

From

PN: 218430
BYRON SHIRE COUNCIL
DOC NO:
REC'D: 27 APR 2018
FILE NO: A74275
ACCTG:

RECEIVED BY FRONT COUNTER
27 APR 2018
mem
BYRON SHIRE COUNCIL

I TOTALLY OBJECT
TO THE VERY INAPPROPRIATE
DEVELOPMENT (YOGA RETREAT
CORLAMON SCENIC DRIVE)

THIS ROAD ± DRIVE
ALMOST EVERY DAY IS
VERY DANGEROUS FOR EVEN
A SMALL AMOUNT OF CARS
LET ALONE 300 OR SO
MORE. YOU TAKE YOUR
LIFE INTO YOUR OWN HANDS
AS IT IS AS I HEARD
IF THERE IS NO COME BACK
AFTER AN ACCIDENT AS IT IS
NOT LIKE MARKET.

PLEASE DONT ALLOW THIS
TO HAPPEN. IT WILL KILL
WHAT LEFT OF MULLUMS FEEL

To: Byron Shire Council
70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

PN: 218430
BYRON SHIRE COUNCIL
DOC NO:
REC'D: 18 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viel

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

The sheer large scale of this application will mean:

- 1 A substantial increase in traffic on the already narrow & winding Coolamon Scenic Drive*
- 2 A large increase in noise carried from 239 "unfettered" campsites to the surrounding low-key residential homes, and to established wildlife & grazing areas.*
- 3 A very substantial strain on Mullumbimby's sewerage system.*
- 4 A severe impact on surrounding areas during periods of heavy rainfall.*

This is a totally inappropriate DA for a township of just over 3,500 people.

239 campsites + 12 cabins = minimum 500 extra people = a 15% increase!

Allowing public access to the enormous "YOGA" facility & day spa would further exacerbate all of the above.

Name

Address

This form MUST reach council no later than 26th April 2018



CRM - eServices Report It

CRM Dates: All dates to re-categorise

Printed on: 27/04/2018 at 8:49:54AM

CRM Reference Number: 030.2018.00006504.001

[click here to view CRM record](#)

I am in protest of the proposed camping development comprising of 239 campsites 12 cabins a yoga studio kiosk and a 6 bedroom manager's with 7 bathrooms in addition each camp site under current legislation is able to accommodate 12 people that is a potential total of 2,800 people. The potential effects of this development on the local community are , * Increased traffic chaos in the local area-Up to 270 cars on-site * Increase in the parking chaos already being experienced in Mullum * Increased contamination of the local river system from gravel road run-off * Increased foot traffic and noise in our neighborhood * Intersection delays on Coolamon Scenic drive and Main Arm Road would be much worse than it is now already experiencing.

Report It - Generic Data Entry (24/04/2018 12:06:31PM)

Location of issue

Additional location details (e.g. opposite high school, near the boat ramp, house or unit number, etc)
Coolamon scenic drive

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ASSIGNEE: V. V. I.

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I oppose the above-mentioned development application for the following reasons;

I live in Gordon Ave. and use the main
Arre Road / Coolamon Sc. Dr. T-intersection
to go into town. To substantially
increase the traffic at that intersection
makes it much more difficult to na-
vigate and unsafe as far as I am con-
cerned. Furthermore the number of new
"campers" would contribute to an already
stretched parking situation in town
and worsen the pothole numbers &
sites. I will also be affected by the
noise coming from that camp ground
or wherever it will be used for in
future. I'm unwell and

P.T.O.
D

2482

struggling with noise sensitivity
and at the moment I live in
a very quiet neighbourhood and
therefore I'm able to cope.

More traffic on Colson or scenic
Drive, Main avn Road or in Town
and more noise are considerable
stressors for me and would
subtract from my life's quality
substantially. The impact that
the development would have on
the river system and sewage system
I cannot foresee but I am
concerned about either.

Full functioning already has 2 camp-
grounds and I don't see the
need for a third one of this
size at all. It might be used
for some other purpose in the
future. And events we, the seire
surely have enough of them as
it is. Thank you
D

To: Byron Shire Council

70-90 Station Street
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DOC NO:
REC'D: 19 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viet

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I oppose the above-mentioned development application for the following reasons;

Even more traffic on already unsafe and sub-standard roads
Main Arm road is an ongoing joke!
More people with limited parking in Mullumbimby "village"
Extensive (gravel) road network on proposed site - more erosion, run-off into existing water-courses
Loss of rural amenity for surrounding neighbours... thin edge of the wedge regarding development compliance

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Submission in relation to;

Development application number: 110/2018

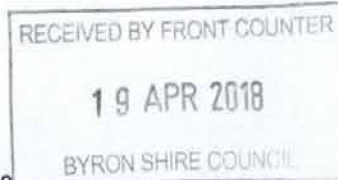
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I oppose the above-mentioned development application for the following reasons;

- too high an increase in numbers of an already crowded town
- bad for nature
- bad for residents near by + of Mullumbimby in general

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BYRON SHIRE COUNCIL

With reference to the DA for the proposed tourist accommodation camping ground at 1897 Coolamon Scenic Drive, we would like Councillors and Staff to consider our concerns. We have lived at 26 Coolamon Scenic Drive, just 3 houses and about 150 m from the site for the last 12 years. From our observations and experience we offer the following:

1. TRAFFIC ISSUES

While the concept of a camping ground in Mullumbimby does have some merit, we are concerned about that number of camping sites seems excessive and potentially could attract 1000's of campers at any one time.

The level of increased vehicle traffic travelling both north and south on Coolamon Scenic Drive will, without any doubt, have serious consequences, The road is narrow, very windy road and quite unsafe for drivers inexperienced in its topography.

While council has recently done work in some sections with line marking, installing a ridiculous amount of arrow signs and widening the road on a couple of corners, it remains one of the Shire's beautiful but very challenging roads. In the last 12 years, as population and tourist numbers grow, we have seen a marked increase in traffic travelling in both directions passed our house, particularly since Google maps directs traffic to Mullum on this route. It is shorter in distance than the safer Gulgan Road/Argyle Street access but longer in time and far more dangerous. We have written to Google Maps twice to rectify this situation but it continues.

This north section of Coolamon Scenic Drive from Main Arm Road in Mullum to Tweed Valley Way at Ocean Shores is a road not for the faint hearted. and accidents and near misses are not uncommon.

The proposed access at Chinbible Street off Main Arm Road, will inflict a huge increase in traffic on this traditionally very quiet little street. Currently it services approximately 30 houses in Chinbible and Warina Place. While we don't believe the access to Chinbible Street is unsafe, the intersection at Main Arm Road and Coolamon Scenic Drive certainly is. We have observed a dramatic increase in traffic since the access from Tallowoods Estate along Clays Lane was opened. Peak hours from 8 – 9.30 am and then 3-5pm now sees traffic backing up along Main Arm Road and drivers often making frightening choices on this uncontrolled T intersection.

From our experience, travelling from Mullum along Murwillumbah Road and continuing straight ahead along Coolamon Scenic Drive to our home should be a simple task but in fact, takes a battle of will, flashing headlights and direct eyeballing of the driver waiting on Main Arm Road to ensure that he/she understands you are continuing straight ahead. Most drivers waiting at the interestection expect cars to

be turning left onto Main Arm Road, as is more common. The lack of blinkers does not ever ensure safe travel forwards. It is a challenging, life threatening intersection for both pedestrians and vehicles.

PEDESTRIAN ISSUES

While the proposed camping ground is within a reasonable walking distance to town and also an easy flat bike ride, pedestrian and bike access along Coolamon Scenic Drive poses another challenge. Currently the shared bike/pedestrian footpath does not continue passed the Main Arm Road intersection.

While there is room on the grass verge for walking north, virtually everyone choses to walk on the road because the land slopes down towards the creek.. Travelling south into Mullumbimby there is absolutely no room to walk anywhere other than the road due to the steep embankments. This is another very dangerous situation for unfamiliar tourists to be considered.

To extend the existing path north for the approximately 350 metres to service the development would be very costly to council and may not even be possible due to pinch points.

FLOODING

Our property backs directly onto Chinbible Creek and from our back verandah high about the creek flat we observe very fast flowing floods several times a year.

The creek, which is generally about 3- 4 metres wide, often breaks it banks during heavy rainfall to an additional 30 metres in width. The water rises to around 1.8 meters deep along the flood plain/creek flat, though in the last flood it actually rose to about 3 metres deep for a short period. The flood waters deposit huge piles of debris, large logs, and general rubbish, that doesn't get washed out to the Brunswick River, on our land. We clean up after each event and generally create at least an 8 - 10 cubic metre burn pile on our land.

Being so close to the tidal Brunswick River, we find the flood generally subsides quickly with the outgoing tide but in the meantime, it is very unsafe to be in any proximity to the very fast flowing water. The bottom 2/3rds of our ½ acre block is basically unusable because the creek rises so quickly and so often. We have planted over 250 trees and lomandras on this land and about 230 have been washed away over the years.

The floodwaters have a strange fascinating attraction to watch and would no doubt draw tourists on site at the time, to observe the phenomena. Their safety must be considered before approving this development.

THE TWO DAMN VISIBLE FROM COOLAMON SCENIC DRIVE

The construction of the two dams has had a marked effect on Chinbible Creek. During dry times the level of the creek has lowered dramatically and flow of the creek stops for much longer periods. We have a small waterfall on our property and have observed that it stops flowing far more often than the previous 11 years that we have lived here. We are concerned about how the large dams have impacted the natural flow of the creek.

There has also been an observable decrease in wild life in the last year – we have always had a large population of water dragons, eels, tortoises and fish which seem to have diminished in recent times. We are very concerned for the long term impacts of the dams on the biodiversity of the creek wildlife – perhaps it will improve – perhaps not – we do not have the expertise to make an educated opinion but can only report on our observations for your consideration.

THE PROPOSED BLACK TEMPLE YOGA STUDIO

The architectural design of the proposed Black Temple, its 38m length of the building and inclusion of a kitchen suggests that there are underlying plans for this building far exceeding yoga classes. In a town with numerous existing yoga studios and public halls offering yoga, pilates, dance and fitness classes at all times of the day and evening it is difficult to imagine the needs for expansion of this kind of facility on such a large scale.

It is not unreasonable to expect that this building will be venue for celebratory and promotional events, weddings, parties, conferences and any number of other possibilities. A "yoga studio" sounds quiet and peaceful, but we strongly believe that while some yoga classes may occur in this space, to call it that is generally a ruse to cover for far more lucrative activities.

We have grave concerns for noise impacts on our and our neighbouring family's lives. We do not look forward to our community having to monitor activities on the site and the inevitability of making compliance complaints should this development go ahead.



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Extra pressure on all the local resources roads, water, garbage traffic + parking - in an area with narrow road access from 'Coolamon Scenic' drive - which will also be taking a huge amount of extra traffic both ways. Noise pollution to all the surrounding properties. Traffic congestion at main Arm rd junction. If this is Mr Franklyn's "personal" response to a traumatic world he needs to realize that Mullumbimby will be extremely traumatized by his 239 site vegetarian camping ground. He should have put his proposal before Council before buying the property.

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FILE NO: A74275
ASSIGNEE: V. V. V. V. V.

30/4/18 - CHRIS LARKIN ADVISED IT
WAS OK FOR LATE SUBMISSION
TO RESIDENT.

RECEIVED BY FRONT COUNTER
30 APR 2018
BYRON SHIRE COUNCIL

Acting General Manager
Byron Shire Council

Submission - DA 10.2018.110.1

1897 Coolamon Scenic Drive (Lot 4, DP.874378)

The Flood Report which forms part of this DA was only placed on Council's website at 3.45pm on Friday 20 April, and then only in black and white when the flood contours should be shown by colour shading, and was therefore on exhibition for six days only.

The Report addresses design flood levels and the impact of the development on flood levels, but ignores the impact of flooding on the development. While it appears that most of the proposed camp sites and facilities are above the 1% flood level, the internal roads appear to be cut in several places, dividing the site into three or four isolated areas at that flood level.

The Floodplain Development Manual (2005) makes it quite clear that the possible impact on public safety of floods greater than the 1% flood must be taken into account by considering matters such as evacuation procedures and routes, but this has not been done in this Flood Report.

It appears that larger than 1% floods at this site would mean that many people would have to evacuate by moving uphill into the bush, with no easy route to any sort of shelter. This in itself would be a significant threat to their safety. The only way to avoid such a dangerous situation would be to have an evacuation plan that ensured that vulnerable areas were completely evacuated before the internal road network was cut by rising flood waters. This would be difficult to achieve if flood waters were rising rapidly, particularly at night and/or in cyclonic conditions.

The site appears to be unsuitable for such a development unless a practicable flood evacuation plan can be put in place.

30 April 2018

To Byron Shire Council,
30-90 Station Street,
Mullumbimby.

PN: 218430
BYRON SHIRE COUNCIL
DOC NO:
REC'D: 19 APR 2018
FILE NO: A74275
ASSIGNEE: V. V. I.

Submission in relation to:
DA 10.2018.110.1
1897 Coolamon Scenic Drive,
Mullumbimby.
Tourist Accommodation

We live in Laurel Avenue, which is the last street on the right as you leave town on Coolamon Scenic Drive, and only a few hundred metres from the proposed development.

Concerns:

1. When turning (across oncoming traffic) into Laurel Avenue, the line of sight along Coolamon Scenic Drive is very short. Turning across the incoming traffic to enter Laurel Avenue requires a great deal of care as vehicles (many travelling too quickly) appear suddenly from around the curve. With increased traffic this danger will be exacerbated. The developer should be required to address this.
2. At the moment, there is no pedestrian access from the site to the Main Arm Road intersection. Pedestrians will have to walk on Coolamon Scenic Drive. The developer should be required to construct a proper pedestrian/cycle way from the site entrance to Main Arm Road intersection, with a pedestrian island to assist crossing this very busy road.
3. When we saw the proposed cost of the development, we thought that there must be a zero missing. This proposal looks very much like a "development on the cheap". Mullumbimby and the Byron Shire deserves much better than this. The lack of properly constructed and paved roads and parking places within the development, will ensure a quagmire in wet weather.
4. The infrastructure of Mullumbimby is in a poor state of repair, with pot holed streets, archaic drainage, lack of car parking and dangerous intersections. Under the proposed development, there could be hundreds of extra people staying from time to time. This will overwhelm Mullumbimby.

19-04-2018

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ASSIGNEE: V. Niel

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I oppose the above-mentioned development application for the following reasons;

I agree with all the potential effects that have been listed
It is hard enough getting on to Coolamon Scenic Drive off
The Main Arm Road now. You stop at the three way sign and
take off and next minute you have a car right behind you
I was coming home the other day and the traffic was
line up from the three way sign to well pasted the
showground I will admit it was market day but
other days it has been 3/4 the way.
The camp sites will probably get a lot more campers in

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I oppose the above-mentioned development application for the following reasons;

- It will increase the flow of traffic, in and around Mullum as well as add to the already big parking problem within Mullum
- Mullum is overcrowded as it is we don't need 20% more people.
- The impact on nature of this DA is huge. Currently the proposed site is verdant, peaceful + home to many birds, critters + foliage
- Disruption for neighbours + residents of Coolamon

.....
Scenic
Dr
& Chimbible
Ave.

BYRON SHIRE COUNCIL
DOC NO:
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ASSIGNEE: V. VIER

SUBMISSION REGARDING DA 110/2018

I wish to record my objection to the DA for 1897 Coolamon Scenic Drive, Mullumbimby.

I own and live at _____ and strongly object to a "Tourist Resort", which is mainly a very large camping park, being established on rural land (RU2 Rural Landscape Zone) with access from an already dangerous road.

With the advent of GPS in vehicles, I have witnessed more heavy traffic on Coolamon Scenic Drive. One semitrailer could not negotiate a bend and closed the road. I was forced to turn my vehicle around and retrace my route. It is frightening to meet large 4WD vehicles pulling long trailers. The road is only suitable for light traffic.

Over time, I have had drivers lose control of their vehicles and end up in my paddock, the latest one being in March 2018. If this development is approved, it would increase the volume of traffic tremendously and the danger. There are no pathways and for the most part, very little shoulders on the road where people can walk safely.

To allow this development would be totally against the ambience of the area and in my opinion an environmental disaster, as well as against Council's own description for the area – "small scale tourism and low impact". This DA does not comply and would indeed change the rural character of this area.

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I oppose the above-mentioned development application for the following reasons;

Too BIG - TOO MANY
PEOPLE IN A RURAL
AREA + LITTLE TOWN.
- A SMALLER CAMP WOULD
BE OK. I THINK - MUCH
SMALLER!

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I oppose the above-mentioned development application for the following reasons;

- The two Campgrounds already in Mullum are hardly ever full.
- Mullum town does not have the facilities to accommodate an influx of more people
- Remaining wildlife & precious vegetation

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I oppose the above-mentioned development application for the following reasons;

This da sets ~~and~~ up a completely new precedent, which is out of context with the town and the "developments" immediate surrounds.

The sheer scale and "sudden appearance" of this da make me wonder if any sort of due process has been followed.
+ traffic / access / loss of amenity etc, etc.

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Phone

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I oppose the above-mentioned development application for the following reasons;

Environment
+ Impact on Mullum Culture.
1/3 Impact of Alcohol + Drugs.

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I oppose the above-mentioned development application for the following reasons;

- Lack of appropriate infrastructure in the Town including
 1. Road Safety Issues - Narrow road, vegetation close to road and fast traffic on Coolamon Scenic drive + intersections to Laurel Avenue + Main Ann Road.
 Paths for Pedestrian + Cycle traffic is non-existent from Main Ann turn to the DA site.
 2. Town Parking is at a premium at present! where will visitors park?
 3. Water + Sewerage - We already experience lack of water pressure in Laurel Ave. during drought periods when pressure reductions are imposed!
 4. Flood + Fire Risks - Risks are increasing due to climate change
 5. Noise impacts.

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omg!!

I oppose the above-mentioned development application for the following reasons;

PLEASE SAVE
BEAUTIFUL WIS
MULLUM!

ITS BECOME TOO
BUSY ALREADY!

Ⓟ PEACE AND LOVE ♡
THANK YOU.

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I oppose the above-mentioned development application for the following reasons;

- It is far too big a tourist offering for Mullumbimby.
- There are already plenty of camping & caravan offerings operating - at less than 100% capacity
- The local community are in opposition
- The proposal is a fire and nature habitat risk.

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DOC NO:
RECD: 23 APR 2018
FILE NO: A74275
ASSIGNEE: V-VIEL

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- current sewerage problems within Mullumbimby will be impacted by the development application number: 110/2018.
- potential health and safety risks due to increase usage of the road by cars and lack of footpath access to the site.
- impact on the wildlife

RECEIVED BY FRONT COUNTER
23 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

Mullum is too crowded already.
Loss of lifestyle.
No more deafening thump parties
Rather permanent campground
places for the homeless



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
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Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

We need to keep our nature!
No more big town.

RECEIVED BY FRONT COUNTER
23 APR 2018
<i>mm</i>
BYRON SHIRE COUNCIL

23 April 2018

PO Box 469 (Lot 2 Synotts Lane)

Mullumbimby NSW 2482

To the General Manager

Byron Shire Council

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 23 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viet

Re: DA 110/2018 – 1897 Coolamon Scenic Drive, Mullumbimby NSW 2482

Please find our attached objection to this Development Application.

RECEIVED BY FRONT COUNTER
23 APR 2018
<i>mem</i>
BYRON SHIRE COUNCIL

<p>2.2 RU2 Landscape To encourage sustainable primary industry production by maintaining and enhancing the natural resource base. To maintain the rural landscape character of the land, To provide for a range of compatible land uses, including extensive agriculture, To enable the provision of tourist accommodation, facilities and other small scale rural tourism uses associated with primary production and environmental conservation consistent with the rural character of the locality, to protect significant scenic landscapes and to minimise impacts on the scenic quality of the locality.</p>	<p>The property is not well removed from agricultural activities. The property is surrounded by working beef cattle farms and plantation timbers. There is one farm immediately to the north where buildings will be close to property boundaries. The land owner has obviously cleared many trees, and certainly not only camphors.. I believe there are no approvals for the converted structure as a dwelling in fact there are people still living in this property and works continue to the rebuilding of it.</p>
<p>Clause 6.8 Byron LEP Tourism assessment 10 The objective of this clause is to ensure that tourism development in Rural and natural areas is small scale and does not adversely impact on the agricultural production, scenic or environmental values of the land 2) This clause applies to land in the following zones a. Zone RU1 primary production b. Zone RU2 Rural landscape</p> <p>6.8 3) Development consent must not be granted to tourism development on land to which this clause applies unless the consent authority is satisfied that: a. there is, or will be, adequate vehicular access to and from a road, other than a classified road, taking into account the scale of the development proposed, and</p> <p>b. the development is small scale and low impact, and</p>	<p>Whilst this is a permissible use there are several issues.</p> <ul style="list-style-type: none"> - The plans show This development will be clearly visible from Coolamon Scenic Drive, approved dwellings surround the property. A visit to each of the adjoining properties will clearly show this. The proponent even shows a view from his property to a dwelling on the northern boundary. There are dwellings that sit above this property that will clearly look over this - The proponent states it will not be seen as boundary trees will be retained. Many of these trees and palms have already been removed. You could never see as much of the property before all the clearing was done. I didn't even know the bails were there until it was all cleared. - It should be noted that working farms surrounding this use chemicals etc in their every day farming. It would not be appropriate to have a camp ground beside such existing agricultural land. - The land owner has stated that he wants it to be a "vegan retreat". How long before he tries to stop the adjoining farms from using chemicals and doing what they need to do to maintain their farms? - This development is not small scale. Whilst it is on 16 ha, the 239 campsites, 12 cabins and 6 bedroom house are capable of having in excess of 2500 people on site. This is a massive intrusion on the quiet lifestyle of this part of town and an already bulging at the seams town. <p>a) The existing access onto Coolamon Scenic drive is dangerous. There have been many accidents on this section of road that has an open speed limit. There is no vision from the property driveway with large vehicles and cars where there could be up to 270 vehicles in and out several times each day.</p>

c. the development is complementary to the rural or environmental attributes of the land and its surrounds, and

d. the development will not have a significant adverse impact on agricultural production, amenity or significant features of the environment

4) Development consent must not be granted for the purpose of tourism development on land to which this clause applies unless
a) the lawfully erected dwelling house or dual occupancy (attached) is situated on land, or

b) a dwelling house may be erected on the land under this plan

5) Development consent must not be granted to development under subclause(4) if the development:

(a) includes an ancillary caretakers or managers residence, or

I live on Coolamon Scenic Road and have near incidents almost every week. We help people who have had accidents at least once every 2 months. It is one of the most dangerous roads in our shire, and to add a massive tourist facility to this is insane and only asking for more accidents and fatalities.

b) The development is large scale when it can be utilised to 12 persons per site. This could equate to more than 2800 persons on site. This will disrupt the peaceful amenity neighbours now enjoy. The social impact statements also talks about tourist activities. Noise and visual impact to adjoining properties will be large as well as to noise in town

c) The developer has already cleared eucalypts on the property. 239 sites is not complementary to a rural environment where houses adjoin. These are working farms. This will be disruptive to the rural lifestyle just by sheer numbers. How are 5 amenities blocks going to be hooked to the sewerage system? Where are these ET's coming from? It will visually impact with so many buildings, tents, cars. This is not rural landscape development.

d) 3m setbacks from side boundaries where adjoining dwellings are located can not be considered as having minimal impact on amenity. These sites that can have 12 persons each will impact neighbours with at least noise and vision.
Tresspass will impact adjoining owners of Mount Chincogan and our property which already is impacted as we have the hill that overlooks Mullum. This will impact our privacy as well as works that are carried out on our farm.
The 10m setback from Coolamon Scenic drive will put it in clear vision of local dwellings and those travelling along Coolamon Scenic Drive. It is out of character with the rural properties surrounding it. It is not just stock grazing adjacent. Many dwellings look onto this property it what could become a tent city.

a) The proposed dwelling house seems extravagant for a managers residence with 6 separate bedrooms in clusters of 2 and 7 bathrooms.
It should also be noted that the bails has already been illegally converted into a house that has tenants living in it with a development application currently with council for its use. 750/2017 Use of Structure as a Dwelling House.

<p>(b) is for the purpose of more than 1 bed and breakfast accommodation</p> <p>6) In this clause small scale means a scale that is small enough to be generally managed and operated by the principal owner living on the property. Tourism development includes, but is not necessarily limited to, development for any of the following purposes</p> <p>A bed and breakfast B camping grounds C farm stay accommodation D eco – tourist facilities e. home industries that provide services, or the sale of goods on site to visitors f. information and education facilities g. restaurants and cafes. H. rural industries that provide services, or the sale of goods on site to visitors</p>	<p>Whilst the new plans say it is a lunchroom it has already been converted to a house, which is presumed what it will continue to be.</p> <p>a) The bails has already been converted into a dwelling so will become a second residence. b) Whilst no B&B is proposed the design of the new residence leads to 6 separate accommodations each with own amenities. This could be used as a B &B.</p> <p>A) This states that it will be small enough to be managed by the principal owner living on site however it is clearly identified that it will have a manager/family in the dwelling (not the owner). The dwelling is located a long distance from the main campsites that will affect the amenity of nearby residences and not directly visible from the Caretakers residence. B) How will a family manage what could be 2500 people?</p>
<p>2.6 Camping ground Regulations Sec 107 Number of showers and toilets to be provided</p>	<p>5 amenities blocks plus the yoga centre, kiosk and 7 toilets in the dwelling can be a lot of sewerage discharged into an already busting at the seams sewerage system. Where are all of these ET's coming from for toilets, showers and washing machines? Three (3) of these amenities blocks will be visible from Coolamon Scenic Drive. Not to mention clothes lines full of washing. Totally out of character for a rural landscape zone.</p>
<p>2.7 Local Government (Caravan parks, camping grounds and moveable dwellings) Regulation 2005</p>	
<p>Subdivision 1 Land and Site requirements</p> <p>83 Minimum size of caravan or camping ground</p> <p>(1) A caravan park must not have an area of less than one hectare or, if a lesser area is prescribed by a relevant environmental planning instrument, that lesser area.</p> <p>(2) There is no minimum size for a camping ground</p> <p>84 Community amenities</p> <p>(1) Of the total land area of a caravan park or camping ground:</p> <p>a. At least 10 percent , or b. Such lesser proportion (but not less than 6 percent)as the approval for the caravan park or camping</p>	<p>The proponent is making available over 8 hectares of the site for recreation ie open space, free of roads, vans, tent sites and amenities buildings. These open spaces will impact on neighbours amenities of an natural and rural landscape when there could be 2800 people at their back doors as this site impacts so many rural and residential dwellings.</p>

<p>ground may allow, must be reserved for recreation or other communal activities</p> <p>(2) In deciding whether to allow a lesser proportion, the council must have regard to the type and range of amenities to be provided and to such other matters relevant.</p>	<p>Noise and trespass will be a major factor as many properties in the vicinity already have trespass issues.</p>
<p>89. Setbacks of dwelling sites and campsites from road frontages</p> <p>(1) a dwelling site or camp site must not be located closer than 10 metres to a public road or 3 metres to any other boundary of the caravan park or camping ground unless the approval for the caravan park or camping ground so allows.</p> <p>(2) the approval for a caravan park or camping ground must not allow a lesser distance unless the council is satisfied that the dwelling site or camp site has been or will be properly screened, fenced, enclosed or otherwise treated.</p>	<p>The application states all sites are located in excess of 10 m however the sites on the northern and southern boundaries are 3m from the boundary.</p> <p>Being within 3 m of another property will impede the amenity of the adjoining owners and lead to trespass as there are only old barbed wire fences on the property. The entire property should have a proper fence that occupants of the tourist accommodation cannot get through and nowhere near approved dwellings</p> <p>All of these sites will interfere with the natural lifestyle of those within the area. It will create conflict with adjoining properties</p>
<p>Subdivision Roads</p> <p>92. Entrance and Exit roads</p> <p>(1) a road that forms an entrance to or exit from a caravan park or camping ground must be at least 7 metres wide.</p> <p>(2) in the case of a divided road, the width of the sealed portion of the road on either side of the median strip must be at least 5 metres</p> <p>(3) the arrangement for the width of an entrance or exit road to taper into or meet the width of the sealed portion of the access roads leading to the entrance or exit must be as specified in the approval for the caravan park or camping ground</p> <p>99. Road surfaces</p> <p>All access roads, including all passing and parking bays, must be an all weather sealed or other surface finish specified in the approval for the caravan park or camping ground, and must be adapted to the topography to allow for adequate drainage and to eliminate excessive grades</p> <p>100. Lighting</p> <p>All access roads must be adequately lit between sunset and sunrise.</p> <p>102 Sewerage</p> <p>a). Must be connected to mains sewer or</p>	<p>Whilst this proposes to have a separate ingress and egress, Coolamon Scenic Drive is too busy and narrow to have such an entrance with a large amount of vehicles and camping trailers. There is no vision, poor road condition, potholes and is in an open speed zone. The road is uphill of the driveway which reduces visibility. This stretch of road is renowned for accidents. Persons coming out of the current driveway have already nearly caused accidents.</p> <p>The road is not capable of handling such large traffic amounts nor delivery trucks and garbage trucks that will also be a part of the development.</p> <p>Does not appear to comply with Ausroads either.</p> <p>The proposal of gravel roads (which the owner has constructed over the past 12 months) will be noisy for adjoining owners as it has already become and create dust in the dry.</p> <p>It should also be noted that these paddocks flood and will be washing silt and gravel into the recently constructed dam and Chinbible creek. Noise has already increased for neighbours from all of the gravel roads.</p> <p>Close by residents enjoy the peace, tranquillity and no lighting of a rural area. This will not be visually appealing to neighbours who currently enjoy a rural lifestyle and will be intrusive into the enjoyment of the rural zone.</p>

<p>b). must be provided with an alternative sewerage disposal system</p> <p>111. Proximity of dwelling sites to shower blocks and toilet blocks</p> <p>Subdivision 7 Management 121. Maximum number of persons per dwelling site or camp site</p> <p>124. Use of caravan parks or camping grounds 1). A caravan park must not be used a). for any commercial purpose other than a caravan park or camping ground or an associated purpose</p> <p>Subdivision 8 127 Garbage removal</p>	<p>How is this large scale development able to find enough ET's to connect to the town sewerage system considering there are five amenities blocks, washing machines, a house with 7 bathrooms, a yoga centre with amenities, a dump point, a kiosk with amenities and a workers lunchroom(house) with amenities?</p> <p>This block floods so onsite sewerage is not suitable as it will wash into the creek system where I believe there may be fish habitat. What stops this rural camping site being used as an outside urinal during parties as happened on 5th January 2018 at a doof party on the site</p> <p>The site drains into Chinbible Creek.</p> <p>The proponent states this is up to management of park. No matter what they state the site will still be capable of having 2868 persons on site in the camp grounds if they wish at any stage. This is in town against homes and against rural properties. Parties recently by the land owner sent cattle berserk on an adjoining farm. Farmers should not be subject to development that will cause issues with livestock.</p> <p>Where will all these cars park once the 270 spaces are full – along Coolamon Scenic Drive?</p> <p>Noise will impact the whole town due to the location of the site being partly in the urban area and Mount Chincogan pushing sound back into town. It has already happened there twice.</p> <p>a) The application has a purpose built hall with kitchen facilities, a kiosk with kitchen facilities. The owner has stated that there will be functions held on the site. Noise and visual aesthetics of the development are not in line with the Rural and natural character of the locality and will create conflict with adjoining owners as well as social impacts for adjoining owners and the town as a whole. Noise from recent events had complaints to the police from all over Mullumbimby.</p> <p>We are located in Synotts Lane and could hear the party.</p> <p>Trucks entering and exiting on the site will be a danger on this narrow road, produce noise from traveling on the many roads recently constructed, and hydraulic lifters etc for adjoining properties that enjoy the country peace. More traffic on Coolamon Scenic and smells that emanate from rotting vegetable and other garbage's will impact nearby properties.</p> <p>a). The dairy bails have already been converted without consent into a dwelling that has been occupied by a tenant for approx. 12 months. Council is aware of this and has to this date not made the tenant vacate or stop the works being carried out.</p>
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<p>131 Buildings 1). A building must not be erected in a caravan park or camping ground so allows.</p>	
<p>Social impact assessment The proponent speaks about:- a). this site being capable of meeting a need for low cost tourist accommodation in the area.</p> <p>b). Improves holiday experience for people</p> <p>c). No disadvantage for those people who currently reside proximate to the site.</p>	<p>a) This site has been refused in a Council EOI for affordable housing due to site constraints, bushfire, HEV and flooding. It is clear the intentions are to use the site for tourists under the umbrella of a "Yoga" retreat as he is applying for rural tourist accommodation and states it will improve the holiday experience of visitors to the area. Mullumbimby is not a tourist town and already has 3 camping grounds. Rural properties will be impacted by these tourists or visitors. Trespass will impact the farms as it is becoming a common statement "I can enter, its only a farm" There are already the following Mullumbimby campgrounds:</p> <p>Showgrounds. 20 sites \$25 per night for 2 people. Power & water. Generally not booked out. Can camp up to 28 days. Walk to town.</p> <p>Football grounds. Powered - 30 sites at \$180 p/w Unpowered- 20 sites at \$150 p/w Overflow - 30 sites at \$25 p/night Permanents - Currently 12 perms. Can fit more. Tents can stay up to 90 days. Generally not booked out. Walk to town.</p> <p>Maccas 10 sites allow up to 120 people. Single site, no power - \$105 p/w With power - \$140 p/w Couple with power - \$30 p/night Can stay up to 6 weeks. Generally not booked out. 10 mins drive to town.</p> <p>b) If its not a tourist facility why does he state it will improve the holiday experience. This will impact the scenic quality of not just the adjoining owners. Coolamon is a beautiful</p>

D). A greater range of tourist activities.

drive and it will become a site of tents and concrete buildings and is out of character with a rural and natural locality. We need to keep farms close to town as farms. This is a gross overuse of a rural farm.

- c) The proponent does not live on the property so how does he know it won't impact those that reside beside the property.

A camp ground of this large scale is in conflict with properties on the north, east and west and residential dwellings on the south. Farms use machinery, chemicals and all farming practices. Property value will decrease with this scale of camping ground against properties that have a rural and natural landscape.

Land owners to the north and east have purchased properties that are visually admired by tourists and suffer trespass on a daily basis and people think this is acceptable. This WILL increase with a tourist facility adjoining them.

- d) Noise from tourist activities will have an impact on the quiet country area we live in. A development of this scale should not be anywhere near a town where large amounts of residents will be impacted. Byron Shire has many tourist parks that are often only half full as well as our camp grounds at the showground and football grounds.

In conclusion the social impact is massive.

Scenic quality for nearby residents

This locality is of rural and natural character. This proposal is completely out of character with this locality as residents will be impacted by thousands at their doorsteps.

It is in total conflict with beef farming, plantation farming and residential homes.


Properties will be impacted by trespass as somebody wants to jump a fence to get to town quicker or have a look at the beautiful views from farms.

There is no possible way to put a bike track on the side of the road where the development is as the road drops off about a metre from the road edge down an embankment.


Increased traffic will have an impact on neighbours and the town. There is little parking within the town already.

Near miss car accidents on this section of road are a daily occurrence just by the screech of brakes. This includes the intersection of Main Arm Road where cars locking brakes is an hourly occurrence. As stated earlier – almost every single week I am almost involved in an accident with someone who does not drive to conditions on this road, and who does not know the road. It is incredibly dangerous already and this amount of traffic will only increase accidents and quite possibly deaths on this road.

	<p>Visually it will be unacceptable to residents that enjoy the rural landscape for farms, grass and cattle to now see hundreds of cars, tents and buildings.</p> <p>A view of 5 toilet blocks a massive 6 bedroom home, large hall, kiosk, timber platforms that will be constructed on the side of a hill, car parks, ancillary buildings is large scale development and not in line with the RU2 rural landscape. This site will be a mass of development considering all of the timber platforms that will be constructed that are interfering with the land as they will need engineering and drilling into the land to support them.</p> <p>In one breath it speaks about the new driveway and removal of trees and in the next it speaks about landscaping there to shield from the road.</p> <p>The development talks about being able to be managed by a family living in the dwelling then speaks about 10 employees. How is this small scale?</p> <p>This entire development is contradictory and out of character. It will have a severe impact on nearby properties and Mullumbimby as a town.</p>
	<p>Whilst the development complies with the setbacks for the main dwelling it only speaks about Coolamon Scenic Drive. The dwelling is much closer to Chinbible ave as well as an access road from the dwelling and development into Chinbible Ave. Currently no road exists into Chinbible however it appears to propose a road be built over the fish habitat area.</p> <p>This does not speak about the dwelling that has already been constructed on the site near Coolamon Scenic Drive.</p> <p>Again, this only talks about the visual impact from Coolamon Scenic drive and not Chinbible Ave and Warina Place properties. Vegetation removal on the property has already included removing Eucalypts prior to this application.</p> <p>The entire development on that side of the site will visually impact adjoining owners in Chinbible Ave and Warina Place.</p> <p>The development does not propose any fences which will impact many adjoining properties with trespass and visually disturbed views of the rural landscape</p> <p>The proponent has considered the visual softening and better amenity for the "users" of the house by having northerly balconies to face Mount Chincogan but has nowhere considered the visual amenity for adjoining properties.</p> <p>If this dwelling as proposed is a caretakers house why is it built as an expanded dwelling with one living area and then 3 separate modules with all 6 bedrooms having their own bathroom amenities. This leads more to a bed and breakfast style accommodation.</p>

	<p>Each of the 3 bedroom modules is 114 sqm with decks. An 80sqm kitchen dining module with bathroom, an 80 sqm loungeroom with bathroom and a roughly 80sqm media room with bathroom. This is will not be use as a caretaker home as stated. It is an expanded dwelling</p>
<p>DCP 2014 D3.3.3 Caravan parks and camping grounds Prescriptive measures. Objectives</p> <ol style="list-style-type: none"> 1. To ensure that the design and operation of caravan parks and camping grounds will meet the needs of users and will be compatible with the character of existing development in the locality. <p>Performance criteria</p> <ol style="list-style-type: none"> 1. The design of caravan parks and camping grounds must be compatible with the existing streetscape and character of the precinct in which it is located. 2. Caravan parks and camping grounds should be designed to avoid adverse effects on the amenity of the precinct in which they are located. 3. The proposed site must be suitable for the development of the caravan park or camping ground, having particular regards to the following principles <p>a). steep slopes must be avoided because of drainage slip and bushfire problems and potential damage to the environment.</p> <p>b). parks must not disturb water courses and must not be located in low-lying areas with poor drainage, or in flood liable land</p>	<p>Whilst it states it will not be visible from the view of the road and adjoining dwellings I have included photos of what I currently see. This will impact the locality as it is rural, residential on one boundary, quiet and farming on other boundaries. Visually it will impact and 10m will make no difference as hundreds of tents and cars are a far cry from farms not to mention all of the stuff that will lay around camp sites</p>  <ol style="list-style-type: none"> a) Camp sites on steep land will disturb the environment as the timber platforms will require footings into the soil to hold the platforms and weight of people on them. The vegetation has recently been cleared by the landowner. Bush fire whilst there is a bushfire report will not help landowners up hill of the development. There is the potential for accidentally lit fires or camp fires escaping and putting property owners at risk. Mount Chincogan is difficult to access if there was a fire. The land has been cleared of vegetation so what stabilises this land above the dam now? b) A extensive dam was constructed in the tributary to chinbible creek over 12 months ago. This same dam flooded the front paddocks where tent sites are proposed in March 2017. Chinbible creek regularly breaks the banks during floods. Flooding of these low-lying areas has the potential for rubbish and silt to wash into the waterways where there are possible fish habitats. c) The site does have a high environmental value. With the potential for thousands on the site how is this going to be protected. d) It is not possible to landscape this site so as to not visually impact neighbours when he speaks about removing trees to provide vision for the dangerous driveway. My house

<p>c. existing vegetation and areas with ecological and conservation values must be protected</p> <p>d). sites which are difficult to landscape and integrate into the visual environment are unsuitable</p> <p>e). site layout and landscaping must break up or conceal the repetitive image of caravans and movable dwellings</p> <p>f). climatically and visually exposed sites such as headlands and ridges are unsuitable</p> <p>g).location adjacent to incompatible land uses is unacceptable</p> <p>h) sites must not form a barrier to adjacent public lands</p> <p>i) sites that accommodate or able to accommodate long term residents must have good access to appropriate services and facilities</p> <p>4. a minimum of 10% of the total area of the caravan park or camping ground must be developed for recreation and communal activities, The recreation and communal activities are must not include any caravan site, campsite, roadway or land designated for any other purpose, but may be grassed and landscaped with trees and other plants.</p> <p>5. Development applications must demonstrate that the proposed development will be consistent with the requirements of Chapters B6 Buffers and Minimising Land Use</p>	<p>will look straight across tent sites. This will be visually unsuitable to all adjoining rural and residential owners.</p> <p>e) When properties look straight at large clusters of tent sites how is this not repetitive for adjoining owners?</p> <p>f) It is visually exposed to all the residents around it and from the road.</p> <p>g) Having what is or isn't a vegetarian rural tourist facility is not compatible with the adjoining properties. There are at least 2 beef cattle farms and a plantation farm adjoining it. These use chemicals, farm equipment have cattle bellowing, tractors, motorbikes and firearms. Its it compatible with traditional farming practice. There will be complaints as it is not what they believe in or the noise associated with farming with interfere with them. It should be refused just on this one element.</p> <p>l) Long term should not be allowed as this will become affordable accommodation, something Council has already refused for the site.</p> <p>It is stated that there is 8 ha available for recreation. This is not compatible with farming as noise from parties they have held has frightened cattle on adjacent farms making them run and charge. Cattle are dollars to farmers and they can't risk such a development beside so many farms. Residents that enjoy the peace of living in a rural area will potentially have 2000 people sitting at their back fences and what about the noise generated from this?</p> <p>5) With the potential of over 2000 visitors to the property how is crime and trespass going to be prevented? What stops people entering the adjoining farms and homes. Farms generally have machinery outside. If this is a family managing this monster development how are they never going to leave home and be able to see what is happening 340 m away on the other side of the property? There is vegetation that will conceal all of these sites. There is no way that crime can be prevented and it is totally inconsistent with this location. The application is s very conflicting</p>
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<p>conflict, B9 Landscaping, B11 Planning for crime prevention and B13 Access and mobility.</p>	<p>in its entirety. The social impact statement has not addressed how crime and trespass will be prevented. The development conflicts with adjoining property uses of beef cattle farms, plantation farms and residential homes. Having large functions beside homes is inconsistent and conflicting.</p>
<p>D3.3.4 Rural Tourist & Farm Stay Accommodation Objectives</p> <ol style="list-style-type: none"> 1. Ensure rural tourist accommodation does not detract from the rural and natural character of the locality. 2. Ensure rural tourist accommodation does not adversely affect the conduct and productivity of agricultural operations on the site or nearby lands 3. Facilitate and support the establishment of low scale farm tourism as a secondary business to primary production, where farm stay accommodation is proposed <p>Performance Criteria</p> <ol style="list-style-type: none"> 1. Development located and operated so that it does not:- <ol style="list-style-type: none"> a) Adversely affect the conduct and productivity of agricultural operations on the site b) Create potential for conflict with adjoining land uses 	<p>The plans indicate that the cabins will be located directly in front of the dam and near the carpark. The dam is visible from Coolamon Scenic. This type of construction is not compliant with rural and natural character. Below is from Coolamon Scenic Drive whilst he was digging the dam. This is a rural view not at least 9 cabins and 30 campsites and amenities block and a kiosk. Totally out of character.</p>  <ol style="list-style-type: none"> 2. Being a property located at the bottom of Mount Chincogan it is extremely likely that tourists will trespass on farms that own the mountain. 3. The property has no agricultural activity since the owner purchased the property. It was always a cattle property. This is not secondary business, its turning a farm into a mega event centre where the tourist accommodation and shop are the only income. <p>1</p> <ol style="list-style-type: none"> a) There are no longer agricultural activities on the property. Development and road construction has commenced. b) Adjoining properties are a mix of residential and farming. Two events have already been held on the site causing problems with neighbouring cattle late at night. This was reported to Byron Bay Police on 5/1/18. Large development such as this adjoining farms and residential properties will create conflict as livestock take fright easily. Tourists abusing neighbours right to privacy and peace will be a major issue.

- c) Disrupt environmental enhancement projects on land
- d) Impact ecological or environmental values of land and

e) Conflict with buffer requirements pursuant to Chapter B6 Buffers and minimising Land Use Conflict.

2. Rural Tourist accommodation must be designed and located to be compatible with the surrounding rural and natural landscape. Where new buildings are proposed to be constructed for the purpose for the purpose of rural tourist accommodation sub building are to be clustered and located in proximity to the primary dwelling house on the lot

3. development is to be low scale and designed and located to be compatible with the surrounding rural environment and of minimal environmental impact

- c) The property has a high conservation value. The development proposes to use most of the clear land and what he has recently cleared yet he states there is 8ha of open space. This can only mean that he is using the environmental land as open space. Some of the development that was cleared is for the Yoga Hall as this has only been done in the last 12 months.
- d) Some buildings appear to be very close to buffer zones as well as camp sites on the northern boundary. Land on the northern side is plantation and are under threat of fires from a Rural Tourist development of this size and nature.

2. The development comprises at least 12 cabins, a large 6 module home, day spa, huge yoga hall, 5 amenities blocks, kiosk and the lunch room that is currently used as an illegal dwelling. (Note the plans that have it with bedroom and kitchen). Many of these will be visible from Coolamon Scenic Drive, Warina Place and Chinbible Ave. Whilst they may be in clusters the entire length of the property on Coolamon Scenic Drive is to be developed with buildings and platforms. **Some sites are in excess of 300m from the main dwelling and not visible due to vegetation.**

There is nothing about the Coolamon Scenic Drive side of the development that is in keeping with the Rural Landscape

- 4. The property is surrounded by agricultural farms, small allotments and residential dwellings.

251 sites and all the other buildings whilst on a farm is not small scale in amongst all the other development. There has already been a lot of environmental damage done on the property with dam and road construction and much more to construct all the buildings and the platforms for camping which will need to be footed into the ground.

This is not low scale development in amongst homes and not rural when you consider not much of the clear land will be left.



- 5. With the potential for thousands to be on site where is the waste management plan and will neighbours have to

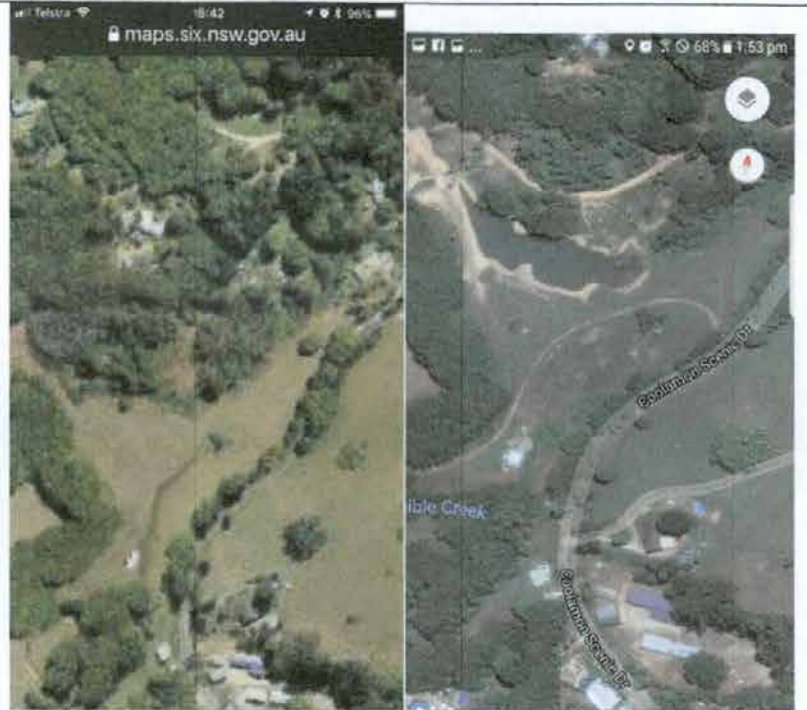
<ol style="list-style-type: none"> 4. Car parking spaces must be provided in accordance with Chapter B4 5. Provision of recycling and waste management in accordance with Chapter B8 Waste minimisation & Management 6. The development must observe the road and boundary setback requirements specified in Chapter D2 Residential Accommodation and Ancillary development in Rural Zones (D2.2.2) and the character and visual impact requirements (D2.2.3) 7. Rural Tourist Accommodation is to be suitably sited in accordance with the requirements of Chapter C3 Visually Prominent sites, Visually prominent development and View Sharing <p>Prescriptive measures</p> <ol style="list-style-type: none"> 1. Rural tourist accommodation can incorporate up to 12 bedrooms collectively and accommodate a minimum of 2 persons per bedroom, with overall accommodation densities in accordance with table D3.1 2. Rural tourist accommodation is to be designed with the following measures <ol style="list-style-type: none"> a) Each rural tourist accommodation structure is to have a gross floor are of not more than 60m2 comprising a maximum of 2 bedrooms b) All weather parking must be on site 	<p>put up with the noise of garbage trucks, the smell of rotting rubbish and more trucks on Coolamon Scenic Drive.</p> <ol style="list-style-type: none"> 6. Visual impact potentially could be destroyed along Coolamon Scenic. Those driving past and neighbours will just see buildings, tents and cars...no longer will it be "Coolamon Scenic Drive" but a massive camp site that looks like a festival 365 days per year. 7. As stated above this will be visually prominent from Coolamon Scenic with most of this side of the road to have some form of development or building and cars. It is interesting to note that the dwelling is to be situated where it will take in the views but those that now see farm land will see development. <p>The cabins will be clearly seen from Coolamon Scenic drive. The main dwelling appears to be more accommodation due to the design of 6 separate bedrooms all with private amenities and 3 separate modules with own amenities. Each of the modules is in excess of 100m2. This can also be used as rural tourist accommodation.</p> <p>This is not spatially isolated and will adversely impact on the nature of rural landscape for this property and those surrounding it. It is clearly visible from dwellings on adjoining properties all the entire length of the Coolamon Scenic drive boundary.</p> <p>The only reason some of these dwellings can go is because the current owner has cleared a lot of the property which can be confirmed with the earthmoving contractors that worked there. Much of the environment integrity has already been disturbed. Whilst he states no night time recreation is proposed it has already occurred and the simple sheer numbers that can be on site will disrupt and disturb the amenity of adjoining homes and livestock.</p>
<p>2.12 DCP 2014 Part B Sec B14 Earthworks</p> <p>The Objectives of the 1m of maximum earthworks required under this Clause are: To minimise Environmental impact, to blend the development into the site To minimise erosion risk To minimise disturbance to the natural land form To encourage designs which blend into the natural landform</p>	<p>Much of the earthworks were commenced well before the application was lodged with Council which must be for obvious reasons.</p> <p>Whilst the application states there are minimal works forgetting about what has already been done. There are a lot of buildings that will need piers as well as the five amenities blocks and roads. Whilst some of the roads have been done in the past 12 months there are a lot more to go. This is not minimal and the sites will consume nearly half of the property.</p>



2.13 Part B8 Waste management

To maximise reuse and recycling of household waste and industrial/commercial waste

2.14 Planning for Bushfire



Where did all the trees go? This is before and after he started earthworks and tree felling

The proponent proposes to compost all waste on site. This could become a disgusting smell for local residents particularly in summer.

Large commercial bins on site will be unsightly in a rural zone and the noise of steel bin lids crashing and garbage trucks are not what is expected in a rural landscape community.

Noise from this whole development will impact residents in everything that occurs on the site.

2.17 Draft coastal management

Surely this large scale development is not in accordance with Bushfire planning. Have been very close to a bushfire on our property, access was vital, and this property as proposed will be very hard to access.

Power lines are not underground as the power poles in the paddock are clearly visible from Coolamon Scenic drive.

I believe that the dam should not be relied on for water particularly if they are trying to evacuate. The dwelling should also have water tanks specifically for fire fighting.

How is it considered that 1 person can evacuate such a spread out camp ground that could have over 2000 people on it. Whilst the plan says 530 an approval could allow 2800 at 12 per site. It should be noted that the greatest threat of fire is from those starting fires in the camping ground and entering properties to the north. The properties are above and I consider them to be of more a threat as fire travels uphill quickly. Access to the properties on Mount Chincogan is difficult for fire fighting.

It should be investigated as to what trees were removed as it is believed a Coolamon Tree was removed along with Eucalypts to

	<p>make way for the dam and road works along the northern boundary.</p> <p>What approvals were obtained for the 3 dams as they are not ancillary to agriculture ? This may be a question for the Department of Water.</p> <p>The application says it is on cleared land with no native trees to be removed. Has it been investigated as to what trees were removed and burnt last year.</p>
3 Sec. 79(1)(b) Impact on Environment	<p>The application states that it is in a visually isolated location which could not be further from incorrect. The properties adjoining on the north, east and south all look over this section of the property.</p> <p>The existing building spoken about was an old run down bails that was typical of a farm. This has been developed into a house with massive dams dug out the front and the construction of the camping decks has begun. This is all clearly visible from the street. The fact it states it was grazing country and now it will be full of tent sites cars and buildings demonstrates that it will be a visual impact.</p> <p>It is interesting that it speaks about retaining trees along Coolamon Scenic Drive to screen the development when there is nearly nothing as he has cleared the site and it is very open to visual impact as my photos have demonstrated.</p>
3.2 SEPP No 55 Contaminated Soil	<p>The property was used for both dairy and beef cattle and as such most farmers used chemicals around their bails.</p> <p>It should be considered the site be checked for Organochlorines as used by farmers particularly when the bails are now a residence with an occupant.</p>
3.3 Measures to protect the environment	<p>Site works – Considerable earth works have already been carried out with a lot of soil excavated, moved and spread out as per photos. Some roads have been constructed, but more to come. The amount of earthworks is considerable considering all the decks for camping and buildings will be peered. Roads construction will be considerable. The property has flooded since the dam was constructed.</p>
3.4 Impact on the built environment	<p>Whilst he states large setbacks will detract from the design I cant understand how 10m from the road can be considered considerable when currently you look at farmland that will become tent city. The streetscape and character of the site is rural landscape, this is far from rural landscape to throw so many tent sites, Timber platforms and eyesore additional buildings into 8 ha mostly along coolamon Scenic Drive.</p> <p>The surrounding buildings are old farm houses or houses built in the 60's and 70's. They are not properties covered in buildings or tents. They are rural properties that are mostly farmed. This development is out of character and will attract overflow from festivals and the like</p>
3.5 Social & Economic Impacts in Locality	<p>The proponent states it will provide tourist and residential accommodation. This will have a social impact to have so many people on site on a property that has always been single family run. It will introduce trespass, noise, traffic issues and accidents, traffic issues at Main Arm Road, interference on neighbours right to peace.</p>

	<p>I do wonder how this is going to strengthen the residential base in the shire...IS THIS THE AFFORDABLE HOUSING HE WILL PUT IN THERE BY RENTING THS SITES OUT LONG TERM. We are aware that council refused his EOI for Affordable housing so this is a way to get around it illegally.</p>
<p>3.6 Relationship to Adjoining development</p>	<p>The application states building development sits 15m from Coolamon Scenic however the plans show 10m. How can tents on platforms be considered visually soft.</p> <p>The bulk and scale of the development can not be reduced because of design. The fact it is going from clear farmland to over scale development in a Rural Landscape Zone should not be permissible.</p> <p>The application continually speaks about being visually isolated. This is totally a made up buzz word. This is not minimal – I have lived on this road for almost 20 years.</p> <p>It will distract just by sheer scale and will distract from the rural amenity as we now enjoy the peace of day and night, the darkness of night, increase in traffic movements on a dangerous road. These will all be lost to us if this development is allowed to proceed by this council.</p>

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 23 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viel



Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

1. Increased traffic congestion.
2. Extra cost to ratepayers (that's me) of road repair, sewage disposal, garbage disposal, and other infrastructure.
The Council is always telling us, "we've got no money."
3. Increased demand on our water supply.
4. Parking chaos in Mullumbimby and Byron Bay.
5. Increased contamination of the local river system. The Brunswick River is just about dead. This is a problem the Byron Shire Council doesn't even acknowledge, let alone address.

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEL

To: Byron Shire Council

70-90 Station Street
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Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

- * TRAFFIC ISSUES
- * OVER DEVELOPMENT
- * FIRE & FLOOD ISSUES
- * DESTRUCTION OF ENVIRONMENT

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BYRON SHIRE COUNCIL



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

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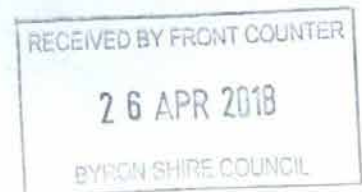
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I oppose the above-mentioned development application for the following reasons;

*It would certainly ~~to~~ create a hazard
in terms of flood & bushfire.*

*As users of this already dangerous
road, we all know that additional
traffic would create a huge problem*

.....
This form MUST reach council no later than 26th April 2018



To: Byron Shire Council

70-90 Station Street
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Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

- * Flood & Fire zone
- * Over development of site
- * Koala Habitat.

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viet

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26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
RECD: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V.VIEL

Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

- ① Flooding DANGER
- ② INFRASTRUCTURE ISSUES
- ③ FIRE DANGER
- ④ RETENTION OF SEMIRURAL ZONING AROUND MULLUMBIMBY IS IMPERATIVE

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70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

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I oppose the above-mentioned development application for the following reasons;

Too many Tourists.
Dangerous Road
Flood & Fire Hazard.

BYRON SHIRE COUNCIL
DOC NO:
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ASSIGNEE: N. VIEL

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BYRON SHIRE COUNCIL

To: Byron Shire Council

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PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;



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*Bush fire and flood prone area.
Protected habitat - koalas +
wildlife.*



To: Byron Shire Council

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Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

Increased traffic in Mullum and surrounds.

Flood and fire risk

Contamination of the water ways.

Dangerous road that will get worse with extra traffic.

Not needed in our community.



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viet

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- ① Environmental Impact.
Koala, wildlife and vegetation will be greatly affected.
- ② Bushfire and Flood Hazard.
Residents living in close proximity will be at risk.
- ③ Coolamon Scenic Drive is a narrow and dangerous road, never intended for major use.
- ④ Increased traffic. Mullumbimby already has traffic and parking problems. Council does not have the capacity to fix or maintain our roads at present and extra vehicles will further degrade them.
- ⑤ Mullumbimby will be forever changed if this D.A. is granted and a precedent will be set for further destruction of our beautiful country town.

DOC NO: COUNCIL
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

Infrastructure Not here
Over crowding of town
Roads in
Fire & Flood zone

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26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street

PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

- WILDLIFE HABITAT LOSS. MANY AREAS OF MULLUMBIMBY HAVE BEEN CLEARED IN THE LAST YEAR (5 ACRES ON ARAUO ST) + ONGOING CLEANING IN TALLODWOOD ETC. I HAVE PERSONALLY EXPERIENCED WILDLIFE DEATHS FROM THESE CLEANINGS - POSUOMS, ECHIDNAS ETC. IF THIS GOES AHEAD, MORE HABITAT WILL BE LOST. THEREFORE MORE NATIVE WILDLIFE LOSS.
- FLOOD ZONE
- ~~More~~ INCREASING POPULATION PER DAY IN MULLUMBIMBY → ↓ PARKING, ↑ STRESS FOR LOCALS

RECEIVED

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 12 APR 2018
FILE NO: A74275
ASSIGNED: J. VIEL

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

MUST reach council no later than 26th April 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

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23 APR 2018
BYRON SHIRE COUNCIL

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 23 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viet

Submission in relation to;

Development application number: 110/2018

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I oppose the above-mentioned development application for the following reasons;

- * Extensive traffic problems due to a massive amount of expected tourist.
- * Thorough investigation is needed in the capacity of the sewage system
- * Noise and town facility need to be regulated. What events are planned? What kind of people will it attract? What does this mean to the wider community? (Security etc...)

To: Byron Shire Council

70-90 Station Street
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Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

Fire zone

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-VIE

This form MUST reach council no later than 26th April 2018

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26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

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ASSIGNEE: V. Virel

Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

Not for Locals benefit !!
Already no parking in Mullumbimby
We don't need more people (no infrastructure)
Traffic increase local council hopeless

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To: Byron Shire Council

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I oppose the above-mentioned development application for the following reasons;

Tree zone



This form MUST reach council no later than 26th April 2018



To: Byron Shire Council

70-90 Station Street

PO Box 219 Mullumbimby NSW 2482



12th April 2018.



Submission in relation to;

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Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

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I oppose the above-mentioned development application for the following reasons;

1. Increased traffic on narrow road.
2. Contamination of River with run off & waste water on a site that already floods
3. Foot traffic - As there is no footpaths & no provision for making one owing to the continuous steep banks. This will lead to people being in danger when walking to & from the site
4. With the increase traffic it will make it dangerous entering & exiting Laurel Avenue
5. Noise - As well as extra traffic there will be noise from the yoga studio - As this venue will be used for other functions

We hope you will take this submission into consideration



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-V121

Submission in relation to;

Development application number: 110/2018

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I oppose the above-mentioned development application for the following reasons;

Flood! Fire! Not part of the town's character! Traffic congestion! No! No! No!

←

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26 APR 2018
BYRON SHIRE COUNCIL

Name

Address

Phone

This form MUST reach council no later than 26th April 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
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ASSIGNEE: V. VIRI

Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

BUSH FIRE !!
koala + wild life

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I oppose the above-mentioned development application for the following reasons;

Over development site,
Traffic congestion,
Bush fire & flood hazard.

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I oppose the above-mentioned development application for the following reasons;

*Fire Lane, Flood zone
Overdevelopment site*

BYRON SHIRE COUNCIL	
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ASSIGNEE: V-Viel	

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street

PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- ① THE INCREASE IN SEWERAGE FROM A LARGE NUMBER OF PEOPLE WHO WILL CONTRIBUTE NOTHING TO THE TOWN OR COMMUNITY.
- ② WHO WILL OCCUPY THE CAMPING GROUNDS????
- ③ TRAFFIC BY ROAD & BICYCLES ON OUR ALREADY INADEQUATE ROADS & PATHS
- ④ NOISE WHICH WE HAVE 'ALREADY' COMPLAINED ABOUT WITH 'EXCESSIVE' 'BOOF PARTY' NOISE.
N.B. (EXTREME)
- ⑤ THIS DEVELOPMENT IS TO THE FINANCIAL BENEFIT OF ONE PARTY ONLY.
- ⑥ NO LOCALS ARE CONSIDERED IN THE USE OF THESE FACILITIES.

Name ...

Address ..

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

FIRE + FLOOD ZONE

PLEASE RECONSIDER !!

THANK YOU



To: Byron Shire Council
70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
RECD: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEL

Submission in relation to;

Development application number: 110/2018
Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482
Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Mullumbimby is an authentic community. There have been many unadvantageous changes impacting & changing the community as a whole. There are already many local resorts & health retreats in need of support.

Local traffic, environment, Koala's & wild life corridors. eg: impact of the fella from Sydney across the road. These things has long standing impact on a strong community.

Phone

no phone

This form MUST reach council no later than 26th April 2018

Blessings
& love.

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26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-Viel

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- ~~1.~~ Natural vegetation ; over development.
- ~~2.~~ No infrastructure for such large builds.
- ~~3.~~ Wildlife flood zone not taken into consideration

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street

PO Box 219 Mullumbimby NSW 2482

RECEIVED BY FRONT COUNCIL	BYRON SHIRE COUNCIL
24 APR 2018	DOC NO:
mem	RECD: 24 APR 2018
BYRON SHIRE COUNCIL	FILE NO: A74275
	ASSIGNEE: J. VIEL

Submission in relation to; D.A.

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- (1) The proposed site for the development is totally inappropriate proposed main access via the Coolamon Scenic Drive, is via a narrow, winding road. Proposed rear access, crossing busy main Arm Road, and Chinbible Avenue, [across a to-be constructed bridge] will increase traffic numbers through a quite Residential area. Addition traffic numbers via both entrances, are considered unsafe. Especially so, given there are no footpaths to provide safety for pedestrians. 2. Mullumbimby has no need for another camping ground facility. There are three already - (3) Increased traffic to/from and through Mullumbimby, will be chaotic. The narrow roads, with unfilled potholes, having to accommodate & cope additional vehicles, including Motor Homes & garbage Trucks with up to 500 plus campers at the proposed site, Mullumbimby would be over run, with people. (5) parking is already a problem in Mullumbimby. (6) The already overstretched Sewage disposal would present a problem (7) Flooding The proposed site is flood prone - which in fact created major problems at The Function Hall will create more noise & around this

MUST reach council no later than 26th April 2018

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: J. Graham

cc S Burt
N Scott
Councillors Support

Re: D.A. application for
1897 Coolamon Scenic Drive,
Mullumburby, NSW, 2482
- application no - 110/2018
- developer - Keywaters Pty. Ltd.

To the councillors - Byron Shire Council -
a D.A. was rejected for affordable housing,
which would have been honorable, because
of "flooding and certain constraints" on
this land so you, the councillors,
cannot now grant a D.A. for this
inappropriate project which still has
the same "flooding and certain constraints".

Mullum has such integrity as a close
community and we don't want to see
human life or wildlife sold out for money.
Are you councillors getting your
pockets lined?

I came to Mullum 42 years ago and
have seen many changes but if this
proposed venue site is given the go
ahead it will be the worst thing that
has been done here. THIS LARGE (too
large) development would be an outright
insult to the patrimony and lifestyle of
Mullum that we all love. We don't want
to be a worldwide party venue council -
consider what we've got here and how
much there is to lose.

Franklyn, the developer, with his key
words - "visionaries", "connect + inspire",
"wellness movement" and "this place is
only for people on the inner journey, a
place for reflection and contemplation.
It is open to the seeker of the
truth". What a slimebag, he
wouldn't know a visionary or a seeker

2

of stunt if he fell over them! Is this creature actually a cult leader?

This is purely and simply a money making venture for turning events and would put too much pressure onto peoples lives here and onto local infrastructure.

Byron is already stuffed - let these monstrosities get built over there, perhaps on Ewingsdale Road which is already pretty ordinary and leave the smaller communities like Mullum alone to keep their own unaffected personalities.

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
RECD: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-VIRI

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- over development of the shire
- mullumbimby will loose its special energy
- over population
- traffic
- impact to the environment
- waste
- impact on wildlife

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26 APR 2018
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To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

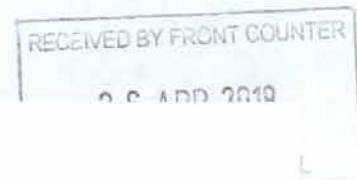
Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

flood zone
sanctuary for wild life.
coolamon scenic drive is crazy
dangerous 15 km bends.
SHEER MADNESS
Don't turn mullom
into another BYRON



BYRON SHIRE COUNCIL
DOC NO:
RECD: 26 APR 2018
FILE NO: A74275
ASSIGNEE: N. VIERI

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- Too much traffic - increased traffic on small inadequate & dangerous roads!
- Flood zone & bushfire hazard
- Effect on neighbourhood
- Koala & wildlife area.
- Muller has already 2 campgrounds
don't need another

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To: Byron Shire Council

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BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-Viel

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

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I oppose the above-mentioned development application for the following reasons;

- * Dangerous Road
- * Flood Hazard
- * Fire zone
- * I'm totally against it.

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To: Byron Shire Council

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FILE NO: A74275
ASSIGNEE: V-Viel

Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

Traffic issues
Flooding concerns
Fire issues
Environmental issues
Are there koalas?

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I oppose the above-mentioned development application for the following reasons;

The road to town
will not take the traffic,
roads have potholes to repair
For too much noise during
the festivals.

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. V. P.

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL



8 Laurel Ave
Mullumbimby
NSW 2482

Objection to DA 10.2018.110.1
1897 Coolamon Scenic Drive, Mullumbimby
Proposed cabins, camping ground, dwelling, recreation
facility, yoga facility

As a local resident living close to this proposed development, I have three main objections.

1. Road usage, traffic conditions and flow

- Coolamon Scenic Drive already attracts significant tourist traffic as visitors are frequently guided along Coolamon Scenic Drive (Tunnel Rd) to Mullumbimby by Google Maps. Communication with Google Maps about this problem to suggest that the destination should be relocated to the Post Office has failed to effect any change.
- Motorists coming along Tunnel Rd are very often travelling at 80 kph, or more, when they are already into the 50 kph town zone. During school term times there will be considerable bank ups of traffic turning into St John's School and also into Casuarina Street, which the school buses use.
- The proposed number of campsites and cabins means that the road usage volume will be unsustainable with the current state of the road, which is a narrow winding roadway with one lane each way, and no passing zones. During festival times it is likely that there will be a large number of buses ferrying people between the festival sites and the campsite.
- The Murwillumbah Road and Coolamon Scenic Drive are potholed and whenever there is a major rain event - at least once a year and the increased traffic will exacerbate this.

2. Pedestrian access to and from town along Coolamon Scenic Drive

A walk into town would be a pleasant activity for the visitors to the proposed development site and would avoid the problem of finding a parking space in the town.

- Walking from the camping ground into town is a fraught exercise as it is currently for residents walking between town and the SES unit. There is no walking path, apart from non-contiguous stretches of grassed edges, until the town side of Main Arm Road is reached. At the moment pedestrians have to take great care, especially with the increasing trend to flout the 50kph speed limits. This will be further exacerbated by the up to tripling of traffic.

- The Main Arm Road/Coolamon Scenic drive Junction has no designated pedestrian crossing and already is a hazardous crossing for pedestrians. Especially on Market Days.
- The zebra crossing at St John's Primary School is already well-known as a danger spot for pedestrians because of motorists failing to stop there for them. It would appear that motorists believe that if they do not meet the pedestrian's eye, they are not obliged to slow or stop. This hazard would have a manifold increase in usage with walkers coming into town from the proposed development.

3. Potential noise nuisance

- Noise nuisances are bound to occur for local residents from events held at the proposed development and also when they service local festivals. Visitors on holidays frequently act as though they are exempt from having to comply with residential rules and normal residential consideration and the town/shire does not have the resources to ensure they are enforced. Perhaps the site business could be subject to fines when their customers depart from expected behaviour.

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEI



Objection to DA 10.2018.110.1
1897 Coolamon Scenic Drive, Mullumbimby
Proposed cabins, camping ground, dwelling, recreation facility, yoga facility

As a local resident living close to this proposed development, I have three main objections.

1. Road usage, traffic conditions and flow

- Coolamon Scenic Drive already attracts significant tourist traffic as Google Maps brings visitors to Mullumbimby along Coolamon Scenic Drive (Tunnel Rd). We are especially aware of this because Google Maps also marks the end of our dead end street (Laurel Ave) as the centre of Mullumbimby. We redirect a lot of lost motorists to town or the showground campground.
- Motorists coming along Tunnel Rd are very often travelling at 80 kph, or more, when they are already into the 50 kph town zone. As a pedestrian having to cross this road to get to the footpath to town, I am aware of how fast cars come along through blind corners on this road. To add more motorists unfamiliar with this road and traffic speed zones would certainly add to what is already a dangerous situation.
- The proposed number of campsites and cabins means that the road usage volume will be unsustainable with the current state of the road, which is a narrow winding roadway with one lane each way, and no passing zones.

2. Pedestrian access to and from town along Coolamon Scenic Drive

A walk into town would be a pleasant activity for the visitors to the proposed development site and would avoid the problem of finding a parking space in the town.

- The walking path into town from the proposed development to Main Arm Road has no distinct separation between roadway and walkway. Some of the walkway is mowed but not all. People walking together and having to step out onto the roadway are placing themselves in a very dangerous situation with speeding cars and blind corners.
- The pedestrian crossing at Main Arm Road has no designated pedestrian crossing and already is a hazardous crossing for pedestrians. One has to dodge between cars that do not slow down adequately. This is especially so on Friday farmers market mornings which one would expect users of the proposed development to want to stroll along to.
- The zebra crossing at St John's Primary School is already well-known as a danger spot for pedestrians because of motorists failing to stop there for them. It would appear that motorists believe that if they do not meet the pedestrian's eye, they are not obliged to slow or stop. This hazard would have a manifold increase in usage with walkers coming into town from the proposed development.

3. Potential noise nuisance

- There is the potential for noise nuisance to occur for local residents from events held at the proposed development. Speaking from experience, there currently is no adequate recourse when such noise events occur. It is not sufficient to say they will not occur. It is too late once approval is granted.

26 April, 2018

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEL

To: Byron Shire Council
70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Total OVERKILL!

So unsuitable for this area.

Fire + Flood risks

TOO MUCH Absentee Owners
making too much Profit perse.

This form MUST reach council no later than 26th April 2018

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To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

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I oppose the above-mentioned development application for the following reasons;

Impact on the environment,
flood + bushfires
Koala + wildlife!

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I oppose the above-mentioned development application for the following reasons;

Bush fire zone, Flood zone

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ASSIGNEE: V-Viel

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I oppose the above-mentioned development application for the following reasons;

- Dangerous Road. It is narrow, windy and usually has ample potholes.
The whole area is subject to flooding. Not appropriate to cope with proposed increased in population. There is no footpath or bikepath
Too close to the creek and dam
- Bush fire hazard with campers being unaware
~~This~~ and irresponsible.

This property has already had a rejected DA for affordable housing. which I would think would ~~be~~ have been more important for this area

Phone

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26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:.....
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: N. VIEL

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

increased traffic
flood + fire risk

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26 APR 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

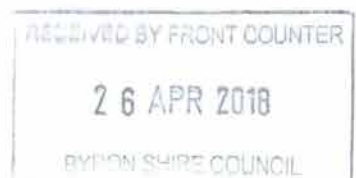
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I oppose the above-mentioned development application for the following reasons;

- This is proposed on an already narrow & dangerous road
- My most concern, as a resident who uses Mollum town as my shopping centre, is that the town is already full to bursting with cars. It is many times during the week impossible to park.
- Mollum is a quiet country town & we wish to keep it that way!
- I also have concern for the wildlife which will be disturbed & displaced.
- This proposed development is just too huge!!

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To: Byron Shire Council

70-90 Station Street
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Submission in relation to;

Development application number: 110/2018

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I oppose the above-mentioned development application for the following reasons;

The hall, I think
they are lying about
its use





23/4/2018

The General Manager,
P.O. Box 219
Mullumbimby NSW 2482

DA No. 110/2018

Proposal: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

Address: 1897 Coolamon Scenic Drive, Mullumbimby NSW 2482

We write in connection with the above Development Application. I have examined the documentation submitted to council and I know the site well. I wish to **object strongly** to the development of the proposed large scale tourist resort in this location.

This large-scale tourist accommodation facility fails to meet any of the **Byron LEP 2014** planning objectives for a RU2 Planning Zone.

6.8 Rural and nature-based tourism development	
(1) The objective of this clause is to ensure that tourism development in rural and natural areas is small scale and does not adversely impact on the agricultural production, scenic or environmental values of the land.	This development is not small scale as defined in the LEP, This large scale development will not be managed or operated by the principal owner living on the property. It will be managed by a caretaker as stated in page 9 of the SEE (4)a A dwelling house is to be situated on the land, and this house is to be occupied by the manager / operator. It does not mention that the manager will be the owner of the property. The provisions for tourist facilities is to be in conjunction with a primary production in a RU2 zone, the SEE does not state that this will be the case, this will be a single purpose use of the land, ie LARGE SCALE Tourist resort.
(2) This clause applies to land in the following zones: (a) Zone RU1 Primary Production, (b) Zone RU2 Rural Landscape.	Zone RU2 (This development should be in a RE2 Private Recreation Zone)
(3) Development consent must not be granted to tourism development on land to which this clause applies unless the consent authority is satisfied that: (a) there is, or will be, adequate vehicular access to and from a road, other than a classified road, taking into account the scale of the development proposed, and	The existing winding narrow road (Coolamon Scenic Drive), is very dangerous in wet conditions, many accidents have occurred along this road due to the narrow and poor condition of the road, it was never designed to carry a large number of vehicles, and it would be extremely dangerous to tow a large caravan given the poor state of the road. If you are travelling south to Mullumbimby most GPS will divert you to travel via Coolamon Scenic Drive, so this will add many confused caravan drivers to this road.
(b) the development is small scale and low impact, and	Does not meet this requirement Large Scale and high Impact
(c) the development is complementary to the rural or environmental attributes of the land and its surrounds,	The proposed Black Temple - Yoga and Meditation Centre is completely a modern glass and stainless steel angular / sharp building, completely out of character with the existing rural farm houses and structures in the surrounding properties. The wall of glass facing west will reflect the western sun, causing a major hazard to vehicle travelling north along Coolamon Scenic Drive.

	<p>This development will not be complementary to the rural or environmental attributes of the land, as stated above The Black Temple (Glass and stainless steel finish) is completely out of character with its surroundings, the proposed parking west of the kiosk is in front of the 10m setback line, given that a parking space is 5.5m long, the cars will be parked 4.5m from the road and further north there will be a 45 plus car spaces, 3 cabins & 2 camping spaces (10m from the road) to destroy the rural aspect of Coolamon scenic drive. Note: the 10m setback is only allowed when the development is for a Caravan Park or Camping ground under a RE2 Zoning.</p>
(d) the development will not have a significant adverse impact on agricultural production, amenity or significant features of the natural environment.	This development will set a precedent with anyone owning a RU2 block, it will be very tempting (see income calc. below) to develop a similar large scale tourist facility on their property.
(5) Development consent must not be granted to development under subclause (4) if the development: (a) includes an ancillary caretaker's or manager's residence, or	<p>Not only that this Development include a caretakers or managers residence but includes six individual living spaces, this fails to comply with the Expanded Dwelling requirements, ie maximum of three habitable outbuildings. Also if we take the Living room building as the main building the Bed 1 and Bed 2 are more than 20m from the main building (DCP 2014 D1.3.3 (1)) On the site the developer has proposed a "Staff Building", an additional managers residence, the "storage" area with a fireplace gives the game away, (oops they forgot to delete the fireplace).</p>
Building Height: 9m building height building height (or height of building) means: in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building	The black temple over the dam is over the 9m height limit as required in the Byron LEP 2014, if you measure to the existing ground line before the dam was filled to RL 5.00, measuring to the watermark (dam overflow) is equivalent to measuring to new fill on the site to gain the extra 1.5m height.

Byron Shire DCP 2014	
A13.1.1. Context and Site Analysis	
<p>Objectives</p> <p>1. To ensure that the environmental characteristics and planning context of the site and its surrounds are considered from the outset in the design process.</p> <p>2. To ensure that development applications demonstrate that the formulation process for the proposed development incorporates all relevant site context and environmental considerations.</p> <p>3. To ensure that the resultant proposal delivers a design that is sensitive to its natural and built environment and is compatible with the current and planned character of its locality.</p>	<p>1. This Large-scale development does not take into consideration the environmental characteristics; its only purpose is to accommodate as many tourists in a rural site that is adjacent to low scale residential area.</p> <p>2. The development application has not demonstrated that it incorporates all relevant site context and environmental considerations.</p> <p>3. This large scale is not sensitive to its natural and built environment. It's an over development of an existing rural site.</p>
A13.1.1 Prescriptive Measures	The site plan does not show adjoining properties (dwellings), Therefore no Site analysis as to the visual impact, noise impact or possible privacy issues.
A13.2.1 Three Dimensional (3D) Representation	
<p>2. Applications for commercial development or tourist and visitor accommodation must be accompanied by a three dimensional (3D) representation using computer software if:</p> <p>a) the development/building costs are in excess of \$1,000,000 or</p> <p>b) the development is likely to have a significant impact on the streetscape.</p>	<p>The DA does not have a 3D representation and what this large scale development is likely to look like from the road frontage given that it will have a significant impact on the streetscape, the proposed building and parking are not set back 15m as required in the DCP 2014. I would suggest at least two views, one from the north and one from the south looking into the site from Coolamon Scenic Drive, and to provide a physical model at 1:200 scale.</p>

B4.1.2 Traffic Planning, Vehicle Parking, Circulation and Access	
<p>1. To ensure that all relevant traffic impacts relating to development are identified, assessed and mitigated.</p>	<p>The traffic Impact assessment report by Rytenkild Traffic Engineering dated 23 feb 2018 is flawed, it states in page 6, "Coolamon Scenic Drive is a two lane rural road and provides for through movement between Mullumbimby and Main Arm" Not sure what road they did this assessment but Coolamon Scenic Drive actually connects Mullumbimby and Ocean Shores!</p>
B4.2.9 Loading Bays	<p>There is no indication of a loading bay at the "Black Temple", Given that this space will be used for major events, once the site is sold to future entrepreneurs.</p>
B6.2.4 Buffers <p><i>To avoid land use conflicts between proposed new development and existing, legitimate land uses.</i></p> <p><i>To outline controls for buffers aimed at reducing land use conflicts between proposed new development and existing, legitimate land uses where development design and siting cannot deal satisfactorily with land use conflict.</i></p>	<p>The required primary industries buffer of 50m to Grazing of Stock (Table B6.1) has not been provided, many of the camp sites along the north and south of the property are within this required buffer.</p>
B7.2.1 Mosquito Risk Zone	<p>Given that the developer has created a Dam, a still body of water, this stagnant water will create a perfect habitat for the mosquitos to breed, this will need further scientific investigation.</p>
B8.2.2 Site Waste Minimisation and Management Plans	<p>No SWMMP was submitted for this Large Scale development. Documentation is required for all Das.</p>
B9.2.3 Landscaping – further requirements for more complex development	<p>No Detail of Earthworks, ie major earthworks around "the Black Temple, it will require substantial retaining walls</p>
B10.3 Signage Types and Locations	<p>No details for the type of signage and the location of signage, ie is it going to be illuminated/ LED display boards??</p>
B12 Social Impact Assessment <p>To assist in achieving cohesive, sustainable and resilient communities within the Shire.</p> <p>To enhance consistency, certainty and transparency in Council's assessment of the positive and negative social impacts of proposed development.</p> <p>To maximise the positive social impacts of development such as improved access, amenity, affordable housing provision, employment opportunity and safety.</p> <p>To minimise the negative social impacts of development such as: increased traffic congestion; restriction of access to facilities; services and transport; loss of employment opportunity; loss of existing affordable housing stock; and loss of public safety or perceived public safety.</p>	<p>This Large scale development fails to address the aims of the social impact of this community.</p>
C2 Areas Affected by Flood <p>Where development is proposed on rural land that may be considered flood liable land, the applicant will be required to submit a report using local flood information, establishing the levels on the site equivalent to the Projected 2050 Flood Planning Level in relation to any dwelling, residential, tourist or commercial project.</p>	<p>No information was submitted in the event of this site been affected by a flood event, given that most likely access to the site will be affected by floodwaters (ie entry via CSD or Argyle Street, Mullumbimby), the proposed number of vegetarian inhabitants at this site will create a nightmare situation for the SES services!</p>
C3.2.1. Visual Impact Assessment Objectives <p>1. <i>To retain and enhance the unique character of Byron Shire and its towns, villages, rural, coastal and natural areas.</i></p> <p><i>To ensure that development does not adversely impact on the Shire's scenic character and visual quality.</i></p>	<p>The applicant has not provide the required 3D photomontage or a scale model to properly access this application.</p>

<p>To ensure that where possible new development contributes to enhancement of the Shire's scenic character and visual quality.</p> <p>To ensure adequate information is available to properly assess visual impact.</p>	
<p>Hours of operation of Kiosk</p>	<p>No information to the hours of operation for the kiosk, Is it open 9am to 5pm or open 24 hours to accommodate late tourist?</p>
<p>D3 Tourist Accommodation</p> <p>D3.2.3 Character and Design in Rural Zones: Performance Criteria</p> <p>1. Tourist accommodation development in Zones RU1 and RU2 must be compatible in character and amenity with the surrounding rural and natural landscape, and with development in the locality.</p> <p>2. The provisions of Chapter D2 Residential Accommodation and Ancillary Development in Rural Zones apply to all tourist accommodation development in zones RU1 and RU2 in the same way they apply to residential accommodation in Rural Zones.</p> <p>3. All development to which this Chapter applies in Rural Zones must be low scale consistent with the relevant Aims, Guiding Principles, Best Practice Guidelines and Performance Standards contained in the Byron Rural Settlement Strategy 1998 ('the Strategy') as follows:</p>	<p>1. This development is not compatible with the surrounding rural or natural landscape.</p> <p>2.</p> <p>3. This development is not a small scale development, it's a massive money making venture: it has the potential to make 12 cabins at \$150 per night = \$1800 7 additional living spaces at \$50 per night = \$350 237 camping sites @ \$35 per night = \$8295 Plus rent for Juice Bar, at say \$100 per day Yoga and Meditation Space = \$17 per session x say 3 sessions a day, 75 people per session= \$3825 per day Plus day spa income.</p> <p>Income: per day \$14,370 per week \$100,590 per year over \$5,230,680 dollars!</p>
<p>Other issues: Safety The <i>Swimming Pools Act 1992</i> applies to swimming pools and spa pools that are located (or being built) on site with a residential building, movable dwelling or tourist and visitor accommodation.</p>	<p>No information has been submitted in regards to the dam. A Pool fence will have to be erected around the Dam, given that you will have small children and potentially drunken tourist on the site. Note a pool fence might not be required for a dam in a farm but this is a tourist development with a dam, Byron Shire Council will have to be cautious went approving such an arrangement.</p>

Conclusion.

My understanding of allowing tourist facilities in a RU2 zone was so the primary producer had some extra income to supplement their yearly earnings for the family farm, in conjunction with a primary activity of the farm such as livestock or sugarcane. No mention of a primary activity is noted on the Statement of Environmental Effect or other documentation, this is not zoned RE1 to accommodate a large Caravan Park or Camping Ground.

The Large Scale development will be similar to the tourist accommodation in Byron Bay situation, where the landlord get the \$5.2 million, the Byron Shire gets small amount in land rates and endless complains of unlawful activities on the site and the community has to deal with the large number of tourist.

This development is not a small scale, it has the potential to earn \$5.2 million dollars a year, the proposed development not only if approved set a dangerous precedent with other owners of RU1 or RU2 (who could resist this income!) but will have a major impact to all residence of Coolamon Scenic Drive and Mullumbimby.

Although this current owner has said that he has the right intentions for the site, there is no guarantee that the site will not be sold once he gains approval. building was quickly sold to Woolworth).

If this application is approved by council or the Land of Environment Court, I look forward to the total upgrade of Coolamon Scenic Drive (Ocean Shore to Mullumbimby) and a new roundabout at the junction of Coolamon Scenic Drive and Main Arm Road.

Regards,

BYRON SHIRE COUNCIL 1
DOC NO:
REC'D: 24 APR 2018
FILE NO:
ASSIGNEE:

23 APRIL 2018

REPLY TO DEVELOPMENT APPLICATION.

OUR ROADS ARE NOT CONSTRUCTED TO TAKE THE VOLUME TRAFFIC USING ROADS AT THIS POINT IN TIME.

I HAVE ENCLOSED PHOTOS OF BIAN COURT ROAD FROM NO 9 - NO 11.

THE AMOUNT OF CARS PARKED ON ARIKA AVE & BIAN COURT MAKES DRIVING DANGEROUS ESPECIALLY AT THE T SECTION.

WITH CARS PARKED AT THIS T SECTION, DRIVING ALONG ARIKA AVE & TURNING INTO BIAN COURT PUTS YOUR CAR INTO THE MIDDLE OF THE ROAD & THIS IS ALSO A BLIND SPOT TO ON COMING CARS - IT IS DOUBLY DANGEROUS WHEN THE SUN IS SETTING.

②

I THINK THIS DEVELOPMENT WILL DEVALU^LE
THE SURROUNDING HOMES.

THIS DEVELOPMENT WILL BE AN ABSOLUTE
EYESORE IN MY OPINION.

WHEN WE MEET WITH THE TOWN PLANNER
I WOULD LIKE ANSWERS ABOUT STORM
WATER EFFECTS & UNDERGROUND SPRINGS.

I STRONGLY OBJECT TO THIS
DEVELOPMENT.

I AM CURIOUS WHY THERE IS SUCH
A SHORT EXHIBITION TIME FOR
THIS DEVELOPMENT.



MONDAY 23-APRIL 2018

ROAD OUTSIDE NO 9 BIRN COURT
OCEAN SHORES



MONDAY 23 APRIL 2018

ROAD OUTSIDE 140 10 & 11 BIRNIE COURT
OCEAN SHORES



23 APRIL 2018 MONDAY

ROAD OUTSIDE NO 11 BIRNIE COURT
OCEANA SHORES



Monday 23 April 2018

PORTS OUTSIDE No 10 & 11 BIRN COURT
OCEAN SHOLES



monday 23 APRIL 2018

ROAD OUTSIDE 11010 BIRN COURT
OCEAN SHORES



Monday 23 APRIL 2018

ROAD OUTSIDE No 10 BIRNIE COURT
OCEAN SHORES

NOTIFICATION OF DEVELOPMENT APPLICATION

DA No.	10.2018.127.1
Proposal	Multi Dwelling Housing comprising of Thirteen (13) Dwellings, Subdivision (Torrens and Strata), Lot Consolidation and Tree Removal over Three (3) Stages
Parcel No.	105260, 97720, 97730
Property Description	Lot and DP: LOT: 1497 DP: 245028, LOT: 1489 DP: 245028, LOT: 1490 DP: 245028 Street Address: 9 Bian Court OCEAN SHORES, 13 Warrambool Road OCEAN SHORES, 11 Warrambool Road OCEAN SHORES
Applicant	Planit Consulting Pty Ltd
Consent Authority	Byron Shire Council
Exhibition Period	19 April 2018 to 2 May 2018

Council has received the Development Application (DA) as described above. It will be placed on public exhibition on Council's website or via the Customer Kiosk at the Council offices in Station Street, Mullumbimby between 8.30am and 4.30pm Monday to Friday (public holidays excluded).

The purpose of this letter is to advise you of the proposal in accordance with Council's Development Control Plan provisions relating to public exhibition and notification of DAs and to give you the opportunity to make a written submission with regards the proposal. If you would like to make a submission by way of an objection, the submission must set out the grounds of the objection. Any submission must be received by 4.00pm on the final day of the exhibition period.

If you would like to make a submission on the proposal, you can use the online submission lodgement form at available on our website.

Submissions will be made public in accordance with Schedule 1 Part 3 Clause 1(a)(vi) of the GIPA Regulations 2009 as applicable including both the substance of the submission and the identity of the author. For assistance with this please call Council's Records Coordinator on 02 6626 7322.

If the exhibition period is to be extended, this will be listed on Council's website.

If you are making a submission you may be required to lodge, now or possibly in the future, a "Political Donations and Gifts Disclosure Statement". It is your responsibility to ensure you meet your obligations to disclose reportable political donations and gifts. A failure to meet your obligations is an offence the penalty



TRADITIONAL HOME OF
THE BUNDJALUNG PEOPLE

ALL COMMUNICATIONS TO BE
ADDRESSED TO THE GENERAL MANAGER
PO Box 219 Mullumbimby NSW 2482 (70-90 Station Street)
E: council@byron.nsw.gov.au
P: 02 6626 7000 F: 02 6684 3018
www.byron.nsw.gov.au ABN: 14 472 131 473

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viet

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

This development is inappropriate for the land that is sighted on. For too many sites as well - the whole project needs a major rethink and re-evaluation.

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

FLOOD
FIRE
TRAFFIC



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:.....
RECD: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-Viel

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Koala Colony
flood zone
fire zone
don't want it!

RECEIVED BY FRONT COUNTER
26 APR 2018

This Submission is to Object to D.A. Number: 110/2018, which applies to 1897 Coolamon Scenic Drive, Mullumbimby 2482.

DOC NO:
REC'D: 24 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viel

We have also submitted this objection as an email attachment sent to the Byron Council.

INTRODUCTION

Our names are

Mullumbimby and have lived in this house since 1985.

We wish to register our objection to the proposed development at 1897 Coolamon Scenic Drive, Mullumbimby. (D.A. No: 110/2018)

The reasons for our objection include:

- numerous breaches of the Byron Local Environmental Plan 2014
- breaches of the Byron Development Control Plan
- parts of this site are classified as extreme bushfire danger with steep slopes
- parts of this site are flood prone
- this site contains high value vegetation
- access to this site from Coolamon Scenic Drive is not viable
- the D.A contains misleading information

We will expand on these objections in the pages to come.

We will refer to Sections of the D.A.; the LEP; the DCP; and other documents and guides that are cited in the D.A or are considered relevant by me.

Thank you in advance for your careful consideration of our submission.

22nd April 2018

1. INTRODUCTION (page 3 D.A.)

The Introduction to this D.A contains false, misleading, and highly contentious statements. It states that the property is “camphor laurel infested R.U. 2 zoned areas of this property.”..and in the main uses existing internal roads.”

- The developer has already removed native vegetation, and this introduction makes no mention of the extreme danger in accessing the property from Coolamon Scenic Drive, which I will address in more detail when critiquing the Traffic Report. The Byron Shire Council recognises that this property has High Environmental Value Vegetation and is not just “camphor laurel infested.”

The Introduction states that an egress will be established at the end of Chinbible Avenue, which will include a single span structure across Chinbible Creek within the road reserve.

- No plan or drawing for this exists in the D.A., and such egress would depend on Council permission being granted to build such a structure.

The Introduction refers to this property as, “a visually isolated location,” and claims that the proposed development will be sensitive.

- In fact the property is located on the northern approach to Mullumbimby, on a busy road, clearly visible from the road. The proposed recreation facility (function centre) ; cabins; glamping platforms; tents; kiosk; old dairy; and the recently manufactured rock area and gardens will be visible to everyone and will certainly not be sensitive or,” maintain the rural landscape character of the land,” which is a stated objective of the Byron LEP.
- The Traffic Plan states that most of the trees along the eastern boundary will need to be removed to improve mandatory traffic sightlines. The ugliness of a row of glamping structures located 15 metres from Coolamon Scenic Drive will be a daily reminder of the loss of the rural landscape which the Byron LEP cites as an objective of this type of zoning: “Zone RU2 Rural Landscape 1 Objectives of zone: To maintain the rural landscape character of the land.” (Byron Local Environmental Plan 2014)

2. SEC. 79C (1)(a) ZONING OF LAND (page 4 D.A.)

The D.A states that the proposed development is “landuse permissible with the consent of Council.”

- This is **not** true. The proposed recreation facility is not among the permitted examples cited in the LEP, which the D.A cites and then ignores. In fact the commercial kitchen in this proposed building means that the proposed building meets the definition of a function centre (*function centre* means a building or place used for the holding of events, functions, conferences and the like, and includes convention centres, exhibition centres and reception centres, but does not include an entertainment facility.)(Byron Local Environmental Plan 2014).
- 4.1 of the Traffic Report in the D.A. refers to the recreation facility being used for “events” once a month. This building is therefore going to be used for events, making it a “Function Centre,” and should thus be rejected, because function centres are prohibited in RU2 land. The Byron Shire website states, “Under current planning legislation (LEP 2014), a commercial venue for weddings or events is defined as a function centre. In the rural zones, RU1 and RU2, function centres are prohibited.”
- A day spa is not a permitted activity in RU2 land under the Byron LEP.
- A kiosk is not permitted in RU2 land under the Byron LEP and is expressly prohibited in the Byron Land Matrix. (Byron Local Environmental Plan 2014 Primary Production Rural Landscape Land Use Matrix (amended by LEP Amendment No. 13 on 22/09/2017)
- The LEP states that

2.2 STATUTORY OBJECTIVES – RU2 Rural Landscape Zone (page 5 D.A.)

The D.A states that the proposed development is “landuse permissible with the consent of Council.”

- This is not true as has already been explained in the previous section. In addition, the proposed camping ground is not permissible because it does not meet the definition of “small scale.” The LEP defines “small scale” as, “a scale that is small enough to be generally managed and operated by the principal owner living on the property.” (Byron Local Environmental Plan 2014).

The house with 6 bedrooms plus the ten workers mentioned later in the D.A prove that this proposed camping ground is not permissible under the Byron LEP, because of its scale. Later the D.A, manufactures its own definition of small scale which appears to be area divided by number of camping sites. This is deliberately misleading.

The D.A also refers to the approval of “the use of a converted structure as a dwelling.” No dwelling is approved for this property and the developer has flagrantly breached Byron Council regulations by allowing people to live in the dairy as referred to by the Mayor Simon Richardson on a Facebook post on Friday 6th March,....“Staff inspection October 2017 -remove inhabitants of unapproved dwelling etc.” And, “December 2017 - Staff noted DA and s68 submitted; engineering specs supplied, tenant given notice.”

The tenants are still in residence.

2.4 Byron LEP – Clause 4.3 Height of Buildings (page 6 D.A)

The LEP states, “(1) The objectives of this clause are as follows:

(b) to ensure the height of buildings complements the streetscape and character of the area in which the buildings are located,

(c) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development.

- This proposed development does not comply with the LEP because, these structures will not “complement the streetscape”; the character of this area will be destroyed; the visual impact from the road will be enormous; and the loss of privacy from the huge increases in traffic and humans will be shattering for neighbours, not to mention the already crowded situation in Mullumbimby itself.

The D.A should have contained architect’s renders of the proposed development so that people could see how ugly this proposal would end up being.

2.5 Byron LEP – Clause 6.8 Rural and nature-based tourism development (page 6 D.A.)

6.8(1) “The objective of this clause is to ensure that tourism development in rural and natural areas is small scale and does not adversely impact on the agricultural production, scenic or environmental values of the land”(Byron Local Environmental Plan 2014)

- The LEP defines *small scale* as “a scale that is small enough to be generally managed and operated by the principal owner living on the property.”(6.8.6 Byron LEP)

There is no suggestion that the principal owner intends to live on the property and manage it.

The D.A states that the residence will be constructed for the use of the “caretaker/manager”, and that the camping grounds will employ 10 workers. This does not meet the definition of *small scale* and with 10 workers on site it is clear that it is anything but *small scale*. With 239 camping sites and a possibility of 12 people per site this proposal could see 2,868 people living here. With the population of Mullumbimby at 3,596 (2016 census), a possible population increase of 80% is anything but *small scale*.

When the proposed indoor recreation centre, day spa, kiosk, residence, amenities blocks, workers’ lunch structure and twelve cabins are added to the camping sites; this proposal appears to be more like a festival site than a small scale tourist development.

Therefore the proposal does not meet clause 6.8.(1) of the LEP.

6.8(3) Development consent must not be granted to tourism development on land to which this clause applies unless the consent authority is satisfied that:

(a) there is, or will be, adequate vehicular access to and from a road, other than a classified road, taking into account the scale of the development proposed, and.. (Byron Local Environmental Plan 2014)

- The proposed vehicular access from Coolamon Scenic Drive is not *adequate*. The existing access in no way complies with the “HANDBOOK FOR DRIVEWAY ACCESS TO PROPERTY,” which contains the accepted standards for driveway construction in Byron Shire. The inadequacies and dangers of this access were pointed out to the Council in a letter sent by me in 2016. (Appendix A) No response was received apart from Councillor Cate Coorey.

This issue of the proposed access will be dealt with in detail in the response to the Traffic Report in the D.A.

6.8(3)(b) “the development is small scale and low impact” (Byron Local Environmental Plan 2014)

- As has already been pointed out the proposed camping ground and other proposals are not small scale. The D.A describes the definition of small scale, “a scale that is small enough to be generally managed and operated by the principal owner living on the property,” and then completely ignores the fact that the D.A. states that ten(10) workers will be needed to assist in managing the site and that they will require their own lunch structure. This does not meet the definition of small scale.
- The D.A says that the proposal is small scale because it is “over a large site.” This is deceptive, disingenuous and is beneath contempt. The D.A. is well aware of what small scale means because he has already written it in the D.A.
- The LEP requires development to be low impact. This proposal is not low impact.

(6.8(3)(c) “the development is complementary to the rural or environmental attributes of the land and its surrounds” (Byron Local Environmental Plan 2014)

- The D.A does not provide any evidence that this clause has been met. In fact the plan for this proposal clearly demonstrates that the rural attributes of this land will be all but lost with the proposed structures. The complementary nature of a day spa, kiosk and recreation facility have not been explained because they are not complementary. Because the land is cleared does not mean that it no longer part of the rural landscape as the D.A. appears to suggest.

6.8(3)(d) “the development will not have a significant adverse impact on agricultural production, amenity or significant features of the natural environment.”(Byron Local Environmental Plan 2014)

- The proposed development has already had a significant adverse impact on the environment due to the extensive earthworks, dam building and road construction that have taken place with no Council approval. The construction of the proposed buildings will further harm the existing landscape. Previous open paddocks will be turned into a camping ground. How does this maintain the significant feature of the natural environment. The open space will be completely lost. The suggestion in the D.A that the “natural environment of the area” (Does the D.A. understand what environment means?) will be enhanced, is laughable.
- Other impacts on the environment will be explored in greater detail in the analysis of the Environmental Report in the D.A.

The State Environmental Planning Policy (Rural Lands) 2008, section 7 Rural Planning Principles identifies(e) “the identification and protection of natural resources, having regard to maintaining biodiversity, the protection of native vegetation, the importance of water resources and avoiding constrained land,” as a planning principle. (State Environmental Planning Policy (Rural Lands) 2008)

Parts this land have been identified by the Byron Council as constrained land due to high value environmental vegetation; flooding; and extreme fire danger.(CONSTRAINED LAND: '1:100yr Flood or Climate Change risk' DRAFT BYRON RURAL LAND USE STRATEGY MAP 10; CONSTRAINED LAND: 'High Environmental Value Vegetation' DRAFT BYRON RURAL LAND USE STRATEGY MAP

2; and CONSTRAINED LAND: 'Extreme Bushfire Risk' DRAFT BYRON RURAL LAND USE STRATEGY MAP 6)

- The “amenity” of the area will be destroyed by this proposal. The buildings, and the people that this will attract will mean that the amenity of this area will never be the same again: five years of construction plus the proposed development itself will mean that this area is no longer Rural Landscape but a mini North Byron Parklands.

6.8(5)(a) “...consent must not be granted....if the development (a) includes an ancillary caretaker’s or manager’s residence.”

- This is problematical. The proposed residence is an “expanded house” with 3 separate outbuildings each containing 2 separate rooms; each with their own roof, ensuite, double bed, and deck area. A peculiar arrangement for a large family perhaps but perfectly understandable when you are providing accommodation for a large team required to manage this proposed development; or more likely, intending to use this building as a B&B, or motel.
- If this building is to become a B&B then it would be in breach of the Byron LEP, which states that, “Development consent must not be granted to development for the purpose of tourism development on land to which this clause applies unless: (a) a lawfully erected dwelling house or dual occupancy (attached) is situated on the land.”

6.8(6) “In this clause: *small scale* means a scale that is small enough to be generally managed and operated by the principal owner living on the property.”

- The D.A. states numerous times that this proposed development is small scale. It is NOT small scale. There is no suggestion that the principle owner intends to live on this property and manage it. The D.A states that it will take an additional 10 workers to do so. The proposal does not meet the LEP requirement to be small scale.

3.5 SOCIAL & ECONOMIC IMPACTS IN LOCALITY (page 25 D.A.)

The Social Impact Statement in the D.A. demonstrates a complete failure to follow the guidelines to be found in “Byron Shire Development Control Plan 2014 Chapter B12 Social Impact Assessment” (BSDCP2014)

This document clearly sets out the steps that need to be taken in preparing a Social Impact Statement, which is required because, “2. A Social Impact Assessment (SIA) will be required for the following:

- c) **caravan parks, camping grounds or manufactured home estates** with 20 or more sites;” (BSDCP2014 Page 6)

Page 7 of the “Byron Shire Development Control Plan 2014 Chapter B12 Social Impact Assessment”, states

“The SIA must be included as part of the Development Application for the proposal and should be prepared in four steps as follows:

- a) Determine the **social impact assessment scope**
- b) Pre-lodgement Meetings with Council
- c) Undertake Research, Consultation and Analysis
- d) Preparation of the Social Impact Assessment

Documentation and certification of the research, consultation and analysis must be in the form of a Social Impact Assessment Report and must include at least:

- i) the **social impact assessment scope**;
- ii) community profiling;
- iii) identification of issues (both positive and negative);
- iv) the methodologies employed by the study to measure impacts;
- v) the primary and secondary data collection methods;
- vi) the primary and secondary data collected;
- vii) method of analysis employed and a discussion and analysis of the issues;

viii) identification and measurement of likely impacts;
 ix) range of options for proceeding with the proposal; and
 x) recommendations including suggested mitigation measures for negative impacts that have been identified and/or strategies to monitor and manage negative impacts over time.”

- **None of these measures have taken place.** The D.A Social Impact Statement tells us that the proposed development, “meets the design criteria set within..... Byron DCP 2014.” The fact that the Social Impact Statement has **not** been completed, proves that it does not in fact meet the design criteria, and that the D.A. has no idea of what is a Social Impact Statement. The D.A. argues that if the proposed development takes place, the economic and social benefits to the Shire will be a positive one, with no supporting evidence that this is in fact the case. The D.A has made no effort to explain the social and economic impacts in the **immediate** locality, because the necessary social impact assessment has not been conducted. My research conducted amongst the neighbours shows that people who live here believe the social and economic benefits will be zero, and in fact will destroy the amenity of the area.

This proposed development does not meet the requirements of the **Byron Shire Development Control Plan 2014.**

The Development Control plan states:

Part A

Preliminary

Consequently, development applications must be accompanied by a comprehensive site and context analysis.....

The Site and Context Analysis Plan must define and address:

- d) potential sources of nuisance such as noise, odour, light spill and the like.
 - e) views, vistas and view corridors to and from the site.
 - f) where relevant to the development proposal, the direction and distance to local shops, public transport, schools, parks and community facilities.
 - g) a synopsis of opportunities and constraints for the proposed development, having regard to the results of the Site and Context Analysis process.
- None of this has been completed.

Byron Shire Development Control Plan 2014 – Chapter B5 – Providing for Cycling, States:

Performance Criteria

1. Development applications must demonstrate that all potential modes of transport have been addressed in assessing the requirements for transport and access to and from the proposed development. **The assessment must address the potential for cycling as a means of transport to and from the site and the resultant need for the provision of facilities for cycling and cyclists at the site.** The assessment must also address the need for providing and/or upgrading cycleways and other cycle related facilities to serve the proposed development, including those defined in the ‘Action Plans’ contained in the **Byron Shire Bike Strategy and Action Plan.**

- None of this has occurred.

Byron Shire Development Control Plan 2014 – Chapter D3 – Tourist Accommodation, Tourist accommodation development in Zones RU1 and RU2 must be compatible in character and amenity with the surrounding rural and natural landscape, and with development in the locality.

All development to which this Chapter applies in Rural Zones must be **low scale.**
iv) consultation – there is full community consultation and participation with the local community prior to decision-making, and support for participatory settlement planning;

vi) *water quality -- natural watercourses and the riparian lands, wetlands and groundwater systems are protected from sources of pollution and the water quality is maintained and improved;*

- The proposal is NOT compatible with the amenity of the surrounding area.
It is not low sale.
Natural watercourses and riparian areas have been substantially altered by earthworks already conducted.
There has been no community consultation.
The Development Plan has been ignored.

Byron Shire Development Control Plan 2014 – Chapter D3 – Tourist Accommodation Performance Criteria

1. The design of **caravan parks** and **camping grounds** must be compatible with the existing streetscape and character of the precinct in which they are located.
2. **Caravan parks** and **camping grounds** should be designed to avoid adverse effects on the amenity of the precinct in which they are located.
3. The proposed site must be suitable for the development of the **caravan park** or **camping ground**, having particular regard to the following principles:
 - a) steep slopes must be avoided because of drainage, slip and bushfire problems and potential damage to the environment;
 - b) parks must not disturb water courses and must not be located in low-lying areas with poor drainage, or on flood liable land;

- This proposal is nothing like the existing streetscape.
The amenity of this area will be wrecked by this proposal: ugly; noisy; traffic; population explosion.
Steep slopes are located here, creating potential slips, bushfire danger and the environment has already been damaged.
The steep slope behind the ornamental lake has camping sites located on it. These sites would require extensive earthworks and retaining walls to be constructed; or would need to be cut into the slope. Located beneath a road that has been cut around Chincogan by the developer would increase the danger of slippage and pollution entering Chinbible Creek.
Water courses have already been disturbed and the land is flood prone.

2. **Rural tourist accommodation** must be designed and located to be compatible with the surrounding rural and natural landscape. Where new buildings are proposed to be constructed for the purpose of **rural tourist accommodation** such buildings are to be clustered and located in proximity to the primary **dwelling house** on the lot.

- The new cabins are NOT clustered and located in proximity to the primary **dwelling house** on the lot, but are some 400 to 500 metres away from it.
- Glamping platforms along Coolamon Scenic Drive (one of which has already been built) with tents located on them; glamping platforms built around Chincogan behind the proposed yoga facility; spread out cabins and tents; roads; and structures already built by the developer will make this site about as far removed from being “compatible with the surrounding rural and natural landscape,” as is possible.

Byron Shire Development Control Plan 2014 – Chapter C2 – Areas Affected by Flood

Where development is proposed on rural land that may be considered **flood liable land**, the applicant will be required to submit a report using local flood information, establishing the levels on the site equivalent to the **Projected 2050 Flood Planning Level** in relation to any dwelling, residential, tourist or commercial project. In some instances a professional Civil / Hydraulic Engineer (with qualifications suitable for admission as a corporate Member of Engineers Australia) will be required to prepare this report or a flood study.

- No Flood Plan has been attached to the D.A.

3 Sec. 79 (1) (b) Impact on Environment (page 54 D.A)

A number of assertions in this section of the D.A are highly debatable.

"The site is accessed by an internal access road."

- No it isn't; it is accessed from Coolamon Scenic Drive with a speed limit of 100 kilometres per hour.

"Visually the site will be well screened and unobtrusive due to the retention of existing landscape plantings."

- I look at this development every day and it's quite easy to see. The Traffic Plan suggests removing trees to the north of the proposed entrance to improve sight lines. This will increase its visibility not decrease it.

"No appreciable change in the character of the site or its surrounding area will result."

- The proposed development will make a massive change to the character of the site. The proposed plan proves that.
- If the D.A proposal to use Chinbible Avenue as an access were to be approved, a bridge would need to be constructed which would almost certainly affect Chinbible Creek and the fish habitat that exist there.

3.1 S.E.P.P. No. 44 Koala Habitat (page 56 D.A.)

"3. No koala food trees are in the site."

- Yes there is. The FireSafe report says so. "Small areas within moist sclerophyll forest (PCT 826) occurs (sic) contain preferred feed tree *Eucalyptus microcorys* and represent potential koala habitat." Koala pellets were also found.

3.3 Measures To Protect the Environment (page 56 D.A.)

"... the construction minimises environmental impact by reducing the extent of earth works required." This is simply misrepresenting reality. Major earthworks have already taken place on the site and no efforts were made to stop sediment from entering Chinbible Creek, (see Picture A and B) until the Council stepped in and asked for this to be done. The resulting work on silt traps was ineffective. (See Picture C)

Picture A (below). No silt traps.



Picture B (below) No silt traps.





Picture C. Ineffective silt traps.

The sculpted gardens, dams and septic tank installation located beside the dwelling (no approved D.A for this dwelling) have been completed without any sediment barriers. Barriers were installed a few weeks ago after the work was completed. If a lack of earthworks and sediment barriers are, according to the D.A., proof of no adverse environmental effects, then I consider that the works already completed have already had an adverse effect on the environment.

3.5 SOCIAL AND ECONOMIC IMPACTS IN LOCALITY (page 58 D.A.)

- It is clear from the pitiful effort to address this issue in the D.A., that the proponent has no clue as to the social and economic impacts in the area because the D.A. has failed to conduct a mandatory Social Impact Assessment as has been pointed out previously. If he had done this Assessment he would have found that police have already been called to the property because of noise disturbance. The problems associated with over 500 people living on this site would be numerous, which begs the question as to why the Social Impact Statement was not conducted.
- **“Noise Guide for Local Government Part 3 Noise management principles”** states, “When a council is determining a DA, or being consulted on a project application, noise issues need to be considered. Generally, it is relatively easy to identify a potentially noisy development and, conversely, a development that may be sensitive to noise.” The D.A. Makes no mention of the potential noise problems associated with this proposed development.

4 Sec.79C(1)(C) SUITABILITY OF THE SITE

The D.A. states that this proposal meets all Council statutory requirements for developments of this type.

- Really? When this property was put forward as a possible affordable housing option Council rejected the proposal because of, “access, flooding and terrain constraints.” (BYRONSHIRE COUNCIL STAFF REPORTS - SUSTAINABLE ENVIRONMENT AND ECONOMY 13.21 - ATTACHMENT 2) Nothing has changed. The site is completely unsuitable for this proposed development.

Response To Ecological Assessment

The D.A, in 2.16 "Habit (sic) Restoration" states that this plan is a requirement of the Byron Rural Settlement Strategy, and that this Plan is designed in part to, "ensure repair and enhancement of the natural environment, and restore the land's biodiversity and ecological processes."

It is my contention that the actions of the developer over the past two years have actually achieved the opposite of this intention and that he should be stopped from causing further harm with this proposed massive overdevelopment.

The Ecological Assessment contained in the D.A is faulty.

The stated purpose of the report was to ascertain the impact the proposed development may have on any threatened species, populations or ecological communities listed within the Threatened Species Conservation Act.

The study was conducted sometime around December 2017, and published in February 2018.

Lot 1897 was purchased by the current owner in late 2015. In the middle of 2016 a number of major changes were made to Lot 1897, which may certainly have influenced both flora and fauna. These include: removal of a stand of dead camphor laurel trees; removal of living camphor laurel trees; removal of native vegetation; the excavation and widening of a second order watercourse and turning it into a dam; the filling of a first order water course and construction of an ornamental dam; site levelling; and road construction. (See Pictures 1 to 6)

All of these works were completed prior to the D.A study being conducted, thus making many of the report conclusions only applicable to the last few months.



Picture 1. Camphor laurel clearing July 2016.

Picture 2. Camphor laurel and native vegetation clearing

August 2016.





Picture 3. 2nd order watercourse August 2016.

Picture 4. Destruction of water course and dam construction October 2016.



Picture 5. Filling First Order watercourse October 2016.

Picture 6. Road building and levelling (water course gone) July 2017.



Riparian Land

In "Alteration to the Natural Flow Regimes of Rivers, Streams, Floodplains & Wetlands - Key Threatening Process Listing NSW Scientific Committee - Final Determination," The Scientific Committee has found that:.... "Alteration to the natural flow regimes of rivers and streams and their floodplains and wetlands is recognised as a major factor contributing to *loss of biological diversity and ecological function* in aquatic *ecosystems, including floodplains.*" (my italics)

Alteration of natural flow regimes in rivers and streams and their floodplains and wetlands has a variety of impacts which include:

Reduction of habitat due to change in area, frequency and duration of flooding of floodplains and terminal wetlands," and

"The creation of deeper, more permanent and disturbed habitat may permit the establishment and spread of exotic species that may displace native species (Gehrke et al. 1995). Species favoured by deeper more permanent water include: Carp (*Cyprinus carpio*), Plague minnow (*Gambusia holbrooki*), Water Hyacinth (*Eichhornia crassipes*), *Salvinia* (*Salvinia molesta*) and Cabomba (*Cabomba caroliniana*). The disturbance of riparian zones by change in water regime may permit establishment and spread of semi terrestrial species, for example Willows (*Salix* spp.), Blackberry (*Rubus fruticosus* complex), Lippia (*Phyla canescens*) and Broad Leaved Privet (*Ligustrum lucidum*)."

Senna (*Senna floribunda* & *S. pendula* var. *glabrata*) is already taking over the now cleared area which was previously a riparian zone.

The watercourses on Lot 1897 have been altered drastically by the owner of the property. The channel at the foot of Chincogan has been completely removed and turned into a dam. During this process all the vegetation around the dam was removed and the existing ecology destroyed.

The Byron LEP, states that a "Waterbody artificial (dams)," "(3) Must not be located within 40m of a waterway." The developer placed the dam on the water course, without seeking permission.



Picture 7. Water course modification.

The deeper body of water established in its place sets the scene for the environmental disaster by this actions as predicted by the NSW Scientific Committee.

The second order stream at the front of the property has been completely removed by filling with the spoil from the larger dam and drainage progress to Chinbible Creek has been removed by the establishment of two small dams.

The Bushfire Safe report states that, “the proposed development does not involve area-removal of native vegetation communities within waterfront riparian land.” This is only true because the developer has already achieved this. (See Pictures 8 and 9)

Picture 8 June 2016. Watercourse at the foot of Mt Chincogan.



Picture 9. The same water course after tree clearing.



The report states that “..the footprint encroaches within open-cleared areas defined as the ‘allowable outer 50% buffer’. Encroachment in this area may be offset in other areas of the property according to the averaging rule (approved activities approval). The footprint also encroaches within protected land of the inner VRZ (Vegetated Riparian Zone), as does the required APZ (Asset Protection Zone) area for the proposed new dwelling and the provision of defensible space for some areas. These areas do not comply with riparian land protection recommendations and should seek alternative solution/special approval for this activity. Under the LLS legislation 2017, the definition of native vegetation protected as ‘vulnerable riparian land’ extends to include dead or non-native vegetation.”

So the proposed development WILL encroach on the riparian zone and will breach the fire protection rules.

With this amount of non-compliance of recommended rules for riparian protection I believe this proposed development is damned by this report, and development approval would see danger to both the environment and human life.

Traffic and road

The Traffic Impact Assessment Report included in the D.A. has a number of inaccurate statements which unfortunately add up to a deeply flawed assessment of the present and future traffic conditions on Coolamon scenic Drive.

I will deal with the false assertions as they arise in the report, and then point out the dangers in the proposed intersection which I believe fails to reach standards set out in “*Austrroads Guide to Road Design Part 4: Intersections and Crossings.*”

From the Traffic Report:

3.1 Surrounding Road System

”Coolamon Scenic Drive provides for through movement between Mullumbimby and Main Arm.”

- Whilst this may appear a minor error it is of major significance when considering the proposed development. GPS units bring visitors from the north (Queensland), South Golden Beach, Billinudgel and Ocean Shores, into Mullumbimby via Coolamon Scenic Drive, including caravans and heavy articulated vehicles.

“Coolamon Scenic Drive has a speed limit of 50km/h along the southern end of the site frontage.”

- This is true but the rest of Coolamon Scenic Drive has a derestricted speed limit which means the speed limit of 100k/hr applies. The report’s traffic data shows that in the morning peak hour, twice as many vehicles pass the site from the north compared to the south. These are the vehicles that are allowed to travel at 100 k/hr and this is the direction from where vehicles will be required to make a right hand turn to enter the proposed development.

3.0 Development Proposal

“The proposal is for a tourist accommodation development comprising of a total of 239 caravan/camping ground sites.”

- Caravans are banned under the LEP. “*camping ground* means an area of land that has access to communal amenities and on which campervans or tents, annexes or other similar portable and lightweight temporary shelters are, or are to be, installed, erected or placed for short term use, but does not include a caravan park.” (**Byron Local Environmental Plan 2014**)

4.1 Development Traffic Estimates

The report states the RMS has no traffic figures for this type of development so the report is guessing and admits that the figures are conservative. I also believe they are based on false assumptions. The report claims that 10% of visitors to the Indoor Recreation Facility will walk or cycle "from the village." As a local resident who does both these activities I can point out that cycling on a 100k/h road is extremely hazardous and walking beside this road with no footpath is also dangerous. Locals and visitors would drive to this proposed facility.

4.2 Development Traffic Distribution

The report is conveniently assuming that 70% of traffic generated by the proposed development would come from the south, due to the proximity of the Pacific Highway. As I have already explained the largest volumes of traffic past our front door are from the north including Queensland and Ocean Shores.

5.1 Carparking Supply

36 parking spaces for the Recreation facility will not suffice. The report claims a capacity of 150 patrons with 20% on site already. No one will walk or cycle, leaving 60 spaces needed.

6.0 Access Design

- This section of the report is frighteningly faulty.

The right and left turn design has been prepared for a design speed of 60k/h. The road speed limit is 100k/h. This failure in the planning fundamentals means that the plan is incorrect.

Austroads 7.2.3 Rural Road states, "Although rural roads are usually characterised by relatively low turning traffic volumes to and from widely spaced access points, high-speed crashes occur due to low driver expectation of turning vehicles." (Austroads Guide to Road Design Part 4: Intersections and Crossings – General)

"The number of access points off a high-speed road should be reduced either by consolidating them or by using existing side roads and service roads" (Austroads Guide to Road Design Part 4: Intersections and Crossings – General)

Which begs the question: as Coolamon Scenic Drive is such a proven dangerous road;(Pictures 1, 2 &3.) why wasn't the proposed entrance for this development off Chinbible Avenue which is a lower speed zone and a straight road with no turning requirements? The answer to that may be that the owner of this property does not own Chinbible Avenue which is not a made road to his boundary. Therefore there is, as yet no emergency egress from the property



Picture 1. 29/1/18



Picture 2. 2/2/18



Picture 3. 30/3/18

The Traffic Report states that a basic Left and Right turn treatments have been prepared for a design speed limit of 60k/h.

- As stated previously this design is therefore completely faulty because the speed limit is 100k/h.

Sight lines have been stated for a design speed of 60k/h.

- Wrong. It's 100k/h.

The report states that a Basic Left Turn and Basic Right will be designed for the access; then displays a plan with an Auxiliary Right Turn lane from Coolamon Scenic Drive; whilst in other places diagrams show left in and left out slip lanes from the property. The Traffic Report appears to be confused about how this intersection can be safely designed. The problem is obvious: -there is no safe design for an intersection at this location. The Report appears to have decided on using an auxiliary right turn lane for vehicles entering from the north.

- (AUR) (Austroads Guide to Road Design Part 4: Intersections and Crossings – General) States, “the AUR treatment is not favoured by some jurisdictions (e.g. Queensland Department of Main Roads and the New Zealand Transport Agency) due to the exposure of right-turning vehicles to rear-end collisions, and this is particularly an issue in high-speed rural situations.” (Austroads Part 4A 4.6)
This would certainly be the case travelling south on a tight approach curve such as exists on Coolamon Scenic Drive.

Figure 7.1 in the Traffic Report shows a plan with a heavy vehicle waiting to turn into the proposed development with a through lane on the left of 2.5 metre width.(Coolamon Scenic Drive is only 5.1 metres wide)

- One can only assume that no other heavy vehicle such as a Byron Shire Council truck or the school bus will want to pass on the through lane which will mean they must come to a stop, and thus completely block the road. Cyclists such as me use this road, as well as kids riding to and from school. N.S.W law requires vehicles to give cyclists a 1.5 metre space at speeds over 60 k/h. How will this plan allow that to happen? Who will get squeezed. With the Report finding 116 vehicles heading south at peak hour and 58 travelling north, the additional vehicles according to the Report’s self-confessed conservative numbers put another 73 vehicles going north and 33 going south. A total of 2 vehicles a minute going north and 2.5 vehicles a minute travelling south. The chances of crashes at this proposed intersection are high.

Austroads Guide to Road Design Part 4: Intersections and Crossings 5.3 says that the necessary distance to decelerate from 80k/h to rest on a level road is 100 metres under comfortable braking and 70 metres at maximum. The distance from the corner prior to the proposed intersection travelling south is approximately 130 metres, after a blind corner. Not much margin for error in this proposed model.

Austroads Guide to Road Design Part 4: Intersections and Crossings 3 SIGHT DISTANCE 3.1 General states, “It is fundamental to the safety of intersections that drivers approaching in all traffic streams are

- able to: recognise the presence of an intersection in time to slow down or stop in a controlled and comfortable manner
- see vehicles approaching in conflicting traffic streams and give way where required by law or avoid a crash in the event of a potential conflict.

Intersection safety performance is therefore largely dependent upon adequate sight distance in relation to both horizontal and vertical geometry for all drivers approaching and entering the intersection. Consequently, sight distance is a key consideration in the location and design of intersections” (Austroads Guide to Road Design Part 4: Intersections and Crossings)

The Safe Intersection Sight Distance for this type of road at a normal reaction time of 2s is 181 metres at 80 k/h and 151 metres at 70 k/h. In other words a Safe Intersection Sight Distance is not possible at this location with a visibility travelling south of around 130 metres.

In addition, the height of the road from the proposed development would be at least 2 metres, meaning that cars leaving the site will not have clear lines of sight to Coolamon Scenic Drive because of the steep angle of approach.

Austrroads Guide to Road Design Part 4: Intersections and Crossings 4.1 General says,

“It is important that requirements for safe pedestrian movement and safe cycling should be considered in the development of all intersection layouts and facilities and should be provided where a need exists.” There is no provision for pedestrians or cyclists in this plan, and the diagram in the Report does not show a road wide enough to cater for turning vehicles, pedestrians and cyclists.

Therefore this proposal which suggests forming a new and dangerous intersection will increase the danger for: vehicles both entering and leaving the property, through traffic, pedestrians and cyclists.

The D.A suggests building a bridge at the end of Chinbible Avenue. (The maps in the D.A. pretend that Chinbible Avenue continues across the Creek. It doesn't and it is deceitful to pretend that it does. In flood, water laps the end of the existing road and trees and other large debris are swept past the houses here. How high would a bridge have to be to make this access safe? How far back up Chinbible Avenue would the bridge approach need to be. This proposal is ludicrous. Without this access how would emergency vehicles gain access to the site?

Thus the Byron LEP Section 6.8(3) which states that, “Development consent must not be granted to tourism development on land to which this clause applies unless the consent authority is satisfied that: there is, or will be, adequate vehicular access to and from a road, other than a classified road, taking into account the scale of the development proposed,” has not been satisfied and the proposed development should not be allowed to proceed.

CONCLUSION

This proposal should not be allowed because it does not comply with the Byron LEP. Nor does it comply with the Byron Development Plan. The proposed access does not meet the requirements of the Austrad Guides and State Environmental Planning Policy.

The proposal should not be watered down either. Unfortunately, the property has established a pattern of thumbing its nose at Council regulations and simply doing whatever it wishes. Examples include: turning a dairy into a house; allowing tenants in the unapproved house; damming a watercourse and gaining a licence from the Office of Water 18 months later to “irrigate”; cutting down numerous trees and claiming they were camphor laurels; destroying the riparian zone; destroying a platypus habitat; placing a septic tank next to a water course; conducting earthworks with no silt traps; burning cut green trees and polluting the neighbourhood; using an access which is totally inadequate; allowing earthmoving equipment to use this access with no thought of the danger to other road users; conducting a wedding on site; conducting a party on site to which the police were called because of the appalling noise; completely changing the natural water courses on the property; and pretending in the D.A to care about the environment and the neighbourhood.

It is reasonable to assume then, that even if Council apply any conditions to this proposed development, that they would be ignored in the same way that existing regulations have been ignored. I urge you to refuse this proposal and impose the maximum penalties for existing breaches of regulations.

Appendix A

Mullumbimby 2482
26th April, 2017

Byron Shire Council Compliance Officers
Byron Shire Council
PO Box 219, Mullumbimby NSW 2482

Dear Sirs,

I am writing to you regarding earth moving and building works which are taking place at Lot 1897 Coolamon Scenic Drive, which is now owned by Mr Mark Franklin. I have major concerns about the increased danger to myself and other users of Coolamon Scenic Drive, caused by the machinery and vehicles which are now accessing this property.

As you know this property was previously owned by Mr and Mrs Chittick and operated as a dairy and beef property, until Mr Chittick died a number of years ago. During these times a cattle crush and yard was in use on the Mullumbimby side of the Chittick's garage, next to where a block was cut off from the farm, and a house is now situated.

After Mr Chittick's death, the property was used for cattle agistment. Sometime around 2009 persons connected to the cattle agistment installed a temporary road and gate along Coolamon Scenic Drive to provide access to the cattle and the property. I have attached a Google Maps screenshot of this "road" taken in 2010 which shows a load of rocks dumped on the side of Coolamon Scenic Drive and a gate installed in the fence.

Whilst the legality of this construction is, in my view, problematic; the danger to road users now is certain. As can be seen from the appended photos the access road is aligned towards Mullumbimby. Vehicles travelling towards Mullumbimby (especially those coming from my house) do not have much time to avoid a collision with a vehicle struggling to leave Lot 1897 via this "road". The "drive way" is not seen until a short distance away.

Whilst previously traffic was restricted to a very rare cattle truck leaving, traffic from the property now is almost a daily occurrence. The fact that no- one collided with the heavy vehicles leaving during the dam building; the building of the road around the base of Mt Chincogan; the erection of power poles; installation of a septic tank on the dairy and associated building work on the dairy; and further clearing (hidden by trees), is more good luck than anything else.

Whilst vehicles leaving this property and heading to Mullumbimby are dangerous enough, those wishing to head north must turn onto the wrong side of the road to leave the property, whilst heavy vehicles need to conduct some complicated manoeuvre to turn left. A car travelling at speed from the north has nowhere to go. A collision is inevitable.

As the property now has power running through it, one can only assume that some sort of development is going to take place that will involve even more vehicles wishing to access and leave this property.

Coolamon Scenic Drive has a de-restricted speed limit meaning that speeds up to 100 kilometres per hour are permissible under safe conditions. Traffic on this road is steadily increasing as car GPS units send cars travelling south to Mullumbimby along this road.

The "concealed driveway" signs are a good idea but motorists ignore them. The corner arrow signs have mostly been knocked out of the ground by cars hitting them as they lose control on corners due to high speed. In the weeks prior to the cyclone a total of five vehicles lost control on the corner near Ross Tucker's driveway.

This type of driving is not the fault of Byron Shire Council but allowing the continued use of the access road to Lot 1897 in its present form and location is surely inviting a serious accident.

It should be noted that Essential Energy employed traffic controllers to allow their heavy vehicles to access the property to install power poles so they must have recognised the danger this access presents to themselves and other road users.

Other vehicles and trucks use no such safety measures. It is clear to us that this driveway is inadequate, dangerous, and not properly constructed; and that the owner should be required to construct an access road that is safe to all road users.

In light of the above I would therefore like to know if Byron Shire Council is going to take steps to alleviate the dangerous traffic situation I have described and what actions this will involve. I look forward to your written response.

Yours sincerely,

Appendix 1

Photo from Google Maps showing access road in 2010.



Appendix 2

Photo from Google Maps showing Coolamon Drive looking north from access road. The difficulty in making a left hand turn from this “driveway” is clear.



cc. All Byron Shire Councillors

References

- Byron LEP:
<https://www.legislation.nsw.gov.au/#/view/EPI/2014/297/partlanduseta/include2>
- Byron Shire Development Control Plan 2014
<https://www.byron.nsw.gov.au/Services/Building-development/Plans-maps-and-guidelines/Byron-DCP-2014-and-2010/Development-Control-Plan-2014>
- Camping Ground regulations:
<https://www.legislation.nsw.gov.au/#/view/regulation/2005/486/full>
- Alteration to the natural flow regimes of rivers, streams, floodplains & wetlands - key threatening process listing NSW Scientific Committee – final determination
<http://www.environment.nsw.gov.au/threatenedspecies/AlterationNaturalFlowKTPListing.htm>
- Noise Guide for Local Government Part 3 Noise management principles
- State Environmental Planning Policy No 52—Farm Dams and Other Works in Land and Water Management Plan Areas
- Byron Shire Council Staff Reports – Sustainable Environment and Economy 13.21- Attachment 2
- Guide to Road Design Part 4: Intersections and Crossings – General. Austroads Sydney 2009
- Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. Austroads Sydney 2010

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:.....
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEL

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Mullumbimby can NOT cope with more traffic.

We do not want a massive big camp ground. In Mullumbimby we have a big camp - ~~the~~ ground at the show ground

This property flood's so is a no go.

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: J. VIEL

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

*Not the Place for new development
Increase population
Increase traffic
Environmental impacts.*

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. Viet

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Having witnessed the floods in 2017
this entire area was flooded!

The roads around Mullum are already
in massive disrepair so adding more
traffic will only increase road-fix
costs.

Wildlife will obviously be adversely
affected, particularly koala habitat
I strongly object to
develop

Name

This form MUST reach council no later than 26th April 2018

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEI

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

I do not wish Mullumbimby
to end up like Byron
Bay.
" " " " " "
It is a "disgrace" every
contemplating this.
STOP THE MADNESS

RECEIVED BY FRONT COUNTER
26 APR 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEI

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Commercial dev in residential / rural
area ~~is~~ opposing intent & purpose in
use of land
Over-use of water resources, could go on.

RECEIVED BY FRONT COUNTER
26 APR 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V.V.EJ

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Flood
Fire
traffic

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

Phone

This form MUST reach council no later than 26th April 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEI

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

flood & fire zone!

RECEIVED BY FRONT COUNTER
26 APR 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- out-of-town developer
- no consultation
- we don't need it.
- roads can't handle it.



This form MUST reach council no later than 26th April 2018



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

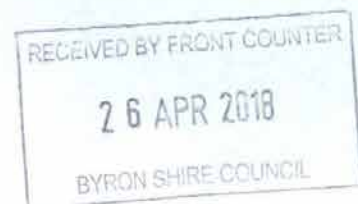
Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

→ Wild life, fire and flood zone.



This form MUST reach council no later than 26th April 2018



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: A.V. VIEI

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

This is an inappropriate development

- it's in a flood-prone area
- it's not going to address the affordable housing issue
- There's a real risk of fire in this area
- we already have enough festival sites
- There's no infrastructure to support it.

RECEIVED BY FRONT COUNCIL
26 APR 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL	
DOC NO:
REC'D:	26 APR 2018
FILE NO:	A74275
ASSIGNEE:	V. VIER

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

Endangering local wildlife / habitat

Increase bushfire hazard

The roads are narrow + dangerous
fear for water purity

This is a small community. It is
not a resort town.

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: J. VIEI

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

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I oppose the above-mentioned development application for the following reasons;

I object for the following

* Traffic congestion

* Noise

* Effect on the environment & surrounding areas

RECEIVED BY FRONT COUNTER
26 APR 2018

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V.V.I.E.I

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

traffic nightmare, fire + flood,
ecosystem.

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V. VIEL

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

The roads don't need more cars on
those small roads
Water runs off

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

The land is on potential flood and fine zoning hence will cause health issues to our community because of ^{increased} contamination of our local river system due to runoff. This will impact our childrens health and well being



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

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I oppose the above-mentioned development application for the following reasons;

Over development, we
want to keep Mullumbimby
community we love.

This form MUST reach council no later than 26th April 2018



BYRON SHIRE COUNCIL	
DOC NO:
REC'D:	26 APR 2018
FILE NO:	A74275
ASSIGNEE:	V. VIEL

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- decrease of parking directly out the front of my home where a proposed bridge (five access) into the above property. will be constructed directly thru a rainforest that was planted by my neighbour's and my late husband.
- increase of noise ~~in privacy~~ and lack of privacy as I can see where the campsites will be from my kitchen / bedroom windows
- increase of traffic because of the proposed access across the creek whether it be by cars or foot traffic
- decrease of land value ??

To: Byron Shire Council

70-90 Station Street
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Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

KOHAS will be affected





To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

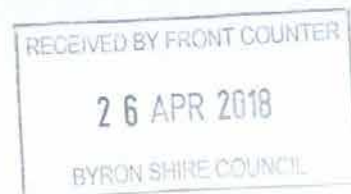
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I oppose the above-mentioned development application for the following reasons;

The road is ridiculously dangerous as it is - it cannot cope with an extra thoroughfare. There's also flood + fire hazards that concern me.
The wildlife + vegetation impact will be disastrous, especially for our koalas.
I also object to the overdevelopment of the site itself.
I don't feel our town can cope with the extra influx of people.

This form MUST reach council no later than 26th April 2018

S. Taylor



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 23 APR 2018
FILE NO: A14275
ASSIGNEE: V. Viet

RECEIVED BY FRONT COUNTER
20 APR 2018
BYRON SHIRE COUNCIL

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

I don't want Mullumbimby to turn into a tourist town.

There isn't any parking in Mullumbimby as it is.

The increased load on the Sewage Treatment Plant is a critical limiting factor.

Road damage: the Council can't keep up even now.

Garbage disposal is another hidden cost to the local community.

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

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Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

- lack of appropriate infrastructure in Mullumbimby town.
- Flood
- Fire
- koalas & other wildlife.
- Surage
- danger of road.



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

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I oppose the above-mentioned development application for the following reasons;

*This is in a flood & fire zone.
Already have 2 camping grounds that are
never full.
Traffic congestion.*



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482



Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

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I oppose the above-mentioned development application for the following reasons;

Increased Traffic, pollution, overcrowding!

This form MUST reach council no later than 26th April 2018



To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-Viel

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

This is too large a development for a small town like Mullumbimby there are already parking problems in town. this is without wildlife disturbance, fire flood & noise effects. please refuse permission for this development.

RECEIVED BY FRONT COUNTER
26 APR 2018

To: Byron Shire Council

70-90 Station Street
PO Box 219 Mullumbimby NSW 2482

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 26 APR 2018
FILE NO: A74275
ASSIGNEE: V-Viel

Submission in relation to;

Development application number: 110/2018

Address of proposed development: 1897 Coolamon Scenic Drive Mullumbimby 2482

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I oppose the above-mentioned development application for the following reasons;

- Koala + Wildlife area/vegetation
- bushfire + flood
- Dangerous road

RECEIVED BY FRONT COUNTER
26 APR 2018
BYRON SHIRE COUNCIL

BYRON SHIRE COUNCIL
 DOC NO:
 RECD: 26 APR 2018
 FILE NO: A74275
 ASSIGNEE: V. VIEL

To: Byron Shire Council

70-90 Station Street
 PO Box 219 Mullumbimby NSW 2482

Submission in relation to;

Development application number: 110/2018

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Type of work: Tourist and Visitor Accommodation (Twelve (12) Cabins including Use of Existing Structures as Storage and Staff Lunchroom and Construction of Day Spa), Camping Ground (Two Hundred and Thirty Nine (239) Sites), Park Entry Office/Kiosk, New Dwelling and Recreation Facility (Indoors) - Yoga Facility

I oppose the above-mentioned development application for the following reasons;

What has built up as a healthy community in Mullum over 4 decades plus + is a rare gem in our country. We need to protect it as a 'role-model' for others who are new trying to transition to a range of healthy models.

Koalas have no voice - so humans who care must speak up. No development.

It is a bushfire + flood hazard - affecting not only the visitors but all those in area.

Please look beyond the profit drivers of this opportunity and consider what can be lost!

RECEIVED BY FRONT COUNTER
 CL

Phone

This form MUST reach council no later than 26th April 2018



WALL & COMPANY

LAWYERS

ABN 76 929 946 068

Wroth Wall
Principal

Our Ref: WGW:180033
Your Ref: DA 10.2018.110.1

16 April 2018

The General Manager
Byron Shire Council
Station Street
MULLUMBIMBY NSW 2482



Dear Sir

**RE: DEVELOPMENT PROPOSAL FOR 1897 COOLAMON SCENIC DRIVE,
MULLUMBIMBY. DA 10.2018.110.1**

We wish to advise that we have been instructed by the abovenamed to lodge an objection to the proposed development of the above land. Our clients are

Our clients are concerned that both their own amenity and that of all of the inhabitants of Mullumbimby will be adversely affected by the proposed development.

The first basis of objection is the sheer scale of the development. The development application includes a proposal for 239 camping sites, 12 cabins and a recreation facility described as a yoga studio together with ancillary buildings. Regulation 121 of the *Local Government (manufactured home estates, caravan parks, camping grounds and movable dwellings) Regulation 2005* provides that no more than 12 people may be allowed to stay overnight at a dwelling site or camp site at any one time. In these circumstances up to 2,868 visitors would be entitled to stay on the campsites on the subject property overnight. Additional guests could also be accommodated in the cabins. In addition to overnight visitors there would also be staff and other visitors who did not intend to stay overnight. In other words, almost as many people would be entitled to stay on this land at any one time as the number of people who currently reside in Mullumbimby. Even if the Council were to able to impose a condition limiting the number of overnight guests on individual campsites to say four, the development could accommodate over 1000 visitors at any one time.

It is apparent that the proposal is inconsistent with the objectives of the RU2 Zone under the Byron Local Environmental Plan 2014 that provides relevantly: *To enable the provision of tourist accommodation, facilities and other small-scale rural tourism uses associated with primary production and environmental conservation consistent with the rural character of the locality.*

Irrespective of whether the patrons obtain access directly to the property from Coolamon Scenic Drive or from Chinbible Street the development would place overwhelming pressure on the road system within Mullumbimby.

The parking facilities in Mullumbimby are already overstretched. It is often very difficult to obtain parking for motor vehicles in the central part of Mullumbimby at any time during business hours. There are often traffic delays in the western part of town and Coolamon Scenic Drive is totally inadequate to accommodate any significant increases in traffic. The road is narrow, winding and is already dangerous. These issues have not been addressed by the applicant. The proposed development is likely to have an irrevocable and adverse effect on the amenity of the town of Mullumbimby.

While the proposed development is described in a manner that would appear to involve minimal impact, the nature of the approval sought would allow a number of large scale events to occur on the property that may well not be in the nature of yoga or meditation and which may have a significant adverse impact on the owners and occupiers of adjoining properties by reason of the emission of noise, disposal of waste material and other matters. It is noted that the proposal incorporates a plan for the disposal of all sewage from the site to the Mullumbimby reticulated system. A development of the magnitude of that proposed will increase the load to be processed by the Brunswick Valley Sewage Treatment Plant. Consideration will need to be given to the impact on both the current capacity of the plant to accommodate increase and the impact of any increase on other developments within the catchment area within the foreseeable future.

Our clients are concerned that if the approval is granted the types of activities that will be undertaken on the land will not be limited. Even though the rural tourist facility is described in terms of a day spa and yoga room, the consent for the use of the rural tourist facility will not circumscribe the activities that will take place on the land. We are instructed that a wedding and a dance party have recently been conducted on the property, both of which were the subject of police involvement by reason of complaints from neighbours arising from emission of noise. With a development of the size proposed it is difficult to imagine how consent conditions could constrain the development in such a way so as to limit the impact on neighbours. Conditions relating to the emission of noise and limitations on the number of persons in the yoga hall at any one time will only have a very limited effect.

The proposed development is for a commercial operation that is estimated to involve additional expenditure of \$1.8M. If approved, the owner and or operator of the proposed rural tourist facility it is to be expected to do all within its power to maximise financial returns on its investment will be entitled to promote the site for a range of activities so as to ensure maximum use of the facility and occupation of the sites.

The other matters of concern include the effects of flooding and bushfires. A significant part of the area is subject to flooding. There is potential issue in relation to bushfire. There is a forestry plantation on our clients' property immediately adjacent to the subject site which will be at risk, particularly in the event that campfires will be permitted.

It is noted that there is no pedestrian access from the site of the proposed development to Mullumbimby and the development application does not address this issue.

One of the other matters of concern is the effect of such a large influx of tourists on the local wildlife. This would be exacerbated in the event of that dogs are allowed on the property. In addition to the overnight residents it is to be expected that the facilities will be open to the public and will thereby create more impact from day traffic.

Having regard to the magnitude of the development and its potential impact on Mullumbimby we believe that the proposal should be the subject of a comprehensive independent Social Impact assessment.

We would ask that you consider the above matters when assessing the development application.



Petition to stop massive tourist development in Mullumbimby

BYRON SHIRE COUNCIL
 DOC NO:
 REC'D: 24 APR 2018
 FILE NO: A74275
 ASSIGNEE: V. VIEL

Petition summary and background	The development comprises 239 campsites, 12 cabins and yoga studio, kiosk and 6 bedroom manager's residence. The potential effects of this development are the impacts on wildlife and native vegetation, the risk of bushfires and floods, increased contamination of local river system, impact of noise on neighbouring properties, bio-security risks for adjoining farms, increased traffic chaos and the impact of increased traffic on a road that is already dangerous.
Action petitioned for	We, the undersigned, are concerned citizens who urge Byron Shire Council to refuse the Development Application No. 110/2018 proposed for 1897 Coolamon Scenic Drive, Mullumbimby.

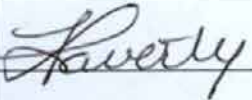
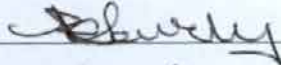
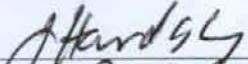


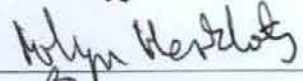




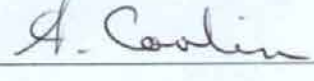
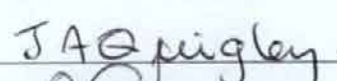
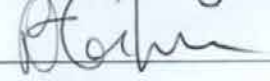

Printed Name	Signature	Address	Comment	Date
L. BYRNE	<i>L Byrne</i>	383 Lyagarak Rd Mullumbimby	- NO WAY -	13/4/18
J Barlow	<i>J Barlow</i>	385 Myocum Rd Myocum	Mullumbimby too busy	13.4.18
A BARNETT	<i>A Barnett</i>	7 DUNSTON RD Mullumbimby		13.4.18
Carmen Goodwin	<i>C Goodwin</i>	69 Clays Road, Mullumbimby	Not enough infrastructure	13/4/18
W. PRIESTLEY	<i>W Priestley</i>	2 Charltons Rd Federal 2480	TOO BIG	
S. North	<i>S North</i>	26 Hardy ave Ocean Shores	NO WAY	13/4/18
Madeline Holmes	<i>M Holmes</i>	915 Kyogle Rd. UK1	Too big No infrastructure	13.4.18
Oliver Laman	<i>O Laman</i>	129 Wanganui Rd Heronbrook	No infrasture	13.4.18
J COOK	<i>J Cook</i>	1 BONANZA DR BUNDINGB L 2407	TOO MUCH	13-4-18
M. A. Bruce	<i>M. A. Bruce</i>	1615 Coolamon Scenic Dr Mullumbimby	infrastructure concerns	13/4/18

Printed Name	Signature	Address	Comment	Date
Tony Frew	A. Frew	61 TANDYS Lane Brunswick	Not Suitable	13/4/18.
BARRI STANFORD	BW Stanford	2285 BENTLEY RD BENTLEY	" "	13/4/18
JOHN CHAMBERLAIN	J. Chamberlain	2209 COLARON SC DR	" "	14/4/18
Mark Singh	M Singh	15 Rosella Ct Calamvale	" "	14/4/18
George McKennie	G McKennie	237 Left Bank Rd Mullumbimby	Too big	14/4/18
S. MARK	S. Mark	Manrae Rd Myocum	Not suitable	14/4/18
Gary Porter	G Porter	58 Argyle St	" "	14-4-18.
BOB MOTT	B. Mott	2 STATION ST M/BIMBY	✓ ✓	14-4-18
Steve Adams	S Adams	123 Orana Rd Ocean Shores	Too Big For Area	14-4-18
Connor Facey	C Facey	Tandys Lane	No way	14-4-18
JANELLE JOHNSTON	J. Johnston	1 Johnston Lane ^{Ewingsdale}	Not suitable for area - too big.	14.4.18.
Nicole Ropie	N. Ropie	807 Left Bank Rd	Too big not suitable	14/4/18
Freda Dawson	F Dawson	7 Lincogan St	"	16/4/18
Sue Pitman	S Pitman	14 CHINEBLE AVE MULLUM 2482	We are not going	16/4/18
Russell Leppin	R Leppin	710 6th Beach Rd Mullumbimby	Too much	16/4/18
Helaina Mocerino	H Mocerino	390 Main Arm rd Mullumbimby	Infrastructure, unable to handle ↑ Population already too dense.	

Printed Name	Signature	Address	Comment	Date
Sarah Morrow	[Signature]	757 Binna Burra Rd, Federal	Not enough infrastructure	16-4-18
V. DUNCAN	[Signature]	18 Belin Rd. Myocum	too much	16/4/18
Joshua Kinnear	[Signature]	475 Left Bank Rd. Mullum	Another ^(festival site) High Impact site	17-4-18
Strawberry Cannos	[Signature]	174 Dingo Lane Myocum		17-4-18
Karl ALLEN	[Signature]	21 Fern st Mullum	Will affect amenity ^{of} area	17.4.18
JENNIFER HARTIGAN	[Signature]	92 FRASERS RD MULLUM		17/4/18
Dennis Maccino	[Signature]	213 Coorabell rd. Coorabell.	re population is already huge	17/4/18
Frances Maccino	[Signature]	213 Coorabell rd Coorabell.	the infrastructure already can handle it	17.4.18
Flynn	[Signature]	the Co-op	NO MONEY NO PROBLEMS	18/4/18
TONY NACCERIO	[Signature]	23 MAIN ARM ROAD	IMPACT TO HABITAT FOREST & PROTECTED	18-4-18
Robb HARRIS	[Signature]	14 PALM Ave.	MULLUM	"
Claudia Hubberd	[Signature]	Lot 1, Wooly Rd. Gables	2483 little town	1
Rebecca King	[Signature]	1103 Mullum 2482	-	18.4.18
Jeri Gonzalez	[Signature]	392 Repentance CKRD 2480	no way jose	18/4/18
M. MAHAR	[Signature]	1620 COOLMAN DRIVE	UNSUITABLE FOR AREA	19/4/18
Lucas Fenwick	[Signature]	301 main arm Road	not suitable	19/4/18

To Big

Printed Name	Signature	Address	Comment	Date
FELICITY HANNA		WARINA PLACE	I EAT MEAT.	20-4-18
Murray Johnston	M.P. Johnston	22 Johnston's Lane	I'm a farmer	20-4-18
MERV ESAU		55 TUCKEROO AVE.	BANANA FARMER	20.5.18
TRACY ESAU		55 TUCKEROO AVE MULLUMBIMBY	NOT SUITABLE	20.4.18
R Hambly		70 Dalry St	Butcher	21-4-18
P HENNESSY		LOT IRISLEY'S HILL RD FEARLESS	1 ACRETS EVERYWHERE NOW	21-4-18
R ARTHUR		25 MELALEUCA DR MULLUMBIMBY	UNFIT	21-4-2018
D. Hunter		SKYLINE RD UPPER MANARM	IM NOT VEGAN	18/4/18
K. McELGUNN		PO BOX 512 MULLUMBIMBY	NOT SUITABLE;	18/4/18
JOHN ZAMBELLI	J. Zambelli	416 CRABBIES CK ROAD	NO WAY	19-4-18
K. Scully		324 Roskill RD Nakebra	NO infrastructure.	19/4/18
Darren Ottery		133 SPART ST, MULLUM.	So idiotic its embarrassing.	19/4/18
Garry Leeson		WARINA PLACE	IM A BUTCHER	20/4/18
JAMES NOSS		LOT IRISLEY'S HILL RD	GO HOME FARMER	21/8/18
David Oss-Ever		51 Myoom Downs Drive	NOT SUITABLE	21/4/18
Irina Sweeney		51 Myoom Downs Drive.	No appropriate for Area	21/4/18.

Printed Name	Signature	Address	Comment	Date
Keeri Lavery		5 Poplar St.		21/4/18
Peter Lavery		5 Poplar St		21/4/18
JOHN HARDISTY		103 MILL RD HUNBROOK	FARM & MEAT PRODUCER.	21/4/18
VANESSA REEVE		102 Coral Ave		21/4/18
PETE REEVE		102 Coral Ave		21/4/18.
Robyn Herklotz		19 Mill Rd Hbrook	Farmer + NO MORE DEVELOPMENT	21/4/18
SHANI DARLING		392 ^{Wilson} Upper Oak, Wilsons Crk.		21/4/18
L. SANISRUJAN		Upper Main Arm.	The developer is a proven liar.	23/4/18
J. Scott		72 Talga Rd		25/4/18
A. Carlin		629 Left Bank Rd Mullumbidgee.		24/4/18
J. Quigley		560 Cadamon Scenic Dr Coolah.		24/4/18
PJ CARPENTER		LOT 3 MAIN ARM RD MULLUMBIDGEE	This development will destroy our lifestyle	
CHRISTINE JENKINS		" "	" "	