metres high, and

(j) voids above a floor at the level of a storey or storey above.

ground level (existing) means the existing level of a site at any point.

ground level (finished) means, for any point on a site, the ground surface after completion of any earthworks (excluding any excavation for a basement, footings or the like) for which consent has been granted or that is exempt development.

ground level (mean) means, for any site on which a building is situated or proposed, one half of the sum of the highest and lowest levels at ground level (finished) of the outer surface of the external walls of the building.

hazardous industry means development for the purpose of an industry that, when the development is in operation and when all measures proposed to reduce or minimise its impact on the locality have been employed (including, for example, measures to isolate the development from existing or likely future development on other land in the locality), would pose a significant risk in the locality:

- (a) to human health, life or property, or
- (b) to the biophysical environment.

hazardous storage establishment means any establishment where goods, materials or products are stored that, when in operation and when all measures proposed to reduce or minimise its impact on the locality have been employed (including, for example, measures to isolate the establishment from existing or likely future development on other land in the locality), would pose a significant risk in the locality:

- (a) to human health, life or property, or
- (b) to the biophysical environment.

heavy industry means an industry that requires separation from other land uses because of the nature of the processes involved, or the materials used, stored or produced. It may consist of or include a hazardous or offensive industry or involve the use of a hazardous or offensive storage establishment.

industrial retail outlet means a building or place that:

- (a) is used in conjunction with an industry (including a light industry) but not in conjunction with a warehouse or distribution centre, and
- (b) is situated on the land on which the industry is carried out, and
- (c) is used for the display or sale (whether by retail or wholesale) of only those goods that have been manufactured on the land on which the industry is carried out.

Note. See clause 5.4 for controls relating to the retail floor area.

industry means the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing or adapting, or the research and development of any goods, chemical substances, food, agricultural or beverage products, or articles for commercial purposes, but does not include extractive industry or a mine.

landscape and garden supplies means a building or place where trees, shrubs, plants, bulbs, seeds and propagating material are offered for sale (whether by retail or wholesale), and may include the sale of landscape supplies (including earth products or other landscape and horticulture products) and the carrying out of horticulture.

landscaped area means a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.

light industry means an industry, not being a hazardous or offensive industry or involving use of a hazardous or offensive storage establishment,

in which the processes carried on, the transportation involved or the machinery or materials used do not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise.

liquid fuel depot means storage premises that are used for the bulk storage for wholesale distribution of petrol, oil, petroleum or other inflammable liquid and at which no retail trade is conducted.

mezzanine means an intermediate floor within a room.

mixed use development means a building or place comprising 2 or more different land uses.

neighbourhood shop means retail premises used for the purposes of selling small daily convenience goods such as foodstuffs, personal care products, newspapers and the like to provide for the day-to-day needs of people who live or work in the local area, and may include ancillary services such as a post office, bank or dry cleaning, but does not include restricted premises.

Note. See clause 5.4 for controls relating to the retail floor area.

offensive industry means any development for the purpose of an industry that would, when the development is in operation and when all measures proposed to reduce or minimise its impact on the locality have been employed (including, for example, measures to isolate the development from existing or likely future development on other land in the locality), emit a polluting discharge (including, for example, noise) in a manner that would have a significant adverse impact in the locality or on the existing or likely future development on other land in the locality.

offensive storage establishment means any establishment where goods, materials or products are stored and that would, when all measures proposed to reduce or minimise its impact on the locality have been employed (including, for example, measures to isolate the establishment from existing or likely future development on other land in the locality), emit a polluting discharge (including, for example, noise) in a manner that would have a significant adverse impact in the locality or on the existing or likely future development on other land in the locality.

office premises means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.

operational land has the same meaning as in the *Local Government Act 1993*.

parking space means a space dedicated for the parking of a motor vehicle, including any manoeuvring space and access to it, but does not include a car park.

passenger transport facility means a building or place used for the assembly or dispersal of passengers by any form of transport, including facilities required for parking, manoeuvring, storage or routine servicing of any vehicle that uses the building or place.

port facilities means any of the following facilities at or in the vicinity of a designated port within the meaning of section 47 of the *Ports and Maritime Administration Act 1995*:

- (a) facilities for the embarkation or disembarkation of passengers onto or from any vessels, including public ferry wharves,
- (b) facilities for the loading or unloading of freight onto or from vessels and associated receipt, land transport and storage facilities,

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- (c) wharves for commercial fishing operations,
- (d) refuelling, launching, berthing, mooring, storage or maintenance facilities for any vessel,
- (e) sea walls or training walls,
- (f) administration buildings, communication, security and power supply facilities, roads, rail lines, pipelines, fencing, lighting or car parks.

public administration building means a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes a courthouse or a police station.

public authority has the same meaning as in the Act.

public land has the same meaning as in the *Local Government Act 1993*.

Note. The term is defined as follows:

public land means any land (including a public reserve) vested in or under the control of the council, but does not include:

- (a) a public road, or
- (b) land to which the *Crown Lands Act 1989* applies, or
- (c) a common, or
- (d) land subject to the *Trustees of Schools of Arts Enabling Act 1902*, or
- (e) a regional park under the *National Parks and Wildlife Act 1974*.

public utility undertaking means any of the following undertakings carried on or permitted to be carried on by or by authority of any Government Department or under the authority of or in pursuance of any Commonwealth or State Act:

- (a) railway, road transport, water transport, air transport, wharf or river undertakings,
- (b) undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services,

and a reference to a person carrying on a public utility undertaking includes a reference to a council, electricity supply authority, Government Department, corporation, firm or authority carrying on the undertaking.

rainwater tank means a tank designed for the storage of rainwater gathered on the land on which the tank is situated.

Reduced Level (RL) means height above the Australian Height Datum, being the datum surface approximating mean sea level that was adopted by the National Mapping Council of Australia in May 1971.

research station means a building or place operated by a public authority for the principal purpose of agricultural, environmental, fisheries, forestry, minerals or soil conservation research, and includes any associated facility for education, training, administration or accommodation.

resource recovery facility means a building or place used for the recovery of resources from waste, including works or activities such as separating and sorting, processing or treating the waste, temporary storage, transfer or sale of recovered resources, energy generation from gases and water treatment, but not including re-manufacture or disposal of the material by landfill or incineration.

retail premises means a building or place used for the purpose of selling items by retail, or for hiring or displaying items for the purpose of selling them by retail or hiring them out, whether the items are goods or materials (or whether also sold by wholesale).

road means a public road or a private road within the meaning of the *Roads Act 1993*, and includes a classified road.

self-storage units means storage premises that consist of individual enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).

service station means a building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following:

- (a) the ancillary sale by retail of spare parts and accessories for motor vehicles,
- (b) the cleaning of motor vehicles,
- (c) installation of accessories,
- (d) inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting, or chassis restoration),
- (e) the ancillary retail selling or hiring of general merchandise or services or both.

sex services premises means a brothel, but does not include home occupation (sex services).

signage means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes:

- (a) building identification signs, and
- (b) business identification signs, and
- (c) advertisements,

but does not include traffic signs or traffic control facilities.

site area means the area of any land on which development is or is to be carried out. The land may include the whole or part of one lot, or more than one lot if they are contiguous to each other, but does not include the area of any land on which development is not permitted to be carried out under this Plan.

Note. The effect of this definition is varied by clause 4.5 for the purpose of the determination of permitted floor space area for proposed development.

site coverage means the proportion of a site area covered by buildings. However, the following are not included for the purpose of calculating site coverage:

- (a) any basement,
- (b) any part of an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,
- (c) any eaves,
- (d) unenclosed balconies, decks, pergolas and the like.

storage premises means a building or place used for the storage of goods, materials, plant or machinery for commercial purposes and where the storage is not ancillary to any business premises or retail premises on the same parcel of land.

storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- (a) a space that contains only a lift shaft, stairway or meter room, or
- (b) a mezzanine, or

(c) an attic.

telecommunications facility means:

(a) any part of the infrastructure of a telecommunications network, or

(b) any line, equipment, apparatus, tower, mast, antenna, tunnel, duct, hole, pit, pole or other structure or thing used, or to be used, in or in connection with a telecommunications network.

telecommunications network means a system, or series of systems, that carries, or is capable of carrying, communications by means of guided or unguided electromagnetic energy, or both.

temporary structure has the same meaning as in the Act.

Note. The term is defined as follows:

temporary structure includes a booth, tent or other temporary enclosure (whether or not part of the booth, tent or enclosure is permanent), and also includes a mobile structure.

the Act means the *Environmental Planning and Assessment Act 1979*.

timber and building supplies means a building or place used for the display, sale (whether by retail or wholesale) or hire of goods or materials that are used in the construction and maintenance of buildings.

transport depot means a building or place used for the parking or servicing of motor powered or motor drawn vehicles used in connection with a passenger transport undertaking, business, industry or shop.

truck depot means a building or place used for the servicing and parking of trucks, earthmoving machinery and the like.

vehicle body repair workshop means a building or place used for the repair of vehicles or agricultural machinery, involving body building, panel building, panel beating, spray painting or chassis restoration.

vehicle repair station means a building or place used for the purpose of carrying out repairs or the selling of, and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop.

veterinary hospital means a building or place used for diagnosing or surgically or medically treating animals, whether or not animals are kept on the premises for the purpose of treatment.

warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made.

waste or resource management facility means a waste or resource transfer station, a resource recovery facility or a waste disposal facility.

waste or resource transfer station means a building or place used for the collection and transfer of waste material or resources, including the receipt, sorting, compacting, temporary storage and distribution of waste or resources and the loading or unloading of waste or resources onto or from road or rail transport.

watercourse means any river, creek, stream or chain of ponds, whether artificially modified or not, in which water usually flows, either continuously or intermittently, in a defined bed or channel, but does not include a waterbody (artificial).

waterway means the whole or any part of a watercourse, wetland, waterbody (artificial) or waterbody (natural).

wholesale supplies means a building or place used for the display, sale or hire of goods or materials by wholesale only to businesses that have an Australian Business Number registered under the *A New Tax System (Australian Business Number) Act 1999* of the Commonwealth.

Appendix 3

Industrial Area Businesses by ANZSIC Classification

Organisations by Category 2006

Street and number	Land size in m ²	Name of Organisation	Classification
Beauchamp Rd.			
1-59	8055	Equipment Hire	L
61-71	3770	<u>22 Units</u>	
		1 Smarte Carte	F
		2 Pappas cakes	C
		3 Medi-rent	L
		4 Jayess Auto repairs	S
		5-6 Ashdown	F
		7 Sealing Australia	I
		8 LSJ McDonald Textiles	F
		9 Vacant	V
		10 Brightset Printing	C
		11-12 Green-Loch Print Essentials	C
		13-15 Samson Controls	E
		16 Plumbers Supplies co-op	E
		16a Pool shop (belongs to Plumbers Supplies)	E
		17-18 Adpak Products	C
		19-22 Harvey International services	I
73-79	8117	<u>6 Units</u>	
		1 PCCA (Professional Compounding Chemists Of Australia)	S
		2 Vacant (Office 200 m2 & Warehouse 853 m2 (1025 m2))	V
		3 Harvey International Services	I
		4 Anchor Packaging	C
		5 Quanterm Freight (Gateway Cargo)	I
		5a Natural Stone Pavers	F
		6 Axolotl Metal Finishes	E
81-87	7961	<u>4 Units</u>	
		1 Reece Plumbing Centre (kitchens, bathrooms showroom)	E
		2 AMA Aluminium Windows & Doors	C
		3 Kingsford Timber	E
		4 MH McPhersons housewares	G
89	9188	Sydney Water Drainage Reserve (zone 5: special uses)	D
91	2031	BT Ryan - Smash Repair (Overs Truck Centre)	S

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93-95	1480	<u>3 Units</u>	
		1 Jazzright Production Services	M
		2 Feliba - Refrigeration Service	S
		3 Electrical Wholesaler incl.	F
97	727	Dismanteling & Sale of motor vehicles & parts	S
101	733.5	Elie's Towing Service / Matraville Autobody repairs	S
103	518.5	MOTOR VEHICLE REPAIRS	S
105	518.5	Manzanera Saw Works (toolmaking, sharpening & repair of saws)	E
107-109	1037	Matraville Auto Wreckers and spare parts	G
111-129	1560.8	- Garry's Auto Services Mobile (mobile repairs)	S
		- Garry's Auto Services Matraville (auto electrical)	S
133	11390	Vacant - no structure	V
135-149	11200	Vacant - no structure	V
151		<u>8 Units</u>	
		1 SPS - Specialised Project Services	E
		2 Clifton Productions	M
		3 - 4 Delifrance Australia	C
		5 vacant	V
		6 Strategic World wide Logistics	I
		7 Alchemy Projects	M
		8 Fanuli	I
153		<u>8 Units</u>	
		1 Castle Tools Australia	F
		2 Eyeline Australia	F
		3 Kalgin - International freight services (2 units)	I
		4 Noritake	F
		6 Liftronic	C
		7 Yale Appliance Group	C
		8 Vacant	V
Kelly St.			
1	490	not in use	V
1r	214	R91 - Road - Line - Walkway	
3	490	House	X
5	1037	House	X

7	1015	Storage of earthmoving equipment & stockpiling of material	E
9-11	1875	Storage of earthmoving equipment & stockpiling of material	E

Perry St.

1		see 93-95 Beauchamp Rd.	E
3	1860	Skippen's Landscape & Building Supplies	I
5	1750	Ratcliffe & Polly	I
7-9	3600	Quantum Transport Pty Ltd	E
27-33	3200	General Beton	D
37-39	2593	No. 5: Special Uses Zone (Energy Australia)	F
41-43	1500	Iberian Artisans	S
45	1503	Torrise - Automotive Workshop	E
47	1631	Bathroom/Kitchen Showroom and Warehouse	E
8	518.5	Clarke Fencing	S
10	518.5	Bernie's Car Repair	S
12	518.5	- R. B. Autobody (penal beating / spray painting)	E
14	518.5	Lewis & Lewis (carpenter, joinery)	S
16	518.5	The Bay Smash Repairs	X
18	518.5	House/ office?	X
20	260	House/ office?	S
22	260	Office	S
20-24	920	Office (next to holding yard)	S
28	620	Kevin's Automotive Repairs	S
30	9634	<u>13 Different Units</u> 1 A.Hanking & Co. (AMD - Amusement Machine Distribution)	I

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		2	Sweet William - Warehouse Receiving	F
		3	G&V Advance Electronics	M
		4	Woodford Cargo	I
		5	Bell International Freight Services	I
		6	Lighthouse Bethel Ministries	S
		7	E.S.D.R Electronics	M
		8	Matrville Blinds	C
		9	IFB Network	I
		10	Sahara Air-Conditioning	E
		11	Electronic Circuit Designs	C
		12	Greencorp Magnetics	C
		13	Vacant	V
32	13000		<u>14 Different Units</u>	
		14	Sydney ITeC - Repair Centre	S
		15	The Commissary - Hand made fresh food	C
		16	The Commissary - Hand made fresh food	C
		17	A.M. Williams	I
		18	Dash Freight	I
		19	LightHouse	M
		20	Velo-Vita / TMO Sports	F
		21	Quick Plumbing	E
		22	Derbo Trading	F
		23	PFC Group	E
		24	Uncle Bucks	G
		25	CombinedROOFing	E
		26	Sweet William - Head Office	N
		27	Multilift Commercial	E
60-66	15790	1	International Distillers Pty Ltd	I
		2	GGI Office Systems	C
		3	Global Contract (Australia)	C
68-70	1056		Wicke - Castors & Wheels	C
72-78	2052		Randwick Council Depot	O
80-82	2380		Greencorp Magnetic	C
84	385		House	X
86	385		House	X
88	1555.5		Truck Storage	I
Denison St.				
1	980		UNDER CONSTRUCTION : Tyre Service centre	G

Raymond

Av.

1	500	Gold Star Smash Repairs	S
25	1115	Apollon Engineering - entrance on Mccauley St.	C
27	560	JDM Boatworks	C
29	560	S M Gillett Pty Ltd	I
31	560	House - da pending	X
33	560	Smart Stuff	I
35-37	1270	Book Systems International	I
6-8	4200	Edenbow - Formwork, scaffolding	E
10		Public Weighbridge (N° 3)	I
20-22	1086	Strata subdivision into 3 lots (factory units). 1 Sandstone Supplies Pty Ltd 2 Unknown 3 Unknown	E
24-28	2220	Avant Design	I
30-32	1700	warehouse for storage and distribution of natural stone products	E
34	800	Franklin Smash Repairs	S
36-38	1450	Eastern Suburbs Wreckers & spare parts (ESW)	S
40	715	Optimum Control - Proces Control Engineering	M
42-52	19409	<u>4 Different Units</u> 1 Security Operations Network Services 2 Roadwise Container Service 3 Australian Transport & Logistics Company Pty Ltd 4 Ratcliffe & Polly	C I I I
54	905	Matzen Imports	I
56	1423	Boomerang Seafarers Club and vacant office space	I

Mccauley St.

8-14	3500	Energy Australia - practice grounds	D
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18	550	Arcolec	E
20	550	BJS Smash Repairs	S
22	550	Jack Hawkins & Sons (import/export)	E
24	550	Aussie Group Shopfitting	E
26	1230	Ross Simpson Valves & Pumps Pty Ltd	C
34-36	2364	Specific Freight - International Logistics	I
38	1104	Vacant	V
40	1150	vacant	V
42	1225	Cement Shop	E
44	2291	<u>3 Different Units</u>	
		1 Seawings Shipping	I
		2 Mayekawa Australia	G
		3 Portland Orthopaedics	C
46	4205	ISS Fumigation	M
Botany Rd.			
1891		Amcor - Fibre Packaging (Paper Mill)	C
1903		Sanitary Depot - RCC	N
1910		Energy Australia Substation	D
Military Rd.			
1	<u>12250</u>	<u>6 Different Units</u>	
		1 Jenkins Engineering Defence Systems (JEDS)	C
		2 Mango Australia & GT Logistics	I
		3 Shellhold Pty. Ltd.	C
		4 H Polesy & Co. (Importers)	I
		5 Big Toys Film Services	R
		6 Bell Total Logistics	I
2	32430	HPA - The Customers Communications Company	C
3	13050	Port Botany Transfer Station (waste transfer and materials recovery facility)	D
4	21500	1 Solectron - Global Services	M
		2 Gluck - Forwarding systems	I

21-31	44500	Lafarge Plasterboard	C	
33-41	113000	<u>Millennium Court Industrial Estate</u>		
		1 Ingram Micro	I	
		2 DHL Logistics	I	
		3 TNT Logistics	I	
Bumbarah Point Rd				
7	38950	Sydney Buses Depot	I	
9	31490	RCC Recycling Centre	I	
11	34780	<i>Container logistics</i>	I	
13	27040	Australian Customs	O	
15	13860	<i>vacant</i>	V	
Port Botany	1375700	<i>Various</i>	I	
TOTALS				
		Manufacturing	C	28
		Electricity, Gas, Water and Waste Services	D	5
		Construction	E	27
		Wholesale Trade	F	12
		Retail Trade	G	5
		Transport, Postal and Warehousing	I	40
		Rental, Hiring and Real Estate	L	2
		Professional Services	M	9
		Administration Services	N	2
		Public Administration	O	2
		Arts and Recreation Services	R	1
		Other Services (inc. car repairs)	S	22
		Residential	X	7
		Vacant	V	10
		TOTAL		172