

**1 Scott, Noreen**

**From:** byroneforms <byroneforms@byron.nsw.gov.au>  
**Sent:** Tuesday, 9 January 2018 4:57 PM  
**To:** submissions  
**Subject:** FW: Submission from Peter Page Objection 10.2017.678.1  
**Attachments** form.xml; receipt.pdf

**From:** byroneforms  
**Sent:** Tuesday, 9 January 2018 4:57:08 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** byroneforms  
**Subject:** Submission from Peter Page Objection 10.2017.678.1

**Form Name:** Submission lodgement form  
**Submission ID:** SUB10129

**Submission -**

**Type of submission:** Objection

**Submission:** Land in close proximity to the railway corridor should not be available for development and development applications to build accommodation on such land should be refused. It's by no means certain that the rail corridor will never have train services re-established on it. Many local and regional people are lobbying and campaigning to have rail services restored to the region and to this rail line in particular. It is nuts and in my opinion immoral to be selling this land and approving new accommodation developments in close proximity to the rail corridor. The general public is under the impression that the sale of property in this rail corridor can only be approved by an Act of the NSW Parliament, so why is this development application even being considered or allowed? And even if the application and approval is lawful, approval should be refused. The approval of this development and the building of this accommodation will severely constrain attempts to later :  
the in

**ott, Noreen**

**From:** David Hauserman <driftwood@me.com>  
**Sent:** Tuesday, 9 January 2018 4:23 PM  
**To:** submissions  
**Subject:** 10.2017.678.1

Dear BSC,

I object to this application DA.10.2017.678.1 as it proposes to use railway land which should not be sold to developers

Yours Sincerely

David Hauserman  
2 Luan Court  
Byron bay  
NSW 2481

**Scott, Noreen**

**From:** M Gardner <mgardneridea@gmail.com>  
**Sent:** Wednesday, 10 January 2018 4:03 PM  
**To:** submissions  
**Subject:** DA 10.2017.618

Submission DA 10.2017.618

I object to several features of this development.  
I object to the selling off of the public rail corridor for private use

I read in the papers that 'purchase of the rail corridor land was required so the development would not exceed the maximum ratio between floor plan and the site, which is capped at 60%.' I am uneasy with development pushing for larger and larger floor plans per site. I note that the railway land has been set aside as clearance space to accommodate vibration from trains. Now there is a train running on that line and the safe zone for these impacts is needed.

I also strongly object to the design which repeatedly exceeds the building height restrictions of 9 metres. This planning regulation is not to be changed by precedent and various 'permission creep'. I strongly object to developers seeking to change it in practice when its writing is still in effect.

I also note that this DA is for residential development. What is to ensure that this development is actually residential and does not more units for holiday letting or tourism? This issue is an important one, still unresolved right now. The location is in a tourism area, between hotels and in fact seeks to demolish an existing hotel in its own construction. Depending on how this issue is resolved, this development would likely be in a tourism section of town.

These are my concerns and objections. I believe the design should be modified to fit the site and stay within the height limits without purchasing public lands and seeking exceptions to Byron planning rules.

Mary Gardner  
2/17 Mahogany Dr  
Byron Bay NSW 2481

**Scott, Noreen**

**From:** byroneforms <byroneforms@byron.nsw.gov.au>  
**Sent:** Wednesday, 10 January 2018 3:19 PM  
**To:** submissions  
**Subject:** FW: Submission from Alan KENNEDY Objection 10.2017.678.1  
**Attachments** form.xml; receipt.pdf

**From:** byroneforms  
**Sent:** Wednesday, 10 January 2018 3:19:10 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** byroneforms  
**Subject:** Submission from Alan KENNEDY Objection 10.2017.678.1

**Form Name:** Submission lodgement form  
**Submission ID:** SUB10137

**Submission -**

**Type of submission:** Objection

**Submission:** I wish to object to this development application on the grounds that it will have a significant increase to the bulk and scale which not in accordance with the DCP, as well as the additional traffic generated and the intention by the development to utilise adjacent railway land to overcome floor space ratio issues caused by the intensification of use proposed. The loss of the railway service to Byron Bay and the opportunity for its reinstatement in the future will only be further restricted by the development proposed. Thank you for your consideration in this matter

Chief Executive  
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P O Box K606  
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10 January 2018

Byron Shire Council

## Submission on A. 10.2017.678 1

### Introduction

Action for Public Transport (NSW) Inc has been campaigning for public transport since 1974. We make this submission on the development application for Wollongbar Motel site D.A. 10.2017.678.1

### Discussion

We are concerned for the preservation of transport corridors. In this case, the corridor is the Casino-Murwillumbah railway, on which services were suspended in 2004. We submit that the corridor would be very useful for future public transport in the region. Noting the importance of tourism to the region, and the traffic congestion on north-south main roads generally between Ballina and Brisbane, we suggest that restoration of regular public transport should be provided for.

We refer to the document "The Byron Line", dated June 2016, prepared by the Mayor and others. It shows a vision for the future which includes public transport. We too have a vision, but we take public transport further. We think the NSW and Queensland governments should work together and obtain a Federal contribution for development of public transport services in the cross-border region stretching from Ballina to the Gold Coast.

In particular, there are possible routes Ballina-Coolangatta (Qld) via the coastal towns and Casino-Lismore-Byron using the abandoned rail corridor. Regardless of whether standard- or narrow-gauge heavy rail, long-distance light rail or indeed any vehicles on an exclusive right-of-way, the public transport services need to reach town centres if they are to function efficiently. This will require unbroken corridors. Byron could be the interchange point for east-west and north-south services and might well require a full-width corridor so that services operating on different technical standards could all use Byron station.

The development application made for Wollongbar Motel site apparently intends to use the railway land as a device to increase the permissible floor space. This would not be possible without the sale of the railway land to the private developer by Transport for NSW. It appears that this is exactly what is proposed. The result and

I strongly oppose this short-sighted action by Transport for NSW and we believe the Council should also strongly oppose this use of railway land, in the interests of public safety and the environment.

## **Conclusion**

We think the application should be rejected on the ground that transport corridor land is not appropriate for inclusion in calculations of floor space ratio.

Jim Donovan  
Secretary  
Active