

Response to the key questions and issues raised about the rezoning of West Byron – as part of the first stage of planning

Key issues/questions raised	Specific details of issue/concern/ requirement	Response to issue/question from BBWLA
Who is Byron Bay West Land Owners Association?		<ul style="list-style-type: none"> • A collective of land owners who own most of the subject study area and who are responsible for requesting and fulfilling the requirements of the State Significant Site study process. • Owners are predominantly long-term Byron Shire residents. In no particular order the owners are Tony Smith (Byron Shire local), Alan Heathcote (Byron Shire local), Gary Macdonald (Local resident), Richard Sykes (Melbourne based), Crighton Properties (Mid North Coast and Central Coast based), David O'Connor (Byron Shire local), Warren Simmons (Byron Shire local) and Kevin Rogers (long-term Byron investor).
What is the process?		<ul style="list-style-type: none"> • The State Significant Site study is the first of three main planning stages. The SSS process will resolve the zoning of the land and basic development controls like maximum height of buildings. • The second planning stage will be a detailed master plan and Development Control Plan. • The third stage will be the preparation and assessment of Development Applications.
What is planned for the area?		<ul style="list-style-type: none"> • The land has been identified as a potential urban rezoning area for more than 25 years. In September 2009, the area was declared as a potential State Significant Site. • The current investigations are part of the State Significant Site study ("SSS study") to determine zoning options for the land. This process has taken until late 2010 and the preferred option will be submitted to the NSW Department of Planning for their consideration. • The zones in the preferred option include residential zones and conservation zones, and a small light industrial area. • The SSS study looks closely at what is involved in creating a self-contained village with its own local shop and parks, and which is pedestrian and bike-friendly. A lot can be done to reduce reliance on cars. After the land is rezoned, a more detailed master planning process will occur, followed by development applications.
What will the SSS study deliver?		<ul style="list-style-type: none"> • The study is a very comprehensive examination of the impacts of proposed development, including

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		<p>factors such as ecology, traffic/transport, air quality, noise impact, flooding, utilities infrastructure and heritage.</p> <ul style="list-style-type: none"> • The project so far has generated assessments and reports on a range of environmental, social and economic matters. Those reports are yet to be finalised and are not yet available to the public. All reports will be submitted to the Department of Planning and will be exhibited for public comment in due course. • The SSS study has included recommending land uses and development controls for the site. If the SSS study is approved, the land will be rezoned to the appropriate mix of zones, and development controls will apply to lot sizes, building heights and other planning issues. After that, a detailed master plan will then be developed, followed by applications for development consents. • The SSS study will be accompanied by a Preliminary Development Control Plan. This DCP will provide a lot of additional detail about development concepts on the site. It will also guide future master planning and a more detailed DCP at a later date.
<p>What is BBWLA doing about traffic?</p>		<ul style="list-style-type: none"> • The existing problems with Ewingsdale Road and the town centre are well known. This road and the wider road and street network have been the subject of detailed assessment and impact modelling for this SSS process. • This assessment includes proposed developments and trends such as the Byron Regional Sportsfields and Cultural Centre, the Bayshore Village development, and tourism projections. • Even without West Byron, the population of the northern rivers region and southeast Queensland will continue to grow, and average traffic volumes in and around Byron Bay are likely to increase in the long term. • Options for infrastructure improvements such as the town centre bypass have been under consideration for about 15 years. • Council and the state government also have a role in addressing traffic problems. • The project team believe that the West Byron development should be seen as a catalyst for making progress with the traffic problems.
<p>Why isn't this project being approved by Council?</p>		<ul style="list-style-type: none"> • BBWLA initially sought to work solely with Council to commence the planning process. These attempts have been unable to achieve results over several years, so the BBWLA has taken the opportunity under NSW State Legislation to request the SSS declaration to allow us to

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		<p>undertake an integrated set of studies and an assessment of planning options for the area.</p> <ul style="list-style-type: none"> • Council is not being excluded from the planning process. Council’s adopted policies (e.g. affordable housing, biodiversity, economic development) have been considered, and Council’s views on planning and housing outcomes have been sought. We are committed to ensuring that the process adheres to the letter and the spirit of all legislation and policies appropriate to our work.
<p>Will development be sustainable?</p>		<ul style="list-style-type: none"> • Sustainability has been a key consideration in the development of preferred zones and development controls for the site. • Many of the “on the ground” aspects of sustainability will be taken into account in the master planning building controls in later stages of the planning process. • The SSS study is only about zoning and development controls, it does not include the development of subdivisions and buildings – they come later. The SSS study has taken a range of environmental, social and economic sustainability guidelines into account. If the SSS study establishes additional benchmarks at West Byron, they too will become part of the rules that will guide the exact nature of development approvals sought for the site.
<p>What is it going to look like? We don’t want the area to turn into another estate, the same as everywhere else.</p>		<ul style="list-style-type: none"> • Design is important at each stage of the planning process – design of zones, design of infrastructure, streets and lot layouts, and design of houses. The SSS study for West Byron uses an urban design process to support the development of new housing and architecture that is appropriate and appealing to the local community and potential residents. • We acknowledge that the site is highly visible from Ewingsdale Road. There needs to be a mixture of visual treatments along the frontage of the site, and landscaping will be a strong component of this. • After the land is rezoned, a master plan and detailed DCP will be developed. These will include detailed landscaping and housing design guidelines.
<p>How many new houses will there be?</p>		<ul style="list-style-type: none"> • West Byron can provide approximately 48 hectares of residential land. We are aiming at development densities of between 12 and 25 dwellings per hectare in a range of different types of housing including terrace houses, units, dual occupancy, secondary dwellings (granny flats), and conventional detached houses.

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		<ul style="list-style-type: none"> Based on an average of 18 dwellings per hectare, this translates to approximately 850 dwellings.
How many people will reside at West Byron?		<ul style="list-style-type: none"> Within the site itself, the population may reach 1,800 people. Based on Department of Planning estimates and other statistics which indicate that the average number of people living in a house or unit will continue on a downward trend, we believe the development will add approximately 1,500 people to the Shire's population.
What will the average lot size be?		<ul style="list-style-type: none"> This is a complex issue and there is no "one size fits all" answer to determining appropriate lot sizes. The SSS study looks at the factors that influence housing affordability and considers housing options, government policies, and urban design guidelines. We recognise that there is a requirement for diverse lot sizes and a wider range in the size of dwellings that people can choose to live in. The layout and lot sizes of West Byron will be designed in response to those requirements in the master planning phase and in development applications.
Will West Byron exceed the capacity of Byron's sewerage treatment plant?		<ul style="list-style-type: none"> Adequate servicing for the area will be a critical factor in any planning consents received. Given our estimated population and the time-frame for construction, we anticipate that the sewerage treatment plant and its artificial wetlands will be more than adequate for any development of the area.
Some of this land is "flood-prone", how will you meet requirements not to affect flooding?		<ul style="list-style-type: none"> The SSS study includes a flood model that will examine flood patterns. Under State government guidelines the flood model must take climate change, including sea level rise and changing rainfall patterns, into account. "High hazard" flood areas have been identified and will be avoided. The effects of earthworks will be modelled to ensure minimum disturbance to flood patterns. Additional modelling may be required in the master plan and subdivision design stages, when different types of subdivision drainage and water sensitive urban design are considered.
What are we doing about ground water?		<ul style="list-style-type: none"> We acknowledge that the site has a high water table. This is not unusual on coastal sites and in existing developed areas. Engineering and "water sensitive urban design" consultants have advised that development is achievable subject to adapting engineering works, drainage and construction to the topography and other requirements of the site. Master planning and

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		<p>subdivision design work will identify the best drainage systems.</p> <ul style="list-style-type: none"> Options for housing construction will be addressed at the master planning stage – for example it may be appropriate to use pole homes in some places rather than “concrete slab on ground”.
What will the ecological impacts be?		<ul style="list-style-type: none"> The SSS study includes a detailed examination of the environmental and ecological factors which need to be considered in planning for the future of the site. The preferred option for rezoning will identify land to be zoned for environmental protection. The SSS study includes detailed and expert studies on a range of important environmental factors, including (but not limited to) land-based ecology; marine ecology; bushfire hazard; acid sulfate soils; air quality; mosquito hazard; archaeological significance. Areas have been identified for substantial environmental regeneration which will improve the habitat values and wildlife corridors in and around West Byron.
What about the koalas?		<ul style="list-style-type: none"> Koalas have been sited at West Byron. We believe they are transient between other areas in the region. We intend to revegetate areas around the edge of the site with koala food trees and other species to ensure that the site continues to provide viable habitat.
What about Belongil Creek?		<ul style="list-style-type: none"> We want to provide controlled public access via boardwalks to selected places on the creek (we have discussed this with the Cape Byron Marine Park Authority). There will be a lot of rehabilitation and replanting of the creek edge and riparian areas. A large drain runs through the site from the Industrial Estate to Belongil Creek. Improvements to the drain may improve the quality of water flowing into the creek.
Sunnybrand is an important local employer – new residents might want it closed down. How can you protect these jobs?		<ul style="list-style-type: none"> Air quality assessment indicates sensitivity to different types of activity on the Sunnybrand site. Peak sensitivity is in residential housing, with lower sensitivity in non-residential development. A non-residential light industrial area is proposed between Sunnybrand and the residential area of West Byron, so that residents will be several hundred metres from the Sunnybrand. This will protect the amenity of residents of West Byron and ensure a peaceful coexistence with all neighbours.
What about the acid sulfate soils?		<ul style="list-style-type: none"> The potential for adverse environmental impacts due to disturbance of acid sulfate soils is well

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		<p>documented and well understood. The site has been investigated by reputable earth scientists with regard to acid sulfate soils and a range of other matters. It is acknowledged that potential acid sulfate soils occur on the site at varying depths.</p> <ul style="list-style-type: none"> • The existence of potential acid sulfate soils is not a prescription against development above the ground. Subdivision earthworks and building construction will need to be designed and managed to avoid disturbance of acid sulfate soils. • The detail of subdivision design (earthworks), housing design, the use of Water Sensitive Urban Design techniques, will be addressed in the next more detailed stage of the planning process, which is the production of a detailed master plan and development controls prior to any development. This may result in the preparation of acid sulfate soils management plans in accordance with environmental guidelines.
When will building commence?		<ul style="list-style-type: none"> • If the SSS study is approved and the land is rezoned, a master planning process will follow, together with applications for development consents. The planning process is very complex and there are many variables that could affect timings. If all approvals are received, building may commence in late 2013.
Design aspirations		
Aesthetics/ visual impact Landscaping	Do not repeat bad examples of residential development elsewhere (and in Byron Shire)	<ul style="list-style-type: none"> • SSS (rezoning) stage of the development process will not establish architectural guidelines. • Design controls to be addressed in future planning processes (master plan, detailed DCP). • Desired Future Character Statement in preliminary DCP. • NSW Housing Code for complying development will apply – simple design requirements.
	Sensitivity to views from Ewingsdale Road	<ul style="list-style-type: none"> • Mixture of visual/acoustic treatments required – provide guidance in preliminary DCP. • View corridors to hinterland to be addressed in future master plan.
Amenities Landscaping Other – design aspirations	<p>Central multi-use area with facilities Pocket parks don't get used, maintenance headache</p> <p>Need 2 to 4 hectares of open space</p> <p>Need embellishments & facilities</p>	<ul style="list-style-type: none"> • Suitable central park area of approx 1ha identified in Structure Plan and proposed zoning plan. • Open space embellishments (facilities) to be addressed in future planning processes. • Open space areas are large & accessible • Ample areas of urban bushland in and around the site.
	Support for sports facilities – tennis,	<ul style="list-style-type: none"> • Central multi-use area included in plan; specific

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	basketball etc	facilities to be addressed in future planning processes.
	Something for kids, especially after school	<ul style="list-style-type: none"> Central multi-use area included in plan. Facilities and other requirements to be addressed in master planning & s94 contributions plan.
	Tennis courts are very popular, we should provide	<ul style="list-style-type: none"> Tennis courts could be provided in the central community open space. May be more efficient & effective for developer/s to construct facilities, rather than pay contributions.
	Swimming pool may be required in future	<ul style="list-style-type: none"> Specific facilities to be subject to future processes. A large community title or seniors living development may incorporate its own pool – subject to future DA process.
Amenities Location of buildings Impacts on surrounding businesses Planning – location of zones	Plan for a social centre to the place with basic facilities – neighbourhood / corner shop, cafe, coffee shop, post Neighbourhood shop OK but not so large as to compete with Sunrise shopping centre	<ul style="list-style-type: none"> Suitable general location for neighbourhood focal area identified in urban structure plan and zoning plan. Neighbourhood shop to be permissible in community focal area (central to population) at east.
	Consider beach access for WB residents	<ul style="list-style-type: none"> North Beach site owners advise that they will continue to allow public access through the site to the beach. Easy cycling distance to North Beach, Belongil beach, main beach.
Amenities Planning – location of zones	Provide controlled (environmentally sensitive) access to foreshores	<ul style="list-style-type: none"> “Foreshores” as defined includes Belongil Creek. Suitable locations for access to Belongil Creek have been identified on the Structure Plan. Future master planning to provide for boardwalks and other facilities (e.g. structure for canoe launching).
Amenities Planning – location of zones Other – social impacts & opportunities	Consolidate West Byron settlement with Sunrise Beach and Arts & Industry estate	Consolidation is facilitated by: <ul style="list-style-type: none"> Light industrial uses at west (in zoning plan) Improved traffic flow at Bayshore Drive intersection (in preliminary DCP). Pedestrian & cycle crossings across MR545 to Sunrise shops, and A&I estate and sportsfields (in preliminary DCP and future master plan).
Height of buildings	Potential for concerns about building height; consider in planning	<ul style="list-style-type: none"> Proposed 9.0 metre height limit is consistent with existing Byron LEP and 2008 version of draft shirewide LEP.
Integrated water design	Site is sensitive, needs best practice water management	<ul style="list-style-type: none"> Stormwater treatment & drainage pattern to be incorporated into existing drainage patterns. Further consideration in future urban design master plan.

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		<ul style="list-style-type: none"> Water tanks may be sufficient to provide for non-potable use – dual reticulation may not be required. For discussion with Council.
	High ground water table	<ul style="list-style-type: none"> Water table varies across the site. Conceptual civil earthworks plan prepared for zoning purposes. Water table and drainage patterns will inform master planning and construction design, in future processes.
	<p>Reliable sustainable water supply</p> <p>Impacts on groundwater</p> <p>Management or riparian areas including wetlands an Belongil Creek</p>	<ul style="list-style-type: none"> Reticulated water supply to be provided by Rous Water in accordance with their management responsibilities Riparian areas to be protected and revegetated Harvestable rights will not be created (no subdivision at creek frontage) Future design and construction to comply with applicable legislation & policy requirements
Landscaping	<p>Open space</p> <p>Vegetation</p>	<ul style="list-style-type: none"> Open space areas and facilities to be provided in accordance with demand. Easily maintained level community open space area – accessible, reasonable size, regular shape. Urban bushland to be accessible via edge roads/lanes for ease of maintenance. Revegetation areas to be established prior to dedication.
<p>Sustainability</p> <p>Other – economic impacts and opportunities</p> <p>Other – social impacts & opportunities</p>	<p>Community development</p> <p>Food production / value adding</p>	<ul style="list-style-type: none"> Provide a compact community - majority of dwellings within walking distance of neighbourhood node/shop and bus route. Food trees in public landscape (to be explored further in master plan). An existing operation adds value to local produce (chocolate coated macadamia nuts). This site is to be zoned for tourism to allow development of the activity as an attraction (a scarce combination in Byron Shire).
Sustainability	Use quality architecture e.g. solar passive, resource efficient	<ul style="list-style-type: none"> BASIX will apply to future housing development (re water and energy efficiency). Addressed in general terms as part of “Desired future character statement” in preliminary DCP. To be addressed in master planning and development controls. NSW Housing Code will apply.
	Public transport routes; buses; cycleways	<ul style="list-style-type: none"> Internal connector road location & geometry addressed in concept. Details to be resolved in future processes.
	Connect the cycle tracks on the south side of Ewingsdale Road	<ul style="list-style-type: none"> Not able to be reflected in SSS listing but will be incorporated in preliminary DCP and also

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Sustainability & Transport and traffic	(west of Sunnybrand, east of West Byron)	addressed in future master plan.
	Can the proponent provide an “informal track” between Ewingsdale and WB for walking, horses etc.?	<ul style="list-style-type: none"> • Land is outside the study area; different ownerships. • May be able to use existing maintenance track alongside much of the east/west Union Drain from Ewingsdale to Belongil Creek, south of the study area. • Existing road reserves will be retained (Melaleuca Drive and unformed road at east) for possible future connections but no such work is proposed in the current planning stage.
	Transport and reduced car reliance (bikes)	<ul style="list-style-type: none"> • Compact community - majority of dwellings within walking distance of neighbourhood node/shop and light industry area and A& I Estate. • Bikeways at MR545 frontage and throughout. • Connections to Sunrise and town centre.
	Consider movement to shops, beach etc. not just cars	<ul style="list-style-type: none"> • Pedestrian /cycle movement is facilitated in concept plan – cycleways, connected open spaces, central neighbourhood shop, access across Ewingsdale Rd.
	Encourage walking	<ul style="list-style-type: none"> • Flat terrain and short distances are favourable for walking & cycling • Most dwellings will be within 400m of open space, shop, public transport. • Off-street bike paths exist in proximity to the site and can easily be connected. • Site is within walking distance of Arts & Industry estate (employment) and sportsfields – need safe and accessible crossing points across MR545. • Slow speed multi-use streets are favoured in design guidelines but are subject to future master plan. Incorporate in Desired Future Character Statement in Preliminary DCP. • NSW Coastal Design Guidelines and contemporary urban design practice encourage grid street pattern to maximise choice of route for social & economic interaction.
Other design aspirations	Vibrant and healthy community	Commitment to deliver a sustainable village. Will be the focus of further consultation in the master planning process.
Economic impacts and opportunities		
On surrounding businesses	Concern for economic vulnerability of the Sunrise Beach shopping centre – WB should support it	Insufficient population base to support an additional supermarket – more likely that West Byron population will support existing Sunrise Beach IGA

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	rather than compete	and town centre. West Byron is likely to contain a neighbourhood shop (corner store) for daily needs.
Other – economic impacts and opportunities	MR frontage would be more economically viable for shops Central location more neighbourhood focus	Central location is preferred to MR frontage, to support other community-centric activity – shop, cafe, open space area.
	Employment	<ul style="list-style-type: none"> • Light industry area provided on site. • Mixed use (live/work) studio area provided on site. • Home businesses to be widely permissible on site. • Tourism areas provided on site. • Retail employment available on site. • Easy walking and cycling distance to A&I Estate. • Easy walking and cycling distance to Byron Bay town centre. • Public transport (to employment) available at site frontage and within the site.
Other – economic impacts and opportunities & Other- social impacts and opportunities	Home business options Support for home offices	<ul style="list-style-type: none"> • Home offices and home businesses to be widely permissible. • Telecommunications “fibre-to-premises” is a desirable facilitator of home business activity but is subject to government policy decisions (e.g. National Broadband Network).
Environmental impacts		
Bushfire Hazard	Design as per State guideline “Planning for Bushfire Protection”	<ul style="list-style-type: none"> • Bushfire hazard was a consideration in defining the developable footprint and land use types (residential, tourism, open space). • Bushfire hazard needs to be addressed in future processes (master plan, DA) with regard to asset protection zones, vegetation management, perimeter roads, building construction classification, etc.
	Bushfire hazard areas within the site	<ul style="list-style-type: none"> • Urban bushland internal to the site will require management of bushfire hazard.
Acid sulfate soils (ASS)	Potential for disturbance of acid sulfate material across the site	<ul style="list-style-type: none"> • Potential and Actual Acid Sulfate soils occur on the site at various depths. • Broadscale subdivision earthworks are likely to be predominantly at or above existing surface levels (i.e. mostly fill, not much cut). • Some infrastructure trenching may require ASS management during construction.
	Excavation of main drain (to improve ecological functions, water quality and amenity) may disturb acid sulfate material	<ul style="list-style-type: none"> • Main drain is proposed to be reprofiled to improve its amenity, and ecological and hydrological functions. • Excavation works may need to be managed somehow (e.g. staging) to mitigate disturbance of acid sulfate soils. Extent of works to be

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		addressed in future master plan.
Contaminated land	<p>Historical activities have caused some low level contamination:</p> <ul style="list-style-type: none"> • Hydrocarbons & lead on old motor wreckers site at east • Lead (probably from paint) around buildings on Belongil Fields 	<ul style="list-style-type: none"> • Remediation requirements depend on end use, e.g. road surfaces may be an appropriate risk management, whereas areas in residential back yards would require removal or other remediation work. • Remediation requirements to be informed by future master plan. • Remediation to be undertaken as required, prior to development
Flooding	Climate change and sea level rise	<ul style="list-style-type: none"> • Adopted State government policy has been factored into the flood model.
	Flood impacts – impact on flooding, flood impact on residents	<ul style="list-style-type: none"> • Avoidance of high hazard flood areas. • Selective filling of some intermediate flood hazard areas subject to modeling which has demonstrated no adverse impact. • Evacuation to nearest public road (Ewingsdale Road) should be readily achievable via internal street network i.e. no island effect. • Internal facilities, particularly a neighbourhood shop, will support the WB community in the event of occasional flooding of MR545 closer to the Byron Bay town centre.
	Site contains wetlands and low lying areas.	<ul style="list-style-type: none"> • Visible ponding after rain – drainage related rather than flooding- to be addressed in detailed design & construction stages. • Flood modelling identifies low/medium/high hazard. High hazard areas (due to depth and/or velocity) are avoided. • Low lying areas and wetlands are around the edge of the urban area, and not proposed for development. • Water Sensitive Urban Design and Integrated Water Cycle Management have been addressed in the SSS study. Further consideration required at master planning and development construction stages.
Flora and fauna	<ul style="list-style-type: none"> • Identification of threatened species and habitat • No net loss of native vegetation • Maintaining high conservation value vegetation • Mitigation measures • Compensatory habitat 	<ul style="list-style-type: none"> • Professional studies were undertaken by several different ecologists as part of the SSS study. • Study methodologies were independently peer reviewed and additional work undertaken as required (e.g. threatened species survey, species-specific mapping) • Urban structure plan identifies areas for: <ul style="list-style-type: none"> ○ conservation zoning ○ embellishment of existing vegetated areas ○ compensatory habitat • Ecological issues have been resolved as appropriate for rezoning. Additional consideration will be required at master planning

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	<p>Protect riparian buffer areas (no prescribed distance)</p> <p>Conserve and re-vegetate existing drainage lines</p>	<p>and DA stages.</p> <ul style="list-style-type: none"> • Variable buffer distances to Belongil Creek based on topography, flooding, vegetation typology and re-vegetation (compensatory habitat) requirements. • Substantial re-vegetation of riparian areas. • Major drainage lines to form part of stormwater treatment train and to be protected in zoning. Minor drainage patterns are too small to zone and will be incorporated into surrounding zones. • Further detailed consideration required at master planning stage.
	<p>Potential adverse impact on koala habitat and movement</p>	<ul style="list-style-type: none"> • Two different methodologies were applied. One methodology uses a computer model to indicate koala habitat within the study area, the other considers the relationship between koalas and urban development, and recommends encouraging koalas away from urban areas e.g. by planting habitat trees. • The study area is unlikely to contain a viable resident population – sightings are more likely of migratory individuals travelling north/ south through the site. • Retention of mature vegetation within the urban footprint. • Re-vegetation of eastern areas with koala feed trees to provide non-urban areas for foraging and migration. These areas to be zoned for conservation.
	<p>Urban development will interfere with wildlife movement corridors around and on the site</p>	<ul style="list-style-type: none"> • Mature native vegetation to be retained within urban footprint. • Revegetate peri-urban areas at east. • Maintain threatened species foraging and habitat areas at eastern and southern perimeter. • Buffers between development and native vegetation around perimeter areas.
	<p>Conservation of threatened species</p>	<ul style="list-style-type: none"> • Site contains viable areas and non-viable fragments of habitat. Viable areas to be conserved and embellished. Some non-viable fragments (where not otherwise constrained) to be removed but compensated for by improved & additional habitat elsewhere on the site. • Species of interest: <ul style="list-style-type: none"> ○ Blossom bat – banksia vegetation at southeast to be conserved and embellished (will regenerate naturally) ○ Wallum froglet – shallow drains at centre-south to be retained by zoning; area to be managed for constructed stormwater retention areas

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		<ul style="list-style-type: none"> ○ Others – refer to Flora & Fauna study
Marine ecology	Minimise potential for adverse impact on marine ecology and health of the Belongil estuary – stormwater, acid sulfate soils etc.	<ul style="list-style-type: none"> ● Riparian buffers provided in zoning system. ● Adequate treatment of stormwater quality and quantity, particularly nutrients (WSUD) will be required. ● Future master plan will need to be consistent with urban design guidelines re urban/environment interface e.g. through use of perimeter roads. This will minimise ‘back fence’ dumping and keep environmentally sensitive areas in the public eye.
	Additional human movement at estuary entrance (re shorebird breeding areas)	<ul style="list-style-type: none"> ● Beach access to be improved by North Beach developers (as per Part 3A approval) to reduce disturbance of Little Tern nesting area. ● Beach access also available at Belongil and main beach. ● Resident awareness (e.g. Bird Buddies letterbox drop).
Mosquito hazard	Potential for residents to be affected by mosquito borne viruses	<ul style="list-style-type: none"> ● Low occurrence of vector species in the locality. ● Control dense vegetation (harbourage) in proximity to residential development. ● Building design solutions required in some areas – screened outdoor areas, non-attractant lighting.
Heritage impacts		
Aboriginal cultural heritage:	Respect for heritage Should consult with traditional owners	<ul style="list-style-type: none"> ● Consultation has been undertaken in accordance with DECCW protocol. ● No sites or issues of conservation significance have been identified. ● Additional investigations may be required prior to development. Further consultation may be required at that time. ● Standard protocol applies to reporting disturbance of any relics during construction.
Housing aspirations		
Affordable Housing	Support for affordable housing	<ul style="list-style-type: none"> ● The planning system can influence housing affordability by: <ul style="list-style-type: none"> ○ Supply of developable land ○ Wide range of permissible types of housing (i.e. fit to consumer budget) ○ Providing for small lots and small dwellings ○ Proportional mix of medium density development and detached housing ○ Wide permissibility of secondary dwellings (granny flats) as rental units ○ Provision for adaptable housing as household needs evolve
	Implementation of Council strategy	<ul style="list-style-type: none"> ● Proposed affordable housing solutions do not

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		<p>rely on density bonuses as per AH strategy (refer to previous line item and specialist reports in the SSS study).</p> <ul style="list-style-type: none"> Affordability is facilitated at rezoning stage through density and diversity, proximity to employment areas, reduced commuting requirements (i.e. expenditure on transport) etc.
Housing availability	Provision of housing supply to meet demand	<ul style="list-style-type: none"> Rezoning of additional residential land within environmental capabilities. Development density and housing type will be subject to future processes (master plan & DA).
Housing types	Diverse housing types	<ul style="list-style-type: none"> Mixed use development identified in urban structure plan. Need for diverse housing type to be incorporated in preliminary DCP. Mixed use areas identified in zoning plan. To be addressed in detail in future master planning and development control.
Tourist housing	No more tourist development - more housing instead	<ul style="list-style-type: none"> Specific tourism sites have been identified. Opportunities for bed and breakfast accommodation Holiday letting will be controlled by legislation.
Other – housing aspirations	Up market retirement village	<ul style="list-style-type: none"> This cannot be resolved by the current SSS (rezoning) process; it is a matter for future development proposals.
Other aspirations and ideas	Other ideas for the site	The focus of the study is to determine relevant zoning that is suitable for the site.
Planning		
Location of zones	Air quality - How is the proponent dealing with constraints e.g. Sunnybrand odour	<ul style="list-style-type: none"> Air quality modelling (by former Sunnybrand consultants) indicates sensitivity distances/contours. Non-residential (light industrial) uses inside the relevant (2OU) contour as a buffer between Sunnybrand and housing.
	Existing and potential sand quarries in Skinners Shoot – consider buffer issues	<ul style="list-style-type: none"> Land Use Conflict Risk Assessment addresses existing & potential quarries. Sand quarries do not involve blasting; operate sporadically; are not visible from the site – low significance and low consequence. No impact on zoning.
Planning Process	<ul style="list-style-type: none"> There will inevitably be a substantial increase in traffic on an already busy road and noise impact on future residents. Concerns that planners will only focus within site's boundaries and ignore the surrounds and lose valuable opportunities in 	<ul style="list-style-type: none"> Traffic modelling has addressed the sub-regional road network and likely changes in traffic flow due to West Byron and other developments. West Byron is a catalyst for consideration of traffic management improvements. Dwelling yield is estimated on the basis of planning and design guidelines and information that suggest 18 dwellings per hectare of

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	<p>the process.</p> <ul style="list-style-type: none"> - Planning cannot go ahead until the major traffic congestion along Shirley Street is addressed. - Nothing has been said about the expected dwelling yield from the 100 hectares. 	<p>residential land. This extrapolates to approximately 850 dwellings.</p>
Role of Developer	(s94) contributions - West Byron contribution to roads, parks, community facilities etc.	<ul style="list-style-type: none"> • Contributions will be made in the form of on-site works (dedication of land and facilities) and in accordance with adopted s94 contributions plans which will be developed after the land is rezoned. • S94 plans are subject to State government guidelines (nexus, apportionment etc.)
Role of State Government	Buy the land back from the developers	<ul style="list-style-type: none"> • All properties are in freehold ownership. The planning process is proceeding in accordance with established practice, therefore the option of the State government buying the land has not been undertaken by either the landowners or the DoP.
Other planning	S94 contributions plan required	<ul style="list-style-type: none"> • Correct, s94 plan is required but it is not necessary or appropriate to develop a s94 plan at this stage of the process • SSS requires study provides an estimate of likely scope of contributions. • Dwelling & population yields, and associated demand on community facilities, will be informed by future master planning process and thus s94 plan.
Sentiment towards development		
Antidevelopment		<p>Concerns about the development have been acknowledged. The SSS study is based on technical studies and assessments and consultations with stakeholders to ensure minimization of the potential for adverse ecological, social or economic impacts.</p>
Neutral		<p>BBWLA is committed to keeping the community and other stakeholders informed about the project and seeking feedback on the planning being undertaken.</p>
Pro-development		<p>We are currently at the early phases of planning.</p> <ul style="list-style-type: none"> • We aim to adhere to the following principles in planning and development of the land through the next stages of planning.
Supportive with specific suggestions		<ul style="list-style-type: none"> • Respect and respond to the natural environment of the land and surrounding areas and the existing character of the Byron Shire.

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Other – sentiment towards development		<ul style="list-style-type: none"> • Seek information and feedback from the community and other stakeholders, in relation to their needs, concerns and hopes for West Byron. • Be commercially sound, responsive to the market and utilise the Land efficiently and endeavour, as far as possible and appropriate, to support the economic growth of the local industry and community. • Design and develop a natural and built environment at West Byron, which incorporates innovation and sustainability. • Deliver to the community a development that provides a balance between economic, social and environmental needs and of which we and the Byron community can be proud.
Social impact		
Concerns about local demographics	Transient nature of community.	We have undertaken a social impact study as a start to understanding the social challenges/opportunities for the Byron community and any new developments.
Impacts on social services	Minimise adverse social impact Provide sufficient facilities and services for the new community	<ul style="list-style-type: none"> • Zones for open space. • Specific community facilities to be resolved in future processes.
Other social impacts and opportunities	Range of issues that need to be considered as part of the development, including sustainability and creating a healthy community with West Byron and as a result of West Byron in the communities it impacts upon.	We have undertaken a social impact study as a start to understanding the social challenges/opportunities for the Byron community and any new developments. Our planning process is mindful of the importance of creating a sustainable and healthy community through this new development. These issues have been considered in the development of the study and its outcomes and will continue to be the focus of the master planning process.
Stakeholder engagement		
		BBWLA is committed to keeping the community and other stakeholders informed about the project and seeking feedback on the planning being undertaken. We will take on board your feedback received from about engagement in the next stage of planning.
Structural impacts		
	Avoid disturbance to significant infrastructure in MR 545 road reserve: <ul style="list-style-type: none"> • optic fibre cable • water mains • sewer mains 	<ul style="list-style-type: none"> • Access from Sunrise Boulevard into the site would be highly problematic due to infrastructure and environmental factors. • Preferred location for eastern access is a new intersection (roundabout) shared with the SAE.

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	STP capacity: Council decision making process re STP upgrade in 2002 did not include West Byron	<ul style="list-style-type: none"> The Settlement Strategy was not adopted for planning purposes, but was used to inform STP design capacity. Stringent adherence to historical (and mutable) input factors is unreasonable. Infrastructure requires adaptive management (monitoring the systems, adapting to changing inputs and circumstances). STP design capacity is 11,032 ET (6.95 Megalitres per day). Council Trunk Sewer Modelling Report indicates demand at year 2034 will be 8,558 ET. This indicates a spare capacity of 2,474 ET at year 2034 – that is more than enough capacity to accommodate the West Byron development and other development.
Traffic		
Increase in traffic Management of traffic	West Byron will require Ewingsdale Road to be 4 lanes at its frontage	<ul style="list-style-type: none"> Not necessarily. Traffic modelling indicates higher volumes west of Bayshore Drive (i.e. vehicles going into and out of the A&I Estate) and east of Sunrise Bvd (residents going to/from Byron Bay). Four lanes will be required in the long term – West Byron will bring the timeframe forward.
Planning : Role of developer	Model peak load at Ewingsdale interchange	<ul style="list-style-type: none"> Addressed in traffic model.
	How much traffic will West Byron generate? What will be West Byron's contribution to solutions?	<ul style="list-style-type: none"> Modelling indicates that both bypass options (long and "mini") are already needed. These are more appropriately thought of as additional street links to increase the capacity of the network generally. Council traffic study (Opus 2009) estimates that 1,000 dwellings at West Byron will increase traffic on MR545 by 12.6% in year 2028. West Byron development will contain traffic outflow as much as possible by providing destinations within the site, e.g. neighbourhood shop, active open space, employment areas. Traffic modelling is not yet complete, but it is certain that West Byron will add some traffic to Ewingsdale Road and other parts of the local network. West Byron could be a catalyst for resolving the need for traffic infrastructure improvements, including the town centre bypass. The BBWLA will pay their fair share towards the cost of improvements. West Byron development will have to construct works as required (e.g. improvements to MR545 including access intersections). West Byron development will have to contribute to general infrastructure upgrade works via s94

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		contributions.
	Consider total road network	<ul style="list-style-type: none"> The sub-regional traffic network has been modelled.
	Provide detail of servicing and parking arrangements	<ul style="list-style-type: none"> Service capacity has been demonstrated; details to be addressed in future planning and design processes (master plan, DA).
	Ensure intersection sight distances	<ul style="list-style-type: none"> Subject to intersections being designed and constructed to appropriate standards.
Traffic noise	Impact of traffic noise on residential amenity	<ul style="list-style-type: none"> Options include: <ul style="list-style-type: none"> - Non-residential uses in exposure zones e.g. light industrial. - Landscaped mounds concealing acoustic wall. - Use buildings as acoustic mass e.g. home businesses and home offices. Does not affect zoning. Details of mitigation measures to be addressed in master plan.
Other traffic	Alternative traffic routes e.g. extend Melaleuca Drive	<ul style="list-style-type: none"> No evidence of demand for such a long route. The proposed mini- and full bypass routes are needed first, as additional street links to facilitate traffic movement in the town. Challenging construction through wetlands and multiple ownerships Not within the ambit of this SSS study.