

Submission	Staff Comments
Concerns about new housing in South Mullumbimby affecting the flood conditions for existing housing in Mullumbimby	<p>The potential for new housing at South Mullumbimby is being considered as part of the Shire-wide draft Residential Strategy.</p> <p>The Masterplan provides key principles that would guide such housing, should it eventuate.</p> <p>Council is, as a separate exercise, undertaking a detailed investigation of flood constraints at South Mullumbimby.</p>
Concerns about putting new housing in flood zones.	<p>The Masterplan notes that additional housing opportunities in Mullumbimby are limited, with South Mullumbimby, shop-top housing and diverse housing options for the State rail lands being the primary focus.</p> <p>Any future housing proposals in these locations would need to involve detailed examination of flood risk.</p>
Concerns that a bypass through Tincogan and Fern Streets, including re-orientation of the giveway signs, might result in speeding, danger for pedestrians and increased noise for residents.	<p>Traffic calming would be incorporated to prevent unintended issues of speed and to improve the situation for pedestrians, cyclists and residents.</p>
A steel fence should be built (as on Federation Bridge) along the road from Stuart St to Station St because the heavy traffic is too close to pedestrians for safety reasons-esp.in the morning and afternoon peak times.	<p>Noted. Not considered a necessary inclusion in the Masterplan at this time, but would be considered further in the detailed design of any road upgrade/ changes.</p>
Happy to see that an emphasis was placed on the protection of the Heritage Precinct in Mullumbimby	<p>Noted.</p>
Has low levels of vaccination here has been considered in relation to the master plan for Mullumbimby.	<p>Not considered relevant to Our Mullumbimby Masterplan.</p>
Clays Rd should be sealed and a bike/pedestrian path put in.	<p>Though this is considered a logical connection, the challenging topography and the nature of the existing narrow road mean that a desktop analysis and rough estimate places the cost of a pedestrian path at around \$800,000. At this stage, Council staff have decided not to proceed with adding this to the Masterplan and the Byron Shire Bike Plan, given the anticipated cost and the likelihood that other projects would take precedence.</p>
There was general support for more trees in the centre of town.	<p>Noted. Development of a comprehensive street tree plan is</p>

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	proposed as an action in the Masterplan.
Suggestion for a SAFE bike path from Mullumbimby to Byron Bay and Brunswick Heads on the disused railway track.	This action falls under the scope of the Byron Shire Bike Plan. Such a path is categorised as a category A priority action in that plan.
More footpaths and cycle paths in town.	Noted, the plan includes plans for expanded walking and cycling tracks.
The Collective snuck through as an affordable housing without parking and without a cutlery drawer quite obviously not really for someone to live in and now for sale at 500thousand plus each. how can council and the people of Mullumbimby not be tricked into letting these through ?	Noted. Not considered directly relevant to the Masterplan.
Mullumbimby is very suitable being flat for wheel chair bound, blind or the aged. I feel our affordable sustainable housing should focus on providing for them as it could be with a few additions an easy town for people to find there own independent affordable living.	Noted.
Create more weather accessible parking in town and make sure our industrial area doesn't end up like Byron's industrial with blocked roads, if we do it right all that light industry might move to mullum.	Noted. The Mullumbimby industrial estate is not in the scope of this plan. Detailed designs for parking spaces etc. have not yet been decided as the Masterplan is a high level strategic document.
A bike path to the industrial estate and then on to uncle toms so kids and families can get to work and the beach	This action falls under the scope of the Byron Shire Bike Plan. Such a path is categorised as a category A priority action in that plan.
The sewer and water system needs upgrading before any new housing can be delivered.	Mullumbimby's sewage system is being investigated through the inflow and infiltration project. This comment is not considered directly relevant to the Masterplan. Sewage and water supply capacity is also being assessed in work associated with the Draft Residential strategy.
Please remove the Taro from Saltwater creek which is posing further flood risks and clogging the flow of the creek.	This suggestion has been referred to Council's biodiversity and open spaces teams.
It used to be a pleasure to walk down these lane ways once but now they are full of backyard development with high rents and overflowing vegetation clogging up the drains.	The Masterplan suggests beautifying the laneways and incorporating Water Sensitive Urban Design to improve the drainage.
There should be a more immediate work plan to deal with Mullumbimby's declining infrastructure, i.e. roads .	Council has one year, four year and 10 year work plans for the improvement of infrastructure, including roads, and responds to

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	urgent matters as they arise. Council's infrastructure repairs are dealt with through these processes.
There should be a moratorium on development and developers until other issues are dealt with, including maintenance of existing infrastructure.	This issue is outside the scope of the Masterplan.
There is no real solution to by-passing Burringbar Street so it can become a pedestrian mall. Lack of parking, previous lack of Council's insistence on providing off-street parking for secondary and illegal dwellings and not planning for future lifestyle expectations.	The plan proposes other options that would alleviate some of the traffic that currently passes through Burringbar Street.
Removal of Lot 22 from the Masterplan as it is flood prone and will be needed for recreational lands in the future.	Lot 22 will be reviewed under a separate planning proposal. As Lot 22 is a potential area for future development, the Masterplan is merely seeking to reconcile with other Council strategies. The development of the land for housing does not rule out any future recreational areas being included.
In the meantime, provide more car parking, build a boat ramp at the Football club, and discourage further settlement.	Noted. The latter two actions fall outside the scope of the Masterplan.
Some submissions suggested that any new housing should be delivered in the hills surrounding Mullumbimby, including Federal, Saddle road, the ridges around Mullumbimby etc. Some submissions suggested relocating the whole town to higher ground.	This issue is outside the scope of the plan.
Concerns around flooding and insurance.	Not directly relevant to the Masterplan.
All new residential development should be on high ground away from flood prone areas.	This concern relates to the draft Residential Strategy which has already undergone separate exhibition.
No new land should be approved until a NSW Government review flood study is conducted.	A flood study is currently underway in the South Mullumbimby area, and the outcomes of that study will determine how much, if any, of the land is developable. See further comments above.
Adoption of the Masterplan be delayed until the completion of the residential strategy; finalisation of flood studies, including the North Byron Flood Study and Action plan, and the South Mullumbimby Flood Study; the Business and Industrial Lands Strategy.	Preparation of the Masterplan has already been a lengthy process, and Council has set a milestone of having it adopted by 31 st December 2019. The Masterplan is a high-level strategic plan that does not propose actions that could be compromised by the outcomes of the studies

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	referred to.
An 'Acknowledgement of Native Title' should be added after the 'Acknowledgement of Country', to provide an up-to-date context for the document.	This update has been included in the recommended final version of the Masterplan.
Additional wording suggested to articulate more clearly the history of the Arakwal people.	Updates as suggested have been included in the recommended final version of the Masterplan.
With reference to the South Mullumbimby Precinct, include the need for affordable housing for aboriginal people to live on country.	Updates as suggested have been included in the recommended final version of the Masterplan.
The Arakwal Corporation expresses a continued interest in partnering with Council to deliver projects outlined in the Masterplan, such as Bringing Back the Bruns and the Story Trail, and re-iterates the strong desire that a portion of any affordable housing delivered be allocated to allow Arakwal people to live on Country.	Noted.
The owners of the Woolworths property expressed a strong desire to be included in any discussions relating to the upgrade of the intersection between Tincogan Street and Station Street.	Noted.
Some submissions offered further insight into the history of Mullumbimby and noted that this was an important piece of the puzzle when considering the future and should be featured more prominently.	Given that the Masterplan is a forward planning strategy document, the current amount of historical information is considered adequate at this time.
Some submissions expressed the desire for specific properties to be connected to mains sewer.	Council's adopted Rural Land Use Strategy considered these properties – The Left Bank Road area has an action to investigate further subdivision – sewer would be considered as part of this.
Some submissions suggested looking for further opportunities for retirement villages/seniors housing, including at the hospital site.	This is being undertaken as a part of Council's Draft Byron Shire Residential Strategy and was included as a part of the PRG outcomes for the future of the old Mullumbimby Hospital Site.
A submission suggested that the Masterplan was not specific enough about inclusivity and should include an action to register Mullumbimby as an 'Age Friendly community'.	The Masterplan contains many references to inclusivity, and deliberately does not identify actions relating to any one group – the reason for this being that inclusivity should be for <i>all</i> and by singling out a particular group you are actually cancelling out the established inclusive principles. This is not considered a necessary action at this time and good urban design should cater for the inclusion of all

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	people.
Traffic-Calming Measures are required at pedestrian crossings at all intersections and stop signs in Tincogan Street and Fern Street. These should be included as essential elements to enhance safety.	Suggested intersection upgrades have been included at these locations as a part of the plan. The proposal is currently to change the orientation of the give-way signs on Tincogan Street. Stop signs are not suggested at this point in time.
A submission demanded the installation of yellow no parking lines on specific corners	This is a state law already and is considered outside the scope of the masterplan.
Many submissions expressed support of upgrading the pedestrian crossing at Federation bridge and turning Brunswick terrace into a cul –de-sac. Residents of the street were eager to stress the safety issues resulting from the intersection and their desire to improve the situation. One submission also suggested interim measures including ‘No right turn’ signs into Brunswick Terrace and for vehicles exiting Brunswick Terrace onto Tincogan Street.	The plan has been updated to reflect an upgrade to pedestrian crossing in this area. The action of investigating a cul-de-sac is already included in the plan.
Some submissions suggested that Stuart Street become the talking street rather than Burringbar Street	Burringbar Street is the central commercial thoroughfare and at this time makes the most sense as a ‘talking street’. Stuart street is being considered for better pedestrian and cycle connections through the ‘green spine’ in the plan.
Importance of Heritage - The Masterplan recommends two-storey developments in the CBD. The town centre is part of the Heritage Conservation Area and it is imperative that any development retains the character of the town by keeping its “country town rural feeling” and heritage values. The submission also requested a review of the DCP chapter for Heritage	The review of DCP Chapter C1 – specifically relating to Mullumbimby is already included in the Masterplan.
Submissions suggested that more peripheral, long term carparking be considered as a part of the plan and that this be a priority project of urgency.	Peripheral carparking is discussed as a part of the future of the rail corridor. The plan suggests looking for other areas of peripheral carparking as well.
Submissions requested the upgrade of public toilets at Station Street.	Council recently undertook a Building Asset Management Plan. Under this plan, Council infrastructure, including public toilets, was assessed. The Station Street public toilets were assessed under this plan, and have been categorised as the 12 th priority of 25 public toilets requiring work – meaning that work is unlikely to occur in the near future.

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	As such, this action has not been included in the plan.
The Draft Masterplan mentions “activating” the laneways. We believe the laneways should be kept simple and quiet with an emphasis on walking and bike riding.	‘Activating’ in this scenario refers to human scale uses – Crime prevention through environmental design, improving walking and cycling connections and beautifying the laneways.
A submission suggested that ‘the leaf land’ be reserved for open space and recreation.	Noted.
A submission suggested further community consultation for the upgrade of Heritage Park.	Noted.
Boat Ramp – some submissions suggested moving the boat ramp, others suggested formalising the boat ramp near Heritage Park.	Investigation of the boat ramp will occur as a part of Council’s ‘Bringing back the Bruns’ project and the landscape plan for Heritage Park.
A submission suggested that toilets be included in Heritage Park	This is already a part of the Masterplan and will be looked at further as a part of the landscape plan for Heritage Park.
Some submissions suggested improvements to the Petria Thomas swimming pool including heating and access.	This action is included in Council's Operational Plan: 1.2.5.8 Provide in-kind support in preparing a capital project that improves accessibility and long term financial sustainability of the Petria Thomas Pool facility
A submission expressed concern over the impact of the Low Rise Medium Density Housing Code	As this code has not come into effect, and its imminent application is in question it has not been included in the Masterplan. In addition, character overlays in the DCP will in future (if the code does come in) ensure the character of neighbourhoods is retained.
A suggestion that the Barry Lomath oval include a BMX pump track, toilets and a landscape plan.	The current action in the Masterplan is to prepare a Landscape Plan for the Oval. This will be done in further consultation with the community, and finer details such as those suggested, might be finalised then.
Many submissions expressed support for the ideas of creating a pedestrian/cycle bridge at the end of Burringbar Street to connect to the Pine Ave area.	Noted.
Australian Wetlands Consulting indicated their support for the Masterplan, particularly as it relates	Noted. These minor changes have been incorporated in the final draft.

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to Water Sensitive Urban Design (WSUD), and suggested that WSUD might be incorporated in some other elements of the plan.	
Mullumbimby Tennis Association indicated their desire to be involved in any consultation occurring that relates to the Landscape Plan for the Barry Lomath Oval.	Noted. Council is conscious to involve community and sporting organisations when initiatives might impact them.
A submission discussed the need for a 'bypass' that provides a second crossing point over the rail line. The submission suggests a linking road between King Street and Fern Street. Other conversations were had that suggested a 'ring road' around the town.	Noted. A similar, wider spanning connection is considered as a part of the draft residential strategy. A ring road is not considered necessary at this point due to the size of Mullumbimby.
Support was expressed for the Masterplan, and an acknowledgement that Mullumbimby needs to grow and expand.	Noted.
Some verbal submissions suggested revegetating the rail corridor, leaving it open for future rail/rail trail use and creating open space as a part of the Urban Village.	The plan includes provision of open space in this area as well as delivery of accessible/affordable housing that will not impede the ability for the rail corridor to function for rail or a rail trail.
A submission suggested that there be no rights of way for traffic in town in order to provide equality for all users. In addition, the submission suggests that 40km/h zones be used and that the 'shared space' concept be expanded to the rest of town.	The Burringbar talking Street, if successful, could provide an example for other streets in town. It should be noted that speed limits are controlled by the RMS, not directly through Council. Council may choose to support an application to amend speed limits in a particular area, if they meet the warrant conditions set out by the RMS. This has been referred to Council's traffic engineer for further consideration.
A number of submissions suggested creating more loading zones in the town centre.	This has been referred to Council's traffic engineer for review.
A submission expressed concerns about opening access to 'the leaf land' and possible illegal camping and noise implications this might have for adjoining properties.	Council owns 'the leaf land' and the intention of this action was merely to secure long term access to a Council asset. The wording of this action has been revised to provide greater clarity. The opening of access will likely be subject to the intended uses on the site which are yet undecided by Council.
Support was expressed for the continuation of the Sculpture Walk as a place for the whole town to enjoy	Noted.

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Some submissions suggested disappointment that the town was no longer a 'tidy town'	Not considered relevant to the Masterplan.
One submission suggested turning the rail line into a road interconnector between Mullumbimby and Byron Bay.	Council is currently working on the Multi-Use Rail Corridor project which seeks to test the feasibility of turning the existing rail line into a very light rail transporter track with an adjacent bicycle rail trail. An initial report has been received and is available on Council's website.
A submission raised concerns over trees being planted on the roadside in Stuart Street.	Final designs for 'the green spine' will come at a later date.
Some submissions expressed support for the changing of give-way signs along Tincogan Street.	Noted.
A submission expressed concerns that the Masterplan did not address the Brunswick Valley Sustainability Centre Management Plan for Vallances Road	This site is not within the scope of the Masterplan.
A submission expressed concerns that there was a lack of transparency in the guidance group and that certain members have a vested interest.	The guidance group was made up of a wide range of people from the community who were selected through an Expression of Interest process. Their role was to assist, inform and guide the draft Masterplan which was then tested against a wider audience through the public exhibition of the document. The names of the guidance group have always been published on Council's website for transparency.
A submission suggested a one-way grid in the central part of town to alleviate traffic concerns.	Though there is definitely some merit in this suggestion, the Burringbar Talking Street would be difficult to achieve with widespread implementation of one-way roads. At this time the suggestion is not advised.
A submission from the Mullumbimby high school P & C expressed concern that a road to access any possible development in Precinct 4 might encroach on the sports oval.	This is considered outside the scope of this Masterplan and will be considered as a part of any structure planning that might occur for the South Mullumbimby Precinct.
Clarification on what 'connecting got the river' means in the context of the masterplan?	In Our Mullumbimby Masterplan, connecting to the river means not only enhancing the visual connections to the river, but also opening up the architectural interface between the town and the river, celebrating the value of the river by improving the condition, and creating more spaces to enjoy the

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	nature abutting the town.
Some submissions expressed support for more pedestrian bridges linking across the river.	Noted.
Some submissions were in support of retaining Mullumbimby's country town feel	Noted.
A submission suggested improving the accessibility, functionality and aesthetics of the bus stop near the scout hall.	This has been included in the final plan.
Agency Submissions	
DPIE Development and Transactions division indicated their support for the principles and vision of the Masterplan and a desire to continue to collaborate on the outcomes for the rail lands.	Noted.
<p>DPIE Biodiversity and Conservation (BCD) expressed their general support for the Masterplan and its sustainability, climate change, environmental and aboriginal heritage outcomes.</p> <p>DPIE BCD supports the addition of green infrastructure and the encouragement of active transport that forms a part of the plan. They note the plan recognises climate change and builds in measures to buffer the Urban Heat Island Effect and reduce local flooding through greening and WSUD. The BCD team suggests the inclusion of emerging technologies such as driverless community buses might form part of the plan.</p> <p>The BCD supports constraining the urban footprint and protecting the agricultural and habitat areas around Mullumbimby. It does not support the further rezoning of rural land to RU4.</p> <p>The BCD suggests multi-lingual signage as a way of furthering including aboriginal inclusion in the plan.</p>	Noted
Roads and Maritime services expressed their support for the planning priorities, key actions and strategic directions in the document, particularly the priorities for pedestrian and cycle movement through the town, and provided some resources.	Noted.