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Jeremy Morley
Assistance Development Manager
Cobild
Level 8, 9-11 Cremorne Street
CREMORNE VIC 3121

**Proposed Mixed Use Development
Traffic and Parking Assessment
9 Marvell Street, Byron Bay**

Dear Jeremy,

As requested, Ratio Consultants has reviewed the amended plans for the proposed mixed-use development at 9 Marvell Street, Byron Bay to support a modification to the consent application for the proposal.

1. Background

1.1 Approved Development

Development consent (DA No. 10.2023.73.3) was issued on 06 December 2024 for the construction of a three-storey building and associated basement car parking. More specifically the development consent comprised of the following:

- Demolition/removal of the existing building.
- Eight (8) x three-bedroom apartments across Levels 1 and 2 consisting of:
- One (1) café on the ground floor with a gross floor area of 139.94sqm.
- Two (2) retail shops on the ground floor with:
 - Retail Tenancy 1: 16.77sqm gross floor area.
 - Retail Tenancy 2: 23.18sqm gross floor area.
- A basement carpark with a total of 23 car parking spaces with the following allocation:
 - Two (2) car parking spaces allocated for retail use (one staff space per retail tenancy).
 - Seven (7) car parking spaces allocated for café use.
 - 14 car parking spaces allocated for residential use, including:
 - 10 car parking spaces for residents.
 - Two (2) car share spaces for residents.
 - Two (2) car parking spaces for visitors.

2. Proposal

2.1 Proposed Amendment

The proposed application seeks to amend the development as per plans prepared by Harley Graham Architects (Drawing No. DA.04-5). Specifically, the development application will include the following changes relevant to the traffic and parking assessment:

- Addition of gross floor area for Retail Tenancy 2 and the café use.
- Changes to the proposed car parking allocation to incorporate four (4) car share spaces.

A detailed comparison of the 'Approved Development' and the 'Proposed Development' is detailed in Table 2.1 below.

Table 2.1: Proposed Amendments to the Development

Use	Type	Approved Development	Proposal	Change
Dwellings (Apartments)	Three-Bedroom	Eight (8) Apartments	Eight (8) Apartments	No Change
Retail Uses	Retail Ground Floor Level	Retail Tenancy 1: 16.77sqm Retail Tenancy 2: 23.18sqm	Retail Tenancy 1: 16.77sqm Retail Tenancy 2: 25sqm	Retail Tenancy 1: No Change Retail Tenancy 2: +1.82sqm
Café	Café Ground Floor Level	139.94sqm	199.64sqm	+59.70sqm
Car Parking	Basement 1	23 spaces	23 spaces	No Change – only reconfiguration of car parking allocation

On the basis of the above, it can be seen that Retail Tenancy 2 and the café use is proposed to be increased by 1.82sqm and 80.02sqm respectively. The subsequent section will discuss the car parking requirement and allocation for the proposed development.

3. Parking Assessment

3.1 Car Parking Assessment

The number of car parking spaces required for the specified uses is listed under Table B4.1 of Chapter B4 of the Byron Shire Development Control Plan and Chapter E10 of the Byron Shire Development Control Plan. The application of the relevant rates is detailed in Table 3.1.

Table 3.1: Statutory Car Parking Requirement

Use	Size / Number	User	Rate	Car Parking Requirement	Car Parking Provision
Residential - Apartments	8 x Apartments	Residents	2 spaces per three or more-bed unit	16 spaces	16 spaces
		Residential Visitors	1 space per 4 dwellings	2 spaces	2 spaces
Business Premises - Retail	Retail Tenancy 1: 16.77sqm Retail Tenancy 2: 25sqm	Retail	1 space per 20sqm of gross floor area	2 spaces	1 space
Food and Drink Premises - Café	199.64sqm	Café	1 space per 20sqm GFA in business zones	10 spaces	0 spaces
Subtotal				30 spaces	19 spaces
Car share discount	4 car share spaces	Café & Retail	E10.2.6: Where car share spaces with car share cars are provided on-site, parking rates may be discounted by a maximum of 3 car spaces per car share vehicle.	+4 car share spaces -12 spaces	4 car share spaces
Total Statutory Car Parking Requirement				22 spaces (18 standard spaces, 4 car share spaces)	23 spaces (19 standard spaces, 4 car share spaces)

Accordingly, the proposed development has a statutory car parking requirement of 23 car parking spaces in the form of 18 standard spaces and 4 car share spaces. It is proposed to provide a total of 19 standard spaces and 4 car share spaces on-site, thereby satisfying the requirements as outlined in Table B4.1 of Chapter B4 and Chapter E10 of the Byron Shire Development Control Plan.

The most recent approval for DA No. 10.2023.73.3 provided a total of two (2) car share spaces to meet the car parking requirement for residents of the development. The proposal

now seeks to provide four (4) car share spaces to compensate for the car parking requirement for the café and retail uses.

A comparison of the car parking allocation for the current proposal and the approved development application is presented in Table 3.2.

Table 3.2: Comparison of Car Parking Allocation for Approved and Proposed Development

Land Use	Uses	Approved Development Requirement	Approved Car Parking Allocation	Proposed Development Requirement	Proposed Car Parking Allocation
Business Premises - Retail	Retail	2 spaces	2 standard spaces	2 spaces	1 standard space
Food and Drink Premises - Café	Café	7 spaces	7 standard spaces	10 spaces	4 car share spaces ²
Residential - Apartments	Residents	16 spaces	10 standard spaces 2 car share spaces ¹	16 spaces	16 standard spaces
	Residential Visitors	2 spaces	2 standard spaces	2 spaces	2 standard spaces
Total		23 spaces (21 standard spaces, 2 car share spaces)		23 spaces (19 standard spaces, 4 car share spaces)	

1. Two (2) car share spaces count as six (6) standard spaces

2. Four (4) car share spaces count as 12 standard spaces

From the above, is now proposed to allocate 16 standard spaces for residents, fully fulfilling the requirements for resident parking.

Retail Tenancy 2 will be provided with one (1) standard car space. Retail Tenancy 1 and all café parking demand is proposed to be sought from the provision of four (4) car share spaces to be shared among Retail Tenancy 1 and café uses. The provision of four (4) car share spaces is equivalent to the provision of 12 standard spaces and fulfils the car parking requirements for 11 standard spaces (1 retail and 10 café spaces).

The car parking provision and allocation of the proposed amended application are considered to be acceptable and in accordance with the statutory requirements of the Byron Shire Development Control Plan.

4. Bicycle Parking

The number of bicycle parking spaces required for the specified uses is listed under Table B4.1 of Chapter B4 of the Byron Shire Development Control Plan. The application of the relevant rates is detailed in Table 4.1.

Use	Size / Number	Type	Rate	Bicycle Parking Requirement
Residential	8 x Apartments	Medium Density Residential Flats	-	-
Retail Premises	Retail Tenancy 1: 16.77sqm Retail Tenancy 2: 25sqm	Retail	2 per 100sqm (or part thereof) up to a floor area of 200sqm and 1 per 200sqm thereafter	1 space
Food and Drink Premises	199.64sqm	Café	1 per 25sqm GFA	8 spaces
Subtotal				9 spaces

Accordingly, the proposal has a requirement to provide nine (9) bicycle parking spaces. It is understood that the development's ground floor arrangement can provide nine (9) bicycle parking spaces satisfying Council's parking requirements.

5. Loading and Waste Collection

It is understood that all loading and waste collection arrangements will be consistent with the previously approved development.

The requirement for loading remains in accordance with Chapter B4.2.9 of the DCP requirements with the provision of one (1) loading bay provided on-street along the Marvel Street frontage to accommodate vehicles up to the size of a Small Rigid Vehicle (SRV).

Waste collection will remain consistent with the approved development and is to be undertaken via Flecher Lane to the rear of the development.

6. Traffic Assessment

Given that no changes are proposed to the on-site car parking provision and only modest changes to the retail and café uses of the proposed development, it is considered that traffic generation will be of a similar magnitude to the approved development. On this basis, it is expected that the traffic generation of the development will be able to be accommodated by Fletcher Lane and the surrounding road network in a safe and satisfactory manner.

7. Conclusion

The proposed amended mixed-use development at 9 Marvell Street, Byron Bay will comprise café, retail and residential uses with associated basement car parking. Based on the assessment undertaken above, it is concluded as follows:

- The car parking provision of the proposed amended application is considered to be acceptable, and it has met the car parking requirement in accordance with the Byron Shire Development Control Plan.
- The proposed allocation of car parking spaces is appropriate noting that the resident demand is now fully provided on-site. Retail Tenancy 2 will be allocated one car space with the remaining car parking demand from the café and Retail Tenancy 1 to be sought from the provision of car share.
- The bicycle parking provision of the proposed amended application is considered to be acceptable, and it has met the bicycle parking requirement in accordance with the Byron Shire Development Control Plan.
- Loading and Waste Collection arrangements are consistent with the approved development and remains in accordance with the Byron Shire Development Control Plan.
- The traffic generation by the proposed modification to the development will be of a similar magnitude to the approved development and can be accommodated by Fletcher Lane and the surrounding road network in a suitable manner.

Overall, based on the assessment undertaken above, the proposed amendment to the approved development is considered to be acceptable from a traffic engineering perspective and is not expected to create adverse traffic or parking impacts in the precinct.

If you have any further queries, please feel free to contact the undersigned.

Yours sincerely,



Satish Dangol
Associate: Transport
Ratio Consultants