

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
Parking	
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.	Parking provision has remained largely as is.
there seems to be adequate parking provided	Noted
I believe formalised carparks on Roses road and Coachwood court for instance may not be needed.	Noted – Coachwood Court parking has been removed.
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.	Parking provision has remained largely as is. Parking at the pre-school is out of scope for this project.
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.	Noted – Coachwood Court parking has been removed. Material selection has now been presented to show how varied materials and finishes will be used to soften the new infrastructure provision.
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.	This can be reviewed at engineering design stage in terms of which direction offers the most safety.
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.	Noted – this element of the design is retained.
My feeling is from the tennis court to the hall should be a 100% pedestrian zone, park your cars somewhere else.	Idea acknowledged but is inconsistent with other community feedback and inconsistent with the project goals.
I am not in favour of the parking at the Tennis Courts being converted to parallel, I would	Noted – parking has been changed to be as is at the tennis court location.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

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like to see parking at the courts remain as 90° or possibly 45° if insufficient space.	
I like most things but would like nose in parking at tennis court. Parallel won't work.	Noted – parking has been changed to be as is at the tennis court location.
Formalising parking at Coachwood Court could lead to more and more informal parking on that residential street.	Noted – Coachwood Court parking has been removed.
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.	Idea acknowledged but is inconsistent with other community feedback and inconsistent with the project goals.
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.	Idea acknowledged but is inconsistent with other community feedback and inconsistent with the project goals.
I think the 90 degree parking should remain outside the tennis courts otherwise too much parking will be lost.	Noted – parking has been changed to be as is at the tennis court location.
I have concerns for the parking at the hall and if changes will affect the existing gardens along the road side.	Noted – this can be reviewed at engineering design stage.
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.	Noted – parking has been changed to be as is at the tennis court location.
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.	Noted – Coachwood Court parking has been removed. Noted – parking has been changed to be as is at the tennis court location.
Limited time parking at the shop so locals can collect parcels boxes etc.	Noted – this can be reviewed at engineering design stage.
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	Noted

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

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can be made available and the existing parking behind Doma.	
I feel that the parking towards the hall and along the tennis courts should also be nose in, the parallel parking is wasting space.	Noted – parking has been changed to be as is at the tennis court location.
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	Noted – Coachwood Court parking has been removed. Roses Road parking has been retained.
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	Noted – this is part of the design.
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.	Noted – parking has been changed to be as is at the tennis court location.
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,	Noted – this can be reviewed at engineering design stage.
Support investigation of parallel parking along northern side of hall	Noted
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.	This has not been included in the final design as bulk works are focused on Federal Drive.
Consider time limited parking in front of shop.	Noted – this can be reviewed at engineering design stage.
Buses	
Bus zone, would be better placed on Roses Road if possible.	This design idea is not supported in the final design due to safety considerations.
The new bus stop area does not look big enough to accomodate the current number of buses. Weekday mornings, around 8am, there are 4 buses parked in Federal at once;	Noted – design of bus stops has been changed to accommodate two 30m bus stops on either side of the street.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

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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.	Noted – the design has been changed to provide for a bus enabled roundabout at the Federal Drive and Binna Burra Road intersection.
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.	Noted
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.	Noted – design of bus stops has been changed to accommodate two 30m bus stops on either side of the street.
Moving the bus zone looks to make sense.	Noted – bus stop on park side has been moved further north.
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.	Noted – design of bus stops has been changed to accommodate two 30m bus stops on either side of the street.
The Committee preferred the option for busses to turn around at Lizray Road and a three point turn at Coachwood Road,	Lizray Road is out of scope and not considered a feasible alternative.
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	Noted – design of bus stops has been changed to accommodate two 30m bus stops on either side of the street – but not outside the hall.
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	Noted – design of bus stops has been changed to accommodate two 30m bus stops on either side of the street. Lizray Road is out of scope and not considered a feasible alternative.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
<p>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.</p>	
Safety	
<p>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.</p>	<p>Noted – this element of the design is retained.</p>
<p>30Kmph speed limit through village is a great objective.</p>	<p>Noted – this element of the design is retained.</p>
<p>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.</p>	<p>Noted</p>
<p>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.</p>	<p>Noted</p>
<p>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.</p>	<p>Noted – this can be reviewed at engineering design stage.</p>
<p>I like the proposed 30km zoning & the use of roundabouts & landscaping to slow traffic &</p>	<p>Noted</p>

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
create the sense of entering a real village centre.	
40 km speed limit is more enforceable than 30 km/hr. Also consider the electronic speed monitoring signs	Noted – this can be reviewed at engineering design stage.
The road could narrow around the slow entry zones at each end of the village	Noted – this is the intention as per the revised plans and will be further developed during engineering design stage.
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.	Noted – this has been amended on the revised plans.
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.	Noted – this is the intention as per the revised plans and will be further developed during engineering design stage.
Character	
general concept plan is good. However it risks going to the formalised and gentrified	Noted General Comment A: a key consideration has been how we can make the upgrades while keeping the “unpolished” character of the street. A materials board has been provided that aims to show how careful selection of materials and finishes for different street elements can soften the hardscape which is inevitable with any infrastructure upgrade project.
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.	Noted
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.	Noted

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
I would like to say that it is very important to retain the feel and features of our main street , while improving some aspects	Noted – refer 'General Comment A' on page 6
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.	Noted – A materials board has been provided that aims to show how parking spaces may be dealt with in a different way to the vehicle carriage way.
Low seating walls: I believe these low seating walls, are not necessary 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" .	Noted – this can be reviewed at engineering design stage.
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.	Noted – refer 'General Comment A' on page 6
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.	Concern acknowledged but is inconsistent with other community feedback and inconsistent with the project goals.
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	Noted – refer 'General Comment A' on page 6
If street-lighting was considered: choose an interesting style (eg vintage) with warm globes, rather than cool-white globes	Noted – this can be reviewed at engineering design stage.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
Also re street lighting: consider putting solar panels on the roof of the bus shelter: to power such street lights	Noted – this can be reviewed at engineering design stage.
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.	Concern noted. Refer to 'General Comment A' on page 6
No kerb and gutters, dish drains for a rural feel please.	Noted – this can be reviewed at engineering design stage.
Footpaths treated with some material other than white concrete for a rural feel.	Noted – this can be reviewed at engineering design stage. Refer also to materials board in revised plans.
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.	Concern acknowledged but is inconsistent with other community feedback and inconsistent with the project goals.
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.	Noted – this can be reviewed at engineering design stage.
Lighting - no increase in street lighting. It affects wildlife negatively and causes light pollution.	Noted – however lighting will be required to meet safety standards for pedestrian crossing and roundabout.
we find that the plans are aimed at making Federal "neater" and more "orderly" without providing real benefits to the community.	Concern acknowledged but is inconsistent with other community feedback and inconsistent with the project goals.
Additionally, create seated areas in shady places (like in Newrybar under trees etc).	Noted – included on revised plan.
While I know stormwater management is important- I think we need to be mindful of not over landscaping and over cementing the village.	Noted – this can be reviewed at engineering design stage.
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...	Noted – this can be reviewed at engineering design stage.
I agree with the comments put forward by the Federal Community Centre. Especially the natural shaped, curved and winding footpaths	Noted – this can be reviewed at engineering design stage.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
to create an organic street scape with plenty of trees and rock walls for seating.	
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.	Noted
I like the avoidance of concrete footpaths & the proposal to use landscaping materials that have a more rural & organic character.	Noted
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.	Noted – this can be reviewed at engineering design stage.
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.	Noted – this can be reviewed at engineering design stage.
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)	Noted – this can be reviewed at engineering design stage.
Lighting: suggest a small amount of low-key lighting set within rock walls/seats at crossing.	Noted – this can be reviewed at engineering design stage.
Footpaths	
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.	Footpaths on both side of the street have been promoted in accordance with the project goals and to improve universal access to community facilities, open space, shops and car parking.
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.	Footpaths on both side of the street have been promoted in accordance with the project goals and to improve universal access to community facilities, open space, shops and car parking.
Stop the footpath at the tennis shed south of village or continue to join in with pathway behind park	Plan has been updated accordingly.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
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,	Noted – this can be reviewed at engineering design stage.
Footpaths: clarity required over possibility of paths being 1.2 m as opposed to 1.5m wide. Would prefer 1.2m.	1.5m provides for better accessibility. However this can be reviewed at engineering design stage.
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.	Noted – this can be reviewed at engineering design stage. Refer also to materials board in revised plans.
Crossings	
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.	A shared zone is not considered realistic in this location in terms of Transport for NSW requirements for shared zones. Slower traffic in peak times will help to support pedestrian safety.
I think adding a pedestrian crossing at the shop is a must.	Noted – this is reflected in the final design.
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	Noted – this is reflected in the final design.
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.	Noted – this is reflected in the final design.
Pedestrian Crossing Points: support accessible primary crossing in front of shop. Highlight the need for other crossing points within design (not zebra crossings) as	Noted – this is reflected in the final design. Other informal crossing points will be included.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
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.	
Intersections	
The small scale roundabouts should work well	Small scale roundabout at Roses Road and a bus enabled roundabout at Binna Burra Road is provided for in the final design.
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.	Small scale roundabout at Roses Road is provided for in the final design.
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	This is provided for in the final design.
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 .	Concern noted but not reflected in the final design.
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.	Buses cannot turn at Roses Road in one motion.
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.	Noted that roundabouts may slow traffic. This is an intention of the project as it improves safety. Speed zone comment noted.
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 round-about.	A bus enabled roundabout at Binna Burra Road is provided for in the final design to provide for buses turning at this location.
Trucks driving through Federal unless absolutely necessary should be prohibited.	Noted – this can be reviewed at engineering design stage.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
Adding a round about at the binna burra/federal drive intersection is a good idea also.	Noted
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	Noted
Underground power	
Installing the power underground would give the village a clean finished look	Noted
Totally agree with the undergrounding of power, very important from a safety and aesthetic perspective	Noted
underground power lines sounds good as long as we don't lose any trees in the removal of the poles.	Noted
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.	Noted
Underground power would be an attractive but costly endeavour. Is this really the best place to spend the money?	This would need to be grant funded.
Moving the power underground would improve the athletic and create more parking spaces.	Noted
power underground would be great, but a huge expense not vital.	This would need to be grant funded.
I generally like the proposed plan and the suggestions regarding raising, parking and powerlines underground	Noted
powerlines should stay as they are putting them underground is just an extra and funding can be spent in better places,	This would need to be grant funded.
I support removing the power poles & putting the power underground as this would create a much clearer & nicer visual environment.	Noted
The placement of powerlines underground is seen as a huge positive for the village and the hall.	Noted

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
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	Noted
Other	
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?	Development applications would need to respond to the final Main Street Concept Design.
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.	Noted – this can be reviewed at engineering design stage.
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.	Noted
I'm broadly in favour of this proposal and would particularly welcome any measures to control the stormwater flow as it affects my property.	Noted
Additional tree planting is welcome and will soften the proposed hard landscaping.	Noted
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.	Noted – this can be reviewed at engineering design stage.
Keep the village residential.	Not part of this project scope.
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	Noted – this can be reviewed at engineering design stage.

Summary of Submissions – Federal Drive Main Street Concept Public Exhibition 15 Nov to 19 Dec 2021

THEME / COMMENT	DESIGN RESPONSE
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.	
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,	Noted – this can be reviewed at engineering design stage to make sure adequate carriage way widths are provided.
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.	Not part of this project scope.
Forecourt to the hall entrance is supported, with chain insitu when required	Noted
Support moving village entry paving treatment to the north to include the Hall/Church within the village precinct	Noted
General support for the Concept Plan.	Noted
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.	Noted – this can be reviewed at engineering design stage.
More trees along street frontage, more shade canopy. Suggest rainforest trees spaced appropriately as single 'specimens'.	Noted – this can be reviewed at engineering design stage.
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.	Noted – this can be reviewed at engineering design stage.
Electric Vehicle charging points: we think that commercial operator should be encouraged to site 1-2 fast charging stations within the works plan.	Noted
Has any thought been given to the future sewage management of Federal?	Not part of this project scope.