

From: [alan and anita](#)
To: [submissions](#)
Subject: Submission RE - The Draft Mullumbimby Master Plan
Date: Tuesday, 29 October 2019 11:20:53 AM

Submission; RE - The Draft Mullumbimby Master Plan

To whom it may concern,

**I am the owner of 3-7 Myokum Street, Mullumbimby (Lot1, DP858380).
Having owned this property for several years I have seen the impacts of;**

- Regular smaller adverse weather events; minor flooding causing property access issues and damage to gardens and driveways. Also damage to adjacent gravel laneway requiring Council costs to repair.**
- Sewer pipe; especially in rain events there is a flooding of sewer pipes which sends foul smell back up pipes into house.**
- Major weather events such as 2017 storm saw my house flooded and tenant vehicle destroyed. Some recovery of expenses via insurance but prohibited contents insurance costs means losses occur. Also neighbour with disability was placed in life threatening situation due to flooding.**

My reading of the draft Mullumbimby Master Plan for this area; Precinct 4, South Mullumbimby indicates this is a total area of 55.5 Hectares (137 acres). Council expects to build up to 400 residences on this land. This area has in numerous past reports been considered unsuitable for development due to its history of flooding. These reports are from independent bodies such as SES.

It is proposed that fill will be needed to raise all this area and this will form a barrier directing flood water from the creeks that flow through this area back into the town.

A by-pass road is planned through this area from the main road coming into town, as access to the land from the town will be cut off in a flood. This road (not drawn in the Master Plan) will create a barrier for the flood waters draining toward Kings Creek and therefore be diverted back into the residential areas in town.

1. Given my lived experience I would submit that all new residential development should be on high ground away from flood prone areas.

I recognise that Council is in the process of (again) of investigating flood and sewer issues in Mullumbimby.

2. Therefore it would be only reasonable and responsible to place a moratorium on all new development until a full evaluation of the future capacity of the Mullumbimby/ Brunswick Heads Sewage works be completed and appropriate actions implemented.

3. Further, no new land should be approved for development until a comprehensive NSW Govt reviewed flood study is conducted.

4. Therefor I also submit that the Master Plan be delayed until after the completion of the Residential Strategy, which should take into considerations these previous outcomes.

Further, I cannot see the need to specifically include Lot 22 in this Master Plan at this point. Firstly Lot 22's first appearance to Council was rightly sent back being shown to be deficient (is this simply a back door way to avoid a similar outcome?). Secondly, Lot 22 is presently zoned for Sporting Recreation and as the population increases this land will be needed for sport and recreation. It is a swampy wetland with a tidal creek running through it. It is totally unsuitable for urban housing.

5. Therefore I strongly support the removal of Lot 22 from the Master Plan.

kind regards, alan goldstein

From: [Alan Grey](#)
To: [submissions](#)
Subject: Submission for MMP
Date: Tuesday, 5 November 2019 6:13:30 PM

To whom it may concern

Before Council and community takes the next important step forward in planning the towns future there must be an understanding of the past history

and what is in train at present from a number of wealthy and well connected key people living in our community and others..

Brief:

In the 90s council engaged consultants to see how the town would go with a pedestrian friendly promenade...does anyone on the MMP project know the outcome and community response?

When the Byron Community College real estate grounds in Mullumbimby was being offered for sale in the 90s to the general public by North Power Corporation, a submission was presented to the Corporate board of that organisation in person at Port Macquarie by a group of community volunteers, which basically reflected a win-win for both sides why it would pay dividends to hand the property back to community (in the old days of Mullumbimby Shire Council)...does any on the MMP project (community or Council) know what was in that submission for North Power and why they handed it back to community?

History is so important to know the visions and determination of those that drove these projects and why the town has evolved to this very important junction and where it goes to from here..

There has been many changes that have gone down in the past from rallying to stop a jet airport at Tyagarah to Alan Bond that purchased Ocean Shores and past planning was to set up a boat harbour amongst other things that got the attention of the community..Fast Bucks was very active on that concern along with others in the day...

Fast forward recently to when community took it on board to present a submission to Government why they should hand back Mullumbimby Hospital grounds to community rather than to sell it off on the private market.. It took well over a year to come up with a favourable situation again that would be a win win for Government and Community...

When one looks at the current situation our community faces such as roads, affordable sustainable housing, Seniors living precinct, Age Care Village, Employment, Future Planning, the list goes on...a plan was devised to go into bat with Government by a dedicated group of volunteers, that would strengthen the chances of success..

Does anyone on the MMP project (community or council) know what was in that submission given to MP Ben Franklin that inspired him to go into bat for

community as strong as he did and was instigative, and others, in getting it back..?

You all need to know how important this next step is with the Mullumbimby hospital grounds site that will have a large part in steering Mullumbimbys future...

Part of that submission re hospital grounds, was to show Government how that site developed correctly, would address all the above needs and beyond by generating its own funding stream for community directive..

One of the responses from Government was to even contribute \$ to the re building of the site done appropriately..

I would suggest Basil Cameron, Simon Richardson, Jeanette Martin, our GM and others to take note of this brief submission herewith.

There is much more to divulge like the time community had a hand in developing the Middle Pub to heritage standards and what visions drove it..how Santos was started and its potential now..what drove community to the Festival standards it holds, the potential of our Arts and Media, Health and Wellness Industries, how

In the 90s Durrumbul Hall was built by the community and Governments contributions, they were favouring a monthly market then and gave funding of some \$60K to the Durrumbul committee and was spent on infrastructure such as 3 phase electricity and power outlets in the grounds for stalls, for future development of the arts community. its potential now is incredible especially with optic fibre running along its borders..etc, etc...

I would offer further contribution if called upon especially from one of those names above mentioned, for comment..

Whatever the outcome of this brief I would strongly suggest further investigation by community and council before a final decision is made on the hospital grounds..

Again I would offer further contributions of history and the towns visions especially to councils planning consultants on the MMP

Yours in trust

Alan Grey

Sent from my iPad

From: [Katrina Curran](#)
To: [Hawton, Isabelle](#); [Stanley, Jason](#)
Cc: [Davis, Merran](#)
Subject: Mullumbimby Masterplan
Date: Wednesday, 13 November 2019 11:54:34 AM
Attachments: [image001.png](#)

Hi Isabelle,

I have had a look through the Mullumbimby Masterplan and think looks really good. I am pleased to see both raingardens and WSUD are mentioned.

I feel like we could talk a little more at integrating WSUD into landscape design to ensure that opportunities for better water management and greening the landscape can be incorporated in all thinking and planning for the village.

I also think that there is value in talking to WSUD not just riparian restoration when it comes to reconnecting and enhancing the Brunswick River. WSUD allows the community to connect with the water cycle and landscape within the urban context.

Thanks

Katrina Curran

0430 173 032
katrina@awconsult.com.au

unnamed



Australian Wetlands Consulting Pty Ltd
8 George Street, Bangalow NSW 2479
p. 02 6687 1550 | www.awconsult.com.au

Please consider the environment before printing this email.

This communication is private and confidential and must not be copied or disseminated to a third party without the express permission of AWC.

From: [rob.doolan](#)
To: [submissions](#)
Subject: Mullumbimby Masterplan
Date: Wednesday, 13 November 2019 4:48:12 PM
Attachments: [Mullumbimby Masterplan SUBMISSION.pdf](#)

--

Regards

Rob Doolan

BALANCED ADVICE

balancedadvice@gmail.com

0408688752

SUBMISSION TO

Mullumbimby Masterplan

Request to create second road access to town centre
in the short term to alleviate current traffic congestion

by



BALANCED ADVICE

balancedadvice@gmail.com

0408688752

November 2019

Mullumbimby Masterplan

INTENT OF SUBMISSION

This submission seeks to include in the Masterplan the planning for a second road access, in the short term, to alleviate current and future traffic congestion, improved vehicle circulation and allow for a more pedestrian friendly main street.

It is recommended that the Mullumbimby Masterplan include the preferred 'second town access' option outlined in this submission as a means of better achieving Principle 3.

CURRENT SITUATION

The primary access to Mullumbimby is from the east along Argyle Street. The single railway crossing creates a choke point, similar to the entrance to Byron Bay. This access feeds directly into the town centre and main street.

The current situation of only a single town access along Argyle Street is characterised by:

- Existing traffic congestion experienced most days with impending Level of Service failures at intersections such as Argyle & Prince, Burringbar & Station and Burringbar & Dalley
- The ability to create a pedestrian friendly Burringbar Street main street is compromised.

Principle 3: Ensure Mullumbimby is accessible and well connected

Principle 3 of the Masterplan is to ensure Mullumbimby is accessible and well connected.

The draft Masterplan seeks to achieve this Principle for traffic circulation and pedestrian friendly main street by refocussing traffic along alternative routes such as Tincogan and Fern Streets and discouraging traffic within Burringbar Street (with a mixed mode zone and 10 kph speed zone).

It is contended that these measures alone will not address the current traffic congestion and poor level of service issues. Implementing these measures alone is likely to increase the current problems and further increase with inevitable traffic growth.

These measures also do not address the single town access 'choke' point at the railway crossing in Argyle Street.

It is contended that the proposed measures in the draft Masterplan should remain **BUT BE ACCOMPANIED BY** a plan for a second access into and through Mullumbimby that would alleviate the choke point and improve circulation in town.

Importantly this second route would allow traffic destined to the hinterland areas of Main Arm, Wilsons Creek, Coorabell, Federal etc to avoid congesting the town centre.

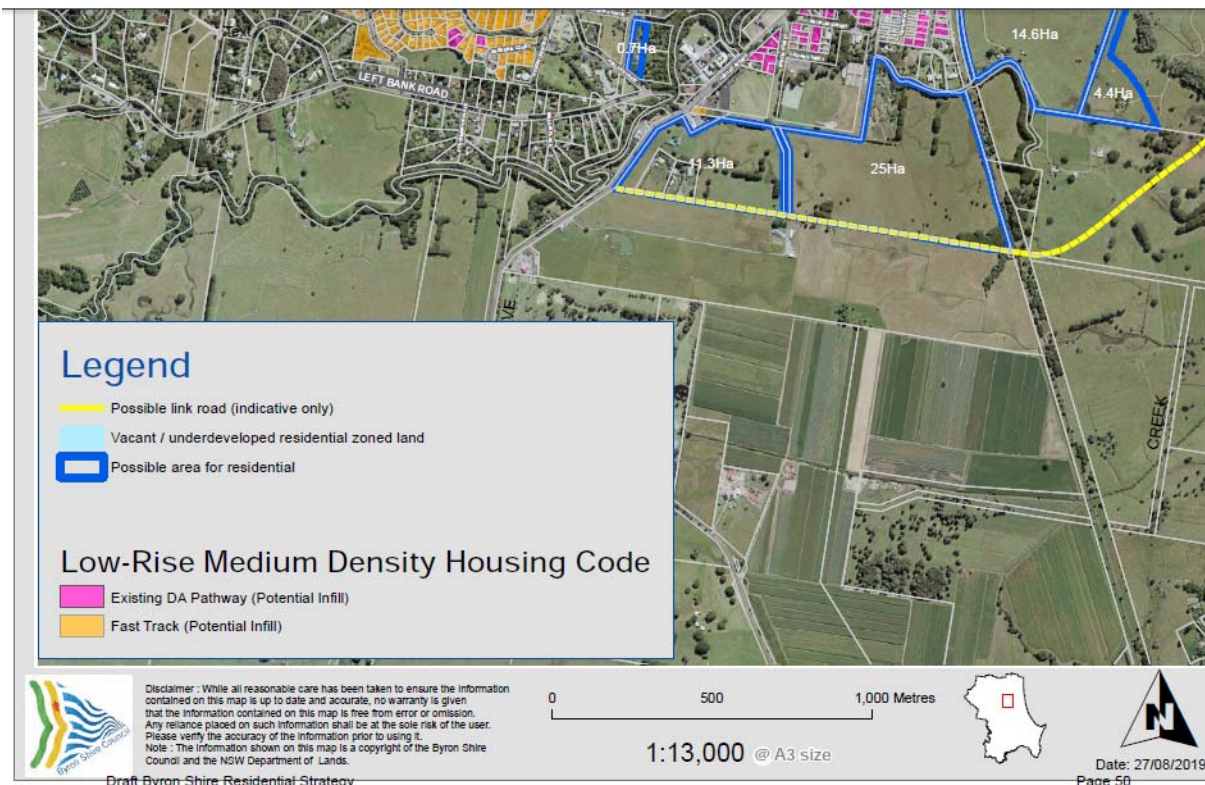
The criteria for a second town access

The criteria for a second town access include:

- Needs to occur in the short term
- Needs to be affordable
- Needs to be 'simple' to be achievable, eg
 - o preferably minimum number of landowners involved and less need for coordination and all landowners proceeding in a timely manner,
 - o not involve expensive associated components such as roundabouts and bridges,
 - o not involve heavily constrained land such as major flooding issues
 - o not be associated with controversial projects likely to be stalled

The 'second town access' options

One second town access option was muted in the recent exhibition of the draft Residential Strategy. This option is identified in the extract below and labelled 'Possible link road' shown with a yellow line.



While this option may be a longterm option, it is contended that it does not meet the criteria for a second town access as proposed in this submission and required in the short term for the proper functioning of the town as envisaged in the Masterplan.

Assessing this option against the above listed criteria, results in the following:

- Needs to occur in the short term – Unable to occur in the short term as it is 'tied' to a longer term residential release with various owners proceeding at various times.
- Needs to be affordable – It is uncosted, but with the 'Byron Bypass' costing \$20+Million, this route is multiple times longer through similar lowlying land, thus allowing a ballpark estimate of multiple times \$20+Million.
- Needs to be 'simple' to be achievable, eg
 - o preferably minimum number of landowners involved - Multiple landowners involved.
 - o not involve expensive associated components such as roundabouts and bridges – Involves watercourse crossing bridges and roundabouts at both ends.
 - o not involve heavily constrained land such as major flooding issues – involves large areas of low lying floodland of various hazards.
 - o not be associated with controversial projects likely to be stalled – the scale of the associated proposed residential release together with issues such as flood has already resulted in the precinct being controversial.

Preferred 'second town access' option

The preferred 'second town access' option proposed by this submission is a route generally shown **as the red line** in the image below.

This option utilises King Street coming off Argyle Street and links with Fern Street.



Assessing this preferred option against the second access criteria, results in the following:

- Needs to occur in the short term – Able to occur in the short term based on the reasons below.
- Needs to be affordable – It is uncoded but exponentially less expensive than the previous option. Can be largely provided by the landowner in conjunction with their short term residential release.
- Needs to be 'simple' to be achievable, eg
 - o preferably minimum number of landowners involved - Single landowner.
 - o not involve expensive associated components such as roundabouts and bridges – Exponentially less expensive than the previous option with less associated infrastructure.
 - o not involve heavily constrained land such as major flooding issues – involves relatively flood free land and only some low hazard.
 - o not be associated with controversial projects likely to be stalled – far less likely to be controversial.

Recommendation

That the Mullumbimby Masterplan include the preferred 'second town access' option outlined in this submission as a means of better achieving Principle 3.

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 15 NOV 2019
FILE NO F2756
ASSIGNEE: M. Chapman

16 Brunswick Terrace
Mullumbidgee
2482 ✓

M. D.W.
14.11.19.

General Manager,
Byron Shire Council,
P.O. Box 219
Mullumbidgee N.S.W. 2482.

Dear Sir,

We are writing in reference to the proposed alteration to Brunswick Terrace Mullumbidgee. We have lived at the above address for almost 50 years. Over that time, we have been aware of many accidents and near misses, at the intersection of Brunswick Terrace and Lincoln Street. Considering this, we are very much in favour of this proposed change.

Our thoughts are that it would be much safer, and would make the walkway more accessible to tourists and residents alike.

An idea that we have been thinking of is that perhaps, the pathway, could continue on to the left hand side of the Federation bridge, and underneath it to the eastern side, and then back to original footpath, over the bridge. As noted this is a very dangerous crossing for pedestrians and cyclists alike.

We hope that you will consider our thoughts

Yours sincerely,
Barry Lawler
Norma P. Lawler

From: [Monte Curry](#)
To: [submissions](#)
Subject: Draft Mullumbimby Master Plan
Date: Wednesday, 13 November 2019 5:38:40 PM

I wish to object most strenuously to the inclusion of Lot 22 (which seems to have a name change to 'South Mullumbimby') in this plan.

As the past few years have clearly shown; we are experiencing more frequent and more severe weather events.

It has been clearly articulated on numerous occasions and forums, that the local ratepayers and the emergency services have identified this proposal as an unacceptable risk to people and property in the event of a major flood.

The damming effect of fill on this land would not only endanger the occupants there but would, in all probability, push greater levels of flood water back into existing dwellings.

I have experienced this first hand after having my home inundated in the 2017 flood where flood water coming from the direction of the creek behind the Bowling Club was trying to drain into Saltwater Creek. I could see and feel the current in the water flowing through my house. This creek (Saltwater Creek) was full because it had reached capacity and was flowing backwards to drain into the land now known as 'South Mullumbimby '. By introducing fill onto this land, the impact of flooding on us would be exacerbated particularly as we can expect more frequent and severe weather in the future.

The council has a duty of care to its ratepayers and this proposal flies in the face of that duty.

Please do not put us at risk by pursuing this proposal.

Bill Pitt

2 Byron St

Mullumbimby

MULLUMBIMBY DRAFT MASTERPLAN

SUBMISSION

PRESENTED BY:

Bob Phillips
7 Kurrajong Street
Mullumbimby NSW 2482

Email: bobphillips2512@gmail.com

Phone 66943181

Dated 14/11/2019



Draft Mullumbimby Masterplan Submission

Many parts of the masterplan are very commendable. Some items could be implemented without too much expenditure and with majority consensus if good community consultation is adhered to.

Making Mullumbimby more pedestrian and bicycle friendly should be high on the councils agenda. Having recently been relieved of my drivers licence because of deteriorating eyesight, I can attest to the many trip and fall hazards and the many potholes and poor road edges. The masterplan outlines many new and exciting infrastructure projects but I am concerned that these will fall into disrepair and neglect as is so much of the existing infrastructure.

Mullumbimby township was first established about 1871, in the area around Myocum and Wilsons Ck Roads and Coolamon Scenic Drive, known as Mullumbimby Grass. By about 1881 the township started developing around the area of the present Federation Bridge, where a shallow river crossing had been found. This unfortunately was not a great place to site the town, because it was centred on a flood plain. Maybe, in those first 10 to 20 years of "white fella" settlement, there were no floods and therefore the town continued to expand at its present location. In 2019, Byron Shire Council (BSC), the NSW State Government and every resident in Mullumbimby knows that most parts of the town are liable to flooding. For the BSC to be seriously considering claiming recreational zoned land (Lot 22) for new housing is bad enough. For it to then suggest filling that land to make it flood free is grossly negligent. To further suggest filling the flood plain around the south east area of town, to build up to 450 homes, is mind-numbingly inept, bordering on criminal. One does not need to be a hydrologist to know that those parts of town that are subject to flooding can expect higher levels of inundation. Many other areas of town that so far have avoided flooding can wait in anguish to see if they will be next affected. I expect that some time in the not too distant future a class action against Council and Councillors who vote to allow future development on flood prone land, given all the current information and dire predictions of increased flooding.

As if the above scenario is not alarming enough, on September 25th 2019, the Sixth Assessment Report by the Intergovernmental Panel on Climate Change (IPCC) was published. Barry Samuels, Chair of the Australian Coastal Councils Association (ACCA) said "the report presents a disturbing assessment of the effects of climate change on the world's coasts and oceans". (and therefore tidal rivers including the Brunswick River at Mullumbimby). In a related report, Byron Shire was ranked 11th nationally for risk of coastal

inundation. Given the above knowledge, I would propose the following:

*No new development on flood prone land around Mullumbimby township until comprehensive, open and independent flood studies are completed, exhibited and discussed with the community.

*BSC should accept that the mistake of 1881 was made and ensure any new development is on flood free land: ie- Left Bank Rd, Saddle Rd, Federal/Coorabel or the hills and ridges bordering Mullumbimby. Whilst some of these options may not be "walkable", and probably not within councils budget, this is the reality. State and/or Federal assistance should be forthcoming to build affordable housing. If there is a need for public transport to service these areas and the demand is there, then private enterprise should be able to help.

Talking Street

Because Stuart Street is already largely tree-lined, I believe it lends itself to becoming a more people friendly area than Burringbar Street. See attachment below.

Some ideas that may be considered:

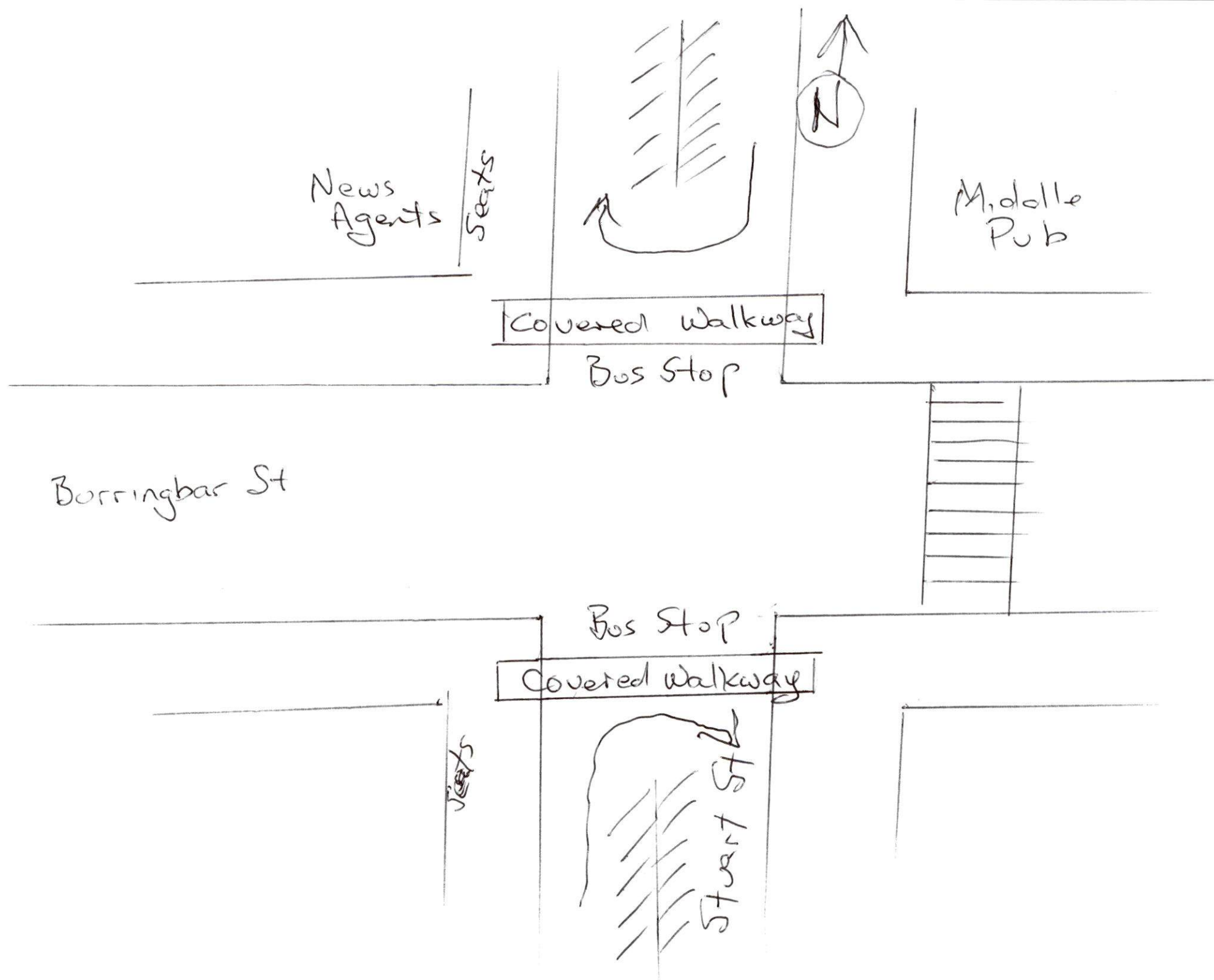
- *Block access to Stuart Street from Burringbar St with covered walkways.
- *The areas on each side of Burringbar St next to these walkways could become the new bus stops, utilising the existing seating in Stuart St.
- *Car parking in Stuart St to Tincogan and Whian Streets to become centre angle parking (single or double row?) with U turns at the walkways. Use large pot-plants for traffic control and beautification.
- *The free space created next to the footpaths could be utilised for outdoor covered dining where appropriate or meeting / socialising areas.
- *Create Loading Zone / s.

CBD By-pass

- *Consider closing Station St, at Tincogan St, to north bound traffic, , Give-way sign at this same intersection for south-bound traffic on Station St, facilitating traffic flow on by-pass route. Large trucks requiring access to north end Station St go via Burringbar St / Dalley St / Brunswick Terrace.
- *Traffic blister at exit from Woolies to stop the illegal right hand turns that happen constantly or modify entry / exit.

Station St / Fern St by-pass.

Complete rebuild of road, parking spaces and footpath / bicycle way



From: [Brian Bamblett](#)
To: [submissions](#)
Subject: SUBMISSION BRUNSWICK TERRACE
Date: Thursday, 14 November 2019 10:57:08 AM
Attachments: [SUBMISSION BRUNSWICK TERRACE.docx](#)

Dear Sir,

Please find attached a submission to the Mullumbimby Masterplan

SUBMISSION ON MULLUMBIMBY MASTERPLAN

We would like to make a submission on the Mullumbimby Masterplan with emphasis on section 16 on page 40, the proposal of creating a cul-de-sac on Brunswick Terrace at the intersection of Tincogan Street. This submission is primarily based on safety.

We reside at 1 Tincogan Street and are acutely aware of the near misses and the accidents that occur on the intersection of Brunswick Terrace, Tincogan Street and Murwillumbar Road, and it is in my opinion, only a matter of time before a major vehicle and or pedestrian incident occurs at this location.

I understand the problem is complex and a solution suitable to all, equally complex, not with-standing the complexity a solution should be given priority for the safety of pedestrians and cyclists alike.

Some thoughts on possible actions that may alleviate the situation:

- Primarily, turn Brunswick Terrace (sth) into a Cul-de-sac at Tincogan Street. This would stop vehicles traveling east entering Brunswick Tce after crossing Federation Bridge, a major contributing factor to the dangers of the intersection.
-
- As to the safety of pedestrians, the possibility of directing the walk way that traverses Palm Park could be directed under Federation Bridge to allow access to the current pathway and to link into the park adjacent to Brunswick Terrace (nth) and further to Heritage Park.
-
- The pedestrian crossing (not marked as one) is an extremely dangerous crossing for people and cars alike due to its position. The pedestrian underpass would alleviate this issue.

Some low cost initiatives that could be implemented to make the intersection safer could be:

- **NO RIGHT TURN** into Brunswick Tce, vehicles heading east off Fed. Bridge;
- **NO RIGHT TURN** vehicles exiting Brunswick Tce north to cross Fed. Bridge;
- Re-paint the separation lines on Tincogan Street to give drivers a visual indication of where they should be in relation to the current road alignment;
- a **STOP** sign rather than a GIVE WAY when exiting Brunswick Tce (northern end)

With the possibility of Tincogan Street becoming the main route through Mullumbimby, Tincogan Street should be upgraded at both the eastern and western to facilitate the increase in all types of traffic, The western end should command priority consideration in the Masterplan. Consideration should also be given to the continuation of the Music Festival, and now with the Sculptures displayed through-out Palm Park, there is an elevated need to address the situation at this intersection.

As I stated in my opening paragraph this writing is wholly based around SAFETY, of both vehicles traveling east/west across Federation Bridge, and the cross road Brunswick Terrace. More so it addresses the safety of pedestrians and cyclists alike, which in my opinion will increase in the future.

I thank you for the opportunity.

BRIAN BAMBLETT
14NOV19

From: [Bronwyn Morris](#)
To: [submissions](#)
Subject: Fwd: Mullumbimby Masterplan
Date: Friday, 15 November 2019 4:23:18 PM
Attachments: [IMG_1261.JPG](#)

Please see below.

Regards

Bronwyn Morris

Begin forwarded message:

From: Bronwyn Morris <bronwynamorris@gmail.com>
Date: 15 November 2019 at 4:09:14 pm AEDT
To: submission@byron.nsw.gov.au
Subject: Mullumbimby Masterplan

Please find my written submission regarding The Mullumbimby Masterplan. I will forward a typed submission next week. I just wished to submit the submission by the due date.

The Mullumbimby Masterplan has some very positive innovations. I very much support the attempts to make the centre of town walkable. I also support making Mullumbimby a more liveable, viable and sustainable community through the proposed creation of artistic hubs, making the town more cycle friendly and through planting native flora and developing our parks. These proposed initiatives should be commended.

However, I do not support aspects of the Mullumbimby Masterplan for the following reasons:



Mullum Master Plan

- areas for rezoning as housing development some areas have significant flooding issues needs regeneration not fill.
- withdraw Lot 22 as a potential development area from the MMP + DKS
- SES identifies on Lot 22 in Nov 2018 ~~says~~ says that site is 'unsafe for people to remain during a flood, as the site will be inundated with flood water posing problems for evaluation' as the access routes will be cut off.

Mullumbidgee Settlement Strategy 2003 recognises that 'analysis has shown that the expansion of Mullum is physically limited' - Should Mullum be expanded? Should other areas not floodplain be developed including Federal, Saddle Rd, Elwingsdale as potentially key towns.

- The North Byron Shire Floodplain ^{Light} Management Study + Plan + the South Mullumbidgee Precinct Accessible Housing ~~Area~~ Study completed, & community feedback incorporated, acceptance of the DKS should be delayed + Lot 22 removed from the MPS.

In the Draft Master Plan it states 'As time goes on, the floodplain that Mullum sits on is likely to be impacted by more extreme weather events due to Climate Change.'

Acid Sulphate Soils in wider areas of Mullum.
which are generally found in layers of
the floodplain at various depths below
the natural ground surface.

Push to develop South Mullum Precinct but
this is a draft plan + feedback is needed
before any clear direction is stated



BUNDJALUNG OF BYRON BAY ABORIGINAL CORPORATION (ARAKWAL) ICN: 2663
Po Box 1555, Byron Bay NSW. 2481.
Phone: 0266 858746 Fax: 0266 858726
ABN: 99 508 925 629

Isabelle Hawton
Planner
Byron Shire Council
PO Box 219
Mullumbimby NSW 2482
Email: isabelle.hawton@byron.nsw.gov.au

1st November 2019

Dear Isabelle,

Draft Our Mullumbimby Masterplan Submission

Thank you for your emails and sorry about the delay in replying.

The Bundjalung of Byron Bay Aboriginal Corporation (Arakwal) (BOBBAC) provides the following comments on the Draft Our Mullumbimby Masterplan.

Respectful inclusion

The following comments are provided to improve how the document incorporates an Arakwal perspective. Parts of masterplan text are quoted and changes are recommended in italics.

Acknowledgement of Country (p.4)

BOBBAC recommends adding the following 'Acknowledgement of Native Title' after the 'Acknowledgement of Country' to provide a up-to-date context for the document.

On 30 April 2019, the Federal Court of Australia recognised that the Bundjalung of Byron Bay (Arakwal) native title claimants have, and always have had, native title rights and interests in land and waters within their claim area of 241.8 square kilometres. Their native title claim was lodged in 2003.

The native title determination area extends south from the Brunswick River and Mullumbimby to Cape Byron and on to Broken Head and Jews Point, inland to Koonyum Range in the northwest, to Coorabell and Bangalow in the south, and includes Sea Country running south for 9 kilometres from Brunswick Heads.

The native title holders are concerned to be properly involved in discussions about proposals that may impact on their rights and interests. This includes proposals affecting the many special Aboriginal sites and places, and their related stories that are essential to the maintenance of their culture.

Their careful stewardship of land and waters over thousands of years has enabled the many people who have since arrived to enjoy the natural beauty, diversity and cultural richness of this place that has become known as Byron Shire.

European Arrival (p.15)

Paragraph 1

In the 1840s the first loggers arrived in the region. Bringing with them disruption for the Aboriginal people. Agricultural settlers began arriving in the 1880s and dairying and bananas became the major land uses for the Mullumbimby area.....

In the 1840s the first loggers arrived in the region disrupting the way of life Aboriginal people had enjoyed for thousands of years. Agricultural settlers began arriving in the 1880s and dairying and bananas became the major land uses for the Mullumbimby area. Responding to these changes, Aboriginal people took up work opportunities in agriculture.

Character (p.15)

Paragraph 2

The Brunswick River, valued for thousands of years by the Arakwal people, winds its way to the north of the main street grid.....

The Brunswick River, safeguarded for thousands of years by the Arakwal people who know it as Durrumbil, winds its way to the north of the main street grid.....

Principle 2 (p.27)

The history of Mullumbimby is one of self-sufficiency, adaptation and resilience.

The history of Mullumbimby and that of the generations of Arakwal people who lived here before and after European arrival, is one of self-sufficiency, adaptation and resilience.

Precinct 4 - South Mullumbimby

25 - Investigate a possible new residential area

Dot point 1

Consistent with the Residential Strategy assess the feasibility of extending the 'urban growth boundary' for residential purposes, using a structure plan to achieve the best outcomes for the community and residents (particularly key workers and low income households).

Consistent with the Residential Strategy assess the feasibility of extending the 'urban growth boundary' for residential purposes, using a structure plan to achieve the best outcomes for the community and residents (particularly key workers and low income households). Acknowledge the strong desire of Arakwal people to live on Country, the challenges they face obtaining access to affordable housing and the opportunity this land offers to meet this need.

Also add this sentence to dot point 1 under the same heading in the table on p.72.

Opportunities for Arakwal involvement in identified projects

The masterplan talks about a range of projects of interest to Arakwal people, including artists, designers and bush regenerators. These include the story trail (#20), placemaking seed grants and

'bringing back the Bruns' through riparian restoration (#18). Placemaking seed projects are identified as one of four priority projects in the masterplan and include celebrating indigenous culture and connection to place. BOBBAC is interested in engaging with Council about Arakwal involvement in these initiatives.

Affordable Housing

The Masterplan talks about possible new residential areas in Mullumbimby. BOBBAC have recently responded to Council's Residential Strategy which also addresses this issue.

BOBBAC wishes to reiterate statements in its residential strategy submission that securing land to house Bundjalung of Byron Bay Arakwal people is an urgent priority. This may be in the form of community housing but is not restricted to this type. This would enable Arakwal people who have moved due to a lack of rental options, or acute housing stress, to live on Country and will provide a way out of acute housing stress for others living locally.

BOBBAC requests that Council urgently consider making some of its land at Mullumbimby identified for accessible/affordable housing available to develop housing for Arakwal people. BOBBAC is willing to discuss all aspects of this in detail with Council at the earliest opportunity.

If you would like to discuss any aspects of this submission, to engage with BOBBAC about the projects identified in this submission and developing affordable housing, please contact me on 02 6685 8746 or 0422 237 409.

We look forward to your reply.

Kind Regards

A handwritten signature in black ink, appearing to read 'Sharon Sloane', with a long horizontal flourish extending to the right.

Sharon Sloane
General Manager
Bundjalung of Byron Bay Aboriginal Corporation (Arakwal)



COMMUNITY
ALLIANCE for
BYRON SHIRE

COMMUNITY ALLIANCE FOR BYRON SHIRE INC.

A: 18 Elizabeth Avenue, South Golden Beach

E: cabsfuture@gmail.com

M: 0478 280694

General Manager
Byron Shire Council
counci@byron.nsw.gov.au

CABS SUBMISSION FOR THE DRAFT MULLUMBIMBY MASTER PLAN

20th November 2019

Below are the comments CABS would like to make regarding the Mullumbimby Master Plan:

1. We like the concept to make the main street of Mullumbimby a low-level pedestrian walking street. We would definitely like to see more seating areas and areas for people to gather and have a chat.
2. We would like it easier and cheaper for cafes to have outdoor seating with small tables.
3. We support the need for pedestrian bridges to link the town with the residential areas across the river and its tributaries.
4. We are very concerned with the lack of parking for people coming to town. This seems to be the main complaint we hear from both residents living in Mullumbimby and those visiting from surrounding areas. We therefore urge Council to establish, as a priority, long term car-parking on the fringe of the Mullumbimby CBD.
5. We do not support the development of homes on Lot 22 and would like this area to be retained for future recreational use and remain with its present recreational zoning. We are very concerned about the site being flood prone and the dangers this will present for residents living there.
6. We are concerned about the proposed developments of the lands to the South East of Mullumbimby as this area has a history of being inundated from flood waters from, and flowing through this area, to Kings Creek.
7. We would like to see a safe bicycle way connecting Mullumbimby with Brunswick Heads.
8. We support the concept of Mullumbimby retaining its “country town feeling” and hope that the low scale rural architectural style settings of the town can be preserved, including the surrounding residential areas.
- 9.

Thank you for your consideration of these comments.

Sincerely Yours
Angela Dunlop
On behalf of CABS

From: [Chris](#)
To: [submissions](#)
Subject: Mullumbimby Masterplan
Date: Sunday, 10 November 2019 3:38:11 PM

Please consider including the following in the Draft Masterplan for Mullumbimby:-

- Plant appropriately sized trees in the streets and, in particular, Argyle Street. This would make the entrance to the town more attractive. Trees would also reduce the temperature there.
- Include a retirement village in the old hospital site. This is urgently required in Mullumbimby.

Yours sincerely

Chris Abraham
Mullum Creek

From: [chris.cooney](#)
To: [submissions](#)
Subject: Mullumbimby Masterplan
Date: Tuesday, 8 October 2019 3:11:59 PM

I would like to comment specifically on the proposed plans for the intersection of Stuart Street and Tincogan St. I believe the give way signs as they stand provide a traffic calming effect at that corner-to make it a throughway would be dangerous for the residents, children, cyclists etc trying to cross at either corner. I will add that 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.

I would like to commend the authors of the Masterplan for sticking at it for so long. And I was happy to see that an emphasis was placed on the protection of the Heritage Precinct in Mullumbimby

Chris Cooney
32 Stuart St, Mullumbimby
66842108

From: [christine.schliebs](#)
To: [submissions](#)
Subject: TO WHOM IT MAY CONCERN > RE MASTERPLAN DRAFT MULLUMBIMBY
Date: Saturday, 26 October 2019 4:25:11 PM

My main concern regarding this draft involves the proposals for development for Precinct 3 and 4.

Regardless of future flood studies this is definitely flood prone land. As quoted on page 7 under vision and principals. "As time goes on the flood plains that Mullumbimby sits on are likely to be impacted by more extreme weather events due to climate change". The Masterplan states it aims to seek solutions to issues.

>> Page 45 states "Engineer holistic flood solutions to ensure that ecological services and flood infrastructure are built into new housing precincts". Is it possible to first look at existing residential areas precincts and flood problems to ensure that existing residents are somewhat protected and dont become more vulnerable and impacted on by new infrastructure and housing developments.

<< DONT PLAN DEVELOPMENT ON INAPPROPRIATE FLOOD RISK LAND. This primarily means Precinct 3 New City rd Argyle st area and 4 South Mullumbimby. The draft talks about diverse and affordable housing primarily through new land close to town... this equals flood prone land. More information is needed on the effect of further development re land fill sediment run off etc into existing waterways and how that will effect residents already living in areas that are flood prone and are not elevated re 100 year flood recommendations. Page 20 does state that flood prone lands need to be protected not developed. ***

Principle 5 talks about "The spirit of entrepreneurship development". I hope this doesnt equate to development on inappropriate land for the sake of more housing. This is not denying that more housing planing and development is need but not in the wrong area. Of course I realise that more flood studies are being undertaken but in the past although informative have not really been offering suggestions or solutions to problems. Land needs to be safe from flood as per direction 1.2 page 24.

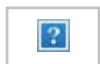
<< Enviromental and natural hazards page 19 states that "The Brunswick river is tidal . Many areas are already affected and maybe be more so by future sea level rise.. As we know much of Mullumbimby is already flood prone and been impinged on since settlement in the 1840s " . So what is going to be done to ensure existing settled areas are not to become even more high risk flood prone due to more proposed development.. THE FLOW ON EFFECT literally means MORE WATER.

<< Principal 4 discusses # Reconnect with the river by improving the quality of riparian re-vegetation and enhancing Mullumbimby's green and leafy character of the lane ways. From my understanding Riparian zone is the area between land and river/stream. Not only should the plan include reconnecting with the Brunswick river but to its creeks and tributaries eg Salt Water creek which has in the last 3 years been **INVADED** by **COLOCASIA ESCULENTA** a Taro plant (possibly from the community gardens). It now extends from bank to bank in some areas eg behind the museum and is rapidly taking over other parts of the creek towards Jubilee avenue and further up creek near the community gardens causeway.. This is regarded as an environmental weed in Queensland New South Wales and South Western Australia yet it seems impossible to be eliminated from this creek it is not native ie I've discussed this issue with council and various other bodies of people, organizations, water planners/hydrologists, landcare groups etc ... but no funding etc or someone else's problem. This is going to have a huge impact on the flow of water in Salt water creek which will then have **THE FLOW ON EFFECT** ///

As for the green leafy lane ways..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.

I feel that as well as being a long term draft plan there should be a more Immediate Workable Plan to deal with Mullumbimbys declining infrastructure ie roads ..not just more band-aids but **FIXING** them so that they merge with the new proposed diversions of traffic. Also clean out our current waterways to somewhat protect our current residences and residents...perhaps there should be a **MORATORIUM** on development and developers until other issues are dealt with otherwise how is change going to be initiated in the short term for the long term??? There is already lack of infrastructure and maintenance and cohesive planning.

Regards Christine Schliebs. Resident of Mullumbimby since 1985.



Virus-free. www.avast.com

From: dale emerson <daleemerson9@gmail.com>
Sent: Friday, 15 November 2019 7:11 AM
To: submissions
Subject: Mullumbimby Master plan submission
Attachments: MULLUMBIMBY-Mullumbimby Master Plan submssion.pdf; MULLUMBIMBY-MRA submission 9_11_19.pdf

Dear Council

I met Councillor Basil Cameron at the Mullum farmers market recently and we discussed the Mullumbimby master plan

I refer to the following section in the submission of the Mullumbimby resident's association (MRA) and wholeheartedly agree.

There are some aspects of the Mullumbimby Masterplan I find exciting and would very much like to see come to fruition. These are mainly to do with making the town more cycle and pedestrian friendly. To have a pedestrian area in town with cycle paths connecting to the various precincts would be wonderful. I like the idea of a "talking street", that is presumably advocating pavement cafes and outside dining in a pedestrian precinct. The idea of a "green spine" which implies more trees and vegetation generally is also something I would appreciate and encourage.

Whilst I support the comments and suggestions made in the MRA submission, which I attach by way of showing my support for the comments and ideas, I would like to submit some ideas in particular regarding the Traffic. – Or as I call it "traffic squaring the circle".

I submit that the whole idea of best practice road management be researched. Whilst I feel stop signs at all intersections in all directions "may" be a solution as proposed by the MRA submission I consider that the concept that there be no "rights of way" but that Mullumbimby invites people (all users of the roads pedestrians' cyclists and car/truck drivers to do things the "right way" should be considered.

Stop signs or not I submit that the speed limit in ALL the towns streets should be 40km at all time our children deserve it.

My experience of living 35 years in Northern Europe has led me to believe that cityscapes can be learning grounds for 'community intelligence' development – I invite you to read the report in the link attached about Six Places Where Cars, Bikes, and Pedestrians All Share the Road As Equals by ERIC JAFFE MAR 23, 2015

<https://www.citylab.com/solutions/2015/03/6-places-where-cars-bikes-and-pedestrians-all-share-the-road-as-equals/388351/>

My take away from this review was --- "reduced accidents more bike and pedestrian mobility and children brought up in such an environment were shown to be able to earn more money in later life" – what more could Mullumbimby wish for its citizens/children.

So I submit that various options need to be considered and even the concept of intersections where there are no pedestrian crossing no bike paths no curbs – yes people with visually handicaps will need to be catered for (avoiding the potholes will have given previous experience).

For me the Creative process is as follows:

- a) Ideas - possibilities.
- b) How can the ideas be constructed/built
- c) Design – build – finance – the three circles to any outcome
- d) Visual mock-ups – artistic illustrations – of different possibilities

e) Slow review process – what does community involvement mean - look like - feel like - smell – taste to the community.

Dear Council thank you for all your efforts and dedication it is greatly appreciated. We have a once in a lifetime chance to get this right let us enjoy the process and celebrate the outcome – together.

My Vision is that all road users entering Mullumbimby should be invited to slow down chill out and share the love – and the roads.

FROM The biggest little town – to MULLUMBIMBY the “most welcoming” biggest little town in Australia –

IF YOU ARE VISITING *‘slow down chill out and share the love*

IF YOU ARE PASSING THROUGH *‘slow down chill out and share the love*

IF YOU ARE COMING TO STAY *‘slow down chill out and share the love*

with respect and gratitude

Dale Emerson

Address - 24 Stuart Street

Mullumbimby

Tel - 0412 836553

Email- Ccdale9@gmail.com

Mullumbimby Masterplan Submission

I am a resident of Mullumbimby living in Precinct 1. My concerns relate to those features of the Masterplan I believe will negatively impact the area around my home as well as those that will affect residents more generally.

There are some aspects of the Mullumbimby Masterplan I find exciting and would very much like to see come to fruition. These are mainly to do with making the town more cycle and pedestrian friendly. To have a pedestrian area in town with cycle paths connecting to the various precincts would be wonderful. I like the idea of a “talking street”, that is presumably advocating pavement cafes and outside dining in a pedestrian precinct. The idea of a “green spine” which implies more trees and vegetation generally is also something I would appreciate and encourage.

While I acknowledge there are positives in the Masterplan some matters of significance have been ignored or overlooked that will prove detrimental to Mullumbimby and its residents.

1. A reduction in the number of car parks in Burringbar Street is not a bad thing providing alternative spaces are provided not too far away from the CBD to compensate. I would propose the area on the southern side Argyle Street between Prince Street and the railway line be used for this purpose. Currently it is the location of a children's playground. It is a large area providing easy pedestrian access to the CBD and would more than compensate for a reduction of car spaces in town.

The area of Station Street to the north of Woolworths could be utilised as a park offering an alternative site for the children's playground. Alternatively the land opposite Carsburgs could be used for the same purpose although it has less safe pedestrian access to the CBD.

2. There is no justification for the accessible housing proposed in the Masterplan. I would argue there is already an abundance of accessible/affordable accommodation close to the CBD in the form of secondary dwellings. There has been a proliferation of such dwellings in the last 10 years. If there was enforcement of the regulations under which these were permitted minimal further accessible housing would be required. Many of the owners of secondary dwellings flout the law by opening them up to the short term letting market. This contravenes the planning regulation that allowed them to build them in the first place. Regulation of the building code could make many more available for long term rent.
3. The area known as Lot 22 DP 1073165 is a flood plain and is clearly unsuitable for housing. If the Council forges ahead with their proposal to establish housing here I believe a negative impact would be felt in many ways.

Housing anybody in a flood plain is irresponsible, but it is more so if those people are of lower socio-economic means. With the housing being classified as “accessible” I assume that is exactly what the Council has in mind. Floods are traumatic for anyone but if one has limited means, limited support, no insurance (it is unlikely that option would be available on such land) and no alternative, it is certainly catastrophic to lose your home and belongings. I would argue that not only would vulnerable people housed on Lot 22 be severely impacted, so too would residents in the established housing areas. A serious flooding event on March 31, 2017 caused serious hardship to residents in established homes throughout the town. Placing numerous homes on the flood plain would surely only exacerbate the problems.

4. The Masterplan proposes re zoning large areas of rural land to the south of Mullumbimby to

allow for housing. Most of this area, together with Lot 22, constitutes a large part of the flood plain of Mullumbimby. The town is already prone to flooding, that much is known. I have grave concerns that in establishing housing on this land it will cause more serious detrimental effects on current dwellings by impeding the natural flow of flood water and causing it to flood to a greater depth than previously.

5. There is precious little mention of accommodating citizens in their later years. Currently there are few options for them to live independently in their later years in a tailor-made facility. Over 55 communities proliferate in Ballina, Tweed and the Gold Coast. Many Mullumbimby residents have been forced reluctantly to relocate to these areas because they cannot find anything suitable in Mullumbimby. Perhaps the old hospital site will provide an opportunity for such accommodation but it is not given much consideration in the Masterplan. The Masterplan does make reference to an ageing population:

In addition, an ageing population will mean that Mullumbimby will have to look for more ways to become truly accessible, especially to those who live with a disability. This will involve embedding inclusivity into any development in the public realm

Old age is not a disability; it's a stage of life that presents special challenges to Council. Incorporating the aged into the community and providing suitable accommodation is part of that challenge. If the assumption is that the proposed accessible housing is part of the solution then I think the plan is flawed and has to be re considered. People of advanced years have accumulated sufficient wisdom to know that living on a flood plain is not suitable for them or anyone else!

6. To deny the residents of Mullumbimby an area set aside for recreational purposes such as Lot 22 seems out of kilter with the Council vision. The increase in population envisaged by Council would only increase the demand for sport and recreational areas and yet they want to decrease the area given over to it. Lot 22 lends itself to recreational use, and was indeed designated for that purpose when Council acquired it. There are areas more suitable than Lot 22 for housing that provide a safer, less flood-prone environment. Recreational areas should be preserved and not be sacrificed at this time for unsafe and unsuitable purposes.
7. In conclusion I outline a most serious concern around the Masterplan. Despite my enthusiasm for increased pedestrian and cycle access and the thought of a more open and vibrant town I have serious misgivings about the ability of it to be sustainable. Much of the current infrastructure is in serious need of repair and/or upgrade. Residents of Mullumbimby currently tolerate poorly maintained local roads, footpaths (where they exist), street lighting, parks and gardens, cycle paths, boat ramps, public toilets etc. On the subject of street lighting; some time ago Council installed solar lighting in various areas around the town. To my knowledge there are sixteen, in places such as the park next to the Council offices, River Terrace bus station and the tennis courts in Tyagarah Street. The majority do not operate and haven't done for some considerable time, as they haven't been maintained since their installation. This is just another example of infrastructure being put in place in a flourish of enthusiasm only to be left to deteriorate and neglected. Further infrastructure will place greater pressure on Council's finances for maintenance. Despite an increase in Council revenue from an increased housing stock I question the commitment and priority given to infrastructure maintenance to date. I therefore have serious misgivings about the sustainability of new infrastructure. Until Council can adequately maintain current infrastructure, providing rate payers of Mullumbimby with value for money, further development is not appropriate and should be approached with caution.

Supporting photos serve to illustrate the neglect of current infrastructure the residents of Mullumbimby are expected to tolerate.



These photos show the official town boat ramp in Tyagarah Street and the road used to access it. The road is riddled with numerous potholes (photo dated 26/10/19) and I am assured by those who use the boat ramp it is far from adequate and unsuitable when the tide is low. The Mill Street ramp is preferable as it provides boat access further upstream to a deeper channel at low tide.



The park alongside the river in Mill Street is populated by overnight campers. There are no toilets or garbage bins so unsightly and unhygienic debris is discarded along the riverbank. Even the fact it abuts a children's playground doesn't seem to prompt any improvements. Signs indicate clearly it is not permitted and yet is allowed to flourish. As with secondary dwellings there is no enforcement of regulations of such illegal practices. Contrast this with the assiduous collection of parking fines in the CBD's throughout the Shire. NOTE: There are commonly more campers than is shown in this photo (dated 9.00am, Oct 25, 2019).



The unofficial “boat ramp” in Mill Street is both dangerous and unsightly. It is used because of the unsuitability of the official one in Tyagarah Street as explained on page 4. (Photo dated Oct. 25, 2019)



Fern Street, proposed as a “southern bypass”, already has high traffic flow and yet has no footpath or cycle path to allow for safe travel of pedestrians or cyclist



It's worth bearing in mind the following flood photos are taken in daylight, several hours after the flood peak on March 31, 2017. The flood debris on the left of the photo below indicates where the water reached at the peak. These residential areas adjoin Lot 22 and it can be expected flooding will only worsen if housing is put on an elevated flood plain, reducing the area of low lying land over which the water can flow.

Stuart Street is an option for vehicular access to Lot 22. As can be seen, emergency service vehicles would have trouble accessing Lot 22 in times of flood.

Stuart St Saltwater Creek crossing



Orchid Place 31/03/2017 6:10AM





November 2019

The Draft Mullumbimby Masterplan Submission

This submission is made on behalf of the members of the Mullumbimby Residents Association (MRA). We wish to register our appreciation for the opportunity to comment on the Draft Mullumbimby Masterplan and for the time and commitment by both representatives of the Residents of Mullumbimby and Council Staff in the preparation of the submission.

We acknowledge that there are innovative and laudable aspects for consideration in the document. Our task here however is to identify the concerns MRA has with the Draft Masterplan.

General Comments:

The background Story of Mullumbimby. Greater importance should be placed on the 'bigger picture' than the summaries which appear (page 6 and 15). Mullumbimby has a unique history which should be reflected in the Draft Masterplan representing confidence in planning for the future while understanding the relevance of the past.

Some of the History to be included in the background information.

- * Mullumbimby was a separate municipality from 1808 until 1980 when it amalgamated with the Byron Shire Council.
- * Mullumbimby Show Grounds have been managed by local committees since around 1900 and maintains great importance and value to the community.
- * The Public Hospital site was set apart as a Crown Reserve in November 1900 and managed by a local Crown Trust committee. It was saved from being sold in 2017 by community action and remains in community hands for community activities.
- * Mullumbimby to be recognised as a service centre for the surrounding rural area.
- * Mullumbimby Hydro-electric Power Station, a project of the Mullumbimby Municipal Council, began operation in 1924 and functioned until 1990 when it was decommissioned. This complex has great heritage significance in NSW and may one day be recommissioned.

Proposal.

That the introduction to the Mullumbimby Masterplan be expanded to include more references to the historical facts of Mullumbimby.

Our Town is on a Flood Plain only a Few Metres Above Sea Level on a Tidal River with Tidal Creeks:

That Mullumbimby is a flood prone area is acknowledged in the Draft Masterplan, but there is a *tone* in the document that implies that residents should not be concerned about this and it is not a major factor to be considered for the town's future development. Those of us who have experienced floods, including the March 2017 Mullumbimby event, are shocked and saddened by this (see final paragraph on page 19 of the Mullumbimby Draft Masterplan).

Numerous flood studies have been completed since 1989, all of which identified land in the 'South Mullumbimby Accessible Housing Project Precinct' as flood prone and "no fill" areas. Importantly, NSW Emergency Services (SES), in their response to Byron Shire Council's application to amend the Local Environmental Plan 2014, (Ref 2018/79091/PP26.2017.4.1.), claimed that the site would be characterised as '*a low flood island where it will be unsafe for people to remain during a flood as the site will be inundated with flood water posing problems for evacuation*'.

SES added '*flood hazards of the site combined with the evacuation limitation from the site would be difficult to fulfil the objectives which aim to minimise the flood risk to life and property associated with the use of the land*' (letter to GM BSC, from SES 16th Nov. 2018).

Given the limitations for residential development in severely flood prone areas in Mullumbimby it is unfortunate that the Mullumbimby Draft Masterplan does not explore additional, safer areas for future housing in Mullumbimby.

Proposal.

That finalisation of the Draft Mullumbimby Masterplan be delayed until the flood studies currently in process, that is the *North Byron Flood Study and Action Plan* and the *South Mullumbimby Flood Study*, have been completed and made available to the Mullumbimby community and that these studies are peer reviewed for comment. Our objective in requesting this is to ensure that the valuable local knowledge available in the community can be used to endorse the conclusions of these reports.

Mullumbimby – a community for all.

The 'Big Picture' that the Draft Masterplan represents is somewhat limited. Inclusivity is referenced several times as a value to be achieved but no examples are provided. As a resource document examples of the possible would be useful. Information is available from local government areas in NSW such as Orange, Marrickville, Liverpool, Kiama and Great Lakes which are registered Age Friendly

Communities with the Global Network of Age-Friendly Communities (see also World Health Authority, WHO)

Proposal.

That Age Friendly Communities be included in the Masterplan as a strategy to be investigated and adopted to guide future development in Mullumbimby. Suggestions specific to each precinct:

Precinct 1 - Town Centre

Town By-pass

Considerable space is given over in the Draft Masterplan to the **by-pass routes** for improved traffic flow through Mullumbimby and the diversion of traffic from the proposed "Talking Street" i.e. Burringbar Street. It is essential to point out that streets that can expect an increased traffic flow are also residential streets. It is a concern that measures to secure the safety of pedestrians and cyclists receive scant attention.

1. Safety of Pedestrians and Cyclists

- a. 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.
- b. **Parking Safety** demands the addition of yellow line 'no parking' zones at the corners of Dalley/Tincogan and Stuart/Tincogan streets; as cars parking at the corners limit visibility of the stop signs and increase danger and confusion with crossing.
- c. **The Pedestrian Crossing** at the Federation Bridge at Brunswick Terrace is a blind corner to traffic flowing to the west and is very dangerous to cross.

2. **An Alternative Talking Street.** Instead of limiting traffic in Burringbar Street it is worth considering making both sides of Stuart Street for one block, the pedestrian area, by closing off the entrances at Burringbar St. This would make sense as many of the cafes are in Stuart St. and would not reduce parking in the main street of town.
3. **Heritage Town Centre.** 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.
4. **Long Term Car-Parking.** Areas beside the railway corridor need to be set aside for long term parking. Lack of parking space in town is now a major concern. We suggest the site opposite Carsburg Motors in Prince Street as the ideal location to capture cars before they enter the town. This area could be landscaped to enhance the town's entry point.

5. **The Public Toilets** in the Station Street carpark need to be completely rebuilt and include disabled toilets.

Precinct 2 - North and South Heritage Area:

1. **Heritage Area.** This is the Heritage Conservation Residential Area of Mullumbimby. This was declared as a result of the Community Based Heritage Study. The intention was to protect the “country town rural feeling of the town” by preventing older style timber homes being demolished and replaced with modern-style homes.
2. **Tighten DCP.** The Heritage value of this area needs to be protected by tightening the Heritage Development Controls. They should apply to all new buildings including secondary dwellings and multi-occupancy dwellings.
3. **Laneways.** 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.
4. **The Leaf land.** No. 15 on the precinct Map. This is a peninsular bordered by one kilometre of the Brunswick River. It is a very beautiful area with a magnificent view of Mount Chincogan. It has many native trees lining the river bank and a small beach at the tip of the peninsular. It is deeply covered in water when there is flooding and totally unsuited for any urban development. We support the area being retained as a Natural Park and Dog Exercise Area.
5. **Heritage Park** is one of the few areas in Mullumbimby designated as parkland and an important facility for the whole community. Community consultation is important in identifying key needs and uses of the park.
6. **Boat Ramp.** We suggest removing the boat ramp at the eastern end carpark in Mill St. and replace it with a new boat ramp at the Mullumbimby Rugby League Club or other suitable location, and re-plant the area with grass.
7. **Heritage Park Toilet.** Build public toilets in the eastern end of the park.
8. **Mullumbimby Petria Thomas Swimming Pool.** Mullumbimby swimming pool serves as a focal point for socialising and exercise for the wider community. Unfortunately this activity is restricted to seasonal operations of approximately 7 months of the year during the warmer months. Access is also limited for older and or disabled residents.

Proposals:

1. **Solar heating be installed to allow year-round operation. A hydrotherapy pool should be installed. Extension of the grass recreation area to the river bank should be undertaken.**

2. Upgrade of the Mullumbimby pool to be included in the Mullumbimby Masterplan. Funding could be achieved through State and Federal grants together with community support.

Precinct 3 - Argyle Street and New City Road

1. **Future Development** . This is one of the main residential areas in Mullumbimby that will be affected by the provisions of the Draft Byron Shire Residential Strategy which will incorporate the new Low Rise Medium Density Housing NSW Govt. Regulations. The Residential Strategy is mentioned on page 18 but only as a reference to the Planning Framework for the Shire. This strategy will allow for two-story multi-occupancy dwellings to be approved as a complying development without any opportunity for input or objection from neighbouring residents. This major change to planning regulations and decision making processes needs to be made clear to all residents.
2. **Flooding.** This area is very vulnerable to flooding and this fact needs to be taken into account when any new developments are considered.
3. **Heritage.** This area has many heritage homes featuring single storey timber houses built from locally-sourced timber and this feature of the streetscape should be protected.

Precinct 4 - South Mullumbimby

1. **Flooding.** The comments above asserting that *Mullumbimby is flood-prone (page 2)* are noted as relevant to this precinct.
2. **Flooding effect on adjacent areas.** Assurances must be given that any new developments on these sites will not adversely impact existing adjacent residential areas.
3. **Lot 22.** This area is presently zoned for sport and recreation. It is recognised in the Draft Masterplan that land should be devoted to sport and recreation into the future. As the population increases there will be the need to cater for a range of ages, all of whom will require opportunities for recreation and leisure pursuits, both passive and active. The ability of Council to meet this challenge will be especially important for those residents located in small dwellings on small blocks. Current examples of affordable/accessible housing in the Byron Shire demonstrates this admirably.
4. **A glaring omission** is the lack of suggestions of alternative locations for additional recreational space should Lot 22 be lost for this purpose.

Proposal :

Given the history and potential danger from flooding of Lot 22, and the need for recreation space into the future, Lot 22 should be removed from the Master Plan and re-zoning for housing should be abandoned.

5. **The Barry Lomath Park.** No. 24 on the precinct map, requires upgrading to include: toilets and amenities; adequate car-parking; a BMX Pump Bike track constructed and a Masterplan for the Mullumbimby recreation grounds to be completed.

Precinct 5 - Tallowood and Azalea Street

1. **Flooding.** Residents have reported serious flooding in low-lying areas as a result of the March 2017 flood in the Tallowood Estate and in the Coolamon Avenue Area. This needs to be taken into account by the North Byron Shire Floodplain Risk Management Study.
2. **Bridges** for pedestrians and cyclists are needed across the river to better connect these areas to adjacent residential areas and the CBD.

Precinct 6 - Pine Avenue Estate

1. **Serious flooding** was experienced in several streets in March 2017 and this area needs to be included in the North Byron Shire Floodplain Risk Management Study and Plan.
2. **Bridge** access for pedestrians and cyclists across the river from Burringbar Street to Pine Avenue estate is needed for better connection to the CBD.
3. **Parking Safety** demands yellow lines restricting parking on the corners of Pine Avenue/Kurrajong Street on soccer nights. Presently cars park right up to the corners limiting visibility for other drivers.

Conclusion:

As indicated at the start of this submission we appreciate some aspects of the Draft Mullumbimby Masterplan. It is obvious, however that 'affordable/accessible housing' is a key objective. As presented, however, the plan is contrary to the concerns of many residents who experienced flooding in March 2017. The areas identified for residential development are flood-prone and should not be built on, especially given the worsening conditions that are predicted due to climate-change.

An appropriate objective of the Mullumbimby Master Plan would be to identify safe areas for future residential development including accessible/affordable housing. There are many large blocks of land close to town that are not flood-prone that would be suitable for more housing.

Mullumbimby Residents Association
(Convenor: Dr Sonia Laverty)

From: [gowerpdr](#)
To: [submissions](#)
Subject: Mullumbimby Masterplan
Date: Tuesday, 8 October 2019 9:03:02 AM
Attachments: [D8B4F708-8959-4627-A188-DF3528D972F3.png](#)

I'm wondering if the low levels of vaccinations here has been considered in relation to the master plan for Mullumbimby. can you tell me how health issues have been considered in the types and placement of affordable housing in the Masterplan. This is not the only comment being expressed on Facebook. Comments like these are deleted but the feelings are obviously real and discourage visitors to our town

Deb Gower
41 prince st Mullumbimby

From: [Diana Hughes](#)
To: [submissions](#)
Subject: Draft Mullumbimby Master Plan
Date: Monday, 28 October 2019 1:35:21 PM

I am a long time resident of the Shire and moved to Gordon Street 6 years' ago. I have become familiar with the problems of living in a growing community without a plan.

My hope is for the Council to place a Moratorium on all new developments, not only concerning the Sewer's capacity, but because of the lack of suitable infrastructure such as roads, access and dealing with flood waters generally, is resolved.

I caution Council to tread lightly and hasten slowly. Revisit the entire Master Plan.

There is no real solution to by-passing Burringbah 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. We need to accept that the town is at sea level, and the sea level is potentially rising, and Brunswick River and tributaries overflow their banks, and really a new destination for the town needs to be thought about. I would suggest the Saddle Road area and parts of McAuley's Lane offer high ground and could be considered. Flooding in the future risks becoming a really serious issue.

Therefore I see no point in developing Mullumbimby. No high-rise, no by-pass. No Lot 22 development.

In the meantime, provide more car parking, build a boat ramp at the Football club, and discourage further settlement. Seriously consider relocating the township to higher ground.

Diana Hughes
12 Gordon Street
Mullumbimby

From: [Edwina Hart](#)
To: [submissions](#)
Subject: Mullumbimby master plan
Date: Friday, 11 October 2019 6:26:02 PM

Hi there,

I'd like to make a submission in reference to the Mullumbimby Master Plan.

Firstly, it's a great document, very comprehensive and will make Mullum an even greater place if most of it eventuates.

However, one section of the community that has not been thought through well is the expanding community in Tallowood and the bike and pedestrian connections. I can see from this document that accessibility to town for people with a disability, reducing car use by better walk and bike paths is a priority for town congestion and the environment. In light of that I can't, for the life of me, see why a bike and pedestrian path has not been planned from Tallowood to the Central and northern end of town via Clays Rd.

I can see bike paths are planned behind the old hospital and via Left Bank Rd, but anyone who lives in this area knows these are the two routes that have hills and almost impossible for young kids to ride. These two routes also both end up at the Southern end of town.

I, and most residents with children in Tallowood, have kids at Mullumbimby Public School or St John's and we want to ride bikes with our kids to school. We all use Clays Rd as this is by far the most direct and flattest route. However, for a lot of the year it is either too dusty (the road is unsealed) or too dangerous as the road is too small for cars and bikes and often pot holed. We all end up driving in cars way more than we'd like and add to the towns congestion. Tallowood is increasing in size with between 150-200 more homes still to be built! This is a huge number of new residents and children that need future planning for.

In addition to this, Clays Rd is also the route from Tallowood to the farmers market. It seems against everything the farmers market stands for when the local community are driving cars to the market. There are a large portion of Tallowood residents who would access the farmers market by bike, or walk, if Clays Rd was not in this state.

Clays Rd is also our access route to the soccer fields. Many of us Tallowood residents play soccer or have a child/ren that play soccer. Once again we're all getting in cars to go there and back twice a week when it's only about 1km. I've tried riding with my son and he was nearly run off the road by a car as it's just not wide enough for both.

So as you can see, improved bike/pedestrian paths along Left Bank Rd and behind the old hospital might be great for those going to the High School or Pool, however, for people wanting to access primary schools, the farmers market and the soccer fields, our needs have not been met by this plan.

What we are proposing is that Clays Rd is sealed and a bike/pedestrian path put in.

We really just want to reduce our carbon foot print, get exercise and enjoy riding with our kids. I can see this is also the intention of the plan, so your serious consideration of this would be appreciated.

Kind regards,
Edwina Hart

1 Coolamon Avenue
MULLUMBIMBY. 2482 N.S.W.

24TH November 2019



SUBMISSION DRAFT MULLUMBIMBY MASTERPLAN

I wish to submit my views to the Council with regards to the above plan. I believe there are some very good suggestions in this document, but also there has been a fair amount of aspects not included.

1. The background story of Mullumbimby isn't comprehensive enough and needs further research. Mullumbimby is rather a unique town and has a very large hinterland that utilises our facilities not only for sporting facilities but for various other services. I.e. schools, churches, shopping centre, etc etc. The history in the draft masterplan is very scant and this should form part of such plan. The Hydro-electric Power Station should be taken into account and possibly this facility could be capitalised on for its heritage significance and Tourism.
2. With regards to Lot 22, this land was purchased some years ago for sport and recreational activities and I believe a lower price for such land was paid owing to the fact that it was a flood plain. To build affordable housing on a flood plain to house vulnerable people is immoral and could possibly leave Council open to litigation. House insurance policies in Mullumbimby have risen remarkably since 2017 flood and a lot of areas cannot acquire flood insurance. This land will be necessary if Council allows a further 2000 people over a period of time to come here. The exact reason for which this land was purchased, would be more important for recreation and other land should be used where flooding is not an issue. Leave Lot 22 for what it was purchased for, is of great importance. I have lived in my home for 45 years and have been through every flood in that time. 2017 was the most damaging flood and we can expect "bigger and worse" floods, fires etc in the future. Byron Shire Council pride themselves on being the first Council to take on the ravages of Climate Change and I thoroughly support and congratulate you for doing so.
3. With the proposal to develop lot 22 plus the adjoining lands in Ann Street etc, this will create further flooding to properties on the Southern side of Mullumbimby. A development should not put the livelihood of people and property owners in jeopardy. Not a lot of consideration has been made for people who have lived in the town for many years. I have a friend in mid New City Road and when we get torrential rains, she arrives at my place with her car as she can't afford for it to be flooded. No one should have that imposed on them just for a development.
4. With regards to Precinct 5, could I suggest that Sewerage be looked into for this area in the future. I believe when the Old Hospital site as well as 3 Poplar Street Mullumbimby is developed, this aspect should be considered as a possibility.

I thoroughly believe that Mullumbimby does need affordable/accessible housing, but it needs to be in areas that are flood free and will not impinge on the safety of housing and existing properties.

Thank you for allowing me to submit my thoughts on the Mullumbimby Master Plan.

GAE LAVERTY
1 Coolamon Avenue
MULLUMBIMBY. 2482 NSW
0418842398

A handwritten signature in black ink that reads "Gae Lavery".

From: [Hans Knoch](#)
To: [submissions](#)
Subject: Mullum Masterplan SAFE Bike Path
Date: Thursday, 17 October 2019 11:21:01 AM

I would like to see a SAFE bike path from Mullumbimby to Byron Bay and Brunswick Heads on the disused railway track.

There is no SAFE connecting bike path at the moment.

From the Motorway the old Highway could be used to get to Bruns.

With the increasing popularity of e-bikes it could be a solution for the traffic congestion into Byron.

I am happy to spend my energy into this project and offer my help.

Kind regards

Hans-Dieter Knoch

From: [Helen Dailhou](#)
To: [submissions](#)
Subject: Brunswick Terrace to become a cul-de-sac
Date: Wednesday, 13 November 2019 3:06:52 PM

We the residents of 12A Brunswick Terrace Mullumbimby wish to endorse the proposal to make Brunswick Terrace into a cul-de-sac where it meets Tincogan Street and Federation Bridge.

We believe the said intersection is very dangerous for road users which include pedestrians, cyclists, motorists and motorcycle riders.

John and Helen Dailhou

To Byron Shire Council
General Manager
Mark Arnold
Re: Submission Draft Mullumbimby Masterplan

There are many aspects of the Mullumbimby Masterplan I find exciting. These are mainly to do with making the town more cycle and pedestrian friendly and I acknowledge there are some amazing positive ideas, but I have serious concerns regarding some aspects of the *Draft Mullumbimby Masterplan*.

Strategic Planning.

Firstly, if the Masterplan is to work with the *Draft Residential Strategy*, *Draft Byron Shire Business and Industrial Lands Strategy* and unpublished *South Mullumbimby Strategic Plan* these planning documents need to be finalised before the Mullumbimby Masterplan.

The *Mullumbimby Settlement Strategy 2003* states “Expansion of Mullumbimby is physically limited due to ecological and physical constraints” and the *Industrial Land Strategy* also recognises expansion constraints due to agricultural land.

The definitive urban hard edge is currently well defined, and the proposed South Mullumbimby Accessible Housing Precinct is not in the Urban growth area as part of the North Coast Regional Plan 2036, excluding Lot 22. This new release area resembles Urban sprawl and will remove important farmland. I disagree it’s consistent with the Urban Growth Area Variation Planning Principals in the Draft Residential Strategy and urban expansion should not proceed in this flood prone and important agricultural area.

Both the Draft Residential Strategy and the Masterplan do not adequately cover proposed development mentioned in the *Brunswick Valley Sustainability Centre Management Plan* for Vallances Rd. The management plan has been proceeding in council meetings, so far without any community consultation.

Flood Studies.

All these planning policies are dependent on *The North Byron Flood Study and Action Plan* and the *South Mullumbimby Flood Study*.

The North Byron Flood Study and Action Plan has already modelled various flood mitigation options for Mullumbimby, but none have been successful in reducing flood levels to date. This is before any future new release areas are filled and new roads on the floodplain, which will increase the flood risk to existing residents.

The filling and development of flood prone land has the potential to have major negative impact on existing residents and placing new residents in The South Mullumbimby area on “low flood islands” will be dangerous for people to reside in.

The highest priority for council is to keep people safe including the impact of climate change, telling us “we need to adapt” whilst considering the actions above is irresponsible!

History.

The history of Mullumbimby “*The Biggest Little town in Australia*” is much broader than mentioned in the Masterplan. Some major projects omitted are the Hydro-Electric power station, filtered water supply, old Brickworks and original township of *Mullumbimby Grass*.

Guidance Group Transparency.

There are members of the Guidance group that have a vested interest in the Lot 22 rezone proposal, see <https://shh.socialhabitat.com.au/>. The Guidance Group representatives should be listed in the document so there is full disclosure and transparency for the wider community. The Minutes of meetings should be publicly available on council’s website.

Bringing back the Bruns.

The story trail diagram (Pg60) passes through the backyards of private properties along Saltwater Creek. The creek currently consists of stagnant ponds with infestations of invasive weed Taro (*Colocasia esculenta*). “Bringing back the Bruns” should be achieved by restoring the biodiversity of Saltwater Creek and improved water pathways with resulting reduced flooding effects. The Creek and the upper Brunswick River are being used as dumping grounds for rubbish.

Activate Brunswick River Access.

Boating access to the Brunswick River has been inadequate for many years and an upgrade of the Boat ramp at Mill St or installation of a new one downstream is recommended. (Water depth at the existing Federation Bridge ramp is too shallow for powered craft). Alternative locations could be Leafland DP841846 Lot 4 Station St or Mullumbimby Leagues Club. The new ramp will take demand off the already congested Brunswick Heads boat ramp. This project should be designed and “Grant Ready”. The carpark at Heritage Park could be restored for picnic and recreational needs.

Existing Infrastructure shortfalls.

Before any of the initiatives in the Masterplan are developed it’s extremely important that council takes a “back to basics” approach regarding infrastructure and attempts to upgrade existing services to an acceptable standard.

Issues that require urgent attention are below:

- **Road maintenance** is not adequately funded to keep up with the current population let alone future population growth.
- **Sewer infiltration** issues are well documented and require repair before further town expansion is considered, this issue is putting a large environmental load on the beautiful Brunswick River.
- **Water supply capacity** from the Laverty’s Gap weir and from Rous water has not been evaluated with an extra 610 persons more than the 30-year capital plan (From Draft Residential Strategy). Climate change and rainfall variability will affect the water supply capacity.
- **Stormwater drainage** in Mullumbimby is in a very poor state, council is not coping with general maintenance and the last time drains were extensively cleaned was 2007. Drainage maintenance is one of the most important factors to alleviate flooding below a 1% AEP flood and needs to be completed ASAP.
- Councils building assets management plan has a **maintenance gap of \$1.9M**, increasing population will not help this deficit but put a further strain on the budget and facilities.
- **Water cycle management** has not been included in the Draft Residential Strategy or the Draft Masterplan. Consideration of Recycled water be provided to all new land release areas, sporting fields and parklands.

Affordable Housing SEPP, compliance enforcement and Parking.

Existing affordable housing and secondary dwellings have not resulted in reduced prices mainly due to no enforcement of the regulations under which these were permitted, if council enforces compliance there would need to be minimal further accessible housing. The affordable housing SEPP is ruining the character and amenity of neighbourhoods and relaxing parking controls for new release areas is not recommended.

Tidy Towns.

The town has lost its civic pride and the last Tidy Towns award was in the year 2000, the Tidy Towns initiative needs to be revitalised. Drains and Creeks are full of rubbish and weeds and Graffiti is becoming a regular problem.

Precinct 1. Town Centre

- If Mullumbimby is to continue as a service town a large parking area needs to be provided in the rail lands (Area 1 on pg45). This will help with removing cars from Burringbar St and make the town centre more pedestrian friendly.
- Seniors Housing options/ opportunities within easy walking distance to the township should be given more consideration in both The Residential Strategy and the Masterplan, the area designated “Urban Village” would be suitable for this purpose.
- A serious concern with the CBD by-pass proposal is Station St, Tincogan St and Fern St will become “highways” through residential streets, ruining the amenity of these areas. A logical approach to formalising bypasses would be:
 1. Fix the sewer and stormwater infrastructure. (underground services).
 2. Install new footpaths and Pedestrian crossings as per the PAMP. (this removes pedestrians and prams off the road).
 3. Upgrade Fern, Tincogan and Station St intersections. (they are currently inadequate for traffic using them).
 4. Install Kerb and gutter and then upgrade the roads including Station St.
- To improve safety and access, McGougans Lane needs to be changed to one way leading away from Burringbar St. Traffic calming on laneways is not recommended due to excessive noise from delivery trucks.
- Peripheral car parking could be formalised along River Tce, Whian St, Tincogan St and South Stuart St.
- The plan for a right turn only at Burringbar and Station St has not been mentioned but has been budgeted in 19-20 financial year.
- The Master Plan recommends Second Storey Developments in the CBD. The town centre is part of the Heritage Conservation Area, so it is important that any development maintains the Character of the town by keeping its “Country Town Rural Feeling” and Heritage Values.
- I have safety concerns for pedestrians if formal gutters are removed.
- The Public Toilets in the Station Street carpark need to be completely rebuilt.

Precinct 2 North and South Heritage Areas.

- This is the Heritage Conservation Residential Area of Mullumbimby. This was declared following the Community Based Heritage Study. The intention was to protect the “country town rural feeling of the town “. By preventing the older style timber homes being demolished and being replaced with modern styled homes.
- The heritage value of this area may be threatened by the Statement to review the Heritage Development Control Plans that protect this area.
- I want the Heritage Development Controls to be tightened to make it very clear they apply to all new buildings including Secondary Dwellings and Multi-Occupancy Dwellings.
- The Plan mentions activating the Laneways. I believe the laneways should be kept simple and quiet with an emphasis on walking and bike riding.
- Leaf land is a very beautiful area with a magnificent view of Mount Chincogan. This area is ideal for a natural park and dog exercise area. It is not suitable for urban development as it’s highly constrained with a high flood hazard (2100 yr.). There are issues with passive surveillance, but this could be easily fixed with the use of security cameras.

- Heritage Park: Install toilets near the Children's Playground and if the boat ramp is moved as suggested, restoring this area to parklands. There is an average of 10 cars illegally parking in this area every night, with no compliance by council.
- Petria Thomas Pool: Improve access to the pool for senior citizens. Install Solar heating so the pool can be used all year round. Install a hydrotherapy pool and extend the pool lawn area into the park on the western side. Improvements should be designed and "Grant Ready".
- More rubbish bins need to be provided in the park behind the swimming pool area.

Precinct 3. Argyle and New City Road

- This is the main residential area in Mullumbimby that will be affected by the provisions of the Draft Residential Strategy. The Strategy will allow for Double Storey Multi – Occupancy Dwellings to be approved as complying development without any opportunity for neighbours input or objection.
- This area is very vulnerable to flooding and new development needs to take this into account.

Precinct 4. South Mullumbimby

- Numerous flood studies have been completed since 1989 all of which have identified lands in the "South Mullumbimby Accessible Housing Project Precinct" as flood prone and "No fill" areas.
- The Byron Shire Floodplain Risk Management Advisory Committee meeting held on the 24/09/19 identified Lot 22 has a flood hazard evacuation category of "H3- unsuitable for vehicles, Children and Elderly" in a 1% AEP flood event and the South Mullumbimby area has an emergency response classification of "low flood island" in a PMF flood event and dangerous for people to reside in.
- The NSW SES submission to the Lot 22 rezone proposal dated 16/11/18 ref:907 confirms my concerns and I quote "Due to the significant flood and evacuation constraints at the site, the NSW SES considers the current RE1 Public Recreation zoning of the land appropriate and does not support Council's proposal to rezone the land to allow residential development".
- The Draft Residential Strategy proposes a by-pass road through this area from Mullumbimby Rd to Jubilee Ave, this road will be a secondary access to Lot 22 and I envisage it would be flood free in a 1% AEP flood event. This road which is not mentioned or drawn in the Masterplan will create a barrier for the flood waters and full consultation is required before this road is considered.
- The Recreational Needs Assessment was not "needs based" and ignored the socio-economic, cultural and developmental attributes of the population being catered for. If there is higher density housing the community will need more recreational land. Lot 22 should be withdrawn as a potential development area and kept for recreational use.
- Complete the Masterplan for the Mullumbimby Recreation Grounds as per the *Recreational Needs Assessment* including a BMX pump Track, Carpark extension, Amenity upgrades, Tennis Court extensions, Netball Court extensions, restoration of The Barry Lomath Oval and signage as per Councils own document "*Naming of public places and Community facilities 11/004*". Complete additional requirements as per the NSW Police *Site Crime Risk Assessment of the Mullumbimby Skate park and Recreation Grounds*. Dated 20/04/18.

Precinct 5. Tallowood and Azalea Street

- There are issues with residents using Coral Ave to Clays Rd as a CBD bypass and the resultant speeding cars through residential areas, further consideration of keeping this access open needs to be addressed.
- Clays Rd requires bitumen seal.
- Residents in Azalea Ave were severely flooded in 2017, excessive runoff from Tallowood Estate is thought to have contributed to the flooding. Any expansion of Tallowood needs to take this into account.
- Residents living in the *Environmental Service Zone* should be supplied with a sewer connection.
- The sporting area at Tallowood needs a public toilet installed.

Conclusion.

1. No flood prone land should be approved for development until all flood studies are completed with full public consultation as per the *Flood Development Manual 2005*.
2. Proposals for industrial land expansion as part of the *Byron Shire Business and Industrial Lands Strategy* at Manns Rd needs to be included in flood studies before finalisation.
3. The “Integrated Transport Management Strategy” by GTA needs to be completed before the Masterplan and the Residential Strategy. This will guide both Plans.
4. The Masterplan has not addressed traffic and congestion issues in the town as per the Lot 22 submissions report dated 11/04/19.
5. The Masterplan be delayed until after the completion of the *Residential Strategy*, the *Byron Shire Business and Industrial Lands Strategy* and *South Mullumbimby Strategic Plan*. Including review of the *Rural Land Use Strategy* and potential subdivision of large lots zoned R5.
6. The removal of Lot 22 for development purpose from the Masterplan.
7. The South Mullumbimby Precinct to remain as prime agricultural land which provides a peaceful rural buffer to the town.
8. All new residential development should be on high ground away from flood prone areas.
9. A Moratorium on all new development should be implemented until a full investigation of the inflow and infiltration issues of the sewer network is undertaken with appropriate repair actions.

Regards
Karl Allen
21 Fern St,
Mullumbimby
NSW
0428641613

15/11/19

From: [Keith Schroeder](#)
To: [submissions](#)
Subject: Submission re Mullumbimby Masterplan
Date: Friday, 15 November 2019 3:23:54 PM

I acknowledge the wisdom of developing a masterplan for Mullumbimby, so that the community and Council can come to some agreement about the future of Mullumbimby.

On the whole, the draft plan currently on display is a very good one, and I am sure the whole community appreciates the time devoted to it by the creating committee and the general excellence of the result.

I would, however, like to express my disquiet at the discussions of affordable housing, and in particular the recommendations contained in the report in relation to Precinct 4 (South Mullum).

I believe that the creation of a new suburb intended primarily for affordable housing is a totally wrong step. Affordable housing needs to be integrated within the other Mullum Precincts via secondary dwellings and other solutions, plus a total prohibition of short-term rentals of the secondary dwellings which already exist.

A token specification of diverse housing in Precinct 4 cannot take away the reality that Precinct 4 will end up an affordable housing ghetto, and more than that, a flood-prone ghetto with dwellings that will eventually become uninsurable due to climate change. It is hardly helpful to people of limited means to subject them to such a plan.

Attempting to mitigate the effects of flooding in Precinct 4 is very likely to impinge on other neighborhoods sharing the same flood environment.

I have huge sympathy for people of limited means and for the average worker as he or she ages, and I regularly contribute to organisations which attempt to address their issues, but I sincerely believe that this Masterplan does not help in this respect. This portion of the Masterplan needs to be totally rethought.

Yours sincerely,

Dr Keith Schroeder
4 Myokum St, Mullumbimby 2482
PO Box 1280 Mullumbimby 2482
Ph: 0407847623

McPhail, Erin

From: Brendan Healey <douphraitehouse@gmail.com>
Sent: Friday, 8 November 2019 11:03 AM
To: Hawton, Isabelle
Subject: Fwd: re last nights topic re projects to General Manager Mark Arnold and Phil Holloway Director Infrastructure Services

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Isabelle Just making sure this also gets the attention due in Mullumbimby Master Plan .. Regards
Brendan Healey

Begin forwarded message:

From: Brendan Healey <douphraitehouse@gmail.com>
Subject: re last nights topic re projects to General Manager Mark Arnold and Phil Holloway Director Infrastructure Services
Date: 29 May 2019 at 8:35:44 pm AEST
To: council@byron.nsw.gov.au, "Cr. Simon Richardson" <simon.richardson@cr.byron.nsw.gov.au>

Hi Mark ,Phil and Simon...

Thanks for your Time, I'm just forwarding these points which were the last actions to be tabled by the Mullumbimby Creek Progress Association .

One was the need for traffic mitigations on the 50 zone of Leftbank Rd with the request for a roundabout as a speed intervention at the entrance to Tallowwood estate .

The other was the issue of sewer access for the larger residential properties between the small lots of Tallowwood Estate and the Water tower areas of Gardenia Crt ,both the newer subdivisions .

I wish to declare my personal interest in forwarding this agenda as i live in Lot 24 and have started negotiations to gain access to the sewer line from Gardinia Crt through a private block ,so as to allow my two sons to build on this block. It would be a gain for the whole community if the line ran along our front naturestrip. Since putting in this application i am aware of the desire of another few owners on this strip to join the STP who didn't sign this original submission .

This is the last submission made re **PRELIMINARY DRAFT RESIDENTIAL STRATEGY**

CONNECTION TO STP – LEFT BANK ROAD, NOS 18, 20, 22, 24, 26 and 32 (MOOYABIL RIDGE) latest request on these lots signed

My name is Brendan Healey; at present I work in private practice as a counselor and therapist at Douphraite House, Mullumbimby Creek, Mullumbimby.

Local History: Over the last two decades our valley has had some influence and directional input into council through the "Mullumbimby Creek Progress Association". We had two members of council living in the valley and had a very active relationship with Councils and staff management. I now still attend our Byron Community round table quarterly meetings, representing the original LAMP agenda's as the last President of the Progress Association.

In 1995 a LAMP survey of the Mullumbimby Creek area identified water quality of the creek to be as the major concern for 97% of residents within the valley. Earlier that year a Chlorpyrifos spill occurred at the top of Mullumbimby creek killing all aquatic biota for four kilometers along the waterway. The Mullumbimby Creek Progress association was then formed with one agenda. To work cooperatively with all land managers throughout the catchment, to repair, improve and preserve the riparian vegetation and Fauna habitat and to improve the water quality of Mullumbimby creek. We became an incorporated body to access from The National Heritage Funding. We developed a best practice strategy at the bridge area, between the school and the hospital. This site was reproduced in 23 sites along the creek. In 2002 we won a silver state award for the regeneration and community landcare projects.

One of the last motions of the Progress Association we explored and developed strategies to better utilize rural residential properties, for future housing needs, representing the concerns for water quality. I would like to restate our request, that our application for the blocks on the hospital side of Leftbank road from Tuckeroo Avenue be given access to **sewerage** so as to further develop these blocks without damaging the water quality of the creek.

Originally, the need for the **sewage line** was because of the clay soil and basalt bedrock. This impermeable substratum led to many failures of the on-site septic systems, set up by landowners. In one case black water was flowing directly into the stormwater drain. Please see attached photographs showing basalt substrate taken at 20 Left Bank Road.

.



Now: with the latest projections of council to rezone , our second original reason for providing a **sewer line** is an even higher priority for consideration “to fulfil the potential of these blocks to provide infill sites”. Our homes are within a fully serviced urban area. A **sewage line** would utilise their capacity now and provide much needed housing in a naturally emerging manner.

I am acting in collaboration with the owners of the above blocks, to reapply for a **sewage line**, as a priority to connect these blocks to the Mullumbimby sewage treatment plant (STP). The land in question is on Mooyabil Ridge, the north side of Left Bank Road in the 50k zone between the hospital and Tuckerroo Avenue.

Submissions from the Mullumbimby Creek Progress Association (MCPA) have been forwarded to the BSC over the years in regard to the expansion of the Tallowood Estate and its local impact, some included.

- 50 Kms speed zone.
- Bike and footpaths from Tuckerroo Ave to high school
- Curb and guttering of Left Bank Road.
- A new road surface with adequate drainage and fall.
- Placement of a flood gauge at the turnoff from Left Bank Road into Tuckerroo Avenue.
- Traffic mitigation such as a roundabout at this turnoff.
- Sewage line to connect to STP.

We hereby *reapply* for the **sewage line**, the first five items having been attended to Traffic mitigation is still needed and will be reapplied for at another time.

From: [Robert Crossley](#)
To: [submissions](#)
Subject: Submission for Mullumbimbi Master Plan From High School P and C.
Date: Saturday, 16 November 2019 6:24:49 AM
Attachments: [Draft Mullumbimby Master Plan Comments.docx](#)

Robert Crossley M.Ag.Sc
Principle Consultant
Mind The Gap Consult Australia

9 Short Street
New Brighton NSW 2483
AUSTRALIA
Postal:
PO Box 63
New Brighton 2483

Mullumbimby High School P&C Association

phone: 02 6684 2600 (school office) **email:** mullumbimbyhighschool@pandcaffiliate.org.au

Submission in regard to Proposal for the Draft Mullumbimby Master Plan From Mullumbimby High School P&C in consultation with the School executive, 8 November 2019

The Mullumbimby High School wishes to provide feedback on the Draft Mullumbimby Master Plan, focusing on matters that directly influence the High School.

While the school recognises the Shire's need to expand residential areas to facilitate affordable housing options for families in our school doing it tough in the current residential market, and for our youth if they are to remain in the Shire, we have concerns for the potential impacts of the options for residential precincts in South Mullumbimby (Point 25 in the Map reproduced below).

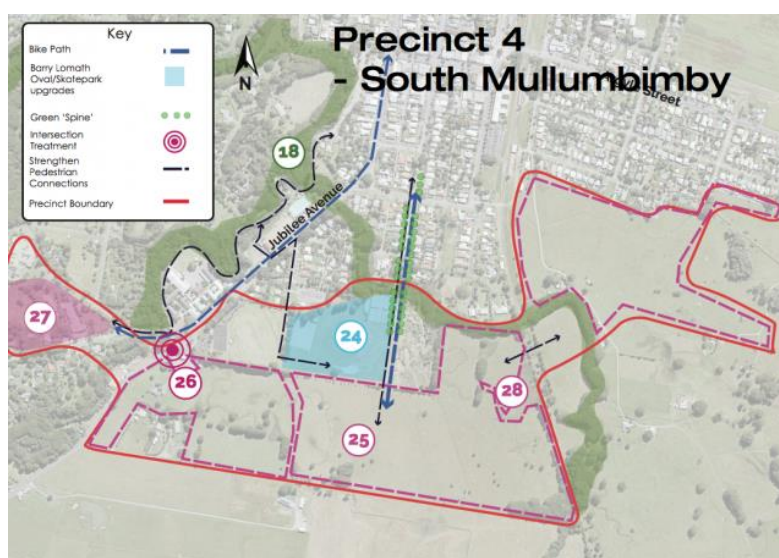


Figure 1. Precinct 4 Map for the Draft Mullumbimby Master Plan (reproduced from the Echo)

There are 3 main issues that are of concern (a) encroachment of area if road reserves are used to gain entry to the new residential development, making the area not viable to have an athletics field, (2) traffic congestion at a location where there is already issues would be exacerbated with addition traffic from new residential development if exit point was near school, and (3) any potential increased flooding as a result of land fill in areas on floodplain for residential development.

Issue: Encroachment of road onto sports field.



Figure 2. Image showing the athletics track adjacent to the school used for sports and lessons.



Figure 3 Cadastral plan showing road easements which are required to fit the athletics track

Sport and physical activity are integral part of the school curriculum and extra-curriculum. Currently the school uses the area across Jubilee Avenue (LP A/442523), which includes a running track, long jump pit, cage for field events, football oval and tennis courts. This is the only full-size athletics facility in Mullumbimby and is regularly used by Mullumbimby High School for carnivals and physical education classes daily. Travelling to other facilities in the Shire to conduct these activities would be impractical and expensive for the school, and would severely compromise the integration of sporting activities into the curriculum.

In addition, a number of local schools including Mullumbimby Public School, Shearwater Steiner School, and the combined public small schools use this full-size athletics track and athletics facilities for carnivals every year. The loss of this facility would seriously impact on the opportunities for all local students and is unacceptable to us.

This facility extends into the road easements adjacent to this land parcel, and the land parcel alone is insufficient to contain the athletics track. Depending on which road easement was used to access new development in the area on Lot 22/ 1073165, the

encroachment of the area left for the sports field by road reserves would not allow athletics training, and possibly compromise the ball sports.

While it may be possible to re-align the athletics track within the area currently used for recreational purposes, it would require negotiation with the other sports that use this area, and would incur significant costs to do so. Any residential development in the area should be pursuant to a plan and committed funding for the recreational reserve, and that reserve needs to retain a full sized athletics track adjacent to the school.

Issue Traffic congestion and safety.

The school is a bus interchange site and every morning and afternoon there are approximately 600 students from 6 different schools accessing transport in front of the school. Local students also arrive and depart by foot, bicycle and car.

Already traffic management and safety issues have been raised by the MHS P&C and high school with Byron Shire Council, the local police and RMS. We request that additional traffic flows around the school be properly managed to increase safety and reduce risk to students, staff and parents.

Our strong preference would be the construction of a roundabout that connects with Jubilee and Azalea Streets, as discussed as a possibility at our consultation meeting with Byron Shire Council planners, 18.10.18.



Figure 5. Intersection of Jubilee Terrace and Azalea/ Left Bank Road.



Figure 6 Intersection from Azalea Street onto Jubilee Avenue showing the numerous entry points for traffic near school crossing and car park.

The main contributing factors to this are:

1. High traffic with school drop-offs in mornings and afternoons.
2. Our school is a bus interchange servicing routes for other school in the shire. Buses needing to do U-turns to enter the bus pick-up/ drop-off lanes adjacent to the school when coming from the north.
3. Traffic exiting from Left Bank Road/ Azalea turning into gaps in the traffic from Wilsons Creek/ Myocum/ Montecollum heading towards Mullumbimby immediately before the school
4. Traffic exiting from both the staff car-park and the school casual car park/ drop off zone face normal traffic coming from both directions, plus traffic filling in gaps when exiting Azalea Street (and buses doing U-turns).
5. A high percentage of inexperienced drivers (L and P plate) are on the road in this area as our students drive to school

While there is “Intersection Treatment” marked on the map to alleviate this congestion and danger, any increase in traffic exiting residential areas at this location would exacerbate the situation, particularly if the main exit from the residential development was located onto Jubilee Avenue near the school.

Issue: Flooding

Our school has been significantly impacted by flooding previously as a result of weather and poor drainage. This was clearly seen in the 2016 weather event with significant and expensive repairs required including to the tennis shed that borders the sporting field, and the school hall. We are concerned about the impact of the development on drainage from the site towards the school facilities and request this issue be addressed in full, acknowledging the impact of climate change.

From: [Sonia Laverty](#)
To: [submissions](#)
Subject: The MRA Submission re Mullumbimby Masterplan
Date: Sunday, 10 November 2019 3:53:12 PM
Attachments: [MRA submission Masterplan 10 Nov..pdf](#)

Please find attached the submission from the Mullumbimby Residents Association on the Mullumbimby Masterplan.

Many thanks,

Regards

Dr Sonia Laverty

17 Dalley St,

Mullumbimby, NSW 2482

Home: 0266841961

Mobile: 0408653923

Email: sonia.laverty@bigpond.com



November 2019

The Draft Mullumbimby Masterplan Submission

This submission is made on behalf of the members of the Mullumbimby Residents Association (MRA). We wish to register our appreciation for the opportunity to comment on the Draft Mullumbimby Masterplan and for the time and commitment by both representatives of the Residents of Mullumbimby and Council Staff in the preparation of the submission.

We acknowledge that there are innovative and laudable aspects for consideration in the document. Our task here however is to identify the concerns MRA has with the Draft Masterplan.

General Comments:

The background Story of Mullumbimby. Greater importance should be placed on the 'bigger picture' than the summaries which appear (page 6 and 15). Mullumbimby has a unique history which should be reflected in the Draft Masterplan representing confidence in planning for the future while understanding the relevance of the past.

Some of the History to be included in the background information.

- * Mullumbimby was a separate municipality from 1808 until 1980 when it amalgamated with the Byron Shire Council.
- * Mullumbimby Show Grounds have been managed by local committees since around 1900 and maintains great importance and value to the community.
- * The Public Hospital site was set apart as a Crown Reserve in November 1900 and managed by a local Crown Trust committee. It was saved from being sold in 2017 by community action and remains in community hands for community activities.
- * Mullumbimby to be recognised as a service centre for the surrounding rural area.
- * Mullumbimby Hydro-electric Power Station, a project of the Mullumbimby Municipal Council, began operation in 1924 and functioned until 1990 when it was decommissioned. This complex has great heritage significance in NSW and may one day be recommissioned.

Proposal.

That the introduction to the Mullumbimby Masterplan be expanded to include more references to the historical facts of Mullumbimby.

Our Town is on a Flood Plain only a Few Metres Above Sea Level on a Tidal River with Tidal Creeks:

That Mullumbimby is a flood prone area is acknowledged in the Draft Masterplan, but there is a *tone* in the document that implies that residents should not be concerned about this and it is not a major factor to be considered for the town's future development. Those of us who have experienced floods, including the March 2017 Mullumbimby event, are shocked and saddened by this (see final paragraph on page 19 of the Mullumbimby Draft Masterplan).

Numerous flood studies have been completed since 1989, all of which identified land in the 'South Mullumbimby Accessible Housing Project Precinct' as flood prone and "no fill" areas. Importantly, NSW Emergency Services (SES), in their response to Byron Shire Council's application to amend the Local Environmental Plan 2014, (Ref 2018/79091/PP26.2017.4.1.), claimed that the site would be characterised as '*a low flood island where it will be unsafe for people to remain during a flood as the site will be inundated with flood water posing problems for evacuation*'.

SES added '*flood hazards of the site combined with the evacuation limitation from the site would be difficult to fulfil the objectives which aim to minimise the flood risk to life and property associated with the use of the land*' (letter to GM BSC, from SES 16th Nov. 2018).

Given the limitations for residential development in severely flood prone areas in Mullumbimby it is unfortunate that the Mullumbimby Draft Masterplan does not explore additional, safer areas for future housing in Mullumbimby.

Proposal.

That finalisation of the Draft Mullumbimby Masterplan be delayed until the flood studies currently in process, that is the *North Byron Flood Study and Action Plan* and the *South Mullumbimby Flood Study*, have been completed and made available to the Mullumbimby community and that these studies are peer reviewed for comment. Our objective in requesting this is to ensure that the valuable local knowledge available in the community can be used to endorse the conclusions of these reports.

Mullumbimby – a community for all.

The 'Big Picture' that the Draft Masterplan represents is somewhat limited. Inclusivity is referenced several times as a value to be achieved but no examples are provided. As a resource document examples of the possible would be useful. Information is available from local government areas in NSW such as Orange, Marrickville, Liverpool, Kiama and Great Lakes which are registered Age Friendly

Communities with the Global Network of Age-Friendly Communities (see also World Health Authority, WHO)

Proposal.

That Age Friendly Communities be included in the Masterplan as a strategy to be investigated and adopted to guide future development in Mullumbimby. Suggestions specific to each precinct:

Precinct 1 - Town Centre

Town By-pass

Considerable space is given over in the Draft Masterplan to the **by-pass routes** for improved traffic flow through Mullumbimby and the diversion of traffic from the proposed “Talking Street” i.e. Burringbar Street. It is essential to point out that streets that can expect an increased traffic flow are also residential streets. It is a concern that measures to secure the safety of pedestrians and cyclists receive scant attention.

1. Safety of Pedestrians and Cyclists

- a. 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.
- b. **Parking Safety** demands the addition of yellow line 'no parking' zones at the corners of Dalley/Tincogan and Stuart/Tincogan streets; as cars parking at the corners limit visibility of the stop signs and increase danger and confusion with crossing.
- c. **The Pedestrian Crossing** at the Federation Bridge at Brunswick Terrace is a blind corner to traffic flowing to the west and is very dangerous to cross.

2. **An Alternative Talking Street.** Instead of limiting traffic in Burringbar Street it is worth considering making both sides of Stuart Street for one block, the pedestrian area, by closing off the entrances at Burringbar St. This would make sense as many of the cafes are in Stuart St. and would not reduce parking in the main street of town.
3. **Heritage Town Centre.** 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.
4. **Long Term Car-Parking.** Areas beside the railway corridor need to be set aside for long term parking. Lack of parking space in town is now a major concern. We suggest the site opposite Carsburg Motors in Prince Street as the ideal location to capture cars before they enter the town. This area could be landscaped to enhance the town's entry point.

5. **The Public Toilets** in the Station Street carpark need to be completely rebuilt and include disabled toilets.

Precinct 2 - North and South Heritage Area:

1. **Heritage Area.** This is the Heritage Conservation Residential Area of Mullumbimby. This was declared as a result of the Community Based Heritage Study. The intention was to protect the “country town rural feeling of the town” by preventing older style timber homes being demolished and replaced with modern-style homes.
2. **Tighten DCP.** The Heritage value of this area needs to be protected by tightening the Heritage Development Controls. They should apply to all new buildings including secondary dwellings and multi-occupancy dwellings.
3. **Laneways.** 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.
4. **The Leaf land.** No. 15 on the precinct Map. This is a peninsular bordered by one kilometre of the Brunswick River. It is a very beautiful area with a magnificent view of Mount Chincogan. It has many native trees lining the river bank and a small beach at the tip of the peninsular. It is deeply covered in water when there is flooding and totally unsuited for any urban development. We support the area being retained as a Natural Park and Dog Exercise Area.
5. **Heritage Park** is one of the few areas in Mullumbimby designated as parkland and an important facility for the whole community. Community consultation is important in identifying key needs and uses of the park.
6. **Boat Ramp.** We suggest removing the boat ramp at the eastern end carpark in Mill St. and replace it with a new boat ramp at the Mullumbimby Rugby League Club or other suitable location, and re-plant the area with grass.
7. **Heritage Park Toilet.** Build public toilets in the eastern end of the park.
8. **Mullumbimby Petria Thomas Swimming Pool.** Mullumbimby swimming pool serves as a focal point for socialising and exercise for the wider community. Unfortunately this activity is restricted to seasonal operations of approximately 7 months of the year during the warmer months. Access is also limited for older and or disabled residents.

Proposals:

1. **Solar heating be installed to allow year-round operation. A hydrotherapy pool should be installed. Extension of the grass recreation area to the river bank should be undertaken.**

2. Upgrade of the Mullumbimby pool to be included in the Mullumbimby Masterplan. Funding could be achieved through State and Federal grants together with community support.

Precinct 3 - Argyle Street and New City Road

1. **Future Development** . This is one of the main residential areas in Mullumbimby that will be affected by the provisions of the Draft Byron Shire Residential Strategy which will incorporate the new Low Rise Medium Density Housing NSW Govt. Regulations. The Residential Strategy is mentioned on page 18 but only as a reference to the Planning Framework for the Shire. This strategy will allow for two-story multi-occupancy dwellings to be approved as a complying development without any opportunity for input or objection from neighbouring residents. This major change to planning regulations and decision making processes needs to be made clear to all residents.
2. **Flooding.** This area is very vulnerable to flooding and this fact needs to be taken into account when any new developments are considered.
3. **Heritage.** This area has many heritage homes featuring single storey timber houses built from locally-sourced timber and this feature of the streetscape should be protected.

Precinct 4 - South Mullumbimby

1. **Flooding.** The comments above asserting that *Mullumbimby is flood-prone (page 2)* are noted as relevant to this precinct.
2. **Flooding effect on adjacent areas.** Assurances must be given that any new developments on these sites will not adversely impact existing adjacent residential areas.
3. **Lot 22.** This area is presently zoned for sport and recreation. It is recognised in the Draft Masterplan that land should be devoted to sport and recreation into the future. As the population increases there will be the need to cater for a range of ages, all of whom will require opportunities for recreation and leisure pursuits, both passive and active. The ability of Council to meet this challenge will be especially important for those residents located in small dwellings on small blocks. Current examples of affordable/accessible housing in the Byron Shire demonstrates this admirably.
4. **A glaring omission** is the lack of suggestions of alternative locations for additional recreational space should Lot 22 be lost for this purpose.

Proposal :

Given the history and potential danger from flooding of Lot 22, and the need for recreation space into the future, Lot 22 should be removed from the Master Plan and re-zoning for housing should be abandoned.

5. **The Barry Lomath Park.** No. 24 on the precinct map, requires upgrading to include: toilets and amenities; adequate car-parking; a BMX Pump Bike track constructed and a Masterplan for the Mullumbimby recreation grounds to be completed.

Precinct 5 - Tallowood and Azalea Street

1. **Flooding.** Residents have reported serious flooding in low-lying areas as a result of the March 2017 flood in the Tallowood Estate and in the Coolamon Avenue Area. This needs to be taken into account by the North Byron Shire Floodplain Risk Management Study.
2. **Bridges** for pedestrians and cyclists are needed across the river to better connect these areas to adjacent residential areas and the CBD.

Precinct 6 - Pine Avenue Estate

1. **Serious flooding** was experienced in several streets in March 2017 and this area needs to be included in the North Byron Shire Floodplain Risk Management Study and Plan.
2. **Bridge** access for pedestrians and cyclists across the river from Burringbar Street to Pine Avenue estate is needed for better connection to the CBD.
3. **Parking Safety** demands yellow lines restricting parking on the corners of Pine Avenue/Kurrajong Street on soccer nights. Presently cars park right up to the corners limiting visibility for other drivers.

Conclusion:

As indicated at the start of this submission we appreciate some aspects of the Draft Mullumbimby Masterplan. It is obvious, however that 'affordable/accessible housing' is a key objective. As presented, however, the plan is contrary to the concerns of many residents who experienced flooding in March 2017. The areas identified for residential development are flood-prone and should not be built on, especially given the worsening conditions that are predicted due to climate-change.

An appropriate objective of the Mullumbimby Master Plan would be to identify safe areas for future residential development including accessible/affordable housing. There are many large blocks of land close to town that are not flood-prone that would be suitable for more housing.

Mullumbimby Residents Association
(Convenor: Dr Sonia Laverty)

From: [chris.gort](#)
To: [submissions](#)
Subject: Mullumbimby Tennis Association Inc submission
Date: Thursday, 14 November 2019 8:10:06 AM
Attachments: [CCE14112019.pdf](#)

Attached is a submission to be considered by the Byron Shire Council
from the Mullumbimby Tennis Association Inc on the Barry Lomath Oval.

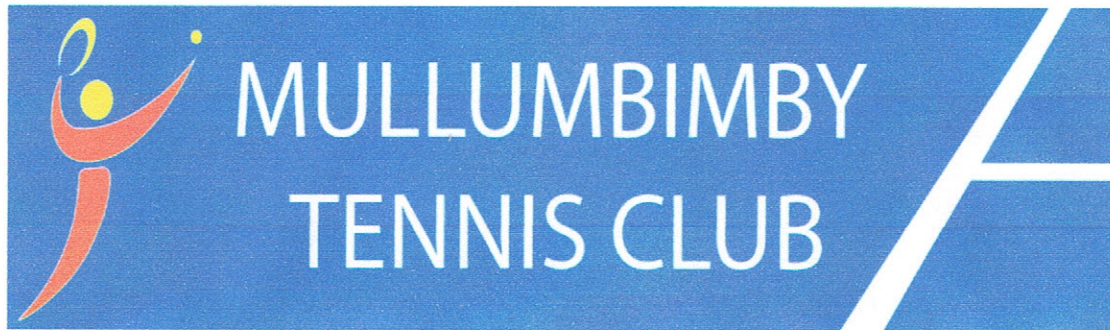
Kind regards

President

Steve Gort

0412731814

14th November 2019



MULLUMBIMBY TENNIS ASSOCIATION INC

Mullumbimby Draft Plan for Precinct 4

To Whom It May Concern,

The Mullumbimby Tennis Club would like the Council in their draft plan for Precinct 4 to consider and consult the tennis club committee for any and all changes to the surrounding site near the tennis club.

The need for expansion of the Club's courts and facilities in the Barry Lomath Oval is vital to the club's future.

The club's future plans are to hold Tennis Australia tournaments and be a large central part of the resurgence of tennis in the Far North Coast and Shire. The club has a beautiful site which presently allows for expansion with very little disruption to the landscape.

In late 1998 six synthetic courts were laid and Clubhouse constructed at Barry Lomath Oval. Two more courts on the original DA have yet not been constructed. Fundraising and a substantial bank loan of \$190,000 were paid off by the club over a 10-year period for the six courts and clubhouse. The club have been financially self-sufficient community since, keeping the courts and clubhouse with in good order from court hire and fundraising. We are at the point now where we are turning players away due to the lack of available courts.

Currently the club have many junior players, 150 junior players in all. Many of those are junior tournament players who very successfully represent Mullumbimby and the Byron Shire in tournaments and travel wide distances with many more juniors coming through the ranks.

There is a great need for the tournament players to have hard courts to train on, hard courts are used at tournaments in most centres.

Schools use the courts for sports lessons, local, district and zone competitions adding to the junior contingency using the courts. Junior Saturday inter-district competition includes Mullumbimby, Ocean Shores Clunes, Ballina, Bangalow and Alstonville.

Adult players have also increased in numbers over the last few years to the point where we need more courts to maintain and accommodate the flow of players. Ladies, Men's, Mixed, Social Comps and individual groups use the courts every day.

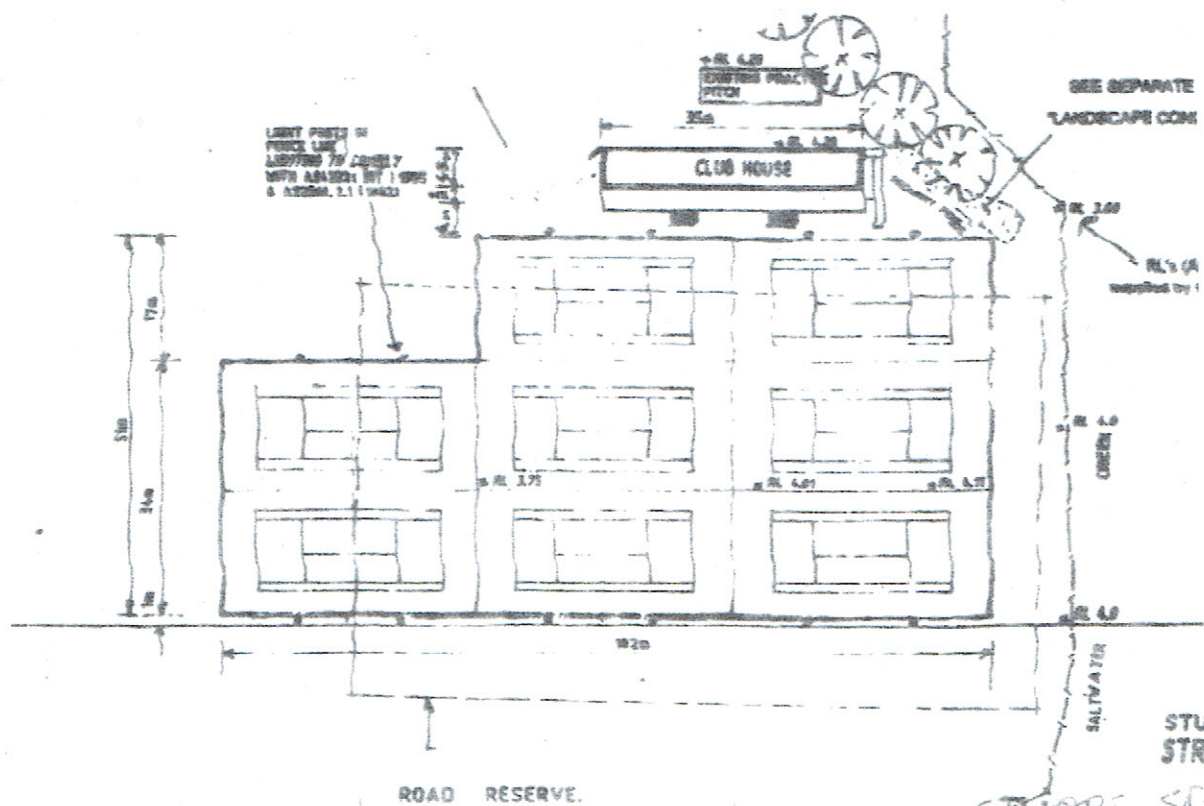
President Steve Gort 0412731814
Mullumbimby Tennis Club

29. Project Title

MULLUMBIMBY TENNIS CLUB: TWO NEW HARD COURTS

30. Short Project Description

In recent years, Mullumbimby Tennis Club has enjoyed an increase in active players to the point completing the original eight court plan is now sustainable. It is proposed to construct two plexicushion courts on concrete slabs along with blockwork retaining walls, fencing, gates and a connecting walkway. The new hardcourts will enable juniors competing at local and regional tournaments to play on this commonly used surface. In addition, eight courts will enable the club to host Tennis Australia sanctioned tournaments and meet the needs of members and non-members hiring the courts.



From: [noelle.maxwell](#)
To: [submissions](#)
Subject: Submissions for the master plan
Date: Saturday, 26 October 2019 6:53:56 AM

1. Do not put housing in flood zones I myself suffered stress and the loss of a car causing quite enough hardship for a low income earner who needs a car to work. I cannot imagine losing my house and belongings as well.
2. Footpaths and bike tracks and safe roads in town to help[families walk to town and ride , as a grandmother of two I am forced for the most part to walk the children in a pram in the middle of the road to avoid the potholes as there are few footpaths or bike tracks .
3. Upgrade of the sewage and water my house is an old house in town and both my neighbour and I are aware that our terracotta pipes may be not sufficient as the council planted fig trees are very vigorous in our pipes helping us finically to update should be in the budget before planning more sewage works . The sewage and water needs to be looked at was a whole not just the part the council feels responsible for .
4. 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 ?
5. A bike path to the industrial estate and then on to uncle toms so kids and families can get to work and the beach or to the easy bus and encourage those rich recreational bike riders to our town, bikes don't need parking spaces.
6. Create more weather accessible parking in town and make sure our industrial area doesn't end up like Byrons industrial with blocked roads , if we do it right all that light industry might move to mullum.
Off street parking should be concrete web type with grass and gravel so we don't just have a sea of ashfelt .
7. Mullumbimby is very suitable being flat for wheel c hair 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.

Regards long time Byron Shire and mullumbimby resident.
Noelle Maxwell

From: [Amanda Szalay](#)
To: [submissions](#)
Cc: [Tahlee Smith](#); [Leah Maxwell](#); [Stella Antoniou](#)
Subject: Mullumbimby Masterplan: Development & Transactions Submission
Date: Tuesday, 12 November 2019 9:44:46 AM
Attachments: [image001.jpg](#)
[D&T Mullum Masterplan Letter.pdf](#)

Dear Sir / Madam,

Please see attached Development & Transactions submission response to the Mullumbimby Masterplan.

Should you have any questions please don't hesitate to contact us.

Thank you for your time in reviewing our submission.

Kind Regards,

Amanda

Amanda Szalay

Project Coordinator, Development & Transactions

Housing and Property | Department of Planning, Industry and Environment

p 02 9273 3673 **m** 0448 830 574

e amanda.szalay@property.nsw.gov.au

Level 4, 66 Harrington Street, Sydney NSW 2000

PO Box N408, Grosvenor Place NSW 1220

www.dpie.nsw.gov.au

-
cid:image001.jpg@01D5324D.9C5340B0



The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Subscribe for notice of upcoming property sales at: www.property.nsw.gov.au/property-search

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily the views of the NSW Government.



By email: submissions@byron.nsw.gov.au

Byron Shire Council
PO Box 219
Mullumbimby NSW 2482

11 November 2019

Dear Sir / Madam

Re: Draft Our Mullumbimby Masterplan

Development & Transactions Response to Mullumbimby Masterplan

Thank you for providing Development & Transactions (D&T), a division of the Department of Planning, Industry & Environment, with the opportunity to provide feedback on the Mullumbimby Masterplan exhibited in October/November 2019. This submission relates specifically to the surplus rail land along the non-operational Mullumbimby Country Rail line (the Site).

It is D&T's approach to collaborate with Government agencies and stakeholders to deliver an outcome for the Site that supports government objectives and provides community benefits. D&T is supportive of the proposed Masterplan and its guiding principles to create a diverse, dynamic, creative and socially sustainable place.

The Masterplan provides strategic direction for the area and its guiding principles/visions will underpin any opportunities for the Site.

We look forward to continued collaboration with Council to realise the objectives of the Masterplan and support the needs and values of the Mullumbimby community.

We appreciate your time in reviewing our submission and look forward to the finalisation of the Masterplan and to continuing our relationship in the future.

Yours sincerely

Tahlee Smith
A/Executive Director
Development & Transactions
Housing and Property
Department of Planning, Industry and Environment

From: [Rachel Lonie](#)
To: [council](#)
Cc: [Hawton, Isabelle](#)
Subject: BCD comments on the Mullumbimby Masterplan
Date: Friday, 15 November 2019 9:19:25 AM
Attachments: [image001.jpg](#)
[BCD Response Mullumbimby Masterplan signed DY20191114.pdf](#)

Attention : Isabelle Hawton

Hello Isabelle

Please find attached comments on the Mullumbimby Masterplan.

Kind regards,

Rachel Lonie
Senior Conservation Planning Officer

Biodiversity and Conservation | Department of Planning, Industry and Environment
T 02 6650 7130 | **E** rachel.lonie@environment.nsw.gov.au
Level 8, 24 Moonee Street, Coffs Harbour NSW 2450
Postal: Locked Bag 914, Coffs Harbour NSW 2450
www.dpie.nsw.gov.au



The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

This email is intended for the addressee(s) named and may contain confidential and/or privileged information.

If you are not the intended recipient, please notify the sender and then delete it immediately.

Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Office of Environment and Heritage.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL



Our Ref: DOC19/954061

Your Ref: E2019/79624

General Manager
Byron Shire Council
PO Box 219
Mullumbimby NSW 2482

Attention: Ms Isabelle Hawton, Planner

Dear Mr Arnold

RE: Opportunity to comment on the Draft Our Mullumbimby Masterplan

Thank you for your letter dated 29 October 2019 about the Draft Our Mullumbimby Masterplan seeking comments from the Biodiversity and Conservation Division (BCD) of the Environment, Energy and Science Group in the Department of Planning, Industry and Environment. I appreciate the opportunity to provide input.

We have reviewed the the Draft Our Mullumbimby Masterplan and advise that we generally support its intent and actions to improve sustainability, address climate change and recognise local Aboriginal cultural heritage.

Our detailed comments are provided in **Attachment 1** to this letter.

If you have any questions about this advice, please contact Ms Rachel Lonie, Senior Conservation Planning Officer, at rachel.lonie@environment.nsw.gov.au or 6650 7130.

Yours sincerely

 14 November 2019

DIMITRI YOUNG
Senior Team Leader Planning, North East Branch
Biodiversity and Conservation

Enclosure: Attachment 1: Detailed BCD Comments – Draft Our Mullumbimby Masterplan

Attachment 1: Detailed BCD Comments – Draft Our Mullumbimby Masterplan

1. Sustainability

We note the Draft Our Mullumbimby Masterplan (the Masterplan) aims to achieve several sustainability outcomes including:

- Improved street planting
- Improved pedestrian and cycling connectivity
- Creating a green spine along Stuart Street to make a primary walking / cycling route
- Restoring riparian vegetation and 'bringing back the Bruns'
- Connecting new housing precincts to town with bike paths and walking tracks
- A review of Council's *'Planting and Landscaping on Footpaths and Nature Strips within Road Reserves and Drainage Easements'* Policy to facilitate a more street-based urban agriculture and street greening.

We support these actions and recommend the following resources to assist the council and the community in developing the related projects and policy:

- Greener Places – Draft for Discussion
- Better Placed — an integrated design policy for the built environment in NSW
- Urban Design for Regional NSW – Draft

These documents have been prepared by the Government Architect NSW and are available at <https://www.governmentarchitect.nsw.gov.au/resources#policies>.

2. Climate change

The Masterplan states that climate change will result in irregular rainfall patterns and higher temperatures year-round. In addition, there is likely to be an increase in flooding events. The Masterplan states that Mullumbimby will have to 'futureproof' its public and private spaces and built form in order to be resilient in a world of hotter summers and more extreme weather events, including floods.

We note that Mullumbimby is flood affected and managing this risk will require expert advice on potential risks and areas that should be avoided for any future residential development. The Masterplan states that an action will be to engineer holistic flood solutions to ensure that ecological services and flood infrastructure are built in to any new housing precincts in this area. It is not clear what is intended with this action. Areas that are flood prone and unsuitable for urban expansion can provide other opportunities for the town such as the potential for expanding open space and areas for riparian restoration.

As the Masterplan notes leafy laneways and streets can buffer urban heat island effects in built up areas. 'Green cover' refers to a broad range of strategies to integrate green, permeable and reflective surfaces into cities and towns to reduce the impacts from the heat island effect. Surface temperatures in urban areas can be 10°C to 20°C higher than in the air temperatures because buildings, roads and other hard surfaces absorb and store heat. High temperatures, due to climate change, will further intensify the impacts of urban heat.

The former Office of Environment and Heritage developed *Draft Urban Green Cover Design Principles for health, liveability and the environment* for the Greater Sydney region. These may be applicable to the Masterplan and elsewhere in the Byron Shire.

We recommend the following Design Principles be considered when developing or renewing urban spaces in NSW:

1. Retain established trees (including hollow-bearing trees) and native bushland to clean air and water, store carbon, cool our streets and provide homes for wildlife.

2. Seek to increase vegetated, reflective and permeable surfaces to cover at least 40% of an area to minimise heat islands, through applying the *Urban Green Cover in NSW Technical Guidelines* in:
 - Private and public gardens
 - Pocket parks
 - Green walls and green roofs
 - Street trees and plants
 - Vegetated carparks
 - Green shade structures.
3. Create and connect vegetated areas with a mixture of native trees, shrubs and ground covers to increase biodiversity, shade and public access to green spaces.
4. Capture rain and stormwater runoff to save and filter water and reduce local flooding through:
 - Reflective permeable paving
 - Bioswales
 - Vegetated detention basins
 - Deep planting areas
 - Rain gardens.
5. Plant native species along rivers and streams to create wildlife habitat, link natural places, prevent soil erosion and keep waterways healthy.

The *Urban Green Cover in NSW Technical Guidelines* are available at climatechange.environment.nsw.gov.au.

We note the Masterplan refers to the heavy reliance on private vehicles and a lack of transport infrastructure which means that active transport connections are lacking. Emerging technologies could address this. For example, driverless community buses could in the future link to regional towns and centres. Charge stations for electric vehicles could be provided in car park areas and current car parking areas could in time be transformed into public green space.

3. Constraining urban growth

The Masterplan includes several actions to contain the current urban footprint of Mullumbimby, noting the challenges of increasing house prices and a need to provide cheaper long-term accommodation so that residents are not forced out to find suitable housing. These are:

- Ensure that development focuses on creating a 'hard edge' for urban development that restricts any further sprawl
- Review planning policies to support peri-urban agriculture
- Investigate potential for a pilot project of RU4 zone in areas around the urban boundary.

We support the aim to constrain development to the existing urban footprint to restrict urban sprawl. To this end we recommend the council develop its growth management strategy to ensure there will be no further rezoning of rural land, particularly to the R5 Large Lot Residential or RU 4 Primary Production Small Lots zones. Such lots are rural residential in nature and over time are likely to result in the loss of tree cover and biodiversity values. There is likely to be further pressure to rezone such land for more intensive residential development (i.e. R1, R2 and R3) in the future. Also, the smaller lot sizes and increasing land value make these lots unlikely to ever be incorporated back into larger rural holdings or be used for agricultural or horticultural purposes in the future.

For these reasons, we recommend retaining rural land in large landholdings with a 40ha minimum lot size. We note that the council is expected to shortly be presented with a draft Residential Strategy that identifies suitable land for future residential growth and we are providing advice on this separately.

There are RE1 Public Recreation lands to the south and west of the town. Consideration could be given to whether further land could be acquired by the council for open space purposes on the town perimeter. This would delineate the town footprint, but rather than a 'hard edge' would to form a 'green belt' or transition zone. This could connect and expand cycle and pedestrian ways and encourage more community use of recreational spaces. It could also provide habitat for native plants and animals and link to the Brunswick River.

4. Aboriginal cultural heritage

The Masterplan aims to celebrate the strong connection to country of the Arakwal people through placemaking for the town. Suggested actions include:

- Create a story trail that features local artists and incorporates stories of indigenous connection to place.
- Support community groups to take the lead and tell the creative and historical stories of Mullumbimby.
- Use the Story Trail to link both the past and present, and the various areas around the town centre through cohesive wayfinding signage, art and storytelling.

The BCD supports such projects being developed in consultation and collaboration with the local Aboriginal community. Consideration could also be given to place names and multi-lingual signage. Maintaining vision lines to Mount Chincogan as a prominent geographical feature of Mullumbimby would also be both culturally and aesthetically important.

From: [Development Northern](#)
To: [council](#)
Cc: [Hawton, Isabelle](#)
Subject: RMS response Draft Mullumbimby Masterplan
Date: Monday, 18 November 2019 11:35:55 AM
Attachments: [NTH19_00276_01 - RMS response Draft Mullumbimby Masterplan.pdf](#)
[191118 - LSPS and FT2056 Regional NSW FINAL.PDF](#)

Attention: Isabelle Hawton

Please see attached response

Regards

Nadine Commerford

Administrative Assistant

Network & Safety Management

Northern Region | Regional & Freight

Roads and Maritime Services

T (02) 66 401 362 | 76 Victoria Street, Grafton NSW 2460

File No: NTH19/00276/01

Your Ref:

The General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY NSW 2482

Attention: Isabelle Hawton
ihawton@byron.nsw.gov.au

Dear Madam,

RE: Draft Our Mullumbimby Masterplan – Request for Review

I refer to your letter dated 29 October 2019 requesting comment from Roads and Maritime Services in relation to the abovementioned strategic planning document.

Roles and Responsibilities

The key interests for Roads and Maritime Services are the safety and efficiency of the road network, traffic management, integrity of infrastructure assets and the integration of land use and transport.

Mullumbimby Road (including Argyle Street and Burringbar Street) is a classified (regional) road, being MR463. While Byron Shire Council is the roads authority pursuant to Section 7 of the *Roads Act 1993* (Roads Act) for that road, Roads and Maritime has a strong interest in the safety of road users, and can exercise roads authority functions for classified roads in accordance with the Roads Act.

Council is responsible for setting standards, determining priorities and carrying out works on Local and Regional roads. However, Roads and Maritime's concurrence is required prior to Council's approval of works on classified (Regional) roads under Section 138 of the *Roads Act 1993*.

Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) requires that the Consent Authority have consideration for the safety, efficiency and ongoing operation of the classified roads, and the impact of any development that has frontage to (or impact on) a classified road. It is acknowledged that the current document is a strategic framework to assist in planning the future of the Mullumbimby village, and that consultation will occur through the development assessment process for any referable development in due course.

Roads and Maritime Response

Roads and Maritime thanks Council for the opportunity to review the documents provided and makes the following observations and comments.

1. The Planning Priorities, Strategic Directions and Key Actions included into the document are noted and supported by Roads and Maritime. We note particularly the priorities for pedestrian and cyclist movement through the town; and the need to consider alternative public transport in the Byron Shire, and the focus on community and placemaking.
2. Roads and Maritime has developed a document titled *Local Strategic Planning in Regional NSW & Future Transport 2056* which looks at this Agency's interests in strategic planning in the Regions. To assist Council in the strategic planning process, a copy of that document is attached. In particular, reference is made to the response examples cited on page 3 of that document. It is

asked that Council consider whether any or all of those statements are applicable to the Byron (Mullumbimby) local government area.

Should Council officers wish to discuss any of the above points, officers from Roads and Maritime would be happy to make time available to help.

If you have any further enquiries regarding the above comments please do not hesitate to contact Cheryl Sisson, Development Assessment Officer on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully,



Matt Adams,
Manager Land Use Assessment, Northern
18 November, 2019

Attachment: Copy of '*Local Strategic Planning in Regional NSW & Future Transport 2056*'

Local Strategic Planning in Regional NSW & Future Transport 2056

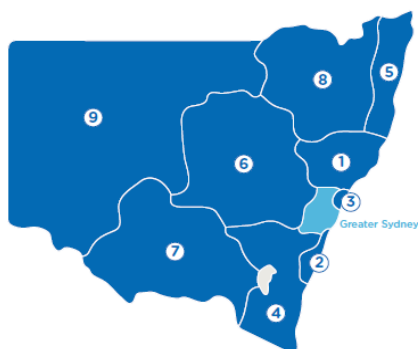
Introduction

Future Transport 2056 sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, guiding transport investment over the longer term.

The Regional NSW Services & Infrastructure Plan

Future Transport 2056 is supported by a range of supporting plans, including the *Regional NSW Services and Infrastructure Plan*. This Plan sets the customer outcomes for Regional and Outer Metropolitan NSW for the movement of people and freight to meet customer needs and deliver responsive, innovative services.

The Plan articulates hundreds of initiatives for investigation in the short (0-10 years), medium (10-20 years) and long term (20+ years) to meet customer needs now and into the future, and to support the delivery of responsive, innovative services and infrastructure (see Attachment A).



- 1 Hunter
- 2 Illawarra-Shoalhaven
- 3 Central Coast
- 4 South East and Tablelands
- 5 North Coast
- 6 Central West and Orana
- 7 Riverina Murray
- 8 New England North West
- 9 Far West

Future Transport Regional and Place Plans

A number of supporting detailed issues-based or place-based planning documents are being developed to implement Future Transport 2056 across NSW.

A supporting plan is being developed for each of NSW's nine planning regions building on the high-level content in the *Regional NSW Services & Infrastructure Plan*.

The nine regions identified by the Department of Planning and Industry and Environment in the Regional Plans are supported by key regional cities and centres.

The regional cities will have a supporting place-based plan developed in partnership with councils. Place Plans may also be delivered for a number of smaller centres in regional NSW or led by councils with the support of Transport for NSW.

Key messages

The key messages from Future Transport 2056 for Regional NSW are:

- Ten regional specific Customer Outcomes
- Movement and Place framework
- Hub and Spoke network

Customer outcomes

Future Transport 2056's transport vision for the next 40 years is articulated through six customer outcomes.

These outcomes guide investment, policy and reform and service provision and provide a framework for network planning and investment. They are aimed at harnessing rapid change and innovation to support a modern, innovative transport system.

The customer outcomes are:

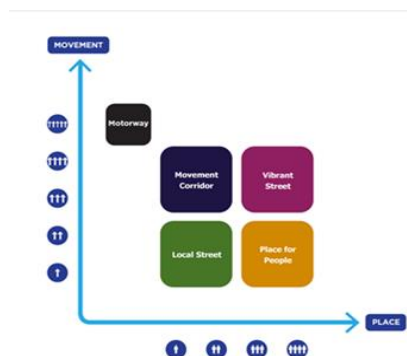


The ten customer outcomes for regional NSW are:

Regional NSW Customer Outcomes	
Future Transport Statewide outcomes	Regional NSW transport customer outcomes
Customer Focused 	Convenient and responsive to customer needs 1. Flexible services are an integral part of the transport system helping to deliver reliability 2. A transport system that adapts to and embraces new technology
Successful Places 	Sustaining and enhancing the liveability of our places 3. The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places 4. Supporting centres with appropriate transport services and infrastructure
Growing the Economy 	Connecting people and places in the growing city 5. Changes in land use, population and demand, including seasonal changes, are served by the transport system 6. Economic development is enabled by regional transport services and infrastructure
Safety and Performance 	Safety, efficiently and reliably moving people and goods 7. A safe transport system for every customer with zero deaths or serious injuries on the network by 2056 8. A transport system that is resilient to significant weather events including floods, fog and bush fires
Accessible Services 	Accessible for all customers 9. Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
Sustainability 	Makes the best use of available resources and assets 10. Customers enjoy improved connectivity, integrated services and better use of capacity

Movement and Place

Movement and Place is a framework for planning great places. The Movement and Place Framework recognises that streets have different movement functions as well as place functions.



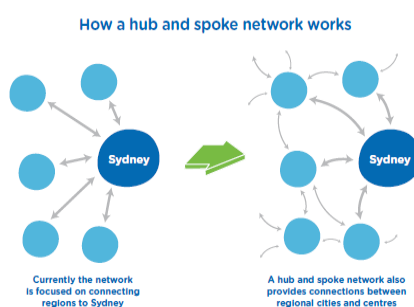
The Movement and Place framework seeks to achieve two main outcomes:

1. road space allocation that enhances the efficiency of movement to support Great and Successful Places.
2. street environments that support streets as destinations that people want to spend time in.

Together these outcomes should be the focus of strategic planning, design, management, operation and performance measurement of streets. The Movement and Place Framework assists in guiding the development of Place Plans to achieve a shared vision across stakeholders.

Hub and Spoke

The most effective way of providing better transport to more customers in regional NSW is through the development of a 'hub and spoke' network model radiating out from regional centres rather than a network just focused on Sydney.



This will capitalise on the role that regional centres and cities play as hubs for employment and services such as retail, health, education and cultural activities for their surrounding catchment areas. It also acknowledges the importance of national and state significant transport links. (spokes) that pass through regions.

Whilst connectivity to Sydney remains important, safe and efficient links to regional cities in adjacent regions is considered just as important.

The hub and spoke network will be developed with stakeholders in inform the Regional Future Transport Plans.

Supporting local planning

The Local Strategic Planning Statement offers the opportunity for Councils to consider what this means for both identified regional hubs where employment and services are often concentrated and how better connections (spokes) to these hubs can support smaller centres and towns. Example statements are shown below. Transport for NSW can also offer a range of resources to help with council's planning work. Examples include:

- Data – The Open Data Hub provides transport data including Opal data, freight data, Household Travel Survey information and on demand trial data. Visit: <https://opendata.transport.nsw.gov.au/>
- Discuss and/or meet to apply the Movement and Place Framework to a local context and introduce the Government Architect NSW Toolkit and other resources <https://www.governmentarchitect.nsw.gov.au/>
- Support the development of Place Plans through explaining Movement and Place and running workshops
- Provide advice on draft LSPS to include integrated transport and land use advice
- Assist with finding appropriate TfNSW contacts for your community transport, bus servicing related questions etc.

Examples of LSPS responses are:

- Council will work with TfNSW and other key stakeholders on implementing the Movement and Place Framework through the development of a Place Plan, integrated transport and land use plan, for key centres and/or the LGA.
- Council will work with TfNSW in the development and implementation of travel demand management policies and actions.
- Council will work with TfNSW to understand catchment areas for key centres and attractors (such as retail, hospitals, airports, universities etc) to develop a hub and spoke transport network.
- Council will work with TfNSW to promote active transport, including opportunities to develop an active transport network.
- Council will work with TfNSW in developing car parking guidelines to support the development and vibrancy of centres and encourage a more sustainable mode share.
- Council will avoid the encroachment of incompatible land uses on major transport corridors within the LGA.
- Council to secure corridor protection for future transport alignments when routes are identified by TfNSW.
- When preparing LSPS responses, Council should be specific to their council area and provide time frames.

Contact

For further information or assistance, please contact regionalstrategy@transport.nsw.gov.au

Attachment A:




Regional NSW Services and Infrastructure Plan initiatives by local government area

Attachment B:

Regional NSW Services and Infrastructure Plan statewide initiatives

Attachment A:

Initiatives by local government area

LGA	Initiatives <div data-bbox="1082 488 1358 824"> <p>Key</p> <ul style="list-style-type: none">  Committed 0-10 years  Initiatives for investigation 0-10 years  Initiatives for investigation 10-20 years  Visionary initiatives 20+ years <p>All initiatives for investigation are subject to business case development.</p> </div>
Hunter	
Cessnock	<ul style="list-style-type: none"> Hunter Pinch Points Greater Newcastle Place Plans Hunter Regional Transport Plan Bus headstart for Greater Newcastle Greater Newcastle Rapid Bus Package Dubbo to Newcastle rail connection Outer Metro Roads Program Cessnock to Newcastle rail services via Kurri Kurri
Dungog	<ul style="list-style-type: none"> Hunter Pinch Points Hunter Regional Transport Plan Outer Metro Roads Program
Lake Macquarie	<ul style="list-style-type: none"> New Intercity Fleet (Multi-region) Hunter Pinch Points Sydney-Central Coast-Newcastle Faster Rail Improvement Greater Newcastle Place Plans Hunter Regional Transport Plan Bus headstart for Greater Newcastle Greater Newcastle Rapid Bus Package Outer Metro Roads Program Corridor Preservation for Higher Speed Connections New suburban type rail service for Greater Newcastle Higher Speed Connections (east coast)
Maitland	<ul style="list-style-type: none"> Hunter Pinch Points Greater Newcastle Place Plans Bus headstart for Greater Newcastle Greater Newcastle Rapid Bus Package Maitland Place Plan Hunter Regional Transport Plan Outer Metro Roads Program Dubbo to Newcastle rail connection Main Northern Line - improvements to address pinch points Electrification of the Hunter Line to Telarah Cessnock to Newcastle rail services via Kurri Kurri
Mid-Coast	<ul style="list-style-type: none"> Hunter Pinch Points Taree Northern Gateway upgrades and roundabout

	<ul style="list-style-type: none"> • The Lakes Way Corridor Improvements • Cedar Party Creek Bridge, Wingham • Hunter Regional Transport Plan • Outer Metro Roads Program • Corridor Preservation for Higher Speed Connections • Higher Speed Connections (east coast)
Muswellbrook	<ul style="list-style-type: none"> • New England Highway, Muswellbrook Bypass (Planning) • Golden Highway Safety and Productivity Works (State and Federal Funded) • Hunter Pinch Points • Golden Highway improvements (continuation) • Hunter Regional Transport Plan • Outer Metro Roads Program • Main Northern Line - improvements to address pinch points • Dubbo to Newcastle rail connection • Duplication of New England Highway Muswellbrook to Scone
Newcastle	<ul style="list-style-type: none"> • New Intercity Fleet (Multi-region) • Nelson Bay Road improvements – Fern Bay to Williamtown • Newcastle Cruise Terminal • Hunter Pinch Points • Newcastle Inner City Bypass, Rankin Park to Jesmond • M1, Hexham, Raymond Terrace upgrades • Lower Hunter Freight Corridor Protection • Improvements to Newcastle Port • Bus headstart for Greater Newcastle • Greater Newcastle Rapid Bus Package • Newcastle Light Rail network extension • M1, Hexham, Raymond Terrace upgrades • Greater Newcastle Place Plans • Hunter Regional Transport Plan • Sydney-Central Coast-Newcastle Faster Rail Improvement • Outer Metro Roads Program • Newcastle Ferry Network extension • Lower Hunter Freight Corridor • Corridor Preservation for Higher Speed Connections • Dubbo to Newcastle rail connection • Electrification of the Hunter Line to Telarah • New suburban type rail service for Greater Newcastle • Cessnock to Newcastle rail services via Kurri Kurri • Higher Speed Connections (east coast)
Port Stephens	<ul style="list-style-type: none"> • Nelson Bay Road improvements – Fern Bay to Williamtown • Nelson Bay Road improvements - Williamtown to Bobs Farm • M1, Hexham, Raymond Terrace upgrades • Hunter Pinch Points • Greater Newcastle Place Plans • Hunter Regional Transport Plan • Bus headstart for Greater Newcastle • Greater Newcastle Rapid Bus Package • M1, Hexham, Raymond Terrace upgrades • Fingal Bay Link Road construction • Williamtown Special Activation Precinct • Outer Metro Roads Program • Tomago Road Improvements - Pacific Highway to Williamtown • Corridor Preservation for Higher Speed Connections • New rail alignment of North Coast Line between Newcastle and

	<ul style="list-style-type: none"> Stroud Road - investigation corridor Higher Speed Connections (east coast)
Singleton	<ul style="list-style-type: none"> New England Highway, Gowrie Gates, Widen Rail Underpass New England Highway, Belford to Golden Highway Upgrade New England Highway, Singleton Bypass (Planning) Golden Highway Safety and Productivity Works (State and Federal Funded) Hunter Pinch Points New Singleton rail services Golden Highway improvements (continuation) Hunter Regional Transport Plan Outer Metro Roads Program Main Northern Line - improvements to address pinch points Dubbo to Newcastle rail connection
Upper Hunter Shire	<ul style="list-style-type: none"> New England Highway, Scone Bypass (State and Federal Funded) Golden Highway Safety and Productivity Works (State and Federal Funded) Hunter Pinch Points Golden Highway improvements (continuation) Hunter Regional Transport Plan Outer Metro Roads Program Main Northern Line - improvements to address pinch points Dubbo to Newcastle rail connection Duplication of New England Highway Muswellbrook to Scone
Central Coast	
Central Coast	<ul style="list-style-type: none"> Regional growth buses Warnervale Link Road, Albert Drive to Pacific Highway (planning) Pacific Highway, Wyong Town Centre (planning) Pacific Motorway Widening and Reconstruction, Wyong Road to Doyalson Link Road (State and Federal funded) Empire Bay Drive, The Scenic Road and Cochrone Street Intersection upgrade Kangy Angy Train Maintenance Facility for New Intercity Fleet Pacific Highway, Parsons Road to Ourimbah Street (Planning) Manns Road, Central Coast Highway to Narara Creek Road (Planning) Pacific Motorway Widening, Kariong Interchange to Somersby Interchange (State to Federal Funded) New Intercity Fleet Sydney-Central Coast-Newcastle Faster Rail Improvement Bus Headstart for Central Coast Central Coast Rapid Bus package Central Coast Place Plans M1 Motorway improvements (Hawkesbury River – Mt White) Gosford Place Plan Central Coast Regional Transport Plan Outer Metro Roads Program M1-Newcastle SMART Motorway Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast) Outer Sydney Orbital from Great Western Highway to Central Coast

Illawarra-Shoalhaven	
Kiama	<ul style="list-style-type: none"> • New Intercity Fleet (Multi-region) • Rail passing loop between Gerringong and Berry • More Trains More Services (Stage 2) • Illawarra-Shoalhaven Regional Transport Plan • Electrification of intercity to Bomaderry/Nowra • Outer Metro Roads Program
Shellharbour	<ul style="list-style-type: none"> • New Intercity Fleet (Multi-region) • Albion Park Rail Bypass (Planning and Preconstruction) • More Trains More Services (Stage 2) • Shellharbour Place Plan • Illawarra-Shoalhaven Regional Transport Plan • Illawarra Hwy/Macquarie Pass improvements • Outer Metro Roads Program
Shoalhaven	<ul style="list-style-type: none"> • Regional growth buses • Rail passing loop between Gerringong and Berry • Nowra Bridge over Shoalhaven River (Planning) (State and Federal Funded) subject to final business case and Federal funding • MR92 Nerriga Road improvements • Berry to Bomaderry Upgrade • More Trains More Services (Stage 2) • Princes Highway Upgrade Program (between Jervis Bay Road and Sussex Inlet Road) • Princes Highway Upgrade Program (planning of Milton and Ulladulla Bypass) • Princes Highway Upgrade Program (planning for upgrades from Burrill Lake to Batemans Bay) • Princes Highway Nowra Bridge replacement • Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya) • Nowra Place Plan • Illawarra-Shoalhaven Regional Transport Plan • Electrification of intercity to Bomaderry/Nowra • Outer Metro Roads Program
Wollongong	<ul style="list-style-type: none"> • Illawarra Growth Buses • New Intercity Fleet (Multi-region) • Princes Motorway Improvements, Bulli Tops to Picton Road (Planning) (State and Federal Funded) • Princes Motorway, Interchange at Base of Mount Ousley (Planning) • Sydney-Wollongong Faster Rail Improvement • Wollongong Rapid Bus package • Wollongong Place Plan • Illawarra-Shoalhaven Regional Transport Plan • Bus headstart for Wollongong • Bus priority measures on Appin Road • Picton Rd/Appin Rd Improvements • Moss Vale to Unanderra and Coniston Junction rail improvements • M1 Princes SMART Motorway • Completion of Maldon to Dombarton railway line • Outer Metro Roads Program • Illawarra Escarpment long term solution • Outer Sydney Orbital from Hume Motorway to Illawarra

North Coast	
Ballina	<ul style="list-style-type: none"> Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded) Bruxner Highway upgrades at Alstonville Bruxner Highway Improvements (Ballina-Casino) North Coast Regional Transport Plan
Bellingen	<ul style="list-style-type: none"> Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded) Upgrade Waterfall Way through Dorrigo and Bellingen Waterfall Way corridor improvements North Coast Regional Transport Plan Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Byron	<ul style="list-style-type: none"> Upgrade of Bangalow Road between Bangalow and Lismore North Coast Regional Transport Plan
Clarence Valley	<ul style="list-style-type: none"> Woolgoolga to Ballina Pacific Highway Upgrade (State and Federal Funded) Summerland Way, Additional Clarence River Crossing (Grafton Bridge) Regional growth buses - planning Waterfall Way corridor improvements Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery) North Coast Regional Transport Plan Summerland Way Improvements (Grafton-QLD border) Corridor Preservation for Higher Speed Connections North Coast cruise infrastructure development Higher Speed Connections (east coast)
Coffs Harbour	<ul style="list-style-type: none"> Woolgoolga to Ballina (State and Federal Funded) Coffs Harbour Recreational Boat Ramp Regional growth buses Coffs Harbour Place Plan Coffs Harbour Bypass North Coast Regional Transport Plan North Coast cruise infrastructure development Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Kempsey	<ul style="list-style-type: none"> North Coast Regional Transport Plan Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Kyogle	<ul style="list-style-type: none"> North Coast Regional Transport Plan Summerland Way Improvements (Grafton-QLD border) Bruxner Highway Improvements (Casino-Tenterfield) Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Lismore	<ul style="list-style-type: none"> Bruxner Highway upgrades in Lismore Regional growth buses Upgrade of Bangalow Road between Bangalow and Lismore Bruxner Highway Improvements (Ballina-Casino) Lismore Place Plan North Coast Regional Transport Plan
Nambucca	<ul style="list-style-type: none"> Warrell Creek to Nambucca Heads Pacific Highway upgrade (State and Federal Funded) (open to traffic in 2017) North Coast Regional Transport Plan

	<ul style="list-style-type: none"> Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Port Macquarie-Hastings	<ul style="list-style-type: none"> Regional growth buses - planning Ocean Drive duplication, Port Macquarie Port Macquarie Place Plan North Coast Regional Transport Plan Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Richmond Valley	<ul style="list-style-type: none"> Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded) Bruxner Highway Improvements (Ballina-Casino) North Coast Regional Transport Plan Summerland Way Improvements (Grafton-QLD border) Bruxner Highway Improvements (Casino-Tenterfield) Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Tweed	<ul style="list-style-type: none"> Regional growth buses Tweed Light Rail Tweed Transport Network Plan (encompassing the potential for light rail extension from Gold Coast Airport to Tweed Heads) Tweed Heads and Gold Coast Place Plan North Coast Regional Transport Plan
South East and Tablelands	
Bega Valley Shire	<ul style="list-style-type: none"> Eden cruise facilities development Snowy Mountains Highway improvements (including Brown Mountain) South East and Tablelands Regional Transport Plan Duplication of Princes Highway (Moruya to Bega Bridge) Duplication of Princes Highway (Bega to Victoria)
Eurobodalla	<ul style="list-style-type: none"> Batemans Bay Bridge (planning) Kings Highway, Replacement Clyde River Bridge Princes Highway Upgrade Program – Moruya Bypass Princes Highway Upgrade Program (planning for upgrades from Burrill Lake to Batemans Bay) Kings Highway improvements Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya) South East and Tablelands Regional Transport Plan Duplication of Princes Highway (Moruya to Bega Bridge)
Goulburn Mulwaree	<ul style="list-style-type: none"> Public Transport for isolated communities Hume Highway Heavy Duty Pavement (State and Federal Funded) Sydney-Canberra Faster Rail Improvement Hume Highway Improvements South East and Tablelands Regional Transport Plan Preservation for Higher Speed Connections Electrification of intercity to Goulburn Higher Speed Connections (east coast)
Hilltops	<ul style="list-style-type: none"> Public Transport for isolated communities Hume Highway Heavy Duty Pavement (State and Federal Funded) Lachlan Valley Way improvements Hume Highway Improvements South East and Tablelands Regional Transport Plan

	<ul style="list-style-type: none"> Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Queanbeyan-Palerang Regional	<ul style="list-style-type: none"> Queanbeyan Bypass (Ellerton Drive Extension) (State, Federal and Local Government Funded) MR92 Nerriga Road improvements Regional growth buses Kings Highway improvements Dunns Creek Road corridor acquisition and design Sydney-Canberra Faster Rail Improvement Investigate extension of light rail from Canberra to Queanbeyan Queanbeyan Place Plan South East and Tablelands Regional Transport Plan Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Snowy Monaro Regional	<ul style="list-style-type: none"> Public Transport for isolated communities Kosciuszko Road Overtaking Lanes and Safety Improvements Monaro Highway Overtaking Lanes and Safety Improvements Monaro Highway improvements Sealing Bobeyan Road, Bolaro Snowy Mountains Highway improvements (including Brown Mountain) South East and Tablelands Regional Transport Plan
Upper Lachlan Shire	<ul style="list-style-type: none"> Public Transport for isolated communities Hume Highway Heavy Duty Pavement (State and Federal Funded) Hume Highway Improvements South East and Tablelands Regional Transport Plan Corridor Preservation for Higher Speed Connections Higher Speed Connections (east coast)
Wingecarribee	<ul style="list-style-type: none"> Hume Highway Heavy Duty Pavement (State and Federal Funded) Moss Vale to Unanderra and Coniston Junction rail improvements Sydney-Canberra Faster Rail Improvement Hume Highway Improvements South East and Tablelands Regional Transport Plan Corridor Preservation for Higher Speed Connections Illawarra Hwy/Macquarie Pass improvements M31 Hume SMART motorway Electrification of intercity to Goulburn Higher Speed Connections (east coast)
Yass Valley	<ul style="list-style-type: none"> Barton Highway Improvements (State and Federal Funded) Hume Highway Heavy Duty Pavement (State and Federal Funded) Lachlan Valley Way improvements Hume Highway Improvements South East and Tablelands Regional Transport Plan Corridor Preservation for Higher Speed Connections Completion of Barton Highway duplication Higher Speed Connections (east coast)
Riverina Murray	
Albury	<ul style="list-style-type: none"> Hume Highway Heavy Duty Pavement (State and Federal Funded) Inland Rail (Federal Funded) Regional growth buses

	<ul style="list-style-type: none"> • Hume Highway Improvements • Main South Freight Rail Capacity Enhancements in collaboration with ARTC • Murray River Bridges Program • Albury Wodonga Place Plan • Riverina Murray Regional Transport Plan • Corridor Preservation for Higher Speed Connections • Support the delivery of Inland Rail • Higher Speed Connections (east coast)
Berrigan	<ul style="list-style-type: none"> • Newell Highway Overtaking Lanes (Multi-region) • Newell Highway Improvements (in addition to those committed) • Murray River Bridges Program • Riverina Murray Regional Transport Plan
Bland	<ul style="list-style-type: none"> • Newell Highway Overtaking Lanes (Multi-region) • Newell Highway flood-proof • Newell Highway Improvements (in addition to those committed) • Riverina Murray Regional Transport Plan
Carrathool	<ul style="list-style-type: none"> • Cobb Highway Seal Extension • Kidman Way improvements • Cobb Highway sealing missing links • Riverina Murray Regional Transport Plan
Coolamon	<ul style="list-style-type: none"> • Newell Highway Overtaking Lanes (Multi-region) • Newell Highway Improvements (in addition to those committed) • Riverina Murray Regional Transport Plan
Cootamundra-Gundagai Regional	<ul style="list-style-type: none"> • Hume Highway Heavy Duty Pavement (State and Federal Funded) • Inland Rail (Federal Funded) • Hume Highway Improvements • Riverina Murray Regional Transport Plan • Corridor Preservation for Higher Speed Connections • Support the delivery of Inland Rail • Higher Speed Connections (east coast)
Edward River	<ul style="list-style-type: none"> • Public Transport for isolated communities • Cobb Highway Seal Extension • Cobb Highway sealing missing links • Riverina Murray Regional Transport Plan
Federation	<ul style="list-style-type: none"> • Newell Highway Overtaking Lanes (Multi-region) • Newell Highway Improvements (in addition to those committed) • Murray River Bridges Program • Riverina Murray Regional Transport Plan
Greater Hume Shire	<ul style="list-style-type: none"> • Hume Highway Heavy Duty Pavement (State and Federal Funded) • Inland Rail (Federal Funded) • Hume Highway Improvements • Main South Freight Rail Capacity Enhancements in collaboration with ARTC • Murray River Bridges Program • Riverina Murray Regional Transport Plan • Corridor Preservation for Higher Speed Connections • Support the delivery of Inland Rail • Higher Speed Connections (east coast)
Griffith	<ul style="list-style-type: none"> • Regional growth buses • Kidman Way improvements • Griffith Place Plan • Riverina Murray Regional Transport Plan

Hay	<ul style="list-style-type: none"> • Cobb Highway Seal Extension • Hay, Main Street upgrade (resurfacing) • Cobb Highway sealing missing links • Sturt Highway improvements • Riverina Murray Regional Transport Plan
Junee	<ul style="list-style-type: none"> • Cobb Highway Seal Extension • Inland Rail (Federal Funded) • Main South Freight Rail Capacity Enhancements in collaboration with ARTC • Riverina Murray Regional Transport Plan • Corridor Preservation for Higher Speed Connections • Support the delivery of Inland Rail • Higher Speed Connections (east coast)
Leeton	<ul style="list-style-type: none"> • Sturt Highway improvements • Riverina Murray Regional Transport Plan
Lockhart	<ul style="list-style-type: none"> • Inland Rail (Federal Funded) • Main South Freight Rail Capacity Enhancements in collaboration with ARTC • Riverina Murray Regional Transport Plan • Corridor Preservation for Higher Speed Connections • Support the delivery of Inland Rail • Higher Speed Connections (east coast)
Murray River	<ul style="list-style-type: none"> • Cobb Highway, New Bridge at Echuca - Moama • Cobb Highway Seal Extension • Cobb Highway sealing missing links • Sturt Highway improvements • Murray River Bridges Program • Riverina Murray Regional Transport Plan
Murrumbidgee	<ul style="list-style-type: none"> • Newell Highway Overtaking Lanes (Multi-region) • Newell Highway Improvements (in addition to those committed) • Kidman Way improvements • Sturt Highway improvements • Riverina Murray Regional Transport Plan
Narrandera	<ul style="list-style-type: none"> • Newell Highway Overtaking Lanes (Multi-region) • Newell Highway Improvements (in addition to those committed) • Sturt Highway improvements • Riverina Murray Regional Transport Plan
Snowy Valleys	<ul style="list-style-type: none"> • Public Transport for isolated communities • Gocup Road Upgrade • Murray River Bridges Program • Riverina Murray Regional Transport Plan
Temora	<ul style="list-style-type: none"> • Riverina Murray Regional Transport Plan
Wagga Wagga	<ul style="list-style-type: none"> • Hume Highway Heavy Duty Pavement (State and Federal Funded) • Inland Rail (Federal Funded) • Regional growth buses • Inland Rail Intermodal Facility investigations • Hume Highway Improvements • Main South Freight Rail Capacity Enhancements in collaboration with ARTC • Sturt Highway improvements • Wagga Wagga Place Plan • Riverina Murray Regional Transport Plan • Corridor Preservation for Higher Speed Connections

	<ul style="list-style-type: none"> Support the delivery of Inland Rail Higher Speed Connections (east coast)
New England North West	
Armidale Regional	<ul style="list-style-type: none"> Public Transport for isolated communities Regional growth buses - planning Waterfall Way corridor improvements New England Highway Improvements (Armidale to border) New England Highway Improvements (Willow Tree to Armidale) Armidale Place Plan New England North West Regional Transport Plan Main Northern Line - improvements to address pinch points
Glen Innes Severn	<ul style="list-style-type: none"> New England Highway Improvements (Armidale to border) Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery) New England North West Regional Transport Plan Gwydir Highway Improvements (Inland)
Gunnedah	<ul style="list-style-type: none"> Public Transport for isolated communities Oxley Highway, Gunnedah Bridge over Rail Kamilaroi Highway Improvements New England North West Regional Transport Plan
Gwydir	<ul style="list-style-type: none"> Public Transport for isolated communities Inland Rail (Federal Funded) New England North West Regional Transport Plan Gwydir Highway Improvements (Inland) Support the delivery of Inland Rail
Inverell	<ul style="list-style-type: none"> Public Transport for isolated communities Inland Rail (Federal Funded) New England North West Regional Transport Plan Gwydir Highway Improvements (Inland) Support the delivery of Inland Rail
Liverpool Plains	<ul style="list-style-type: none"> Public Transport for isolated communities New England Highway Improvements (Willow Tree to Armidale) Kamilaroi Highway Improvements New England North West Regional Transport Plan Main Northern Line - improvements to address pinch points
Moree Plains	<ul style="list-style-type: none"> Public Transport for isolated communities Newell Highway, Mungle Back Creek to Boggabilla Heavy Duty Pavement (State and Federal Funded) Newell Highway Overtaking Lanes (Multi-region) Newell Highway Heavy Vehicle Pavement Upgrades - Narrabri-Moree, North of Moree (Planning) Inland Rail (Federal Funded) Gwydir Highway washpool causeway Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery) Inland Rail Intermodal Facility investigations Newell Highway Improvements (in addition to those committed) New England North West Regional Transport Plan Gwydir Highway Improvements (Inland) Support the delivery of Inland Rail
Narrabri	<ul style="list-style-type: none"> Newell Highway Overtaking Lanes (Multi-region) Newell Highway Heavy Vehicle Pavement Upgrades - Narrabri-Moree, North of Moree (Planning)

	<ul style="list-style-type: none"> Inland Rail (Federal Funded) Newell Highway Improvements (in addition to those committed) Kamilaroi Highway Improvements New England North West Regional Transport Plan Support the delivery of Inland Rail
Tamworth Regional	<ul style="list-style-type: none"> Public Transport for isolated communities Barraba Branch Line Tamworth Rail Freight Centre Upgrade of Goonoo Goonoo Road New England Highway duplication from Calala Lane to Jack Smyth Road, Tamworth Regional growth buses - planning Oxley Highway Improvements New England Highway Improvements (Willow Tree to Armidale) Tamworth Place Plan New England North West Regional Transport Plan Main Northern Line - improvements to address pinch points
Tenterfield	<ul style="list-style-type: none"> New England Highway, Bolivia Hill Upgrade (State and Federal Funded) New England Highway Improvements (Armidale to border) New England North West Regional Transport Plan
Uralla	<ul style="list-style-type: none"> New England Highway Improvements (Willow Tree to Armidale) New England North West Regional Transport Plan Main Northern Line - improvements to address pinch points
Walcha	<ul style="list-style-type: none"> New England North West Regional Transport Plan Main Northern Line - improvements to address pinch points
Central West and Orana	
Bathurst Regional	<ul style="list-style-type: none"> Public Transport for isolated communities Upgrades to Main West Line Regional growth buses Main Road 54 (Goulburn to Bathurst) Initial Sealing Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes Bathurst Place Plan Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Electrification of intercity to Bathurst Mitchell Highway improvements
Blayney	<ul style="list-style-type: none"> Upgrades to Main West Line Extending Bathurst commuter rail to Orange Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program
Bogan	<ul style="list-style-type: none"> Barrier Highway improvements (Dubbo-Broken Hill) Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Mitchell Highway improvements
Cabonne	<ul style="list-style-type: none"> Upgrades to Main West Line Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes Henry Parkes Way improvements Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Mitchell Highway improvements

Coonamble	<ul style="list-style-type: none"> Inland Rail (Federal Funded) Upgrade roads in the Coonamble and Warrumbungle area Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Support the delivery of Inland Rail
Cowra	<ul style="list-style-type: none"> Public Transport for isolated communities Lachlan Valley Way improvements Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program
Dubbo Regional	<ul style="list-style-type: none"> Public Transport for isolated communities Newell Highway, New Dubbo Bridge (Planning) Newell Highway Overtaking Lanes (Multi-region) Golden Highway Safety and Productivity Works (State and Federal Funded) Regional Rail Maintenance Facility (Dubbo subject to planning approval) Regional growth buses Mitchell Highway overtaking lanes- Dubbo to Narromine Golden Highway improvements (continuation) Newell Highway Improvements (in addition to those committed) Barrier Highway improvements (Dubbo-Broken Hill) Dubbo Place Plan Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Dubbo to Newcastle rail connection Mitchell Highway improvements
Forbes	<ul style="list-style-type: none"> Newell Highway Overtaking Lanes (Multi-region) Upgrades to Main West Line Inland Rail (Federal Funded) Newell Highway flood-proof Newell Highway Improvements (in addition to those committed) Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Support the delivery of Inland Rail
Gilgandra	<ul style="list-style-type: none"> Newell Highway Overtaking Lanes (Multi-region) Inland Rail (Federal Funded) Newell Highway Improvements (in addition to those committed) Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Support the delivery of Inland Rail
Lachlan	<ul style="list-style-type: none"> Henry Parkes Way improvements Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program
Lithgow	<ul style="list-style-type: none"> New Intercity Fleet (Multi-region) Upgrades to Main West Line New Bathurst Bullet service Bells Line of Road improvements Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Electrification of intercity to Bathurst Castlereagh Highway Improvements (Mudgee-Lithgow)
Mid-Western Regional	<ul style="list-style-type: none"> Public Transport for isolated communities Central West and Orana Regional Transport Plan

	<ul style="list-style-type: none"> Connecting the Central West and Orana Program Dubbo to Newcastle rail connection Castlereagh Highway Improvements (Mudgee-Lithgow)
Narromine	<ul style="list-style-type: none"> Newell Highway Overtaking Lanes (Multi-region) Inland Rail (Federal Funded) Mitchell Highway overtaking lanes – Dubbo to Narromine Inland Rail Intermodal Facility investigations Newell Highway Improvements (in addition to those committed) Barrier Highway improvements (Dubbo-Broken Hill) Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Support the delivery of Inland Rail Mitchell Highway improvements
Oberon	<ul style="list-style-type: none"> Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program
Orange	<ul style="list-style-type: none"> Upgrades to Main West Line Regional growth buses Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes Extending Bathurst commuter rail to Orange Orange Place Plan Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Mitchell Highway improvements
Parkes	<ul style="list-style-type: none"> Newell Highway, Parkes Bypass (Planning) Newell Highway Overtaking Lanes (Multi-region) Upgrades to Main West Line Inland Rail (Federal Funded) Henry Parkes Way improvements Newell Highway Improvements (in addition to those committed) Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Support the delivery of Inland Rail
Warren	<ul style="list-style-type: none"> Barrier Highway improvements (Dubbo-Broken Hill) Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Mitchell Highway improvements
Warrumbungle Shire	<ul style="list-style-type: none"> Newell Highway, Improvements through Coonabarabran (Planning) Newell Highway Overtaking Lanes (Multi-region) Golden Highway Safety and Productivity Works (State and Federal Funded) Inland Rail (Federal Funded) Golden Highway improvements (continuation) Newell Highway Improvements (in addition to those committed) Upgrade roads in the Coonamble and Warrumbungle area Central West and Orana Regional Transport Plan Connecting the Central West and Orana Program Dubbo to Newcastle rail connection Support the delivery of Inland Rail
Weddin	<ul style="list-style-type: none"> Newell Highway Overtaking Lanes (Multi-region) Inland Rail (Federal Funded) Newell Highway flood-proof Newell Highway Improvements (in addition to those committed) Central West and Orana Regional Transport Plan

	<ul style="list-style-type: none"> Connecting the Central West and Orana Program Support the delivery of Inland Rail
Far West	
Balranald	<ul style="list-style-type: none"> Sturt Highway improvements Murray River Bridges Program The Wool Track sealing (Balranald - Ivanhoe -Cobar) Far West Regional Transport Plan
Bourke	<ul style="list-style-type: none"> Kamilaroi Highway Improvements Kidman Way improvements Far West Regional Transport Plan Mitchell Highway improvements
Brewarrina	<ul style="list-style-type: none"> Public Transport for isolated communities Kamilaroi Highway Improvements Far West Regional Transport Plan
Broken Hill	<ul style="list-style-type: none"> Silver City Highway Seal Extension Silver City Highway sealing missing links Barrier Highway improvements (Dubbo-Broken Hill) Broken Hill Place Plan Far West Regional Transport Plan
Central Darling	<ul style="list-style-type: none"> Cobb Highway Seal Extension Cobb Highway sealing missing links Barrier Highway improvements (Dubbo-Broken Hill) The Wool Track sealing (Balranald - Ivanhoe -Cobar) Far West Regional Transport Plan
Cobar	<ul style="list-style-type: none"> Kidman Way improvements Barrier Highway improvements (Dubbo-Broken Hill) The Wool Track sealing (Balranald - Ivanhoe -Cobar) Far West Regional Transport Plan
Unincorporated Area	<ul style="list-style-type: none"> Silver City Highway Seal Extension Silver City Highway sealing missing links Barrier Highway improvements (Dubbo-Broken Hill) Far West Regional Transport Plan
Walgett	<ul style="list-style-type: none"> Public Transport for isolated communities Kamilaroi Highway Improvements Far West Regional Transport Plan
Wentworth	<ul style="list-style-type: none"> Silver City Highway Seal Extension Silver City Highway sealing missing links Sturt Highway improvements Murray River Bridges Program Far West Regional Transport Plan

Attachment B:

Regional NSW Services and Infrastructure Plan statewide initiatives

Statewide Policy and Planning Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
ALL MODES				
Regional Transport Plans		●	○	○
Place plans		●	○	○
Access Prioritisation Plan		●	○	○
Regional Parking Guidelines		●	○	○
Transport Corridor Planning	●		○	○
ROAD				
Road Classification Review	●			
Road network management system		●	○	○
Fleet leasing policy		●	○	○
Fuel vouchers policy		●	○	○
Car share package		●	○	○
Town bypasses, identification of future need		●	○	○
Implementation of traffic incident and information services		●	○	○
PUBLIC TRANSPORT - BOOKING AND TICKETING				
Regional Booking System		●		
Mobility as a Service (MaaS)		●		
Next generation ticketing		●		
Fare alignment		●		
Cross border public transport pricing and regulation MoUs		●		
RAIL				
Rail Network Optimisation Program		●	○	○
Regional Rail Fleet Project	●			
BUS				
Country Passenger Infrastructure Grants Scheme	●		○	○
ON DEMAND				
School Bus and Community Transport Model development		●		
PUBLIC TRANSPORT - OTHER				
First stop Transport	●		○	○
MARITIME				
Maritime Safety Program		●	○	○
ACTIVE TRANSPORT				
Assisted Mobility Device Strategy		●	○	○
ASSET MANAGEMENT				
'Whole of life' Approach Plan		●	○	○
TECHNOLOGY				
CAV, electric vehicle and Intelligent Transport System trials		●		
CAV Readiness Program		●	○	
Electric Vehicle Policy		●	○	○
DATA				
Data collection improvements for Regional NSW	●		○	○

○ For further investigation if initiative is successful and/or required

Statewide Infrastructure Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
ALL MODES				
Continuation of port efficiency, access and integration initiatives		●	○	○
Deliver Place Plans		●	○	○
Deliver Access Prioritisation Plan		●	○	○
Deliver Transport Corridor Planning	●		○	○
ROAD				
Resilience Package		●	○	○
Towards Zero Infrastructure Program		●	○	○
Local Government Road Safety Program	●	◐	○	○
Sealing Country Roads Program		●	○	○
Bridges for the Bush Program	●	◐	○	○
Slopes and Culverts Condition Program		●	○	○
Fixing Country Roads	●	◐	○	○
Heavy vehicle rest areas	●	◐	○	○
Last Mile Productivity Program		●		
Deliver Road Network Management System		●	○	○
Safer Roads Program	●		○	○
Regional Road Freight Corridor Fund	●	◐	○	○
Saving Lives on Country Roads Program	●	◐	○	○
Implementation of Traffic Incident and Information Services		●	○	○
Deliver Town Bypasses		●	○	○
AVIATION				
Regional Airports Program	●			
RAIL				
Deliver New Intercity Fleet	●			
Fixing Country Rail	●	◐	○	○
Rail Network Optimisation Program		●	○	○
Deliver Regional Rail Fleet Project	●			
INTERCHANGES				
Transport Access Program	●		○	○
Deliver Inland Port		●		
MARITIME				
Deliver NSW Boating Now Program	●			
Deliver Maritime Safety Program		●	○	○
ACTIVE TRANSPORT				
Deliver Walking and Cycling Program		●	○	○
TECHNOLOGY				
Intelligent Transport Systems		●	○	○
Deliver CAV Readiness Program		●	○	
Deliver Electric Vehicle Policy		●	○	○
Deliver Regional Booking System		●		

- For further investigation if initiative is successful and/or required
◐ Continuation of initiative, investigation of program funding

Statewide Service Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
ALL MODES				
Deliver the Regional Passenger Transport Strategic Framework and Delivery Model	●		○	○
Deliver Hub and Spoke Model	●		○	○
AVIATION				
Increase availability of regional slots at Sydney's airports during peak hours	●		○	○
RAIL				
Rail Network Optimisation Program		●	○	○
Deliver Regional Rail Fleet Project	●			
ON DEMAND				
Demand responsive transport services	●		○	○
ACTIVE TRANSPORT				
Active Transport Sharing Scheme		●	○	○
TECHNOLOGY				
Aerial technology use		●	○	○

○ For further investigation if initiative is successful and/or required

From: [bacospeter](#)
To: [submissions](#)
Subject: Mullum structure plan
Date: Thursday, 14 November 2019 5:42:54 PM

We support all aspects of mullum structre plan, and acknowledge that mullumbimby needs to grow and expand.

We look fwd to the greening of station street and tincogan st.

More opportunity of shopping needs to be available.

Rgds Peter Bacos

Mullum masterplan

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 18 NOV 2019
FILE NO:
ASSIGNEE:

RECEIVED BY FRONT COUNTER
15 NOV 2019
BYRON SHIRE COUNCIL



Mullumbimby Masterplan

To the General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY, NSW, 2482

Re: The proposal concerning Improve connections to the 'leaf land' - Item #15 on page 40

Improve connections to the 'leaf land' (Lot 4 Mullumbimby – the piece of Council owned land to the north of Heritage Park) through the construction of a road, opening it up for future use that is functional with the environmental constraints of the site

- Investigate possible future uses of the land

Studio residents of Station St Studio

The following residents of The Station St studios located at 28 Mill St Mullumbimby have concerns as to a public road being created so close to the building. This area is being utilised by artists and crafts people and is becoming a safe and creative hub in the town.

Creating a public road will increase the volume of vehicle traffic in the area. There is also a concern that the river and land access will encourage illegal travellers and campers which is already a problem that has become difficult to manage in the area.

If it was opened up a public walking and bike track would be more suitable and appropriate as there are limited walks within the township that have access to safe areas near the river.

Name	Studio #	signature
ROBYN SWEANEY	Studio A	
DANIELLE MUN	Studio D	
JACKSON SWEANEY	STUDIO 1	
Danielle Sartori	Studio acupuncturist massage	
Daniel Smith	STUDIO 2	
EMMA WALKER	STUDIO 3	
* NOTE THE OWNER OF THE BUILDING IS		
CURRENTLY OVERSEAS and many tenants		
could not be contacted due to fires + music festival		

Mullum master plan



Mullumbimby Masterplan

To the General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY, NSW, 2482

BYRON SHIRE COUNCIL	
DOC NO:
REC'D:	18 NOV 2019
FILE NO:	F2756
ASSIGNEE:	M. Chapman

Re: The proposal concerning Brunswick Tce - Item #16 on page 40

'Investigate the potential for Brunswick Terrace to become a cul-de-sac where it meets Tincogan Street and Federation Bridge.

- Make crossing Tincogan Street safer for pedestrians
- Prioritise pedestrians and cyclists to encourage active transport
- Undertake a traffic study to test the feasibility of this action
- Consult with local community to understand the long-term implications of any such action '

Residents of Brunswick Terrace Mullumbimby

The following residents of Brunswick Terrace (south of Tincogan St and within the proposed cul-de-sac area) would like to support item #16 in the draft Masterplan for Mullumbimby.

This proposal will create a safer street and more user friendly area for pedestrians and residents.

There has been a number of accidents and near misses over the years at the intersection near the bridge and this idea is aimed at avoiding any future problems.

The volume of traffic has also increased over the years and the speed that some cars travel down the road is also concerning. The sculpture walk will also increase the volume of children, pedestrians bike riders and visitors.

Name	address	signature
Rikki Stubbs	17 Brunswick Terrace	R. Stubbs
Brian Gambetti	1 Tincogan St	B. J. H.
Barry Lawler	16 Brunswick terrace	Barry Lawler
Norma Lawler	16 Brunswick terrace	N. Lawler
Marianne Scott-Dalgleish	Tincogan St	M. Scott-Dalgleish
ROBYN SWEANEY	12 Brunswick Tce	Robyn Sweeney
Helen Dailhou	12A Brunswick Tce	Helen Dailhou
John Dailhou	12A Brunswick Tce	John Dailhou
Jennifer Grainger	14 Brunswick Tce	J. Grainger
Richard Hill	" "	R. Hill
Emily Emily Porter	12 Brunswick Tce	Emily Porter
Jakene Sweeney	12 Brunswick Tce	Jakene Sweeney

From: [Rikki Stubbs](#)
To: [submissions](#)
Subject: Proposed Cul-de-Sac Brunswick Terrace Mullumbimby
Date: Wednesday, 13 November 2019 1:45:26 PM
Attachments: [image001.jpg](#)

To: General Manager

Byron Shire Council

Dear Sir,

I am writing to you in support of the proposal to make Brunswick Terrace Mullumbimby into a cul-de-sac. I am a resident of Brunswick Terrace and have noticed there are a number of safety issues at present including the speed of traffic and the number of accidents and near misses. It is great concern to the residents that a potentially fatal accident is an inevitability. The residents are very keen for the council to undertake a feasibility study and prioritise the pedestrians and cyclists that enjoy this area of the Mullumbimby precinct.

Kind regards,

Rikki Stubbs

17 Brunswick Terrace, Mullumbimby



Rikki Stubbs / Pure Colour
m 0414-569-115
rikki@purecolour.com.au
www.purecolour.com.au

Mullum master plan

BYRON SHIRE COUNCIL
DOC NO:
REC'D: 18 NOV 2019
FILE NO:
ASSIGNEE:

RECEIVED BY FRONT COUN

15 NOV 2019

BYRON SHIRE COUNCIL

Mullumbimby Masterplan

To the General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY, NSW, 2482



Re: The proposal concerning Improve connections to the 'leaf land' - Item #15 on page 40

Improve connections to the 'leaf land' (Lot 4 Mullumbimby – the piece of Council owned land to the north of Heritage Park) through the construction of a road, opening it up for future use that is functional with the environmental constraints of the site

- Investigate possible future uses of the land

Dear Mr Arnold

As an occupant of one of the art studios at The Station St studios located at 28 Mill St Mullumbimby I have concerns as to a public road being created so close to the building. This area is being utilised by artists and crafts people and is a safe and creative hub in the town.

Creating a public road will increase the volume of vehicle traffic in the area. I am also concerned that the river and land access will encourage illegal travellers and campers which is already a problem that has become difficult to manage in this area.

If it was opened up a public walking and bike track would be more suitable and appropriate as there are limited walks within the township that have access to safe areas near the river.

Your sincerely

Robyn Sweaney
Studio A
Station St Studios
28 Mill St Mullumbimby

Mullum Masterplan

RECEIVED BY FRONT COUNTER

15 NOV 2019

BYRON SHIRE COUNCIL

BYRON SHIRE COUNCIL

DOC NO:

REC'D: 18 NOV 2019

FILE NO:

ASSIGNEE:

Mullumbimby Masterplan

To the General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY, NSW, 2482



Re: The proposal concerning Brunswick Tce - Item #16 on page 40

'Investigate the potential for Brunswick Terrace to become a cul-de-sac where it meets Tincogan Street and Federation Bridge.

- Make crossing Tincogan Street safer for pedestrians
- Prioritise pedestrians and cyclists to encourage active transport
- Undertake a traffic study to test the feasibility of this action
- Consult with local community to understand the long-term implications of any such action '

Dear Mr Arnold

As a resident of Brunswick Terrace (south of Tincogan St and within the proposed cul-de-sac area) I would like to support item #16 in the draft Masterplan for Mullumbimby.

This proposal will create a safer street and more user friendly area for pedestrians and residents.

There has been a number of accidents and near misses over the years at the intersection near the bridge and this idea would avoid any future problems.

The volume of traffic has also increased over the years and the speed that some cars travel down the road is also concerning. The sculpture walk will also increase the volume of children, pedestrians, bike riders and visitors.

Over the past few days I have even witnessed people in cars slowing down suddenly to view the sculpture with traffic immediately behind not being aware of this and near misses occurring which is very concerning.

Another issue in the street is cars crossing over the verge and footpath to place rubbish in the bins near the picnic table. Maybe bollards or more planting along the edge would prevent this. If it was a cul-de-sac this may also prevent drive through rubbish drop offs and campers setting up in the park.

I support the proposal for the park to become a focal point of the town with the public sculptures but I also want it also a safe and pleasant place to live for young and old. It can only be a continuing asset to the town.

Yours sincerely

Robyn Sweaney
12 Brunswick Terrace
Mullumbimby

From: [Robyn Sweaney](#)
To: [submissions](#)
Subject: Traffic Flow issues in Mullumbimby - Not mentioned in the Masterplan
Date: Friday, 15 November 2019 12:20:05 PM
Attachments: [IMG_0979.jpg](#)

Mullumbimby Masterplan

To the General Manager

Byron Shire Council

PO Box 219

MULLUMBIMBY, NSW, 2482

Dear Mr Arnold

As a resident of Mullumbimby for 32 years I have seen many changes and more recently the increase in traffic in, around and through town.

I have looked through the Mullumbimby Masterplan and though most things seem positive and helpful to make the town more user friendly for pedestrians and bicyclists, I am very disappointed that a one way system for traffic around the town has not been considered or even mentioned.

One of the main cut through streets, Tincogan St is incredibly narrow for two way traffic toward the eastern end and incredibly close to housing. Now with increased use in the little group of shops in-between the laneway and Dalley St visibility is extremely poor. It is seriously becoming a danger zone with traffic backing out into oncoming traffic.

I am not a town planner or a traffic expert but to me the logical approach to solve many of the flow issues within town would be to make all traffic coming into town from the east turn right at the roundabout and left in to Tincogan (making it run one way in a westerly direction in-between Station and Dalley Streets).

Then make all traffic coming down Burringbar one way in the opposite direction, in-between Dalley and Station Streets (One way heading east)

Traffic then wanting to head towards the south of town (or Burringbar St) then just need to turn left at Dalley St which is wider and able to handle larger volumes of traffic.

Making Fern St into a bypass seems unnecessary especially with an proposed added bike path making it more dangerous for residents and bike riders.

A one way system implementation would not be costly and could improve the flow and the inner town environment greatly.

I hope this idea may be a consideration within the forward planning for the town. Please see my really crude drawing of idea attached.....only a suggestion

Yours sincerely

Robyn Sweaney

12 Brunswick Terrace

Mullumbimby

04 2197 4802



From: [Shirlee Doupe](#)
To: [submissions](#)
Subject: Our Mullumbimby Masterplan - Comment
Date: Friday, 15 November 2019 3:12:46 PM

Firstly, I would like to acknowledge the beneficence of the principles that underlie this plan and to state that I honour them. However, to my mind, there is one grave deficiency: The selection of Lot 22, Stuart Street, as the site of a future affordable housing project.

This site, currently accommodating community recreational facilities, is in a flood prone area. Its most recent inundation was in March, 2017. It has been the subject of several flood studies throughout the years and has been irrevocably declared “flood prone” and a “no-fill area”. Impeding the natural flow of water in one area i.e. through using fill, will simply cause a greater depth of flooding in an adjacent one. The SES, commenting on the site, envisions 'flood hazards' and serious 'evacuation limitations'.

Suggestion: Selection of safe sites for future housing projects i.e. not flood prone. Also, a positive response to the current investigation “South Mullumbimby Flood Study” through community discussion and peer review. Finally, an acknowledgement of the reality of 'climate change' and a recognition of the certainty of more severe future weather events.

Yours sincerely,

Shirlee Doupe

4 Myokum Street, Mullumbimby 2482
PO Box 1280, Mullumbimby 2482

M: 0419 781 667

From: [bellfrogs](#)
To: [submissions](#)
Subject: Mullumbimby Masterplan Submission
Date: Friday, 1 November 2019 9:49:04 AM
Attachments: [Mullumbimby Master Plan submssion.pdf](#)

Please find attached my submission relating to the Mullumbimby Masterplan.

Regards,

Stephen Bellerby

7 Station Street
Mullumbimby
Tel. 6684 0872
Mob. 0407 844 718

Mullumbimby Masterplan Submission

I am a resident of Mullumbimby living in Precinct 1. My concerns relate to those features of the Masterplan I believe will negatively impact the area around my home as well as those that will affect residents more generally.

There are some aspects of the Mullumbimby Masterplan I find exciting and would very much like to see come to fruition. These are mainly to do with making the town more cycle and pedestrian friendly. To have a pedestrian area in town with cycle paths connecting to the various precincts would be wonderful. I like the idea of a “talking street”, that is presumably advocating pavement cafes and outside dining in a pedestrian precinct. The idea of a “green spine” which implies more trees and vegetation generally is also something I would appreciate and encourage. While I acknowledge there are positives in the Masterplan some matters of significance have been ignored or overlooked that will prove detrimental to Mullumbimby and its residents.

1. A reduction in the number of car parks in Burringbar Street is not a bad thing providing alternative spaces are provided not too far away from the CBD to compensate. I would propose the area on the southern side Argyle Street between Prince Street and the railway line be used for this purpose. Currently it is the location of a children's playground. It is a large area providing easy pedestrian access to the CBD with the ability to more than compensate for a reduction of car spaces in town. I would suggest proximity to the CBD is more important for potential spenders than for those populating a playground. The area of Station Street to the north of Woolworths could be utilised as a park offering an alternative site for the children's playground, bar BQ shelters and perhaps exercise equipment for older members of the community plus parking. Such facilities are considered important by other Councils to enhance amenity but not in Byron Shire. Alternatively the land opposite Carsburgs could be used for the same purpose.
2. There is no justification for the extent of accessible housing proposed in the Masterplan. I would argue there is already an abundance of accessible/affordable accommodation close to the CBD in the form of secondary dwellings. There has been a proliferation of such dwellings in the recent years. If there was enforcement of the regulations under which these were permitted minimal further accessible housing would be required. Many of the owners of secondary dwellings flout the law by opening them up to the short term letting market. This contravenes the planning regulation that allowed them to build them in the first place. Enforcement of the building code could make many more available for long term rent.
3. The area known as Lot 22 DP 1073165 is a flood plain and is clearly unsuitable for housing. If the Council forges ahead with their proposal to establish housing here I believe a negative impact would be felt in many ways. Housing anybody in a flood plain is irresponsible, but it is more so if those people are of lower socio-economic means. With the housing being classified as “accessible” I assume that is exactly what the Council has in mind. Floods are traumatic for anyone but if one has limited means, limited support, no insurance (it is unlikely that option would be available on such land) and no alternative, it is certainly catastrophic to lose your home and belongings. I would argue that not only would vulnerable people housed on Lot 22 be severely impacted, so too would residents in the established housing areas. A serious flooding event on March 31, 2017 caused serious hardship to residents in established homes throughout the town. Placing numerous homes on the flood plain would surely only exacerbate the problems associated with flooding.
4. The Masterplan proposes re zoning large areas of rural land to the south of Mullumbimby to

allow for housing. Most of this area, together with Lot 22, constitutes a large part of the flood plain of Mullumbimby. The town is already prone to flooding, that much is known. I have grave concerns that establishing housing on this land will cause more serious detrimental effects on current dwellings by impeding the natural flow of flood water and causing it to flood to a greater depth than previously experienced.

5. There is precious little mention of accommodating citizens in their later years. Currently there are few options in Mullumbimby for them to live independently in their later years in a tailor-made facility. Over 55 communities proliferate in Ballina, Tweed and the Gold Coast. Many older residents have been forced reluctantly to relocate to these areas because they cannot find anything suitable in Mullumbimby. Perhaps the old hospital site will provide an opportunity for such accommodation but it is not given much consideration in the Masterplan. The Masterplan does make a fleeting reference to an ageing population:

In addition, an ageing population will mean that Mullumbimby will have to look for more ways to become truly accessible, especially to those who live with a disability. This will involve embedding inclusivity into any development in the public realm

Old age is not a disability; it's a stage of life that presents special challenges to Council. Catering for the aged in the community by providing suitable accommodation is part of that challenge. If the assumption is that the proposed accessible housing is part of the solution then I think the plan is flawed and has to be re considered. People of advanced years have accumulated sufficient wisdom to know that living on a flood plain is not suitable for them or anyone else!

6. To deny the residents of Mullumbimby an area set aside for recreational purposes such as Lot 22 seems out of kilter with the Council vision. The increase in population envisaged by Council would only increase the demand for sport and recreational areas and yet the intention is to decrease the area given over to it. Lot 22 lends itself to recreational use, and was indeed designated for that purpose when Council acquired it. Re zoning was denied the previous owners and should still be considered unsuitable for housing. There are areas more suitable than Lot 22 that provide a safer, less flood-prone environment. Recreational areas should be preserved and not be sacrificed for unsafe and unsuitable purposes.
7. In conclusion I outline a most serious concern around the Masterplan. Despite my enthusiasm for increased pedestrian and cycle access and the thought of a more open and vibrant town I have serious misgivings about the ability of it to be sustainable. Much of the current infrastructure is in serious need of repair and/or upgrade. Residents of Mullumbimby currently tolerate poorly maintained local roads, footpaths (where they exist), street lighting, parks and gardens, cycle paths, boat ramps, public toilets etc. On the subject of street lighting, some time ago Council installed solar lighting in various areas around the town. To my knowledge there are sixteen in places such as the park next to the Council offices, River Terrace bus station and the tennis courts in Tyagarah Street. The majority do not operate, and haven't done for some considerable time: they haven't been maintained since their installation. This is just another example of infrastructure being put in place in a flourish of enthusiasm only to be left to deteriorate and slowly decay. Further infrastructure will place greater pressure on Council's finances for maintenance. Even with an increase in Council revenue from increased housing stock I question the commitment and priority given to infrastructure maintenance to date. Until Council can adequately maintain current infrastructure, providing rate payers of Mullumbimby with value for money, further development is not appropriate and should be approached with caution.

Supporting photos serve to illustrate the neglect of current infrastructure the residents of Mullumbimby are expected to tolerate.



These photos show the official town boat ramp in Tyagarah Street and the road used to access it. The road is riddled with numerous potholes (photo dated 26/10/19) and I am assured by those who use the boat ramp it is far from adequate and unsuitable when the tide is low. The Mill Street ramp is preferable as it provides boat access further upstream to a deeper channel at low tide.



The park alongside the river in Mill Street is populated by overnight campers. There are no toilets or garbage bins resulting in unsightly and unhygienic debris being discarded along the riverbank. Even the fact it abuts a children's playground doesn't seem to prompt any improvements. Signs indicate clearly it is not permitted and yet is allowed to flourish. As with secondary dwellings there is no enforcement of regulations of such illegal practices. Contrast this with the assiduous collection of parking fines in the CBD's throughout the Shire. NOTE: There are commonly more campers than is shown in this photo (dated 9.00am, Oct 25, 2019).



The unofficial “boat ramp” in Mill Street is both dangerous and unsightly. It is used in preference to the 'official' one in Tyagarah Street as explained on page 4. (Photo dated Oct. 25, 2019)



Fern Street, proposed as a “southern bypass”, already has high traffic flow and yet has no footpath or cycle path to allow for safe travel of pedestrians or cyclists.



It's worth bearing in mind the following flood photos are taken in daylight, several hours after the flood peak on March 31, 2017. The flood debris on the left of the photo below indicates where the water reached at the peak. These residential areas adjoin Lot 22 and it can be reasonably expected flooding will only worsen if the floodplain is elevated for housing using landfill, as proposed. This will reduce the area of low lying land over which the flood water can flow.

Stuart Street is an option for vehicular access to Lot 22. As can be seen, emergency service vehicles would have trouble accessing Lot 22 in times of flood.

Stuart St Saltwater Creek crossing



Orchid Place 31/03/2017 6:10AM



From: [tristan lavery](#)
To: [submissions](#)
Subject: mullum master plan
Date: Friday, 11 October 2019 5:43:28 PM

Trees Trees Trees

!!!!

its getting hotter and hotter and we all know that big canopy trees cool down urban areas
Some streets in the cbd have room for tree beds down the middle like in stuart st and dalley st

Thankyou



Written by Jeff. Beer. 21 Mur Bah RD . Mullumbimby Phone 66842674

Have lived all my life in Byron shire, 75 years. I have seen many changes in that time. Your proposal has a number of statements which are well intentioned but are a little off the mark.

- (1) Page 7 First Para. " all share a fierce pride for being a Mullum resident. Mullum for many years won a large number of awards for tidy towns competitions. Back yards existed, they all had gardens neat and tidy including vegetables , no water meters very few water restrictions. If you had a car it was always parked off the street. The number of cars, boats, caravans ,trailers , which are parked in the residential areas after dark has seen a rise in petty crime.
- (2) If I have the hide to question a dog owner for not having the dog on leash, or picking up after their dog , having a dog in a designated children's play one is given a fair dose of city style abuse . OLD TIME RESIDENTS HAVE A SAYING "IF YOU ARE THE LAST TO LEAVE PLEASE TURN THE LIGHTS OFF' Our civic fathers are now proposing turning the public street lights off at 1am to save power. This was the practice prior to 1980 and a night watchman was employed . One now has to check that ones home is totally secured at all times, this is how fare we have come.

(3) Page 8. Third para. Sorry like "THE BAY" Mullum has already lost a large number of mature residents due to the influx of city people, bring what they are trying to escape from. Mullum is now at the stage THE BAY WAS AT 25 YEARS AGO.

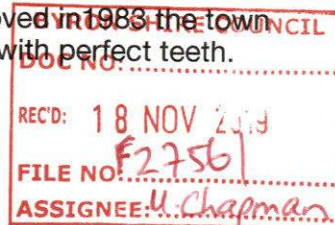
(4) Page 9. Principle 1."Desire to retain Mullumbimby's country town feeling " Some thirty years ago when the meatworks closed at the bay the residents said that would be the end of the bay. Our wise council stated that the bay would never become another gold coast. Sorry it is all but there, to the point that people locals and others now go out of there way to avoid the bay.

Principle 3."Mullum is accessible and well connected ". As an elderly person to now walk down the street to have to step out of the paths of bicycles ,dogs controlled and uncontrolled cyclists riding across pedestrian crossing, which is against the law, The percentage of foot paths in the area bounded by Station street ,Mill street Brunswick Tc and Fern street , that are not concrete at 65 to 70 pec. Paths in residential area are over grown uneven and have hard obstacles across them rocks timber cars trailers fruit trees planted down the centre of the foot path areas. One is then forced to walk on the road verge which in one instance contains a chook pen and timber. Hence one is forced to walk on the road and dodge the potholes and cars. Hence Mullum,s little country town feeling has already dissapeard.

Principal 4 " Reonnnect with the river"The only time mullum residents connect with the river is when the river is in flood, shock horror Any improvements on the river bank parks eg B B Qs, covered picnic tables are destroyed in a short time. The existing concrete boat ramp on the southern end of the tennis courts in Brunswick TC are in practical due to the depth of the river at load tide. Most locals use an unofficial launching point on the norther end of Stuart St. A 4 wheel drive is required. The river is in the process of silting up, The early settlers used gravel and sand out of the river for road building. This was band many years ago.

(5) Page 10 Proposal for old hospital.??? The council has paid to clean the site up. Rate payers do not know the cost to this date. I have grave concerns that the council finances will not be able to pay for the development costs. Any costs in the future should not be carried by the ratepayers. This development should be self funded and ring fenced and funded internally.

Council has approved of these additional dwellings which has added extra pressure on roads and infrastructure no to mention water supply. It is not common knowledge that the water system was designed from the wear to the town to be all gravity fed. The existing council having taken over the old Mullumbimby council Did not maintain the water race and have now had to install a water pump to transfer water to the filtration plant. In 1955 flueride was added to the water and for many years Mullum needed two dentists. The plant was removed in 1983 the town was not advised of this move, I am glad that my three children , all over 40 with perfect teeth.



Urban village on rail land. Are you kidding ???? The trains will never return to the existing route .If we are to see rail passenger services to this area it will be built beside the existing motor way from the Gold coast air port to the Ballin air port. If the proposed sea levels happen all this may be just like the Y2K bug or 1993 peak oil or the first hydrogen bomb would destroy the world, smooch for the X spirits. If you are going to use the rail corridor I would suggest that it be used as a road inter connector between mullum and the bay, With a on and off ramp a Tyagarah. This would reduce the traffic into the Bay on Ewingsdale road and the road from Uncle Toms To Mullum. The latter will in a short time become another bottle neck. This may be too practical.

Page 10. Green spine in Stuart ST. Your diagram shows trees down the street both sides. Please note that Argyle st was planted both sides. As these trees grew they became a hazard on exiting the property's and therefore few remain. Are you aware of the council bylaw regarding planting of trees on the footpath and road verge. In a nut shell the property owners are responsible for the maintenance of the area as I have previous dealings with the Mr Mark Arnald ,BSC only to be told that He considered My very to dangerous to work on. If you are planting trees down this street why not in the centre. No power lines , storm water no foot paths to be impinged upon. I would suggest that if you plant tree under an existing power line council will be charged for any clearing required. Any deformation to the road way would not be any worse than existing potholes and may be considered traffic calmers.

Precinct 1 Mullumbimby core service centre. Sorry I disagree. Gone are the saw mill ,butter factory ,electricity workers power station workers dairy farms and cattle farmers. The new comers are mainly into growing rainforest trees even in urban areas .In drought times this will come back and bite the community on the bumb. If we return to sever storms and cyclones the again trees will cause damage to property and services.

Formalise traffic route along Station St ,Fern AV. I would say that 100 percent of those residents would oppose this. From my understanding the council is all but broke. I guess dreams are cheap.

Formalise route Federation Bridge, Having had a heavy combination drivers licence for over 50 years I would suggest you discuss this with the trucking industry.

CONGRATULATIONS. A LOT OF TIME AND ENERGY TO ACHIEVE THIS OUT REGARDS CHANGING GIVE WAY SIGNS IN DALLEY ST AND STUART ST.

Locals have been trying hard for this for years. Whilst we are on this route, the intersection of Murwillumbah RD and main arm road, this is a Tee intersection and has a stop sign. As per the current traffic rules traffic on the tee must give way. The stop sign is ignored 8 out of 10 times. Trucks and heavy vehicles all stop, they then have to select low gear to proceed at a very slow speed into the intersection to be confronted by vehicle travelling at a speed in excess of 60 kph late for work or something blowing their horn at the heavy vehicle half way through the intersection. Yes you are proposing a round about at this intersection Time and funds will prevent me from seeing this . Maybe climate change will see this not required.

Bridge over river at end of Burringbar st .This bridge should be 1 meter above the level of the 1917 flood height. I need to remind you that the super structure of the Federation bridge acted as a dam due to the height of the flood. This sent large amount of flood water across Jubilee av towards south mullum. The rail line acts as an embankment both to the north and south of Mullum. In 2017 flood height on the northern side of Mullum was 600 mm higher than the eastern side of the rail line. At the point of measurement there was 100mm of water going over the rail line. On the southern side of Mullum there was no evidence of water flowing over the line of any depth. The rail line is a flood buffer for Brunswick heads Ocean shores, and Billinudgel. I would be very careful in regards subdivision on lot 22. Any subdivision east of the rail line in precinct 4.

Time precludes me from making any further comment ,accept to say that agriculture is a thing of the past in this area due to the cost of land and environmental concerns of neighbours .We are known as the north shore of nsw and we will pay the price. Please note Chincogan is not mountain not over 1000ft was referred to as Chinny and the two adjacent peaks were known as

Linny and Pinny. I spent the first 21 years of my living under the eastern slopes and I have a lot memories . I then moved to mullum in 1966.

From: [Jess Gilmore](#)
To: [council](#)
Cc: [Hawton, Isabelle](#)
Subject: Submission for Mullum Masterplan
Date: Wednesday, 20 November 2019 12:54:08 PM

Hi there,

The Mullumbimby Masterplan document makes reference to a "strong connection to the river".

I am interested to know what is being proposed to support this.

There are two 'boat ramps' which have been used in the past which are in various states of disrepair, and limit access to the river from Mullum.

Can this please be remedied, with works to the existing ramps or the establishment of new ramp/s to support a connection to the river in this way?

There is no launching facility for people to put small fishing boats, canoes, kayaks, dragon boats etc into the river to enjoy its many pleasures - boating, fishing, bird watching, photography, fitness, etc.

I am also concerned about the use of Heritage Park (near the 'boat ramp' at the end of Stuart Street) for vans; there has recently been a lot of overnight camping in the area, resulting in rubbish left and toilet paper along the riverbank as there is no public toilet in the vicinity.

Sincerely,

Jess Gilmore
on behalf of Dave Gilmore
Resident and ratepayer
Gordon Street, Mullumbimby

5 November 2019

Mark Arnold
General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY NSW 2482

Dear Sir

Submission – Our Mullumbimby Masterplan

I act on behalf of Rockfam Investments Pty Ltd, the owners of the Mullumbimby Woolworths site on Station Street.

We congratulate Council on the draft Masterplan and support in particular the concept for the proposed Tincogan Street bypass / alternative route.

The success of this alternative route will require careful design of the Station Street/ Tincogan/Woolworths carpark intersection. We would therefore like to be closely consulted in relation to the design and arrangement of any proposals affecting traffic in the vicinity of the Woolworths site as the detailed actions of the Masterplan are implemented.

I can be contacted on 0400109582 and would welcome the opportunity to discuss any concept proposal further as soon as possible.

Yours sincerely



Frazer Read
Principal
All Urban Planning Pty Ltd

CC: Robert Rockefeller, Rockfam Investments Pty Ltd