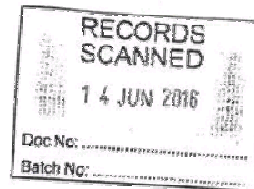


Submissions to BSCPP 15/004 Greenwood Place



Mr P Hickey
General Manager
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Our ref: PP_2015_BALLI_004_00 (15/65827)



Attention: Klaus Kerzinger

Dear Mr Hickey

Planning Proposal: PP_2015_BALLI_004_00

I refer to Council's correspondence of 19 May 2016 requesting the Secretary's agreement that inconsistency of the above proposal with section 117 Direction 4.2 Mine Subsidence and Unstable Land is justified.

I have considered this matter, and as a delegate of the Secretary, I have agreed that the proposal's inconsistency is justified in accordance with the terms of the Direction.

Council can now continue to process the proposal.

If you have any questions in relation to this matter, I have arranged for Ms Gina Davis to assist you. Ms Davis can be contacted on (02) 67019687.

Yours sincerely

Craig Diss 7 June 2016

Craig Diss
Acting Director Regions, Northern
Planning Services



OUT1825086

1 July 2016

General Manager
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Attention: Klaus Kerzinger

Dear Sir/Madam

Re: Planning Proposal – BSCPP 15/004, Greenwood Place, Lennox Head

Thank you for the notification of the public exhibition of the proposal to amend the Ballina Local Environment Plan (LEP) with respect to the rezoning of Lot 12 DP581159 and part Lot 21 DP1007134 as per your letter dated 19 May 2016.

NSW Department of Primary Industries (DPI), Agriculture, has reviewed the exhibition documents for this proposal. DPI Agriculture provides no additional comments to our previous correspondence on this matter (email dated 30/11/2015).

If you have any further questions with respect to the proposal, please contact Selina Stillman on (02) 66261215 or Alex Wells on (02) 66503125.

Yours Sincerely

A handwritten signature in black ink that reads 'W Dougherty'.

Warwick Dougherty
A/Manager, Agricultural Land Use Planning

NSW Department of Primary Industries, Agricultural Land Use Planning Unit
Locked Bag 21, Orange NSW 2800 Tel: 02 6391 3494 Fax: 02 6391 3551
Email: landuse.ag@dpi.nsw.gov.au www.dpi.nsw.gov.au



Our Ref : DDC160248313
Your Ref: BSCPP 15/004 Greenwood Place (1666)

General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

Attention: Mr Klaus Kerzinger – Strategic and Community Facilities Group

Dear Mr Hickey

Re: Planning Proposal BSCPP 15/004 – Greenwood Place, Lennox Head

Thank you for your letter dated 19 May 2016 about the Greenwood Place Lennox Head Planning Proposal requesting comments from the Office of Environment and Heritage (OEH) on the public exhibition of the planning proposal. I appreciate the opportunity to provide input.

The planning proposal is, in response to a council meeting and resolution to amend the existing planning controls in the *Ballina Local Environmental Plan 2012* to facilitate use of the land for R2 Low Density Residential purposes.

We have reviewed the documents supplied with respect to the assessment for biodiversity and the concerns previously raised by the OEH in our letter of 10 December 2015. In particular, our previous recommendation that prior to exhibiting the planning proposal, Ballina Shire Council (BSC) should clarify the significance of the vegetation to the east of the planning area and, if necessary, adjust the planning proposal to ensure that future development enabled by the rezoning does not indirectly impact any significant biodiversity values which may immediately adjoin the planning area.

It appears the council has responded to our recommendation by having a peer review carried out on the planning proposal and a gap identification analysis. This process included a site inspection by the council's Environmental Scientist, with the planning proposal stating that officer concurred with the findings contained within the submitted Flora and Fauna Report and that there is no significant vegetation upon the subject site. The OEH notes that a gap analysis concluded that "biodiversity does not present an impediment to the rezoning of the land".

Our review identified that the ecological report still does not identify nor discuss the significance of a patch of vegetation which is adjacent to the planning area on the adjoining allotment to the east, even though the intensification of the land uses associated with the rezoning will likely increase the indirect impacts to that vegetation. For example, the planning area is within the 10/50 vegetation clearing area which has the potential to allow clearing outside of the current rezoning footprint into adjoining areas such as the patch of vegetation to the east. Hence, we would support the inclusion of mechanisms in the planning proposal that buffer and protect that vegetation from future development to be enabled by the rezoning.

Locked Bag 914 Coffs Harbour NSW 2450
Federation House, Level 8, 24 Moonee Street
Coffs Harbour NSW 2450
Tel: (02) 6659 4200 Fax: (02) 6651 6366
ABN 30 541 387 217
www.environment.nsw.gov.au

The planning proposal report also provides three alternatives for future subdivision, with two potential minimum lot sizes. It shows options for residential subdivision of 14 x 800m² lots, 18 mixed 600m² & 800m² lots, and 22 x 600m² lots.

We have reviewed these options and advise that the proposed layout with 14 x 800m² residential lots appears to have the least impact on the adjoining land and its vegetation. Hence, the OEH would be able to support a minimum lot size of 800m² as the preferred option for the planning proposal.

The OEH recommends that prior to finalisation of the planning proposal the council should:

- Adjust the planning proposal to include mechanisms that buffer the patch of vegetation which is adjacent to the planning area on the adjoining allotment to the east from future development to be enabled by the planning proposal so that the vegetation is not directly impacted by that future development.
- Apply a minimum lot size of 800m² to the entire planning area.

If you have any further questions about this issue, Mr Clyde Treadwell, Conservation Planning Officer, on 6659 8288, or via email clyde.treadwell@environment.nsw.gov.au. Please note that Clyde works Tuesday to Friday each week.

Yours sincerely

 31 May 2016

DIMITRI YOUNG
Senior Team Leader Planning, North East Region
Regional Operations

Contact officer: CLYDE TREADWELL
6659 8288



Our Ref: DDC15/049155
Your Ref: BSCPP 15/004 Greenwood Place (Trin 1968)

Mr Paul Hickey
General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

Attention: Mr Klaus Kerzinger – Strategic and Community Facilities Group

Dear Mr Hickey

Re: Planning Proposal BSCPP 15/004 – Greenwood Place, Lennox Head


Thank you for your letter dated 5 November 2015 regarding the Greenwood Place Lennox Head Planning Proposal requesting comments from the Office of Environment and Heritage (OEH) on the adequacy of the Fauna and Flora Assessment and the Aboriginal cultural heritage Assessment. I appreciate the opportunity to provide input and apologies for the delay in responding.

We have reviewed the documents supplied and advise that, although we have no further concerns about Aboriginal cultural heritage, a number of issues are apparent with respect to the assessment for biodiversity as detailed in **Attachment 1** to this letter.

In summary, the OEH recommends that prior to exhibiting the planning proposal, the council should clarify the significance of the vegetation to the east of the planning area and, if necessary, adjust the planning proposal to ensure that future development enabled by the rezoning does not indirectly impact any significant biodiversity values which may immediately adjoin the planning area.

If you have any further questions about this issue, Mr Clyde Treadwell, Conservation Planning Officer, on 6659 8288, or via email clyde.treadwell@environment.nsw.gov.au. Please note that Clyde works Tuesday to Friday each week.

Yours sincerely

 10 December 2015

DIMITRI YOUNG
Senior Team Leader Planning, North East Region
Regional Operations

Contact officer: CLYDE TREADWELL
6659 8288

Enclosure: Detailed OEH Comments – Planning Proposal Greenwood Place Lennox Head

Locked Bag 914 Coffs Harbour NSW 2450
Federation House, Level 8, 24 Moonee Street
Coffs Harbour NSW 2450
Tel: (02) 6659 8200 Fax: (02) 6651 5356
ABN 30 841 393 271
www.environment.nsw.gov.au

Attachment 1: Detailed OEH Comments – Planning Proposal Greenwood Place Lennox Heads

Attachment 1: Detailed OEH Comments – Planning Proposal Greenwood Place Lennox Heads

The Proposal

The planning proposal (PP) is to amend the existing planning controls in the Ballina Local Environmental Plan 2012 to facilitate use of the land for R3 Medium Density Residential purposes consistent with the zoning of the land to the immediate north of the site.

The PP report provides two alternatives for future subdivision, either of which may ultimately be applied for in a development application or some other option that accords with the proposed zoning may be determined to be more appropriate at the time of eventual development of the site. The PP report shows an option with a residential subdivision of 18 allotments and another with a residential subdivision of 14 allotments.

Aboriginal cultural heritage

The OEH has reviewed the response to our letter of 12 May 2015 from the perspective of Aboriginal cultural heritage. We note that the Aboriginal cultural heritage assessment carried out was conducted in accordance with the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales. However, the Due Diligence process is not appropriate for strategic planning proposals and is intended for use only when ground disturbing works are proposed at a specific location. The Due Diligence process is intended to identify only the presence, or likely presence, of Aboriginal objects and is not suited to capturing any intangible values that may be present at any location. The OEH notes that in our letter of response to the gateway determination (12 May 2015) clear reference was made that it is *critical that tangible and intangible Aboriginal cultural heritage is fully assessed and considered*. On the basis of the above information the OEH has the following comments to make.

The OEH notes that an archaeological assessment was carried out over the subject lands in 2004 and as part of that assessment some consultation with the Jali Local Aboriginal Land Council (LALC) was undertaken. As a general rule the OEH considers that any archaeological assessment conducted more than five years ago is likely to be inadequate in identifying Aboriginal cultural heritage constraints for a proposal. However, as referenced by Everick, given the findings of the large number of studies undertaken in the surrounding areas since 2004 that Aboriginal cultural heritage is not associated with basalt-derived soils such as those in the planning area, further archaeological investigation for the planning proposal is not warranted.

The OEH recognises that as a result of that assessment and consultation process and the subsequent information provided by Everick, including further consultation with Jali LALC, neither Aboriginal objects nor any areas of intangible cultural significance have been identified in the planning area.

The OEH also notes the request by Jali LALC to monitor works on site in order to identify any Aboriginal objects that may be present. We understand that the current referral involves a rezoning only and no specific works are being assessed therefore these comments are not relevant at this stage of the process.

Biodiversity

The OEH notes that the footprint of the planning proposal adjoins a patch of vegetation to the east. We also note that this land to the east is part of a "deferred matter" which may have arisen from a decision in 2012 by the former Minister for Planning and Infrastructure to defer the creation of environmental protection zones within standard instrument local environmental plans for the Far North Coast Region of NSW (including Ballina) and to undertake a review of the application of such zones.

The ecological report has not identified or discussed this patch of vegetation so its significance is unknown, even though the intensification of the land use associated with the rezoning will increase the indirect impacts to this area.

The OEH encourages planning proposals that are based on robust environmental assessment of the land supported by the latest environmental data. As a general guide, environmental assessment reports should not predate planning or development proposals by two to three years.

The planning area is also within the 10/50 vegetation clearing area which has the potential to allow clearing outside of the current rezoning footprint into adjoining areas such as the patch of vegetation to the east.

The OEH maintains that areas of high conservation value should be protected from inappropriate land uses through the application of appropriate and effective environmental protection zoning provisions, which are now available to council. Hence, the OEH recommend that the land to the east of the PP area is investigated and a suitable land use zone is applied.

Recommendation:

- Council should clarify the significance of the vegetation to the east of the planning area and, if necessary, adjust the planning proposal to ensure that future development enabled by the rezoning does not indirectly impact any significant biodiversity values which may immediately adjoin the planning area.

In considering development proposals OEH promotes the 'avoid mitigate and offset' approach for impacts on biodiversity. Consideration should be given to the in-situ protection of the habitat of threatened species and ecological communities identified on the sites subject to the Planning Proposal and for a suitable vegetated buffer to be provided between these areas and the proposal to reduce indirect impacts. The avoidance of biodiversity impacts will reduce offset requirements for any future development proposals.

If the in-situ protection of the biodiversity features of the individual sites is not achievable through avoiding these areas, the OEH recommends that these features are appropriately offset.

All impacts to biodiversity should be offset, regardless of whether it has been determined to be significant or not. Further, the OEH does not accept opinion based verification of the suitability of a proposed offset. The OEH requires greater certainty that acceptable environmental outcomes will be achieved. The OEH advocates that all impacts on biodiversity should be adequately offset in a transparent and repeatable manner.

The proposed offset should accord with the 'OEH principles for the use of biodiversity offsets in NSW'.

These principles have been developed by the OEH to provide the framework for considering biodiversity impacts and appropriate offset requirements and can be accessed at: <http://www.environment.nsw.gov.au/biodivoffsets/oehoffsetprincip.htm>

A suitable metric should be used to calculate the biodiversity values of the losses and gains associated with the proposal in a repeatable and transparent way. Without a suitable metric the offsetting discussion and negotiation will be arbitrary. We recommend use of the BioBanking Assessment Methodology to identify the type and quantum of offsets needed to compensate for the direct and indirect impacts of the proposal on biodiversity.

The OEH is also willing to assist council in determining a suitable offset for the proposal to ensure biodiversity values are improved or maintained.

BALLINA SHIRE COUNCIL – FILE NOTE

Subject: Ecological Assessment of Rezoning Greenwood Place Rezoning
Date: 7 March 2016
Author: Ian Gaskell Environmental Officer
File Reference:
Copy to: Craig Bradridge

Hi Craig, please find detailed below my comments on the rezoning proposal for Greenwood Place.

I generally concur with the findings of the submitted Flora and Fauna Report (FFR).

The site has been inspected on at least two (2) occasions to determine the presence of the vulnerable species *Arthraxon hispidus* (Hairy-joint Grass). Despite favourable climatic conditions occurring for the species seasonal establishment Hairy-joint Grass was not identified at the development site.

In relation to the protection of the vegetation growing in the eastern portion of the development site, it is considered although the vegetation is in a degraded state any future development for the site should ensure the vegetation is retained, buffered and rehabilitated. As a consequence, the applicants preferred subdivision layout that includes Lot 18 is not supported. The proposed acoustic barrier should be designed to ensure it does not have any impact on any native vegetation growing near its alignment. This issue has not been assessed by in the FFR.

Site inspections have confirmed the south western portion of the site (Plate 1) represents a surface intersection with the groundwater. The development of this area will require further consideration to ensure the groundwater will not affect the constructability of the subdivision.



Plate 1: Groundwater seepage area.

Engineering Comments from Patrick Knight Ballina Shire Council's Development Engineer and Dave Kelly Infrastructure Planning Manager

From: Patrick Knight [mailto:patrickk@ballina.nsw.gov.au]
Sent: Tuesday, 20 September 2016 12:05 PM
To: Klaus Kerzinger
Cc: Helen Carpenter
Subject: RE: TRIM: Submissions in Relation to the Planning Proposal for Greenwood Place, Lennox Head

Klaus,

I agree that there are no road capacity constraints for vehicles arising from the planning proposal, but there is a lack of pedestrian facilities on Greenwood Place/Sunrise Crescent for both the existing population and any population increase arising from a successful outcome to the planning proposal.

The GeoLink report identifies a significant pedestrian desire line and usage by school children, parents and residents from residential catchment areas south of Byron Bay Road through the underpass to the school and other facilities of Lennox Head via Greenwood Place and Sunrise Crescent. Development arising from a successful outcome of the planning proposal would add to the pedestrians in this catchment.

The report concludes that a route option for a 1.2 m wide path via Greenwood Place (west side from existing pedestrian underpass to Sunrise Crescent) and Sunrise Crescent (north side from Greenwood Place to existing walkway to Williams Reserve) is feasible (subject to the removal of vegetation and minor adjustments to three driveways along Sunrise Ave) and desirable as it would produce the most benefits to existing and future pedestrians.

The preferred route option is not in the current PAMP works program, however the GeoLink report has been referred to the Road Safety Officer for consideration in the 2016 PAMP review.

In regard to funding, it may be reasonable for the proponents of the planning proposal to fund the footpath section on the west side of Greenwood Place (Section 1 of the GeoLink report) and for the PAMP to fund the balance in Sunrise Crescent (Sections 2A and 4 in the GeoLink report).

Patrick Knight

From: Patrick Knight [mailto:patrickk@ballina.nsw.gov.au]
Sent: Wednesday, 22 June 2016 11:47 AM
To: Klaus Kerzinger
Subject: RE: Greenwood Place Planning Proposal

Klaus,

In regard to the Planning Proposal the following supplementary comments (further to David Kelly's comments by email 22/1/2015), are made:

1. Pedestrian Connectivity to both the village centre and primary school needs to be analysed to determine the suitability and continuity of pedestrian links, identify any deficiencies/gaps and identify solutions. As there are sections of Sunrise Crescent where provision of footpaths may be physically difficult, this analysis should examine the technical feasibility of providing missing footpath links and also address reasonable funding and apportionment arrangements for the required works.

2. The proponent's Stormwater assessment has not determined the location, configuration, sizing /capacity of facilities or the lawful point of discharge for downstream conveyance of major and minor stormwater flows discharging from the development site. These matters need to be investigated to demonstrate that there is a lawful and suitably sized stormwater conveyance system for the proposed development, with sufficient spare capacity that will not cause damage, nuisance or downstream flooding issues. Stormwater detention is not mandatory, but may be included if required as part of an integrated stormwater conveyance system.
3. Traffic generated from the proposed development will gain access to the external road network at Byron Street via Greenwood Place, Sunrise Crescent and generally Banksia Avenue. These local access streets have standard cross section widths and capacity that are sufficient to accommodate the additional traffic generated by the proposed development. When cars are parked on both sides of these streets, there is only one through lane available and this may require some vehicles to wait while oncoming traffic clears. This is common to most local access streets and is accommodated in the Northern Rivers Local Government Development Design Manual. The absence of footpaths on the verge of these streets, is however a concern and is referred to in 1 above.

Regards
Patrick Knight

From: David Kelly [<mailto:davek@ballina.nsw.gov.au>]
Sent: Thursday, 22 January 2015 2:42 PM
Subject: FW: Greenwood Place Lennox Head Subdivision Concept Plan

Klaus,

Re: Preliminary plan as part of a planning proposal for Catholic Church land and part of Condon land at Lennox Head.

Preliminary comments from Civil for this planning proposal (rezoning application) are below and please see me to discuss if further clarification is required.

1. Agree – Primary access from Greenwood Grove (ie: no road access from Byron Bay (by-pass) Road)
2. The rezoning applies to the Catholic Church land (as per the attached diagrams), however Klaus advises the rezoning will also apply to part of the Condon land as well. Klaus also advises there is no future access from Blue Horizon Drive, however, it is considered that a road link to Blue Horizon Drive must be an integral part of this proposal to provide connectivity with the road network.
3. Agree - Proposed road along eastern boundary to provide buffer to existing agricultural use
4. Agree - Proposed road along southern boundary to provide buffer to existing Byron Bay Road (by pass)
5. Avoid small access driveways as shown in SE corner of the site. It is better to have a loop perimeter road that provides direct road frontage to all lots.
6. Noise from by pass would need to be assessed.
7. Internal roads at 16m wide would be suitable
8. Average slope across the site (from the cross section line shown on the concept plans) is approx. 12% (14m height change over 120m). Lot regrading and retaining walls would need to be assessed further if cut/fill is to be permitted.
9. Site shaping – The site has some evidence of unstable land, therefore, cut/fill to create flat lots for slab on ground houses is not recommended.

10. Stormwater – Options 1 & 6 show the detention basin at low point of site in SW corner. This seems appropriate.
11. Stormwater – where does it discharge to from the site due to the underpass located just downhill from the detention basin
12. Stormwater – Option 7 shows detention in underground tanks under the road – this would not be acceptable
13. Stormwater - The proponent must demonstrate a legal point of discharge for stormwater from the site.
14. Sewer – A pressure sewer rising main passes the site on the Greenwood Place frontage, however it is not suitable for direct connection. A suitable sewer design that connects to the network must be demonstrated by the proponent.

Regards
Dave Kelly

Resident Submissions

From: Pam Pearce [mailto:rolyandpam@hotmail.com]
Sent: Monday, 4 July 2016 2:52 PM
To: Klaus Kerzinger
Subject: TRTM: Attention Klaus Kerzinger- Strategic Planner

Hello Klaus

RE: SUBMISSION BSCPP 15/004 Greenwood Place, Lennox Head

We object strongly to the proposed development on the following:

Width of Sunrise Crescent being far too narrow to allow safe navigation with a large volume of traffic which will ensue from a development of the size we referring to in BSCPP 15/004 Greenwood Place, Lennox Head

Street parking - cars are parked on the street road side at numerous locations up the street because of lack of private parking due to the steep landscape, causing any cars coming towards each other to stop and allow the other to pass before proceeding. This situation is exacerbated when there is extra volume of traffic, for example when there is even being built or renovated further on around the corner into Greenwood Place and Blue Horizon Drive.

None of the feeder streets have **pedestrian footpaths**, again due to the steep terrain. The street is already a regular thoroughfare for a large number of residents in Greenwood Place, Blue Horizon Drive and Greenfield Road area to walk/ride to school, town, markets and beach. Everyone has to walk on the road. To propose such a development as we have been advised of will greatly increase the danger and risk to safety of pedestrian traffic, particularly younger children on their way to and from the primary school, pre-school and playgroups, and to the many families who have prams and pets who are on the only access available, the roadway itself

Sunrise Crescent and Banksia Avenue intersection is a **steep and relatively blind intersection** - and there have been many near misses there already. **Noise pollution** of traffic in Sunrise Crescent and particularly Blue Horizon Drive is already high due to the steepness of the incline, and **vision is often negated** due to the aspect of the hill to the westerly sun in the afternoon.

To conclude, the establishment of yet more development, accessed through our narrow and steep streets, can only be described as chaotic for existing residents, and pedestrians accessing this popular route from any direction. The only access should be through the building of a roundabout at Greenfield Place and the Lennox bypass road. This negates the danger due to poor infrastructure in the residential area described.

Kind Regards

Roly and Pam Pearce
1/11 Sunrise Crescent
Lennox Head, 2478 NSW
Mobile: 0410687269

John Nixon & Lene Gram
7 Blue Horizon Drive
Lennox Head NSW 2478

01 July 2016

General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

Dear Sir/Madam,

Re: B30PP 15/004 Greenwood Place (1668) Lennox Head

We wish to thank you for providing the opportunity to comment on the above proposal.

As residents of Blue Horizon Drive our main concern with the proposal relates to the proposed access via Greenwood Place and Blue Horizon Drive and Sunrise Crescent.

As you would be aware the access to the site via Greenwood Place will be very close to the underpass which is heavily used by school children, parents and residents of Lennox Head. Users of the underpass come straight on to the road – having road access nearby creates a serious risk to these users. There is no footpath for users to access once they leave the underpass.

Similarly Blue Horizon Drive and Sunrise Crescent are both used by the same groups of people who choose to utilise the public stairway to the village school and town area. These users generally use the road as there are, again, no footpaths.

Both Blue Horizon Drive and Sunrise Crescent have a high level of on street parking and we find frequently that we are required to pull over to allow safe passage of oncoming vehicles. Increased traffic due to the proposed development's increased housing will only make this more dangerous. Opening the end of Blue Horizon Drive will increase traffic load and place extra risk to users especially as Jack Place is near the bend of Blue Horizon Drive. We suggest a study should be undertaken to ascertain the impact that the increased traffic will have on this area including Blue Horizon Drive and Greenwood Place. We have no alternative routes as access to our area is via Banksia Street so these streets are subject to significant traffic.

This area, like all in Lennox Head, is a pleasant family environment and we are concerned that the risk to children and other users is increasing with increased traffic activity. Additional traffic resulting from the proposed access to this development will, we believe, increase the risk even further to an unacceptable level.

To conclude, we respectfully ask that you do not approve this proposal as it stands to ensure the safety of the community who use and/or reside in this area.

Yours sincerely,



John Nixon



Lene Greko

From: Erin Clarke [mailto:tiny_dancer2511@hotmail.com]
Sent: Thursday, 30 June 2016 4:53 PM
To: Ballina Shire Council
Subject: Planning proposal BSCPP 15/004 Greenwood Place Lennox Head

To the General Manager, Ballina Shire Council,

My husband and I reside at 1 Blue Horizon Drive. And have lived in our home for about four years. We plan to live her for many many more years. We have a 2 year old daughter and a baby due in December.

In regards to the planning proposal I would like to see 800m2 block sizes. But before any approvals are given I believe there are some significant safety issues that need to be addressed before any additional housing development is approved by council.

Greenwood Place, Sunrise Crescent and Blue Horizon Drive are used by residents of all ages as an easy access for walking to and from town and schools due to the under road access beneath the Coast Road. Residents from both the Meadows and Greenfield Estates have ease of access to the tunnel. This is a very high foot traffic area.

There is no designated footpath especially on the blind bend from greenwood place into sunrise crescent. There is no room available to use the council strip either as most residents have placed gardens in this area. So the only option is to walk on the road on the inside of parked cars.

There are many cars frequently parked in this area and all down sunrise crescent due to the lack of off street parking available to sunrise crescent residents. This obviously was approved by council when these residents built their houses.

As residents who uses these streets to access town. I have a two year old daughter whom I use a pram for. Too many times have we nearly been cleaned up by a car coming up the hill at sunrise crescent especially on the corner of greenwood place.

I see so many young children who use these streets as their daily access to the local primary school and preschool. Please do not put more traffic on these streets until there is at least a safe footpath available. It is truly very dangerous. I want my children to be able to safely walk or ride to school in the future.

I am sure that a much safer option would be to allow access to this proposed new development from the Coast Road. Reducing the speed limit to 60kmh just north of greenfield road and placing either a roundabout or intersection at greenfield road would make much more sense safety wise. I understand that this would need to be looked at by the Roads and Maritime Services but please don't place this option in the 'too hard basket'. It is doable and very logical. I am disappointed that this was not sought out as a viable option.

Kind regards,

Erin and Travis Clarke

From: Belinda Seaton [mailto:bjseaton@bigpond.net.au]
Sent: Thursday, 30 June 2016 12:30 PM
To: Ballina Shire Council
Subject: Planning Proposal BSCPP 15/004 Greenwood Place, Lennox Head

General Manager,

As per the letter received regarding this proposal, I would ask the council ensure that the block size are kept to a minimum size of 800m2 as per Plan 3 to be in keeping with those around and to not have that "slum look" when driving along Byron Bay Road, and to reduce traffic

With respect to street access, I feel that council and the developers should be looking forward and thinking about future development of the surrounding land (as you know it will happen) and finding street access away from the current position.

At present if you walk any of the streets around Lennox Head each home has approximately 3.5 cars, times this by the amount of blocks proposed, other services that will use the roads etc, this will increase traffic flow significantly. What you may not be aware of is the amount of children that play in the surrounding streets (Blue Horizon Place, Sunrise Crescent, Banksia & Fern), there is a substantial blind spot at the top of Sunrise Cres/Greenwood Place which always has cars parked on it, Sunrise Crescent has cars parked either side 24/7 thus only being a one way thoroughfare with the blindspot at the top (and a fatality waiting to happen).

If the proposed roads go through, could council please look at the intersection of Sunrise Cres/Greenwood Place and put some no parking signs in these blind spot areas?

I couldn't see provision for footpaths????Safety for children and the elderly???

Regards
Belinda Seaton
1/13 Blue Horizon Drive
Lennox Head NSW 2478
0423 210 416

Mr Lachlan Klose
10 Blue Horizon Drive
Lennox Head NSW 2478

28 June 2016

Mr Klaus Kerzinger
Strategic Planner
Ballina Shire Council
Email: council@ballina.nsw.gov.au

Dear Mr Kerzinger

Re: Objection - Planning Proposal B5CPP 15/004 – Greenwood Place, Lennox Head

Thank you for the opportunity to provide a submission into the Planning Proposal located at Greenwood Place, Lennox Head. As owners of property on Blue Horizon Drive, Lennox Head we wish to object the Planning Proposal B5CPP15/004. Our objections regarding the planning proposal relate to the following impacts; visual amenity, traffic, farmland loss and need for the planning proposal.

Visual Amenity Impact

In reviewing the technical report for this planning proposal, *Coastal Zone Impacts and Visual Amenity Impacts Assessment*, the report has failed to adequately assess those properties in the immediate vicinity of the site and directly impacted by this development. The report states *"The assessment was undertaken from public land and roadways. Access to private properties was not obtained."*

Whilst we appreciate that gaining entry into private property may be prohibited, the report cannot be considered comprehensive when fails to take into account private properties directly adjoining the subject land.

The report further states that *"Most residences in this area have a northern or eastern orientation and outlook and therefore will not be directly affected by changes to the visual landscape as a result of the proposed development."*

This statement again fails to consider houses adjoining the subject land. Our home, for example, has a backyard adjoining the subject development, and our back deck overlooks this land. In the interest of providing a comprehensive report on the visual assessment of the proposal, please find following a photo taken from our kitchen window and back deck. This image clearly demonstrates our property overlooks the subject planning proposal, in close proximity to our home, and will have a detrimental impact to our visual amenity. It will also negatively impact on our children's ability to play safely in their backyard whilst construction of the development is underway.

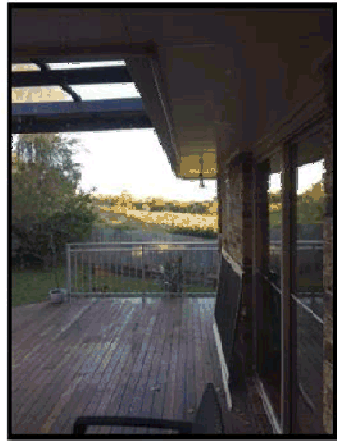


Image above: view from back deck and proximity to children's play equipment overlooking subject land

Image left: view from kitchen window overlooking subject land

Traffic Impact

Sunrise Crescent and Greenwood Place have pedestrian and vehicle conflicts at present. This occurs when school children are riding bikes or walking to the nearby Lennox Head Public School via the underpass that connects Greenwood Place to Greenfield Road (and Meadows Estate). This is also impacted by the existing road width of Sunrise Crescent being inadequate and the lack of formalised footpaths. Other factors impacting on the traffic in this vicinity are properties not being able to provide off-street parking, which results in vehicles having to stop to allow oncoming traffic. See below image of Greenwood Place and Sunrise Crescent, you will note the car parking on a blind corner and no room for pedestrians.



The traffic impact of the proposed new development will be significant to the existing residents located in Sunrise Crescent, Greenwood Place, Blue Horizon Drive and Jack Place. With 18 new homes and the average household owning two vehicles will amount to at least an additional 36 traffic movements per day. The planning proposal has failed to adequately address the traffic impacts on existing residents.

Farmland loss

The subject land is zoned RU2 rural landscape, and is seeking to alter the zoning to R2 low density residential. The loss of agricultural land and rural landscape to the community is understated. There are a number of livestock currently living on this farmland all of which adds to the appeal and visual amenity of Lennox Head, particularly those properties that adjoin the subject land.

Need and community benefit of the Planning Proposal

Whilst the subject planning proposal has been identified in a range of strategic planning documents, as adjacent land owners, we would dispute the community need for this particular planning proposal.

Lennox Head is presently the subject of a significant land development and release, Epic, set to cater for 480 new homes. With this new development to be released in the very near term, the Greenwood Place development of approximately 18 to 22 lots, there is simply no 'community need' for this development based on the premise of 'continuity of housing supply'.

Lennox Head is also the subject of a similar planning proposal BSCPP 14/002 – Reservoir Hill, Lennox Head of over 50 low to medium density residential lots. Given the two significant residential development proposals already in train, the need for the Greenwood Place Planning Proposal is dubious and subjective.

In summary, this planning proposal is not warranted from a housing supply perspective, it fails to adequately assess the negative impacts of visual amenity on those houses that adjoin the subject land, it fails to sufficiently address the traffic impacts of the proposed development, and it understates the loss of agricultural land.

Based on the reasons outlined above we object to the Greenwood Place Planning Proposal. Should you require any further information, please contact me via telephone 040121 4465 or email LACHLAN.RIDSE@det.nsw.edu.au. I look forward to hearing from you.

Regards

Lachlan Klose

18 Ocean Breeze Drive
Lennox Head NSW 2478
26/6/16

Mr Klaus Kerzinger
Strategic Planner
Strategic & Community Facilities Group
Ballina Shire Council
40 Cherry St
Ballina NSW 2478

Re: Objection to Planning Proposal BSCPP 15/004 Greenwood Place Lennox Head

Dear Sir

In response to your invitation for submissions regarding this planning proposal above, we have an important traffic safety issue and community social for your consideration.

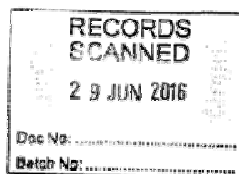
Traffic Impact: The issue is community safety associated with traffic congestion in this area associated with Greenwood Place. Many people walk, run, ride, skate or are pushed from Meadows Estate, Greenwood, Satinwood, Angus Kennedy, Ocean Breeze, Ocean Grove Estates (and related streets) through the underpass at Greenwood Place to school, beach, shops and community events. Sunrise Crescent is very steep and generally busy with moving vehicles, parked vehicles on either side, no footpaths, vegetation overhanging the street, frequent construction activity, removal trucks and more. Heavy vehicles with trailers constantly drive into Greenwood Place, Blue Horizon Drive and Jack Place to turn around. The alternative public walkway from Sunrise Crescent down to Lakefield Ave/Fern St is impassable. With high traffic flow at peak times, people on foot carefully negotiate their way up and down Sunrise Crescent. It is especially hard for children on bikes and skate boards. Sunrise Crescent is the only access road in and out of the proposed Greenwood Place development.

Adverse Social Impact: However, the planning proposal (page 10) dismisses this community safety impact lightly by stating, "A formal traffic study is not required given the relatively small number of lots involved and the dual links with existing roads proposed. Council's Development Engineers requested that access to Blue Horizon Drive be incorporated within the subdivision concept as the original proposal did not provide for such access. Subsequent subdivision concept plans show the requested access and that this outcome can be achieved as part of the development of the site". Although more traffic will be using the existing roads, the issue is reported as needing "no further investigation" (page 10). For the local community, adverse social impacts are "considered to be limited" (page 14) when in fact the congestion impacts will only grow with more people using the current infrastructure.

We object to this planning proposal on the grounds of increasing traffic safety risks and ignoring adverse social impacts for the community.

Yours faithfully

P & H Breen



4 Blue Horizon Drive
Lennox Head NSW, 2478
28 June 2016

Mr Klaus Kerzinger
Strategic Planner
Strategic & Community Facilities Group
Ballina Shire Council
40 Cherry St
Ballina NSW 2478

Dear Sir

Objection to Planning Proposal BSCPP 15/004 Greenwood Place Lennox Head in regard to minimum lot sizes of 600sq m

Regarding minimum lot sizes for the planning proposal above, the Ballina Shire Council, identified a minimum lot size for this subdivision of 800sq m. The justification was threefold: that adjoining lots in Blue Horizon Drive had 800sq m lot size requirements; the need for buffer areas with nearby agricultural land use; and, the fall of the land making it susceptible to land slips. These justifications were well explained and are rationally based. Socially, larger home lots are important for families where there is no land allocation for parkland or recreation. I support this minimum lot size of 800sq m.

The Gap Analysis Report lot size recommendations prepared by Rob van Iersel (Appendix Z1) are ambivalent, where 600sq m lots "could be supported" (p. 114) or could not. It does not provide any hard evidence that 600 sq m lots are justified except to potentially optimise land use. Surely developers optimise their land sale prices on a pro rata basis while homeowners optimise their land use within their resources. The justification for this Report's conclusion is weak and not well supported. I do not support the minimum lot size of 600sq m.

Yours

D. W. Breen



From: paul martinovich [mailto:paulm58er@gmail.com]
Sent: Tuesday, 28 June 2016 7:40 PM
To: Ballina Shire Council
Cc: Klaus Kerzinger
Subject: Objection To Planning Proposal BSCPP 15/004 Greenwood Place

Planning proposal BSCPP 15/004 - Greenwood Place Lennox Head

Atten: Klaus Kerzinger

Dear Sir

We strongly oppose the rezoning of the above land on the following grounds.

Ballina Shire Growth Management Strategy 2012

Part 3 - Justification

Section D - State and Commonwealth Interests: Is there adequate public infrastructure for the planning proposal?

No there is not.

The roads to service this proposal are already over burdened with pedestrian, cycle and vehicle movement, Banksia street being one of the major drop off points for the school

The only underpass linking the south side of Lennox to the school, skate park, beach, sports fields and shops makes Greenwood Place and Sunrise Crescent a very busy thoroughfare with no footpaths, street parking and a blind corner on the east of Sunrise Crescent. The prospect of not only another possible 35 residential vehicles but civil trucks for the development and trade vehicles will cause a major safety and congestion issue.

How much more development can the village of Lennox take? Inadequate footpaths, narrow roads and a rise in (population) cycle, pedestrian and vehicle traffic have already put a strain on the village.

We object to this proposal on the grounds that it does not meet the requirements of Part 3 section D of the Ballina Management Strategy 2012

Regards

Paul & Michelle Martinovich.

**17 Blue Horizon Drive
Lennox Head NSW 2478**

The General Manager,
Ballina Shire Council
PO Box 450,
Ballina NSW 2478

28th June 2016

Dear Manager,

Planning Proposal BSCPP 15/004 Greenwood Place, Lennox Head

Thank you for invitation to comment on the Proposal.

Please note that we have several concerns regarding the proposed development.

Risk of collision on Sunrise Crescent

There will be an exacerbation of congestion of vehicular traffic on Sunrise Crescent risking collision between vehicles and between vehicles and pedestrians.

Explanation of the risk of vehicular collision

Currently as a driver turns right at the end of Banksia Avenue into Sunrise Crescent the driver commonly encounters cars parked on both sides of the road. The space between the parked cars is single lane only. One car must pull up to allow transit of the other car. All this occurs on the steep slope section of Sunrise Crescent. Furthermore, in the afternoon when the sun is in the west, the western travelling driver is blinded by the sun. It is extremely difficult for the western travelling driver to see cars or pedestrians on the road thereby risking collision.

Risks to pedestrians on Sunrise Crescent

Currently there is no footpath serving pedestrians walking along the above-mentioned east-west steep section of Sunrise Crescent. Many pedestrians, including school children, use this road. Gardens on the road verge meet the culvert for much of this section of Sunrise Crescent. This results in pedestrians being forced onto the roadway. The common use of the road by pedestrians combined with the hazardous constraints for vehicular movements as described above suggests there is a high risk of injury to pedestrians.

Possible vehicular and pedestrian collision risk reduction strategies for Sunrise Crescent

Create footpaths for pedestrians along either side of the steep east-west segment of Sunrise Crescent. Create a pedestrian crossing at some point in Sunrise Crescent to facilitate safe passage of pedestrians, and in particular, schoolchildren, to cross the road from the town/school side to the existing bypass and Greenwood area including the proposed development.

Drainage and land slip issues regarding the proposed development

Our property at 17 Blue Horizon Drive receives water from springs on the Condon farm hill. We understand this hill also has some potential for landslip. We request that, should the proposed development be approved, there be suitable storm water drainage and retaining walls built on the section close to our south western boundary so we do not experience additional water inundation or land slip.

Our preference

Our preference is to have the two access roads to the proposed development that is one from Greenwood Place and one from Byron Bay Road. However if Blue Horizon Drive becomes the alternative access road then we request that a retaining wall be built at the south western corner of our property and the entry to the development to prevent subsidence and landslip to our land. Furthermore we request that there be clear visibility from our driveway onto Blue Horizon Drive. Currently there is a steep bank that would occlude our view of oncoming vehicles and pedestrians at the join of Blue Horizon Drive to the new development.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'R. Wright', written in dark ink.

Signed by Robert Wright on behalf of Robert and Rebecca Wright.

Klsaurine@tmrll.com

----- Original Message -----
From: council@ballinashire.nsw.gov.au (mailto:council@ballinashire.nsw.gov.au)
Sent: Monday, 27 June 2016 12:40 PM
To: Ballina Shire Council
Subject: New response for survey 'Feedback for Development Exhibition'

GENERAL RESPONSE INFORMATION

Response Start Time: 4/27/2016 11:58:12 AM Response End Time: 6/27/2016 12:49:52 PM IP Address: 12.213.226.207 Completed Survey: Yes
Respondent: Anonymous

SURVEY RESPONSES

1. Name of exhibited document you want to make comment on:
Greenwood Place Subdivision BSCRF 15/094

2. Your name (anonymous submissions may be designated by Council) KM and JE Rowley

3. Phone number (optional)
0481481616

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

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

6. Please provide any suggestions for improvement.
No

7. Do you support the overall objectives and content of the document?
Reasonable approval of the maximum site blocks only if appropriate infrastructure is approved in conjunction with the subdivision. Currently there are no stoppicks for pedestrian traffic in Greenwood Place or Sumner Crescent. Many children use these streets - added to by the amount of pedestrian traffic who comes via the underpass from Greenwood Rd - to walk to Lennox Head Primary School and to access Williams St Reserve. It is currently quite dangerous for the children, and adults walking along these streets especially given the amount of development of homes units in this area. Children also bicycle and skate board along these streets. Sumner Crescent street is quite steep and there have already been accidents in this area involving children. If this subdivision is to proceed it is critical that safety issues outlined above are addressed, even without the subdivision proceeding the issues outlined need attention now. Over the past 6 months these issues have been highlighted with development in the area - and dangerous cars have been blocking the road and making it dangerous for pedestrians and cars in the area.

8. Please provide further comments if you wish
[No Answer Entered]

9. If you wish your feedback to remain confidential please provide reasons for this.
[No Answer Entered]

Planning Proposal BSCPP 15/004 – Greenwood Place, Lennox Head

attn: Klaus Kerzinger

Dear Sir,

I strongly oppose the rezoning of the above land on the following grounds:

With reference to the: **Ballina Shire Growth Management Strategy 2012**
(which provides the strategic planning context for urban development in Ballina Shire.)

Part 3 - Justification

Section D - State and Commonwealth Interests ; Is there adequate public infrastructure for the planning proposal?

NO, there is not. These inadequacies lead to two major concerns:

SAFETY

(i) There is only **one under-pass** that (safely) links the expanding western and southern sides of Lennox Head to the village. **The under-pass emerges on Greenwood Pl.** As a consequence Greenwood Pl, Sunrise Crescent and Banksia Ave. are significant pedestrian, cycle and skateboard thoroughfares servicing schools, beaches, shops, sporting fields, a skate-park, a pub, medical and other commercial services.

(ii) There is **no footpath**.

(iii) Both sides of these relatively narrow roads have, at any one time, parked cars, further compromising the safety of these roads.

Note; These roads **AS THEY ARE** have become over burdened with pedestrian, cycle and vehicle movement. As such, the proposal to add a further 18 houses (potentially double given the "second dwelling" options) (2 car properties x 8 - 8 movements per day) would jeopardize the safety of all those who use these roads, including the numerous school children.

CONGESTION

(i) Lennox Head is attracting more and more tourists year round. Visitors are no longer restricting their visits solely to school holidays. NSW Sport and Rec centre is expanding, bringing a greater number of people (and cars). Infrastructure in the village of Lennox Head is straining under the existing numbers.

Planning Proposal BSCPP 15/004 – Greenwood Place, Lennox Head

(ii) The T-intersection from Banksia Ave onto Byron St. is 50 meters from the entrance to Lennox Head Primary School. For several hours a day (morning and afternoon) this area is abnormally congested with parents dropping off or picking up children. This T-intersection funnels all traffic from Sunrise Cr, Greenwood Pl, and Banksia Ave. **AS IT IS** it has become a congested hot spot in the village.

(iii) The proposed block sizes (The planning proposal incorporates two minimum lot size maps which provide for minimum lot sizes of either 600m² or 800m²) can potentially support 2 dwellings (second dwelling/granny flats) leading to 36 dwellings. This (worse case) scenario must be considered as this will further exacerbate the existing safety and congestion issues in this area.

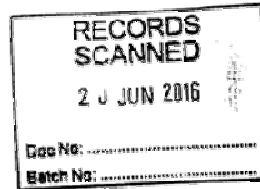
Development in Lennox Head must decentralize in order we do not "love the village to death". The absence of footpaths, older, more narrow roads coupled with a rise in (population) cycle, pedestrian and vehicle traffic have already put a strain on the village.

I object to this proposal on the grounds that it clearly does not meet the requirements of Part 3 section D of the Ballina Shire Growth Management Strategy 2012.

Regards

Michael Brown

Doris Heslop
3 Sunrise Crescent
Lennox Head, NSW 2478,
10/06/2016.



Ballina Shire Council
Strategic Planner
Strategic and Community Facilities Group

Att.: Mr Klaus Kerzinger
RE:Planning Proposal BSCPP 15/004

Dear Sir,

Thank you for the notification regarding the above planning proposal. As a resident of this area I am greatly concerned about the impact that this sort of development will have on the traffic in our area, and I wish to lodge my opposition to the development being proposed.

Having now viewed the documents on display at the Council Offices and spoken to Mr.Klaus Kerzinger (re the above proposal) I have more facts regarding the proposed entrances to this development and have been informed about the rezoning of a portion of the Condon's land that has been allowed.

Entrances :-

1. The top of Blue Horizon Drive.
2. Along the road Greenwood Place towards the tunnel.

Rezoned Land :-

Lot 21,DP 1007134 A rezoning of a portion of the Condon's land.

A few years ago the council built a tunnel under the Byron/Ballina coastal road - this was to service the large and many developments that have taken place on the western side of

this road, and to facilitate people traffic as one suburb leads into another which leads into yet another, with roads, cycle paths and footpaths. These were designed to allow the school children to ride or walk to school and for the families to walk and cycle with their little children down into town or to sports events on the Lennox Community Fields. The tunnel is extensively used and the children stream down the road between school traffic hours of 8am to 9.30am and 2pm to 4pm, they walk and cycle on the road as there are no footpaths that continue for any length at a stretch. We the locals understand this and are always watchful.

The development proposed will mean local traffic and all additional traffic, including all the road-works vehicles, will be directed down Blue Horizon Drive/Greenwood Place and Sunrise Crescent. I was told that an entrance from the Ballina/Byron Highway would never be allowed - even though there is already one onto the south/western end of the Condon's property.

On page 10 of the **INTRODUCTION - SUMMARY OF THE PLANNING PROPOSAL** it states that **NO TRAFFIC IMPACT STUDY IS REQUIRED** and that under the heading **FURTHER INVESTIGATION REQUIRED** the answer is "NO".

I strongly suggest that a **'Traffic Impact Study'** is needed and until a comprehensive study is carried out this development can not go ahead. It would be totally irresponsible of the Ballina Shire council to approve this subdivision when there are no footpaths or cycle tracks along long portions of the streets Blue Horizon Drive/Greenwood Place and Sunrise Crescent, where there is constant pedestrian traffic (children, adults and elderly people, as well as cyclists, parents and children in prams.)

Not only will it increase the traffic up Sunrise Crescent, it will affect Banksia road and in particular the corner where Banksia and Byron Road meet. Traffic turning into or out of Banksia

Road nearly always gives way to walkers and children on their way to and from school and if such a development is allowed who will control all the construction trucks, delivery trucks and other such large vehicles turning in and out of this road? At the intersection where Banksia Road meets Sunrise Crescent there is traffic coming from three directions (from Banksia/ from Sunrise Crescent North and South and there are no signs to show which vehicles have the right of way, and no 'Give Way' signs.....more investigation is needed!

Finally what assurance do we have that the Condon's will not do another development adjacent to the one proposed, by simply apply for rezoning and then using our roads as access to the property?

I look forward to your reply and remain a concerned resident.

Yours faithfully,



Mrs. Doris Heslop
0439 994 314

From: Pam Levot [mailto:nanna.poppa@bigpond.com]
Sent: Tuesday, 14 June 2016 4:01 PM
To: Ballina Shire Council
Subject: Written submission

General Manager

We are owners/residents of 5 Blue Horizon Dr. Lennox Head ,and have received your letter outlining proposed rezoning of land for a sub division in Greenwood place Lennox Head.
We have spoken to Klaus Kerzinger in regards to this proposal and after a very informative discussion we would like to submit comments and concerns.
We refer to lot sizes of 600 m2 or 800 m2 and we would like to see the 800m2 size in preference to the 600m2 size, thinking mainly larger blocks allow for quality dwellings with space rather than small dwelling with the clutter squeezed in appearance.
A good example is on the corner of Greenwood place and Sunrise cres. Where an existing block from the original subdivision was divided into two lots, with two dwellings squeezed on .Most of the existing blocks in adjacent Blue Horizon Dr. have larger blocks, nice dwellings and space.
Our concern is of more residence and vehicles accessing the area and should be of concern to the development design considerations As local residents we have great concerns to the additional use to Sunrise Cres. Which is the only vehicle access to Greenwood Place through to Blue Horizon Dr. We feel Sunrise Cres. Is already under huge pressure and have experienced congestion and near misses at the right angle bend where Sunrise Cres. meets Greenwood Place. With parked cars each side of a very narrow Sunrise Cres, pedestrian traffic and through vehicle traffic, is sometimes quite a worry for safety and vehicles having to give way to on coming traffic due to lack of space.
We have looked carefully at your map of the area including existing roads attached to the letter,showing Greenwood Place is connected to Fern Street which obviously does not exist at the moment .Assuming that this is for a future development to extend Greenwood Place, could this be considered for taking the vehicle pressure off Sunrise Cres.
Trusting our concerns and opinions are considered

Ray & Pam Levot
0408897990

From: Greg Cooper [mailto:gregcooper912@gmail.com]
Sent: Monday, 4 July 2016 2:52 PM
To: Klaus Kerzinger
Subject: TRIM: Re: Submission Acknowledgement - Planning Proposal BSCPP 15/001 Greenwood Place

hello Klaus

In respect to the Greenwood Place Development Proposal - Lennox Head.

I viewed the related File at Council the other day.

In regard to traffic the document cites that scrutiny of the Traffic implications was not required. (IE; Due to the small number of blocks).

Given that we are likely to see, at the minimum, 2 x vehicles per house (more likely x 3 without consideration of visitors and browsers) which is close to 40 - 50 more vehicles traveling via the one (sole entry/exit route).

To re-emphasis: The road via Sunrise Crescent to Greenwood place has no available footpath on either side of the road nor has it any space to construct one.

The premise is fundamental and basic:-

- There is no safe pedestrian access for any of those using this most direct and popular route to reach the village, beach or primary school (from Blue Horizon Drive or residences West of the Underpass)
- With cars parked on both sides of the street the roadway is reduced to single file.
- The current route is already dangerous and unsafe.

On the basis of these points above, Ballina Council must and will be held responsible for the eventual outcome of accidents and incidents given that traffic considerations have been neglected and determined to be unwarranted in this Development Application.

To be honest I cannot understand how paid professionals are capable of sanctioning such proposals. I would venture to suggest it is just as ludicrous as allowing a 30-40m steel tower to be built adjacent to the beach at the Sport and Rec complex for Down Hill - Ski Jumpers.

We are capable of doing better in our DA assessments, surely!

Regards

Greg Cooper

4 Jack Place

From: Greg Cooper [<mailto:ggregcooper912@gmail.com>]
Sent: Tuesday, 14 June 2016 9:29 AM
To: Ballina Shire Council
Subject: Planning Proposal BSCPP 15/004 (Blue Horizon Drive & Greenwood place)

For the consideration of :- Klaus Kerzinger

Further to my previous correspondence regarding the above planning proposal by the Catholic Church.

Thank you for forwarding the plans which outline proposed roadway infrastructure and allotments.

After reviewing the documents please regard the following comments which are relevant to any likely approvals of this plan, and are pertinent with respect to safety accessibility and environment.

- Current infrastructure from the corner of Banksia leading up to Blue Horizon drive and Greenwood place is inadequate. Vehicles are required to single file on this uphill section due to cars parked on either side of the roadway.
- Plans are consistently approved for smaller allotments ie; 670m² which generate up to 3 vehicles which leaves a residual number of cars parked on the roadway.
- Constant pedestrian traffic heading over to the ever expanding residential area entered via Greenwood road from the village/beach and especially the primary school (Prams ,Bicycles and children) has to walk on the roadway (other than 120 steps to Jack Place which has constant use). There is no pathway provided and limited room to cater for one, in addition, this has to take place in the most dangerous place on the uphill stretch from Sunrise Crescent to Greenwood Place as outlined above.
- It is only a matter of time before a pedestrian is seriously injured negotiating this route toward the west of the coast rd due to poor and inadequate town planning and infrastructure.
- The plan is deceptive in that there appears no definitive connection allowed for which may provide at the very least an exit connection to the Coast Rd from Greenwood place to minimize traffic movements IE; instead of via Banksia.
- One is able to make a pretty clear assumption that there will be a constant flow of traffic circulating the proposed block via Blue Horizon and around the newly defined roadways.
- It appears that Lot #18 will be situated on a prominent edge of the escarpment. It was my understanding from the previous failed planning proposal for the hillside that the escarpment was to be preserved as natural landscape viewed from the town.
- In all likelihood the current proposal will lead to the incremental division of this hillside and loss of natural beauty and future access to current open space and potential parkland which seems to be in short supply around the village.
- There is at least 500 residential lots in the process of being built upon in and surrounding Lennox Head village, one does not have to be a gifted visionary to comprehend that it is of the essence to plan for and provide sensible public infrastructure in advance of any approvals being granted.

Above all, I take this opportunity to call on the collective conscience and wisdom of Council to ensure a Safe, Accessible and Green Environment for this proposal and in doing so it is absolutely essential that a thorough site visit be made at the appropriate time of the day.

We can do better than this.

Regards

Greg Cooper
4 Jack Place Lennox Head- 0487867139

From: Greg Cooper [mailto:gregcooper912@gmail.com]
Sent: Wednesday, 8 June 2016 3:45 PM
To: Ballina Shire Council
Subject: Planning Proposal BSCPP 15/004 Greenwood Place (1668)

Dear sir (Klaus Kerzinger

Thankyou for your letter Re: Planning Proposal BSCPP 15/004 Greenwood Place, Lennox Head.

My concern is that the access roadways have not been defined.
As with the previous proposal which sought to develop the majority of this hilltop location, I had voiced my concerns via E- Mail regarding traffic via Banksia and Blue Horizon Drive.

Sir, the volume of traffic both vehicular and pedestrian using these roadways for access to all the streets as listed above as well as Sunrise Cres is now at its limit. One should include the pedestrian (- School children) heading toward the western side of the bypass (Greenwood) via the under road route as well as the parked traffic for the Primary School.

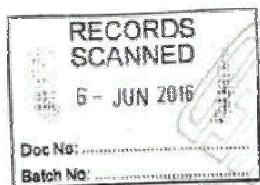
The current situation has traffic negotiating the route in single file due to inadequate roadway dimension as a result of increasing parking on either side of the road.

In short, the current roadway infrastructure in this location cannot sustain increased residential development.

Please advise of the proposed feeder road plan for this development.- only after having witnessed the current situation first hand, ideally at the coming and going at school times.

Regards &Thankyou

Greg Cooper
4 Jack Place Lennox Head 2478
0487867139



Jamie and Robyn Hoile

1/2 Sunrise Crescent

Lennox Head

NSW 2478

5th June 2016

Ballina Shire Council
Strategic Planner
Strategic and Community Facilities Group

Attention: Mr Klaus Kerzinger- Re: Planning Proposal BSCPP 15/004

Dear Sir,

We are long time residents at the above address, having lived in Sunrise Crescent since 1997. On the basis of our experience over this nineteen year period we wish to lodge our opposition to the development being proposed.

These streets are cul de sacs, and are not designed for the expansion of through traffic that would result from such a rezoning.

In Sunrise Crescent alone, traffic congestion, both pedestrian and vehicular, has increased remarkably over our time here. This is despite the changes being relatively few and generally widely spaced over the years. To a significant degree some of the pedestrian increases are directly due to the underpass allowing access from estates on the other side of the highway. Many of these are young school students on their way to and from schools.

Even with the few scattered redevelopments currently being undertaken of existing building sites in Sunrise Crescent and adjoining streets we are experiencing unprecedented crowding of the streetscape, with the large volume of trucks and trades vehicles attending those sites. Even within the 2 current worksites in Sunrise Crescent we can be experiencing more than fifteen additional trades vehicles parked on the sides of our narrow road, restricting road width and visibility.

Significantly, the impact on the streetscape by these vehicles presents a hazard for pedestrians, and in particular the aforementioned young school children.

I have attached photographs taken in Sunrise Crescent, this Sunday afternoon at 3.30- 4 pm (normally school walking times), showing the already hazardous visibility conditions on a weekend, even when the trades vehicles are absent from the sides of the streets, and school children are not returning from school. Note the lack of vision that drivers experience as they drive up hill into the westerly sun.

Any planning body, considering adding to this situation with the vastly increased volume of traffic that would result from both short term and long term development of your site, needs to be held to account for the increased risk to public safety.

In a saturated marketplace, with no current real requirement for increased numbers of housing sites, this self interested development has been proposed without apparent thought for the consequences to public safety.

Yours Sincerely,

Jamie Hoile

(Note that this objection is based on the assumption that the proposed access was to be granted via Byron Street/ Banksia Street/ Sunrise Crescent/ Greenwood Place/ Blue Horizon Drive.

If in fact this was not the case, and the access was rather proposed via the estate's southern boundary and the existing roundabout on the highway, perhaps traffic concerns in our area would not be such an issue.

Under no circumstances should access be granted to the proposed estate via northern or western boundaries via Blue Horizon Drive or Greenwood. If this was in fact proposed, the planning proposal should be rejected on the basis of public risk.)



TO MR. KLAUS KERZINGER
Ballina Shire Council.
Re - Exhibition Planning Proposal
15/004 Greenwood Place
Lennox Head.

From John Stewart.
169 Magellan Street Lismore
Ph. 66213057.

Planning Proposal.

1. Re zone Lot 12/DP 581159 and
2. Part of Lot 21/DP 1007134 Greenwood Place.
from Rural to R2 Low Density Residential.

B.S.C. is delegated to undertake the processes for finalisation of the proposal should it proceed.

MR KLAUS KERZINGER, I am sending you this submission as per our phone call for you to read.

Firstly I see no reason why this should not proceed in its entirety, provided it is done with much thought and foresight. I have always told those that the other of the Hill should be open for Development and Provision made for entry & exits made from the By-pass side.

The main thing is that sunrise should not be open to any more main traffic flows, for all the reasons from the By-Pass on new sub-division facing the By-Pass, Traffic short cutting is the main problem with traffic, People will take the shortest route every time.

Blue Horizon Drive Has to go some where.

The closed By-Pass should stay closed for sunrise. But not for the proposed development which should incorporate two new entry and exit points along the By Pass Road (say one each end.)

I would suggest making Blue Horizon open each way to only a few of the top lots in the proposed Development, and make the entry & exit points for the main Bottom section of the Development onto the By-Pass Road, my preferred option.

2

EXIT & ENTRS points to the By - Pass, not just one
 But two, one each and cut back into the Hill slop to set
 it back off the Road. There is plenty of room for this,
 you could make them.

1. one way in only, and one way out only.
2. in and out for each of them, twains and two outs.
3. one in and out, and one just one way.

The options are there.

A Foot Path was mentioned around sunrise, well some people
 would use it and some would still use the Road, as now,
 no gain gained. But it may help if a walking way over the By Pass
 end of sunrise to show people the grass and for
 special needs people off the street. it would have to Drain
 and Be signaged.
 my calf. I think a Foot Path is no where near the priority
 that the traffic flow is, the ins and out of the development
 that service it. A Foot Path wouldn't appease or help
 the situation if a full traffic load from a new Sub Division
 come sunrise way.

lot sizes. You don't need any special size lot format
 to sell the Proposed Development, a sensible mix of 600m²
 and 800m² would be appropriate, some would be large and some
 may be smaller. Due to the shape of Roads and lot shapes.
 what you don't want are lots like north angles. Stacked in
 one after another. They are just front and Rear elevations only
 with little or no space each side. You need to aim for a
 least 3 elevation lots, possibly 4 (the 6/1st Rule)
 try not to stack lot in, its just looks greedy. try the
 lean is more approach, work that in.

Build Heights.

enah

2 Building Heights.

should remain the same as Ballina LEP & S.M.
height is the most important tool here, to ease when building
on sloping ground, a little flexibility is needed in most
cases to avoid excessive cut & fill, excavation and
Prepwork.
composit construction is also in the mix.

Native vegetation and wild life.

The area around Sunrise, Blue Horizon and the Farm
are Tree and Bird sensitive areas. Bird life is abundant,
and people should know this, and that it is a huge Plus
for them to live with these birds.
Habitat gardens should be encouraged and established with
native trees and shrubs.

The next Big thing is smaller Homes, one Bed open plan,
at most two Beds open plan, and this should also be
encouraged by council planning on the right Building footprint,
for the younger people coming through, and of course others.

Back to Blue Horizon and Sunrise. Yes there are a
few families with very young children, and yes they
do play every where unimpeded, Particularly in Jack
Place, Blue Horizon Down the slope.

Its got to be a bit of a worry for everyone
Please slow and watch out.

Thank you.

John Stewart

from Thursday 30.6.2016 to 4.7.2016.

RECEIVED
24 JUN 2016
COUNTER

Residents of
Sunrise Crescent
Greenwood Place
Blue Horizon Drive
Banksia Avenue
LENNOX HEAD NSW 2478

14 June 2016

CONTACT 043 980050

Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Attention:
General Manager
Ballina Shire Council

Planning Proposal BSCPP 15/004 – Greenwood Place, Lennox Head

Reference:

A. BSC Letter BSCPP 15/004 to residence dated 27 May 2016.

Thanks you for providing written advice on subject planning proposal. The purpose of this letter of petition is to object to the rezoning of Lot 12 DP 582159 and part Lot 21, DP 1007134, Greenwood Place, Lennox Head from the current RU2 Rural Landscape designation.

After assessing the proposal there was no impact statement for the impact to the existing residential area which needs to cater for an increase of 18 residential property lots.

The impact statement should have addressed a number of aspects which will adversely impact the neighbourhood including:

a. Increased volume of traffic and resultant noise especially from acceleration up Sunrise Crescent. 18 properties could increase the number of motor bikes which produce increased noise that propagates easily up the high areas without attenuation from high density housing.

b. the impact of increased traffic on pedestrian safety especially for those young mother's with young toddlers, prams and/or strollers and the elderly using their powered scooters that use Greenwood Place and Sunrise Crescent to access Lennox Village centre including Williams Reserve, the park and oval. The Byron Bay Road underpass accommodates a large amount of foot traffic that negotiates a relatively low volume of traffic compared to other main road thoroughfares. Additionally, children on bicycles and skateboards will be subject to a higher level of risk. An impact statement should have also assessed the blind-corner risk at the crest of Sunrise Crescent especially with the sun moving lower into the sky and the impact on road and pedestrian safety due to no footpaths and the high levels of on-street parking especially on Sunrise Crescent, ie. there is an increased risk of injury to pedestrians moving to and from the Lennox Head village precinct.

c. excessive noise from household pets, ie. dogs. It is possible that neighbourhood dog-noise nuisance would increase by an additional 18 properties and it is not uncommon for households to have own two dogs. What will be done to mitigate against dog noise?

RECORDS
SCANNED
27 JUN 2016
Doc No.
Batch No.

d. impact on wildlife (i.e. birds and snakes) due to the increase in number cats that come with an additional 18 properties on a an open space currently zoned rural and on the adjacent neighbourhood which is dominated by wildlife seeking sanctuary at the higher heights of the area.

e. the impact from rental properties in the proposed rezoning area which are less inclined to respect the ambience of the neighbourhood or provide the effort for property maintenance to fit in with the beauty of the neighbourhood. This aspect of neglect was not included in Appendix 12 – Coastal Zone Impacts and Visual Amenity Impacts Assessment).

f. the impact of increased traffic from Byron Street and onto Banksia Avenue (and vice versa) at the school zone. The safety of children, parents and pedestrians (crossing Banksia Avenue) having to compete with more traffic trying to exit Banksia Avenue onto Byron Street especially in peak holiday periods (Queensland has a different school holiday period to NSW).

g. the proposal will force the cars, trucks, motor bikes and vans from new 18 building lots into the centre of the Lennox Village. The number of additional vehicles and motor bikes could easily exceed 40 all of which must be handled by the local village. This number is excessive and has not been mitigated in the subject rezoning proposal.

h. The existing neighbourhood is zoned for Medium density which is still a relatively modest low density housing area. Future developments will exacerbated the issues outlined above, and any impact statement must address an increase in the existing area designated a medium density residential zone.


i. The proposed new plan would create two new loop roads which will be a bonanza for local teenager hoons with noisy cars and very noisy motor bikes. This will exacerbate the existing nuisance from excessive motor derived noise levels and the higher speed will impact on pedestrian safety.

j. the impact of construction. Over the last 18 months, two houses have/are being built at 13 Blue Horizon Drive and 8 Sunrise Crescent. The resultant noise and disturbance (including dog noise and weekend work) was inconsiderate to the neighbourhood and building waste and concrete continue to scar the road with no penalty imposed by council. This selfish attitude from building contractors would be further exacerbated by another 18 houses being built possibly over a 15 year period after rezoning.

Summary, the subject rezoning proposal will result in an unacceptable increasing traffic volume in the Lennox village area, increased traffic noise levels, increased construction noise and construction debris.

It is not clear why the report and attachments refer to The Coast Road and not Byron Bay Road, maybe the authors are not too familiar with the area.

Signed by the residents of Sunrise Crescent, Greenwood Place and Blue Horizon Drive, LENNOX HEAD, NSW 2478:

Name	Address	Signature
Erin Clarke	1 Blue Horizon Dr Lennox Head	

Name	Address	Signature
Tonia VANESSA RESNOLAS	1/1 SUNRISE CR LENNOX HEAD	
KERRY HITCHINGS	2/1 SUNRISE CR LENNOX HEAD	
IAN CARLOW	18 GREENWOOD PLACE	
MIKE STRAY	20 GREENWOOD PLACE	
GREG DIMON	2 BLUE HORIZON DR	
Lynette Dimon	2 BLUE HORIZON DR	
TREVOR LEDGER	4 BLUE HORIZON DRIVE	
Lena Gram	7 Blue Horizon Dve	
Jenna Harper	12 Blue Horizon Dre	
Colin Howard	3 Blue Horizon Drive	
KATEINA DIAMOND	2 GREENWOOD PLACE	
Robyn Hoile	1/2 Sunrise Pres	
MARCO NILA	4 Sunrise Crest	

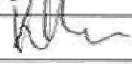


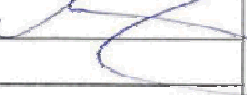
ORIGINAL SIGNATURES PHOTOGRAPHED

Name	Address	Signature
Not used		

Name	Address	Signature
TOM & VANESSA REYNOLDS	1/1 SUNRISE CR LENNOX HEAD	[Signature]
KERRY HITCHINGS	2/1 SUNRISE CR. LENNOX HEAD	[Signature]
IAN CARDOW	18 GREENWOOD PL LH	[Signature]
MIKE STRACEY	20 GREENWOOD PL LH	[Signature]
GRACE DIMON	2 BLUE HORIZON DR	[Signature]
Lynette Dimon	2 Bennettton Dr	L.F. Dimon
TIMOTHY LEDGER	4 BLUE HORIZON DRIVE	[Signature]
Helen Gram	7 Blue Horizon Dve	[Signature]
Jenna Harper	12 Blue Horizon Dve	[Signature]
Gavin Henry	3 Blue Horizon Drive	[Signature]
KATEINA O'CONNOR	2 GREENWOOD PLACE	[Signature]
Robyn Hoile	1/2 Sunrise Cres	Robyn Hoile
MARIE NICK	4 Sunrise Crescent	[Signature]
Lisa Ledger	4 Blue Horizon Drive	[Signature]
CRIS POTTER	6 Blue Horizon	[Signature]
L. Klose	10 Blue Horizon	[Signature]
D. Thompson	2/14 Blue Horizon Drive	[Signature]
M. Jenich	1/4 Bennettton Dr	[Signature]
L. Savrine	6 Greenwood Pl	[Signature]
C. Jupp	2/11 Sunrise Cr. Lennox Head NSW	[Signature]
J. Trevillio	7/11 Sunrise Cr. Lennox Head NSW	[Signature]
ROB PEARCE	1/1 Sunrise Cr. Lennox Hd.	[Signature]
Michaela Murphy	7 Sunrise Crescent	M. Murphy

ORIGINAL PREVIOUS PAGE 3

Name	Address	Signature
LACHLAN CLARKE	1 BANKSIA AVE	
Douglas Cameron	3 Banksia Ave	
DAVID JACKSON	1/5 BANKSIA AVE	
MARINA	114 BANKSIA AV.	
J MALONEY	214 BANKSIA	
K BAGGLEY	6 BANKSIA AVE	
W. McBurney	8 BANKSIA AVE	
D. McBurney	8 BANKSIA AVE	
K. Pearce	18 Banksia Ave	
R. Clarke	18 BANKSIA AVE	
C Lane.	15 Sunrise Cood	
MILL	15 SUNRISE CR	
Rob McCrossin	17 Sunrise Cr	
Carl Stevens	17 Sunrise	
Sue Tatum	20 Sunrise Cood	
Rob Tatum	20 Sunrise Cood	
K Scoble	3/20 Sunrise Cood	
T PIREK	1/25 Sunrise	
Caroline Jones	4/24 Sunrise	
Jo Andrewon	5/24 Sunrise	
Liz Ritson	25 Amber Drive	
MARINNE SLATTERY	2/12 PATRICK DR	

Name	Address	Signature
Kate Paulos	20 Pacific Pde	
Stephen Henderson	20 Bickel Rd	S Henderson
Maria Kirsten	20 Banksia Ave	
Pauline Doherty	15 Blue Horizon Dr.	
Ed Murphy	7 SURF CRSS	

Name	Address	Signature
Bryan Lyndon	17 Banksia Ave LHA	B Lyndon
Janet Lyndon	17 Banksia Ave	Janet
Steph Teagata	15 BANKSIA AVE	Steph
Mel Hargrave	1/2 Fern St	Mel
Di [unclear]	11 BANKSIA AVE	Di
Mia Beaumont	4a Banksia	Mia
Michael Webster	7 Banksia Ave Lennox	Michael
Clara Peletto	7 Banksia Ave Lennox	Clara
Clare Watson	14 Banksia Ave Lennox	Clare
Judith Smith	14 Bentin Ave	Judith
Tim Hoshin	19 Sunrise Cres	Tim
Indira Brown	20 Banksia Avenue	Indira Brown
Amanda Whitehead	23C Sunrise Cres	A.J. Whitehead
Sue Lightfoot	175 Sunrise Cres	S. Lightfoot
Lissy Eadie	1/34 Sunrise Cres	Lissy
Paul Martmanich	2/13 Sunrise Cres	Paul
Michael Brown	20 Banksia Ave	Michael Brown