

Simon Scott

From: council@ballina.nsw.gov.au
Sent: Wednesday, 31 August 2016 12:31 PM
To: Ballina Shire Council
Subject: New response for survey 'Feedback for Documents on Exhibition'

GENERAL RESPONSE INFORMATION

Response Start Time: 8/31/2016 12:19:44 PM Response End Time: 8/31/2016 12:31:03 PM IP Address: 124.168.1.9
Completed Survey: Yes
Respondent: Anonymous

SURVEY RESPONSES

1. Name of exhibited document you want to make comment on.

Skennars Head Village Expansion Area
Ballina Shire
Development Control Plan 2012

2. Your name (anonymous submissions may be disregarded by Council) Roy Flavel

3. Phone number (optional)

0403989584

4. Email (confirmation of your email address is required to provide feedback from Council) flavel@hotmail.com

5. Having read the document, is it easy to read and understand?

Yes

6. Please provide any suggestions for improvement.

The allocated space for coastal reserve along the eastern boundary is too small.

This is a highly visible piece of land along an iconic stretch of coastline. Unlike the existing Skennars Head estate, which is mostly hidden from view, a large area of residential housing will be clearly visible from coastal walking trails around Sharpe's Beach.

This will be a dramatic change from the style of the current road from Angel's Beach to Lennox Head, which largely appears natural because the housing is hidden.

Please increase the size of the natural reserve adjacent to the coast road to hide the houses.

7. Do you support the overall objectives and content of the document?

I support a neighbourhood centre in the existing Headland Estate, but I do not support the expansion of residential areas.

8. Please provide further comments if you wish.

I am not in favour of further development along the coast in general. Any expansion will impact the unique natural beauty of the area.

9. If you wish your feedback to remain confidential please provide reasons for this.

[No Answer Entered]

Simon Scott

From: council@ballina.nsw.gov.au
Sent: Thursday, 15 September 2016 9:35 PM
To: Ballina Shire Council
Subject: New response for survey 'Feedback for Documents on Exhibition'

GENERAL RESPONSE INFORMATION

Response Start Time: 9/15/2016 11:09:17 AM Response End Time: 9/15/2016 11:35:24 AM IP Address: 1.129.96.241
 Completed Survey: Yes
 Respondent: Anonymous

SURVEY RESPONSES

1. Name of exhibited document you want to make comment on.

Skennars Head Village - Documents

2. Your name (anonymous submissions may be disregarded by Council) Andrew Stewart

3. Phone number (optional)

0412 392 797

4. Email (confirmation of your email address is required to provide feedback from Council) Asevents@live.com

5. Having read the document, is it easy to read and understand?

Not all, some, the amendment? Or the document, really.? Wasn't easy to understand, but I got the jist.

6. Please provide any suggestions for improvement.

Make it simpler and your aims more direct or prudent, just state what you are really aiming to get from responses.

7. Do you support the overall objectives ad content of the document?

Well - not you intrusions into a world class master plan, let the world leaders create.

8. Please provide further comments if you wish.

The best opportunity for a thriving community - a village - should be given an opportunity by world wide recognised experts. Give this the space to be wonderful. Do not place a secondary road against the planned village green. Do not decide our cars are our future. Let our environment thrive - and that is our community living within it. Believe BSC are planning to re-open the old direct link and restoring the North Creek Bridge, which they closed using arguments as they sort to built the coast road. Is this planned ? And if the road reserve her isn't increased then fine. BUT... If you have this planned and haven't discussed further encroachment and land acquisition plans then that is wrong. BSC - time to do the right thing. AND let the right thing happen. Thank God it wasn't developed 20 years ago and not been a planned community but a horrible housing estate.

9. If you wish your feedback to remain confidential please provide reasons for this.

[No Answer Entered]

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SUBMISSION

Re: Ballina Shire DCP 2012 – Skennars Head Village Expansion Area



16th September 2016

Dear Mr Scott,

We are writing a submission to you in regard to the draft amendment's to the Ballina Shire DCP 2012 relating to the Skennars Head Village Expansion Area.

We have recently purchased a property in Redford Drive Skennars Head within Headlands Estate which backs onto Peter Stewart's farmland to be developed as the Skennars Head Village Expansion Area.

Currently, there is a 20 metre buffer zone between our back southern boundary and the barbed wire fence on the northern side of Peter Stewart's farmland. We purchased the property knowing that the Stewart's farmland is going to be developed into residential blocks.

However, we have just been informed by existing neighbours in Redford Drive that the northern boundary of the proposed development comes right up to our back southern boundary. This is now of great concern for us because there would be no access from the Spoonbill Reserve through to behind our southern boundary to do any maintenance or removal of any dangerous limbs from our immediate neighbours Norfolk Pine tree. The tree was a concern for us before purchasing the property as we have four children and had a fear of any of us possibly being struck by falling limbs. After thinking that there is access behind our property for a cherry picker or required machinery to maintain the tree to a safe standard we decided to purchase the property.

These are gigantic trees and without any doubt require regular maintenance to be kept to a safe standard.

The buffer zone has been there for at least 10 years since the townhouse development "Sea Pines" was built, and the buffer zone should remain at least from Carroll Avenue up to the spoonbill reserve for very obvious reasons.

Another thing to look at from the developer's point of view is that there would be very limited interest in purchasing a block of land that has gigantic Norfolk Pine trees overhanging their boundary by up to 12 metres without any access for required machinery to maintain the trees to a safe and desirable standard. There would also be major overshadowing concerns.

All persons of interest to do with this development application need to come out to the site and see for themselves the concern of the property owners in regard to keeping access to maintain these trees properly.

Yours sincerely,

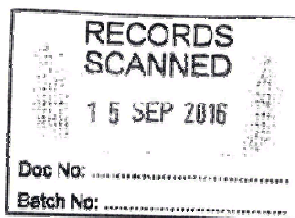

Tony & Kimberlie Bortolin

SUBMISSION 4

Concerned Residents of Lennox Head

15th September, 2016

General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478



Dear General Manager

Submission to Ballina Shire Council Exhibition - Skennars Head Village Expansion Area

We write to express our concern about a number of issues related to the Skennars Head Village Expansion plan currently on exhibition.

1. Traffic, parking and general amenity in Lennox Head

Along with the Epiq development, this development will add hundreds of new homes which will have a major impact upon traffic, parking and the general amenity of the existing Lennox Head village area. Parking within a reasonable walk of the shops is already challenging. Whilst the new shops planned for Epiq are likely to draw some traffic there, we believe there will be a major net increase in traffic and parking pressure on the existing village.

We request that the development of a new Strategic Plan for Lennox Head be undertaken as a high priority, and that further development is restricted by Council to what that Strategic Plan clearly shows is feasible to either accommodate or implement solutions for within a reasonable timeframe.

2. Visual impact along The Coast Road

The Coast Road is an iconic stretch of beautiful coastal landscape between Lennox Head and East Ballina. With the plan for a high proportion of high density housing (up to 50% of 450-475m²), concentrated close to and in direct sight from The Coast Road, the new development appears likely to have a dramatic impact upon the look and feel of this stretch of road. This is particularly so in the south-bound direction as you travel over the Boulder Beach headland towards the planned round-about. We are concerned that a visual 'sea of rooftops' would have a very detrimental visual impact on this otherwise very attractive natural corridor.

We would like to see a strong planning emphasis and tangible requirements placed on the developer to ensure that the natural look and feel of this stretch of coastal landscape is maintained on both sides of The Coast Road between Lennox Head and East Ballina.

3. Use of developer contribution funds

The Epiq and Skennars Head Expansion developments represent major one-off releases which given the limited remaining land for development in Lennox Head are not likely to be repeated on such scale for the foreseeable future. We are therefore conscious that the ~\$36k per new lot received by Council in developer contributions is a major funding injection which needs to be put to the best possible use.

We request that Council clearly communicate how these funds are proposed to be allocated and in which ways they will be used to maintain the standard of the Lennox Head community environment and to relieve the pressures created by the developments which have generated those funds. We would like to see this perspective included in the development of a new Strategic

Plan for Lennox Head, so that there is consensus between the Lennox Head community and Council that those funds are being used to address the greatest priorities.

Ultimately, we believe we need a new Strategic Plan for Lennox Head. It should be based on facilitated community consultation, submissions, and examples of best practice planning from around the country.

Major current and future development applications such as Epiq and the Skennars Head Village Expansion need to be considered by Council in the context of that new Plan, as well as the usual planning instruments (DCP & LEP).

We are very concerned that developments are being approved without first having clear and consensus-based solutions for how their impacts will be managed to ensure nett positive outcomes for the community. It will be much harder to retrofit solutions later once the full impact is being felt.

Please make the development of this Plan a high priority and consider the timeframe required to develop that Plan in your process for reviewing the next stages of these major sub-division development applications.

Thank you for your consideration of our submission. If you would like to discuss any of this in further detail, we would welcome the opportunity to do so.

Yours Sincerely,

The following concerned residents of Lennox Head:

Name	Address
Daniel Walsh	4 Nixon Pl, Lennox Head
Louise Walsh	4 Nixon Place, Lennox Head.
Kelly Taylor.	9 Nixon Place, Lennox Head.
Cameron Brown	9 Nixon Place, Lennox Head.
Jesse Dittman	9 Nixon Place, Lennox Head.
Morgan Dittman	9 Nixon Pl, Lennox Head
Rebecca Fuge	6 Emily Place, Lennox Head.
Brandon Delandes	14 Bolger Place Lennox Head

Name	Address
GAVIN PAYNE	16 HENDERSON DRIVE LENNOX HEAD
GAVIN JONES	1/41 STEWART ST LENNOX

Plan for Lennox Head, so that there is consensus between the Lennox Head community and Council that those funds are being used to address the greatest priorities.

Ultimately, we believe we need a new Strategic Plan for Lennox Head. It should be based on facilitated community consultation, submissions, and examples of best practice planning from around the country.

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The following concerned residents of Lennox Head:

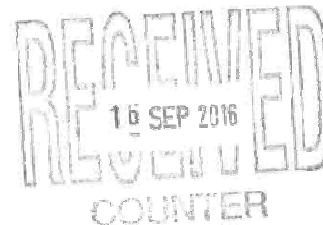
Name	Address
Carlie Jupp	2/11 Sunrise Crescent Lennox head,
KERRY TREVILLION	2/11 SUNRISE CR. LENNOX HEAD
James Trevillion	2/11 SUNRISE CRESCENT, LENNOX HEAD
FIONA WEBBER	2/76 STEWART STREET LENNOX HEAD
LAETIAN CHARTER	2 BANKIA AVE LENNOX HEAD
Michelle Castello	22 East St. Tintenbar
Michelle Steven Castello	22 East Tintenbar
Russ Braden	2/33 BALIWA STREET LENNOX HEAD 2478

Name	Address
Ryan DANE	6 Emily place Lennox Head
Katie Fenwick	6 Emily place Lennox Head
Gus Fenwick	6 Emily place Lennox Head

SUBMISSION

DRAFT AMENDMENT BALLINA SHIRE DEVELOPMENT CONTROL PLAN 2012

SKENNARS HEAD VILLAGE EXPANSION AREA



EXISTING SKENNARS HEAD RESIDENTS PREFERRED OPTION FOR SPECIAL AREA CONTROL STRUCTURE PLAN
 BALLINA SHIRE DEVELOPMENT CONTROL PLAN 2012 AMENDMENT
 SUBMISSION TO EXHIBITION DOCUMENT

RECORDS
 SCANNED
 19 SEP 2016

Doc No:
 Batch No: SIGNATURE.....

NAME	ADDRESS	SIGNATURE
A. Harrachine	5/33 Redford Dr	A Harrachine
J. Cavanagh	6/33 Redford Dr	J Cavanagh
C. PRUNTAUX	6/33 Redford Dr	C Pruntau
J. Bortolin	7/33 Redford Dr	John Bortolin
T. Clarke	8/33 Redford Dr	Tony Clarke
Jo Clarke	8/33 Redford Drive	Jo Clarke
J. Lehmann	2/33 Redford Dr	J Lehmann
R. TABAKA	2/33 REDFORD DR	R Tabaka
JULIE WEBBER	12/33 Redford Drive	J Webber
Alana Turner	25 Redford DR	A Turner
Bob Fyfe	17 Redford Dr	B Fyfe
Diane Fyfe	17 Redford Dr	D Fyfe
Kristina Viel	19 Redford Drive	K Viel
Ben Holmes	17 Carroll Ave Skennars Hd	B Holmes
Jean Shannon	15 Carroll Ave. Skennars Head	J Shannon
Jan Punshan	4/33 Redford Ave Skennars Head	J Punshan
RON PUNSHAN	4/33 REDFORD DR SKENNARS HEAD	R Punshan

9.4 Development Control Plan Amendment - Skennars Head Expansion.DOC

EXISTING SKENNARS HEAD RESIDENTS PREFERRED OPTION FOR SPECIAL AREA CONTROL /
STRUCTURE PLAN

BALLINA SHIRE DEVELOPMENT CONTROL PLAN 2012 AMENDMENT

SUBMISSION TO EXHIBITION DOCUMENT

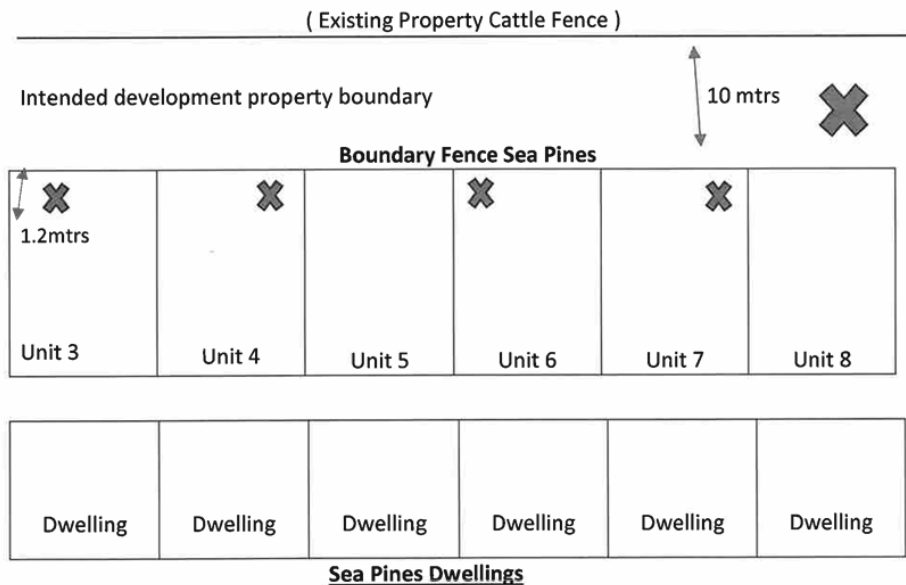
NAME	ADDRESS	SIGNATURE
LESLEY BROWN	3/33 REDFORD DRIVE S/HEAD	<i>Lesley Brown</i>
Kathleen Schlenker	9/53 Redford Drive	<i>Kathleen Schlenker</i>
Michael Schlenker	" " "	<i>Michael Schlenker</i>
KELLIE DUBRICH	1 Redford Drive	<i>Kellie Dubrich</i>
Jo McEghey	17 Headland Dr	<i>Jo McEghey</i>
Tony Bortolin	21 Redford Dve	<i>Tony Bortolin</i>
Johanna Anderson	16 Isabella Dr	<i>Johanna Anderson</i>
Staz	"	<i>Staz</i>
Daniel	"	<i>Daniel</i>
Amy	"	<i>Amy</i>
Diana Johnson	15 Isabella Dr	<i>Diana Johnson</i>

A. NORFOLK ISLAND PINE TREES.

Council has identified the six Norfolk Island Pine trees within or in close proximity to the North – Western corner of the development as “protected” due to their “iconic heritage value”. Enduring landmarks of historical importance as they were originally planted as “memorial trees” to local servicemen who did not return from World War 2 (verified with original owners)

There are six (6) trees, four within 1.2 metres of the boundary fence line within the existing sea pines development and one that is located within the proposed subdivision property, 10 metres from the fence line.

(See photo attachment (1))



The remaining tree is within Spoonbill Reserve as the cluster of surviving Norfolk Pines is situated 500 metres west of Spoonbill Reserve - the repeated yearly nesting of these birds is now occurring in trees 2, 4 and 5.

(See photo attachment (2))

Existing Property Fence

Spoonbill Reserve

Norfolk Pine Tree No. 6

More Norfolk Pines >>>>>>>>>>



Dwelling		Dwelling		Unit 3 Sea Pines	Unit 4 Sea Pines	Unit 5 Sea Pines
Dwelling	Dwelling	Vacant Block	Dwelling	Sea Pines Dwelling	Sea Pines Dwelling	Sea Pines Dwelling

Redford Drive

Debris management of these trees is high maintenance especially after local low pressure storm events. Limbs and leaf debris can be up to 2ft in depth within the sea pines boundary fences, and also outside the fence line where tree overhang is between 5-10 metres, into future development areas.

Residents from Carroll Ave and Redford Drive removed scrub and weeds from this area 8 years ago after a storm event and have continued to maintain vehicle access for the removal of debris by trailer during subsequent storms.

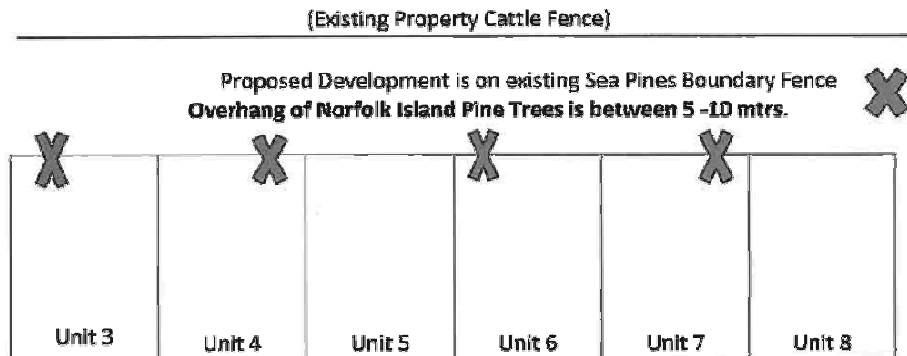
(See photo attachment (3))

Under regulation 5.7.4 - G – Element – Environmental Protection:

- Avoidance mitigation and amelioration of environmental impacts associated with the subdivision land development.
- Arrangements made for the long-term management and maintenance of environmental buffers.
- The long term management and maintenance of habitat corridors.

These requirements would be needed to carry out said debris management.

Residents are concerned that neighbour disputes will ensue over tree related issues with overhang across the proposed fence line. Liability issues are also causing great concern to adjoining residents.



(See photo attachment (4))

Residents are in concurrence with Council that removal of these trees is definitely not an option, but are seeking a buffer zone of 15metres with pedestrian access joining to the existing path at the back of Carroll Ave (which currently is a "dead end" footpath)

Continuation of this path would have a fourfold effect:

1. Connect vehicle free pedestrian / cycling access to both the pre-school and primary school from the new development – both east and west dwellings.
2. Provide maintenance access for debris removal.
3. Allow wildlife corridor for Spoonbills to continue breeding unhampered by urban encroachment.
4. Enhance usage of existing pedestrian/cycle footpath – Council infrastructure that currently is not being fully utilized.



Photo
Attachment
(1)

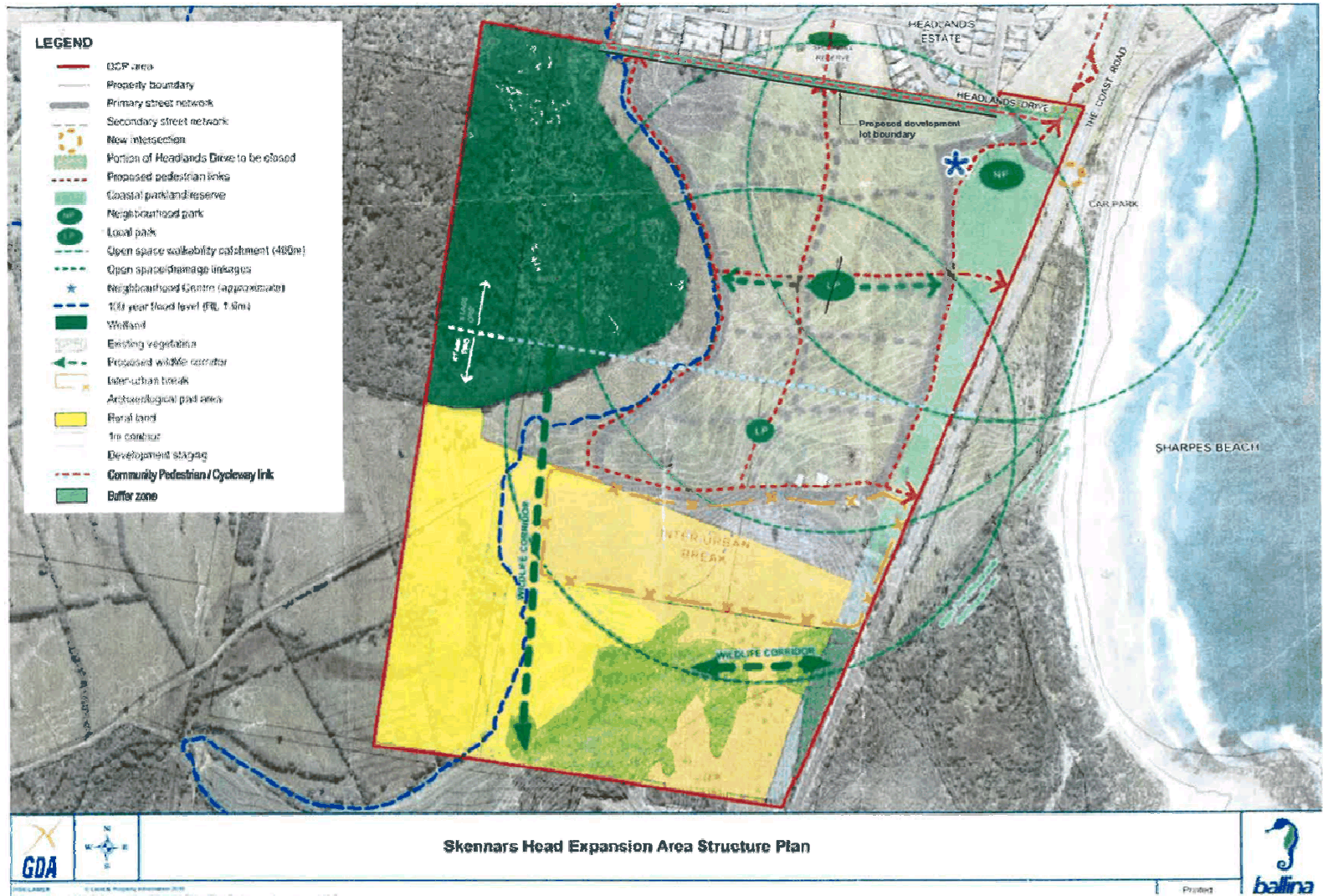


Photo Attachment (2)

Photo Attachment (3)

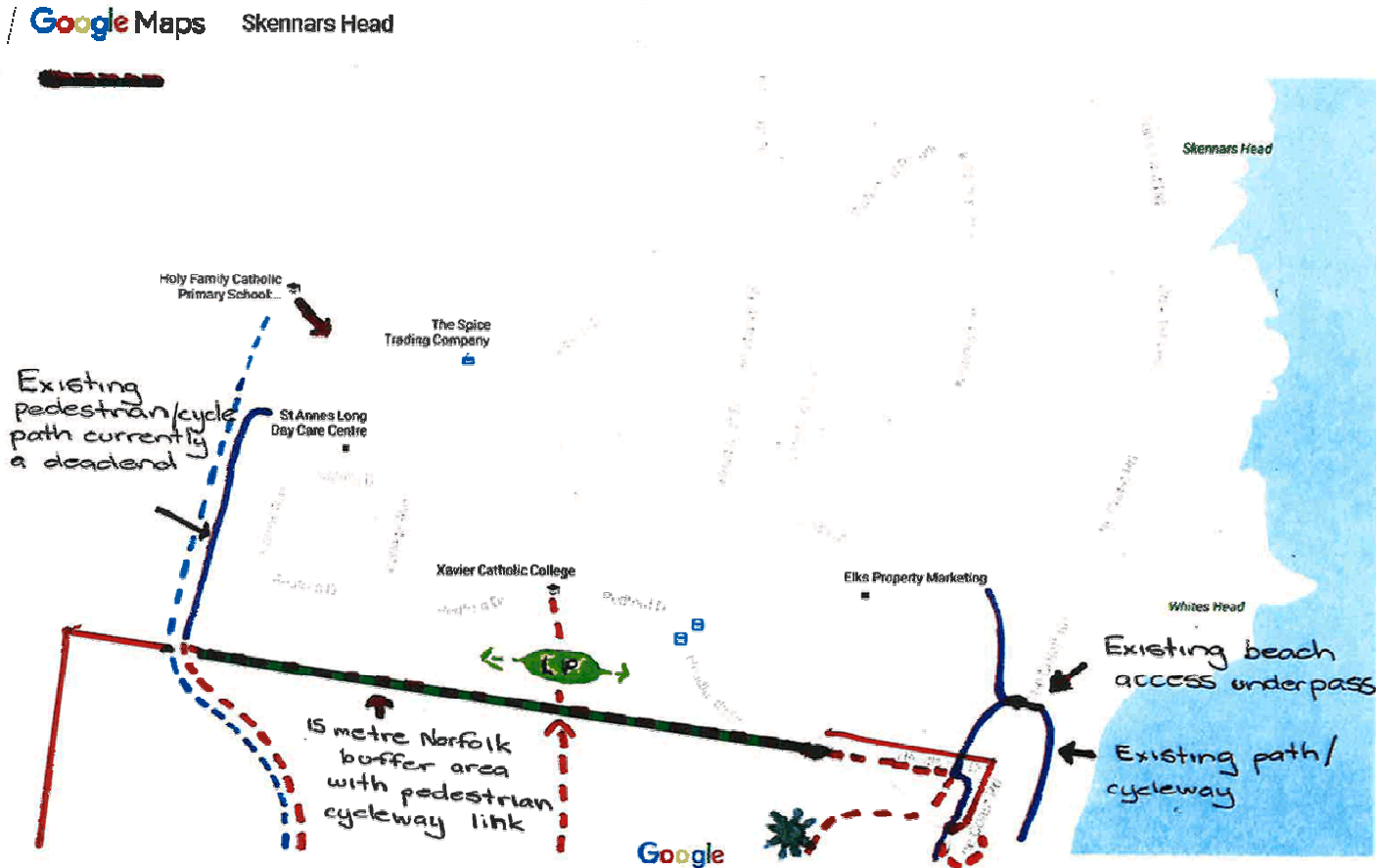


9.4 Development Control Plan Amendment - Skennars Head Expansion.DOC

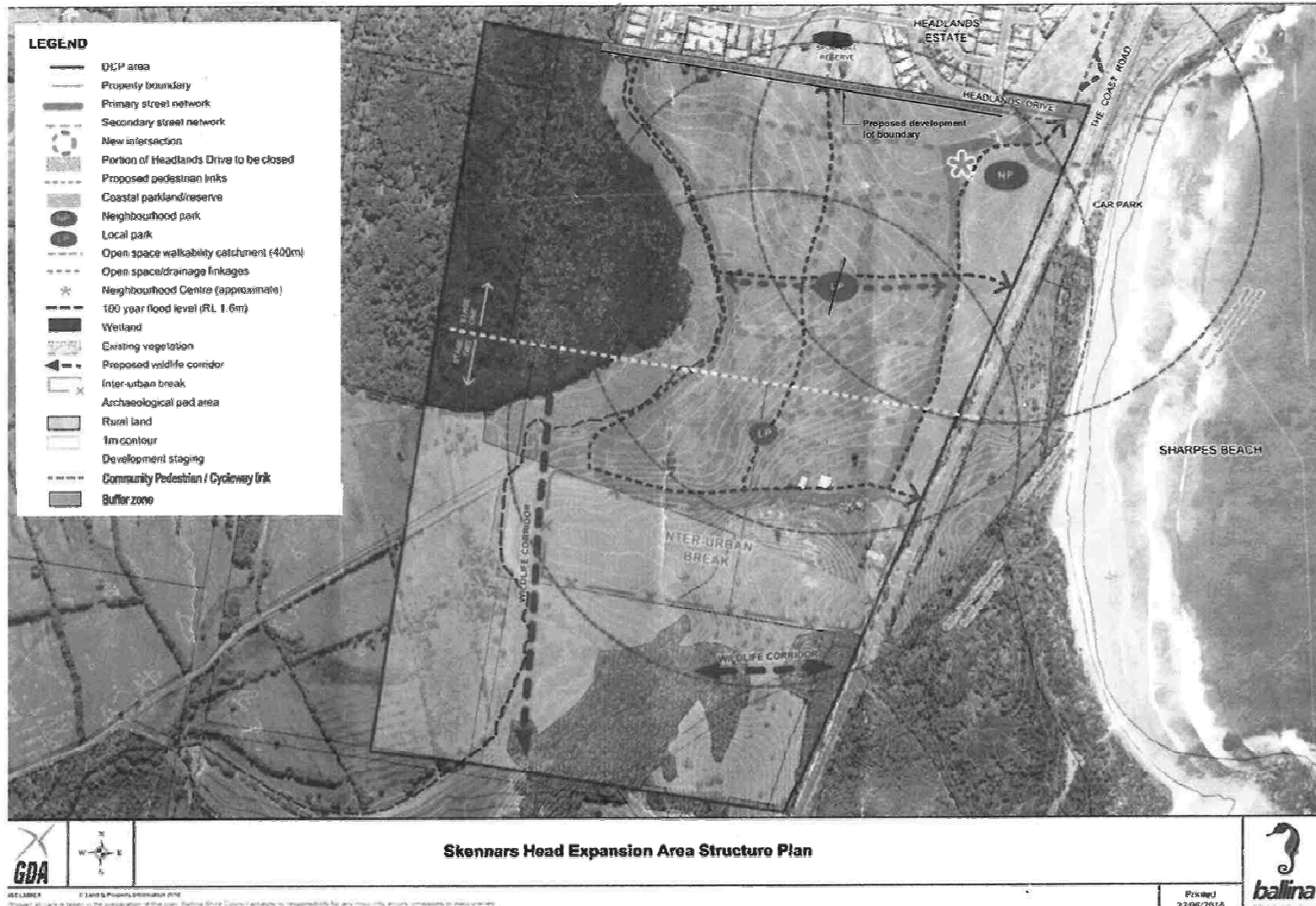


Skennars Head - Google Maps

Page 1 of 2



9.4 Development Control Plan Amendment - Skennars Head Expansion.DOC



EXISTING SKENNARS HEAD
RESIDENTS PREFERRED
OPTION FOR SPECIAL AREA
CONTROL/STRUCTURE PLAN

BALLINA SHIRE DEVELOPMENT
CONTROL PLAN 2012
AMENDMENT

SUBMISSION TO EXHIBITION
DOCUMENT.

The attached signatories acknowledge the written (text) site specific control requirements in:

- 5.7 Chapter 3
- 3.1.2 E Chapter 3
- 3.6 Chapter 2

BUT born out of these control measures we propose the following changes to the Special Area Control Map – Subdivision:

CHANGE	REASON	SUPPORTING D.C.P REGULATION
PEDESTRIAN / CYCLEWAY PATH Carroll Avenue to Headlands Drive	I. Carroll Ave existing pathway starts at the Pre-School and Primary School but abruptly stops on the Southern end.	5.7.2 Desired future character 5.7.3 Provide connectivity with existing Council infrastructure.
	II. Provide vehicle free accessibility to both schools from new	5.7.2 5.7.3 5.7.4 B

	development on formed pathway	Element – Infrastructure Provision xii
	III. Promote usage of existing underutilized Council infrastructure	5.7.2 5.7.3 5.7.4 B Element Infrastructure Provision – streets & access xii & xiii
	IV. Provide access to Neighbourhood development for residents in existing subdivision	5.7.2 5.7.3 5.7.4 B Element Infrastructure Provision xii & xiii 5.7.4 E. Element Neighbourhood Centre
	V. Provide traffic-free cycle path between new and existing subdivisions creating safe pathways for the two communities interaction	5.7.2 5.7.3 5.7.4 B - B Element Infrastructure Provision xii & xiii 5.7.4 E Element Neighbourhood Centre
	VI. Provide residents access from the Western area	5.7.2 5.7.3 5.7.4 B Element Infrastructure

	of the new development to safe pedestrian / cycleway to the underpass beach access	Provision xii & xiii Streets and access.
	VII. Provide safe traffic free pedestrian / cycleway path to children of both developments to park area	5.7.2 5.7.3 5.7.4 B Element Infrastructure Provision xii & xiii

N.B. The principal of Holy Family Catholic Primary School is in support of this plan proposal.

At present the only traffic free pedestrian / cycleway path leads to nowhere at the end of Carroll Ave.

The new adjoining pedestrian / cycleway path will provide safe access from both East and West of the new development. With the influx of new residents the hazards between pedestrians, bike riders, buses and cars will be seriously increased.

As there is intermittent footpaths in the existing development, children and parents walk on the roadside in wet weather, creating dangerous congestion on the roadways.

<p>TREE BUFFER ZONE</p> <p>Incorporating Carroll Avenue To Headlands Drive Pedestrian / Cycleway Path</p>	<p>I. Retention of wildlife corridor to Spoonbill nesting sites in Norfolk Island Palms 2,4 & 5</p>	<p>5.7.4 G Element Environmental Protection C Element – Open Space</p>
	<p>II. Nullify any disputes that could have arisen from up to 8 metre overhang of pine branches over proposed boundary fence</p>	<p>5.7.4.C Element – Open Space 5.7.4 F Element – Residential Precincts Environmental Design V1</p>
	<p>III. Maintain maintenance access for large vehicle (eg crane) for clearance of tree debris</p>	<p>5.7.4 F Element – Residential Precincts Environmental Design V11</p>
<p>CREATE LOCAL PARK PEDESTRIAN / CYCLEWAY AT SPOONBILL RESERVE</p>	<p>I. Create local park area for use of both existing and new</p>	<p>5.7.4 F Element – Residential Precincts Streets & Access. xii & xiii 5.7.3</p>

	<p>II. Create pedestrian / cycleway path for existing Skennars Head development to access neighbourhood centre in new development.</p>	<p>5.7.2 5.7.3</p>
	<p>III. Provide traffic free access via laneway through to Xavier Catholic College for students from new development.</p>	<p>5.7.2 5.7.3 5.7.4 A Element – Site Layout xii & xiii</p>
	<p>IV. Provide access to pedestrian / cycleway to underpass beach access.</p>	<p>5.7.2 5.7.3 5.7.4 E Element Neighbourhood Centre 5.7.4 B Element – Infrastructure Provision xii & xiii</p>
	<p>V. As the Spoonbills are not breeding in</p>	<p>5.7.4 C Element – Open Space</p>

	<p>the lone Norfolk Island Pine and there is only 1 other tree insitu, this area is not utilized and presently resembles a mowed paddock.</p>	
<p>LANEWAY PEDESTRIAN / CYCLEWAY</p>	<p>I. Create access from the new development to the existing developments newly created and existing pedestrian / cycleway paths, its schools, beach access, pathways and cycleway.</p>	<p>5.7.2 5.7.3 5.7.4 B Element – Site Layout xii & xiii 5.7.4 E Element Neighbourhood Centre</p>

	<p>II. To allow access from the existing Skennars Head development to new developments Neighbourhood Centre (See Attachment 5.)</p>	<p>5.72 5.73 5.7.4 A Element – Streets & Access xii & xiii</p>
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SUBMISSION 6

Our Ref: 124-0012Q
16 September 2016

General Manager
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

BY EMAIL: council@ballina.nsw.gov.au

Dear General Manager



Intrapac Property Pty Ltd
ABN 58 107 291 805

2/79 West Burleigh Road
Burleigh Heads, QLD 4220
Australia

p +61 7 5535 0414
f +61 3 9207 8088

intrapac.com.au

RE: SUBMISSION TO BDCP 2012 DRAFT AMENDMENT - SKENNARS HEAD VILLAGE EXPANSION AREA

Thank you for the opportunity to make a submission to the Draft Amendment to the Ballina Development Control Plan 2012 (BDCP) as it relates to the Skennars Head Village Expansion Area.

Intrapac Property welcomes the proposed inclusion of the area in the BDCP and the opportunities that this will provide for the delivery of a high quality residential development and the creation of a sustainable community.

INTRODUCTION

We generally support the provisions of the amendment and the intended outcomes that are to be achieved. However, we have concerns regarding the provision of a ring road around the residential development and the impacts that this will have on:

- the vision for the project;
- connectivity across the site; and
- the built form and the interface between the development and the surrounding area.

Intrapac Property, as the developers of the Skennars Head Village Expansion Area, has prepared a conceptual Master Plan that illustrates the vision for the site:

The creation of a contemporary coastal village that enhances the existing natural environment and demonstrates good design and planning.

Council's Draft DCP for Skennars Head Expansion Area generally aligns with this vision in terms of the location and scale of development. However, Council's requirement for a ring road around the periphery of the residential area will eliminate a key element in Intrapac Property's vision for the site, connectivity and integration into the surrounding area.

We therefore respectfully request that Council considers our alternative option, whereby the future residential development is integrated into the adjoining environmental, rural and open space land to deliver a better outcome and to allow for people, and not roads, to connect to these surrounding areas.

deliver a better outcome and to allow for people, and not roads, to connect to these surrounding areas.

Our concepts and principles were workshopped on 14 September 2016 with adjoining residents from Headlands estate as well as key stakeholders within Ballina and Lennox Head who showed strong support for the vision and the local neighbourhood centre, and in particular, the promenade for pedestrian and cyclists along the Interface area.

We are preparing an outcomes report from the workshop and will distribute it within a week. We also are proposing to continue our community consultation and have further events in November 2016.

DRAFT DCP

The Draft DCP in Section 5.7.4.A Site Layout requires that:

- *Residential lots are to not back directly onto environmental areas or their buffers, the Coastal Parkland, the northern adjoining parkland within the existing headlands Estate or adjacent rural and agricultural land (ii)*
- *An internal ring road is to be provided to separate residential lots from adjoining environmental and rural land use (iii)*

Similarly, Section 5.7.4.B Infrastructure Provision (Streets and Access) requires that:

- *All open space areas and environmental areas and their buffers shall have frontage to an internal public road with on-street car parking provided in conjunction with street trees and landscaping (x).*

EASTERN INTERFACE

As outlined in the explanatory information exhibited with the draft DCP amendment, Intrapac Property intend to lodge a planning proposal to amend the Ballina Local Environmental Plan 2012 (BLEP) to relocate the B1 Neighbourhood Centre zone from its current location. The outcomes of this relocation of zoning, which does not form part of the exhibition material, will improve vehicle and pedestrian access with The Coast Road and between the proposed neighbourhood park and the coastal interface area. This is in line with our vision of creating a new community focussed on movement of people not traffic.

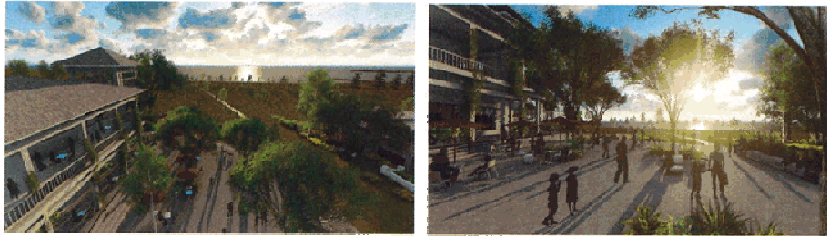
The Draft DCP requires a primary street to separate the neighbourhood centre and future residents from the coastal interface area. This is not supported for the following reasons:

- Whilst this street alignment contributes to a rationale circulation 'loop' for Skennars Head, with a street reserve of approximately 22m of bitumen with moving and parked cars, it creates a physical and visual barrier between the residential community (including those accessing the neighbourhood centre) and the coastal interface area (including the neighbourhood park).
- The introduction of a road barrier will reduce the potential synergy between the neighbourhood centre and the park for the majority of users, particularly families with children. By separating these two destinations with a road, the safety, comfort and enjoyment of people using the public realm will be diminished.
- The hard infrastructure of the street and parked cars will detract from the visual and scenic qualities of this coastal interface area.

In order to address these issues, we propose to transform this street into a promenade for walking and cycling only and to locate the street one block back to the west. Unlike the existing estate to the

north where the back fences of houses create a direct interface with the coastal area, we propose to front the promenade with the neighbourhood centre and houses as illustrated in Figures 1 – 3 over.

Figure 1 View of Neighbourhood Centre and Coastal Interface Area



Source: Roberts Day Urban Design

Figure 2 Views between Park and Neighbourhood Centre



Source: Roberts Day Urban Design

Figure 3 View of Coastal Interface Area



Source: Roberts Day Urban Design

The benefits of our proposal are:

- The primary street (located one block back from the interface area) still achieves the rationale circulation loop and good access to the residential area envisaged by Council;

cycling, and an improved connection with the interface area, the development and the coast; and

- The synergy between the neighbourhood centre and park can be fully realised to create a unique coastal experience offering increased connectivity, useability and safety putting people before cars.

We believe that our proposal is consistent with time-proven Australian models for creating great places where people enjoy the experience of neighbourhood centres connected directly to the adjoining natural setting without the barrier of cars. Examples include Balmoral (NSW), Darwin Waterfront (NT), Neilson Park (NSW), Rottneest (WA) and Huskinson (NSW).

As noted above, this principle was tested with key community representatives at a focus workshop on 14 September 2016. One of the workshop outcomes was that there was strong support from the residents and stakeholders to having a promenade with a pedestrian and cycle link, as opposed to a road with cars and parking. We would be happy to share the workshop outcomes with you.

PEDESTRIAN PRIORITY

Inspired by these good urban design principles and a shift from people being consumers of 'goods' to 'experiences', Roberts Day with ourselves have developed the proposal to create a community which is pedestrian focused.

For example, Byron Bay Master Plan focuses on pedestrian prioritisation. The success of this approach is illustrated with the 'The Farm', which provides a neighbourhood centre experience connected directly to nature. Another example is within the City of Sydney's award winning Darling Quarter precinct, where the retail centre is attached directly to a parkland and is a global success story with a simple lesson: People, not cars, create places.

Our proposal is consistent with international best practice in creating contemporary coastal villages. Within the Florida panhandle in the United States, Highway 30A links three new urban coastal villages being Seaside, Rosemary Beach and Alys Beach. Amongst hundreds of accolades, Time Magazine credits Seaside as "...the most astonishing design achievement of its era." In all three projects, the village centres engage directly with nature including parklands, promenades and the beach with the primary street being one block back.

CONNECTIVITY

By removing the road barrier between the neighbourhood centre and dwellings, and the park and coastal area, the community can better connect with the surrounding environment:

- Parents can enjoy an alfresco coffee at a café in the neighbourhood centre while they can watch their children in the neighbourhood park free from worry of moving traffic.
- The interface area will function as a 'community lawn' – allowing residents and visitors to avail of sea breezes and enjoy a casual, community-orientated experience free from cars.
- People can enjoy their daily walk along the promenade connecting to the natural setting without the distraction of cars.

SOUTHERN INTERFACE

The Draft DCP also requires a primary street along the edge of the inter-urban break along the site's southern boundary. In addition to contributing to a rationale circulation 'loop' for Skennars Head Expansion Area, we understand from discussions with Council that a key motivation for this location is the creation of a 'green break' between Skennars Head and Ballina.

While we support the principle of the 'green break' which is outside the development area, our concern with this approach is that the primary street (being approximately 22m wide) will need to be 'cut into' the northern edge of the ridge (which has an average fall of 3m).

- This will result in unnecessary earth-retaining and battering.
- Topographical issues will be further exacerbated by housing stepped into the hill with over-engineered driveways and further bulk earthworks needed to resolve level differences.
- This will also have implications for servicing the lots in terms of water and sewerage.
- In addition to unnecessary cost, we believe that this approach will have an adverse impact on the built form and the 'inter-urban' area.

Our proposal offers an alternative solution whereby the rationale 'loop' is still achieved, but the edge road is relocated to the northern end of the first house lots to align with the natural contour of the land and avoid the need for extensive engineering. (Refer to Attachment A).

Houses can be located to the south of the primary street as a transition into the 'inter-urban' area so that rear yards, not roads, form the edge with the 'inter-urban' area. In this instance, the inter-urban break is the edge of a new coastal village before it transitions into nature.

SUMMARY

In summary, we request that that Council consider the merits of the following amendments to their Draft DCP, namely:

- Remove the requirements in Section 5.7.4.A *Site Layout* and Section 5.7.4.B *Infrastructure Provision (Streets and Access)* for a perimeter road between the coastal interface area and the neighbourhood centre and residential properties to allow for a focus on people not cars
- Remove the requirements in these sections for a perimeter road to the south in favour of larger lots to back onto the rural lands to allow a transition in land use from large residential lot to the 'inter-urban' area.

We look forward to discussing these amendments with you, as well as sharing the community consultation outcomes to date.

Please do not hesitate to contact me if you have any queries.

Yours sincerely



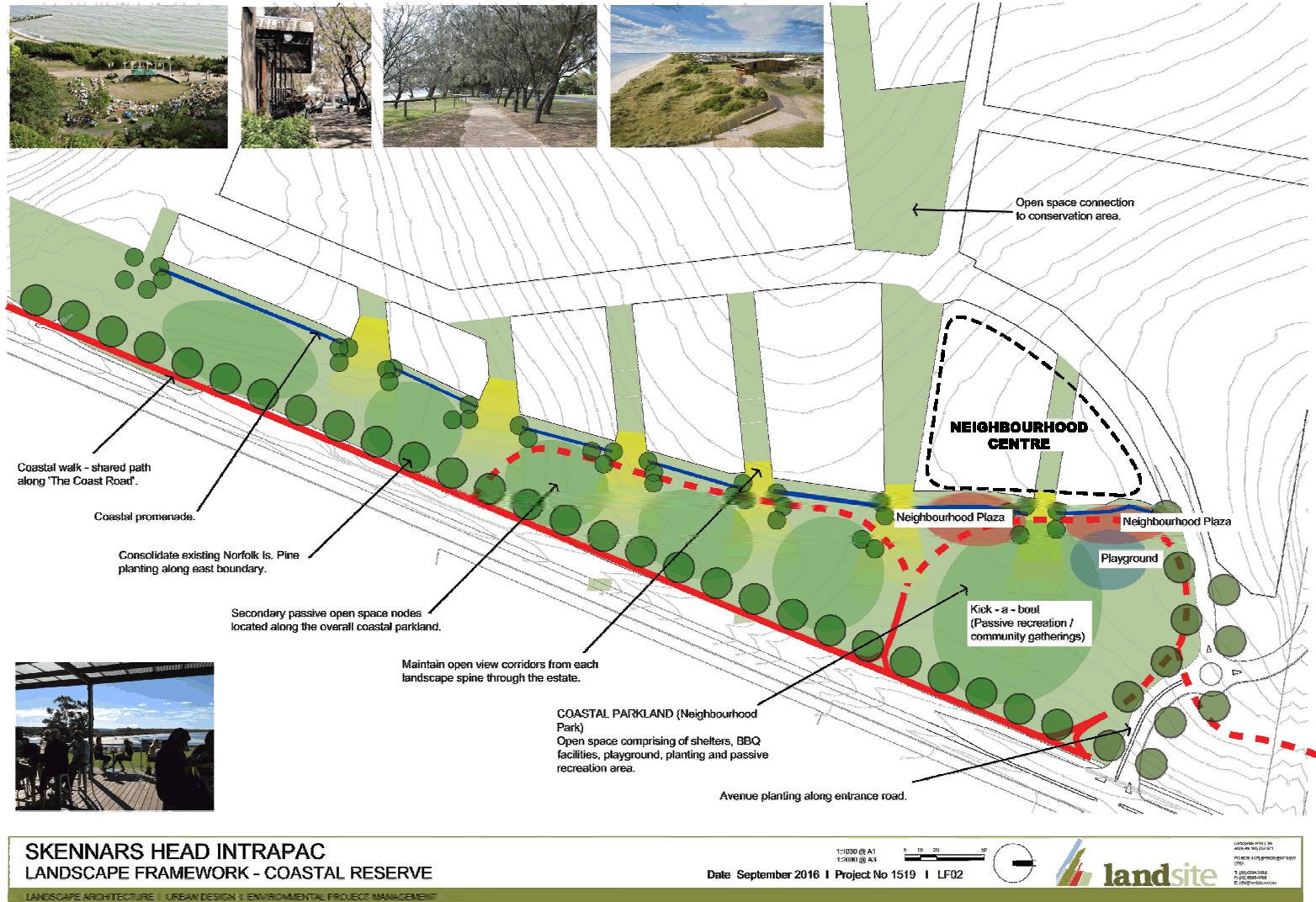
BILL KNOBEL
State Development Manager – QLD/NSW

9.4 Development Control Plan Amendment - Skennars Head Expansion.DOC



9.4 Development Control Plan Amendment - Skennars Head Expansion.DOC

ATTACHMENT B



9.4 Development Control Plan Amendment - Skennars Head Expansion.DOC

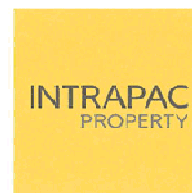


Dur Ref: 124-00120,
7 October 2016

General Manager
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

BY EMAIL: council@ballina.nsw.gov.au

Dear General Manager



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RE: CLARIFICATION - BDCP 2012 DRAFT AMENDMENT - SKENNARS HEAD VILLAGE EXPANSION AREA

Thank you meeting with myself and Jenny Rudolph of Elton Consulting on 5 October 2016, as well as your email of 6 October 2016 providing an overview of some of the key issues residents have raised.

We appreciate the opportunity to respond on three issues:

NORFOLK ISLAND PINES LOCATED ON THE BOUNDARY OF THE SITE AT 33 REDFORD DRIVE

The local residents who attend the focus group workshop on 14 September 2016 brought to our attention the Norfolk Pines in their garden, and: -

- That they need to regularly clean up and maintain the trees in their own garden.
- They do walk on Dr Stewarts' land to clean up or get access to the tree branches.
- They acknowledged that some of the trees are not in great condition.

In this respect Intrapac Property took on the action (as seen in the workshop outcome report) to:-

- Ask an arborist to assess the tree condition and their significance.
- Consider design solutions that will provide the best outcome for all residents and the future layout of the subdivision. Good design options need to be considered, and the extent of access way for those residents needs to be considered from a design, access, safety and security point of view, as well as the appropriate option for the trees.

As this aspect involves private residents' backyards and detailed design on our site, we recommend that Council not include any specific design solution in the DCP. We would rather Council understand that:-

- Intrapac Property will be seriously considering the significance and condition of the trees.
- Intrapac Property will be undertaking consultation with the residents over the next 6 months. We have some of the residents at those properties specific details and will be liaising with them.
- If there is no significant design solution, the residents and Council will object at development application stage.

CAR PARKING FOR THE INTERFACE AREA, NEIGHBOURHOOD CENTRE AND NEIGHBOURHOOD PARK

The proposed promenade – cycle and pedestrian network is to encourage walkability and cyclists. If residents drive to the local neighbourhood centre or neighbourhood park, there will be car parking area provided within the centre.

In addition, the road network one block behind the houses that face the promenade, or alongside the neighbourhood centre will also have landscaping with car parking.

Surfers to Sharpes Beach are likely to walk to the centre and park in the Sharpes Beach car park. For this reason, it is not considered necessary to provide car parking along the pedestrian/cycle promenade area.

There was strong support by the community representatives about the housing orientating and facing to the interface area with the cycle/pedestrian pathway (and no road). We recommend Council make amendment to the draft DCP to reflect this principle.

URBAN/RURAL INTERFACE AREA

As outlined in our submission dated 16 September 2016, houses can be located to the south of the primary street as a transition into the 'inter-urban' area so that rear yards, not roads, form the edge with the 'inter-urban' area.

Further, our place-led 'light imprint' approach to engineering we believe is more responsive to the coastal context.

Our brief assessment indicates that Council's option requires significant cut (up to 4m) and retaining walls to the side of the hill, whilst our approach option avoids this by locating the road further to the north on flatter ground;

The principle of our rural/urban interface is demonstrated in the images below.

Figure 1 Draft DCP – Council's Proposal

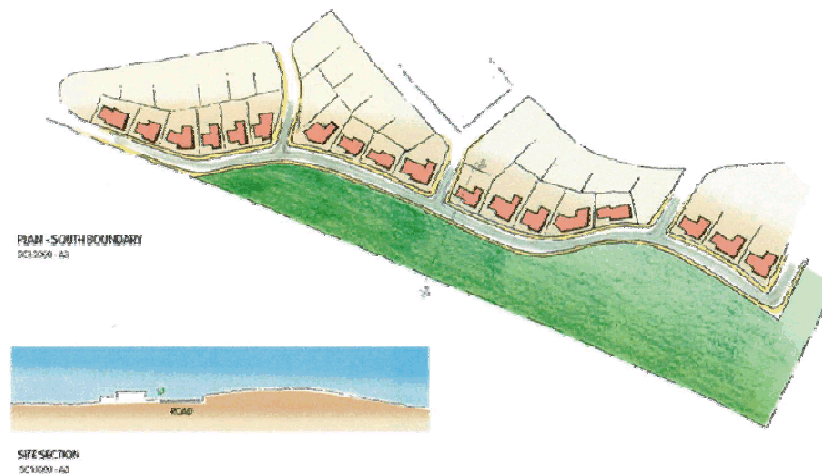


Figure 2 Intrapac Proposal with Housing Facing the Road and Rear Yards Alongside the Rural Interface

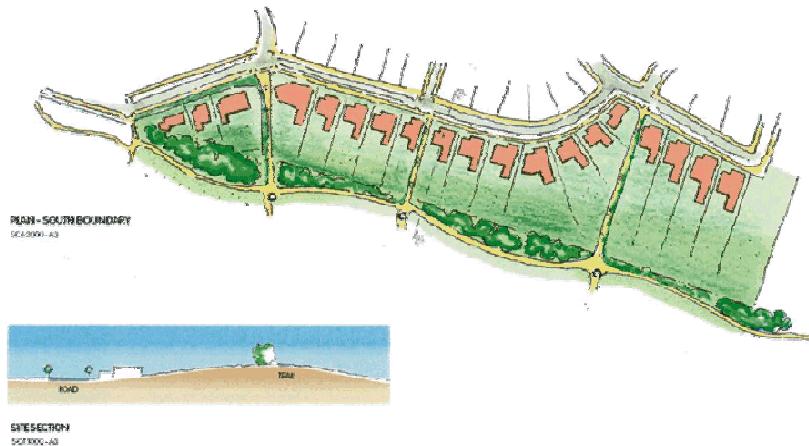
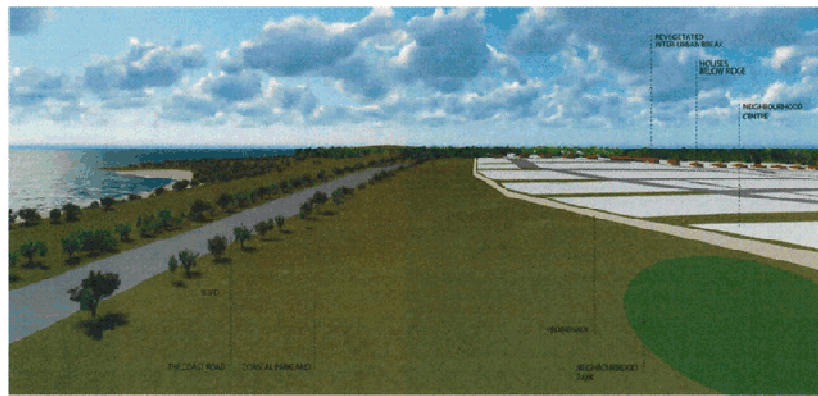


Figure 3 View from the North Looking Towards the Urban/Rural Interface Area (Right Top)



We recommend Council make amendment to the draft DCP to reflect this principle.

We look forward to discussing any further amendments to the DCP with you.

Please do not hesitate to contact me, or Jenny Rudolph at Elton Consulting, if you have any queries.

Yours sincerely

BILL KNOBEL
State Development Manager – QLD/NSW