

Submission Copies – BSCPP 18/001

Submission 1 – Trent Morgan

From: Trent Morgan
Sent: Friday, 17 May 2019 4:07 PM
To: Ballina Shire Council <BallinaShireCouncil@ballina.nsw.gov.au>
Subject: building height submission

**The General Manager
Ballina Shire Council
Ballina NSW 2478
re LEP Amendment 18/001**

Dear Council,
Thank you for this opportunity to bring the following issue to your attention.

I am writing to ask that Ballina Council stop allowing large and high buildings to be built along the Richmond River Edge in Ballina. This is for two reasons.

The first – that the large buildings are aesthetically very ugly, taking away much of the beauty of the area, specifically the river's edge. Such buildings, are of no benefit to the general public, they are only of a benefit to the limited number of people who go in the buildings. By building along the river's edge with such height it takes away the potential to attract visitors to walk along the foreshore. The reason for going there – the natural beauty – is destroyed by the existence of the buildings themselves. The foreshore is surely a tourist attraction for Ballina, high masses of concrete are no an attractive tourist prospect.

The second – that members of the Richmond River Sailing and Rowing Club are adversely affected by these large buildings, in terms of the sailing activity being spoilt completely.

I am a member of this wonderful volunteered run club. I race nearly every Sunday. I am not what is considered financially well off, yet I am able to sail (despite the often held mis-conception that one needs to be rich to sail), because many boats are available to purchase for a reasonable price, and because the club owns boats which it is happy for members to use. The club also runs learn to sail courses regularly, available to the public. The club is a great community asset, providing an excellent healthy recreational option for all on the Northern Rivers. One member travels from near Tabulam to race every Sunday.

Mostly in summer, but whenever there is a lot of warmth at other times there is often a North East breeze blowing – a breeze blowing from North East direction. When this breeze occurs we often race from the clubhouse using the stretch of river all the way to the trawler harbour. In this breeze the wind is travelling roughly from the Northern river bank towards the Southern. Simple logic, if there are big bulky tall buildings built on the Northern edge of the river they block and affect the flow of the wind, especially closer to the Northern river bank. If we have races in this region the wind affects the boats in a most erratic way.

Firstly there can be almost a complete blockage of the wind, even on a day with strong wind. This means a boat could be travelling along at a great rate, only to come to a great halt, sometimes resulting in the boat tipping over, or capsizing, because body weight had been directed over the edge of the boat to keep it upright prior to the wind dropping. When the wind drops suddenly, this weight can cause the boat to tip the side the crew are sitting. I have witnessed boats capsize this way.

If a boat has travelled into a wind shadow of a large building and they slow down, as they come out of the shadow they can be hit extremely quickly – taken by surprise, even though the crew will know it's coming, and capsize instantly – basically been blown over. I have witnessed many a capsize in the wind shadows of the Ramada and adjacent buildings – the wind fires through the tunnels between the buildings, creating a force which is much stronger than the prevailing strength of the breeze of that day.

The possibility of capsizing when passing these buildings is a constant put off to racing, no sailor likes racing in these conditions, it is unpeaceful, stressful and something to be avoided. So much so that the club race committee deliberately avoids racing in the shadow of these huge buildings, trying to place courses elsewhere on the river – which as can be guessed is already quite limited in size. Another limitation on where the club can set courses is the nature of a strong outgoing tide combined with a sudden loss of wind. If we are racing near the river mouth in a strong outgoing tide and the wind should happen to die, the boats (without intervention by the club rescue boats) would be sucked out to sea. Most of these boats are not fit for the open ocean. Therefore the club cannot set race courses at the river mouth end of the river when there is a strong outgoing tide, and especially in an inconsistent strength wind. So, accordingly when the conditions are like this, the course needs to be set further up river – unfortunately often in proximity to these large buildings.

In the past the club has avoided especially the section of large buildings from the Ramada down towards the RSL, choosing to sail further west – further up river. This has been OK until recently – the massive blue coated building which is standing now (Corner of Kerr and River Streets) is adversely affecting the sailing in that region of the river now. This is very disappointing for the sailors of the club.

In the clip below, which was put on the club's facebook page, footage starts with a pan from the new high building being built on the shore, to the mark set just near it. This clip shows how various boats get near to the mark relatively easily, then once around struggle to fill their sails and get away from the mark. The effect of the tide moving the first boat after it had rounded is evident, as it struggles to get breeze, due to the blockage from the big blue building.

This is just one example

https://www.facebook.com/rsrc/videos/318574518847723/?modal=composer¬if_id=1557578092814676¬if_t=aymt_upsell_tip

The previous clip highlights a minimal impact scenario on our racing, but in terms of racing, if a boat gets stuck at a mark because of the wind shadow of a building it can completely destroy the chances for that boat to be successful that day. This is highly undesirable for us as racing sailors.

If further large and tall buildings are erected on the Northern Shore then the sailing will be affected accordingly. I strongly request that councillors and council staff please consider different options to massive builds along the foreshore. On a personal level, I have been in the 'Spinnakers' section of the Ballina RSL (at least three stories high) and one does not get a sense or the feel of the river from up there behind closed glass. Down on ground level and outside one really can appreciate the natural qualities of the river. The Wharf Bar and Restaurant development along the foreshore is one such development – unassuming in height yet excellent for tourists and the general public to get to be near the river and appreciate its beauty whilst enjoying a lovely meal.

I urge any councillor or member of council staff to come down to the foreshore of the river on a race day (Sundays at 1:30pm) and experience the aesthetic beauty of the boats as the races unfold. It is a truly world class spectacle – up there with a sailing spectacle on Sydney Harbour – and I have experienced both – perhaps even more so in sailing terms in being closer to the boats due to the limited width of the river. Many coloured sails, amazing speeds, amazing skill, many different angles, many different classes and sized boats. This spectacle attracts visitors to the foreshore adding immensely to the experience they have. My wife who takes photos of the boats overheard a part of people picnicking say 'How much did you pay them to put this show' – spoken in absolute wonderment. I challenge any council staff member to not feel the same.

To lose this spectacle - which is a real possibility if more large buildings destroy the quality of sailing, making sailors go elsewhere, would be a huge loss to Ballina.

I have attached some photos of some sailing action to whet the appetite.

Yours Sincerely,

Trent Morgan

Mullumbimby NSW







Additional 3 Photos Attached to email from Tent Morgan





Submission 2 – T & C Mooney

The General Manager,
Ballina Shire Council,
Ballina.

Dear Sirs,

Re: Planning Proposal BSCPP 18/001 - Residential Flat Buildings and Activated Frontages within part of the B3 Zone.

I am writing in respect of the above Planning Proposal.

Further to my discussion on Friday 17th May 2019, regarding Council's Planning Proposal above to encourage more residential flat buildings to assist in generating a sense of community and activity in and around the CBD.

In principal we have no objection to the proposal and would request our property be included in the Planning Proposal, should we wish to Re develop our property, the Ballina Hotel 253 River Street DP 758047.

We do hold some reservation to the zoning and would like confirmation that the change of the zoning would not adversely effect the current approved operation of the hotel.

Thank you

Kind Regards

Cathryn Mooney

T & C Mooney

Submission 3 – Daisy Morgan

The General Manager

Ballina Shire Council

Ballina NSW 2478

re LEP Amendment 18/001

Dear Council,

I am writing about the construction of tall buildings alongside the Richmond River. Recently I discovered you plan to further develop on the banks of the river, but as a frequent sailor with the Richmond River Sailing and Rowing Club, I have a few issues with this notion.

Perhaps you are unaware of the unstable weather patterns the existing buildings cause. When the wind blows through the gaps in the buildings, it creates extremely unpredictable gusts, accentuated by the large buildings blocking wind before the gaps are reached. These gusts of wind are difficult for even the best of sailors to negotiate, and as a 14 year old girl in her second season of sailing, these unnecessary constructions are largely ruining what was once an ideal place to learn to sail.

I invite you to try sail a small dinghy through the section of the river situated outside the Wharf Bar / RSL. It is a section of the river that both learning and experienced sailors of our club try to avoid sailing through, due to the fact that the gusts come through the buildings at such force that a small dinghy can easily capsize. No gusts created by wind funnelling through trees further up the river have the same affect on sailing. It is the tall buildings you are pushing to build that make what was once a very accessible activity hard to perform.

Thank you,

Daisy Morgan

Submission 4 – Jane Morgan

Ballina Shire Council
Ballina NSW 2478

re LEP Amendment 18/001

Dear Council,

I am writing in regard to potential future development along the Richmond River at Ballina. My family is involved with the Richmond River Sailing and Rowing Club (RRSRC) so I feel a passionate personal interest in this matter.

My husband and our elder daughter regularly participate in the Sunday afternoon sailing races organised by RRSRC. The direction/course of these races is dictated by the direction of both wind and tide. Unfortunately a topic of conversation following any race up-river from the clubhouse is often the foul wind-shadow cast by inordinately large buildings immediately adjacent to the river - these buildings drastically reduce the amenity of any users of sail-powered craft on the river, bringing any pursuit to a virtual standstill. It is a very sorry sight from shore, and apparently an even sadder experience on board! I am not a sailor myself but as a female pedestrian regularly walking along the riverside to watch the boat races, my experience is that walking past the looming tall buildings which rob the boats of clean air also robs me of the sense of wonder, peace and tranquillity which a riverbank stroll otherwise engenders. To put it frankly I feel less safe on a narrow walkway immediately flanked by a large building on one side and the river on the other – with no expanse of grass or sand there is often very little visibility, and vulnerability is not a pleasant sensation

I am writing to ask that both the height and setback of future development along the banks of the Richmond River might be considered and established with the safety and amenity of future generations in mind. Sailing is such a healthful pursuit – in the past I would have considered it perhaps rather elitist, but our involvement with the sailing club over the past two seasons as proved that point of view to be absolutely wrong. Annual family membership is approximately \$300, and included in this is use of club boats for members who are not in a position to own boats of their own – a wonderfully egalitarian arrangement. The other club members are friendly, welcoming, supportive and generous with their knowledge and experience, and of course there are doubtless many other users of sail craft who are not involved with the club, including visitors to the area.

Ballina's river is a huge point of difference (and advantage) between it and towns in the neighbouring Byron Shire and I ask that the open, public nature of the riverside and the natural play of the wind be preserved for current and future generations of locals and tourists alike. It really is not right that developers should profit from being allowed to over-build on land adjacent to the river, spoiling not only the natural function of the waterway for the time-honoured pursuit of sailing, but also the natural charm of the riverbank which should be preserved to be enjoyed by all.

Thank you for considering my point of view,

yours sincerely,

Jane Morgan

Submission 5 – Richmond River Sailing Club



Richmond River Sailing and Rowing Club

P.O. Box 963 Ballina 2478

ABN 61 442 834 416
website: www.rsrvc.com.au

Club email: contact.rsrvc@gmail.com

The General Manager
Ballina Shire Council
Ballina NSW 2478

re LEP Amendment 18/001

Dear Council,

Thank you for this opportunity to bring the following issue to your attention.

Sailing is a local sport that generates high personal fitness, develops character and determination and is a beautiful spectacle for this river town, while requiring absolutely no infrastructure build from Council. Even our clubhouse has been built by members. Sailing has been pursued on the Richmond River by our club for at least 80 years. It makes the foreshore of the river an attractive place to be on any Sunday and is a free tourist attraction for the town.

The Richmond River Sailing & Rowing Club's quality of sailing has been adversely affected by certain development over the last decade or so on the southern edge of Ballina's CBD zone, specifically on the north bank of the Richmond River. The recent appearance of a new 20 metre high river-front building "Reside" at the corner of River and Kerr Streets has highlighted to the club that we must now speak up. We understand that the published height limit for Ballina's CBD is 18m but that approvals are being granted for buildings over that height.

The club and its members remain very grateful to Council and through Council to the state of NSW for permitting our use of the club's site and of the River itself. RRSRC proudly hosts rowing as well as sailing. We run sailing races on Sundays for much of the year and introduce children and adults to the sport through our regular sailing lessons. Members also sail socially at other times.

We particularly enjoy the classic east coast breeze known as a "Nor'easter" (winds are named by the compass point from which they blow). The Nor'easter is a northerly breeze that predominates on hot sunny days. Heat rises over the hotter coastal interior and falls again out at sea where it is cooler. The effect at sea level is a beautiful, steady afternoon breeze that is excellent for sailing. Sailing is at its best when airflow on the waterway is 'clean', i.e. undisturbed. Wind blowing across the waterway can be the most disturbed. The height and size of buildings is very important in determining the quality of winds from the North or North East, as is their proximity to the river, especially where the river gets narrow.

Sailing on the Richmond River in Ballina has become more and more difficult over recent years due to wind interference caused by tall waterfront buildings. The Ramada Hotel and other waterfront buildings between Martin and Cherry Streets were the first of these but now there are more. Club members have named the narrow reach of river west of the Ramada as "the Straights of Ramada". The negative impact to date on sailing enjoyment and safety has been significant. We have had to amend our race courses to avoid The Straights of Ramada as much as possible but most races still pass it at least once.

With the arrival of the "Reside" building, we feel 'banished' even further west down the River than was the case in 2018. We know that patrons of the RSL Club enjoy the spectacle of our races in that part of the River. Sadly, our courses now have less activity in that area due to major wind interference from "Reside".



Richmond River Sailing and Rowing Club
P.O. Box 963 Ballina 2478

ABN 61 442 834 416
website: www.rvsrc.com.au

Club email: contact.rvsrc@gmail.com

We are writing to you now to highlight this issue, of which we believe only sailors would otherwise be aware. We appeal to you on behalf of the many members at our Club but also on behalf of all River users and the public who enjoy the colourful sight of sailing boats on the river.

The Club supports the stated objective of planning proposal 18/001, to permit Residential Flat Buildings on certain land zoned B3 in the Ballina CBD while maintaining active frontages on those sites. We object however to the continued appearance of tall water-front buildings and ask Council to consider adding clauses to the Amendment that achieve some or all of what we seek, as described below.

We understand that the intended outcomes of planning proposal 18/001 are to:

- Encourage increased residential development and investment in the Ballina CBD,
- Promote uses that attract pedestrian traffic along certain ground floor street and public domain frontages (parks and waterfront) in the Ballina CBD,
- Permit residential development (or other uses) along certain ground floor frontages where they are not nominated as requiring activation, and
- Support business and social activity through the provision of an additional housing type in the Ballina CBD.

The club submits to you however a major plea for your consideration: to **lower future building heights along the waterfront in Ballina**. Such a planning measure would support at least two of the four planning objectives in 18/001. Our Sunday races already:

- attract pedestrian traffic along ground floor street and public domain frontages (parks and waterfront) in the Ballina CBD,
- enhance the atmosphere along the ground floor frontages that are not nominated as requiring activation,
- and thus support business and social activity in the Ballina CBD.

In that vein, we ask Council formally to **consider changes to the Ballina LEP to lower building heights from the current maximum height of 18m at the waterfront**. That height is destroying a once great sailing venue, resulting in negative social and economic impacts on the town.

Please use the current Amendment or create a future one to Ballina's LEP (which controls future development) to include a lowering of the maximum height throughout the area to say 12m OR lowering it southwards from say 15m at River Street by a factor of 1m per 20m distance away from River Street AND /OR requiring the shape of buildings to be 'wind-friendly' if that is possible. We request these changes so that future buildings do not destroy our sailing activity by causing wind shadows and dangerous vortices across the width of the river in a Nor'easter as do the Ramada and the new "Reside" on the corner of River and Kerr Streets.

On Council's current map BLEP 2012 "Height of Building (HOB)", the green area is limited to 8.5m and brown to 18m. This may have been a good vision for the CBD but unfortunately for us, spreads to the waterfront. The map shows that the whole waterfront from the Reside to the Ramada and almost to the club could now be infilled to the same height of 18m. Please help us minimise the effect such a plan would have on our sailing.



Richmond River Sailing and Rowing Club
P.O. Box 963 Ballina 2478

ABN 61 442 834 416
website: www.rsrc.com.au

Club email: contact.rsrc@gmail.com

The Richmond River Sailing and Rowing Club asks Council to consider this matter, including consideration of the best formula, for limiting building heights in the town from River Street to the northern bank of the Richmond River.

We also believe that a lowering of height at the water-front would have popular and developer support, the latter because upper floors in each building could have water views. The opposite of this looks like the current scenario, where one developer locks away the view and no development takes place 'behind' the water-front building. That does not seem like a positive planning outcome to us lay-sailors.

Yours sincerely,



Phillip Robbins
Commodore RRSRC
(On behalf of the club members)

Submission 6 – John Peat

Dear Sir ,

Re BSCPP 18/001 active frontage in B3 zone.

I am in favour of this proposal as any residential settlement within the cbd will be advantageous to the CBD .

Yours Faithfully

John Peate

Submission 7 – Dockside Owners Corporation



DOCKSIDE

2/1 CHERRY
STREET BALLINA
NSW 2478

29 April 2019

To Klaus Kerzinger

BSCPP 18/001 – RFBs and Active Frontages in the B3 Zone

Dear Klaus

Re: Planning Proposal BSCPP 18/001 – Residential Flat Buildings and Activated Frontages within part of the B3 Zone (Ballina CBD)

I am writing to you on behalf of the Dockside Owners Corporation – Strata Plan 61394 in relation to the subject planned proposal. Representatives of the Strata Committee met with you recently and the proposal was discussed at a recent Extraordinary General Meeting. It was explained to the Owners Corporation that while Dockside was located within a bounded area for both Building and Activated Frontages the main concern raised by the members of the Owners Corporation was the issue of traffic congestion.

There are days when the traffic banks up between Fawcett Street and River Street making waiting times to exit at the roundabout at the intersection of River and Cherry Streets very long. In part it is due to cars entering the roundabout from River Street travelling west and blocking the exit from Cherry Street. This happens for two reasons:

- a. one when the traffic banks up in River Street due to the traffic lights at the crossing changing and the cars banked up right to the roundabout or,
- b. when one or more vehicles are reversing out of the parking in River Street and once more the cars bank up to the roundabout.

This already happens without any new Residential Flat Buildings let alone when they begin to be developed with more residential parking being required for these new owners and tenants. This begs the question would Council require that any Residential Flat Building constructed with B3 Zone would require the provision of parking space/s. If that is the case then where would car parking spaces be situated especially if the footprint of the entire site is occupied by the underlying premise and has no parking space available?

A response is appreciated so that it can be relayed to the Owners Corporation.

Yours faithfully

Martin Gerada

(Secretary – Dockside Strata Committee)

Submission 8 – Sue Meehan

Regarding: BSCPP18/001 – Residential Flat Buildings and Activated Frontages in the B3 Zone

Dear Councillors,

This motion is mainly about shop-top housing in the main street ie: River St. This is a good concept in general and I support it.

However of major concern is the inclusion of the shops from Moon St to Grant St which back on to Captain Cook Park.
(To be included in this proposal, businesses must have two street frontages.)

Not all Councillors may realise that the current roadway and car park that runs through Captain Cook Park is actually zoned open space PARK, and that there has been historical inappropriate use of the space. These shops are primarily owned by two long term businessmen who clearly understand that the roadway and carpark is not a designated use of the land. They stand to make huge gains at the expense of the community if this situation is formalised and the community continues it fabulous beautification of the area.

Therefore those shops DO NOT have two street frontages and should be excluded from this concept.

Councillors, we need an advocate for our parks and gardens. Unfortunately we all know what a debacle the Lake Rd at Lennox Head turned into. It was another place where historical road use took place in a Coastal Reserve.

Now is the time to revisit the Captain Cook Masterplan and remove the road access from behind those shops and make Captain Cook Park the everlasting jewel it could be. We have already made a beautiful start. Please do not allow formalisation of a wrong situation.

I am passionate about the few open spaces we have left in Ballina. As you know the Education Department and Cherry Street Sports Club have taken over Clement Park and Hampton Park with a fenced playground and licensed and ever growing venue. The car parking for Captain Cook Park and the Country Women's Association could be provided at the cul-de-sac end of the actual road beside the toilets off Moon Street. There are solutions to any of the barriers thrown up... stick to it and save Captain Cook Park in its entirety for the future families of Ballina.

Please phone or email me if you would like to discuss further.

Kind Regards,
Susan Meehan

Submission 9 – Wayne Porter

From: Wayne Porter

Sent: Thursday, 18 April 2019 10:24 AM

To: Klaus Kerzinger

Subject: Residential Flat Buildings & Activated Frontages in Ballina CBD

Hey there Klaus. Positive feedback for the proposed Ballina CBD residential option on public exhibition.

Between our family company's, it appears that four (4) properties would be affected by this planning proposal.

With shrinking CBD retail enquiries & a noticeable shift towards office/health/food/service businesses in Ballina, I would support the Planning Proposal BSCPP 18/001.

Not only would shop top housing improve the when in town vibrancy, it would go another step forwards to differentiate the CBD from the generic Ballina Fair / Ballina Central style of shopping experience common within many towns. It would slightly reduce car usage & encourage more niche locally influenced businesses with extended hours of trade, especially food industry tenancies. It would also promote the town of Ballina towards higher density living which is inevitable in coastal/holiday destinations & help reduce suburban sprawl.

My only concern initially is based upon the potential increase in gross leasable area (GLA) which impacts upon parking availability, the envisaged parking assessment criteria, & the incurred council contributions developers therefore would expect when existing on-site spaces are scarce. As a result, the economic truth to achieve residential flat buildings with activated street frontages up to two-storeys would be highly site specific to enable redevelopment of existing buildings. The need to demolish most of these designated buildings would certainly apply in order to be a viable option for owners wishing to extend above the two-storey building height, towards the 18m upper limit.

For mine, a good BSC initiative in summary.

Even if individual owners choose not to redevelop these sites, the option & potential would exist.

Thanks, Wayne Porter.

Submission 10 – Peter Jacobsen and response

Good afternoon Klaus,

Thank you for your phone response to an enquiry I had earlier today. That queried aspect has been resolved.

I do have another question for clarification however.

With regards to developing one of the ADDITIONAL PERMITTED USE RESIDENTIAL FLAT BUILDING SITES, given that the Ground Floor level has some form of ACTIVE FRONTAGE (being non-residential), what classification of Development Consent should be sought?

Would it qualify as RESIDENTIAL FLAT BUILDING, (with a commercial use at street frontage) or COMMERCIAL DEVELOPMENT (with residential use over)?

If deemed RESIDENTIAL FLAT BUILDING, what constraints regards size, floor-ceiling dimensions, fit-outs and amenities would apply?

Your clarification is appreciated!

Kind regards,
Peter Jacobsen

Response

Great questions!

A development proposal that includes a ground floor commercial component, that is not shop top housing, would be referred to as a mixed use development. Residential flat buildings, shop top housing, and the residential components of mixed use development must be designed in accordance with the NSW Apartment Design Guide see - <https://www.planning.nsw.gov.au/Policy-and-Legislation/Housing/Apartment-Design-Guide> .

Council also has a development control plan DCP Chapter 6A - Commercial Development - Ballina Town Centre which needs to be considered see - https://www.ballina.nsw.gov.au/cp_themes/default/page.asp?p=DOC-AAN-64-51-00

Finally building heights and floor space ratios are controlled by Ballina LEP 2012. See Map 6C Floor Space Ratio Map and Map 6 Height of Building Map for details <https://www.legislation.nsw.gov.au/#/view/EPI/2013/20/maps#HOB> . See also the Building Height Allowance Map 6C.

I think the above cover the more significant DA related controls. The main point here is that all of these controls already apply to shop top housing and will also apply to the mixed use - residential flat building development proposed to be permitted by the planning proposal.

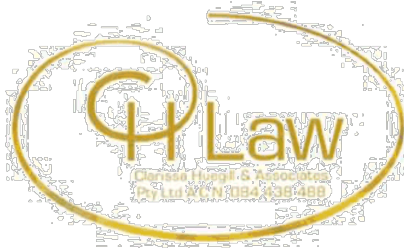
Please give me a call on 6686 1201 if you want to discuss this matter further.

Regards
Klaus Kerzinger Strategic Planner

Submission 11 – Clarissa Huegill



Principal
Clarissa Huegill
Lawyer
B.Com, LLB
Acc.Spec
(Property Law)



2/130 Tamar Street
PO Box 289
Ballina NSW 2478
PH: 02 6681 4155
FAX: 02 6681 4166
DX: 27652 Ballina
EMAIL: clarissa@chuegill.com
WEB: www.chuegill.com
ABN: 44 084 438 488

Liability limited by a scheme approved under Professional Standards Legislation. Legal practitioners employed by CH Law are members of the scheme.

Our ref: CLH:rp:

11 April 2019

Ballina Shire Council

Sent by email only: klaus.kerzinger@ballina.nsw.gov.au

Dear Sir,

RE: EXHIBITION OF PLANNING PROPOSAL BSCPP 18/001 – RESIDENTIAL FLAT BUILDINGS AND ACTIVATED FRONTAGES WITHIN PART OF THE B3 ZONE (BALLINA CBD)

I refer to your letter dated 10 April 2019.

I have no objection to the proposal to encourage more residential development in the are you have marked in red line on the Active Frontages Map accompanying your letter and indeed consider it is of benefit to Ballina and its community.

Yours faithfully,



CLARISSA HUEGILL

Submission 12 – Garry Tully

From: Garry Tully

Sent: Wednesday, 10 April 2019 2:16 PM

To: Klaus Kerzinger <Klaus.Kerzinger@ballina.nsw.gov.au>; council@ballin.nsw.gov.au

Subject: BSCPP 18/001- RFBsans Active Frontages in the B3 Zone

Dear Sir,

I am in receipt of you letter dated 10th April 2019 in reference to the above proposal.

I advise that I have been into council chambers and read the more in depth analysis of the proposal as suggested.

While I have some understanding of planning matters and have an overview of what is proposed I feel that it is in need of further explanation of possible ramifications of this legislation if approved.

To that end I would ask that council call a community consultation meeting to outline what is proposed in, lay mans terms, and answer any questions.

I may have misunderstood, but I have a few concerns,

a) the addition of more retailing in and around the CBD could lead to further pressure on existing businesses reeling from the move to online purchasing.

b) car parking is already under pressure in the CBD and with the water table on Ballina Island being so near the lands surface it will be very difficult to provide underground car parking.

The alternatives would be,

i) car parking on ground level, however your proposal provides for commercial space at ground level?

ii) upper storey car parking, an expensive undertaking but possible.

c) Council have been vocal in meeting the perceived threat of inundation from the effects of climate change, which we are told is imminent, therefore it would seem unwise to initiate costly investment in this low lying area of Ballina?

d) as I understand it the rejuvenation which council seeks will be limited to the Active Frontages? (as shown outlined in Red on the map provided)

If this is the case, I note that many of the Active Frontages already have modern recently constructed buildings, Shell Service Station, 3 X Multi Storey residential with commercial component, an RSL car park, Modern Motel, Modern Hotel, Commercial High Rise, A Modern Retail, Multi storey residential, a new Woolworths supermarket and a new two storey retail and office complex.

At a guess I would suggest that of the active frontages outlined less than a quarter would be available for any kind of total rebuild, and if considering adding to existing structures you would have to consider the implications of building on existing foundations.

e) If it is being suggested that this proposed development is to only take place on the outlined Active Frontages, does that preclude a more wholistic approach to development where a developer may purchaser many adjoining blocks to construct a more worthwhile block of apartments?

First let me say I agree with the need to change zones to encourage urban rejuvenation however I freely admit that I may have misunderstood the intention and the text of this proposal which brings me back to my original proposal for a question and answer session for the community to fully understand the implications.

Warm Regards, Garry Tully

Submission 13 – Garry Faulks and response

From: GJ Faulks

Sent: Wednesday, 10 April 2019 10:15 AM

To: Klaus Kerzinger

Subject: BSCPP18/001

I refer to the above proposal and would appreciate if you could advise the height limits proposed for this amendment. Regards

Gary Faulks

Response

Good Morning Mr Faulks

Building height limits are not proposed to be changed by the subject planning proposal. The majority of the B3 zone is affected by an 18 metre building height limit which will be retained.

Regards

Klaus Kerzinger
Strategic Planner