

Traffic Impact Assessment

3-5 Fingal Street, Brunswick Heads

Proposed Mixed-Use Development

24159

Prepared for
Momentum Projects

24 September 2025



3/03/2025 Contact Information

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Document Information

Report	Traffic Impact Assessment
Client	Momentum Projects
Proposal	Proposed Mixed-Use Development
Architect	CHROFI
Project Location	3-5 Fingal Street, Brunswick Heads
Council	Byron Shire Council
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Document History

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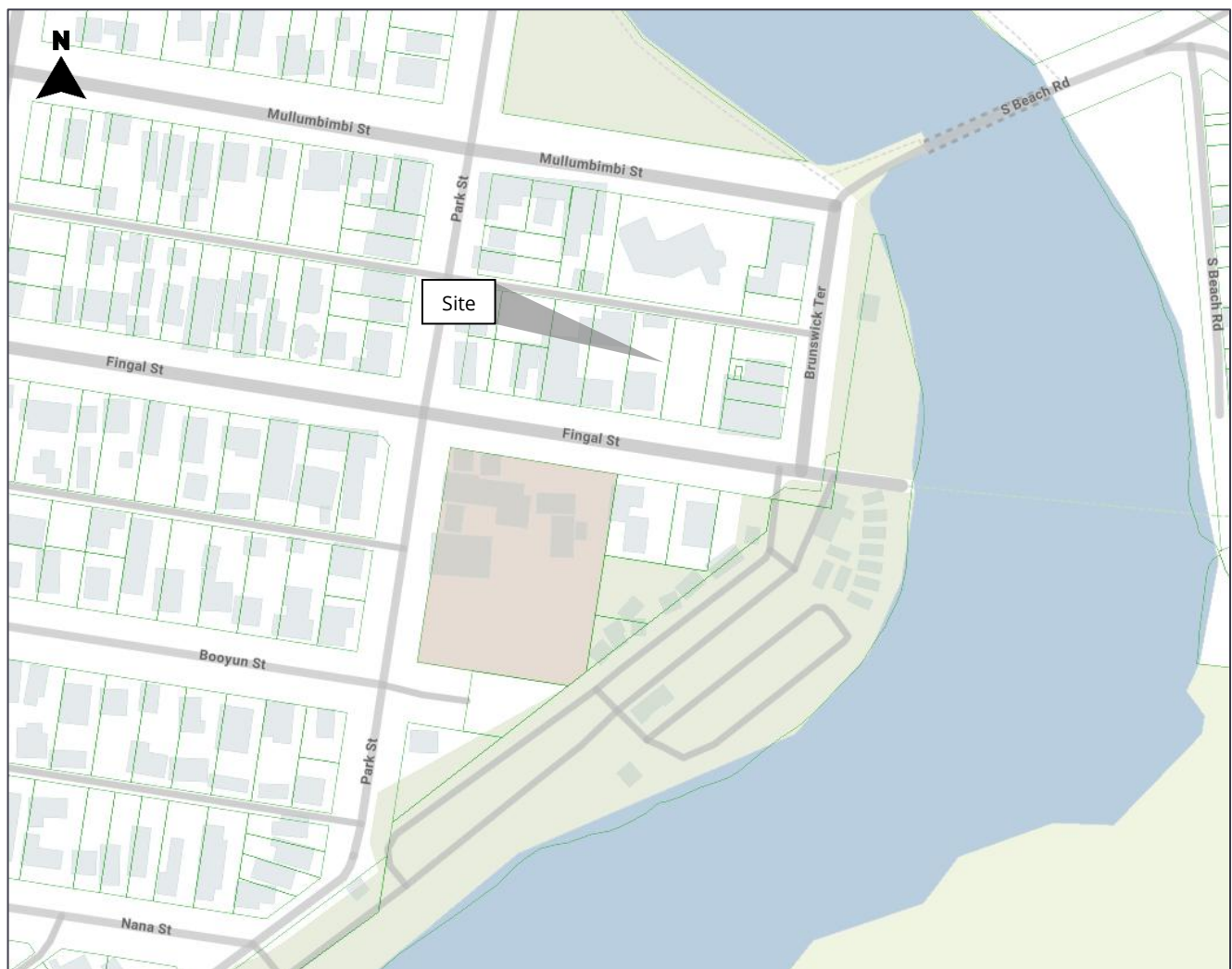


1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Byron Shire Council for a Proposed Mixed-Use Development at 3-5 Fingal Street, Brunswick Heads (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, road network serving the site and the prevailing traffic conditions



- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements

1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan (Byron Shire Council)
- Guide to Transport Impact Assessment, TfNSW, 2024



2 Proposed Development

The proposal seeks consent for a development outcome that involves:

- Ground-level commercial floor space (339m²)
- 13 apartments in the following composition:
 - 5 x two-bedroom apartment(s)
 - 8 x three-bedroom apartment(s)
- At-grade car park - 43 car spaces

Vehicle access will be provided at Balun Lane.

Details of the proposal are indicated in the architectural plans prepared by CHROFI which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lots 1 and 2 in DP112944, located at 3-5 Fingal Street, Brunswick Heads. The site occupies an area of 2,035.5m² and has frontage(s) to Fingal Street and Balun Lane.

Figure 3-1 Site Context



Source: Metromap and Google Map (Modified by Genesis Traffic)

The site is occupied by 2 commercial buildings at present (see inset above), with vehicle access point located at Balun Lane.

The adjoining and surrounding land uses include:

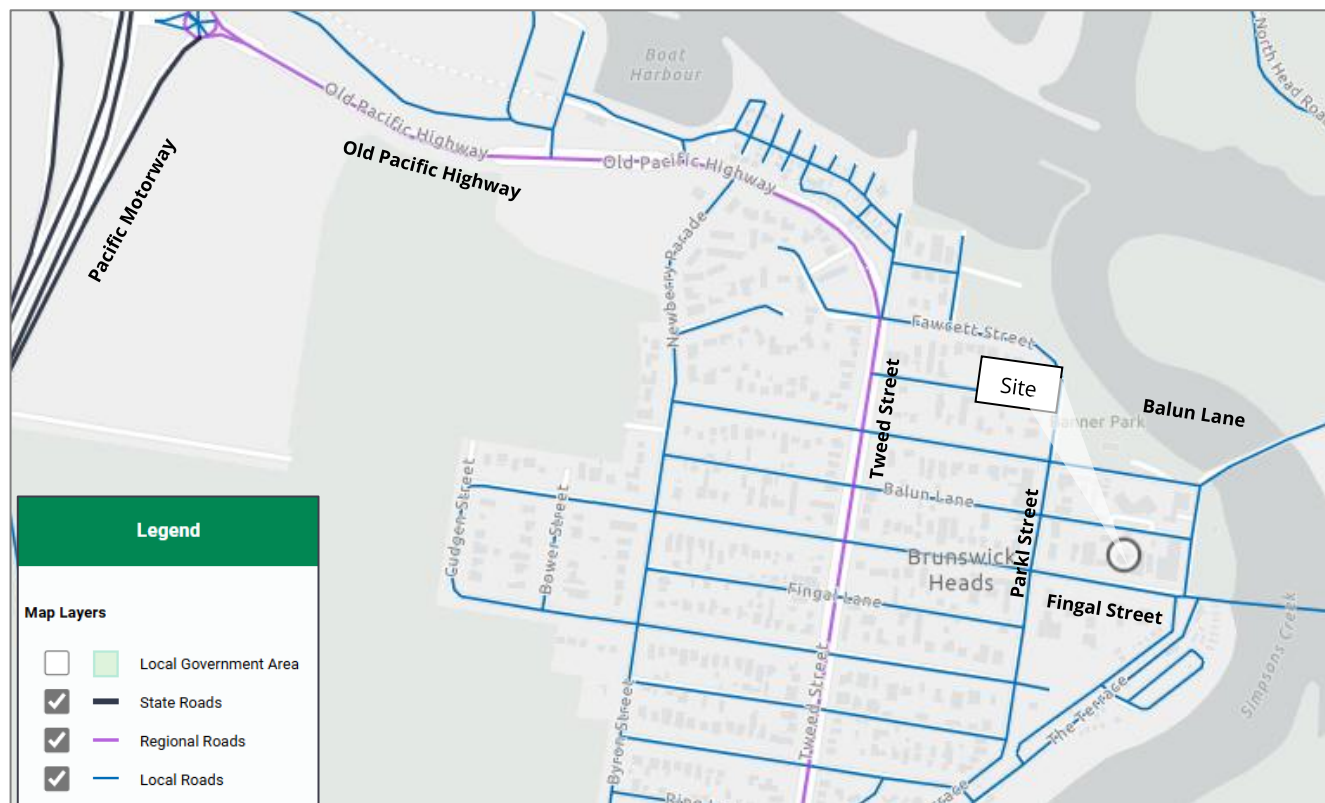
- Retail premises along Fingal Street and Mullumbimbi Street
- Brunswick Heads Public School to the southwest



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Pacific Motorway(M1)	- State Road - Speed limit 110 km/h 2 lane(s) in each direction
Old Pacific Highway (TR40)	- Regional Road - Speed limit 50 km/h 1 lane in each direction
Tweed Street	- Regional Road 1 lane in each direction - Unrestricted on-street parking along east side of the street
Balun Lane	Local Road



	· 1 lane · No Parking restriction along the street
Fingal Street	· Local Road · Speed limit 40 km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

Table 3-2 Surrounding Traffic Controls

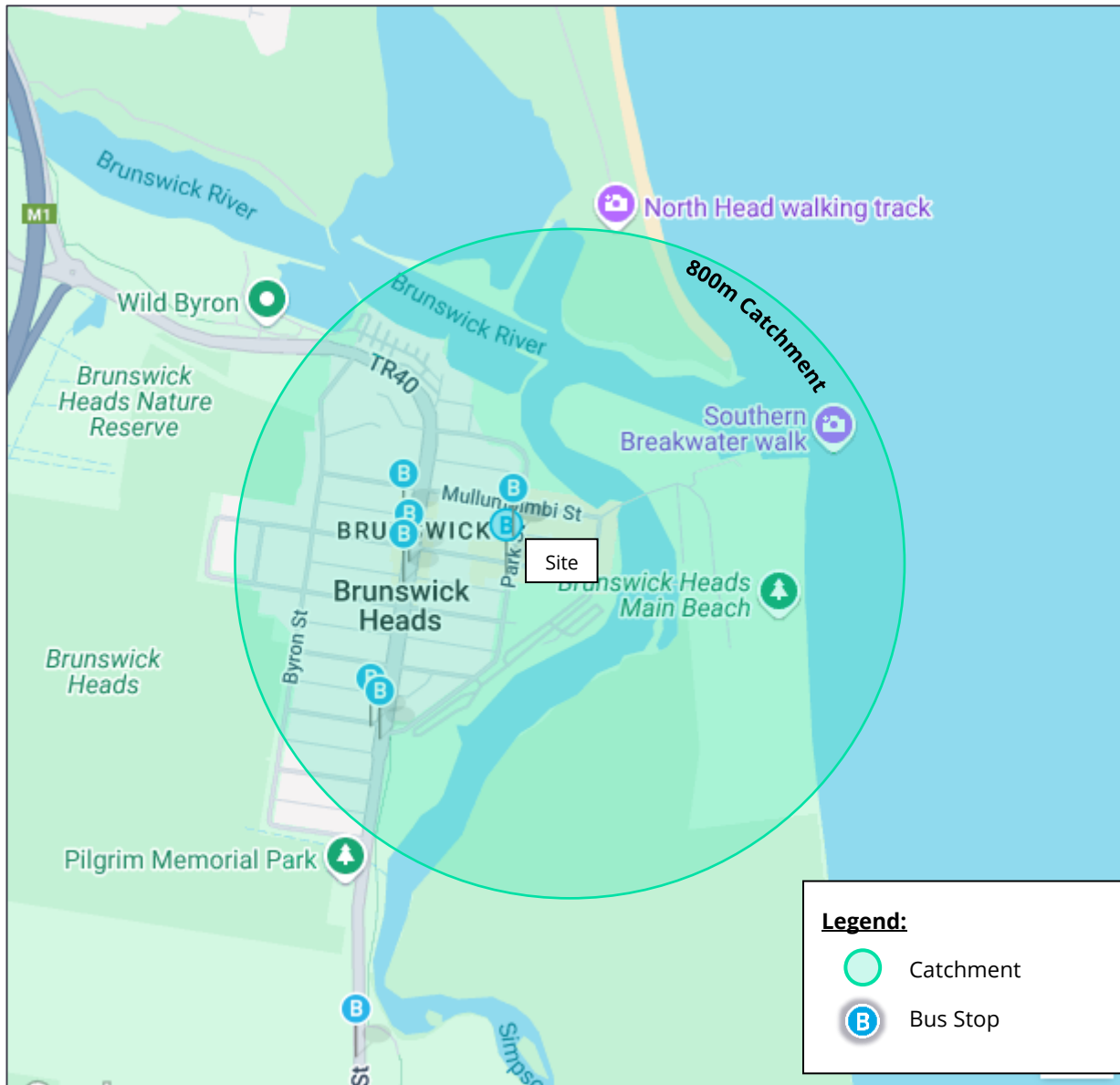
Traffic Control	Location
Roundabout	· Intersection(s) of: ○ Pacific Motorway and Old Pacific Highway
Give-way / Stop Control	· Intersection(s) of: ○ Park Street and Balun Lane ○ Tweed Street and Fingal Street
School Zone	· Along part(s) of ○ Fingal Street ○ Park Street
Pedestrian Crossing	· Along part(s) of ○ Tweed Street



3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)

Bus

Local bus service(s) is within walking distance (200m to the nearest bus stop) of the site, as follows (Table 3-3).



Table 3-3 Bus Services Provision

Bus Line	Bus Route	Frequency
610	Lismore to Byron Bay via Bangalow	Monday-Friday: 1-3 trips per day
		No Services on Weekend
645	Byron Bay to Ocean Shores	Monday-Friday: 1-7 trips per day
		Saturday: 2-4 trips per day
		No Services on Sunday



4 Parking Assessment

4.1 Car Parking Requirement

The applicable car parking rates (Table 4-1) are provided in Chapter B4 Table B4.1.

Table 4-1 DCP Car Parking Rates

Land Use	Element	Parking Rates
Residential flat buildings	1 or 2-Bed	1.0 space(s) per dwelling
	3- or more Bed	2.0 space(s) per dwelling
	Visitor	1.0 space(s) per 4 dwellings
Business premises		1 space(s) per 20m ² GFA

Applying the above criteria to the proposal would indicate the following requirement(s) in Table 4-2.

Table 4-2 Required Car Parking Spaces

Land Use	Element	Unit/GFA	Requirement	Provision
Residential flat buildings	2-Bed	5 unit(s)	5	42
	3-Bed	8 unit(s)	16	
	Visitor	13 unit(s)	4	
Commercial		339m ²	17	
Total			42 spaces	42 spaces

It is proposed to provide 43 parking spaces to comply with the DCP criteria.

4.2 Accessible Car parking Requirement

The applicable accessible car parking rate is:

- 1 space per 100 car parking spaces

Therefore, the requirement based on the provided car spaces is 1 space. The proposal of 3 accessible car space(s) complies.

4.3 Bicycle Parking Requirement

The applicable bicycle parking rates (Table 4-3) are provided in Chapter B4 Table B4.1.

Table 4-3 Bicycle Parking Rates

Development Type	Parking Rates
Business premises	2 per 100m ² (or part thereof) up to a floor area of 200 m ² and 1 per 200 m ² thereafter

Application of the above DCP rates to the proposal indicates the following bicycle parking requirement(s) (Table 4-4).

Table 4-4 Required Bicycle Storage/Parking Spaces

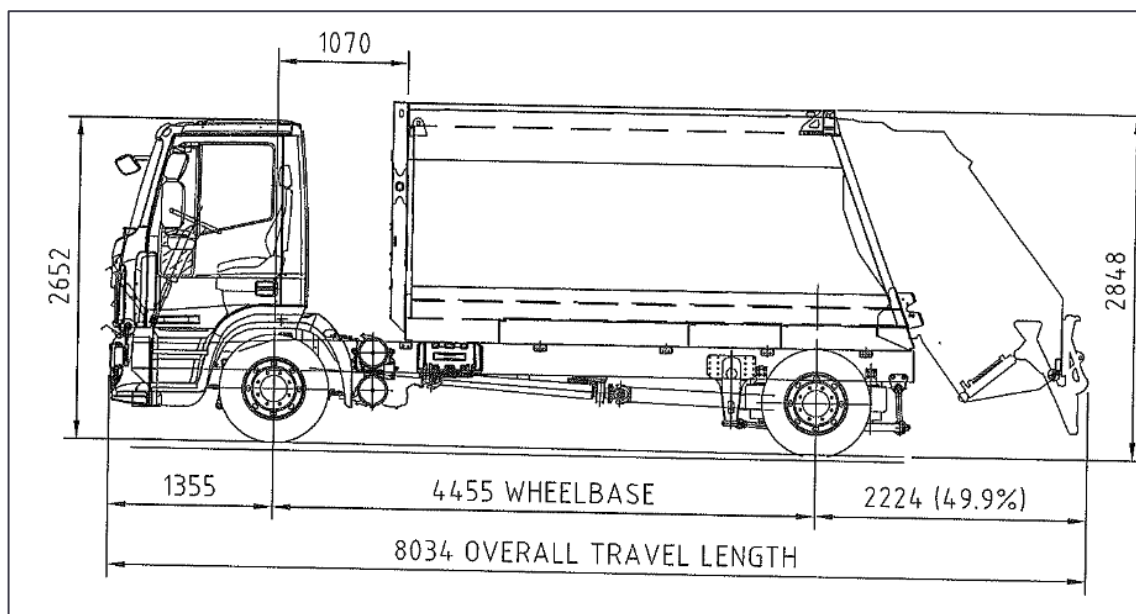
Element	Unit/GFA	Requirement	Provision
Commercial	339m²	5	5

It is proposed to provide 5 bicycle spaces to comply with the DCP requirement

4.4 Loading and Servicing Requirement & Arrangement

A dedicated loading area will be provided onsite to accommodate an 8m long private refuse truck. The relevant specification of the private waste truck is reproduced below for ease of reference (Figure 4-1).

Figure 4-1 Vehicle Dimension and Specification



Source: Richmond Waste



5 Access and Circulation Design

5.1 Access

The proposed access driveway will be located at Balun Lane. Details of the access design and geometry are discussed in Section 5.2.

The roller shutter at the access driveway will remain open during business hours.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890.1 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Width	(Category 1)	6.4m	Yes	
	3.0m – 5.5m			
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
Parking Modules				
Car Space Dimension for Commercial Staff and Residents	User Class 1/1A	5.4m long x 2.4m wide	Yes	
	5.4m long x 2.4m wide			
Aisle Width	User Class 1/1A	Provided	Yes	
	5.8m (+ 300mm from wall)			
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	Provided	Yes	
Headroom Clearance	Min 2.2m	Provided	Yes	
Gradient	Max 5% (1:20)	1:34	Yes	

Table 5-2 Bicycle Parking (AS2890.3:2015) Criteria

Features	Requirement	Provision	Compliance	Notes
Horizontal Bicycle Parking				
Space Dimension	1.8m long x 0.5m wide	Provided	Yes	
Aisle	1.5m	Provided	Yes	



Gradient	Max 5% (1:20)	Provided	Yes	
Height Clearance	Min 2.2m	Provided	Yes	

Table 5-3 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

Features	Requirement	Provision	Compliance	Notes
Space Dimension	5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Shared Zone + Bollard	5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Height Clearance	Min 2.5m	Provided	Yes	
Gradient	Max 2.5% (1:40)	Level	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.

5.3 Loading and Servicing Circulation

The designated service vehicle (8m long private waste truck) can enter and exit the site and loading area in a satisfactory manner (refer to Section 5.4: Swept Path Analysis).

To facilitate waste collection, adjacent car spaces will be managed and restricted to 'No Parking' between 6:00 am and 9:00 am, 2 to 3 days per week, under the supervision of the building manager.

5.4 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site's locality reveal a generally free-flowing circumstance during peak periods. There is no apparent capacity constraint on the immediate local road network.

6.2 Existing Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average peak hour traffic generation rates for office/commercial premises in regional areas. The relevant trip rates are as follows:

- 0.99 vehicle trips per hour (vtph) per 100m² GFA during the morning peak hour
- 0.96 vehicle trips per hour (vtph) per 100m² GFA during the evening peak hour

As the existing commercial floor area is unknown, the assessment will not discount the existing trip movements to provide a more conservative assessment approach.

6.3 Development Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average peak hour traffic generation rates for office/commercial premises and medium-density residential development in regional areas. The relevant trip rates are as follows:

Office/Commercial

- 0.99 vehicle trips per hour (vtph) per 100m² GFA during the morning peak hour
- 0.96 vehicle trips per hour (vtph) per 100m² GFA during the evening peak hour

Medium-Density Residential Development

- 0.41 vehicle trips per hour (vtph) per unit during the AM peak hour
- 0.60 vehicle trips per hour (vtph) per unit during the PM peak hour

Application of the above rates to the proposed development would indicate a peak hour traffic generation outcome of 4 vtph for commercial and 8 vtph for residential development during peak periods.

6.4 Overall Traffic Generation and Distribution

Based on the above, the proposal will likely result in the addition of 12 vehicle movements per hour during the peak periods (being 1 movement every 5 minutes on average). Traffic generation of this order of magnitude will not be perceptible in this context of the existing road network. It is concluded on this basis that the development traffic will not unduly impact the surrounding road network.



7 Conclusion

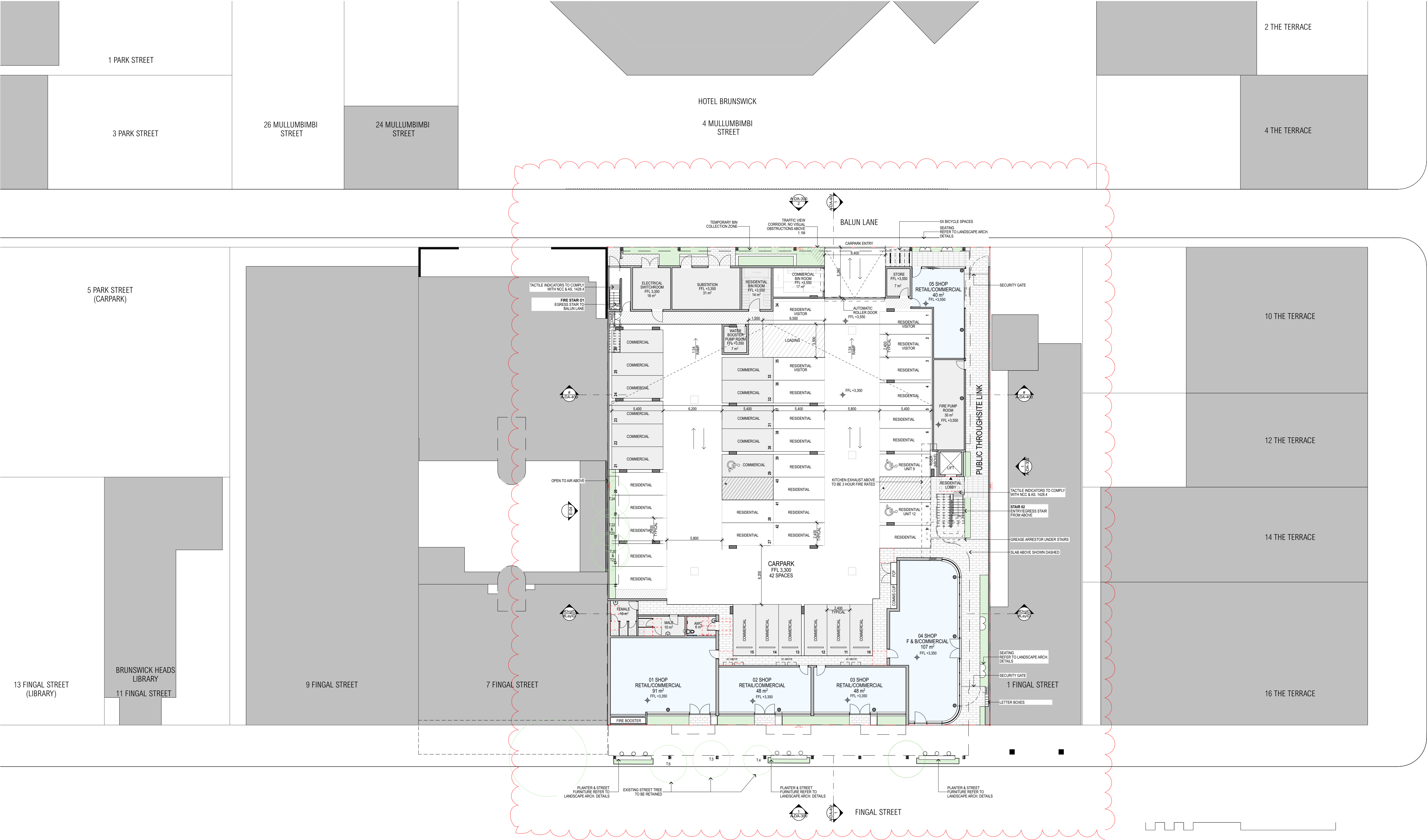
The traffic and parking assessment undertaken for the Proposed Mixed-Use Development at 3-5 Fingal Street, Brunswick Heads has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the Council's DCP criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be consistent with the development and are appropriate to the relevant AS design criteria
- car spaces adjacent to the truck loading area will be restricted and managed by the building manager during waste collection periods.



Attachment 1

Architectural Plans



1

GROUND
1:200

ARCHITECT

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T +61 2 8096 8500 E info@chrofi.com
CHOI ROPHA FIGHERA P/L ACN 144 714 885 ATF CHOI ROPHA FIGHERA UNIT TRUST T/A CHROFI ABN 22 365 257 187 NOMINATED ARCHITECT TAI ROPHA 6568 STEVEN FIGHERA 6609
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02	2/4/2025	Issue for DA
03	16/4/2025	Issue for DA

REV	DATE	ISSUE
04	1/5/2025	Issue for DA
05	16/9/2025	Issue for DA

PROJECT
Brunswick Heads
3-5 Fingal Street, Brunswick Heads

PROJECT NUMBER
210110

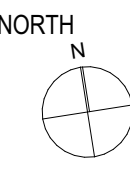
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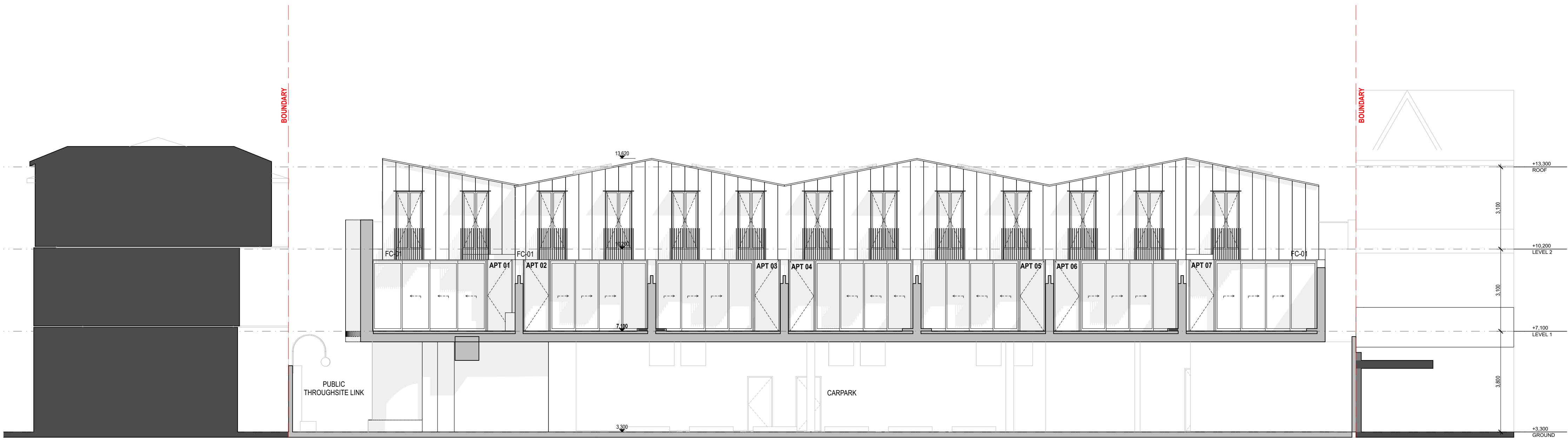


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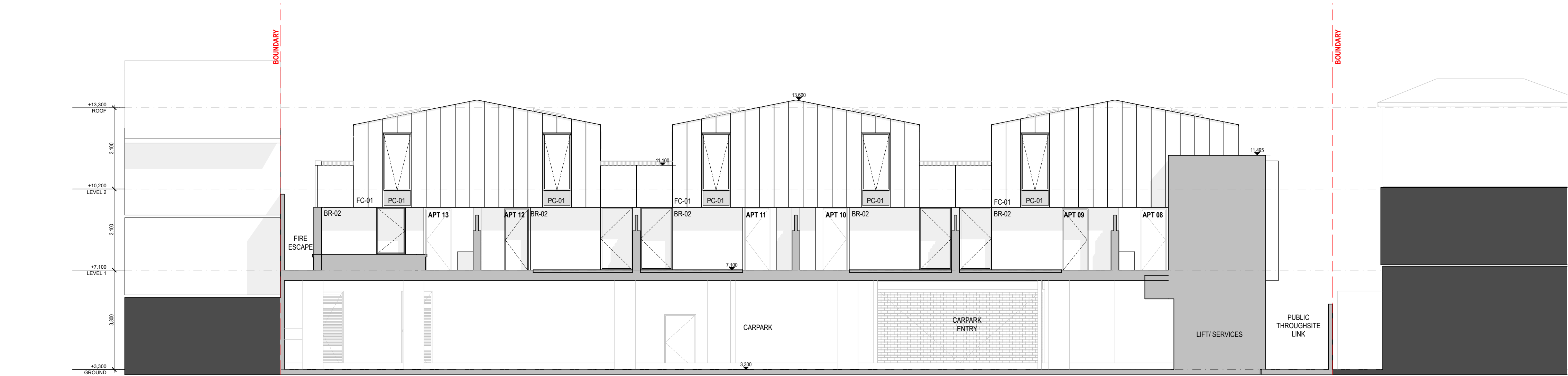
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REVISION
05

AREAS SHOWN ON FLOOR PLAN ARE CALCULATED FROM INTERNAL WALL TO INTERNAL WALL (RUA) FOR GFA CALCULATION REFER TO DA-603 GFA SCHEDULE



1
INTERNAL NORTH ELEVATION
1:100



INTERNAL SOUTH ELEVATION
1:100

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REV DATE ISSUE

PROJECT

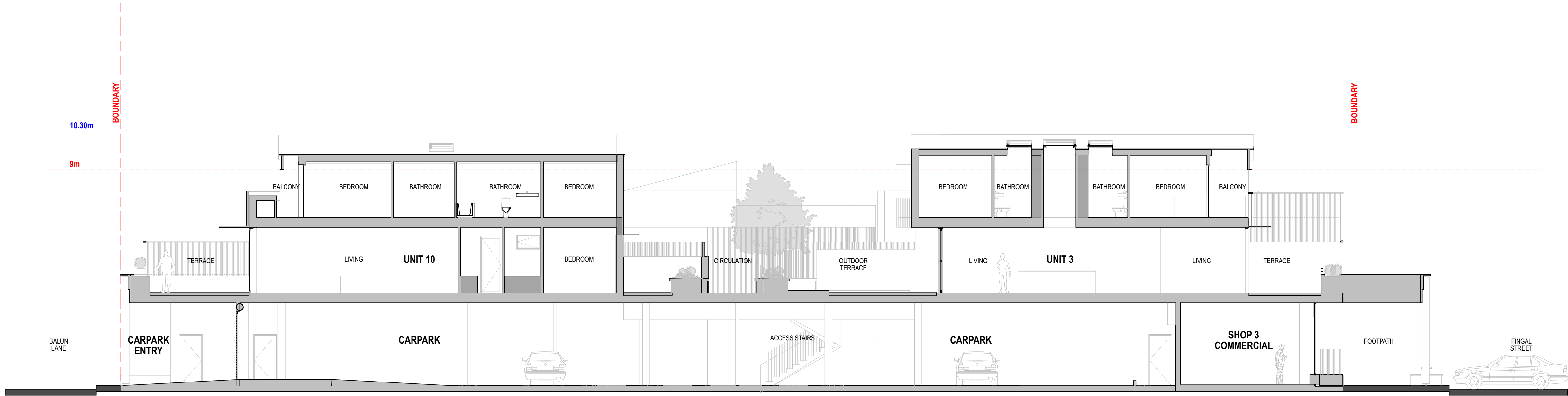
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3-5 Fingal Street, Brunswick Heads

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ELEVATIONS

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A-DA-301	03



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03	30/4/2025	Issue for DA

REV DATE ISSUE

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Brunswick Heads
3-5 Fingal Street, Brunswick Heads

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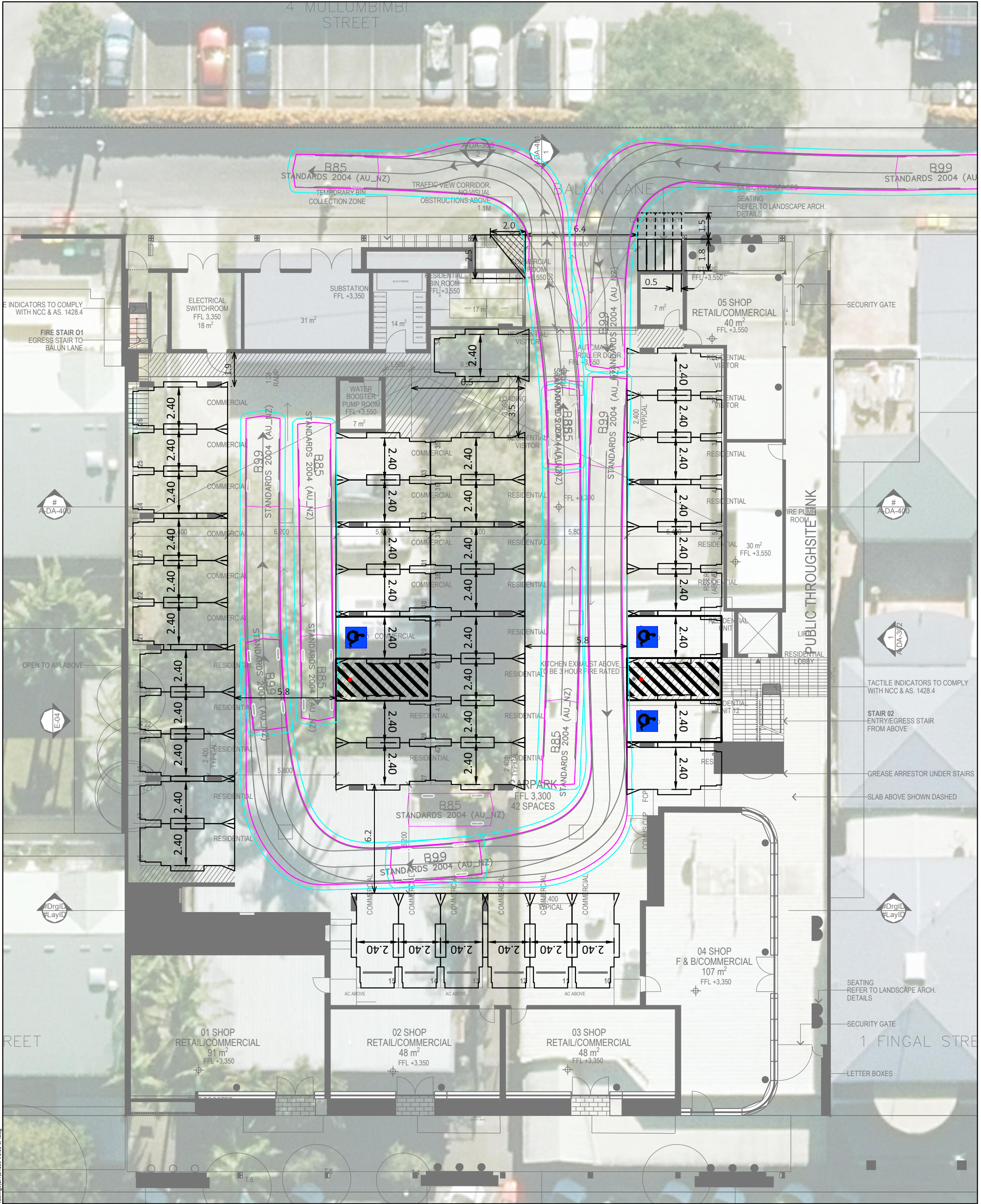
Attachment 2

Turning Path Assessment



SWEPT PATH ASSESSMENT GROUND LEVEL SHEET NO. 01 OF 05 ISSUE DATE 23 September 2025	- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m - MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES - MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES - MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS - HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004
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GenesisTraffic	PROJECT 3-5 FINGAL STREET, BRUNSWICK HEADS	DRAWING REFERENCE (SOURCE): G:\2024\24159 - 3-5 FINGAL STREET, BRUNSWICK HEADS\DRAWINGS\DA\20250922 DRAWING REFERENCE NO. 24159-V1.10-SP	SCALE A3 0 2.0 4.0 1:200 DESIGNED BY A.XIA,L.MRKONJA REVIEWED BY L.NG
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SWEPT PATH ASSESSMENT

B99 AND B85 PASSING

GROUND LEVEL

SHEET NO. 02 OF 05

ISSUE DATE 23 September 2025

LEGENDS/NOTES

SWEPT PATH KEY:

— VEHICLE CENTRE LINE

— VEHICLE TYRE PATH

— VEHICLE BODY PATH

— 300mm CLEARANCE FROM VEHICLE BODY

4.91

0.92 2.80

B85

meters

Width : 1.87

Track : 1.77

Lock to Lock Time : 6.0

Steering Angle : 34.1

5.20

0.95 3.05

B99

meters

Width : 1.94

Track : 1.84

Lock to Lock Time : 6.0

Steering Angle : 33.9

PROJECT

3-5 FINGAL STREET, BRUNSWICK HEADS

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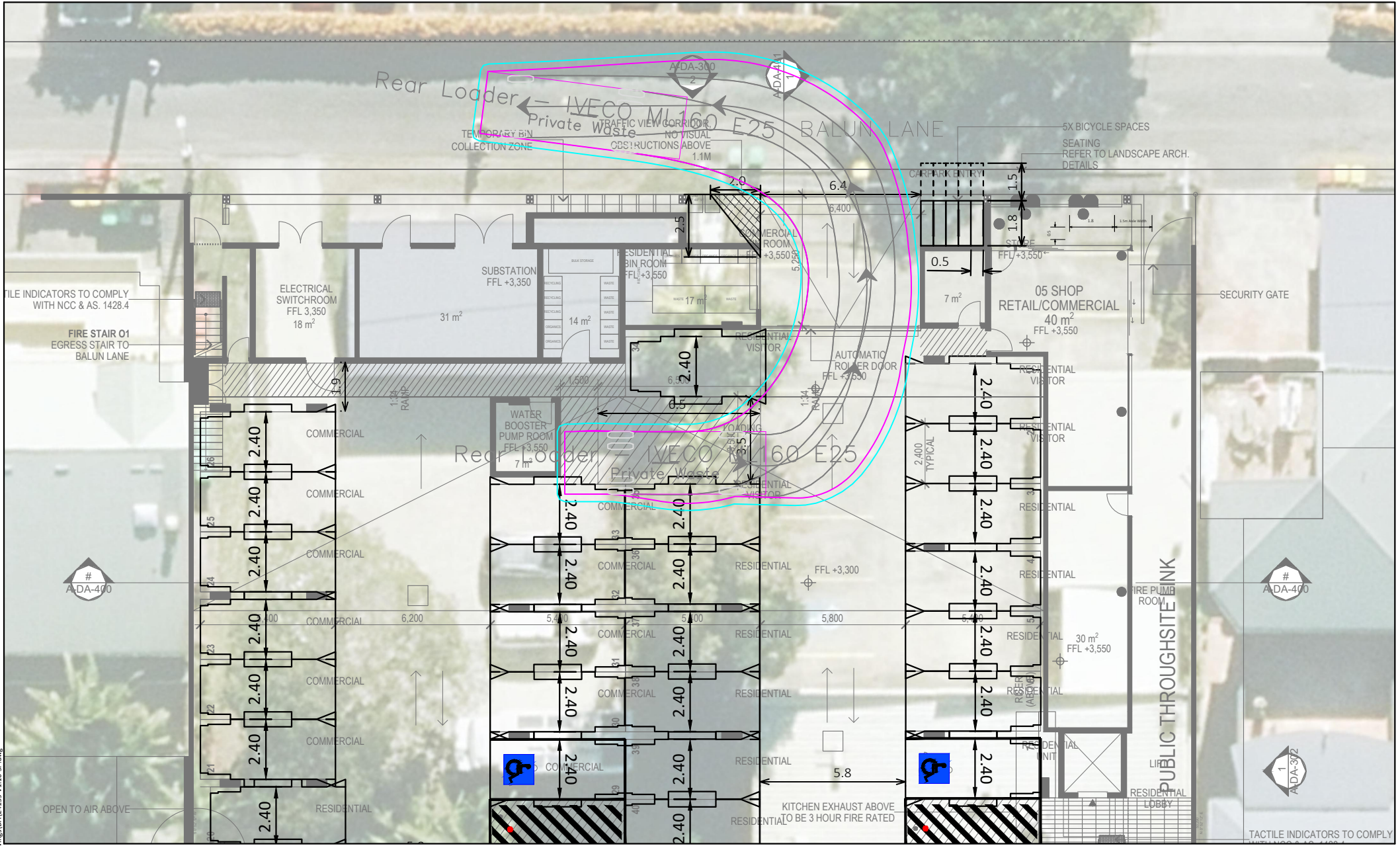
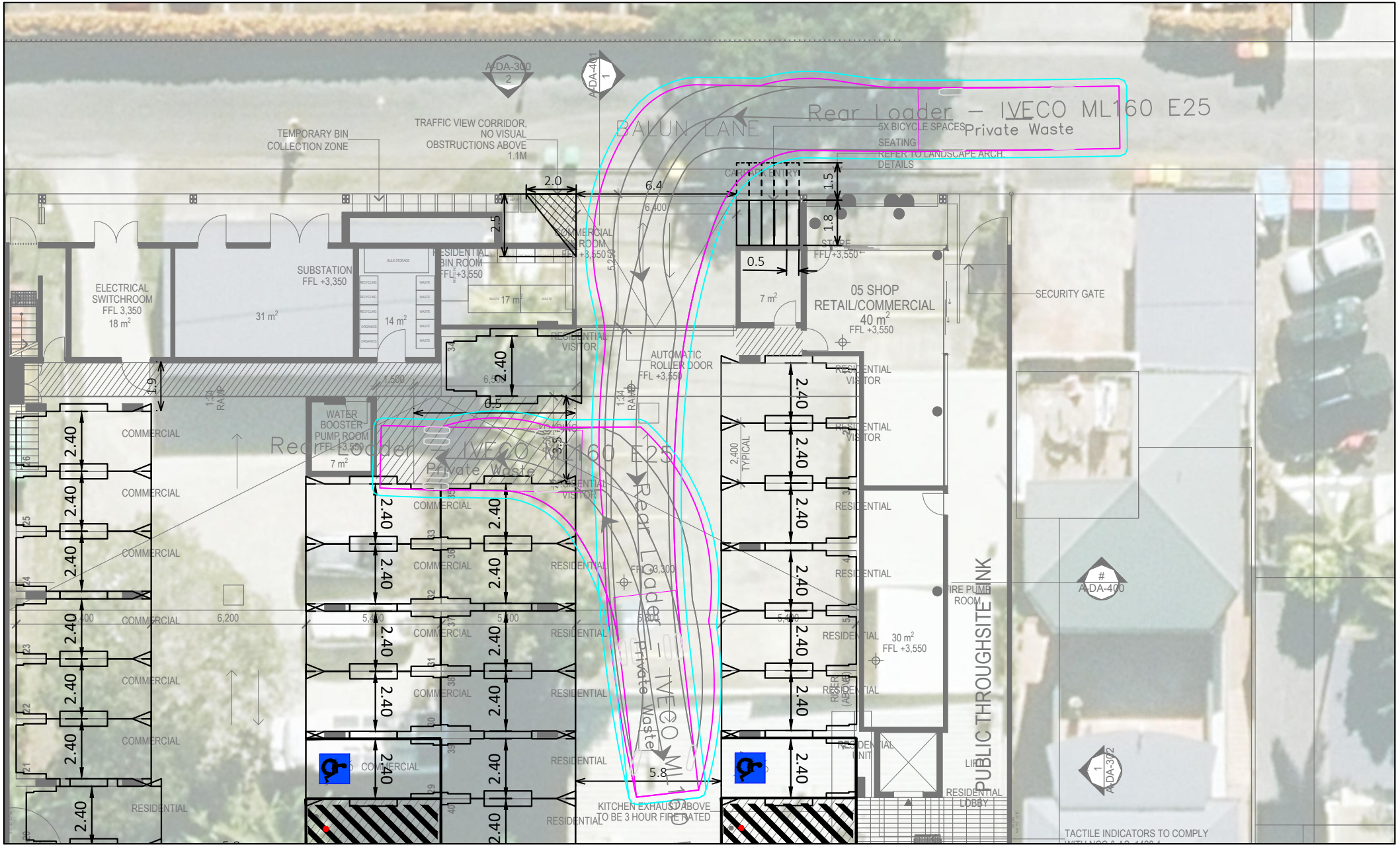
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REVIEWED BY

L.NG

Plotted by Liam Mrkonja G:\2024\24159 - 3-5 Fingal Street, Brunswick Heads\Drawings\DA\24159-V1.10-SP.dwg



SWEPT PATH ASSESSMENT

PRIVATE WASTE TRUCK ENTER AND EXIT

GROUND LEVEL

SHEET NO. 03 OF 05

ISSUE DATE 23 September 2025

PROJECT

3-5 FINGAL STREET, BRUNSWICK HEADS

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

DRAWING REFERENCE (SOURCE):

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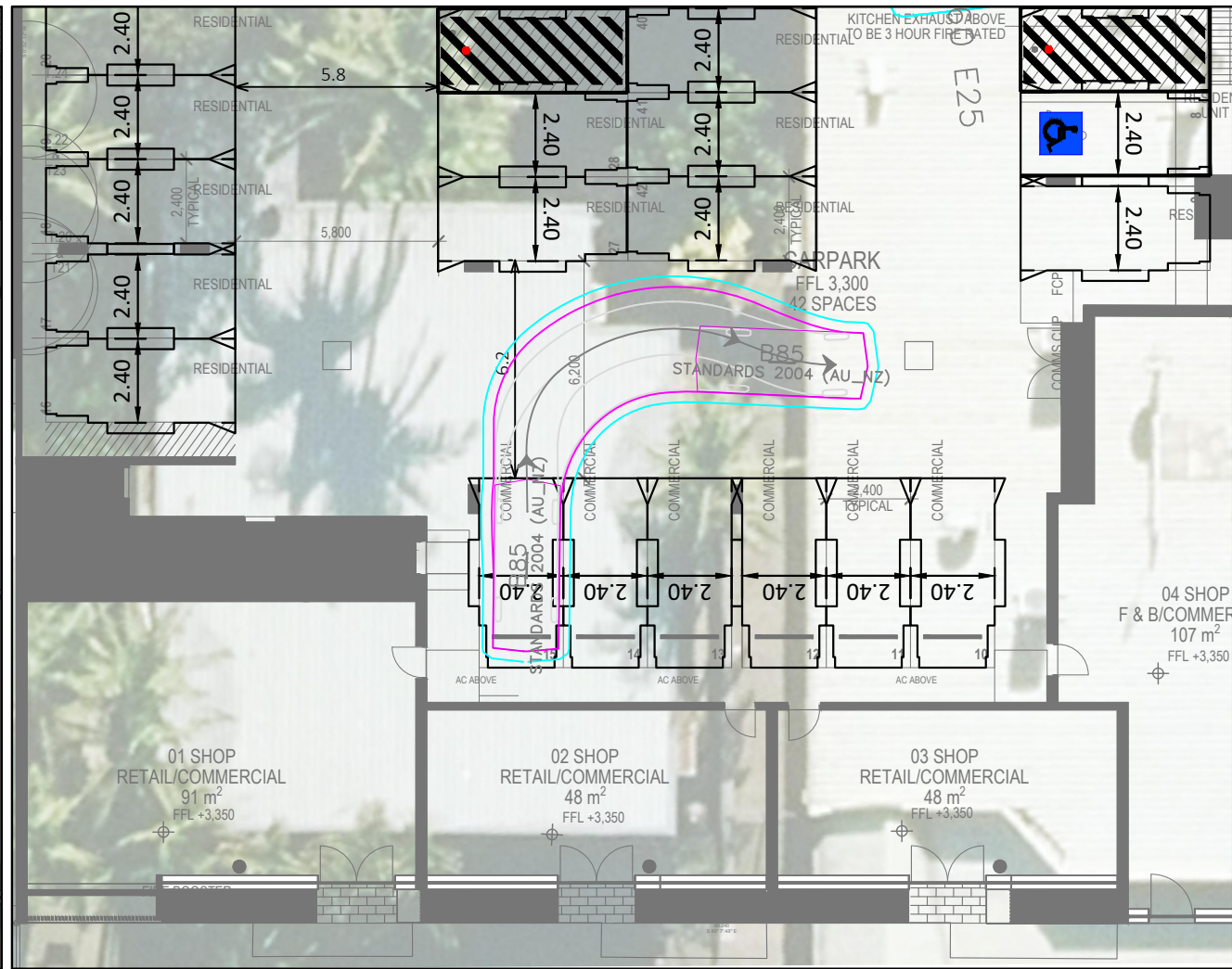
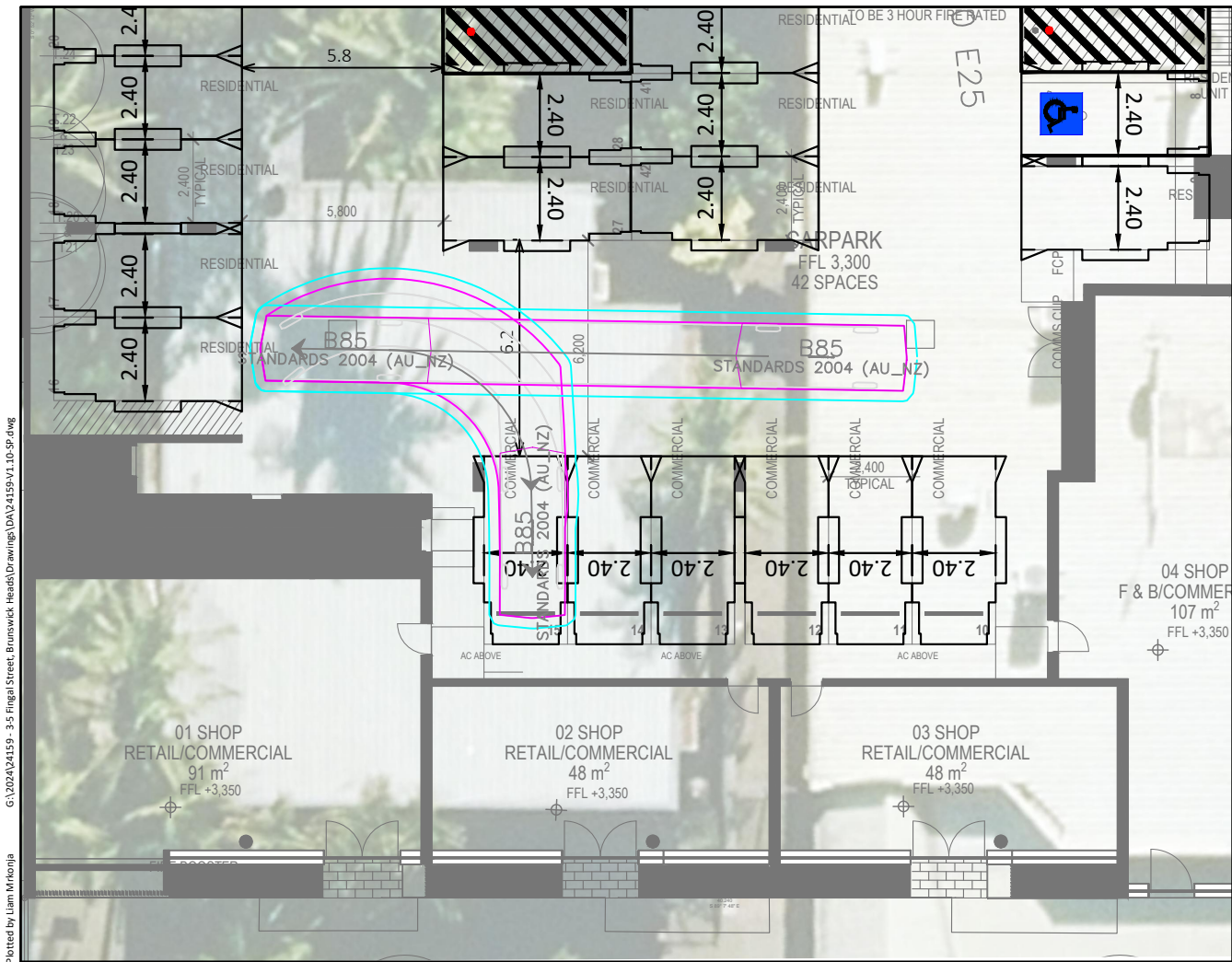
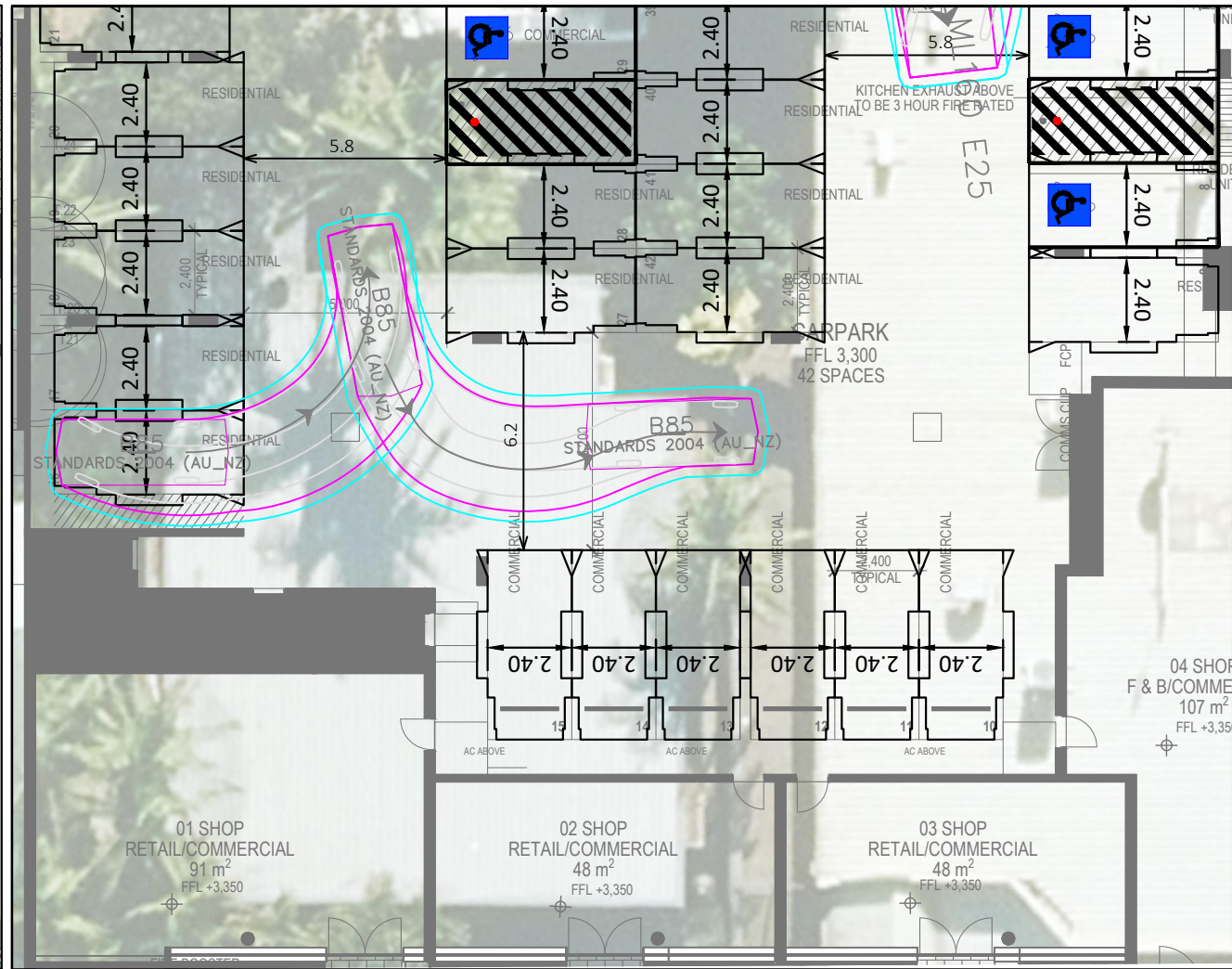
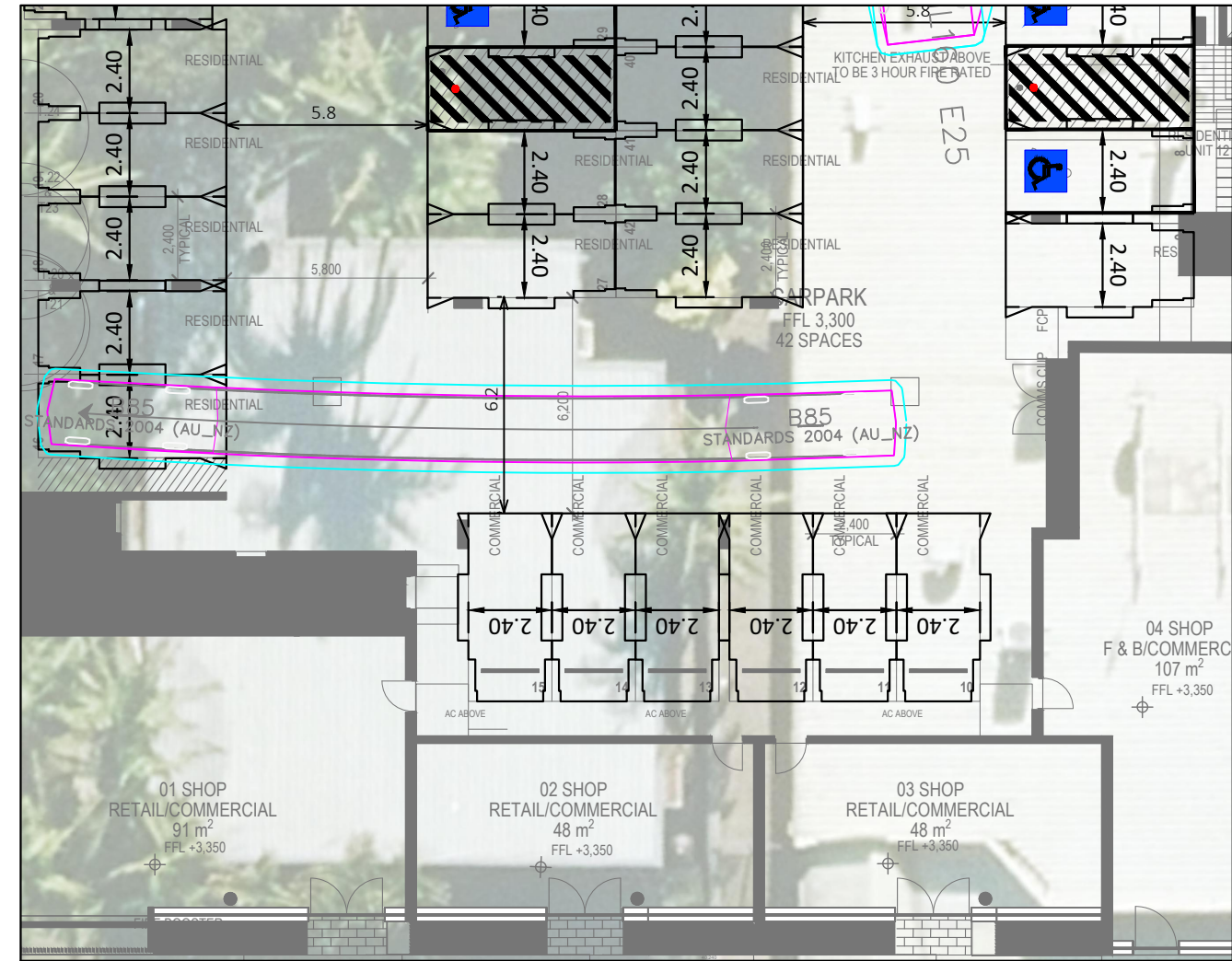
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PROJECT
3-5 FINGAL STREET,
BRUNSWICK HEADS

TITLE
SWEPT PATH ASSESSMENT

B85 ENTER AND EXIT

GROUND LEVEL

N

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BRUNSWICK
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ISSUE DATE
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SHEET NO.
04 OF 05

DRAWING REF NO.
24159-V1.10-SP

LEGENDS/NOTES

SWEPT PATH KEY:

— VEHICLE CENTRE LINE

— VEHICLE TYRE PATH

— VEHICLE BODY PATH

— 300mm CLEARANCE FROM VEHICLE BODY

4.91

0.92 2.80

B85

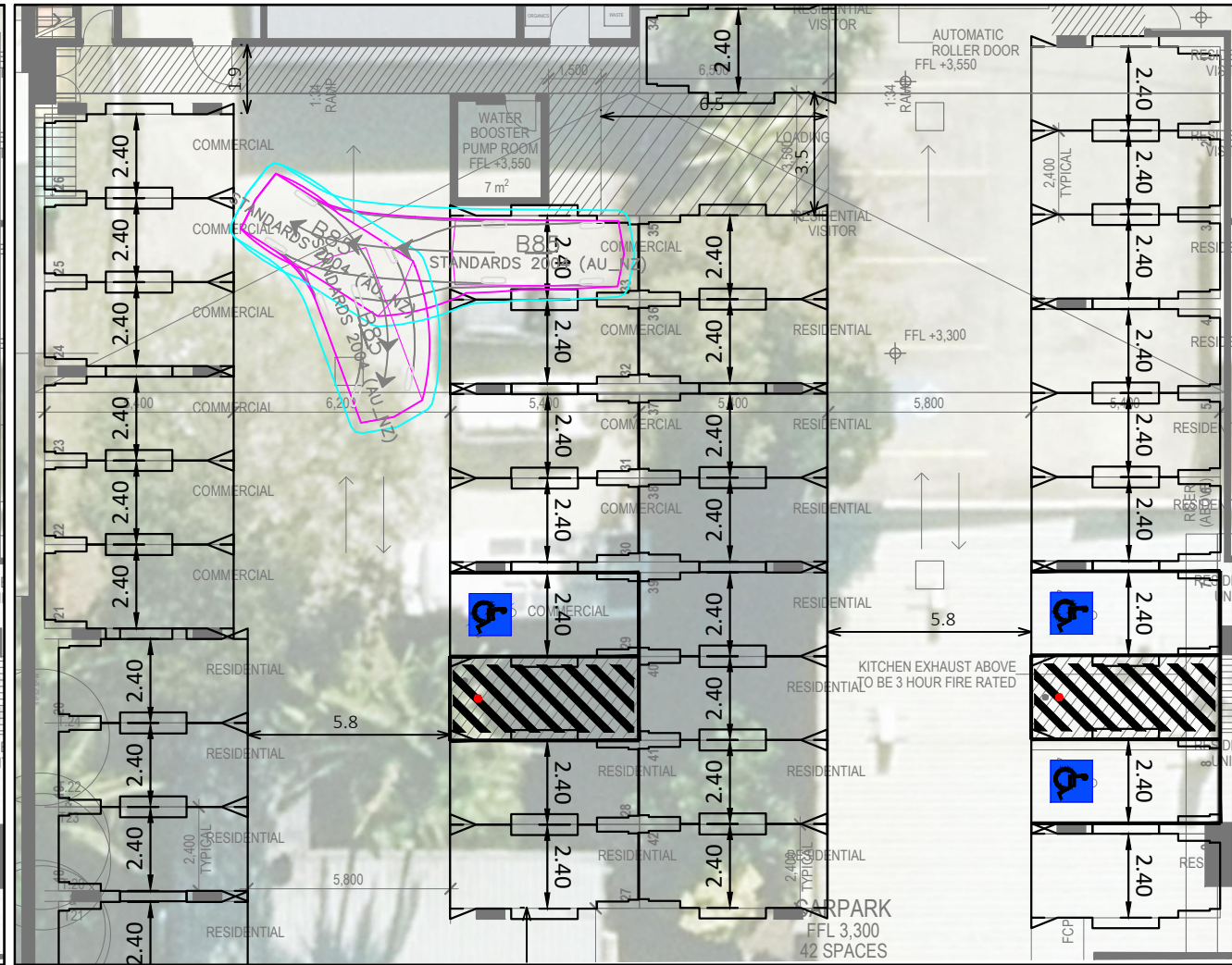
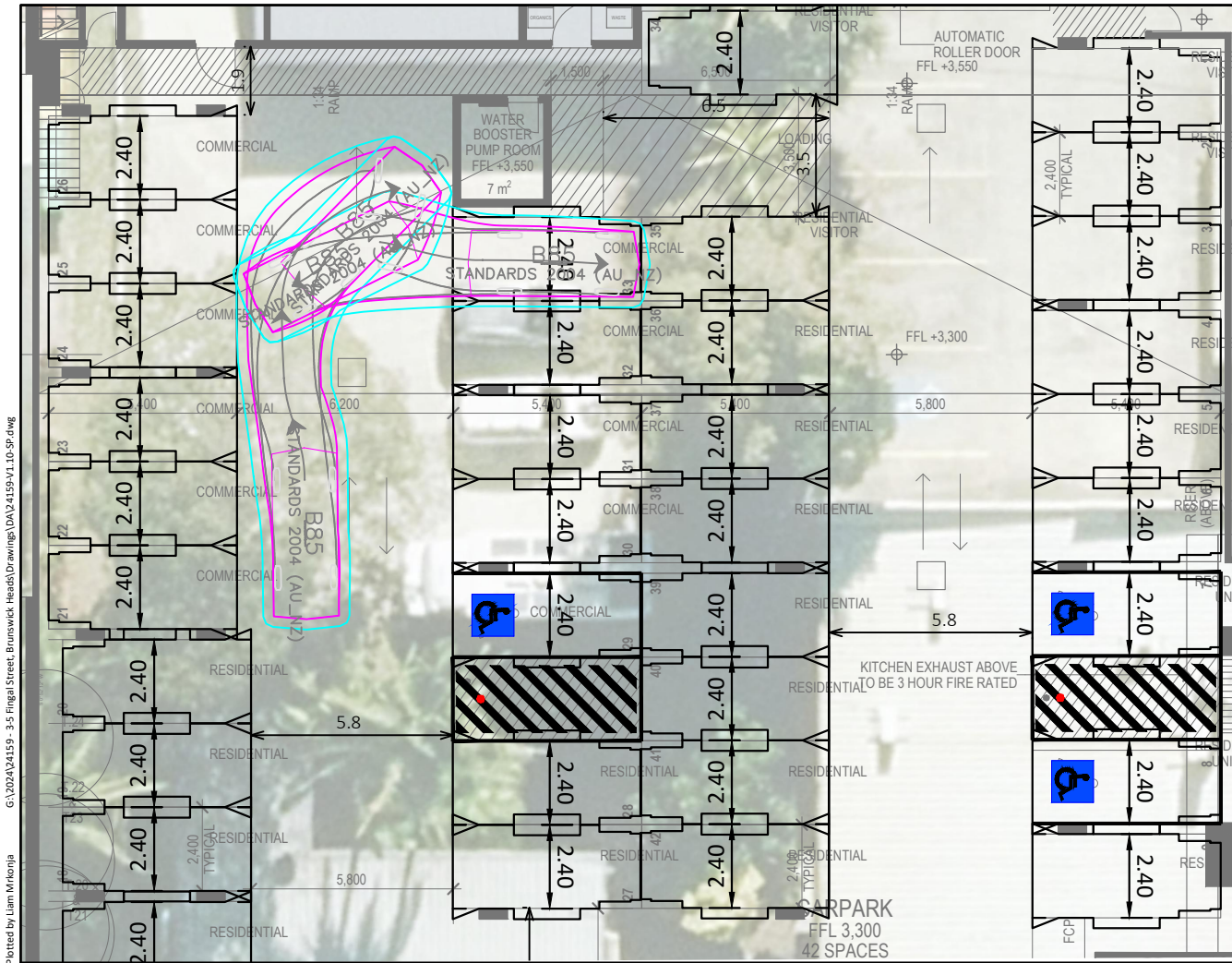
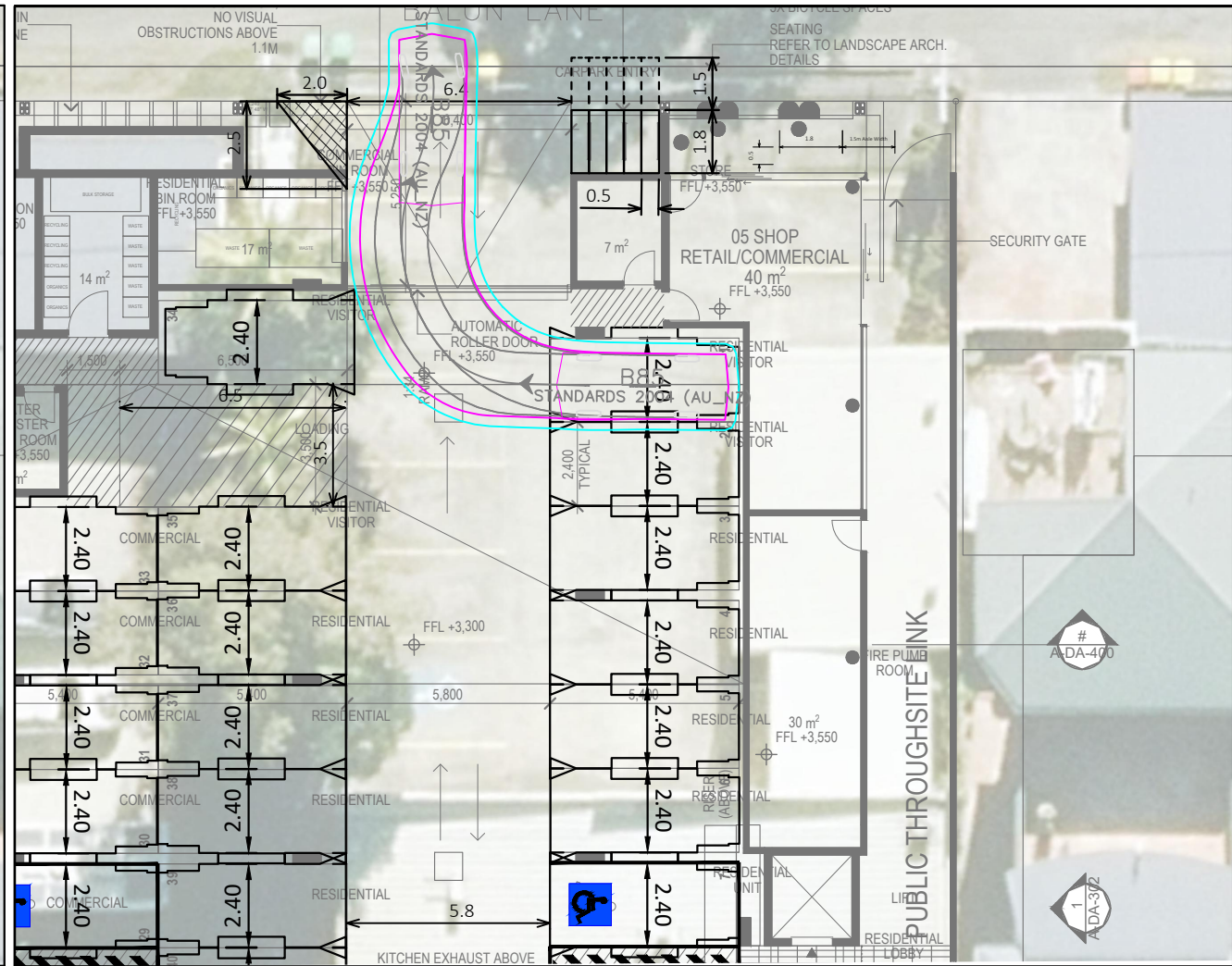
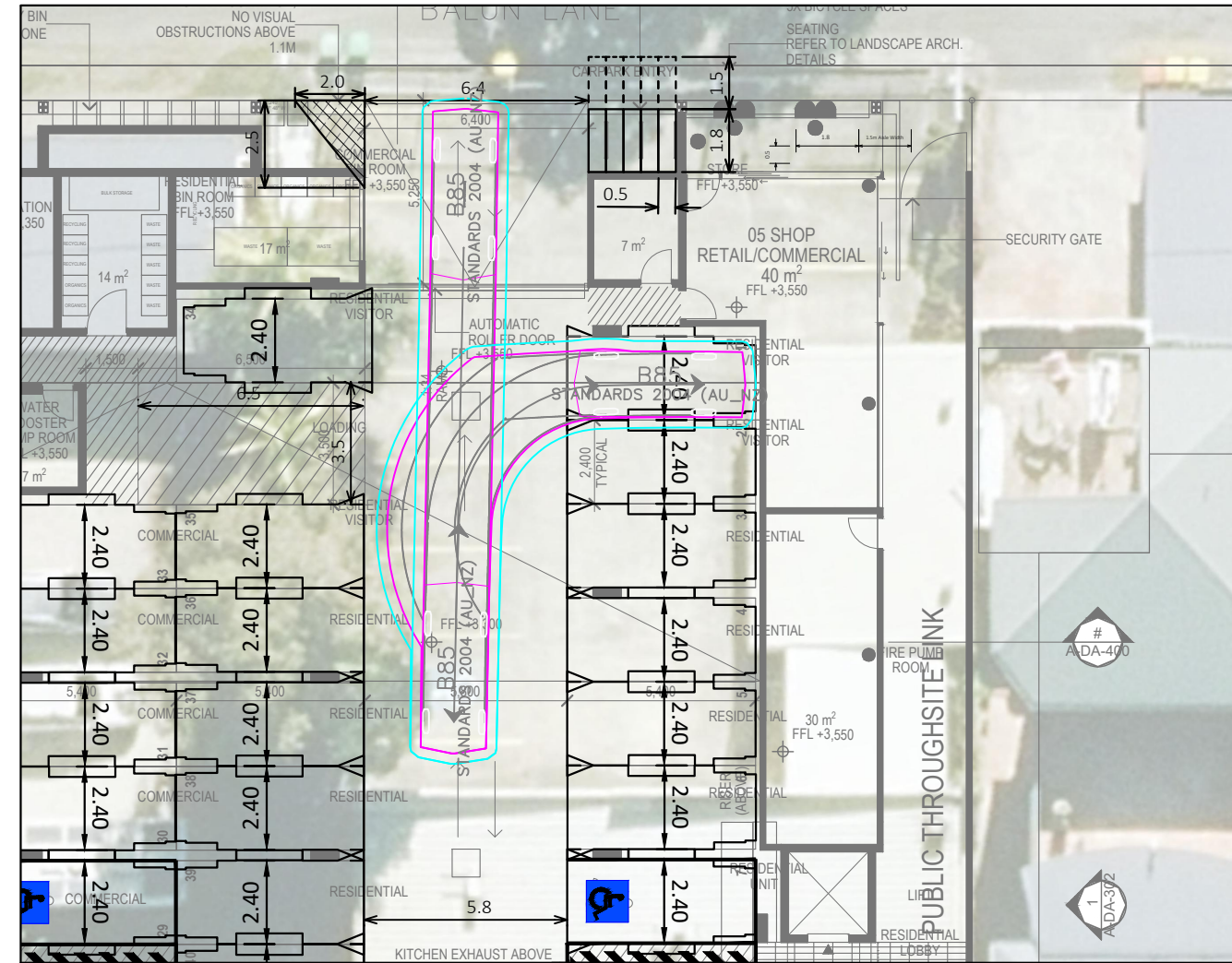
Width : 1.87 meters

Track : 1.77

Lock to Lock Time : 6.0

Steering Angle : 34.1

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Plotted by Liam Mkonja



PROJECT

3-5 FINGAL STREET,
BRUNSWICK HEADS

TITLE

SWEPT PATH ASSESSMENT

B85 ENTER AND EXIT

GROUND LEVEL

SCALE
A3
1:200
0 2.0 4.0

DESIGNED BY
A.XIA,L.MRKONJA

REVIEWED BY
L.NG

DRAWING REFERENCE (SOURCE):
G:\2024\24159 - 3-5 FINGAL STREET,
BRUNSWICK
HEADS\DRAWINGS\DA\20250922

ISSUE DATE
23 September 2025

SHEET NO.
05 OF 05

DRAWING REF NO.
24159-V1.10-SP

LEGENDS/NOTES

SWEPT PATH KEY:

— VEHICLE CENTRE LINE

— VEHICLE TYRE PATH

— VEHICLE BODY PATH

— 300mm CLEARANCE FROM VEHICLE BODY

B85

Width : 1.87 meters

Track : 1.77

Lock to Lock Time : 6.0

Steering Angle : 34.1

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Plotted by: Liam Mrkonja

