



TRAFFIC IMPACT STATEMENT

Modification to approved DA 2020/59.1 'Jonson Street Hotel'

No 109 Jonson Street, Byron Bay
Lot 3 Section 42 DP 758207

for:
JOBERN Pty Ltd

May 2026

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Table of Contents

1.	INTRODUCTION	3
1.1	Purpose and Study Objectives	3
2.	PROPOSED DEVELOPMENT.....	3
2.1	Surrounding Development	3
2.2	Description of Proposed Development	3
3.	EXISTING AREA CONDITIONS	4
3.1	Area of Influence	4
3.2	Existing Roadway Systems	5
3.3	Public Transport Systems.....	7
3.4	Pedestrians and Cyclists	7
4.	NETWORK CAPACITY ASSESSMENT	8
4.1	Traffic Generation.....	8
4.2	Trip Distribution and Modal Split	9
5.	TRAFFIC SAFETY	9
5.1	Existing Crash History	9
5.2	Impacts on Safety	10
6.	PARKING ASSESSMENT	11
6.1	Parking Requirements	11
6.2	Parking Available of Site	11
7.	FINDINGS AND RECOMMENDATIONS	12
7.1	Traffic Generation.....	12
7.2	Parking Assessment	12
8.	CONCLUSION	12
9.	SCOPE OF ENGAGEMENT.....	13
10.	ATTACHMENTS	14

List of Tables

Table 1: Existing Development Traffic Generation	8
Table 2: Proposed Development Traffic Generation	8
Table 3: Proposed Development Parking Requirements.....	11

List of Figures

Figure 1 Site Locality Plan	4
Figure 2 Surrounding Road Network	4
Figure 3 Jonson Street (Adjacent to the Development Site)	5
Figure 4 Kessing Lane (Adjacent to the Development Site).....	6
Figure 5 Carlyle Street / Kessing Lane Intersection	6
Figure 6 Kingsley Street / Kessing Lane Intersection	7
Figure 7 Crash Data Layout Plan	10

1. Introduction

1.1 Purpose and Study Objectives

Ardill Payne and Partners (APP) has been commissioned by JOBERN Pty Ltd to prepare a Traffic Impact Statement in respect to the proposed Jonson Street Hotel Development at 109 Jonson Street, Byron Bay. The study has been undertaken to address Chapter B4 of Byron Shire Council's DCP 2014 with regard to both impact of generated trips and parking demand. This report is based on the Floor Plans provided in **Attachment 1**.

2. Proposed Development

2.1 Surrounding Development

109 Jonson Street is surrounded by existing commercial developments on all sides and forms part of the Byron Bay Town Center. These commercial developments range from single story restaurants and shops to the south to multi story development to the North and West.

2.2 Description of Proposed Development

The proposed development includes the removal of several tenancies within the site and the construction of a new hotel with 22 accommodation rooms. Some tenancy spaces shall be maintained including the existing butchers shop. The proposed hotel shall incorporate a restaurant/bar area in addition to its accommodation rooms and common amenities areas. A layout of the existing and proposed floor plans area available in **Attachment 1**. A summary of the proposed development is provided below.

The proposed development includes;

- 22 x Single bed accommodation rooms
- Hotel Restaurant/Bar (53m² excluding kitchen area)
- 2 x Tenancy spaces (Total area = 51m²)
- Existing Butchers Tenancy (99m²)
- Hotel back of house space, hotel common spaces, storage.
- Existing Laneway space and entry courtyard.
- Car parking area containing 20 parking spaces (Including 1 disabled space).

Works are expected to be undertaken in a single stage. A locality plan of the development site is shown in **Figure 1** below.



Figure 1 Site Locality Plan

3. Existing Area Conditions

3.1 Area of Influence

Kessing Lane within the vicinity of the development site (between Kingsley Street and Carlyle Street) is a two way rear lane 5.0m wide. North of Carlyle Street Kessing Lane is a one way south bound rear lane between 6.0m and 5.0m wide. Kessing Lane does not continue south past Kingsley Street. The site is fronted by Johnston Street which is a two lane two way road.



Figure 2 Surrounding Road Network

3.2 Existing Roadway Systems

A summary of the existing roads and intersections that surround the development site are provided below:

Jonson Street

Jonson Street is a two-way urban street forming part of the Byron Bay Town Center. Within the vicinity of the site Jonson Street contains a 4.5m (approx.) travel lane in each direction separated by a 3.0m vegetated median. On street angled parking is present on the eastern side of the road while parallel parking is present on the western side of the street. Within the vicinity of the site Jonson Street has a speed limit of 50km/h. Jonson Street has pedestrian footpaths on both sides of the road with pedestrian crossings and linkages to the larger town center pedestrian network. **Figure 3** below shows a typical section of Jonson Street.



Figure 3 Jonson Street (Adjacent to the Development Site)

Kessing Lane

Kessing Lane is a 5.0m wide, two-way sealed access lane running North/South behind the proposed development. Informal parking is present within the laneway adjacent to the development site. Several commercial premises (including the subject site) contain parking areas that access of Kessing Lane. **Figure 4** below shows a typical section of Kessing Lane.



Figure 4 Kessing Lane (Adjacent to the Development Site)

Carlyle Street / Kessing Lane Intersection

The Carlyle Street / Kessing Lane Intersection operates as a minor urban Tee Intersection operating under a 'give way' priority control. While Kessing Lane continues North from Carlyle Street it is one-way (No Entry from Carlyle Street) from Carlyle Street North.



Figure 5 Carlyle Street / Kessing Lane Intersection

Kingsley Street / Kessing Lane Intersection

The Kingsley Street / Kessing Lane Intersection operates via a 'give way' priority control. Kessing Lane accesses off Kingsley Street via a 'driveway cross over' style entry point.



Figure 6 Kingsley Street / Kessing Lane Intersection

3.3 Public Transport Systems

Bus stops are present within Jonson Street directly opposite the subject site. In addition, the Byron Bay Interchange (Bus Terminal) is located within 270m walking distance from the subject site. This bus terminal contains direct access to routes traveling north to Brisbane and south west to Casino.

3.4 Pedestrians and Cyclists

Pedestrian activity within the vicinity of the site is expected to be high. Footpaths (with covered awnings) are present on both sides of Jonson Street and integrate fully with the greater pedestrian network of the Byron Town Center. A cycleway/shared path network has access to Jonson Street via the Byron Bay Interchange. This cycleway/shared path runs from the Byron Central Hospital (6.2km to the North West) to Suffolk Park (5km to the South).

4. Network Capacity Assessment

4.1 Traffic Generation

The proposed development incorporates both the removal and addition of traffic generation land uses. As such it is critical to determine the net change in vehicle trips that will be generated by the new development arrangement in relation to the existing development. Tables 1 and 2 below demonstrate the existing traffic generation and proposed traffic generation respectively.

Table 1: Existing Development Traffic Generation

Usage	Generation Category	Area (m ²)	Generation Rate (Veh Trips / 100m ²)			Vehicle Trips Generated		
			AM	PM	Daily	AM	PM	Daily
Tenancy Spaces	Office blocks Commercial	200	0.99	0.96	9.87	2.0	1.9	20.0
Restaurants	Restaurant	152	0.0	5.0	60	0.0	7.6	91.2
Butchers Shop	Shopping Centre (Small)	103	2.3	3.1	31	2.4	3.2	31.9
Total Existing Development Vehicle Trips Generated						4.4	12.7	143.2

1) 'AM' and 'PM' Refer to the AM peak hour traffic and PM Peak hour Traffic respectively.

Table 2: Proposed Development Traffic Generation

Usage	Generation Category	Area (m ²)	Generation Rate (Veh Trips / 100m ²)			Vehicle Trips Generated		
			AM	PM	Daily	AM	PM	Daily
Tenancy Spaces	Office blocks Commercial	51	0.99	0.96	9.87	0.5	0.5	5.0
Restaurants	Restaurant	53	0	5.0	60	0.0	2.7	31.8
Butchers Shop	Shopping Centre (Small)	99	2.3	3.1	31	2.3	3.1	30.7
Unit Accommodation	Motel Units	22 (Units)	0	0.18	1.35	0	4.0	29.7
Total Existing Development Vehicle Trips Generated						2.8	10.3	97.2

1) 'AM' and 'PM' Refer to the AM peak hour traffic and PM Peak hour Traffic respectively.

2) Unit accommodation trip generation rates are calculated 'per unit' as opposed to 'per 100/m² floor area'.

3) 'Motel Trips' have been used as a base rate for accommodation units as hotel rates are not provided by the guide. Further the 'hotel' land use within the guide is described as containing live music and gambling facilities with a reduced emphasis on accommodation.

TfNSW guide to traffic generation developments recommends 0.4 vehicle trips per unit within the evening peak hour and 3.0 daily trips per unit. The guide also notes that rates provided are a reference point only and professional judgment should be exercised in applying this data as travel behaviour and land use nature may have changed significantly since the survey period.

Local studies supported by previous approvals demonstrate that approximately 45% of hotel units utilise a car parking space while 55% will be utilised by people using active or public transport options. As such it can be determined that while the number of 'person trips' may not change based on transport options the number of vehicle trips is expected to be about 45% of those shown in the TfNSW 'guide to traffic generating developments'. Trip generation rates used in **Table 2** above reflect these updated vehicle trip generation rates.

It should be noted that in the proposed development a significant proportion of the restaurant trips are expected to come from users of the development's accommodation. While this reduction hasn't been applied to the proposed development traffic it will further reduce the trips generated by the development.

Examination of **Tables 1** and **2** above shows that the proposed development is expected to generate less traffic (both daily and during the peak hours) than the existing development on site. This is primarily the result of reduced tenancy spaces and restaurant spaces both of which have a higher turnover than the proposed unit accommodation. With the development resulting in reduced traffic volumes being generated by the site it is not expected that the development will have any negative impact of the surrounding road network.

4.2 Trip Distribution and Modal Split

As discussed in section 4.1 approximately 45% of trips generated by the units within the development are expected to be via passenger car. The remaining 55% of trips are expected to be combination trips of public transport trips to the local bus interchange or other public transport access location, followed by a short active transport trip to access the development directly.

It is expected that the majority of passenger car trips accessing the hotel accommodation portion of the development will travel to the site from the North, being from Pacific Motorway interchange at Ewingsdale. This trips are expected to access Kessing Lane Via Carlyle Street. Restaurant and tenancy usages are expected to generate traffic from the north and south in approximately equal proportions. As such development traffic will have a directional distribution as follows;

- 55% Northbound / 45% Southbound – during AM Peak
- 45% Northbound / 55% Southbound – during PM Peak

5. Traffic Safety

5.1 Existing Crash History

Based on the *Transport for NSW Centre for Road Safety* website, for the period of 2019 to 2023, there have been 5 recorded crashes within the vicinity of the development site. These crashes are described in **figure 7** below. Post 2019 a formal pedestrian crossing has been installed adjacent to the development site with blister islands and refuge area.

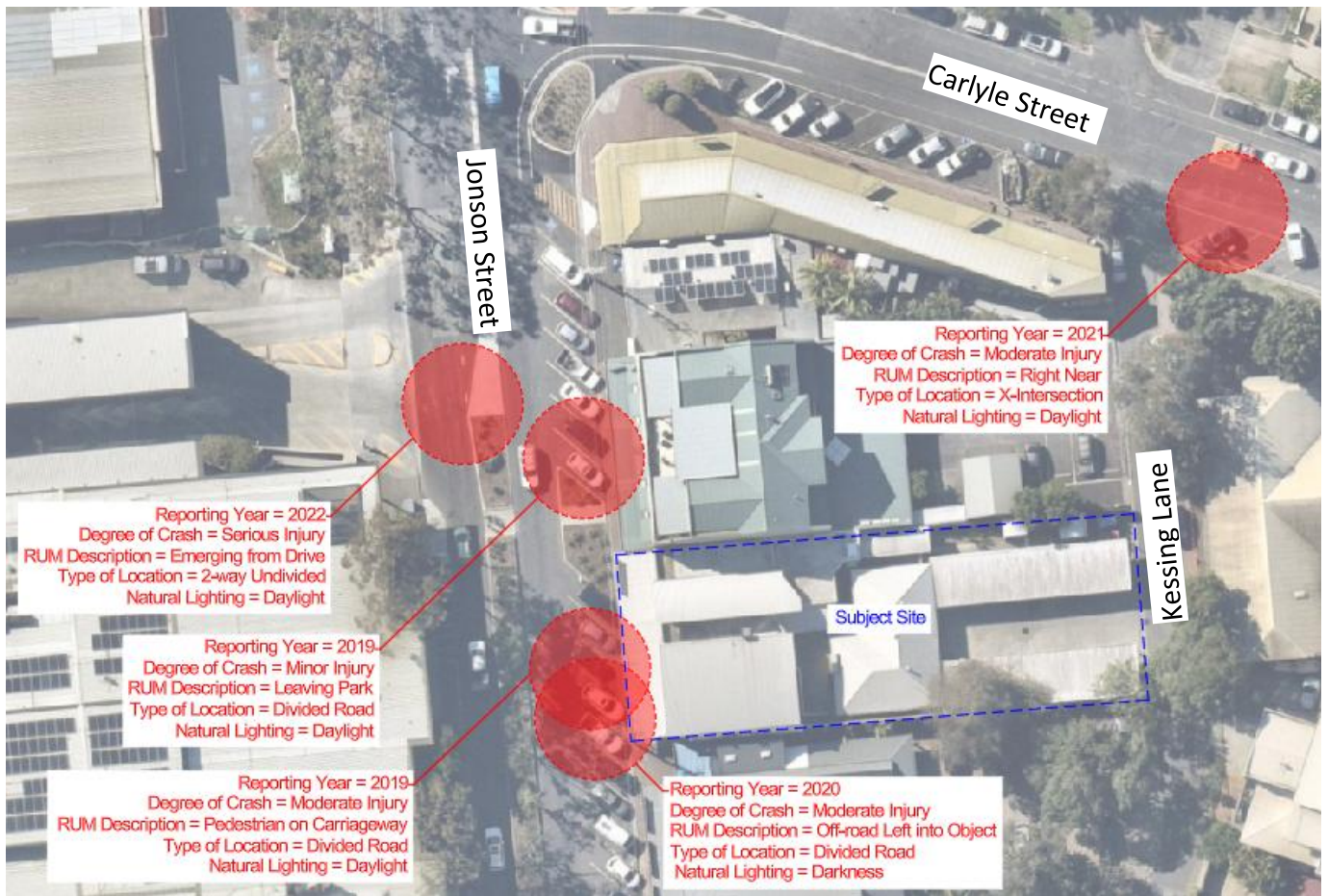


Figure 7 Crash Data Layout Plan

5.2 Impacts on Safety

The development is expected to result in a slightly reduced number of vehicle trips in the surrounding road network. Pedestrian vehicle volumes are not expected to increase significantly as a result of the development. Pedestrian crossings and covered walkways are present in the vicinity of the development site. Due to the lack of increased traffic volumes no safety improvements are required as a result of the development. However, it is proposed to increase the safety of the surrounding road network by amending Kessing Lane between Kingsley Street and Carlyle Street to become a one way south bound rear lane to match the continuation of the existing lane to the north.

6. Parking Assessment

6.1 Parking Requirements

Section B4.2.12 of Byron Shire Councils DCP provides an outline of the parking spaces required for various development types including business premises, and hotel or motel accommodation. However previous studies undertaken for the approved development at 4 Marvell Street have determined a more realistic rate for hotel and motel parking requirements for Byron Bay Town Centre based on the prevalence of public transport options and the high percentage of Byron Bay tourists that travel without usage of a private car.

Section B4.2.12 of Byron Shire Councils DCP allows for 1 park per unit, plus one space per 2 employees, plus one space for the site manager. The approved methodology applied at 4 Marvell allowed for 0.45 parks per Unit within the hotel/motel in addition to one space for the hotel manager.

Section B4.2.12 of Byron Shire Councils DCP notes that business premises are expected to require 1 parking space per 20m² of gross floor area.

Table 3 below details the parking requirements for the site based on the Byron Shire Council DCP and the previously approved Methodology at 4 Marvell Street.

Table 3: Proposed Development Parking Requirements

Usage	Quantity	Parking Spaces (Byron DCP)	Parking Spaces (Approved Study)
Business Premises	203 m ²	10.2	10.2
Hotel Units	22 Units	22	9.9
Site Manager	1	1	1
Hotel Staff	2	1	0
Total parks Required		34.2	21.1

1) 'AM' and 'PM' Refer to the AM peak hour traffic and PM Peak hour Traffic respectively.

6.2 Parking Available of Site

The proposed development involves the provision of an additional four car parking spaces on site bringing the total parks provided on site to 20 individual car parks including 1 disabled park. In addition to this three car parking credits have been obtained for the site during previous approvals and remain with the site at current. This brings the total number of parks 'provided' by the development to 23.

Based on this the parking proposed as part of the development will be sufficient to cater for the parking demand produced.

7. Waste Removal and Deliveries

Waste collection for the site shall occur via the rear lane which shall operate in a one way south bound lane. Bins shall be wheeled to the laneway from the site and collected from the lane edge. Deliveries to the site shall be via vehicles of a medium rigid vehicle (MRV) or smaller vehicle. These vehicles shall reverse into the site for deliveries before leaving in a forward direction. Deliveries from vehicles larger than MRV shall be undertaken within Kessing Lane under approved traffic management.

8. Findings and Recommendations

8.1 Traffic Generation

This report has determined that the proposed development is expected to generate less traffic (both daily and during the peak hours) than the existing development on site. With the development resulting in reduced traffic volumes being generated by the site it is not expected that the development will have any negative impact on the surrounding road network. As such no upgrade of the surrounding road network is proposed.

8.2 Parking Assessment

This report has determined that, using the parking space calculation approved at 4 Marvel Street, the proposed development will require the provision of 21.1 parking spaces. With the inclusion of previously obtained parking credits for the site the proposed development layout will provide a total of 23 parking spaces. Based on this the parking proposed as part of the development will be sufficient to cater for the parking demand produced.

8.3 Kessing Lane

It is recommended that Kessing Lane, between Kingsley Street and Carlyle Street, become a one way south bound rear lane to match the continuation of the existing lane to the north. It is proposed that signs and line marking reflecting this be installed at the intersection of Kingsley Street and Kessing Lane as well as at the intersection of Kessing Lane and Carlyle Street. It is also recommended that 'no parking' lines and signage be installed on the eastern side of Kessing Lane from 6.5m south of the subject site (Lot 3 DP 758207) extending 18.0m north (past the entrance to the subject site).

9. Conclusion

It is concluded that the proposed development will not have a negative impact on parking or traffic flow on site or within the surrounding road network. Amendment of Kessing Lane to a one way south bound lane between Kingsley Street and Carlyle Street is expected to have a positive impact on both traffic flow and traffic safety. As such the net result of the development is expected to be positive.

10. Scope of Engagement

This report has been prepared by Ardill Payne & Partners (APP) at the request of JOBERN Pty Ltd for the purpose of traffic and parking analysis of the proposed Jonson Street Hotel, Byron Bay and is not to be used for any other purpose or by any other person or corporation.

This report has been prepared from the information provided to us and from other information obtained as a result of enquiries made by us. APP accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this document for a purpose other than that described above.

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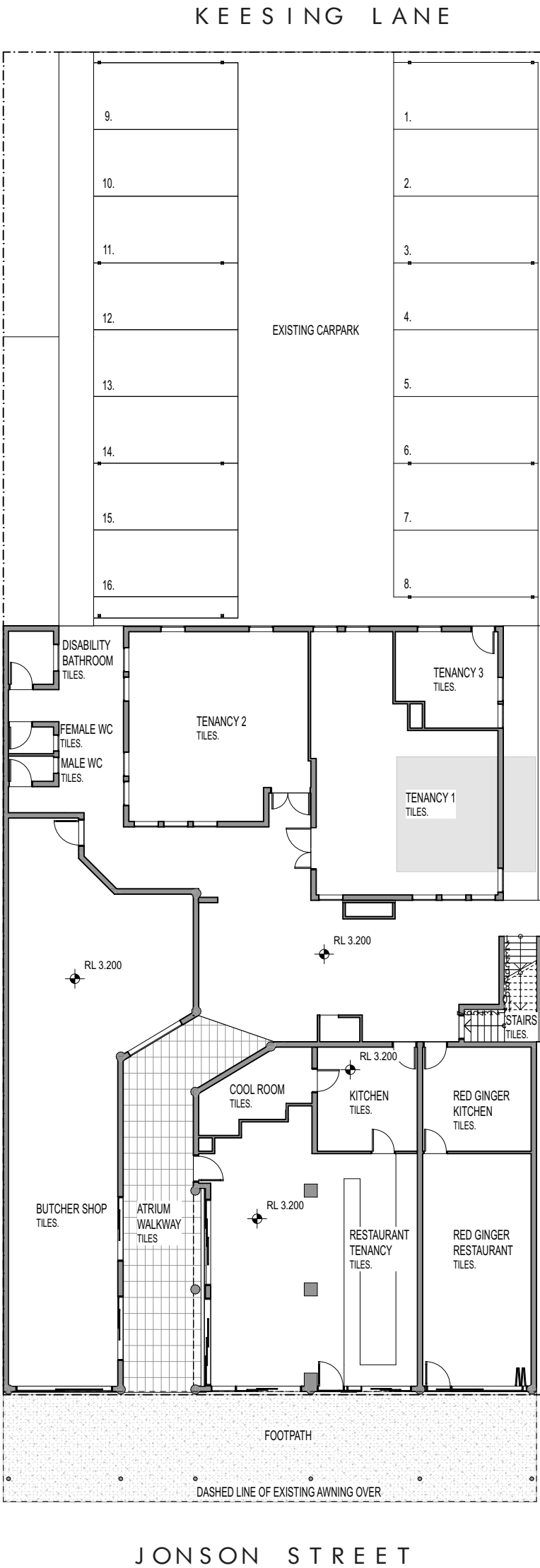
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11. Attachments

Attachment 1 Existing and Proposed Floor Plans

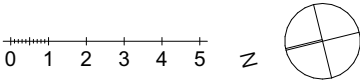
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H	Revised Design Development	02.10.2025
I	DA Documentation	13.11.2025
J	DA Documentation (2)	15.12.2025
K	DA Documentation (3)	17.04.2026



KEY
EXISTING

EXISTING GROUND FLOOR PLAN
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Josh & Andrew Thompson

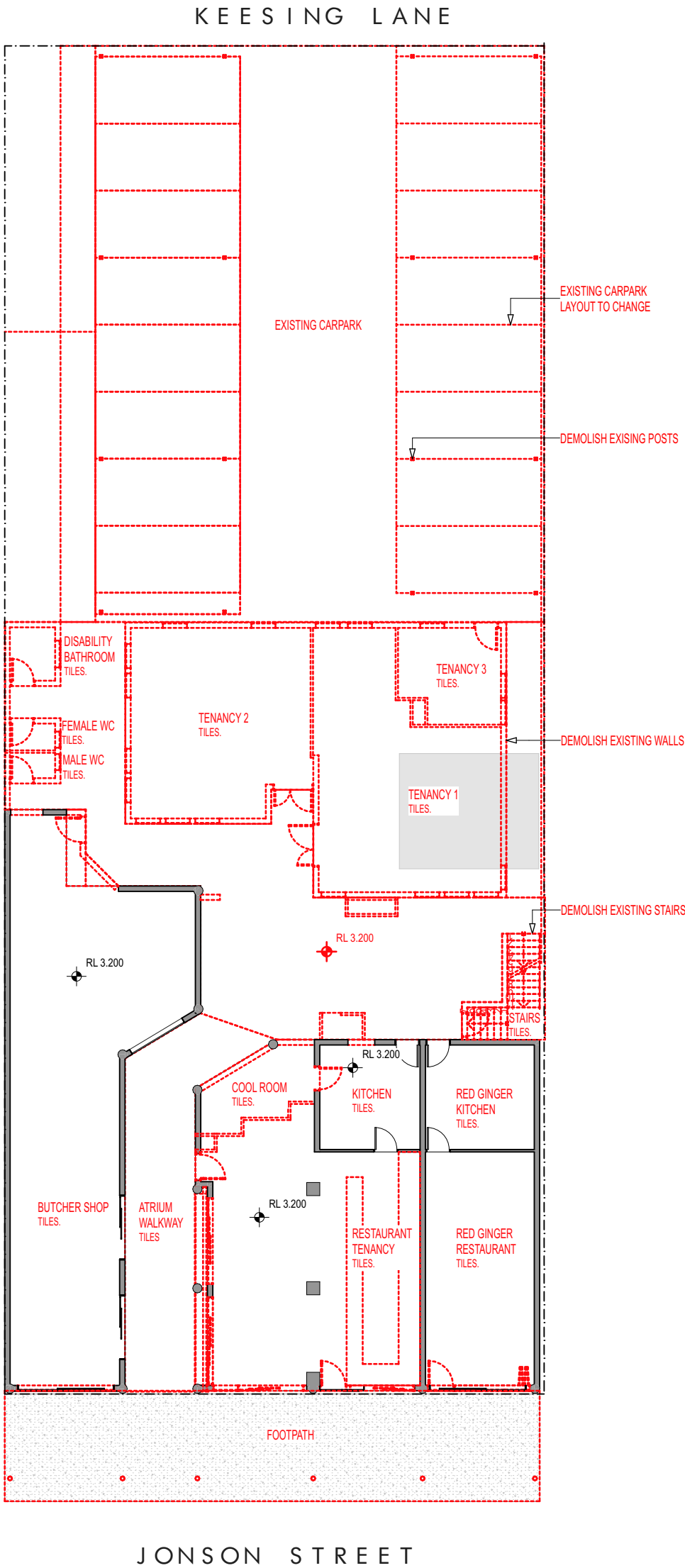
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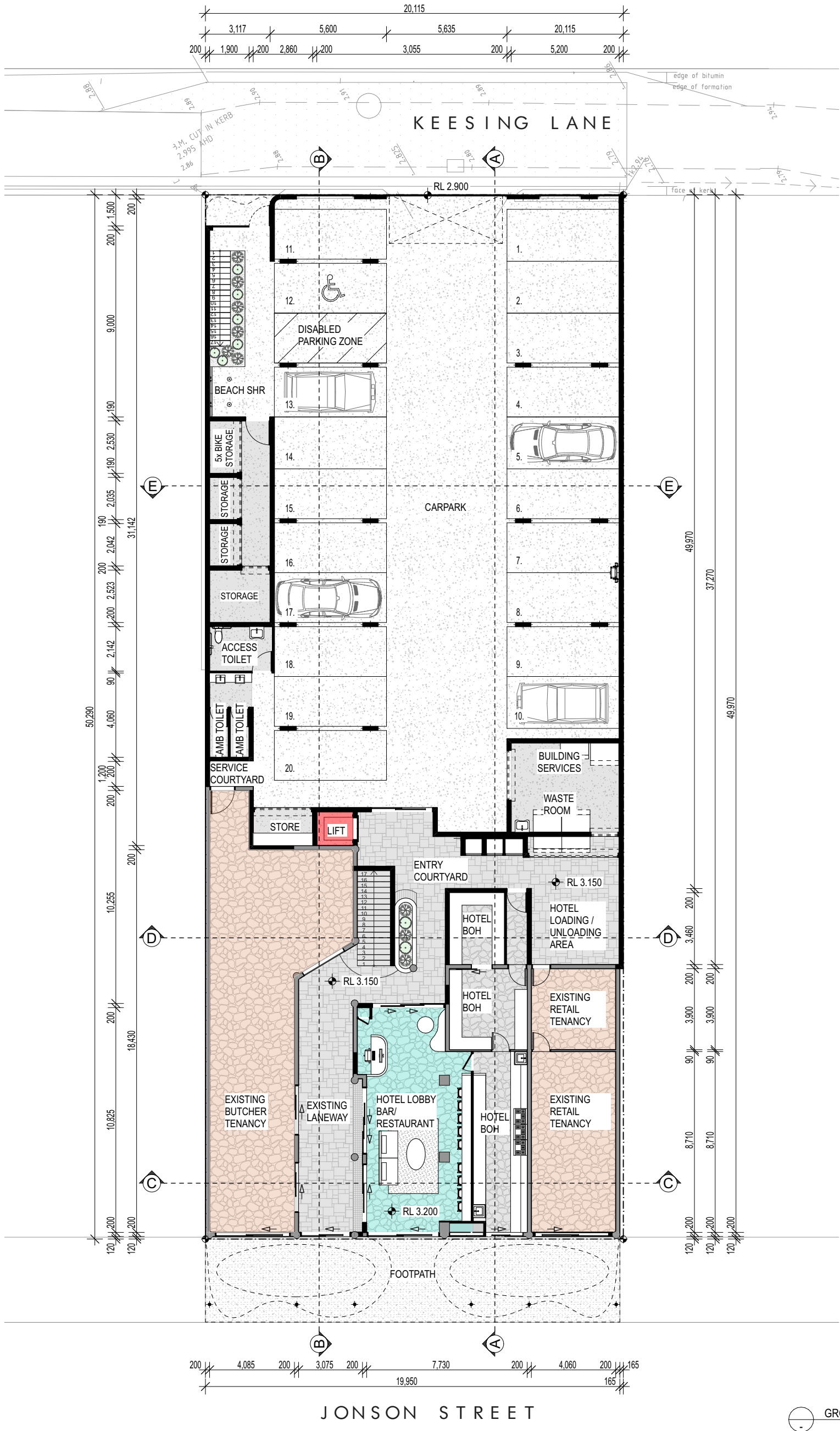
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Transport		
Hotel Carparking	No#	
Accessible Carparks	19	
	01	

Room types		
Zone Name	No#	Internal m ²
4-Person Room	13	30-64m ²
2-Person Room	08	27-29m ²
Accessible Room	01	36m ²

LEGEND	
PROPOSED LIFT	
LOBBY	
LETTABLE AREA	
SERVICES	
EXISTING	
PROPOSED	

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GROUND FLOOR SITE PLAN

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FIRST FLOOR SITE PLAN

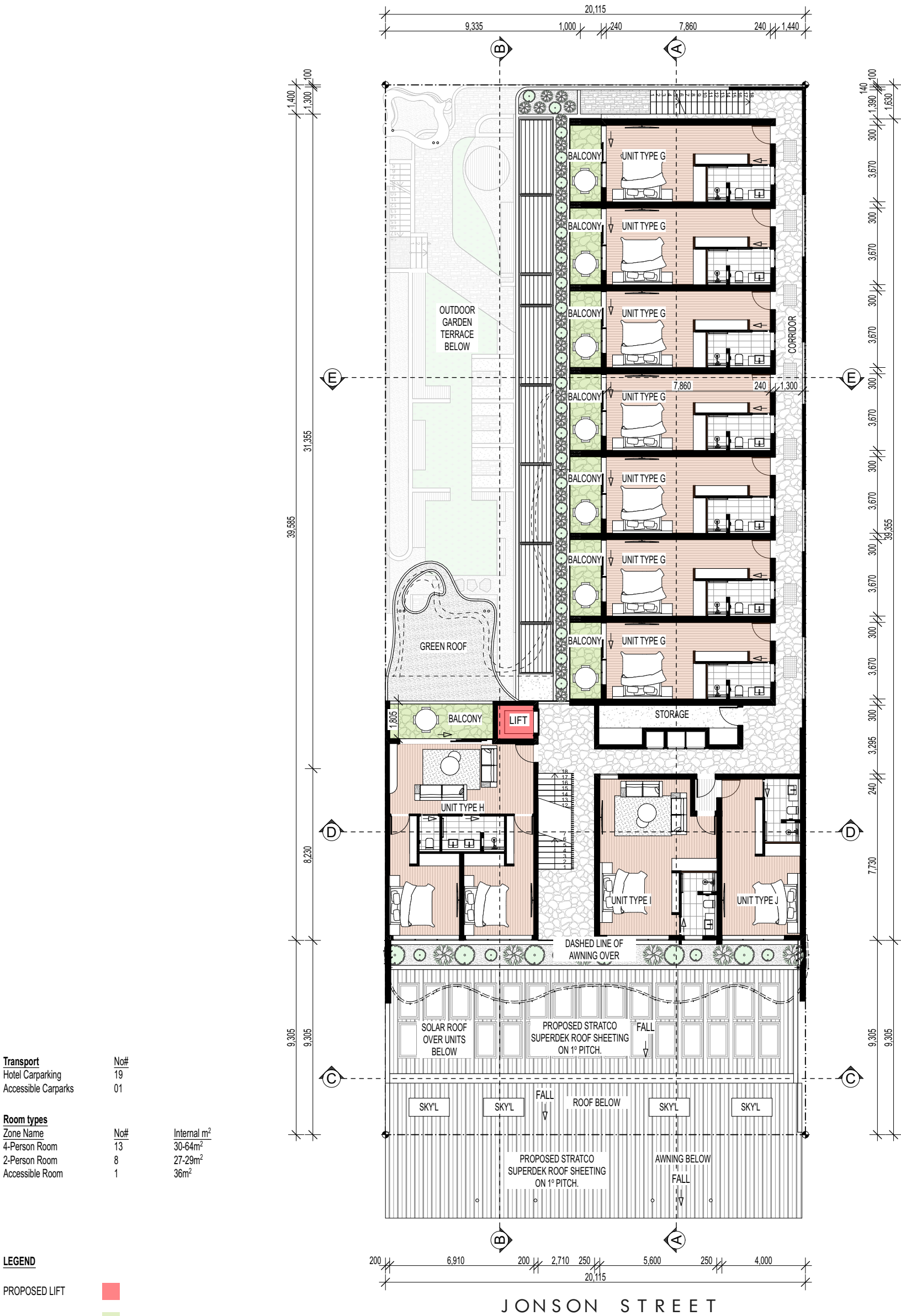
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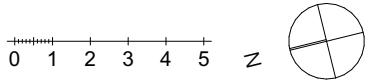
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Transport		
Hotel Carparking	No#	
Accessible Carparks	19	
	01	
Room types		
Zone Name	No#	Internal m ²
4-Person Room	13	30-64m ²
2-Person Room	8	27-29m ²
Accessible Room	1	36m ²

LEGEND	
PROPOSED LIFT	
BALCONIES	
LETTABLE AREA	
SERVICES	
PROPOSED	

SECOND FLOOR SITE PLAN
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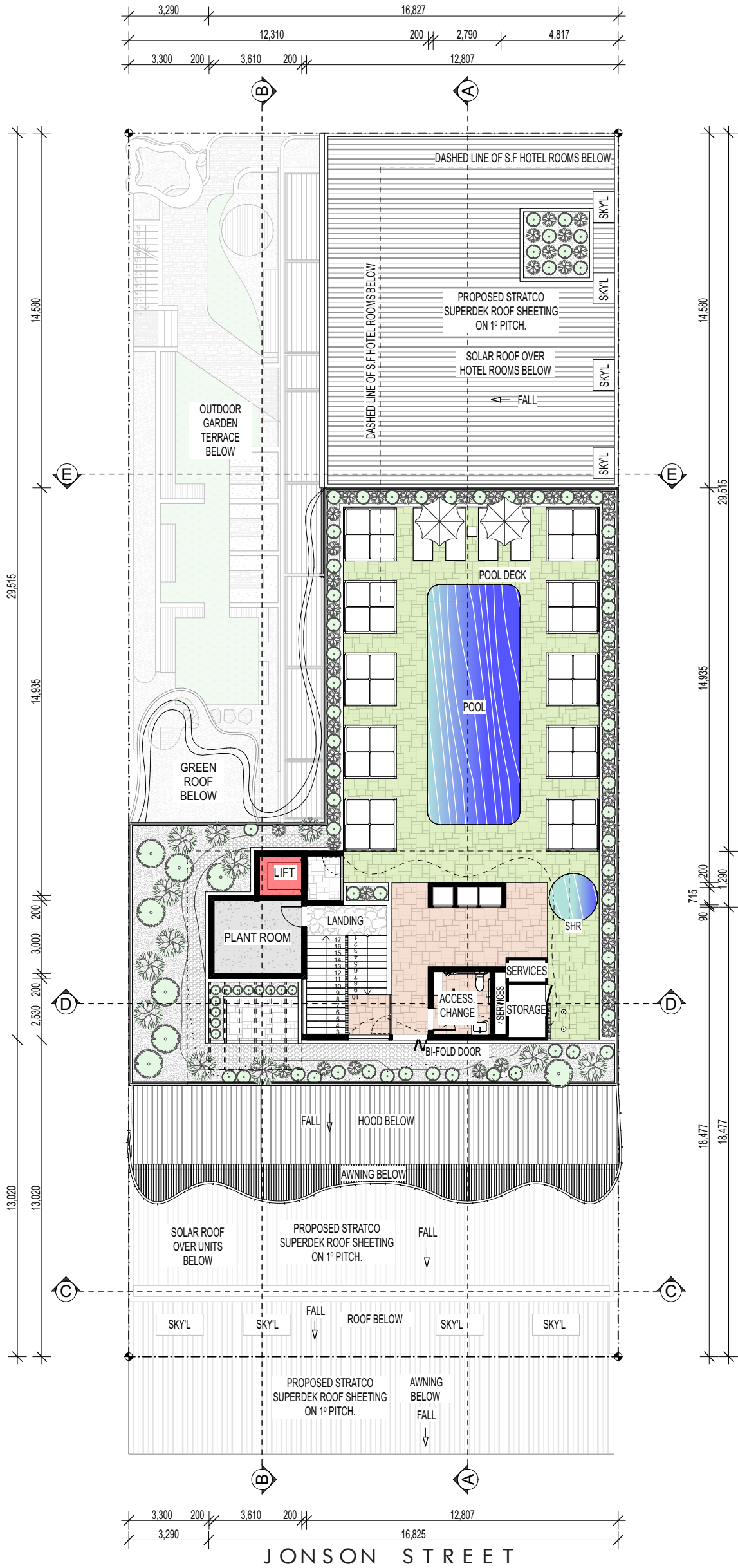
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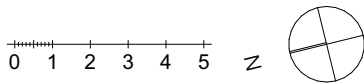


Transport	
Hotel Carparking	No# 19
Accessible Carparks	01

Room types		
Zone Name	No#	Internal m ²
4-Person Room	13	30-64m ²
2-Person Room	8	27-29m ²
Accessible Room	1	36m ²

LEGEND	
PROPOSED LIFT	
EXTERNAL AREA	
INTERNAL AREA	
SERVICES	
PROPOSED	

ROOF TERRACE SITE PLAN
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