

# Survey Responses

03 October 2021 - 17 January 2022

## Feedback

# Your Say Byron Shire

Project: Federal Drive Draft Concept Plan



VISITORS					
59					
CONTRIBUTORS			RESPONSES		
46			46		
0	0	46	0	0	46
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



**Respondent No:** 1

**Login:** Anonymous

**Email:** n/a

**Responded At:** Nov 16, 2021 13:24:32 pm

**Last Seen:** Nov 16, 2021 13:24:32 pm

**IP Address:** n/a

**Q1. Your Feedback**

So that's it, all those wonderful innovative ideas that people proposed have just been ignored? The plan has failed to include the impact of any development of the Palmer block, the ex-coffee plantation and the block opposite Federal Hall. However, it has been successful in turning the village centre into one huge car park - at least it'll maximise income if parking charges are introduced. There's more to a village centre than a car park. If the plan stays as it is, Council would be better off saving its money; I doubt if people would notice much difference.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 2

**Login:** Anonymous

**Email:** n/a

**Responded At:** Nov 17, 2021 16:11:04 pm

**Last Seen:** Nov 17, 2021 16:11:04 pm

**IP Address:** n/a

**Q1. Your Feedback**

I feel the concept plans are a great start and reflect the wishes of a lot of residents. The small scale roundabouts should work well and there seems to be adequate parking provided. Installing the power underground would give the village a clean finished look. Great idea.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 3

**Login:** Anonymous

**Email:** n/a

**Responded At:** Nov 23, 2021 16:29:41 pm

**Last Seen:** Nov 23, 2021 16:29:41 pm

**IP Address:** n/a

**Q1. Your Feedback**

Would be interested to see how this plan fits with the proposed development on the corner of coachwood and federal drive?  
Will it still work with their layout/use?

**Q2. Where do you live**

Goonengerry

**Q3. Tick all that apply to you**

I am a resident

I visit Federal to shop/for services

My children attend preschool / use services in Federal

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 4

**Login:** Anonymous

**Email:** n/a

**Responded At:** Nov 24, 2021 11:20:04 am

**Last Seen:** Nov 24, 2021 11:20:04 am

**IP Address:** n/a

**Q1. Your Feedback**

Hi I think the general concept plan is good. However it risks going to the formalised and gentrified. I believe formalised carparks on Roses road and Coachwood court for instance may not be needed. I understand the pedestrian crossing idea, but it will be a bit of a nightmare in practice with traffic delay in peak times. I think a shared zone of 50m length or so (where the pedestrian crossing is proposed) with a very low vehicle speed limit and no pedestrian crossing would be a better idea here. Need to plan for a village that doesnt just have one focal point (currently the general store and doma). A shared zone would do this. With low speeds and walkways on each side of the road there is a much reduced risk to pedestrians.

**Q2. Where do you live**

Goonengerry

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 5

**Login:** Anonymous

**Email:** n/a

**Responded At:** Nov 24, 2021 14:42:57 pm

**Last Seen:** Nov 24, 2021 14:42:57 pm

**IP Address:** n/a

**Q1. Your Feedback**

I would suggest a larger roundabout at the intersection of Federal Drive (Alfred Street) and Binna Burra Road to help slow down the thru traffic Totally agree with the undergrounding of power, very important from a safety and aesthetic perspective . Bus zone, would be better placed on Roses Road if possible. Okay with look and feel, needs to be natural materials , no imported sandstone or nasty masonry pavers please. Keeping in mind timber rots very quickly in this environment. Not sure if so much parking is required in the village itself albeit totally understand more parking required, maybe look at creating/upgrading the parking lot at the pre school, plenty of space available and then visitors could walk thru the park to the village.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 6

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 06, 2021 12:36:03 pm

**Last Seen:** Dec 06, 2021 12:36:03 pm

**IP Address:** n/a

**Q1. Your Feedback**

Overall, fantastic job. Some comments: 1. Having 1.5m footpaths on both sides of the road is a lot of concrete! I would have thought that having a 1m wide footpath on the side of the shop would be enough. This should also be coloured (ochre?) as suggested in the plan. On the side opposite the shop there could just be levelled grass, and definitely no concrete path extending past the end of the tennis court. 2. The small roundabouts at each end are a great idea but will need to be very low-rise so that the buses can turn over them.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 7

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 06, 2021 21:37:33 pm

**Last Seen:** Dec 06, 2021 21:37:33 pm

**IP Address:** n/a

**Q1. Your Feedback**

I am an owner partner of Lot 10 Federal Drive. Despite 2 preDA meetings with Council and DA plans being in Council for almost 12 months, these plans have little regard for the past discussions we have had with Council. Surely we should have been consulted as part of this process? All the expense we have gone to in preparing the DA (with traffic consultants) and due regard for the community has now been stalled indefinitely Surely this is not right?

**Q2. Where do you live**

**Other (please specify)**

Part time Sydney Part time Byron Bay

**Q3. Tick all that apply to you**

I am a landowner

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered





**Respondent No:** 8

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 07, 2021 11:59:23 am

**Last Seen:** Dec 07, 2021 11:59:23 am

**IP Address:** n/a

**Q1. Your Feedback**

I really like the plans for the main street of Federal that I was shown on Saturday at the Federal Hall. I am hoping council funds will be available to ensure that these plans are able to be enacted - including the removal of power poles and lines.  
Kate Ramsay.

**Q2. Where do you live**

Goonengerry

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 9

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 08, 2021 20:59:31 pm

**Last Seen:** Dec 08, 2021 20:59:31 pm

**IP Address:** n/a

**Q1. Your Feedback**

Stay out of the village. It's perfect the way it is.

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**Q2. Where do you live**

Goonengerry

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**Q3. Tick all that apply to you**

I am a resident

I visit Federal to shop/for services

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**Q4. Your email address**

You're updates are welcomed. It takes away from our village. There is no need. There is now accidents that happen so no need new updates.

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**Q5. Upload a file**

not answered

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**Respondent No:** 10

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 08, 2021 23:11:24 pm

**Last Seen:** Dec 08, 2021 23:11:24 pm

**IP Address:** n/a

**Q1. Your Feedback**

not answered

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

My children attend preschool / use services in Federal

I visit Federal

**Q4. Your email address**

██

**Q5. Upload a file**

not answered



**Respondent No:** 11

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 09, 2021 06:47:42 am

**Last Seen:** Dec 09, 2021 06:47:42 am

**IP Address:** n/a

**Q1. Your Feedback**

This appears to be very well thought out and I like the design materials to be used. I think it fits with current character and will give a safer space for my kids and everyone's kids while there twice a day for buses. I think it will improve the ability and safety of people to mingle and wander around the street.

**Q2. Where do you live**

Goonengerry

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

My children attend preschool / use services in Federal

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 12

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 09, 2021 07:33:46 am

**Last Seen:** Dec 09, 2021 07:33:46 am

**IP Address:** n/a

#### Q1. Your Feedback

Dear Isabelle and Andrew, firstly thankyou very much for co ordinating the feed back and responses for this important proposal for Federal. As a local resident and landowner I am so happy to see the ideas for our village. Notably most of the articulated issues concerning pedestrian safety and traffic are related to "visiting" traffic and largely the concept plan is all about how we deal with people coming to Federal from within the hinterland region. I would like to say that it is very important to retain the feel and features of our main street , while improving some aspects. I support the ideas proposing underground power ( not poles) the bus zone relocation and design, the proposed tree plantings , footpaths , pedestrian crossing, and speed reduction. However I do believe that the plan that is presented looks somewhat "over engineered". Firstly we should be incredibly conscious not to create a street that is visually dominated by carpark spaces or their markings . In the proposal plan it appears that these spaces are bounded by painted markings , I would suggest looking at other ways to discretely mark the spaces rather than having what might appear to be a shopping centre carpark. I am also not convinced that the village needs "overflow parking" on both Roses or Coachwood. Traffic roundabouts: while supporting the idea of reducing traffic speeds and providing a turning place for traffic I don't think a roundabout on Binna Burra Rd is a good idea. Binna Burra Rd is our main thoroughfare . Low seating walls: I believe these low seating walls, are not neccesary and will remain for the most part unused. As presented on page 9 I feel they will detract from the aesthetic of the main street , they look ungainly and over engineered. If you are the keep them perhaps reduce the number of them . On plan 1 there are five which is a bit of an "overkill" .

Q2. **Where do you live**

Federal

Q3. **Tick all that apply to you**

I am a resident

I am a landowner

Q4. **Your email address**

[REDACTED]

Q5. **Upload a file**

not answered



**Respondent No:** 13

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 09, 2021 07:49:42 am

**Last Seen:** Dec 09, 2021 07:49:42 am

**IP Address:** n/a

**Q1. Your Feedback**

I can see that we need some improvements, especially in regards to pedestrian paths and the zebra crossing, my concern is that we will lose some of the historic rustic charm. The design of this looks like a shopping center, can we not have the same while maintaining our backwater vibe? Perhaps less of the concrete and more of the railway sleepers like Doma utilizes. We also need a Koala / Wildlife safety zone up near the corner of Charltons Road and Albert Street, at the moment there is some kind of slow down solar sign that nobody understands and is also ugly. It is very important that Federal maintain it's charm, and not become manicured.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 14

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 09, 2021 17:52:43 pm

**Last Seen:** Dec 09, 2021 17:52:43 pm

**IP Address:** n/a

**Q1. Your Feedback**

This feedback (Uploaded) has been submitted by the FSAAI (Federal school of the Arts association Inc ) committee following a meeting to discuss the concept design and its impact on the community users of Jaspers Corner hall and church

**Q2. Where do you live**

Federal  
Goonengerry

**Q3. Tick all that apply to you**

I am a resident

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/6e883f9e40d6f5376e06cc4842424fd280439051/original/1639032757/f86ab8af75118c970ca8d94a4a298309\\_FEDERAL\\_ROAD\\_DESIGNS.pdf?1639032757](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/6e883f9e40d6f5376e06cc4842424fd280439051/original/1639032757/f86ab8af75118c970ca8d94a4a298309_FEDERAL_ROAD_DESIGNS.pdf?1639032757)

## SUMMARY OF COMMENTS ON CONCEPT DESIGN FOR FEDERAL VILLAGE FROM FSAAI

General agreement that the concept plan represents a good canvas and that the detail of materials used for pathways, retaining walls and planting will be very important to reflect the village character.

The Committee agreed that the following were important points to bring attention to:

- The placement of powerlines underground is seen as a huge positive for the village and the hall,
- 40 km speed limit is more enforceable than 30 km/hr. Also consider the electronic speed monitoring signs,
- The road could narrow around the slow entry zones at each end of the village,
- Stop the footpath at the tennis shed south of village or continue to join in with pathway behind park,
- The Committee preferred the option for busses to turn around at Lizray Road and a three point turn at Coachwood Road,
- Roses Road parking in front of church is supported and a suggestion that this will include an access point to the eastern end of church to allow access for smaller service vehicles,
- Support investigation of parallel parking along northern side of hall,
- Forecourt to the hall entrance is supported, with chain insitu when required,
- Support moving village entry paving treatment to the north to include the Hall/Church within the village precinct,
- Suggestion for footpaths to be less rigid and straight. More curvy and organic. Also very keen for the footpath finishes not to be uncoloured concrete. A mix of materials is important to help retain a village feel,
- Bus stop remains a point of contention. FSAAI needs to determine the impact that supporting the Civic option (for bus stop from North to be in front of hall) will have on hall uses ie classes and weddings in particular. Also impact of a bus shelter in front of Jaspers corner. There is a potentially significant effect on the street presence and operations of the hall and church,
- Support flush curb and swale gutters in the road design as much as possible, especially on the eastern side of the road. Prefer not to have standard concrete curb and gutters.





**Respondent No:** 15

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 11, 2021 16:02:24 pm

**Last Seen:** Dec 11, 2021 16:02:24 pm

**IP Address:** n/a

**Q1. Your Feedback**

The new bus stop area does not look big enough to accommodate the current number of buses. Weekday mornings, around 8am, there are 4 buses parked in Federal at once; 2 on each side of the street. When these buses leave more buses arrive. Most morning buses in Federal park for some time - they do not stop and then immediately keep going. The plan does not seem to consider that buses need to turn around at the southern end. Currently the Goonengerry bus does a multi-point turn at the intersection near the tennis court. I would prefer footpaths only on the shop-side of the road, not on both sides of the road. I think that footpaths on the park-side are unnecessary and would make the village feel too urban. I would like the 90 degree parking to be rear to kerb so that drivers have optimal vision for exiting. This would be safer for cyclists and pedestrians. Currently most drivers reverse out of these parking spaces and cannot see clearly. I have nearly been run over on my bicycle by a car reversing out of one of these parking spaces as I cycled down the street. I have seen near misses with pedestrians. When reversing out of these parking spaces it is difficult to see the oncoming traffic in both directions, especially when there are vehicles parked on either side of your vehicle.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 16

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 12, 2021 09:06:29 am

**Last Seen:** Dec 12, 2021 09:06:29 am

**IP Address:** n/a

**Q1. Your Feedback**

The buses need to pick up and drop off on both sides of Federal Drive - consolidating the Bus zone on the one side would force buses to make unnecessary u-turns at Roses Rd and Coachwood court and ADD to our traffic woes. Please consult with the bus companies. The 90 degree parking bay at Federal park is HAZARDOUS as the cars cannot see oncoming traffic. I believe this should be angled parking. This would also ensure cars join the flow of traffic toward the future roundabout at the T-intersection, rather than be tempted to cross the double lines and continue do unsafe u-turns. I'm concerned about the "major intersection upgrade" at Coachwood as there is no detail on this - How would this impact on the houses nearby, Federal Hall, the aesthetic of the street, pedestrians etc.? YES to: Pedestrian crossing, informal crossings, Roundabout at T-intersection w/Binna Burra rd, 30k speed zone and can we have speed humps coming into the village from both directions please.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

My children attend preschool / use services in Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 17

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 12, 2021 22:49:41 pm

**Last Seen:** Dec 12, 2021 22:49:41 pm

**IP Address:** n/a

**Q1. Your Feedback**

see attached document

**Q2. Where do you live**

Federal  
Goonengerry  
Coorabel  
The Byron Shire

**Q3. Tick all that apply to you**

I am a resident  
I am a landowner  
My business is based in Federal  
I visit Federal to shop/for services  
My children attend preschool / use services in Federal  
I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/ad7edfb1a16a36c7dfa58d17d42d7ff7e4d35c3e/original/1639309771/51cbdf50e36cb06bd32d948a1fa9e0c6\\_Steering\\_Group\\_draft\\_FEDERAL\\_ROAD\\_DESIGNS\\_Submission.docx?1639309771](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/ad7edfb1a16a36c7dfa58d17d42d7ff7e4d35c3e/original/1639309771/51cbdf50e36cb06bd32d948a1fa9e0c6_Steering_Group_draft_FEDERAL_ROAD_DESIGNS_Submission.docx?1639309771)

## SUMMARY OF COMMENTS ON ROAD DESIGN FOR FEDERAL VILLAGE FROM Steering Group

- **General support** for the Concept Plan.
- **We know/suspect that some of our comments are about details not yet resolved or even investigated at this level of design. However, that said we raise them here to highlight our strong intent on these items.**
- **Footpaths:** clarity required over possibility of paths being 1.2 m as opposed to 1.5m wide. Would prefer 1.2m.
- **Footpaths** to be less straight where possible. More curved and organic. Also, footpath finishes not to be uncoloured concrete and different mediums should be investigated (Railway Park in Byron Bay used as one reference point?). Position footpaths with careful consideration to business entrances, social points and crossings, and actual lot boundaries. Don't leave hard to manage 'nature strips' along the footpaths and kerbs.
- Support **drainage** fix for main street but would like to see alternative to traditional kerb and gutter. (Wide spoon drain in the same material as the road with laid back kerb at the footpaths)
- Support 30km/h **speed zone**, while we want to see it encompass the full stretch of Binna Burra Rd until the adjacent Federal Park boundary, as in original zone establishment.
- **Reducing the speed to 30km/h** will not change behaviour in and of itself. In fact, potentially it this speed is seen as too slow it will be completely ignored. We feel and the plan has always been that a 30km/h speed zone can work to help to solve many of the known issues if it is used in conjunction with all the other bits of the puzzle: gateways, approach road speed limits, landscaping, vibing people over vehicles etc.
- Suggest, including formal 90 degree **car parking spaces** on south side of tennis court, on the Binna Burra road reserve, and on Federal Drive extended as far as the old tennis club shelter.
- We are not clear that the Design on display reflects the **surveyed road and road reserve boundaries** in relation to the lot boundaries, particularly on the western side of the road. If it and that if it did there would be more room to move things around, eg: the parallel parking section south of the promised southern bus zone might be able to be 90degrees if the survey turns up more road reserve to play with.
- **Straight Street:** potential to use widening and narrowing of street width (6.2 – 7.5 m?) to reduce the straight line feel while also contributing to speed reduction and safety.
- One such narrowing could be at road at laneway to Coachwood court. This would see green space/meeting point to bulge into street a little and reduce the crowding of this resident's property. This would probably reduce the parking by 2 from 4 spaces, with these being gained elsewhere as discussed.
- **Pedestrian Crossing Points:** support accessible primary crossing in front of shop. Highlight the need for other crossing points within design (not zebra crossings) as discussed. Exact locations to be determined but one in proximity to the southern road treatment position, one near northern road treatment position and importantly one on Roses Road to link Jasper Corner footpaths and to village and for safety issues.

- **Underground Power** strongly support the undergrounding of the power lines as a primary action in conjunction with this once in a generation infrastructure upgrade. The full success of the project relies on this.
- **More trees** along street frontage, more shade canopy. Suggest rainforest trees spaced appropriately as single 'specimens'.
- Consider time limited **parking** in front of shop.
- **Lighting**: suggest a small amount of low-key lighting set within rock walls/seats at crossing.
- **Palmer Lot** retaining wall/seat: ensure that it runs to nothing before Federal Park boundary so that **vehicular access** into the toilet and rear of Park is maintained.
- **Buses**: This remains a work in progress within the Concept Design. The three options being discussed all have some pros and plenty of cons. The on-ground situation does not give a perfect solution, but we feel satisfied that to some extent the issues will be half solved via the reduction in speed through the village centre and other speed deterrents. However, **none of the options really works without bus turning options, outside of the main street centre**. We think there should be accommodation made for bus turning at both Lizray Road and Coachwood Court. We support these being minimal impact to make for ease of turning without them having to be full bus size roundabouts, however they will have the possibility of being enlarged if future needs require.
- **Electric Vehicle** charging points: we think that commercial operator should be encouraged to site 1-2 fast charging stations within the works plan.



**Respondent No:** 18

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 13, 2021 13:08:47 pm

**Last Seen:** Dec 13, 2021 13:08:47 pm

**IP Address:** n/a

**Q1. Your Feedback**

Very happy to see plans for kerb and gutter along the western side of Federal Drive, south from Coachwood Court. Heavy rain leads to very large volumes of water running down the driveway to the car park behind Doma/Federal Store, and then into the seasonal watercourse on our property, contaminating it with silt and pollutants from the road. Rain gardens, together with appropriate storm drainage further south would improve conditions for several properties on that side of the road. More formal and marked parking, together with the proposed pedestrian crossing and footpaths, would make it safer and easier for pedestrians and also help prevent access to residents' driveways being blocked by inconsiderate visiting drivers. There are always vehicles parked in the current school bus zones, so a single, clearly marked zone would be safer. A roundabout for buses to u-turn at the Coachwood Court intersection would be an improvement on buses currently turning by reversing into Roses Road. Overall I broadly support the concept plan put forward.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 19

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 13, 2021 13:15:25 pm

**Last Seen:** Dec 13, 2021 13:15:25 pm

**IP Address:** n/a

**Q1. Your Feedback**

I'm broadly in favour of this proposal and would particularly welcome any measures to control the stormwater flow as it affects my property. I also support the suggestion of a pedestrian crossing, formalised parking and traffic flow measures. The current situation needs to be addressed, and seems particularly chaotic on weekends and school holidays when there is an influx of tourists. Measures to facilitate safer access to bus services are also needed. Additional tree planting is welcome and will soften the proposed hard landscaping.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 20

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 14, 2021 17:17:08 pm

**Last Seen:** Dec 14, 2021 17:17:08 pm

**IP Address:** n/a

**Q1. Your Feedback**

Ive studied the submission and accounting for the disruption and building works gives no actual additional value to people that live here, perhaps some safety but it's the same amount of parking as before, will be squared and controlled. It will just make our little town neater, to match what city folk expect & appreciate. Maybe im missing something. As an accountant or manager I'd never sign off on this value outcome, im not btw. My feeling is from the tennis court to the hall should be a 100% pedestrian zone, park your cars somewhere else.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered





**Respondent No:** 21

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 15, 2021 12:28:40 pm

**Last Seen:** Dec 15, 2021 12:28:40 pm

**IP Address:** n/a

**Q1. Your Feedback**

Please do some mowing before a walker gets hurt as sides of road are so overgrown hard to get off when a car passes

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**Q2. Where do you live**

Federal

---

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

---

**Q4. Your email address**

[REDACTED]

---

**Q5. Upload a file**

not answered

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**Respondent No:** 22

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 16, 2021 17:13:28 pm

**Last Seen:** Dec 16, 2021 17:13:28 pm

**IP Address:** n/a

**Q1. Your Feedback**

Hi there, It would be great to see a child proof fence installed between the playground and Binna Burra Road. I've seen a few excited kids run out towards the road and some very panicked reactions from parents. Could be a good idea to avoid a disaster. Fits into Ation items 10 and 4 pretty well. Regards,

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I visit Federal to shop/for services

My children attend preschool / use services in Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/2c4a13df8b589b46a489abfacb2cbf9c163ce5d8/original/1639635201/206b509744538d9fa6d78eaf67d424e5\\_Federal\\_Master\\_Plan\\_Feedback\\_Proposed\\_Fence\\_Alignment.JPG?1639635201](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/2c4a13df8b589b46a489abfacb2cbf9c163ce5d8/original/1639635201/206b509744538d9fa6d78eaf67d424e5_Federal_Master_Plan_Feedback_Proposed_Fence_Alignment.JPG?1639635201)



Bay



Federal Dr

47

Sunshine Coffee,  
Bakery and Cafe...

Federal Dr

Fence

Binna Burra Rd

Binna Burra Rd

Binna Burra Rd

by & Frank Studio  
Pottery store



**Respondent No:** 23

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 16, 2021 19:39:28 pm

**Last Seen:** Dec 16, 2021 19:39:28 pm

**IP Address:** n/a

**Q1. Your Feedback**

I support the majority of the proposed changes. I am not in favour of the parking at the Tennis Courts being converted to parallel, I would like to see parking at the courts remain as 90° or possibly 45° if insufficient space.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 24

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 16, 2021 19:53:19 pm

**Last Seen:** Dec 16, 2021 19:53:19 pm

**IP Address:** n/a

**Q1. Your Feedback**

I like most things but would like nose in parking at tennis court. Parallel won't work.

**Q2. Where do you live**

The Byron Shire

**Q3. Tick all that apply to you**

I am a landowner

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 25

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 16, 2021 20:29:11 pm

**Last Seen:** Dec 16, 2021 20:29:11 pm

**IP Address:** n/a

**Q1. Your Feedback**

In general I am impressed with the proposed changes to Federal Drive. However: I would like to make the following points:  
1) It is important to retain the rustic and quaint village-feel. Everyone I have spoken to is not interested in a "suburban" character for Federal. 2) The buses can turn around at the proposed Roses Road Roundabout. There is no need for a fancy roundabout at the Coachwood Court intersection. There are storm water drains on both sides at Coachwood Court/Federal Drive corners. 3) Once you 'formalise' parking at Coachwood Court - it could easily lead to more and more informal parking in that residential street... 4) If street-lighting was considered: choose an interesting style (eg vintage) with warm globes, rather than cool-white globes 5) Also re street lighting: consider putting solar panels on the roof of the bus shelter: to power such street lights

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 26

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 00:19:50 am

**Last Seen:** Dec 17, 2021 00:19:50 am

**IP Address:** n/a

**Q1. Your Feedback**

Please refer to content of attached PDF for detailed feedback

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/c47263db7107b0c6484a42ba74b2c15ff7c21ea8/original/1639660773/174d169af242440c777bdaf2d0af2817\\_Federal\\_Drive\\_Draft\\_Plan\\_comments.pdf?1639660773](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/c47263db7107b0c6484a42ba74b2c15ff7c21ea8/original/1639660773/174d169af242440c777bdaf2d0af2817_Federal_Drive_Draft_Plan_comments.pdf?1639660773)

## Response to Federal Masterplan Draft Dec 16th

1) I support the general layout of the parking and walkway and informal gathering areas although I do not support the intersection upgrade at Coachwood Court. On paper it might sound good to move bus turning to the edge of the village but it's my contention that a better result can be made by modifying the proposal as indicated below. I am not against a roundabout at Coachwood Court in conjunction with a traffic calming strategy to slow vehicles coming from the north but question the asserted advantages over Roses Road. I'm also not convinced a minor roundabout would provide any real advantage over an upgraded T junction.

As I see it the benefit of moving bus turning capacity to the edge of the village as opposed to Roses Road (which is close to and adjacent to the proposed bus zone) is more imaginary than real. With slight modification of the proposed garden / rain garden on the corner of roses road there could be a more streamlined bus turning intersection and slide off ramp into the bus zone. Some signage may be necessary to integrate with the access footpaths to warn pedestrians of bus right of way while turning. The streetscape garden / rain garden component could be shifted eastwards at the expense of the landscape planting as required to allow for buses to enter the bus zone in the most efficient manner.

While the draft plan caveats the proposal as Investigation of a major Coachwood subject to detailed design safety audit & cost it is apparent that this option as mapped would be a far more significant than what would be required for Roses road. The geography of the Coachwood upgrade option particularly along the east west profile on either sides of Federal Drive associated with the existing stormwater drains and roadverge ( with major elevational change ) make it more involved in terms of engineering and environmental impacts. There is at least 1 possibly 2 large tallow wood trees directly across from Coachwood Court and within the mapped intersection investigation area which are the preferred feed tree species for the threatened koala population around Federal. I note that the movement study logs for bus drivers turns reflect the ease of turns under the existing situation. With a 30 km village speed limit and suggested design modifications ( as noted above) a bus turning roundabout at Roses Road would minimise the amount of bus travel within the village and improve traffic flow within the village by minimising bus entry / drop off times.

The proposed footpath arcing around from the Coachwood court formalised parking I think also does not mesh well with the likely turning requirements of the proposed upgrade. At any rate it should be located away from the road edge and be consistent with the other proposed walkways along Federal Drive ( which border a grassy verge and or parking spaces not the road). The footpath for the Coachwood parking spots probably need to go along the southern edge of all the car spaces (This option was indicated in the graphic for the overall Concept plan - page 7 but missing from Plan 3 on page 13).

I have briefly summarised the main points onto two graphics drawn from the Federal Drive Draft Concept plan. All proposed options should be rigourlessly subjected to a cost / benefit analysis including consideration of biodiversity impacts and disruption (during construction) to village amenity. In principle I would be open to undergrounding the power along Federal Drive but it really depends on what the cost / available capital works budget is for the whole project. Its a lower priority than dealing with getting the traffic flow right.

2) I would support the proposed walkways in the plan being constructed using an unpolished style similar to the example presented in the Character Palette and avoid a formal kerb and gutter situation unless stormwater considerations make this a necessity for certain areas.



3) Direct consultation with adjacent residents that will be impacted by the proposed informal gathering areas to ensure adequate regard to privacy/ future reduction in privacy is made prior to finalising the plan.

Overall the plan is a credit to the Steering Committee, Community and Council for what it has been able to achieve. Well done.

Revised Graphic of Plan 2 summarising Roses Rd roundabout as the major U turn roundabout



Revised Graphic of Plan 3 outlining what I see as major issues with the Coachwood Court Major Roundabout proposal.





**Respondent No:** 27

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 00:24:08 am

**Last Seen:** Dec 17, 2021 00:24:08 am

**IP Address:** n/a

## Q1. Your Feedback

Hi Isabelle and Andrew, Thank you for making yourselves available to talk to during the drafting of the Federal Plan and for all the hard work that has gone into its concept. There are some things I like and some I am concerned about and I have outlined these below. Why am I concerned about the Federal Masterplan? I am a home owner whose house is on Federal Drive, also known as Albert street, the main street in Federal Village and any changes will directly impact us and our quality of life. Our house is the small blue house situated along the pathway leading to Coachwood Court, underneath the beautiful big tree. I have lived in this house for 15 years and have raised my 3 children here. I love Federal, the diversity of its community, the village rustic feel, its green spaces and habitat for a large number of native birds and animals. Because of this, I am not surprised we have so many visitors who love our little village too. Unfortunately the large number of visitors have had some negative impacts too, for the village, our family and others who live on the main street. For example, the area directly in front of our house often becomes overcrowded with parked cars, pushed right up against our fence and as our house is built against the fence, this often feels highly intrusive. Often we have returned home to find cars parked over our driveway, squashed up against the fence, no where for us park. Other times we have been blocked in, unable to drive away. So when I was told about the Federal Master Plan, I was keen to be involved, hopeful these and other issues could be addressed. Here are my comments , thoughts and concerns in regards to the Draft Concept Plan for Federal Drive: 1: Concreting: I was very happy to hear the designer speak about the big trees which grow in front of our house and the mini rainforest area underneath and around it. I have worked hard over the years to tackle weeds under and around the tree and this is now habitat for a large number of native frogs, animals and birds. I was interested to hear about the suggestion for creating a meeting point here but when I saw the draft plan, I was devastated to see that the area around the tree, including the nature strip, will be concreted. That would be heart breaking. I am also concerned that the proposed gathering area under the tree appears to be right against our fence, which will be a potential invasion of our privacy. Its a nice idea but a concreted meeting area seems excessive and intrusive. I am also dismayed to see the 1.5 metre wide concrete pathways all around the village. Once the parking bays have been built , that is almost all the nature strip outside the houses on Federal Drive, gone. Not only will the concrete create excessive heat in the summer, I feel this will completely change the look and feel of the main street. The paths are also right up against our fence. There must be a way we can preserve the green areas outside our houses rather than concreting over them ? My Suggestion; Instead of concreting over the area under the tree, keep this area as it is, preserve and expand the other nature strip areas. If the road edges are improved so the storm water runs away and parking is restricted off the nature strip, then this area can continue to be a safe green natural pathway, without the need for concrete. 2: Parking: I think the draft concept has made good use of areas around the village to create some extra car parking. Therefore, do we need so much carparking outside of the homes on Federal Drive too ? As already mentioned, the crowding of cars against our home and others, has felt intrusive and impacts our quality of life. My Suggestion; Visitor parking is reduced out the front of the homes on Federal Drive and the green nature strip is preserved as a natural pathway. Other comments: intersections: a mini roundabouts could work well and may improve the flow of traffic but on busy weekends and holidays, will this create congestion in the village ? From a safety point of view, I think its a good idea. lower speed zones will be a great safety improvement too. underground power lines sounds good as long as we don't lose any trees in the removal of the poles. Bus zone.: great idea to have this a formalised area but again from a personal point of view, that is a lot going on in the area near my home. I'm not sure how it will work with all the buses parking there ? Will our library bus be able to park there too when it comes to the village. Look and feel: additional trees along the road will be great but I feel strongly that the concrete paths and concreting of large areas , even with coloured concrete, will diminish green spaces and have a detrimental impact on the look and feel of the village. Thank you for taking the time to read my response to the draft plans and I would be more than happy to discuss these ideas with you further.

## Q2. Where do you live

Federal

Q3. **Tick all that apply to you**

I am a resident

I am a landowner

My children attend preschool / use services in Federal

---

Q4. **Your email address**

████████████████████

Q5. **Upload a file**

not answered



**Respondent No:** 28

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 06:55:42 am

**Last Seen:** Dec 17, 2021 06:55:42 am

**IP Address:** n/a

**Q1. Your Feedback**

I think the 90 degree parking should remain outside the tennis courts otherwise too much parking will be lost.

**Q2. Where do you live**

**Other (please specify)**

Brunswick Heads

**Q3. Tick all that apply to you**

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 29

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 07:15:14 am

**Last Seen:** Dec 17, 2021 07:15:14 am

**IP Address:** n/a

**Q1. Your Feedback**

Keep the village residential. Underground power lines would make a huge difference to the street

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**Q2. Where do you live**

**Other (please specify)**

Nimbin

---

**Q3. Tick all that apply to you**

I am a landowner

---

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 30

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 08:45:53 am

**Last Seen:** Dec 17, 2021 08:45:53 am

**IP Address:** n/a

**Q1. Your Feedback**

I support the removal of the Power lines and the planting of more shade trees. No kerb and gutters,dish drains for a rural feel please. Footpaths treated with some material other than white concrete for a rural feel.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 31

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 08:53:49 am

**Last Seen:** Dec 17, 2021 08:53:49 am

**IP Address:** n/a

**Q1. Your Feedback**

Overall I like the plan. I have concerns for the parking at the hall and if changes will affect the existing gardens along the road side. If the power lines are taken underground for pedestrian access then what happens to all of the transformers?

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 32

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 09:00:06 am

**Last Seen:** Dec 17, 2021 09:00:06 am

**IP Address:** n/a

**Q1. Your Feedback**

Making the parking alongside the tennis court into parallel parking instead of nose in not only more than halves the number of cars able to park there, there is no reason for it. Very little if no one walks along there apart from to get access to the court so there is no need for a wide path there - there is no where to actually walk to at the end. Keep the pedestrian area to around the park as you don't want to encourage anyone to actually end up at the new roundabout.

**Q2. Where do you live**

Coorabel

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered





**Respondent No:** 33

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 12:18:30 pm

**Last Seen:** Dec 17, 2021 12:18:30 pm

**IP Address:** n/a

**Q1. Your Feedback**

attached below

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/e18f52c631ecf978e17dbfa369173227ea2c67cc/original/1639703903/41cc6a8e5e2f0a7a9152d74b5288c34a\\_Hancock\\_Mack\\_Business\\_feedback\\_on\\_Federal\\_masterplan.pdf?1639703903](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/e18f52c631ecf978e17dbfa369173227ea2c67cc/original/1639703903/41cc6a8e5e2f0a7a9152d74b5288c34a_Hancock_Mack_Business_feedback_on_Federal_masterplan.pdf?1639703903)

Dear Council/Committee

**Re: Federal Community traffic/parking Masterplan**

**From: Linda Hancock & Lucy Mack: 441 Federal Drive Federal [The shop on the corner]**

We own a substantial historic shop on the South corner of Federal Drive. We understand that our building was formerly used to fabricate corrugated iron sheeting and its construction echoes this former use. We have invested a considerable sum upgrading the building to reflect a key part of Federal's history. The shop is currently used for retail and we also have approval for a family home at the rear section of our substantial allotment. The village zoning is appealing with its blend of residential and commercial uses. However, this also needs sensitive application as businesses expand along Federal Drive. It is good to see the Masterplan has the mixed uses of Federal Village as a priority and that shady trees, footpaths, bus zone management, turning and pedestrian crossing are all catered for.

When Isabelle from Council called in November 2021, it was the first time a personal approach had been made by the Masterplan Committee/Council to us as commercial business owners in Federal, which has been rather disappointing. However, Isabelle noted points made at that meeting and it was a good meeting. We have also attended consultation sessions and take this opportunity to give our feedback.

**We are however, one of the most affected businesses/premises because of our location on the corner of Federal Drive. We therefore hope that our views can gain some priority in the final stages as comments on the proposals put to public consultation.** We put forward the following:

- In order to protect our amenity and the safety of our verandah/building from traffic accidents any roundabout on the Southern entrance to Federal Drive needs to be further East into the farmland opposite the tennis courts.
- In our view a footpath along the East side of Federal Drive needs to end at the tennis court shelter and only to service nose-in parking in front of the tennis court. There is no need for a footpath past the shelter, as anyone coming to Federal from the child care centre in the park would and do take the path through the park. Further, if the restaurant/tourist accommodation proposal for the farmland at the southern Federal Drive T-intersection goes ahead, the more logical crossing would be past our shop, in front of the potter shop on Binna Burra Road, not at the tennis courts. [In our view, even a twenty-year plan should plan for that crossing and not one past the tennis court that people would not use]
- Proposed parallel parking in front of the tennis courts reduces the number of places for parents to bring children to the playground and skate park. Ask the parents who think it is safer to park nose-in with unloading children. Nose-in parking should prevail the length of the park-side of Federal Drive – not parallel.
- The path beginning at Federal Drive through the woods to the childcare centre car park, should be highlighted as off Federal Drive weekend parking [especially given this is a 20 year plan]
- A pedestrian crossing at the General Store is a good idea.
- There should be more parking nose-in down the South side of Roses Road.
- There should be speed cameras and a 30km zone [or consistent with school zones] within the two roundabouts of Federal Drive [7am-5pm] and a 50km limit after that. At night cars go really fast through Federal. Alternatively there should be speed humps.
- **The Federal Drive zone should be a “no-idling” zone.** This means that cars and trucks need to turn off their motors. This would be a great precedent for Byron Council as a leader on anti-pollution. Most of this year, the buses have been doing this for us which means we keep Federal air clean and cut down pollution exposure. Delivery trucks need a lot of education on this. [See the long-standing “no-idling” ordinance in Banff Canada 16-8: 7.1]

- 7.1 No operator of a Commercial Motor Vehicle **shall stop or park or leave his Commercial Motor Vehicle at a standstill** with the engine running or Idling anywhere within the Town of Banff.
- See: <https://banff.ca/DocumentCenter/View/266/Traffic-Bylaw-16-8?bidId=>

In addition, Council has requested feedback on the following

- *The design of the intersections – do you think the design of the intersections meets the overall project objectives.*

Comment:

It makes good sense to have a roundabout so that buses can turn but the roundabout needs to be small and flat for long base vehicles and it needs to be located into the farmland opposite Federal Drive. As stated above. At 441 Federal Drive [the shop on the corner] we are the most exposed property to any over-shoot from vehicles at the roundabout so it needs to be located to the South of the current intersection and we believe the farmer opposite the tennis courts is prepared to give land to this because of their proposed restaurant.

The roundabout at the North end of Federal Drive at Coachwood crescent is a good idea to enable buses and rubbish trucks to turn without having to back ie to turn in a forward motion. This makes it safer for pedestrians and children.

- *Proposal of undergrounding the power (and removing the electricity poles) – is this something you would like to see? Or is it not important to you?*

Comment: this is a good idea provided it that costs are borne by Council and not residents.

- *Bus zone location and the design – do you agree with what is proposed? Do you foresee any issues?*

Comment: it is a great idea to re-locate buses to one zone at the North end of Federal on the East side of Federal Drive with bus schedules enabling coming and going from one zone.

- The ‘look and feel’ of the plans and whether you think they reflect the character of the town?

Comment: In terms of tree planting we liked the idea of Bangalow palms as well as shade trees down the North side of Federal Drive that was a popular proposal in the consultations we attended.

- Parking.

Comment: Parking needs to be nose-in for the whole length of Federal Drive and especially at the tennis courts which service the families coming to use the playground and skate park. A footpath along the boundary of the tennis court is only necessary to service these parks ie parallel with Federal Drive but only as far as the tennis court shelter. Nose-in parking is a lot safer than proposed parallel parking for families unloading children and bikes for the playground. We see how it works on a daily basis! Ask the mums unloading children. Parallel parking is dangerous.

In other words please make parking nose-in the whole way along the North ] [ie park] side of Federal Drive up to the bus zone. This is safer and better than parallel.

Thanks for the opportunity for input

Linda Hancock & Lucy Mack





**Respondent No:** 34

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 12:21:48 pm

**Last Seen:** Dec 17, 2021 12:21:48 pm

**IP Address:** n/a

**Q1. Your Feedback**

Limited parking is an issue in Federal. The proposal to reduce the number of possible places by making parking places parallel to the nets is wrong. Please redirect the path through the park avoiding pedestrian risk close to the road and create maximum parking by bays being at right angles to the nets. Thank you.

**Q2. Where do you live**

Goonengerry

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 35

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 16:18:58 pm

**Last Seen:** Dec 17, 2021 16:18:58 pm

**IP Address:** n/a

**Q1. Your Feedback**

I really like the Heritage inclusion of the village the large amount of new vegetation and the underground power lines to make federal beautiful.

---

**Q2. Where do you live**

Federal

---

**Q3. Tick all that apply to you**

I am a resident

---

**Q4. Your email address**

████████████████████

**Q5. Upload a file**

not answered



**Respondent No:** 36

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 16:21:40 pm

**Last Seen:** Dec 17, 2021 16:21:40 pm

**IP Address:** n/a

## Q1. Your Feedback

30Kmph speed limit through village is a great objective. Force the drivers to slow down. Most of the speeders are people who pass through Federal on the way to somewhere else. They can be made to slow down and respect the shared village zone. The overall design is cohesive and in keeping with the inevitable growth of Federal Village as an integral part of the greater Byron Shire economy. The kerb and gutter will prevent storm runoff from inundating businesses and dwellings along Albert Street. The road through Federal also has to be safe and passable so that in the event of a bush fire or other disaster it can carry fire trucks, emergency vehicles and evacuees. With the recent upgrades to Minyon Falls, one of the top attractions in the Hinterland, the road through Federal Village is going to carry more traffic as it is the shortest route from Byron to Minyon Falls. More visitors to Minyon Falls will mean more people stopping to buy refreshments at the General Store or lunch at Doma. The Brisbane Olympics in 2032 will bring a great number of tourists and visitors to the area. The bus station and bus shelter as well as safe crosswalks and access for all abilities will be a great improvement in amenity for the community. The overall look and feel appears to be more Burringbar Street, Mullumbimby or Jonson Street, Byron than the nostalgic idea of a Federal Village that long-time locals say they wish to preserve. Once you formalize parking, create a bus station and lay down formal pedestrian crosswalks the city planning aspect of the village will overshadow the heritage charm. I understand that the computer programs used in generating such images create impressions which are devoid of the human touch. A standardized institutional look, no "feel" for the actual village. Unlike hand drawn or artisan built. The charm and character of Federal is in the old timber and corro sheds, stores and dwellings along Albert Street which create the context for the Heritage Church and Hall. Underground power would be an attractive but costly endeavour. Is this really the best place to spend the money? Has any thought been given to the future sewage management of Federal? Tree planting will need to be carefully considered as there is already a health problem with damp and mould in the structures in Federal Village. Remedial works were undertaken at the old (ex) Church recently due to a severe mould problem. They had to have the big fig cut back to help air circulate and reduce the level of moisture that lingers in the air. Plant trees but give the structures breathing room and keep the very large trees to the park side of the road. The stone barriers at the crosswalks are too heavy and contemporary looking for the scale and character of the village. They should have a more hand-built look with stone sourced from the local area. The story board of finishes and textures is better than the illustration. As the owners of lot 10/467 Federal Drive, the future site of Fed Sheds, we are stakeholders in the village. We have been unable to attend some of the meetings due to Covid restrictions. It seems the Masterplan Steering Committee or some individuals on that committee have either neglected to, or deliberately not, included us in the streetscape planning process and have been tardy in providing updates when asked. It was only by chance on an Instagram post from @bettercitiesgroup that we happened to be made aware that "In a sign of the times, this workshop was delivered both in person and online at the same time". Perhaps one had to be a member of the Steering Committee to be included however this session delivered a draft which is deeply flawed and ill-informed with regards to the egress of our property. This draft as presented appears to be a very early stages preliminary outline all be it beautifully rendered. Lot 10 has a street frontage of about 65 lineal meters and there are 2 existing driveways which have been there for a very long time. They have no right to assume that they can remove one driveway from our property which has existed for least as long as 50 years and remains in regular use. And to suggest as an alternative that an exit onto Coachwood Court is a viable option shows a complete lack of understanding of the site. Coachwood Court is 2metres above the grade of the Fed Sheds parking area which would result in a steep driveway. Coachwood Court, just to the left of their proposed exit, which is also very close to the Coachwood/Federal Drive intersection, has a blind corner which would cause most drivers to turn left and execute a turn at the bottom of Coachwood cul-de-sac in order to exit Coachwood onto Federal Drive safely. I am inclined to think this ridiculous idea was put forward to further obstruct the processing of our DA and waste time. I hardly think that the residents of Coachwood would support this idea. As for the nose to kerb parking at the Federal Drive end of Coachwood, also not a great idea, reversing back on to Coachwood from a nose to kerb parking spot would be hazardous as other drivers may turn on to Coachwood at speed from Federal Drive or come up suddenly from the blind corner at the bottom.

Q2. **Where do you live**

**Other (please specify)**

currently commuting between Federal and Sydney and will be based in Federal fulltime in 2022

---

Q3. **Tick all that apply to you**

I am a landowner

I visit Federal to shop/for services

---

Q4. **Your email address**

████████████████████

Q5. **Upload a file**

not answered





**Respondent No:** 37

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 17, 2021 18:48:44 pm

**Last Seen:** Dec 17, 2021 18:48:44 pm

**IP Address:** n/a

**Q1. Your Feedback**

I generally support the plan. Drainage - I assume the drainage would be much improved as there are issues with storm water flows at present in heavy rain eg running down the lathe to Coachwood court. Planting should be local natives. Like the idea of the planted streetscape and rain gardens. The garden and meeting place at the junction with the pathway to Coachwood Court is very close to the resident's house - their privacy needs to be respected. The narrowing of the road suggested by the steering committee is a good idea. Parking - I think the if the road alignment allows , 90 degree parking should be increased on main road and near tennis courts and not intrude into Coachwood court. It blurs the line between the residential street and commercial activities on the Main Street and the hall and it may encourage more traffic into our residential street. Also if the development on the corner of Coachwood is allowed in the future these parking places could end up being used by that development. Limited time parking at the shop so locals can collect parcels boxes etc. Lighting - no increase in street lighting. It affects wildlife negatively and causes light pollution. Power - support it going underground.

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**Q2. Where do you live**

Federal

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**Q3. Tick all that apply to you**

I am a resident

I visit Federal to shop/for services

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**Q4. Your email address**

[REDACTED]

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**Q5. Upload a file**

not answered



**Respondent No:** 38

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 18, 2021 11:53:22 am

**Last Seen:** Dec 18, 2021 11:53:22 am

**IP Address:** n/a

**Q1. Your Feedback**

My partner and I have given the sustainability of the Federal community a lot of thoughts even ahead of the masterplan and upon reviewing the plans, we find that the plans are aimed at making Federal "neater" and more "orderly" without providing real benefits to the community. Federal, with its businesses, is an attraction in the Byron Shire and the influx of tourists and visitors won't be curbed by providing neater parking. As a community we are looking at sustainability, retaining the natural and wild life appeal this area has and most importantly have a safe environment for children to grow up and for residents to grow old. As nice as it is to have two coffee shops in close vicinity, the businesses are in Federal it's not the main concern of the community. The businesses will always do well with more or less parking or orderliness. Landcare is important to us, neighbourhood and community is important to us. We welcome visitors but respect for people who live in this community and cherish it, is also important as are healthy boundaries to ensure the quality of life for those resident. Having determined the above, the suggested changes are too severe and as stated are not contributing to the sustainability of the established community. Hence, we are suggesting two alternative solutions to the proposed developments. 1. Leave Federal as is as the proposed construction will be costly and upset village life without the benefit of a visionary and acceptable change. 2. Benefit the community, its children and natural environment by creating a shared or pedestrian zone in Federal with the traffic slowing down materially to 5 -10 kms/hr with the appropriate signage and street markings, including a zebra crossing. When we drive home to Federal, we want to feel that we are back in our village without the city feel. Additionally, create seated areas in shady places (like in Newrybar under trees etc). Parking in high season can be outside of Federal village as remember that during low season, Federal is largely quiet with few visitors. On weekends where there is a higher volume of visitors, parking at the pre-school can be made available and the existing parking behind Doma. Coachwood court should be a residents only road. A roundabout turning into Federal village is unnecessary as the traffic outside of high season and even during high season doesn't give any value. And the construction disruption is greater than any benefit from a roundabout. Trucks driving through Federal unless absolutely necessary should be prohibited. These are a few thoughts and ideas but as a whole one can only reject the current plan. Thank you for your time, Patricia Schmidt

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 39

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 18, 2021 20:06:32 pm

**Last Seen:** Dec 18, 2021 20:06:32 pm

**IP Address:** n/a

**Q1. Your Feedback**

1. Moving the bus zone looks to make sense. 2. Moving the power underground would improve the athletic and create more parking spaces. 3. I feel that the parking towards the hall and along the tennis courts should also be nose in, the parallel parking is wasting space. 4. While I know stormwater management is important- I think we need to be mindful of not over landscaping and over cementing the village.

**Q2. Where do you live**

Goonengerry

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 40

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 18, 2021 20:41:27 pm

**Last Seen:** Dec 18, 2021 20:41:27 pm

**IP Address:** n/a

**Q1. Your Feedback**

not answered

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**Q2. Where do you live**

Federal

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**Q3. Tick all that apply to you**

I am a resident

I am a landowner

---

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 41

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 19, 2021 08:57:24 am

**Last Seen:** Dec 19, 2021 08:57:24 am

**IP Address:** n/a

**Q1. Your Feedback**

Happy with drafts, power underground would be great, but a huge expense not vital.

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**Q2. Where do you live**

Federal

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**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

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**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 42

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 19, 2021 15:38:38 pm

**Last Seen:** Dec 19, 2021 15:38:38 pm

**IP Address:** n/a

**Q1. Your Feedback**

I generally like the proposed plan and the suggestions regarding raising, parking and powerlines underground. Maybe some of the aesthetic aspects such as brick work edges etc are not necessary and may detract a bit from a rustic community hub...

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 43

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 19, 2021 19:03:56 pm

**Last Seen:** Dec 19, 2021 19:03:56 pm

**IP Address:** n/a

**Q1. Your Feedback**

I think adding a pedestrian crossing at the shop is a must. Adding a round about at the binna burra/federal drive intersection is a good idea also. I don't think parking in Roses and Coachwood is a great idea. Formal parking in the main st and out side the hall is a must also.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



**Respondent No:** 44

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 19, 2021 20:56:45 pm

**Last Seen:** Dec 19, 2021 20:56:45 pm

**IP Address:** n/a

**Q1. Your Feedback**

i don't think narrowing the street is the answer as this is a main road where larger vehicles/trucks also need to pass through as the surrounding farms are part of is a rural community, parking definitely needs to be more formalised as anytime during the day 7 days a week vehicles are parked well onto the main road causing traffic to cross into on coming traffic, this also causes a dangerous situation for pedestrians, by having foot paths that lead to a pedestrian crossing (not the whole street as a pedestrian crossing) either in front of doma or the shop this gives room for traffic to be 4-5 cars deep without cause of concern with vehicles coming around the corner near the tennis courts the pedestrian crossing should also have a lollipop person at school times bus zones should be on both sides of the road still as buses after their drop off at the federal village will be continuing there bus routes if not buses will be continuously turning around at each end of the street causing traffic issues. roundabouts to be placed at roses road and tennis court intersections with wide enough space for trucks that deliver to the shop also cattle/land scape/nursery/building supply trucks along with busses to make a U turn this would also slow traffic for the town itself powerlines should stay as they are putting them underground is just an extra and funding can be spent in better places, for more meeting places bbq area should be places in the park with coved hut areas a path leading around the park and down to wean way this will encourage more use and walking exercise have more native fruit trees planted around the path for educational purposes along with shade,

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

My children attend preschool / use services in Federal

I visit Federal

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered





**Respondent No:** 45

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 19, 2021 22:23:17 pm

**Last Seen:** Dec 19, 2021 22:23:17 pm

**IP Address:** n/a

**Q1. Your Feedback**

I agree with the comments put forward by the Federal Community Centre. Especially the natural shaped, curved and winding footpaths to create an organic street scape with plenty of trees and rock walls for seating.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

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## SUMMARY OF COMMENTS ON ROAD DESIGN FOR FEDERAL VILLAGE FROM Steering Group

- **General support** for the Concept Plan.
- **We know/suspect that some of our comments are about details not yet resolved or even investigated at this level of design. However, that said we raise them here to highlight our strong intent on these items.**
- **Footpaths:** clarity required over possibility of paths being 1.2 m as opposed to 1.5m wide. Would prefer 1.2m.
- **Footpaths** to be less straight where possible. More curved and organic. Also, footpath finishes not to be uncoloured concrete and different mediums should be investigated (Railway Park in Byron Bay used as one reference point?). Position footpaths with careful consideration to business entrances, social points and crossings, and actual lot boundaries. Don't leave hard to manage 'nature strips' along the footpaths and kerbs.
- Support **drainage** fix for main street but would like to see alternative to traditional kerb and gutter. (Wide spoon drain in the same material as the road with laid back kerb at the footpaths)
- Support 30km/h **speed zone**, while we want to see it encompass the full stretch of Binna Burra Rd until the adjacent Federal Park boundary, as in original zone establishment.
- **Reducing the speed to 30km/h** will not change behaviour in and of itself. In fact, potentially it this speed is seen as too slow it will be completely ignored. We feel and the plan has always been that a 30km/h speed zone can work to help to solve many of the known issues if it is used in conjunction with all the other bits of the puzzle: gateways, approach road speed limits, landscaping, vibing people over vehicles etc.
- Suggest, including formal 90 degree **car parking spaces** on south side of tennis court, on the Binna Burra road reserve, and on Federal Drive extended as far as the old tennis club shelter.
- We are not clear that the Design on display reflects the **surveyed road and road reserve boundaries** in relation to the lot boundaries, particularly on the western side of the road. If it and that if it did there would be more room to move things around, eg: the parallel parking section south of the promised southern bus zone might be able to be 90degrees if the survey turns up more road reserve to play with.
- **Straight Street:** potential to use widening and narrowing of street width (6.2 – 7.5 m?) to reduce the straight line feel while also contributing to speed reduction and safety.
- One such narrowing could be at road at laneway to Coachwood court. This would see green space/meeting point to bulge into street a little and reduce the crowding of this resident's property. This would probably reduce the parking by 2 from 4 spaces, with these being gained elsewhere as discussed.
- **Pedestrian Crossing Points:** support accessible primary crossing in front of shop. Highlight the need for other crossing points within design (not zebra crossings) as discussed. Exact locations to be determined but one in proximity to the southern road treatment position, one near northern road treatment position and importantly one on Roses Road to link Jasper Corner footpaths and to village and for safety issues.

- **Underground Power** strongly support the undergrounding of the power lines as a primary action in conjunction with this once in a generation infrastructure upgrade. The full success of the project relies on this.
- **More trees** along street frontage, more shade canopy. Suggest rainforest trees spaced appropriately as single 'specimens'.
- Consider time limited **parking** in front of shop.
- **Lighting**: suggest a small amount of low-key lighting set within rock walls/seats at crossing.
- **Palmer Lot** retaining wall/seat: ensure that it runs to nothing before Federal Park boundary so that **vehicular access** into the toilet and rear of Park is maintained.
- **Buses**: This remains a work in progress within the Concept Design. The three options being discussed all have some pros and plenty of cons. The on-ground situation does not give a perfect solution, but we feel satisfied that to some extent the issues will be half solved via the reduction in speed through the village centre and other speed deterrents. However, **none of the options really works without bus turning options, outside of the main street centre**. We think there should be accommodation made for bus turning at both Lizray Road and Coachwood Court. We support these being minimal impact to make for ease of turning without them having to be full bus size roundabouts, however they will have the possibility of being enlarged if future needs require.
- **Electric Vehicle** charging points: we think that commercial operator should be encouraged to site 1-2 fast charging stations within the works plan.



**Respondent No:** 46

**Login:** Anonymous

**Email:** n/a

**Responded At:** Dec 19, 2021 23:46:07 pm

**Last Seen:** Dec 19, 2021 23:46:07 pm

**IP Address:** n/a

**Q1. Your Feedback**

I have lived in the Federal village & the surrounding area for 38 years & I am excited about the proposal to upgrade, organise and beautify the main street of Federal. I like the concept plan & the collaborative relationship between the Council & the community that has led to its development. I feel like it has been created in a way that is very sensitive to the existing character of the village, the current safety concerns, the daily needs of the local residents & the increasing pressures of tourism. I support removing the power poles & putting the power underground as this would create a much clearer & nicer visual environment. I like the proposed 30km zoning & the use of roundabouts & landscaping to slow traffic & create the sense of entering a real village centre. I like the avoidance of concrete footpaths & the proposal to use landscaping materials that have a more rural & organic character. The drainage issues on the shop side of the street are particularly important to address but I like the possibility that this could be done successfully without using traditional curb & guttering. I support the suggestion that the 90 degree parking be extended down to the old tennis court shelter as adequate convenient parking in the village is essential for residents of the surrounding areas going to the shops & accessing buses. I think it's important to maintain & formalise adequate parking in front of the Hall & the Church as these venues are regularly used by local residents for classes & activities. If any future development occurs on the block of land opposite the Hall it needs to be set back or done in a way that doesn't reduce the parking on the roadside that is needed to access the Hall. I like the pedestrian crossing in front of the shop & the effort to create spaces that support & enhance the daily social interaction that occurs in this area. I appreciate the attempt to deal with the school buses issue as this important but also problematic & complex.

**Q2. Where do you live**

Federal

**Q3. Tick all that apply to you**

I am a resident

I am a landowner

My business is based in Federal

I visit Federal to shop/for services

**Q4. Your email address**

[REDACTED]

**Q5. Upload a file**

not answered



## Additional Survey Responses

3 October 2022 – 17 January 2022

Feedback

Have Your Say Byron Shire Council

Project: Federal Drive Draft Concept Plan

Respondent: 47

Feedback - Federal Drive Draft Concept Plan

Hi Andrew,

Thank you for your time on the phone today.

Our main issues with the current bus zone in the village of Federal has always been cars parking there and the lack of signage being a shared area after certain times.

I have no concerns with the plans for the bus zone in Federal Village to stay across the road from the Federal store or on the same side as the store as our school bus comes into Federal from Binna Burra Rd and U-turns at Roses Rd.

Plan 3, bus zone further out of village, I don't believe it would be utilized as much..??  
And with the growth in the area there is the potential for larger buses (12.5metre in length) to be placed in service, this may be an issue when U-turning.

Regards

--

Pat Bulzomi

**Bangalow Transit Pty Ltd**

PO Box 469

Bangalow NSW 2479

[REDACTED]

[REDACTED]