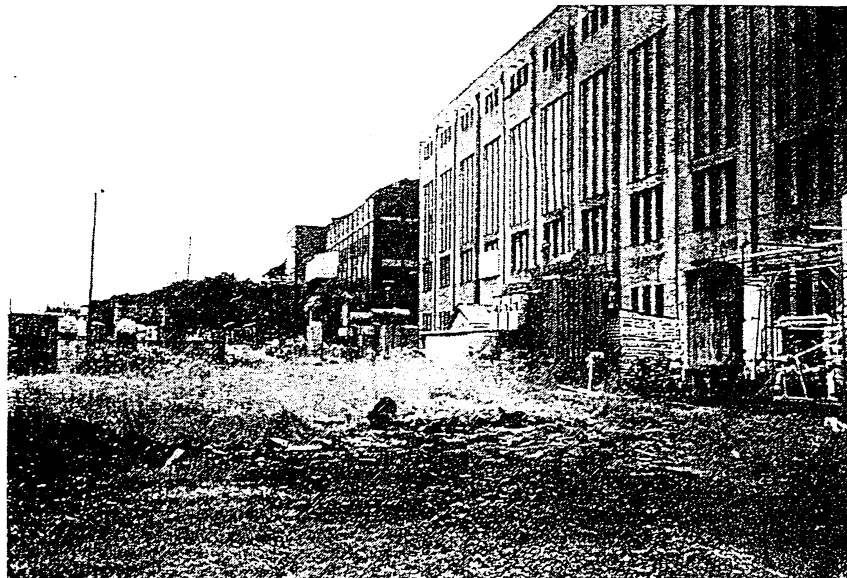




DEVELOPMENT CONTROL PLAN NO.27

OLD BALMAIN POWER STATION



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OVERVIEW

This Development Control Plan provides guidance and controls for housing and commercial development and principles for the development of open space on the Old Balmain Power Station site. This plan establishes the detailed site planning and design, open space and traffic/parking provisions.

A major foreshore park and foreshore promenade are the key open space features on the site. The open space includes the rock features of the cliff around the site of the old power station and the fig tree at the top of the south-east corner of the cliff. The open space network is linked to the Elliott's Cove (35 Terry Street) site at the foreshore and the mid-site levels, with connections to Victoria Road at the intersection with Terry Street and at Iron Cove Bridge.

The housing is set out to "enclose" three sides of the open space, and from there it steps up the hill to Terry Street. Along Victoria Road, provision is made for road widening (3.5 metres wide) a landscape strip and then continuous single aspect housing designed to form a noise barrier between the traffic on Victoria Road and the housing on the site with the houses "backing onto" Victoria Road. Provision is also made for (3.5 metres wide) road widening to Terry Street. Margaret Street is continued into the site and forms a cul-de-sac above the cliff top above the open space. A lift is proposed to assist people descend from Margaret Street to the foreshore open space promenade. Buildings of up to four storeys are proposed for the spur to the east of the cul-de-sac. A public wharf is proposed on the foreshore.

The cycle and pedestrian network utilises the open space links on the site to connect through the Elliott's Cove site to Terry street (at the High School boundary) and also along the foreshore. Pedestrian access to the foreshore is provided directly on the site as well as from below the Iron Cove Bridge and from Victoria Road.

The site is also home to a number of common Bent-Wing Bats and any impact on this threatened species will need to be assessed.

1. GENERAL INFORMATION

1.1 Adoption Date

Development Control Plan No.27 - Old Balmain Power Station, was originally adopted by Council on 25 March 1997, and came into force when advertised on 1 October, 1997.

This Plan, as amended, was adopted on 17 January 2001 and came into force when advertised on 24 January 2001.

1.2 Land to which DCP No.27 applies

DCP No.27 applies to the area of land bounded by Victoria Road, Terry Street, Margaret Street, Elliott's Cove Site and Iron Cove. Refer to **Figure 1**, on the location plan below.

1.3 Relationship to existing LEPs and DCPs

DCP No.27 supplements the control of Leichhardt LEP No.20 - Residential Development and Conservation (gazetted 15.6.84) as amended by LEP No.118 (Gazetted 12.9.97).

DCP No.27 supplements the guidance provided by;

- DCP No.1 - Residential Development; and
- DCP No.17 - Energy Efficient Housing

This Development Control Plan also supplements the controls of Leichhardt Local Environmental Plan 2000 and the accompanying Development Control Plan 2000.

This DCP has been prepared in accordance with the provisions of Section 72 of the Environmental Planning and Assessment Act (EPA) 1979, and clauses 15-24 of the Environmental Planning and Assessment Regulation, 1994.

Under section 79C of the EP&A Act, Leichhardt Council is required to take DCP No.27 into consideration when determining development applications, to which this plan is relevant.

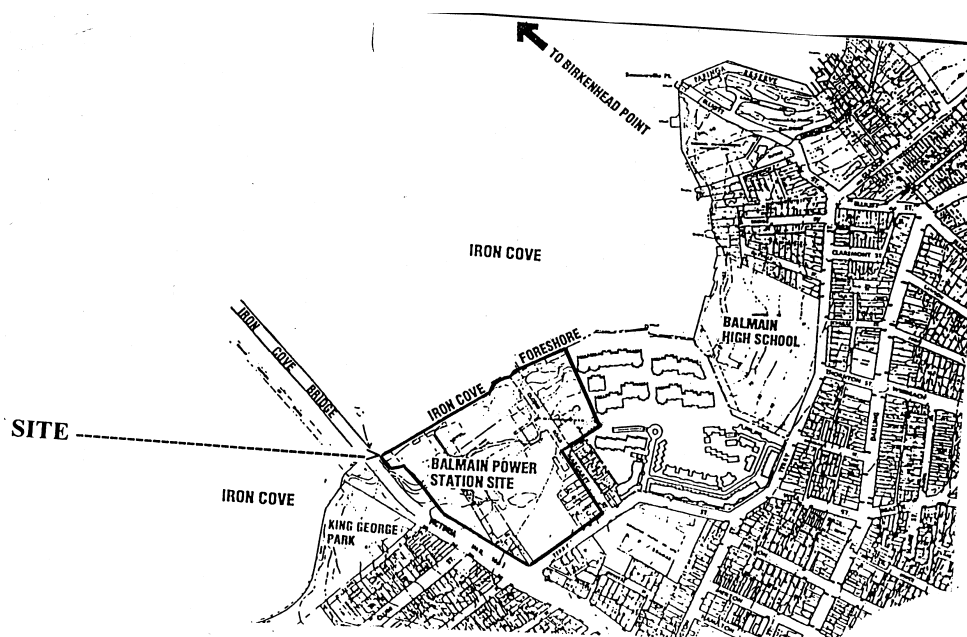


FIGURE 1: LOCATION PLAN

2. PLANNING AND URBAN DESIGN CONTROLS

2.1 Objectives: Urban Design & Environment (Figure 2 shows the Built Form Concept Plan for the site and Figure 3 shows the corresponding sections and elevations).

To utilise the topography to provide building platforms that step up the site and maximise the northerly aspect. To facilitate views out from the site.

To complement the terrace house forms across and behind Victoria Road (in south-west Rozelle) and in Margaret Street.

To provide a variety of housing types and sizes on the site, including affordable housing.

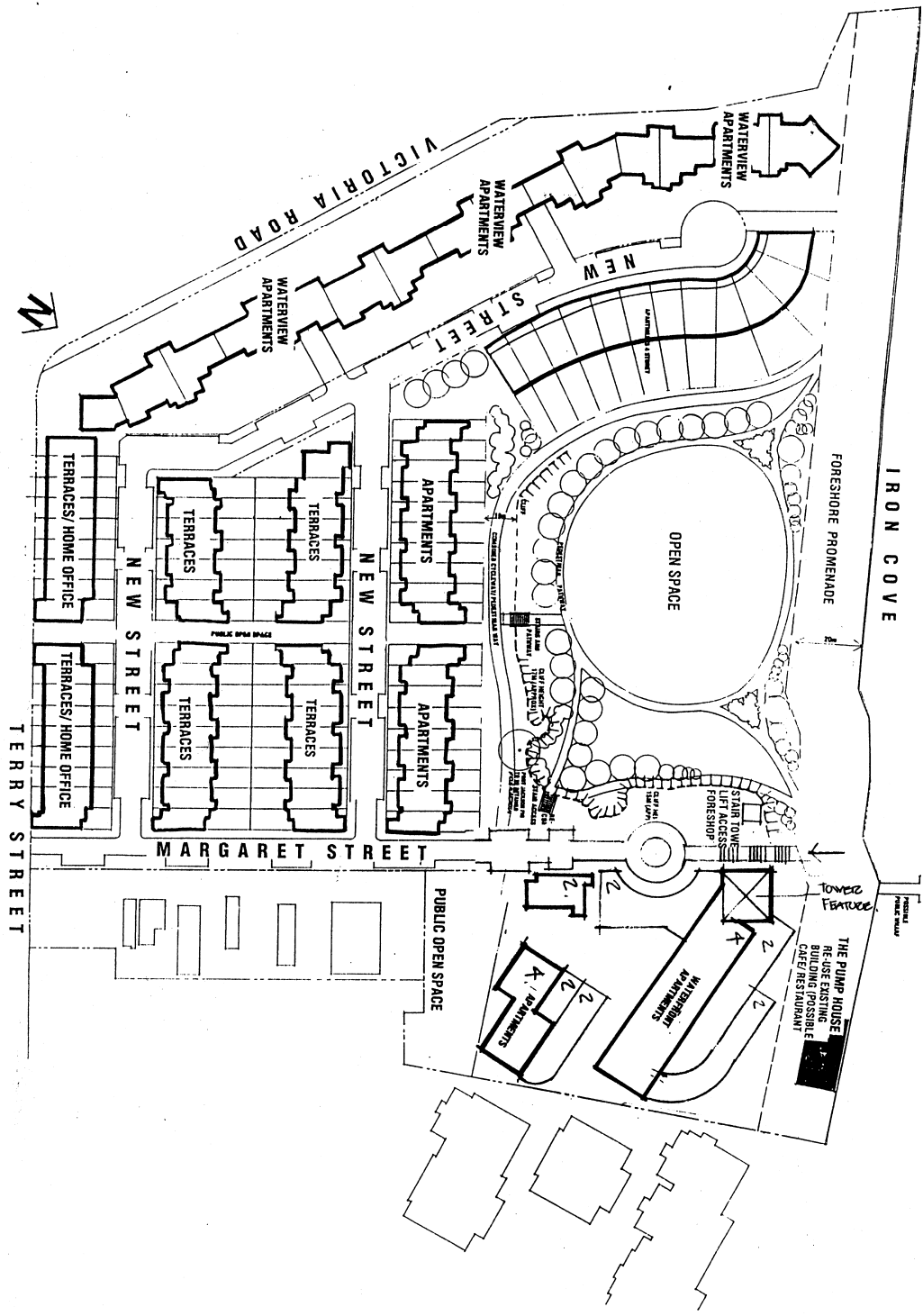
To develop an enclosing built edge to the open space that provides a sense of public space.

To provide a continuous building along Victoria Road as an acoustic barrier to the housing on the site whilst ensuring no detrimental acoustic impact on adjoining residences and open space.

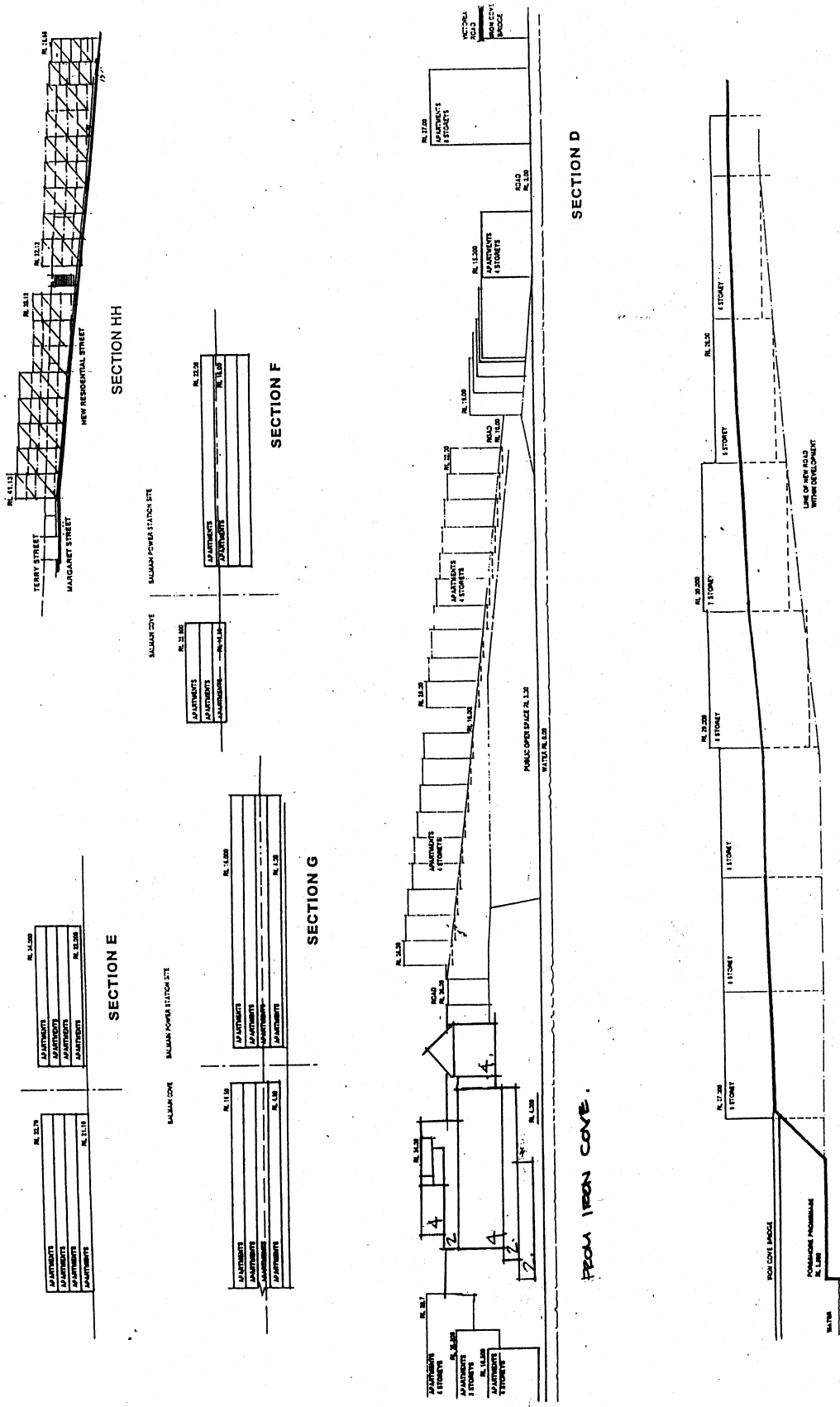
Urban Design Controls

- Buildings shall front and closely align with the street and open space systems; with bolder forms on the corners. Buildings shall complement the context, and reflect the variety and complexity of the area in terms of building and roof form, materials and architectural detail.
- Buildings to be set back a minimum of 4 metres from open space (except for 3 metres to side boundaries) excluding balconies which shall be set back a minimum of 2.5 metres (excluding corners).
- Reduce the apparent building bulk of the larger and taller buildings by horizontal and vertical articulation, architectural treatment, materials, colouring, etc.
- The development on the spur to be terraced to complement that on the adjacent Elliott's Cove site, as well as modelled to address the aspect to the south across the open space, and west across Iron Cove.
- The design and construction of housing shall comply with the controls and guidelines set out in DCP No.17 - Energy Efficient Housing.
- Commercial and community activities to serve the development and locality are appropriately located along Terry Street, in the heritage buildings and near the waterfront and accessible from Margaret Street.

- Commercial uses ancillary to open space and the Harbour as well as recreation services, are also encouraged.
- Structures fronting Victoria Road are not permitted to have a detrimental acoustic impact on residences and open space located on the opposite side of Victoria Road. An acoustic report is to accompany any development application for development of the section of site fronting Victoria Road.
- The applicant must demonstrate that dwellings to be considered 'Affordable Housing' comply with the Department of Housing Standards relating to minimum floor space, number of bathrooms/toilets and car parking.
- Structures fronting Victoria Road should not be higher than 4 storeys above the road centre line at any adjacent point and should be designed in a manner which will enhance the streetscape appearance of the development.
- Buildings located on the point shall not have a height in excess of four (4) storeys above existing levels at any point (with the lowest level commercial/service allied to an active waterfront and illustrated in Figure 3).



**FIGURE 2:
BUILT-FORM CONCEPT PLAN**



**FIGURE 3:
SECTIONS & ELEVATIONS**

ELEVATION FROM VICTORIA ROAD

2.2 Objectives: Open Space (See Figure 4 the Open Space Concept Plan)

To provide for a variety of spaces on the site catering for a mix of recreation activities, including children's play, informal games and sitting areas related to views.

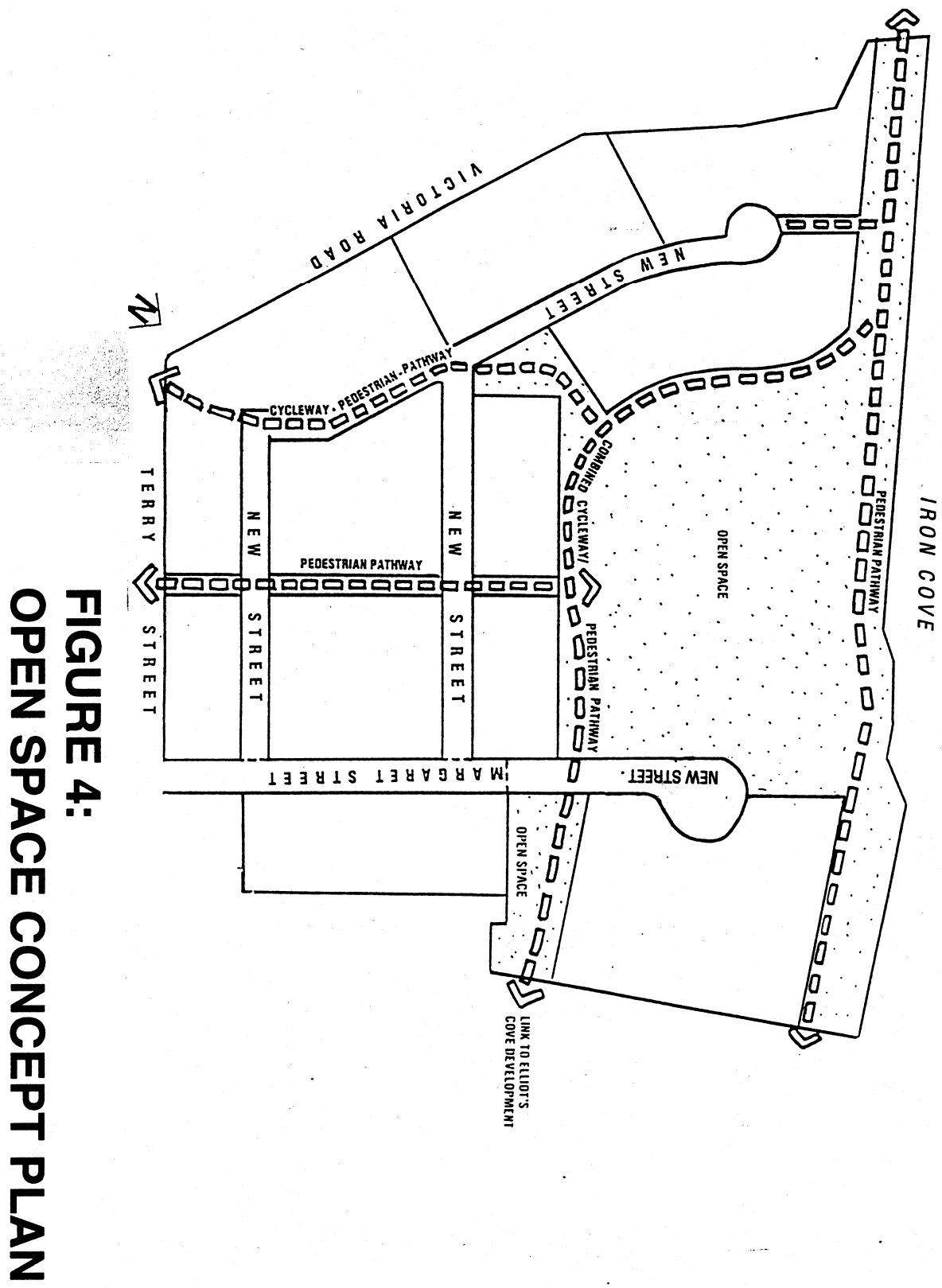
To provide a pedestrian access system through the site to facilitate access to the waterfront.

To achieve the full provision of open space on the site in response to the provisions of Council's Section 94 Open Space and Recreation Contributions Plan.

To facilitate pedestrian and cyclist links through the site and along the foreshore.

Open Space Controls

- Provide pedestrian and bicycle access and an urban promenade across the foreshore of the site to connect to the boundary of the Elliott's Cove Site and King Georges Park.
- Provide for a landscaped corridor, and pedestrian and cyclist links from below the Iron Cove Bridge rising through the middle level of the site to the end of Margaret Street and joining the mid site corridor through the Elliott's Cove Site to Terry Street at the Balmain High School boundary.
- Provide a large multi-purpose open space on the former Powerhouse building platform as a focal point, with easy access from Margaret Street and Victoria Road and broad views out.
- Provide for a landscaped pedestrian connection down the centre of the site from Terry Street to the foreshore.
- The edge between the open space and private activities shall be strongly delineated in terms of walls, plantings, and changes of level to minimise intrusion between public and private space, and to prevent privatisation of public space.
- The pedestrian network shall include links to the waterfront and views out with clearly signed public pedestrian access to the foreshore.
- The proposal shall incorporate s.94 Plan requirements for open space.



**FIGURE 4:
OPEN SPACE CONCEPT PLAN**

2.3 Objectives: Community Services

Explain on site, the history of the site.

Ensure that the development of buildings, public facilities and open space provides equitable access.

Community Services Controls

- Provide a centrally located *interpretation* facility, preferably overlooking the site, explaining the history of the site.
- Ensure any development takes into account the Australian Standard 1428 Design for Access and Mobility, Parts 1-4.
- The development provides for the increased demand for community services and infrastructure in accordance with Council's Community Facilities & Services Contributions Plan.

2.4 Objectives: Transport, Traffic and Parking

Provide a adequate access and parking on and off Victoria Road and through a public street system on this site to service all needs, including open space.

Provide for future servicing of the site by public transport including bus and ferry.

Transport, Traffic & Parking Controls

- Design street access via Margaret Street to Terry Street.
- Parking provision shall be in accordance with Council's DCP No.6.
- Provide visitor parking as easily accessed kerbside parking.
- Provide secure cycle parking to serve the needs of residents, visitors and users of the commercial centres, open space and public wharf.
- Provide safe access for pedestrians to and from the site.
- Design to include a limited access to the foreshore area including access to 35 Terry Street for maintenance and emergency vehicles.
- Proposal to incorporate s.94 Contributions Plan requirements for transport and Access - Balmain Peninsular - Residential Development.
- Proposal is to incorporate Roads and Traffic Authority requirements as set out in the attached at **Annexure 1**.
- Proposal to incorporate 3.5 metre road widening to Terry Street and Victoria Road.
- The extension of Margaret Street to service development on the knoll and access the foreshore, shall be dedicated to Council as a public road, and not form part of the quantum of open space.
- Make provision for a public wharf and possible ferry service off the end of Margaret Street.

2.5 Objectives: Landscape

To create a new landscape on the site (after remediation) representative of the species indigenous to the area, with more formal plantings to the foreshore promenade and street system.

To make a feature of the rock cliff exposed by removal of the power station.

To utilise the foreshore open space as a multi-purpose park.

Landscape Design Controls

- Site development and landscaping shall conform to Council's *Environment Strategy* and follow current best practice in terms of environmental sustainability.
- Plantings to provide screening between buildings/dwellings and between buildings/dwellings and open space.
- Plantings to provide a carefully designed layout of faster and slower growing species to provide and then maintain optimum effect.
- Landscaping shall be a mix of formal plantings to the foreshore promenade and street system, with contrasting informal plantings of native species, and permaculture gardens in the open space corridor.
- Surface rock and rock cuttings are to remain exposed wherever possible.
- Retain and re-establish the habitat, and flora of the site as appropriate.
- Retain the fig trees as a feature above the cliff at its south-eastern corner, and on the boundary with the Elliotts Cove site..

2.6 Threatened Species Conservation Act 1995

A preliminary assessment of endangered mammals, birds, reptiles, amphibians and flora, was conducted at the Balmain Power Station site by the Australian Museum Business Services. The only threatened species located at the date of the study was the presence of a small number of roosting individuals of the Common Bent-Wing Bat, *Miniopterus Schreibersii*, listed in Schedule 2 of the Threatened Species Conservation (TSC) Act, 1995.

Any possible impacts on threatened species by a development must undergo assessment by the developer according to the eight factors listed in Section 5A of the EP&A Act 1979, to determine whether the development is likely to have a significant impact on threatened species, population or their habitats. If there is likely to be a significant impact, then a Species Impact Statement (SIS) must be prepared in accordance with the TSC Act and lodged with the Development Application.

ANNEXURE 1 - ROADS & TRAFFIC AUTHORITY REQUIREMENTS

“ With regard to proposals for a loop road under the southern most span of Iron Cove Bridge, the Authority wishes to retain the option of providing a one way loop road. In addition to the loop road the Authority wishes to retain the option of providing a sixth lane on Iron Cove Bridge with associated approach lanes. This proposal is outlined on the attached Plan No.0165.255.SP2501, a copy of which has previously been forward to Council.

The Authority is agreeable, subject to acceptance by Council of the conditions set out below, to the provision of Traffic signals at Terry Street. The conditions are as follows:

- The full cost of the signals is to be provided by Council (through a development levy).
- A left turn slip lane is to be provided on Victoria Road between Iron Cove Bridge and Terry Street at the developer's cost.
- The signals will allow a right turn from Victoria Road into Terry Street and a left turn out of Terry Street but would not permit a right turn from Terry Street into Victoria Road. In addition the signals would not provide a signalised crossing of Victoria Road.
- The traffic signals at Moodie Street would be removed to facilitate an adequate right turn bay/facility into Terry Street.
- The signals would form part of a traffic management scheme for Victoria Road which provides tidal flow arrangements between Iron Cove Bridge and Roberts Road. This tidal flow scheme would provide four lanes in the peak direction of flow and largely eliminate congestion at Darling street and impediments to enhance public transport.

With regard to pedestrian facilities across Victoria Road in the vicinity of Terry Street, it is noted that the number of pedestrian movements is small and there is a nearby pedestrian underpass at Iron Cove Bridge. However, it is accepted that pedestrian numbers will increase substantially with the redevelopment of 35 Terry Street, and there have been fatal pedestrian accidents in the vicinity in the past.

The site is considered inappropriate for a privately funded bridge carrying advertising because of its proximity to the proposed Terry Street traffic signals. However, The Authority supports the construction of a pedestrian over-bridge in the vicinity of Terry Street, in the expectation of greater pedestrian traffic with the proposed redevelopments. It is desirable that all or most of the funding be provided by the developers as it is not possible to indicate at this time if or when the Authority funds could be made available. “