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D/A 10/486: Orica P/L 20 lot Subdivision corner Denison St and Cornish Cir Hillsdale.

Reference is made to my objection to the Orica P/L 20 lot subdivision.

The 2001 Study did not include the risk impacts of dangerous goods traffic around the industrial area in the scope of the 2001 Study.

The Orica P/L application has not considered impacts of dangerous goods traffic along Denison St

2001 Study, p xi, Recommendations; *As this study has not included the impacts of dangerous goods traffic along Denison St and Stephens Rd, or the operations of Port Botany and the Sydney Airport, it is strongly recommended that these activities be taken into account in the assessment of any development in the Botany/Randwick area.*

2001 Study; Land Use Conflict Planning and Future Development p20, para 4; *In addition to the findings of this study, the implications of any dangerous goods traffic should be taken into account when assessing future developments in the vicinity of the study area.*

Recommendation 2; *Effective land use safety planning should be implemented to allow future developments in the area, and to reconcile any potential land use planning conflicts.*

The Orica 1998 EIS for the replacement of the Chlor-alkali plant demonstrated that risk from transportation from the operations of the chlorine plant is already unacceptable. In addition, all other movements of hazardous materials on Denison St not associated with the chlorine plant would have to be included and would increase the unacceptability of transport risk in the vicinity of the Botany/Randwick industrial area.

The 2001 future case Consolidation Region is the current planning standard for development in the vicinity of the Botany/Randwick industrial complex. The current planning strategies and controls restrict development involving residential, active recreation, large commercial or sporting facilities.

The 2001 future case (2001) did not consider the risk impacts of dangerous goods in the vicinity of the Botany/Randwick industrial complex.

To consider the permissibility of the Bunnings application, the 2001 Study Consolidation Region must be updated to include the risk impacts of dangerous goods traffic in the vicinity of the Botany/Randwick industrial complex.

Once the risk impacts of dangerous goods traffic in the vicinity of the Botany/Randwick industrial complex are integrated with the risks from fixed facilities considered in the 2001 Study, the Bunnings development may not be permissible in terms of an updated future case Consolidation Region.

Sam Haddads letter to Botany Council dated 20 September 1999 provided implications of dangerous goods transport. In developing for the purpose of residential uses, intensification of residential uses with direct frontage to roads carrying significant volumes of dangerous goods traffic may need to be avoided.

2001 Strategic Direction, para 2; *Planning strategies and controls for surrounding areas should ensure that there is no increase in the number of people exposed to risk as a result of the operations of the Botany/Randwick area.*

It is not appropriate that if in an updated future case Consolidation Region, planning controls for all of Denison restrict residential, active recreation, large commercial or sporting facilities and then allow future development on lots in the Orica subdivision that will increase the number of people exposed to risk from the operations of the Botany/Randwick area from risk impacts of dangerous goods traffic.

Subdivision of lots that are within the Botany/Randwick Industrial complex does not provide for effective land use safety planning and will not reconcile potential land use planning conflicts for any proposed future use.

I consider that it is not possible for Council to consider the Orica P/L application until all planning requirements contained in the 2001 Study and DCP 30 are included in the application and a revised future case Consolidation Region is completed to determine the planning constraints for all future development in the vicinity of the Botany/Randwick industrial area.

Steve Haigh