

| Submissions List | |
|------------------|---------------------------------|
| Doc No. | Name |
| E2017/79640 | Balanced Advice |
| S2018/12296 | Col Barton |
| E2018/83368 | David & Lynne French |
| E2018/78416 | DeFina |
| E2018/64433 | Duncan Band |
| E2018/68346 | Louise Solomon |
| E2018/78427 | Jeff Lovett |
| E2017/70245 | Matthew Oreilly |
| E2018/69167 | Northern Rivers Lands Solutions |
| E2018/68458 | Patricia Warren |
| E2018/59665 | Peter Oconnor |
| E2018/66940 | Richard & Rosemary Graham |
| E2018/66941 | Rick Moloney |
| E2018/82127 | Robin Gracie |

From:
To: [Burt, Shannon](#); [Caras, Alex](#)
Cc: [council](#)
Subject: Employment Lands Strategy
Date: Monday, 7 August 2017 5:30:51 PM
Attachments: [Laurel Park Employment Lands ltr_070817.pdf](#)

Greetings Shannon and Alex

Please see attached preliminary submission for consideration in Employment Lands Strategy preparation. Please advise if you require further information.

Regards

Rob Doolan

BALANCED ADVICE



11 July 2017

General Manager
Byron Shire Council
PO Box 219
Mullumbimby NSW 2482

Dear Sir

EMPLOYMENT LANDS STRATEGY

**Land at Mullumbimby adjacent existing industrial estate at Manns Road
Lot 67 DP 1226493**

We refer to the forthcoming Employment Lands Strategy for Byron Shire.

The purpose of this letter is to request the following land be given due consideration for the purpose of employment lands.

We consider the identified parts of the lands could suit both:

- Contemporary mixed-use employment hub such as Habitat in Bayshore Drive, Byron Bay
- More traditional light industrial use such as the adjoining lands across Manns Road.

The land is locationally strategically positioned:

- Adjoining the existing Mullumbimby light industrial precinct
- Between Mullumbimby and the national highway, thus avoiding the majority of any industrial traffic through Mullumbimby
- Easy flat non-vehicle access into Mullumbimby
- The site can be suitably visually screened and buffered from the town entrance corridor and residential areas

The land is physically capable for such use:

- As evidenced by its use on adjoining land
- The land can be suitably serviced
- While the land is flood prone, the employment use can be undertaken satisfactorily with the hazard suitably managed and in a manner not to increase flood risks elsewhere as addressed below. Use of suspended slabs is envisaged by the proponent thus avoiding extensive filling.

Use of part of the land for a mixed-use business precinct such as Habitat in Bayshore Drive, Byron Bay would ease pressure of land demand, traffic generation and importantly car parking demand within the Mullumbimby CBD.

Figure 1 below depicts the locational context of the site and the portion of the site proposed for employment usage

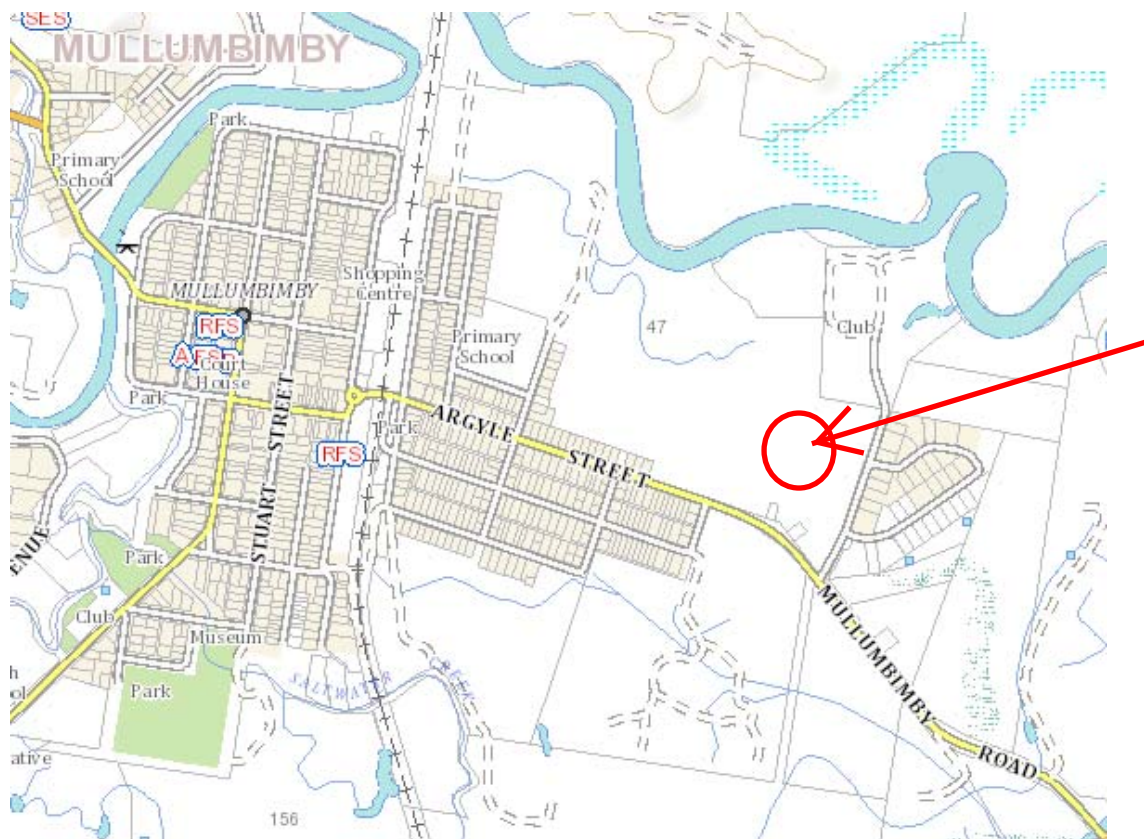
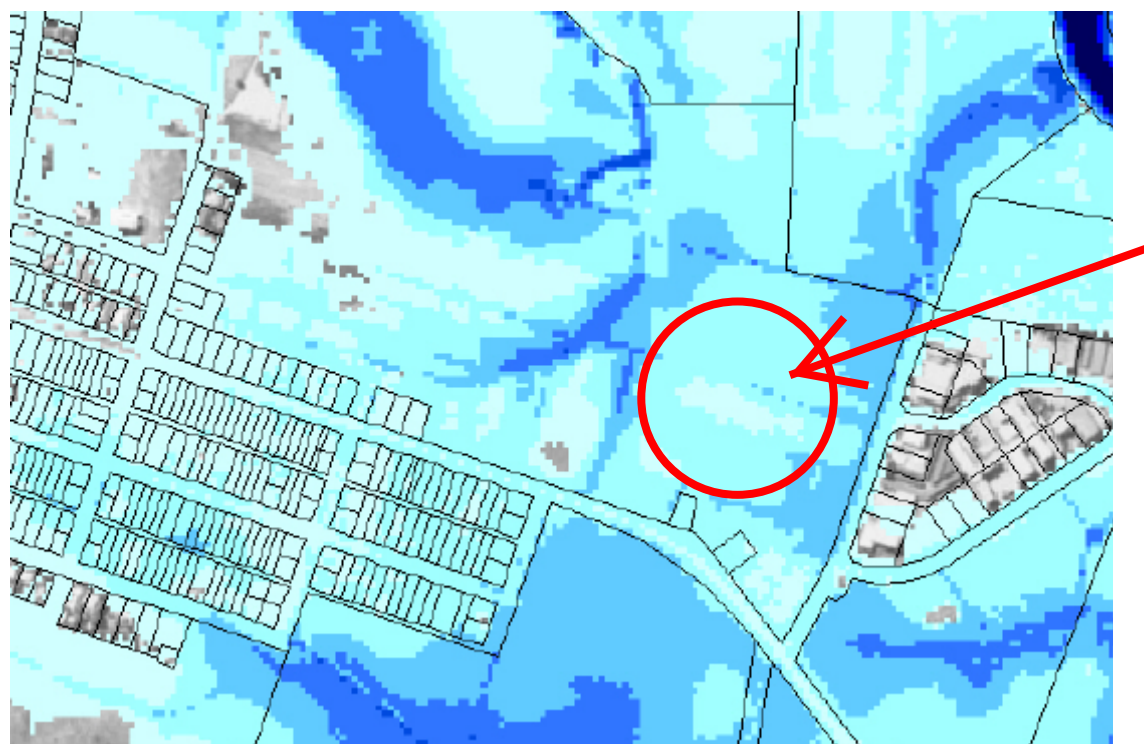


Figure 1 – Locational Context

The extract below depicts the 1 in 100 year flood depth for the precinct.



| | | |
|---|--|--|
| <p>LEGEND</p> <p>Peak Flood Depth (m)</p> <ul style="list-style-type: none"> 0.0 to 0.5 0.5 to 1.0 1.0 to 1.5 1.5 to 2.0 2.0 to 3.0 3.0 to 4.0 Greater than 4.0 <p>Cadastral Boundaries</p> | <p>Title: 100 year ARI Peak Flood Depth Mullumbimby</p> <p>BMT WBM endeavours to ensure that the information provided in this map is correct at the time of publication. BMT WBM does not warrant, guarantee or make representations regarding the currency and accuracy of information contained in this map.</p> <p>Filepath: I:\B10300_1\BRI North Byron Coastal Creeks AKDRG\Design Flood Report_version_2\Appendix J Mullumbimby\LD_006_151117_100 year ARI Peak Flood Depth.WOR</p> | <p>Figure J-26</p> <p>Rev. A</p> <p>BMT WBM www.bmtwbm.com.au</p> |
|---|--|--|

Figure 3 below identifies the precinct is within the low hazard flood category.

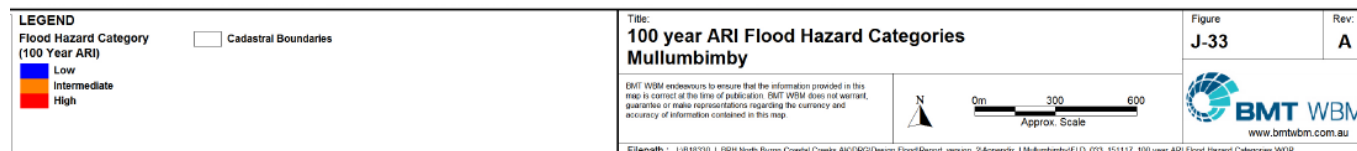
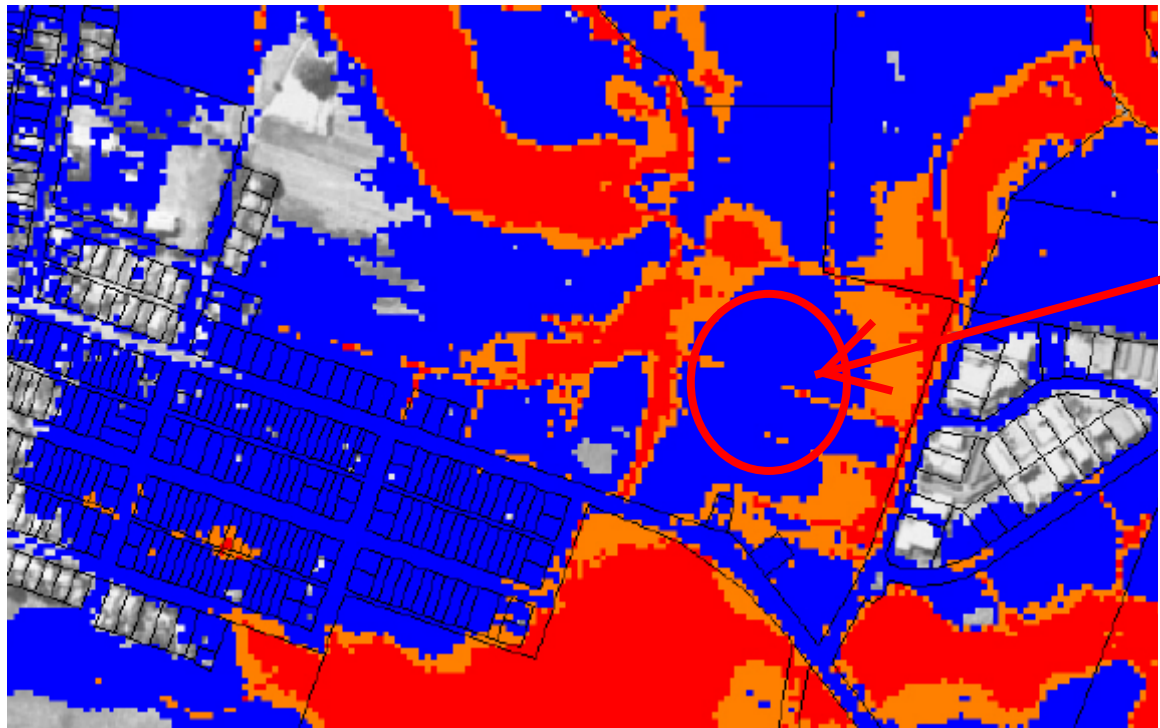


Figure 3 – 100 year ARI Flood Hazard Categories extract

Please do not hesitate to contact us for any further information.

Yours sincerely



Rob Doolan for
Balanced Advice

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 18 SEP 2018
FILE NO: F2285
ASSIGNEE: M. Chapman

Colin Barton
[REDACTED]
[REDACTED]
[REDACTED]

18 September 2018

The General Manager
PO Box 219
Mullumbimby NSW 2482

RECEIVED BY FRONT COUNTER
18 SEP 2018
BYRON SHIRE COUNCIL

Reference: Submission to Byron Employment Land Strategy.

Property address: 40 The Tunnel Rd Billinudgel (As known as 27 Lucky Lane)

Property details: Lot 15 DP 1236885

Thank you for the chance to be able to comment on the Draft Byron Employment Land Strategy. I am the owner of Lot 15 and DP 1236885 being 40 The Tunnel Rd Billinudgel which is also known as 27 Lucky Lane as this property also fronts the southern area of the Billinudgel Industrial.

This lot is between the Pacific Motorway and the eastern side of the North Coast Railway corridor. This property also adjoins the Billinudgel Industrial Estate for the whole of the Northern boundary.

The property currently has a number of uses including my residence and home business, along with the property also being previously used for grazing. There are also a number of temporary uses on the land including the storage and milling of timber and a temporary works depot for Council sewer works contractor (located adjacent to the Industrial estate at the end of Lucky Lane).

I have reviewed Council's Draft Byron Employment Land Strategy mapping and this part of this allotment is within the SITE 1 - BILLINUDGEL CONSOLIDATION area. I would welcome the expansion of the industrial urban service land (IN1) into this area as indicated on the mapping.

Council has previously zoned the majority of this allotment as Zone No 1 (a)—(General Rural Zone) under the Byron Local Environmental Plan 1988 with approximately half of the property being zoned RU2 (Rural Landscape) under the Byron Local Environmental Plan 2014. Whilst the property has also recently been used for grazing it is mainly used now for my home industry (rural industry) which has been established as exempt development. Plant and equipment are stored on the property with a depot eventually being proposed to be created at the Lucky Lane entry adjacent to the Billinudgel Industrial estate where Council's Sewer Contractor is currently operating from.

I have worked with Council to provide services to this area including Water and Sewer and have also recently had the electricity service extended for this portion of the property. Attached is a concept plan of the proposed area that could be suitable for employment generating lands where rezoned for industrial purposes including services already installed and to be installed.

As can be seen from Council's previous E-zone review mapping, the north eastern corner of my allotment has been cleared of the Camphor Laurel and regrowth trees as per a Development Consent previously issued by Council. This creates an area suitable for a depot of approximately 2000m², which is not identified as part of the E-zone review however is still a deferred matter.

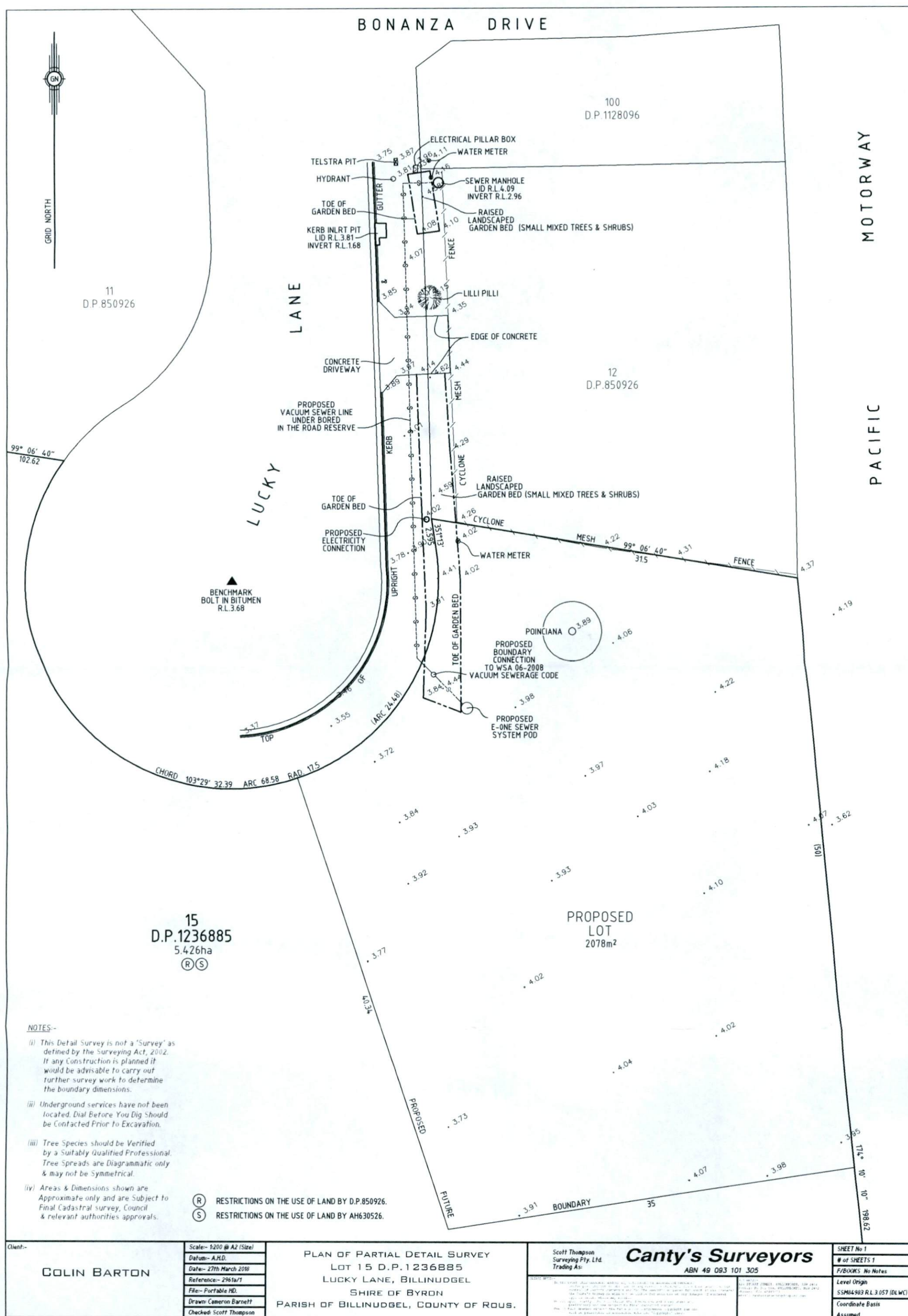
I believe that the Byron Employment Land Strategy is the perfect time to reconsider the appropriate zoning for this land which could extend the Billinudgel Industrial lands, albeit by only 2000m² to provide additional industrial lands for the north area of the shire with access to the Pacific Motorway.

I would like to thank Council for its foresight in identifying the need for additional employment lands and for considering the inclusion of part of Lot 15 into this strategy as it is the logical expansion of the Billinudgel Industrial area.

If you want to discuss this further please call me on [REDACTED] or email on [REDACTED]

Regards

Col Barton.



SUBMISSION RE: EMPLOYMENT LAND INVESTIGATIONS.

1. Bangalow Industrial.

- a) This land is situated within the Bangalow Valley, an area of considerable visual beauty. The current Industrial Estate is visually prominent from many parts of the valley, especially the surrounding hills and farms and on entering Bangalow Village from the West. Currently, landscaping of this estate is minimal, therefore, its ugliness is very prominent. Any expansion of this Estate would increase its visibility and the scenic value of the valley would be further compromised and the entrance way to the village made unappealing.
- b) Any noise or light emanating from the estate, impacts negatively on surrounding properties in the valley and farms. Any increase in this would be undesirable.
- c) Any traffic coming and going from the estate to travel North or South needs to travel either into Bangalow Village to head south or use the roundabout just before the village to join the highway to go north. Increased development on the Estate would create more traffic.
- d) Any proposal to create more roads to alleviate this would negatively affect surrounding properties and the surrounding scenic value of the valley with associated noise, visual impact and pollution.
- e) Reinstatement of the rail line to service the estate is a very remote and unlikely possibility.
- f) The estate is not suitable for heavy industry, or any industry that creates any sort of damage to the environment, visually or physically. It is located in a basin, a beautiful valley and amongst farms and close to residential areas.

2. Bangalow East.

- a) This is a visually prominent site and not having direct access to the north bound freeway and limited access south is a big disadvantage. Any proposal to increase roads to make this possible would have a negative impact on the surrounding countryside and property. The existing roads in this area are already very prominent and detract from the visual amenity of the area. As well as the visual impact of any new roads, this would increase traffic with its associated noise and pollution.
- b) Any development of this site would need to have considerable landscaping, not only for aesthetic reasons on the entrance to Bangalow Village and surrounds, but for the safety and protection of fauna in the area.
- c) As this land is situated in the drinking water catchment, extensive investigations would need to be carried out to ascertain whether development would impact on water catchment and quality. A contentious issue, which has had consequences in Byron Shire in the past.

- d) Is sewerage available for instance? Byron Creek is at the bottom of the hill near here and could easily be impacted by any pollution.
- e) Development of this site, if it proceeds, should be very limited and should be sympathetic to the surrounding countryside including extensive, sensitive and prominent landscaping and pollution controls.

GENERAL.

Bangalow is fortunate to be situated in a significantly beautiful valley. It is an attractive and historical village with a vibrant community life . It is important that the character of the place and the surrounding countryside is maintained and preserved for future generations. Any future expansion should be done with this in mind. It would be a tragedy in Byron Shire if this significantly beautiful part of the Shire were to be over developed and lose its appeal to residents and visitors alike. Future employment opportunities are important, however, so is the amenity of the existing village and valley, as evident in the number of people who visit and appreciate the area and those who have chosen to live here. Every effort should be made to respect and maintain this.

David & Lynne French

Chapman, Michelle

From:

[REDACTED]

To:

[REDACTED]
submissions

Subject:

Hill PDA "Employment Lands Background Report" - Bangalow employment precinct
for Lot 7 DP 626084 Lismore Road, Bangalow

On behalf of a number of concerned residents I wish to object to the possible inclusion of Lot 7 DP 626084 Lismore Road, Bangalow as employment land.

For the site to be developed as employment land Council must be certain that approval has been sought and obtained from the RMS for access and egress under Section 56 (2) (d) of the Act.

This site without RMS consent cannot be included as "employment land".

Paul De Fina

Town Planner

For and on behalf of concerned local residents.

Sent from [Mail](#) for Windows 10

From:
To: [Caras, Alex](#)
Cc:
Subject: Expansion of the B2 Local Business Zone - 116 Stuart St, Mullumbimby
Date: Tuesday, 31 July 2018 6:28:20 AM
Attachments:

Hi Alex,

I am responding to the recently received letter from Council in relation to the expansion of the B2 zone. Overall the rezoning of the subject land (116 Stuart Street) and nominated southern Stuart Street lots is supported. The township of Mullum is worn out and it requires an injection of fresh capital to allow the local community to thrive.

Please consider the following matters as part of the rezoning:

1. The land nominated along the southern part of Stuart St should be rezoned B4 (not B2 as indicated). A B4 zoning will promote an interesting diversity of small business and residences.

The town has sufficient B2 zoned land....it's just not being renewed fast enough to keep up with population growth.

2. A downgrade to the Heritage zoning, particularly in the business zoned areas. The blanket heritage zoning of Mullum township is significantly restricting development.

3. A parking offset scheme i.e unless the required DCP on site parking rates are reduced, Council will not see the foreseen density occur on the B2/B4 zoned land. A central parking area, operated by Council, is needed to offset the on site car spaces required by future development. Developer contributions (via the offset) should be pooled to fund the central parking area.

The vacant land surrounding the old rail line is an ideal location.

I look forward to talking soon.

Duncan Band

From: Louise Solomon
Sent: Thursday, 9 August 2018 2:23 PM
To: Caras, Alex
Subject: Draft Byron Shire employment Land strategy

Hi Alex

We own 70 Byron st Bangalow as you have it written but its actually 72 Byron st.

We originally bought the property as 70-72 and then fused the title into one

My husband did call and speak with someone in regards to the letter we received July 13th with the expansion of the CBD and we are all for it.

We will be viewing the draft that i understand is launched today.

Just thought i would respond to the letter and be put on a mailing list if there are any updates with this matter

regards
Louise Solomon



To: [submissions](#)
Subject: Draft Byron Shire Employment land Strategy
Date: Monday, 13 August 2018 4:20:58 PM

To whom it may concern

We are land owners in the proposed extension area of the Bangalow CBD.

We have read through the submission for the proposed alteration to the zoning in Bangalow and we agree that bangalow needs a larger expansion of the CBD.

yours sincerley
Louise Solomon

Chapman, Michelle

From: [REDACTED]
Sent: Saturday, 22 September 2018 8:16 AM
To: submissions
Subject: Re: EXHIBITION OF THE DRAFT BYRON SHIRE EMPLOYMENT LAND STRATEGY

Attention: Alex Caras/ Land Use Planning Coordinator
21st September, 2018

Dear Sir,

Please treat this as my submission for the above Exhibition.

I am acting on behalf of my mother, Mrs Patricia Walker, who is in a Nursing Home and own No. 94 Byron Street, Bangalow,
which is one of the Heritage Working cottages.

My concern would be for the potential loss of residential useage in this proposed zoning change.
If a change was to be made, with choice of ' B2 Local Centre Zone' or 'B4 Mixed Useage' I would then definitely prefer
B4 Mixed Useage as this would also allow residential useage with consent.

Yours sincerely

Mrs. Susan Lovett, Power of Attorney for
and on behalf of
Mrs. Patricia M. Walker

From: more
To: [Caras, Alex; submissions](#)
Subject: preliminary submission to byron employment lands strategy
Date: Friday, 7 July 2017 3:05:22 AM

From matthew O'Reilly

Hi Alex, subsequent to our discussion last week here is my suggestion for inclusion in the employment land strategy. I suggest an amendment to the LEP to include an additional local provision:

6.* Light, rural and creative industries in Zone RU1 Primary Production and Zone RU2 Rural Landscape along Classified Roads

(1) Despite any other provision of this Plan, development may be carried out with development consent for the purposes of light industries, rural industries and creative industries on land in Zone RU1 Primary Production and Zone RU2 Rural Landscape,

(a) if the land is located within 100m of a Classified Road shown in the [Light, Rural and Creative Industries Classified Roads Map](#) and,

(b) the consent authority is satisfied that development will not have an adverse impact on the potential agricultural use of the land and,

(c) the consent authority is satisfied that development will not have an adverse impact on the classified road and,

(d) the consent authority is satisfied that development will not have an adverse impact on the neighbouring land,

(2) In this clause:

creative industry means industries that generate copyright, patents, designs or trademarks and include businesses and industries involved in:

- Advertising, graphic design and marketing
- Architecture, visual arts and design
- Music composition and production
- Computing and intellectual technologies
- Performing arts
- Writing, publishing and print media, and
- Film, television and entertainment

So it is pretty straightforward. A map could be included that shows the following roads:

- Brunswick Valley Way
- Hinterland Way
- Gulgan Road
- Mullumbimby Road
- Sections parallel to the Pacific Highway that used to be on the Pacific Highway,
 - o Yarun Road (Tyagarah)
 - o Tanner Lane (Tyagarah)
 - o South Foxs Lane (Tyagarah)
 - o Old Pacific Highway (Brunswick Heads)
 - o Woodford Lane (Ewingsdale)
- Ewingsdale Road
- Broken Head Road
- Lismore Road (Bangalow)

Another sub-section could be included limiting the size of buildings. (if we wanted to stop massive industrial buildings popping up). The beauty of the clause is that Agricultural land is still protected from sub-division by its large minimum lot size and the development cant impact on the agricultural potential of the land.

A similar clause using similar wording could be included for caravan parks (and manufactured home estates) along classified roads. But additional clauses could stipulate the percentage of sites for permanent tenants and the percentage for holiday rental.



This email has been checked for viruses by Avast antivirus software.

www.avast.com



Byron Shire Council
PO Box 219
Mullumbimby NSW 2482

16 August 2018

Dear Sir/Madam,

Re: Submission for the Draft Employment Lands Strategy – 150 Lismore Road, Bangalow – Lot 4 DP 635505

On behalf of our client, Andrew More, we wish to make the following submission in regards to the Employment Lands Strategy, specifically in regards to the inclusion of part of Lot 4 DP 635505 (please see the attached plans) in the possible investigation areas for future suitable employment lands.

1. Lot 4 DP 635505, obtains a total area of approximately 4.837Ha, whilst the subject portion of the site obtains a total area of approximately 1.37Ha. Given that the existing total area of the site is already well below what would be considered a viable size for agriculture, it is submitted that the use of the 1.37Ha for Industrial development is unlikely to result in substantial losses to a viable agricultural parcel.
2. The subject site is adjacent to the existing Bangalow Industrial Estate and would be a natural extension of the existing Industrial Area for Bangalow. Maori Creek would act as a physical boundary for the expansion of the estate closer to Bangalow and nearby residential developments, providing adequate separation between Industrial and Residential uses. In addition, the proximity of the site to residential uses would be positive for access to an employment base.
3. A Traffic Report has been prepared by TPS Group for a potential Industrial development on the site. The Traffic Report concluded that the existing intersection which services the Bangalow Industrial Estate will be sufficient for an expansion of the existing Industrial Estate on to Lot 4 DP 635505, even if the traffic generated by the development greatly exceeds the forecasted traffic movements. The Draft Employment Lands Strategy highlighted the existing strength of the Bangalow Industrial Estate as having *“Good access to roads and close proximity to the Bangalow Town Centre”*. The subject site has frontage to and would be able to gain access to Dudgeons Lane and from there to Lismore Road.
4. The site is in close proximity to the Bangalow Sewage Treatment Plant and the Bangalow Industrial Estate, which effectively precludes it from other types of further development, such as Residential.
5. The subject site is identified on the Northern Rivers Farmland Protection Project Mapping as being Regionally Significant Farmland. Despite this, Lot 4 DP 635505 has a total lot area of 4.837Ha, and the subject portion, with an area of approximately 1.37Ha, is substantially below the minimum lot size of 40.0Ha specified in the *Byron Local Environmental Plan 2014*.

In addition, please refer to the letter from the current landowner in regards to the usage of the subject portion of the site.

6. There has not been any new Industrial Land released in Bangalow since the creation of the existing Industrial Estate, which has almost entirely reached capacity. The Draft Employment Lands Strategy found that there was only 0.2Ha or 4% of vacant land available within the existing precinct.

7. The site adjoins the disused railway corridor to the west and is bounded by Maori Creek to the north, Lismore Road to the east and Dudgeons Lane and an unnamed Paper Road to the south, effectively isolating it from the surrounding rural land.
8. Whilst the subject site is included in the Drinking Water Catchment, the existing Industrial Estate is also located within it.
9. Given the proximity of the subject site to existing development and infrastructure, essential services would be able to be easily extended to facilitate any future developments.
10. The Draft Employment Lands Strategy found that there was vacant land to the west of the existing Bangalow Industrial Estate precinct which has the potential to be utilised for future expansion of Employment Lands.

Accordingly, there are a range of reasons that the subject site is suitable for inclusion in possible investigation areas for future Employment Lands Expansion. We respectfully request that Council support the inclusion of the subject site in the Draft Employment Lands Strategy.

Please feel free to contact us if you require any further information.

Kind Regards,



Tony Hart,
General Manager
Northern Rivers Land Solutions

Attention : Mikaela McNamara (RPIA)
Town Planner
Northern Rivers Land Solutions

27th July 2018

Proposed Industrial Subdivision
Lot 4 in DP 635505
150 Lismore Road, Bangalow
Traffic Engineering Assessment

I refer to your request for our assessment and report regarding a proposed industrial subdivision at the above location.

1. The Location of the Site

The location of the subject site is shown in attached Figs No. 1, 2 and 3.

The site is located immediately adjacent to Lismore Road. However, all vehicle access is proposed to be via Dudgeons Lane which intersects with Lismore Road.

2. Road Classifications and Management

Lismore Road is a state controlled road managed by the NSW Department of Marine and Road Services.

Dudgeons Lane is a local road managed by Byron Shire Council.

3. The Proposed Subdivision

It is understood that development plans are only preliminary at this stage. However, TPS has made a traffic engineering assessment of the subdivision proposal based on the attached "Indicative Lot Layout" shown in Fig 4.

The "Indicative Lot Layout" plan shows the following potential Lot development and building gross floor areas (based on gfa = 50% of Lot area).

| Lot No. | Total Area (sq.m.) | Usable Area (sq.m.) | Gross Floor Area (gfa) |
|---------|--------------------|---------------------|------------------------|
| 1 | 1,000 | 1,000 | 500 |
| 2 | 1,000 | 1,000 | 500 |
| 3 | 2,400 | 1,000 | 500 |
| 4 | 3,900 | 1,000 | 500 |
| 5 | 4,300 | 1,700 | 850 |
| Total | 12,600 | 5,700 | 2,850 |

4. Traffic Generation Potential

Recent surveys conducted by RMS and reported in RMS Technical Direction 2013/04A describes the following traffic generation rates for industrial estates of the type expected to be developed on the subject land.

Business parks and industrial estates

In 2012 eleven of these two types of sites were surveyed, four within the Sydney urban area, four within the Lower Hunter, one in the Illawarra and one in Dubbo. Summary vehicle trip generation rates were as follows:

| Weekday Rates | Sydney Average | Sydney Range | Regional Average | Regional Range |
|---|----------------|--------------|------------------|----------------|
| AM peak (1 hour) vehicle trips per 100 m ² of GFA. | 0.52 | 0.15-1.31 | 0.70 | 0.32-1.20 |
| PM peak (1 hour) vehicle trips per 100 m ² of GFA. | 0.56 | 0.16-1.50 | 0.78 | 0.39-1.30 |
| Daily total vehicle trips | 4.60 | 1.89-10.47 | 7.83 | 3.78-11.99 |

The RMS survey findings confirm survey results from Queensland where generation rates for industrial developments were found to lie in the range of 5.0vpd/100sq.m.(gfa) to 10.0vpd/100sq.m.(gfa) depending on the location of the development and the nature of industrial activity being conducted.

Based on the RMS survey findings reported in the above table for Regional Centres, the proposed subdivision will have the potential to generate the following traffic when development is complete.

Potential Traffic Generation Range (VPH In+Out)

| | Low | High | Average |
|--------------|-----|------|---------|
| AM Peak Hour | 10 | 35 | 20 |
| PM Peak Hour | 10 | 35 | 25 |
| Daily | 110 | 340 | 225 |

5 Existing Traffic Volumes

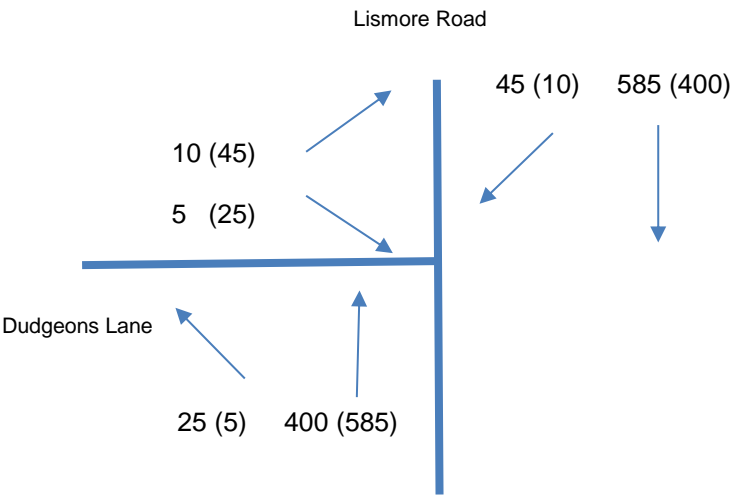
TPS does not have traffic survey data for the Lismore Road / Dudgeons Lane intersection. However, RMS published survey data indicates that Lismore Road carried approximately 6,700 vpd at the site in 2011. The RMS survey data also indicates that traffic growth on Lismore Rd has been in the order of 2% per annum. Consequently, Lismore Road would currently be carrying approximately 7,700 vpd past the site in 2018.

Assuming that Lismore Road traffic continues to grow at 2% per annum, Lismore Road will carry approximately 9,750vpd past the site in 2030, approximately 10 years after the development is likely to commence.

Aerial photography indicates that there is currently approximately 8,000 sq.m.(gfa) of industrial development in the existing industrial estate which is serviced via the Dudgeons Lane and Lismore Road intersection. Based on the RMS rates shown in the Table in Section 4 above, the existing development potentially generates approximately between 300 and 950 vpd (in+out) and 625 vpd based on an "average" generation rate, via the Dudgeons Lane / Lismore Road intersection.

6. Maximum Potential Future Traffic Volumes Following the Subject Development

Based on the estimates given in Sections 4 and 5 of this report we estimate that peak hour intersection volumes in 2030 following the subject development will be approximately as shown in the following diagram.



**Estimated 2030 AM (PM) Peak Hour Traffic Volumes
(Based on average trip generation rates from RMS surveys)**

7. Current Lismore Road / Dudgeon Lane Intersection Design

The existing intersection configuration is of considerable quality, consisting of a right turn lane, left turn lane and acceleration lane as shown below in aerial photography. All these lanes are approximately 160m in length, including tapers.

Whilst the posted speed zone in which the subject intersection is located is 80kph, the existing intersection design is consistent with a 100kph design speed (Ref :Table 5.2, AustRoads GRD Part 4A).



8. Estimated Future Intersection Capacity

Based on estimated future traffic volumes shown in Section 6, an assumed truck content of 7.5% and SIDRA 7.0 analysis, the intersection will operate with degrees of saturation and queue lengths in 2030 shown in the SIDRA outputs below. That is, presuming that the subdivision is fully developed to the maximum potential indicated in Section 3 by 2030.

The most critical traffic movements (from a capacity and safety perspective) are the right turn movement out of Dudgeons Lane to Lismore Road and the right turn movement from Lismore Road to Dudgeons Lane in peak hours.

The SIDRA analyses shown below for 2030 peak hours indicate that the intersection is capable of providing safely for the subject subdivision, even if subdivision generated traffic movements were to be substantially higher than those shown in Section 6.

LANE SUMMARY

 **Site: 101 [Lismore / Dudgeon 2030 AM]**

2030 AM Peak
Stop (Two-Way)

| Lane Use and Performance | | | | | | | | | | | | | |
|--------------------------|--------------------------|------------------|---------------|---------------------|--------------------|-------------------------|---------------------|--------------------------|--------------------|----------------|---------------------|-------------------|----------------------|
| | Demand Total veh/h | Flows HV % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Average Delay sec | Level of Service | 95% Back of Queue Veh | Queue Dist m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
| South: Lismore | | | | | | | | | | | | | |
| Lane 1 | 25 | 7.5 | 1763 | 0.014 | 100 | 5.6 | LOS A | 0.0 | 0.0 | Full | 500 | 0.0 | 0.0 |
| Lane 2 | 400 | 7.5 | 1859 | 0.215 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 500 | 0.0 | 0.0 |
| Approach | 425 | 7.5 | | 0.215 | | 0.4 | NA | 0.0 | 0.0 | | | | |
| North: Lismore | | | | | | | | | | | | | |
| Lane 1 | 585 | 7.5 | 1859 | 0.315 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 500 | 0.0 | 0.0 |
| Lane 2 | 45 | 7.5 | 853 | 0.053 | 100 | 7.9 | LOS A | 0.2 | 1.5 | Short | 130 | 0.0 | NA |
| Approach | 630 | 7.5 | | 0.315 | | 0.6 | NA | 0.2 | 1.5 | | | | |
| West: Dudgeon | | | | | | | | | | | | | |
| Lane 1 | 10 | 7.5 | 697 | 0.014 | 100 | 10.9 | LOS A | 0.0 | 0.4 | Short | 20 | 0.0 | NA |
| Lane 2 | 5 | 7.5 | 143 | 0.035 | 100 | 32.0 | LOS C | 0.1 | 0.8 | Full | 500 | 0.0 | 0.0 |
| Approach | 15 | 7.5 | | 0.035 | | 17.9 | LOS B | 0.1 | 0.8 | | | | |
| Intersection | 1070 | 7.5 | | 0.315 | | 0.7 | NA | 0.2 | 1.5 | | | | |

LANE SUMMARY

 **Site: 101 [Lismore / Dudgeon 2030 PM]**

2030 AM Peak
Stop (Two-Way)

| Lane Use and Performance | | | | | | | | | | | | | |
|--------------------------|--------------------------|------------------|---------------|---------------------|--------------------|-------------------------|---------------------|--------------------------|--------------------|----------------|---------------------|-------------------|----------------------|
| | Demand Total veh/h | Flows HV % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Average Delay sec | Level of Service | 95% Back of Queue Veh | Queue Dist m | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
| South: Lismore | | | | | | | | | | | | | |
| Lane 1 | 5 | 7.5 | 1763 | 0.003 | 100 | 5.6 | LOS A | 0.0 | 0.0 | Full | 500 | 0.0 | 0.0 |
| Lane 2 | 585 | 7.5 | 1859 | 0.315 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 500 | 0.0 | 0.0 |
| Approach | 590 | 7.5 | | 0.315 | | 0.1 | NA | 0.0 | 0.0 | | | | |
| North: Lismore | | | | | | | | | | | | | |
| Lane 1 | 400 | 7.5 | 1859 | 0.215 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 500 | 0.0 | 0.0 |
| Lane 2 | 10 | 7.5 | 661 | 0.015 | 100 | 9.2 | LOS A | 0.1 | 0.4 | Short | 130 | 0.0 | NA |
| Approach | 410 | 7.5 | | 0.215 | | 0.2 | NA | 0.1 | 0.4 | | | | |
| West: Dudgeon | | | | | | | | | | | | | |
| Lane 1 | 45 | 7.5 | 510 | 0.088 | 100 | 13.4 | LOS A | 0.3 | 2.2 | Short | 20 | 0.0 | NA |
| Lane 2 | 25 | 7.5 | 156 | 0.160 | 100 | 31.2 | LOS C | 0.5 | 3.8 | Full | 500 | 0.0 | 0.0 |
| Approach | 70 | 7.5 | | 0.160 | | 19.7 | LOS B | 0.5 | 3.8 | | | | |
| Intersection | 1070 | 7.5 | | 0.315 | | 1.4 | NA | 0.5 | 3.8 | | | | |

9. Effect of the Ewingsdale Road / Pacific Motorway Interchange

We understand that Council officers have commented that the current upgrade works at the Ewingsdale Rd / Pacific Hwy interchange may affect future access for the subject site.

TPS is not aware of any particular circumstances associated with the current upgrade of Ewingsdale Rd interchange which might affect the subject site accessibility to any significant degree.

Even if the upgrade works were to result in 2030 traffic volumes increasing in Lismore Road past the subject site, the SIDRA analyses shown in Section 8 of this report indicate that any such increases would need to be substantial before any significant effect on site accessibility would occur. That is, 2030 traffic volumes in Lismore Road would need to be more than 50% higher (ie. 5,000 vpd) than those shown in Section 6 before any significant impact would be likely to occur on the accessibility of the subject site via Dudgeons Lane. This increase is unlikely.

10. Subdivision Access On Dudgeons Lane

The proposed location of the subdivision access on the back of a horizontal curve in Dudgeons Lane will ensure that adequate sight distances will be available to and from both directions along Dudgeons Lane.

The function of Dudgeons Lane and future traffic volume expectations for Dudgeons Lane will be such as to only require a T-intersection access arrangement with priorities to Dudgeons Lane approaches, without the need for auxiliary turn lanes.

11. Conclusions

Based on the investigations and traffic estimates etc. described in this report we are of the opinion that the proposed subdivision should be approved with respect to traffic engineering matters, provided that final Lot configurations allow road widths and Lot access arrangements within the subdivision to satisfy Council standards for industrial development.

[Redacted signature area]

`Yours sincerely,



Glen R Holdsworth
RPEQ 4152
B. Eng.(Civil), M.Eng.Sc.(Highway Eng.)
RPEQ, MITE, MIEAust, MPA
Ref : TPS241Rep1



Fig 1 The Subject Site

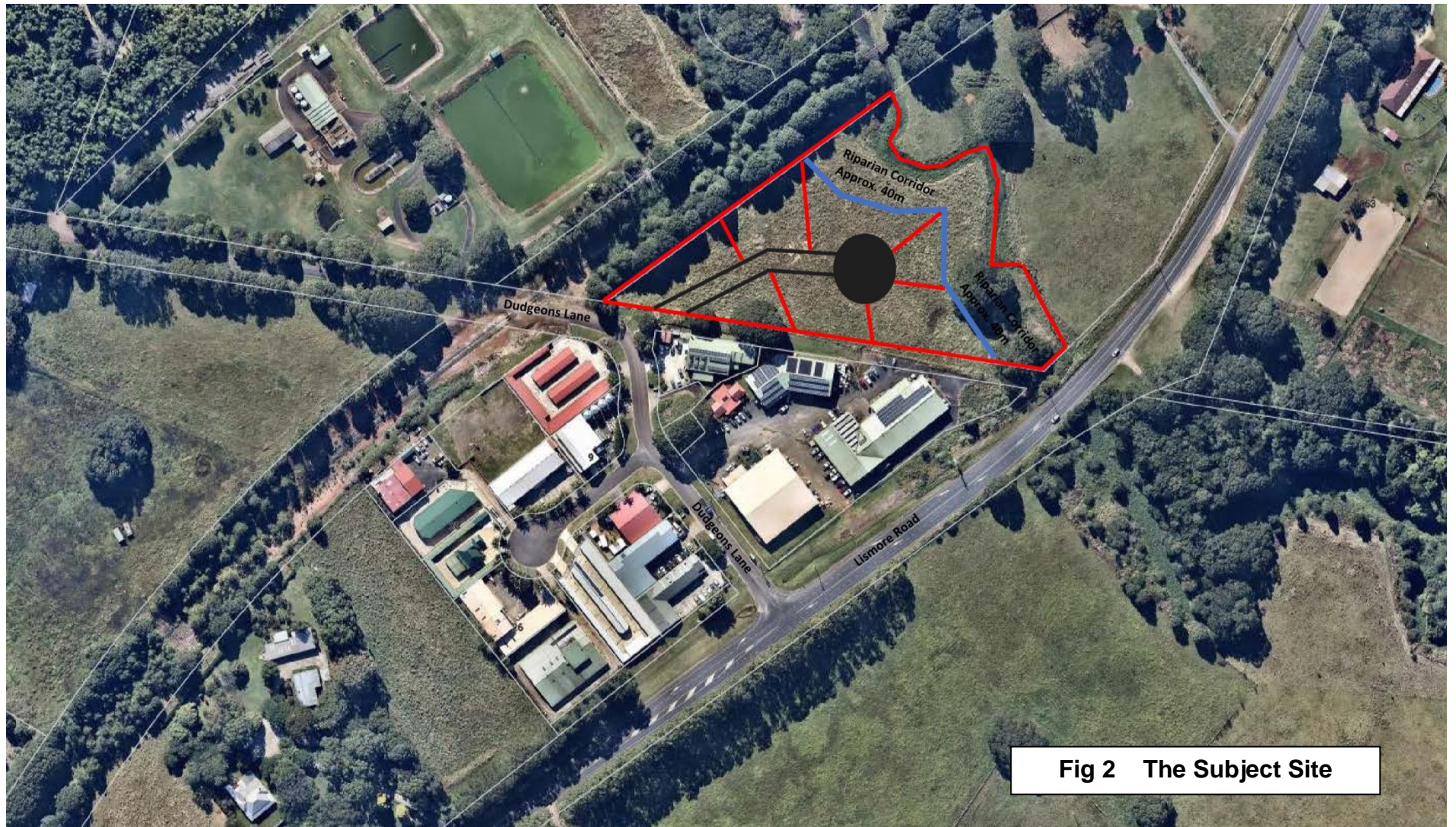
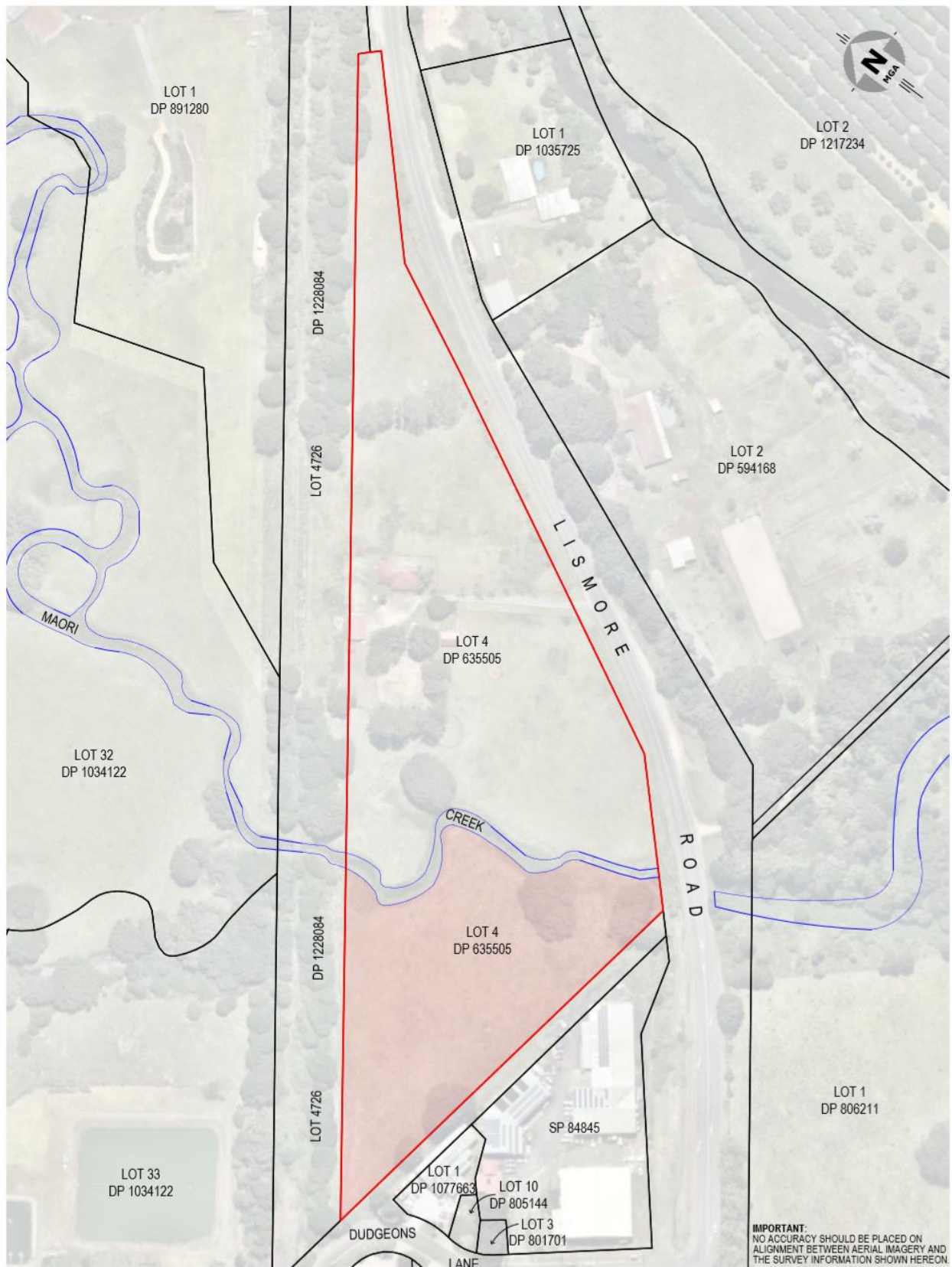


Fig 2 The Subject Site



0 50m

**NORTHERN RIVERS
LAND SOLUTIONS**
© 2012
76 Tamar Street
BALLINA NSW 2478
PO Box 1324
M: 0414 217 664
P: 61 2 6681 6696
E: tony.hen@nrsl.com.au
www.nrsl.com.au

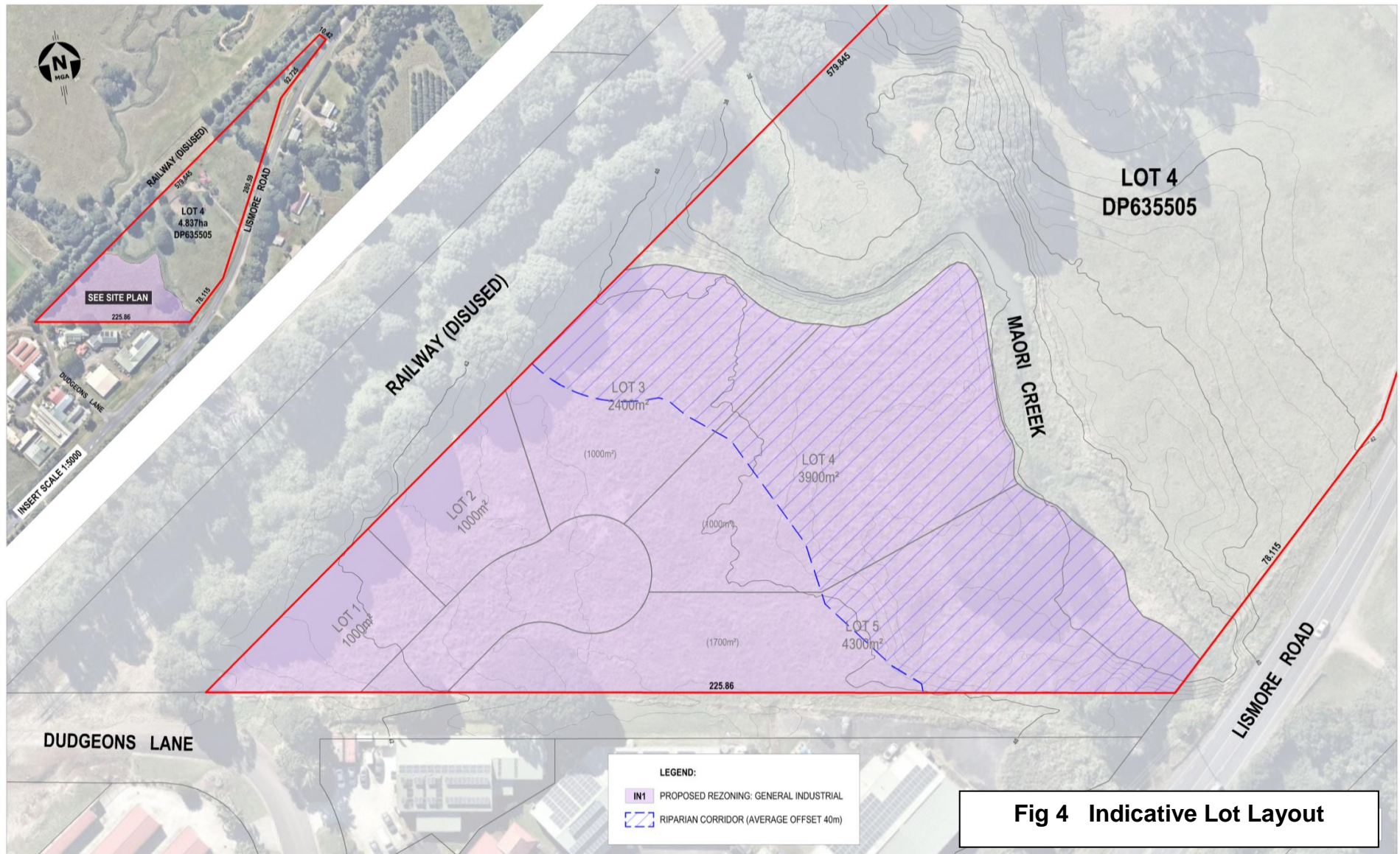
SCALE: 1:2500 (A4)
SURVEYOR: BB
DRAWN: BB
DATE: 5th APR '18
CAD REF: 18023-01

CLIENT: MORE
PROJECT:
LGA: BYRON
SOURCE: AERIAL: NEARMAPS

LOCALITY PLAN
LOT 4 IN DP635505
150 LISMORE ROAD, BANGALOW

(THIS PLAN MAY NOT BE THE LATEST ISSUE) SHEET 1 OF 1 SHEETS | ISSUE: A

Fig 3 The Subject Site



29 JUNE 2018

MR ROBERT GUEST
150 LISMORE ROAD
BANGALOW
NSW 2479

TO WHOM IT MAY CONCERN

Dear Sir/Madam,

RE: LOT-DP635505/150 LISMORE ROAD, BANGALOW, NSW 2479

I am the owner of the abovementioned Property.

I have owned the Property since 1989.

With regard to the said piece of land, (see the attached plan), I would like to make the following comments:-

My acreage has 'Maori Creek' running through the middle of it, which basically isolates an area of approximately 1.5 hectares, (see attached plan, marked in purple). This 1.5 hectares is of no real use to me.

I only occasionally put my two horses or two head of cattle on that side of the creek. It does not have a loading ramp and as such it becomes difficult to manage the animals on this area. In addition, I cannot access this piece of land from the rest of my farm because of the creek. I have to leave my property and drive a kilometre into the Industrial Estate to enter that way.

In effect this land is of no use to me as part of my farm.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Guest', with a large, stylized loop at the end.

ROBERT M. GUEST

1. HISTORICAL CONTEXT

(i). In 1998 at the inaugural meeting of the Brunswick Heads Small Towns and Village Settlement Strategy, Mr David Kanaley advised that Brunswick Heads had enough commercially zoned land for a regional shopping centre. As Byron Shire Council's (BSC) Strategic Planner, he asked the committee to review, with the intention of reducing the areal extent of the commercially zoned land. His suggestion had validity because;

a. *existing owners had not taken up the invitation to commercially develop their properties.* In fact at least one owner built a shop front, got BSC's certification for occupancy and turned it into a unit as it exists today. In another case, the developer stated directly to me about his frustrations of having to build two shop fronts in order to build the units he wanted.

b. reducing the areal extent of commercially zoned land was in keeping with the notion of Brunswick Heads as a village.

c. there was a demand for residential development without it having to comply with the constraints of a commercial zoning. A rezoning of the 3(c) land but leaving existing commercially developed allotments as 3(c) was advocated.

(ii) There was a sustained backlash to the proposed reduction in the commercial area on the campaigned grounds that it was a 'back zoning' and would reduce property values. This raises a pertinent and critical equity issues.

(iii) The 'compromise', in Council's adoption in 2004 of the Brunswick Heads Settlement Strategy was to leave the 3(c) zone as was but with a 2 storey height limit throughout.

(iv) In that resolution, the commercially zoned land was not 'back zoned' but those in the residentially zoned areas experienced a critical loss in potential yields on their properties far outweighing maintaining the status quo for properties in the commercial 3(c) zone. Blocks of land, as experienced by myself, and which had been purchased as a dual occupancy block in February 1986, had changed, prior to the Clause 45 Sewerage Moratorium 1998, to allow medium density development. This was substantially reduced to a single dwelling in the 2004 BSC resolution. A secondary dwelling is now permitted. These changes raise serious equity issues when change in planning controls are debated. Indeed, planning is about the redistribution of wealth that comes with changes in permissible development.

(v) Tweed Street, Highway No 1 until the opening of the by-pass and subsequent dual carriageway in 2007, was a problem. It was zoned residential but had a number of spot commercial developments. Existing use rights continued for those allotments.

2014 LEP

(i) Rather than spot zone or even zoned lengths of blocks as commercial, unidentified factions were successful in getting the majority length of Tweed Street zoned B4, Mixed Use with the proviso that development had to be integrated with the Tweed Street Masterplan as approved by Council in 2009. The B4 zoning has been extended to take in the eastern part of Mullumbimbi and Fingal Streets to join with the existing commercial zone.

(ii) The previous 3(c) land is now zoned as B2

The aforementioned history and the permissible development now in B2 and B4 gives evidence that Brunswick Heads has even a greater potential for commercial development than that assessed by Mr David Kanaley when he advised in 1998 there was sufficient area for a regional shopping centre!

The lack of take up of commercial development continues. Where it has occurred in Park and Fingal Street it has frustrated the developers whose primary intent was to realise residential development unheeded by complying with the constraints of a commercial zoning. Elsewhere, in Mullumbimbi Street, a DA to develop serviced apartments was modified by the applicant to take account of adjoining residents' objections to lack of privacy and over viewing. These objections came from adjoining property owners who were in the commercial zone.

In summary, the notion of a 'high vacancy rates within Brunswick Heads.....imply that these centres are underperforming' (page 47) is a direct reflection that property owners have not taken up the invited permissible commercial development. Instead, there is a need for residential land in the now zoned B2 and B4 lands unencumbered with the constraints of having to develop shop fronts. This gives credibility to the statement in the draft that current planning controls are limiting redevelopment opportunity.

Underpinning Premises/Principles in the 'Employment Lands Strategy' - Brunswick Heads

The underpinning premises and values supporting this strategy are stated pages 15 to 18. In particular changing workspace needs and drivers bringing about retail restructuring need to be applied directly to Brunswick Heads to determine if the proposed changes in existing planning controls have any justification.

1. The current B4 zone has a Floor:Space Ratio (FSR) of 0.5:1 and an overall height limit of 9m. The current B2 zone has a FSR of 0.75:1 and an overall height limit of 9m.

2. In the strategy Brunswick Heads is subsumed in the 'Northern Trade Area'. Within Brunswick Heads the combined B2 and B4 zones are labelled as "Business Centre" with B2 labelled as 'Local Centre' and B4 as 'Mixed Use'. **NOTE:** On page 48 a new undefined term 'Brunswick Town Centre' is introduced.

3. Existing planning controls would accommodate an increase of 5,611sqm of commercial, retail space in Brunswick Heads. Given this quantity of 'unused' space, the strategy proposes to increase FSR to 1.3:1 and overall height to 11.5m in Brunswick's Town Centre. This term appears on page 48 and is undefined. Does it refer to the whole or part of the Business Centre or only to the B2 'Local Centre' ? Irrespective of what space it is referring to, it will add to the existing 5,611sqm of 'vacancy' in commercial lands in the village/town.

4. There is a circular argument in the document (page 48). Increasing the amount of commercial land by changing FSRs and overall height in Brunswick will require increase in the number of residents to support the commercial. The solution proposed is to increase residential densities to support the viability of the Business Centre. Deciding which is the more powerful driver or even desirable, and how it impacts on the highly successful marketing perspective of Brunswick Heads as a village of 'Simple Pleasures' is complex. If this strategy changes existing zonings, FSR and height limits then those notions will be severely challenged.

5. If there is a demand for additional commercial space and at the same time acknowledging the demand for additional dwellings, then it would be appropriate to either:

(i) rezone the B2 land to B4 Mixed Use. This would remove the perception that commercial constraints are inhibiting residential development. Overall height remains at 9m with an existing FSR for Mixed Use at 0.5:1. This has the advantage of allowing property owners to redevelop without the existing planning constraints.

OR

(ii) leave Tweed Street as B4 and rezone south of Fingal Street as R2 low density residential with no change in FSR from 0.5:1 and overall height to 9m.

6. **Conclusion:** The underpinning premises and values in the draft Employment Lands Strategy do not directly translate into any justification for increasing commercial/retail lands in Brunswick Heads. In fact, the evidence of an unused 5,611sqm strongly suggests existing planning controls are inhibiting development.

Patricia Warren

From:
To: [council](#)
Subject: Application for Rezoning to Commercial Status
Date: Thursday, 12 July 2018 5:33:14 PM

The General Manager,

Dear Sir,

As the owner of Lot: 14 Sec 51 DP 758207 and Lot: B DP 363695 (5 and 7 Browning Street Byron Bay) I wish to formally apply for rezoning to commercial status for these lots. The reasons in support are:

1. The current residential zoning does not take account of the commercial zoning which applies to adjacent land in Jonson Street. This land is currently the subject of an expansive DA which seeks to exceed the height and floor space ratio standards of Council as set out in the current DCP. Even if a final approval for development is given within the current standards, there will be dramatic effects on 5 Browning Street and 7 Browning which can only be mitigated by rezoning my land so as to have the same access to the building standards for commercial zoning.
2. Council has approved a large student accommodation facility on the former Catholic School site (now Lexis College) and this is adjacent to 7 Browning Street. This facility generates much noise and activity from 8 am to 12 midnight on many evenings. Again, only access to the building standards for commercial zoning will give me the capacity to mitigate the ongoing effects of this commercial operation.
3. The current lots are approved for bed and breakfast accommodation and so have an existing commercial function. Accordingly rezoning would more fairly and better represent the activity currently being undertaken.
4. The corner building on Browning and Tennyson Streets (Spell and the Gypsy Collective) functions with 'grandfather rights' as a commercial site. In combination with the Jonson Street zoning and the Student Accommodation facility, my residential zoning leaves my land as a small enclave in a predominantly commercial zone (both formal in the case of the Jonson Street properties and 'by right' in the case of the student accommodation and the retail shop). This is an anomaly which is causing increasing disadvantages as a residential owner.
5. The desire of the owners and lessees of the adjacent sites to significantly expand their commercial activities (a right I do not in principle dispute) places me at a considerable disadvantage in terms of either undertaking additional works to mitigate the consequential negative effects or to sell my land at a reasonable rate of return given that residential amenity and privacy is being progressively lessened as development activity increases.

Please advise me of any additional steps I should take to ensure that my request can be properly put before the appropriate decision making body within Council.

Yours faithfully
Peter O'Connor.

Sent from my iPad

6 August 2018

The General Manager

PO Box 219

Mullumbimby NSW 2482

Email: natalie.hancock@byron.nsw.gov.au and submissions@byron.nsw.gov.au

Dear Sir/Madam

SUBMISSION - RE EXHIBITION OF THE DRAFT BYRON SHIRE EMPLOYMENT LAND STRATEGY

Rezoning of 112 Stuart Street, Mullumbimby

With regards to your letter, we wish to hereby make a Submission opposing the zoning change on our residential block at 112 Stuart Street for the following reasons:

- We have a long association with the town of Mullumbimby with Richard having been born and raised locally. We have seen the town transform from a predominately agricultural town into a more commercial/tourist centre. Whilst some change is inevitable, we feel any further change associated with rezoning would be unfavourable for the town. We also don't believe the current commercial centre is being used to its full capacity.
- Since purchasing our home in 2014 we have invested considerable time and expense into restoring and renovating it from its previous dilapidated state. We have also built a council approved granny flat solely for private use. We enjoy the close proximity to the town centre but do not want to be surrounded by more commercial buildings or have any desire to run a small business from home.
- We feel compromise has already been made with construction starting, only 25 metres from our boundary, of eight double story low cost units. We were strongly opposed to this as we felt it did not live up to the standards of the Heritage Conservation Area. Further rezoning will compromise this significantly as well. We question how units can be approved in an area that is now being considered for commercial rezoning!
- It is our belief that small towns should focus on developing a sense of community and further rezoning for retail space will significantly affect this if locals are forced to move elsewhere.
- As self-funded retirees we will not appreciate the anticipated rate rise associated with rezoning.

In conclusion, we wish to go on record opposing the potential rezoning.

Richard & Rosemary Graham

Submission to the Draft Byron Shire Employment Land Strategy

Rick Moloney

Executive Summary

Land Use

Strongly support the draft proposal to:

1. Provide for future growth by allowing greater density in the trade centre.
2. Extend the B2 and possibly B4 Local Central Zone to include the strip of cottages along Byron Street which also have a frontage to Bangalow Weir Park (the Park) and Deacon Street.
3. Increase land-use density along this strip by permitting multi residential development on existing blocks and allowing a mix of commercial/business/temporary residential use in each of these sites.
4. Remove inhibitions to efficient residential/commercial use of smaller sites (under 450sq metres) by removing/reducing current car parking requirements. The space on these sites is precious and if allocated to cars, it cannot be allocated to people/shops/residences/other commercial.
5. Explore slowing traffic down and a more efficient/effective use of street parking on Byron Street to allow greater density of parking and to emphasise this strip as a destination rather than an entry/exit/through point for cars to Bangalow township.
6. To support development of frontages onto Deacon Street, ensure preservation of its rural town spatial atmosphere but with greater deliberation as to its design and shared traffic flow (pedestrians, cars, bikes).

Environmental/Urban design

1. Various suggestions are provided with an emphasis on Deacon and Byron Streets.
2. Suggest greater use of micro planning to ensure town planning preserves and enhances the values and spirit of the town.
3. Explore ways to ensure integrity and creativity of future design and architecture in the Shire.

Bangalow Trade Area: Blocks fronting Byron and Deacon Streets

I strongly support the proposal to extend the B2 and possibly B4 Local Central Zone to include the strip of workers cottages along Byron Street which also overlook Bangalow Weir Park (the Park) on Deacon Street.

The preservation of the aesthetic charm of this strip, which is so vital to the preservation of the heritage and visual amenity of this township, is also pivotal to the ongoing attraction of the township to residents, visitors, shop keepers, business people, artists, artisans and entrepreneurs. I therefore welcome the planning and foresight of Byron Council by initiating the review and making draft recommendations to expand the Shires' Employment Lands.

The preservation of the distinctiveness of the Bangalow town precinct and its heritage will enhance the economic and cultural social capital of the Shire. Done rightly, it will support a balance between residents and industry, support the numbers of high end visitors with dollars to spend in the Shire and assist avoid the worst effects of unrewarding, uncontrolled, mass tourism.

In the following I focus on the area of my interest as an owner of 86 Byron Street, Bangalow.

As a long-term resident of Byron Shire who has been working interstate for many years, I bought back into the Shire by my purchase of this property. It is my intention to retire to it as my principal place of residence in a year or two. I am pleased that your proposals are entirely consistent with retention of the heritage small town look and feel of the Bangalow trade area and my plans to renovate and extend my home. I expect my detailed plans to be submitted to Council in October.

Overall, I would see an advantage in the plan evolving to improve efficiency, and achieve greater effectiveness in the use of local infrastructure. It could also assist environmental sustainability by constructing a small-town landscape giving emphasis to street life, and a shared experience of diverse groups existing in proximity to each other. The aim should also be to conserve and improve environmental assets.

In relation to tourism specifically, a local and enterprising community engaged and closely interacting in a well-designed urban space can lead to a different qualitative experience for both the community and the visitor. In an alienated world, the demand is diminishing for the impersonal mass experience offered by many tourist sites. Increasingly the demand is for the experience offered by quality, the niche, local, personal and unique. These are the qualities of experience that are producing economic breakthrough and are themselves, self-marketing.

Creating strategies to maximise per capita visitor expenditure in the region is one goal, building avenues for local innovation and industry and the attraction of talent and entrepreneurs is another. The mix of permanent and temporary residential, commercial, artisan and professional usage, builds the vibrancy of local enterprise and engagement. The goal I would say is the construction of a strip along Byron and Deacon Streets where professionals, entrepreneurs, shopkeepers, business folk, artisans and residents can thrive.

This would have an obvious benefit and influence on the development of the larger commercial precinct adding to the Shire's economic resilience and growth and making Bangalow a preferred place to live, to work, to create and to contribute.

Community Objective 1 – We have infrastructure, transport and services which meet our expectations

Explore the potential for angle parking along one or both sides of Byron Street to allow higher density parking within existing infrastructure. This would support the Bangalow commercial centre and enlarge available land for employment by offsetting the requirement for off street parking for mixed premises on smaller blocks of land, say blocks under 450m².

Explore planting shade trees along Byron Street to beautify the streetscape and enhance its aesthetics (and enable better marketing to holiday makers and tourists). The potential for green foliage traffic interruptions to slow traffic would emphasise this town and this street as a place to walk, browse and shop, a destination rather than a through traffic strip.

On Byron Street better integration of greenery, roads, roadside walking strips, and shopfront commerce could offer some niche opportunities to expand the employment and accommodation precinct whilst improving the usage of public space and adding to a village look and feel.

Similarly, renovation and upgrading of Deacon Street as a promenade and mixed pedestrian, bike and low speed car zone with street interruptions to vehicular traffic, would add to the open feel of the space and offer opportunity for greater accessible commercial/residential development. As an innovative public space, it would better integrate the Park and township and permit use for walking, running, playing, fairs, events, the arts and other community activities and also offer an attractive vista for the frontages onto that street.

The potential to continue to develop Bangalow as a unique historical township where all the needs for residential living can be accessed on foot is a potential that could also become a planning goal. Greater residential density and expansion of the commercial district along Byron and Deacon Street would help evolve this opportunity. Village life is enhanced on foot and reduces emphasis on cars and their demands on urban infrastructure.

These simple measures would improve the overall amenity for residents and bring people back into the old town to live and work, as opposed to their spread into its environs. In this way Bangalow can grow inwards rather than add to the town's outward sprawl with the associated permanent loss of otherwise rich agricultural lands.

Community Objective 2 – We celebrate our lifestyle, culture and sense of community

The aesthetics of the current workers cottages should be used to open up this strip to high worth commercial and mixed commercial/residential development such as galleries, boutiques, pop-up coffee shops, media/communication businesses, organic grocery shops, higher density housing, studios, professional rooms, offices, yoga and healing/well-being centres, and increased density or multi-residential development on existing sites.

It is worth emphasising that the close proximity of the commercial and residential enables a powerful and practical daily interaction which can deliver the experience of local community. It can allow for the emergence of a local and distinctive urban identity. It can ensure 'ownership by community' in a real sense - residents living and working in close relationship to each other, building networks and creating opportunity. In this way social and economic capital is generated and community affiliation and identity is affirmed.

In addition to the recreational use of the Park, its potential for non-sporting recreational use could be explored e.g. open-air theatre, walking, running, games, silent reflection. The Park's children's area could be revisited for upgrading. Continuing the upgrading of the Park and retention of its old and natural feel is vital.

Deacon Street and some of the entrances to it, offers good opportunity for micro planning to explore multi-use spatial adaption in the spirit of a Melbourne laneway, but in a rural/urban environment.

Community Objective 3 - we protect and enhance our natural environment

Currently Deacon Street threatens to become an ugly service road that would further alienate the township from the Park, the beauty of the natural environment it captures, and the public space it makes available to town residents and tourist visitation.

To realise the otherwise unmet potential of this zone, reorientate urban design along Deacon Street so that existing back-entrances to the houses on Byron Street are developed to have aesthetically pleasing frontages that take full advantage of the view over Deacon Street to the Park, and ensure an architecturally interesting perspective looking back from the Park toward development along Deacon Street and the town.

Enabling a diverse range of uses on the single house blocks in this part of Bangalow town centre and orientating frontages toward Deacon Street would add dimension and enlarge the available space for economic and residential activity. Effectively blocks with front and rear access to Byron and Deacon Streets could for example, have commercial frontages on Byron Street and residential frontages onto Deacon Street or some combination thereof.

Community Objective 4: We manage growth and change responsibly

The need to better use existing urban land for employment/commercial and residential use leads to the potential to allow well planned higher density and mixed usage along Byron and Deacon Streets.

Good design could easily allow this kind of development without disrupting the existing village look and feel. It would see existing blocks have a resident owner, a space available for short and/or long-term rental, and/or commercial shops or creative hubs.

This could be done without infringing the aesthetics of the existing workers cottages and could improve the overall living and working experience of the township.

Sites designated in the Plan as “at capacity” could at least double and triple their current density to realise greater economic and residential use whilst improving the visual and social amenity of the existing area.

Lastly, the expansion and growth of the area as a whole is closely associated with the continuing strength and vitality of Byron Shires’ brand and reputation. The integration of innovation and industry, a place where the artists, artisans, iconoclasts and free spirits of the world can roam and feel at home, and where the values of respect, continuity and creative entrepreneurialism are valued, are important to the Shire and should be fostered.

How to encourage by design this distinctiveness? One way is to avoid the spoilage of the environment that made the Shire famous. So, is it in the capacity of the Shire to ensure that future development is designed and worthy of its environment? Put another way, it would be an excellent achievement if the Shire reduced or avoided the blight of some of the less attractive built infrastructure in the Australian urban landscape.

At the risk of sounding utopian, Byron Shire could create an incentive for landowners to seek out and pay for good design. A mechanism to do this would be to ensure future development is architecturally designed. There are a number of ways to do this such as local annual awards for architecture or home or building design judged by an expert panel, or a scheme to offset architectural fees on rates or council levies over a 10, 20 or 30-year period.

More generally, investment in the long-term visual amenity of the town and Shire will have a spin off for the brand, the international and national reputation of the town and Shire, promote the expansion of the right kind of balanced tourism and contribute to the lived experience of its residents, investors and entrepreneurs.

To Byron Shire Council

Regarding Draft Byron Shire Employment Land Strategy Feedback

Attention to Natalie Hancock and Alex Caras

Submission from Robin Gracie 110 Stuart St Mullumbimby

09/10/2018

Re: Exhibition of the Draft Byron Shire Employment Land Strategy

I am forwarding feedback regarding the current proposal for Byron Shire Employment Land Strategy, with regard in particular, to the proposal of the extension of the commercial area in Mullumbimby, with particular reference to the proposed area from 110 Stuart St to Whian St, and the parallel areas in Station St.

McGoughans Lane

The lane between Stuart St and Station St is already highly congested and is at optimum use as it is the primary entrance and waiting area for freight trucks and for the delivery of goods for the adjoining commercial businesses. Businesses deliveries and traffic also access this lane as a thoroughfare to avoid the traffic and congestion on the main road. This area is an area where large trucks back up, and wait until access to these businesses are free. Added to this mix are residential cars already using McGoughans Lane.

An increased layer of traffic from the completion of the development of 10 units in Stuart St, will shortly further impact on this already congested area. The car access for these units enters directly into the laneway. As it stands the level of use of this laneway is at its peak and further congestion due to more commercial trucks and pick-ups would create, what I believe would be an untenable situation.

Stuart St

A large number of people use this side of Stuart St due to the already established shopping amenities in both the main street and in Stuart St itself. As there are already flourishing hardware and eating facilities in Stuart Street, parking is already at a premium. There is on-going manoeuvring of utes, vans and four wheel drives in Stuart St to gain a park. The frustration of managing the busy area often results in traffic rage outbursts and double parking. The difficulties here would only be intensified if an extended commercial area is passed. Approval, for example, for both high traffic and high noise businesses such as child care centres where parents need to drop off and pick up children at peak times, would be inappropriate for this area.

There is no carpark availability for commercial premises for this end of Stuart St and street parking is already not meeting the current needs of shoppers and business people in the area.

The New Stuart St Unit Development

Given that the new housing units are also in this nominated area, obviously these could also be used for offices and commercial purposes rather than housing purposes. The council's platform for defending this development, and in the process ignoring locals' feedback, was all about "affordable housing" options. Now it seems council's story is quite different, proposing it as a commercial area. This has huge implications for the inhabitants of this new development and current residents. It was clear that many people objected to this development which went ahead regardless, and it has become obvious that council asks for feedback only to tick the community consultation box.

Council's rhetoric for the upheaval experienced by residents of this area within the last year was based on residential issues and now council's rhetoric for upheaval to residents is based on employment land strategies. Given the process Stuart St has endured regarding this housing development, now proposing it as a commercial area adds fuel to the community's lack of trust in council.

This situation above requires some accountable explanation from the council.

Employment Opportunities

I am very much in support of employment strategies however I don't support the approach to extend the commercial area as I believe that the disadvantages to doing this in this area will far outweigh the advantages.

Rather than negatively impacting on the wonderful atmosphere of the village known as Mullumbimby in order to create minimal job opportunities, it would be a more solid approach to strategically present numerous opportunities for employment by creating a business and satellite shopping area close by. This would also mean that some of the money spent by Mullumbimby people at Tweed Heads and Ballina would be kept in the Mullumbimby area, and Byron Bay and Brunswick people may over time come to Mullumbimby for business facilities. Council really needs to construct a new area with car parking and accessibility if they want to provide long term and more plentiful opportunities to people who wish to work in the area. Woolworths is close but does not intrude on the atmosphere of Mullumbimby. Areas for consideration could include the Tallow Wood area, or an extension of the current Mullumbimby industrial area.

Many people in the Mullumbimby area would provide rent out accommodation to fully waged and stable workers. I am sure that there would be a proportion of Airbnb people who want permanent residents and would be happy to rent to fully waged earners.

It is important not to impact negatively on the village feeling which attracts people to live in this area. It is important for the survival of the village area to preserve its unique qualities otherwise it will become like other nearby towns with highly transient populations, which do not attract a residential community. It is also to be noted that towns like Byron Bay have

a completely different demographic and purpose in the Northern Rivers, historically and currently, being promoted as a surfing tourist attraction for holiday makers.

Whilst this is feedback for your consideration, could you also forward to me a clear statement of added financial costs to the residents if approval is given for commercial purposes? At this point council has stated that there would be a rate change only if the premises are used as commercial purposes. Are there any added financial stressors on current residential property owners in this area if the council decides to go forward with approval for commercial uses?

Thank you for your attention in this matter.

Yours faithfully,

Robin Gracie.