

The following is a summary of community feedback received via various means in relation to the ***DRAFT Mullumbimby Streetscape Upgrades Concept Plan for the Stuart Street Green Spine*** (February 2021).

### **Have Your Say Survey (via Council website)**

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The following is a summary of responses received via the Have Your Say webpage hosted via the Byron Shire Council website:

#### **Bike Path Design Option – Location Preference**

Option 2: Off-road bike path – 62 respondents (70%)

I don't want a cycleway/bike path – 11 respondents (13%)

Option 1: On-road bike path – 9 respondents (10%)

No response – 4 respondents (5%)

Don't mind either way – 2 respondents (2%)

#### **Bike path Design Option – Commentary**

<b>Community Comment</b>	<b>Council Response</b>	<b>Recommended Action</b>
On-road bike lane behind reversing parked cars is dangerous.	Comment noted. Off-road cycleway (culvert option) over existing swale is associated with a higher capital cost and greater maintenance requirements.	Council to review cycleway alignment in light of various project constraints. Council to investigate reduced road speed environment to be investigated.

Community Comment	Council Response	Recommended Action
Current bike paths aren't used by many cyclists.	Comment noted. The Our Mullumbimby Master Plan promotes the idea that Stuart Street is to become an active transport corridor for pedestrians and cyclists. The provision of safe cycleway infrastructure may also attract more of the community to cycle.	To incorporate a cycleway as part of the Green Spine design.
Not clear why Stuart Street is being promoted as a cycling route.	Comment noted. The Byron Shire bike plan and the Our Mullumbimby Masterplan indicate that provision is to be made for a cycleway in Stuart Street.	To incorporate a cycleway as part of the Green Spine design.
(Off-road bike path) would encourage cyclists to use the designated lane in preference to the footpath, which they currently use.	Comment noted.	Council to incorporate a cycleway which is separate to footpath infrastructure as part of the Green Spine project.
Bike lane between cars and footpath is dangerous.	Comment noted. Both off road and on road cycleway have pros and cons in terms of safety.	Safety aspects of the cycleway will be considered as part of the design process.
Bike paths should run around rather than through the CBD.	Comment noted. The Byron Shire bike plan and the Our Mullumbimby Masterplan indicate that provision is to be made for a cycleway in Stuart Street.	To incorporate a cycleway as part of the Green Spine design.

Community Comment	Council Response	Recommended Action
<p>For people who live out of town, riding bikes into town is impractical.</p>	<p>Comment noted. Council is seeking to expand the cycle network. Stuart Street has been identified as a priority A cycleway.</p>	<p>To incorporate a cycleway as part of the Green Spine design.</p>
<p>Bike paths will add to congestion.</p>	<p>Comment noted. Council has identified Stuart Street as a preferred route to promote cycling and pedestrian movements. It is hope that by encouraging active transport, the number of cars on the road will reduce.</p>	<p>To incorporate a cycleway as part of the Green Spine design.</p>
<p>With the growth in the use of E-Bikes, cyclists are travelling faster and need to be kept separate from pedestrians.</p>	<p>Comment noted.</p>	<p>Cycleway infrastructure to be separated from pedestrian infrastructure.</p>
<p>Off-road bike path is safer for cyclists, pedestrians and drivers</p> <p>Off-road bike path will encourage more cyclists, as it is safer than either riding on the road or on the footpath.</p> <p>Off-road bike paths are 'best practice ' for cycling safety.</p> <p>Bikes should be separated from cars and pedestrians.</p> <p>Separated bike path can't be blocked by parking or stopping cars.</p>	<p>Comments noted. Evidence suggests that off-road cycleways are best practice in terms of safety. However, on-road and off-road cycleway are both considered relatively low risk and are both considered suitable cyclist treatments within Australian design standards.</p>	<p>Off-road cycleway is becoming increasingly unlikely to be incorporated into this project due to: existing adverse cross falls on Stuart Street, budget considerations, maintenance considerations and likely impact on existing vegetation. Council to communicate project constraints to the community as part of further consultation.</p>

Community Comment	Council Response	Recommended Action
Making cycling safer will encourage more people to cycle and less people to drive.	Comment noted.	To incorporate a cycleway as part of the Green Spine design.
<p>The off-road option is only required between Tincogan and Whian, ie the 'town centre'.</p> <p>Off-road in the town centre and on-road in the residential area is all that is required and will be cheaper to implement.</p>	Comments noted.	Council to investigate off-road option in residential areas. Reduced speed zone to be investigated for the Stuart Street commercial areas as an alternate option for the off-road cycleway due to project constraints.
Integration of 'cycle-friendly' access is critical.	Comment noted.	Council to incorporate a cycleway as part of the Green Spine design.

### Green Spine Tree Species Option – Preference

Option 2 – *Waterhousia floribunda* (Weeping Lilly Pilly) & *Grevillea baileyana* (White Oak) – 26 respondents (36%)

Don't mind / unsure – 24 respondents (33%)

Option 3 – *Brachychiton discolor* (Lacebark) & *Lophostemon confertus* (Brush Box)– 12 respondents (17%)

Option 1 – *Flindersia schottiana* (Bumpy Ash) & *Harpullia pendula* (Tulipwood) - 5 respondents (7%)

None – 5 respondents (7%)

## Green Spine Tree Species Option – Commentary

Community Comment	Council Response	Recommended Action
Why no inclusion of figs with tree species options?	<p>Figs trees frequently pose significant maintenance issues for Council. Roots can impact infrastructure such as footpaths and roads.</p> <p>Council is very aware of the importance in our community in relation to the natural environment, particularly trees.</p>	Council will consider alternative ideally endemic species that have similar attributes of broad canopy and deep shade.
Given the floodplain landscape, Melaleucas should have been included.	Comment noted.	Council to Consider to the suitability of melaleucas as part of a tree plan for the project.
The 'Green Spine' could be planted as an arboretum.	Comment noted. Vehicle traffic along Stuart Street is to remain. An arboretum is not proposed to be implemented at this time as this would impact vehicle access to key businesses on Stuart Street.	Nil.
<p>Trees should not take the place of car parks.</p> <p>Trees should not be planted in the CBD.</p>	Comments noted. Council understands the importance of car parks to the community. The right	Council to consult further with the community.

Community Comment	Council Response	Recommended Action
<p>Prefer not to have trees which conceal shopfronts.</p> <p>No gardens which take up space needed for car parking.</p>	<p>balance between “greening” Stuart Street and impact to existing parking arrangements needs to be sought.</p> <p>Council is aiming for a not net loss of parking in Stuart Street.</p>	<p>Council endeavours to achieve a no net loss of parking in Stuart Street.</p>
<p>No palm trees.</p>	<p>Comments noted.</p>	<p>Council is to give consideration to comment as part of the next stage of the design process.</p>
<p>Would like to see a combination of Options 1, 2 &amp; 3 so each precinct has a different street tree character.</p>	<p>Comments noted.</p>	<p>Council is to give consideration to comment as part of the next stage of the design process.</p>
<p>Nominated tree species are neither endemic nor suited for WSUD.</p>	<p>Comments noted.</p>	<p>Council to give consideration to the comment as part of the next stage of the design process.</p>

## Green Spine Project Prioritisation

The community were given six options below and asked to prioritise the most important to least important

The list was below show the order of priority of the six options. 1 = most important, 6 = least important.

1. I would like to see a footpath delivered that connects the length of the street.
2. I would like to see Stuart Street become a green spine with lots of new planting and landscaping.
3. I would like to see the bike path delivered, on both sides of the street – whether on-road or off-road.
4. I value high quality finishes such as an aggregate paving material and prefer less is done but to a higher standard.
5. I value a good finish but would like to see more delivered, I care about upgrading the road pavement for Stuart Street and increasing car parking availability, and I would like to see minimal “greening” of the street.
6. As long as it provides a good long-term solution, I don’t care about the finish. I care about getting as much infrastructure and amenities for the allocated budget.

## General Commentary

Community Comment	Council Response	Recommended Action
Improve roads and intersections for the benefit of cyclists and pedestrians.	As part of the Stuart Street Green Spine project Council is looking to upgrade the road pavement.	Council to consider safety aspects for cyclists and pedestrians as they move intersections along the Green Spine.  Council to include a provision to upgrade the road pavement as part of the Stuart Street Green Spine project.
Parking is the highest priority and cannot be removed.	Comment noted. Council understands the importance of car parks to the community. The right	Council to consult further with the community.

<b>Community Comment</b>	<b>Council Response</b>	<b>Recommended Action</b>
<p>More parking is needed.</p> <p>This is an ambitious project that will transform Mullumbimby. The sooner it is carried out the better, however traffic and parking in Stuart Street should not be impeded.</p>	<p>balance between “greening” Stuart Street and impact to existing parking arrangements needs to be sought.</p> <p>Council is aiming for a no net loss of parking in Stuart Street.</p>	<p>Council endeavours to achieve a no net loss of parking in Stuart Street.</p>
<p>Footpaths should not be narrowed.</p>	<p>Comment noted. Design standards recommend minimum widths for paths for footpaths, shared paths etc.</p>	<p>Council where possible will work to ensure that footpaths and shared path infrastructure confirm with design standards and that existing footpaths are not narrowed.</p>
<p>Fix the road and the drainage first, then consider the ‘green plan’.</p> <p>First priority is to make road surfaces safe.</p>	<p>Comments noted. Council does not currently have funding to undertake construction for the full length of the project. The current available budget involve grant funding to undertake renewal works between Burringbar and Fern Street. Typical construction methodology is drainage, road pavement, footpaths and landscaping. Due to the grant requirements some pavement upgrades will occur before drainage and landscaping (as the detailed design is not yet finalised) which may result in some sacrificial pavement.</p>	<p>Council to prioritise pavement upgrades as per the grant funding requirements.</p>



Community Comment	Council Response	Recommended Action
Do not reduce vehicle access to the CBD. Mullum is a country town with no public transport, many people – particularly elderly – rely on vehicular access to essential services, many of which are located in the centre of town.	Comment noted. Council does not have intentions at present to restrict vehicles from accessing Stuart Street.	Council to continue to allow vehicle access to remain along Stuart Street.
Existing garden areas within the street create visibility issues at intersections and pedestrian crossings. Don't add more and make it worse.	Comments noted.	Council to install vegetation adjacent intersections of a suitable species that do not impact sight lines.
Upgrading of the Burringbar/Stuart intersection should be the first priority.	Comment noted. Council does not currently have funding to undertake construction for the full length of the project. The current available budget involves grant funding and the Stuart Street/Burringbar Street intersection is outside of the grant scope requirements.	Council is to nominate a staged construction programme and include the Burringbar Street and Stuart Street intersection as part of this programme.
Ensure retention of space for footpath dining.	Comment noted.	Council to give consideration to footpath dining areas in terms of the Stuart Street Green Spine design.
The 'Green Spine' is important for cooling the centre of Mullumbimby.	Comment noted. Incorporating of vegetation into Stuart Street will aid cooling in the centre of Mullumbimby.	Council to undertake further consultation to best determine how vegetation may be incorporated into the Mullumbimby town centre.

Community Comment	Council Response	Recommended Action
Stormwater drainage upgrades are the priority.	Comment noted.	Council to resolve drainage issues as part of the Stuart Street Green Spine design.
Footpaths are needed on both sides as per the recommendations of the PAMP.	Comment noted.	Council to incorporate the PAMP recommendations into the Green Spine project as appropriate.
Please include designated bike parking infrastructure.	Noted.	Council to consider locations for bike parking as part of the design process.
Introduce paid parking with discounts for residents and free parking on town fringes, eg railway land.	Comment noted. Considered outside the scope of the Stuart Street Green Spine project.	Nil.
The plans should provide more community seating.	Comment noted. The community has contrasting views in regards to incorporation of community seating as part of the Green Spine project.	Council to investigate possible suitable locations for community seating as part through the design process.
No provision for public art. This could be provided as street furniture.	Comment noted. There is certainly opportunity for public art as part of the project. Bike lanes and wooden poles for shade structures have been suggested.	Council to undertake further consultation with the community.

Community Comment	Council Response	Recommended Action
Sacrificing a few car parking spaces for the benefit of casual diners is a small price to pay.	Comment noted.	Council to undertake further consultation with the community.
Include fast-growing tree species.	Comment noted.	Council to consider the suitability of fast growing species as part of the design.
No Lilly Pillies – boring!	Comment noted. The have your say survey results indicated that of the three tree options proposed in the concept plan that the combination of Weeping Lilly Pilly & White Oak (36% of survey respondents.) was the preferred option.	Tree species to be incorporated into the design to be confirmed as part of further consultation.
Street trees should be disease-resilient, pollen and nectar rich bee feeders.	Comment noted.	Trees species suggested in the concept design to be reviewed in terms of suitability.
The lack of any subtle design of pedestrian zone close to main intersection is disappointing.	Comment noted.	Nil.
Santos corner treatment will still feature a power box, lack of rain protection and location where the heritage building doesn't address the street. Opposite side of the street might be a better location.	Comment noted.	Council will consider alternative location for a multi-use area as part of the design process.

Community Comment	Council Response	Recommended Action
I think we should be prioritising people over cars.	Comment noted. Stuart Street does not meet the requirements to be classified as a shared zone and therefore pedestrians can not be prioritised over vehicles.	Council to consider the feasibility of creating a 30km/h speed zone for the commercial area of Stuart Street.
A green spine and footpaths should be the priorities, with a 2-way off-road bike path a climate-wise, sensible option.	Comment noted. Planting and footpaths will be included in the Stuart Street Green Spine design.	Plantings and preferred cycle lane location is to be confirmed through the design and consultation process.
Try to allow as much rainwater infiltration as possible.  WSUD instead of car parks.	Comment noted.	Council to consider WSUD opportunities as part of the design process.
More trees and shade from the heat.  Get the trees in first.  Greening the streetscapes is vital to community well-being, providing shade and cooling.	Comments noted. Council understands the importance of trees to the community. Council also needs to ensure that plantings do not impact the overall design intent.	Council to develop a tree planting plan as part of the design process to ensure that new plantings do not impact overall design outcome.
Don't make it look too 'tidy' and take away Mullum's soul in the process.	Comment noted.	Council to undertake further consultation regarding the design.
Whole thing is a waste of money, town needs road maintenance and a good clean up.	Comment noted. The Green Spine project is a Council endorsed project as defined in the Our Mullumbimby	Nil

Community Comment	Council Response	Recommended Action
	Masterplan.	
More equitable access is required.	Comment noted.	Council will consider all abilities access requirements as part of the Stuart Street Green Spine design process.
Make it a long-term approach, bearing in mind that in 10-15 years half the traffic will be silent electric vehicles. Make plans for electric vehicle chargers now and either put the cables in the ground or at least provide conduits to save digging up the road later.	Comment noted.	Council to investigate feasibility of incorporating conduits into the Stuart Street Green Spine project.
Fabulous to see plans to both beautify the street and improve functionality.	Commented noted.	Nil.
Close off the entrance to Stuart Street north of Burringbar and create a pedestrian-friendly area between Burringbar and Tincogan, like a mini-town square.	Comment noted. Council is not currently intending to restrict vehicle access between Burringbar Street and Tincogan Street.	Nil.
Provide pedestrian crossings at Tincogan/Stuart and Tincogan/Dalley intersections.	Comment noted. Tincogan Street intersection safety upgrade is a separate project.	Council ensure that the Stuart Street Green Spine design integrates with the Stuart and Tincogan Streets intersection safety upgrade project.
GREENSPINE – The name says it all. The community spent	Comment noted.	Nil.

Community Comment	Council Response	Recommended Action
5+ years developing the Mullum Master Plan, including a comprehensive brief for the Stuart Street Green Spine.		

### Residential postcode

Your say submissions were received from the following postcodes:

2482 (Mullumbimby & surrounds) – 69 respondents (78%)

2483 (Brunswick Heads & surrounds) – 9 respondents (10%)

2481 (Byron Bay & surrounds) – 6 respondents (7%)

2479 (Bangalow & surrounds) – 2 respondents (2%)

2480 (Bentley & surrounds) – 2 respondents (2%)

2478 (Ballina) – 1 respondent (1%)

### Community submissions

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The following dot points provide a summary of issues raised within a number of written submissions provided to Byron Shire Council:

- Management of the project by Council has been poor, which has engendered community distrust, thereby putting the whole project in jeopardy.
- The belated consultation process is welcome, however by virtue of poor quality visual communication and a misleading website survey has created confusion – and some anger – within the community.

- Perhaps use this first stage to focus on road surface improvements and street trees, followed by a new urban design process led by Council's place planning team rather than by Council's infrastructure team. Why is this urban design project being run by Council's infrastructure services team? The design should be informed by infrastructure requirements, not led by them.
- The 'Green Spine' is an admirable project for Mullum, and should tell and ecological and cultural story of 'place'.
- The design at present is underwhelming, whereas it should be a rich urban landscape project that is a reflection of Mullumbimby stories and the patterns of the cultural, ecological and commercial life of our town.

Community Comment	Council Response	Recommended Action
Innovative WSUD treatments;  Endemic and utilitarian plant species;	Comments noted.	Council to incorporate WSUD treatment into the design where appropriate.  Council to review the plant species nominated as part of the concept design in terms of suitability.
Place making through the provision of nodes and connection points;	Comments noted.	Council to give considerations to the provision of nodes and connection points through the detailed design process.
Creative and flexible 'tech solutions' for management of parking bays;	Comments noted. Request outside the scope of the project.	Nil.
Support incorporation of public art, multi-use spaces and stimulating structures defining multi-use spaces.	Comments noted.	Council to give consideration to public art and multiuse spaces as part of the detailed design process.

Community Comment	Council Response	Recommended Action
Solar studies to determine the most suitable locations for pedestrian gathering zones.	Comment noted. Suggestion considered outside of the project scope.	Nil.
Parking is crucial for the economy of the CBD.	Comment noted. A compromise between plantings and carparks needs to be determined.	Council to aim for a no net loss of car parks in Stuart Street.
Bike paths and connectivity should be flexible, subtle and integrated. The Green Spine should incorporate a 2-way, 3 metre wide bike path on one side of Stuart Street, with provision for connections forming part of a Mullumbimby-wide safe cycleway system. This should be a dedicated path separate from cars and pedestrians	Comment noted.	That the preferred bike lane location to be determined through detailed design, community feedback and project constraints.
No net loss of parking within the CBD;	Comments noted.	Council to aim for a no net loss of parking in Stuart Street.
No bike lane running beside footpath	Comment noted.	That the preferred bike lane location be determined through detailed design, additional community consultation and project constraints.
No planting in centre of Stuart Street or in car parks; No planting in front of commercial premises to constrict exposure and access;	Comment noted. A compromise between plantings and carparks needs to be determined.	Council is to aim for a no net loss of car parks in Stuart Street.  Council to undertake additional community consultation regarding



Community Comment	Council Response	Recommended Action
		plantings and car parking.
No reduction in width of current footpath;	Comment noted. There are minimum design standards for footpaths, shared paths etc that inform the width.	Council where possible ensure that footpaths and shared path infrastructure confirm with design standards. Council aim to minimise any reductions in current footpath widths.
No painting on the road for a trial period;	Comment noted. Request outside the scope of the Stuart Street Green Spine project.	Nil.
No designated gathering spots in front of Santos Organics, and	Comment noted.	Council to investigate alternate opportunities for a multiuse area as part of the design and additional consultation process.
<p>A path of least resistance for customers to access businesses.</p> <p>A Central Business District by nature should promote the business community, facilitate patronage to businesses, promote custom to those businesses and facilitate parking.</p>	Comment noted.	Council to consider access to businesses and their interface with the Green Spine project as part of the design process.
Increased parking near businesses and increased parking turnover by reducing parking times in Stuart Street as has	Comments noted.	Council to aim for a no net loss of parking in Stuart Street.

<b>Community Comment</b>	<b>Council Response</b>	<b>Recommended Action</b>
been done in Burringbar Street;		Council to investigate higher frequency parking in Stuart Street.
Re-surface the road and provide painted line-marking for parking spaces with timed signage	Comments noted.	Council to include road upgrades and linemarking as part of the Green Spine project.  Council to investigate higher frequency parking in Stuart Street.
Plant additional trees at the residential ends of Stuart Street	Comments noted.	Council to determine suitable locations for additional plantings through detailed design.
Have bike paths running around the perimeter of the CBD	Comment noted. Council endorse bike plan and Mullumbimby Masterplan indicates bikelane is to be incorporated in the Stuart Street project.	Council to accommodate bikelanes as part of the Stuart Street Green Spine design.
Ensure businesses are able to receive daily deliveries with large trucks	Comment noted.	Council to investigate opportunities for the inclusion of loading zones as part of the design.
Additional greening and gathering areas should be provided in residential streets, or community land such as riverside, parks or Council buildings.	Comment noted. Request outside the scope of the Stuart Street Green Spine project.	Nil.

Community Comment	Council Response	Recommended Action
No let loss of parking in the CBD or surrounding streets	Comment noted.	Council is aiming to achieve a no net loss of parking in Stuart Street.
No bike paths between the car parks and the footpath	Comment noted.	Council to undertake further consultation regarding the preferred cycleway alignment.
Direct consultation regarding planting in front of commercial premises;	Comment noted.	Council to undertake additional consultation with Mullumbimby businesses.
Ability to unload vehicles in the street;	Comment noted. Incorporation of loading zones in Stuart Street may impact existing parking arrangement.	Council to investigate possible loading zones in Stuart Street as part of the Stuart Street Green Spine project. Council to consult will Mullumbimby businesses.
Parking to be increased – not decreased – on Stuart Street south of Whian Street	Comment noted. Council is aiming for a no net loss of Parking on Stuart Street.	Council to aim for a no net loss of parking on Stuart Street.
Direct consultation with members of the Mullumbimby business community.	Comment noted. Consultation has already commenced.	Council to undertake further consultation with the Mullumbimby business community
Improved street lighting is required, particularly for the	Comment noted.	Council to review lighting design standards requirements as part of the

<b>Community Comment</b>	<b>Council Response</b>	<b>Recommended Action</b>
residential ends of Stuart Street.		design process.

### **Council officer 'door knock' responses**

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The following dot points provide a summary of issues raised by community members interviewed by Council officers on the 4<sup>th</sup> and 5<sup>th</sup> February within Burringbar and Stuart Streets:

<b>Community Comment</b>	<b>Council Response</b>	<b>Recommended Action</b>
Support provision of additional disabled parking spaces;	Comment noted.	Council to give consideration to the warrants for additional disabled parking spaces in Stuart Street as part of the detailed design process.
Support No loss of parking spaces Opposition for Any loss of parking	Comment noted.	Council is to aim for a no net loss of parking in Stuart Street.
Support Improved maintenance of the street	Commented noted.	Council to incorporate low maintenance treatments into the Stuart Street Green Spine design where possible/appropriate.
Support Improved pavement and drainage;	Comment noted.	Council to improve pavement and improve drainage issues as part of the

Community Comment	Council Response	Recommended Action
		Stuart Street Green Spine design.
Support Timed parking, with an expansion of shorter time limit parking	Comment noted.	Council to investigate options for higher frequency parking in Stuart Street
Support More bins	Comment noted.	Council to give consideration to the need for more bins on Stuart Street as part of the detailed design process.
Support Off-road bike paths;	Comment noted.	Council to undertake further consultation regarding the preferred cycleway alignment.
Support additional trees	Comment noted.	Council to incorporate additional trees in Stuart Street as part of the Green Spine design.
Support for a broad parking strategy for the town.	Comment noted.	Nil. Request outside the scope of this project.
Opposition for Trees which obscure shop signage	Comment noted.	Council to consider species suitability for implementation in town centre area as part of the detailed design process.
Opposition for Additional seating, on the basis that it will	Comment noted. Contrasting views exist in the community regarding	Council to investigate possible suitable locations for nominate community

<b>Community Comment</b>	<b>Council Response</b>	<b>Recommended Action</b>
encourage drug dealers.	community seating. Concerns exist that seating may attract undesirables such as drug dealers to the area.	seating as part of the design.