

**Gold Coast Office**

S: Suite 26, 58 Riverwalk Avenue  
Robina QLD 4226  
M: PO Box 5102 Q Super Centre  
Mermaid Waters QLD 4218  
P: (07) 5562 5377  
F: (07) 5562 5733  
W: www.bitziosconsulting.com.au

**Brisbane Office**

S: Level 2, 428 Upper Edward Street  
Spring Hill QLD 4000  
M: Level 2, 428 Upper Edward Street  
Spring Hill QLD 4000  
P: (07) 3831 4442  
F: (07) 3831 4455  
E: admin@bitziosconsulting.com.au

**Sydney Office**

S: Studio 203, 3 Gladstone Street  
Newtown NSW 2042  
M: Studio 203, 3 Gladstone Street  
Newtown NSW 2042  
P: (02) 9557 6202  
F: (02) 9557 6219

**10 March 2021**

MP Management (Australia)  
PO Box 2225  
Ascot QLD 4007

Attention: **Kasi Chong**

Sent via email: [pmg@mpaust.com.au](mailto:pmg@mpaust.com.au)

Dear Kasi

**RE: RESPONSE TO COUNCIL'S INFORMATION REQUEST  
33 LAWSON STREET BYRON BAY: MOTEL ACCOMMODATION**

**1.0 INTRODUCTION**

Bitzios Consulting has been engaged to provide a response to Byron Shire Council's (Council's) Information Request (IR) dated 1 February 2021 (*DA Ref: 10.2014.742.2*) for the Motel Accommodation development at 33 Lawson Street, Byron Bay. This letter responds to IR Items 1-4.

Plans prepared for the response to IR have been provided in **Attachment A**.

**2.0 RESPONSE TO IR ITEMS**

*Plans and calculations demonstrating that car parking and loading facilities comply with the requirements set out in Chapter B4 of Byron Shire Development Control Plan 2014, particularly:*

- 1. A fully detailed car parking plan with dimensions, finish levels and grades;*
- 2. A manoeuvring assessment at access, the circulation roadways and ramp;*
- 3. Design of circulation roadways and ramp demonstrating compliance with Table 2.2 of the Australian Standard for Parking Facilities (AS 2890); and*
- 4. Provision of loading bays.*

Each item has been responded to in turn below:

- Development plans have been provided which show all required dimensions
- Swept paths of all critical manoeuvres have been provided in **Attachment B** with key outcomes as follows:
  - A signalised ramp system is required to control the flow of vehicles on the ramps as sightlines between are not possible
  - Hold lines have been provided to show where vehicles are required to stop to allow a vehicle heading in the opposite direction to pass
- Development plans have been provided which show compliance with the relevant requirements of Council's Development Control Plan (DCP) and Australian Standards (AS2890) and an assessment against these has been provided in Table 2.1

- Based on information provided, all of the developments servicing requirements are undertaken via a Van (equivalent of B99 as defined in AS2890.1). These are understood to include linen drop-off and pick-up, food and drink deliveries and maintenance services. Therefore there is no need to provide for a larger service vehicle (SRV, MRV, etc). As indicated by the applicant, the only time a larger service vehicle would be required would be to deliver furniture however this will occur during construction and would be managed under the Construction Traffic Management Plan (CTMP).

The basement car parking area has adequate height clearance and manoeuvring space for the Van to service the site. Further, as discussed in Section 3.0, the car parking demands are not expected to exceed 24 spaces noting the proposed development includes 46 spaces. Therefore there is not expected to be any issues from the Van servicing the proposed development from the basement car parking area.

If larger service vehicles are required to service the site though this is not anticipated, this can occur from Bay Lane. It is understood that Bay Lane's purpose is to act as a rear access and servicing area for the developments with frontage to Lawson Street and Bay Street which provide on-street parking and traffic movement. Based on a desktop review (i.e. Nearmaps and Google Streetview) Bay Lane is currently 4.2m wide (kerb to kerb) and is posted as "No Stopping" on both sides. The "No Stopping" signage will need to be amended to allow service vehicles to temporarily stand on the development's frontage to Bay Lane.

The proposed development's car parking, internal road geometry and layout have been assessed against the relevant requirements of Council's DCP and Australian Standards (AS2890). The assessment is summarised in Table 2.1.

**Table 2.1: Parking Geometric Layout Assessment**

Design Element	AS2890.1 / Transport Code Requirement	Provided	Compliant
Long-term Bays (User Class 1A)	2.4m x 5.4m	2.4m x 5.4m	Yes
PWD Bays (User Class 4)	2.4m x 5.4m with shared area of the same dimension	2.4m x 5.4m with shared area of the same dimension	Yes
Parking Aisle Width	5.8m plus 0.3m for a single sided aisle	Min. 5.8m plus 0.3m for single sided aisle	Yes
Internal Road Width (One-way)	3.0m (plus 0.3m per side bounded by wall)	3.0m (plus 0.3m per side bounded by wall)	Yes
Internal Road Width (Two-way)	5.5m (plus 0.3m per side bounded by wall)	5.5m (plus 0.3m per side bounded by wall)	Yes
Visitor Turnaround Bay	Not required	All spaces will be allocated prior to entry	See Below
Blind Aisle Extension	1.0m	Min. 1.0m	Yes
Clearance to Vertical Obstructions	0.3m	0.3m	Yes
Column Intrusions	As per Figure 5.2 in AS2890.1	As per Figure 5.2 in AS2890.1	Yes
Grades (Entry)	Max. 1:20 for first 6m into site	Max. 1:20 for first 6m into site	Yes
Grades (Parking Module)	Max. 1:20 measured parallel to the angle of parking. Max. 1:16 measured in any other direction	Max. 1:20 measured parallel to the angle of parking. Max. 1:16 measured in any other direction	Shall Comply

Design Element	AS2890.1 / Transport Code Requirement	Provided	Compliant
Ramp Grade	Max. 1:5 with transitions (note: measured on inside for curved ramps)	Max. 1:5 with transitions	Yes
Ramp Transitions	2m lengths at 1:8 (summit) and 1:6.7 (sag)	2m lengths at 1:8 (summit) and 1:8 (sag)	Yes
Height Clearance (Car Parking)	Min. 2.2m to overhead structure and obstructions	Min. 2.2m to overhead structure and obstructions	Yes
Height Clearance (PWD Parking)	Min. 2.5m above bay	Min. 2.5m above bay	Shall Comply
Bicycle Parking	1.8m(L) x 0.5m (W) x 1.2m (H) with 1.5m aisle	1.8m(L) x 0.5m (W) x 1.2m (H) with 1.5m aisle	Yes

As detailed above a visitor turnaround area has not been provided as it is not required. All parking spaces will be allocated to patrons upon booking a room. That is, patrons will be given an option to book a car parking space if required as it is recognised that not all patrons require a car parking space. This is consistent with the current operations of the development as detailed in the Parking Assessment prepared by Bitzios Consulting (*Ref: P4410.001T 33 Lawson Street Byron Bay Parking Assessment dated 29 November 2019*), which showed a worst case of 13 occupied units and 6 occupied car parking spaces based on provided operational data between 2017 and 2019. The Parking Assessment has been provided in **Attachment C**.

Further, swept paths show that two vehicles are not able to pass at all locations within the basement parking areas. Therefore the conflict areas will be managed with a signalised ramp system. The system will give priority to vehicles travelling in to the basement to prevent queues on to Lawson Street. The system will detect vehicles at the hold lines and allow enough time for vehicles to clear to one-way areas before giving a green light. No adverse conditions are expected as a result of the proposed layout.

As shown, the geometric layout of the proposed development car park is generally in accordance with the relevant requirements of AS2890 and Council's Transport Code (2019). Swept paths of critical manoeuvres have been provided at **Attachment B**.

### 3.0 CAR PARKING PROVISION

The proposal has been amended to include 51 units and 46 car parking spaces. This equates to '0.9 spaces per unit'. Council's DCP requires '1 space per unit plus 1 space per 2 employees and 1 space for on-site manager' or around 54 car parking spaces. This however is not reflective of the development's operations.

Based on the Parking Assessment prepared by Bitzios Consulting (*Ref: P4410.001T 33 Lawson Street Byron Bay Parking Assessment dated 29 November 2019*), the development is currently operating with a worst case car parking rate of '0.46 spaces per unit'. The current operations mean the proposed development would reach a maximum car parking occupancy of 24 car parking spaces.

Further, Council is currently developing a new DCP section for the Byron Town Centre which the proposed development is located. One of the key outcomes is "easing congestion and making the town centre more 'people friendly, promoting people over cars'." A reduced number of car parking spaces will assist in achieving this outcome.

Therefore, the proposed development provides an adequate number of car parking spaces to meet the needs of the development.

#### **4.0 CONCLUDING STATEMENT**

I trust that the above information is sufficient to respond to Council's IR in relation to traffic and transport planning items and to demonstrate that there are no significant traffic and transport impacts associated with the proposed development to preclude its approval and relevant conditioning on transport planning grounds.

Yours faithfully



**Brad Newman**

**Senior Traffic Engineer / Transport Planner**

**BITZIOS CONSULTING**

Attachments:

A: Development Plans

B: Swept Paths

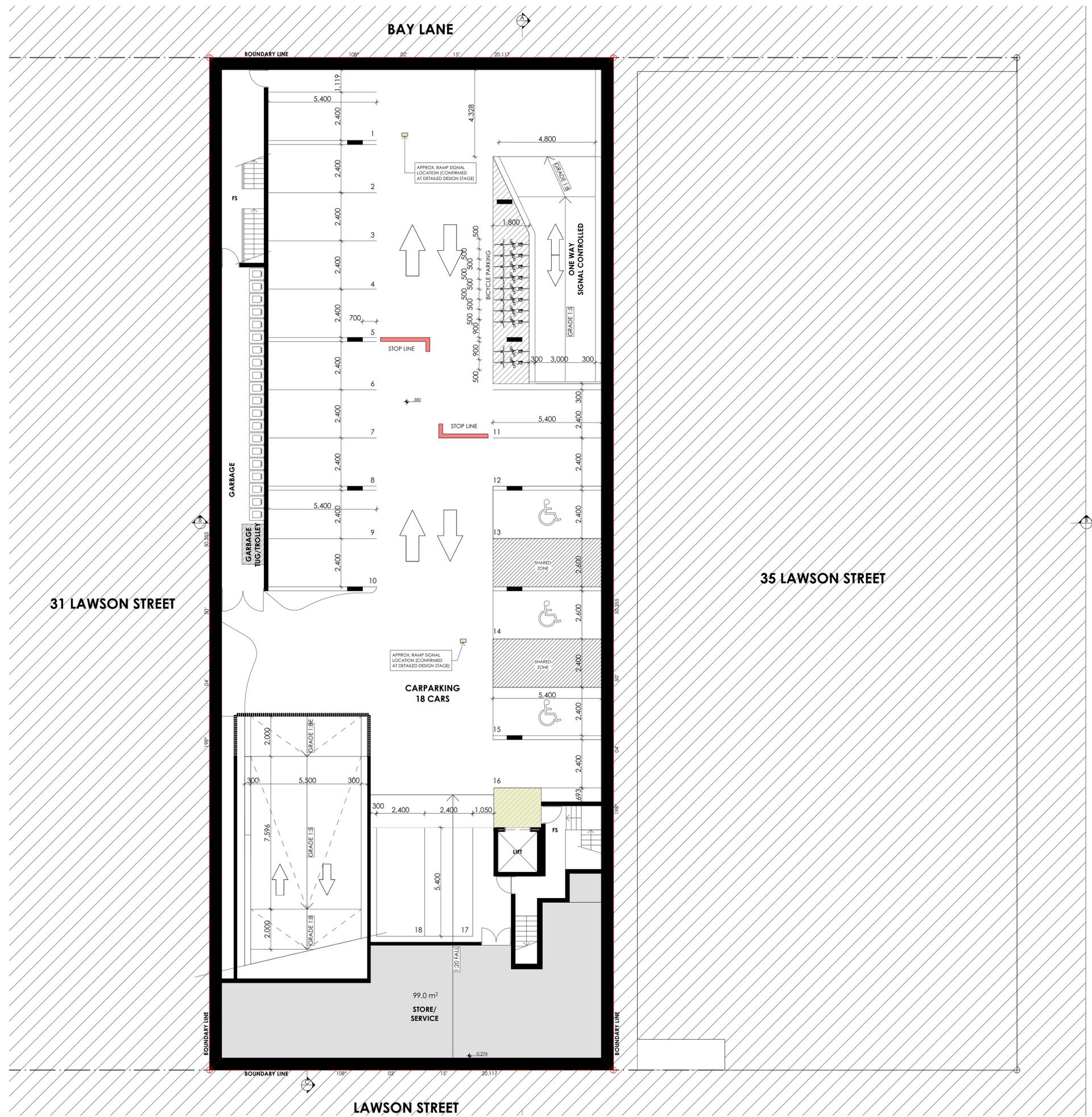
C: Parking Assessment

## **Attachment A**

### **Development Plans**



Project: 4/03/2021 - A:\P1\2018\2018\_33\_Lawson Street - Byron Bay\01\_DRAWINGS\01\_00\_Plan - 33\_31 Lawson Street - Byron Bay - CA - Gate Room and Bus Bay



1  
 BASEMENT 1  
 1:100

**NOTE**  
 1. Contractors to verify all dimensions on site before any shop drawings or work is commenced.  
 2. Figured dimensions to be taken in preference to scaled dwgs.  
 3. This drawing is to be read in conjunction with the specification and engineers drawings.

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REV	DESCRIPTION	BY	CHK	DATE
A	ISSUE FOR DEVELOPMENT APPLICATION	BH	PI	21.08.20
B	ADDITIONAL INFORMATION FOR COUNCIL	BH	PI	16.12.2020
C	ISSUE TO TRAFFIC ENGINEER	BH	PI	03.03.2021
D	ADDITIONAL INFORMATION FOR COUNCIL	BH	PI	05.03.2021


**ARCHITECTURE**  
 Tourism + Residential

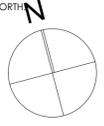
Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010  
 Parramatta Office: Suite 4103, 11 Hassall Street, Parramatta NSW 2150  
 + 61 2 9283 0860 | www.ptiarchitecture.com.au  
 Nominated Registered Architect: Peter Israel (reg no 5064)  
 ABN 90 050 071 022

CLIENT:  
**M P GROUP AUSTRALIA**  

 Phone: +61 413877859  
 Email: admin@mpaust.com.au

PROJECT:  
**HOTEL DEVELOPMENT**  
 33 LAWSON ST, BYRON BAY

DRAWING TITLE:  
**BASEMENT 1 FLOOR PLAN**

SCALE (AT A1):	1:100	
DATE:	05/03/2021	
DRAWN BY:	BH	
CHECKED BY:	PI	

PROJECT No: P339.2

<b>DA</b>	<b>04</b>	<b>D</b>
stage.	dwg no.	revision





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1 EASTERN ELEVATION  
1:100



2 WESTERN ELEVATION  
1:100

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REV	DESCRIPTION	BY	CHK	DATE
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B	ADDITIONAL INFORMATION FOR COUNCIL	BH	PI	16.12.2020
C	ADDITIONAL INFORMATION FOR COUNCIL	BH	PI	05.03.2021



Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010  
 Parramatta Office: Suite 4103, 11 Hassall Street, Parramatta NSW 2150  
 + 61 2 9283 0860 | www.ptiarchitecture.com.au  
 Nominated Registered Architect: Peter Israel (reg no 5064)  
 ABN 90 050 071 022

CLIENT:  
**M P GROUP AUSTRALIA**  
 Phone: +61 413877859  
 Email: admin@mpaust.com.au

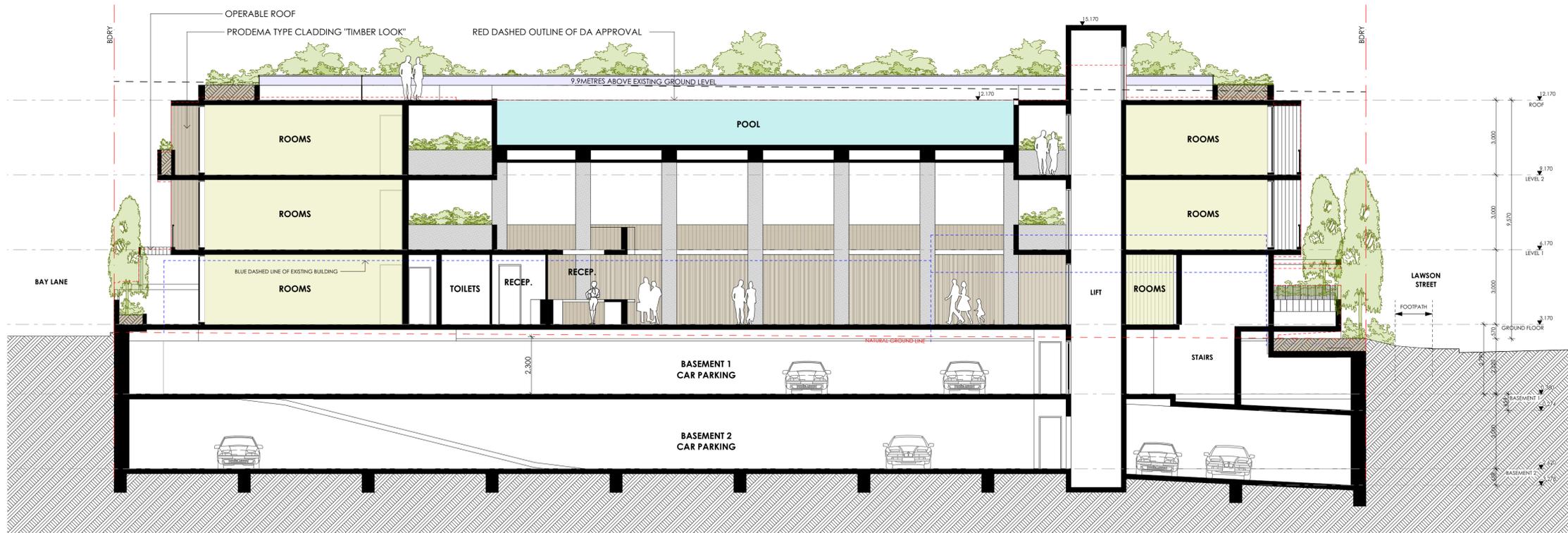
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**HOTEL DEVELOPMENT  
 33 LAWSON ST, BYRON BAY**

DRAWING TITLE:  
**EAST + WEST ELEVATIONS**

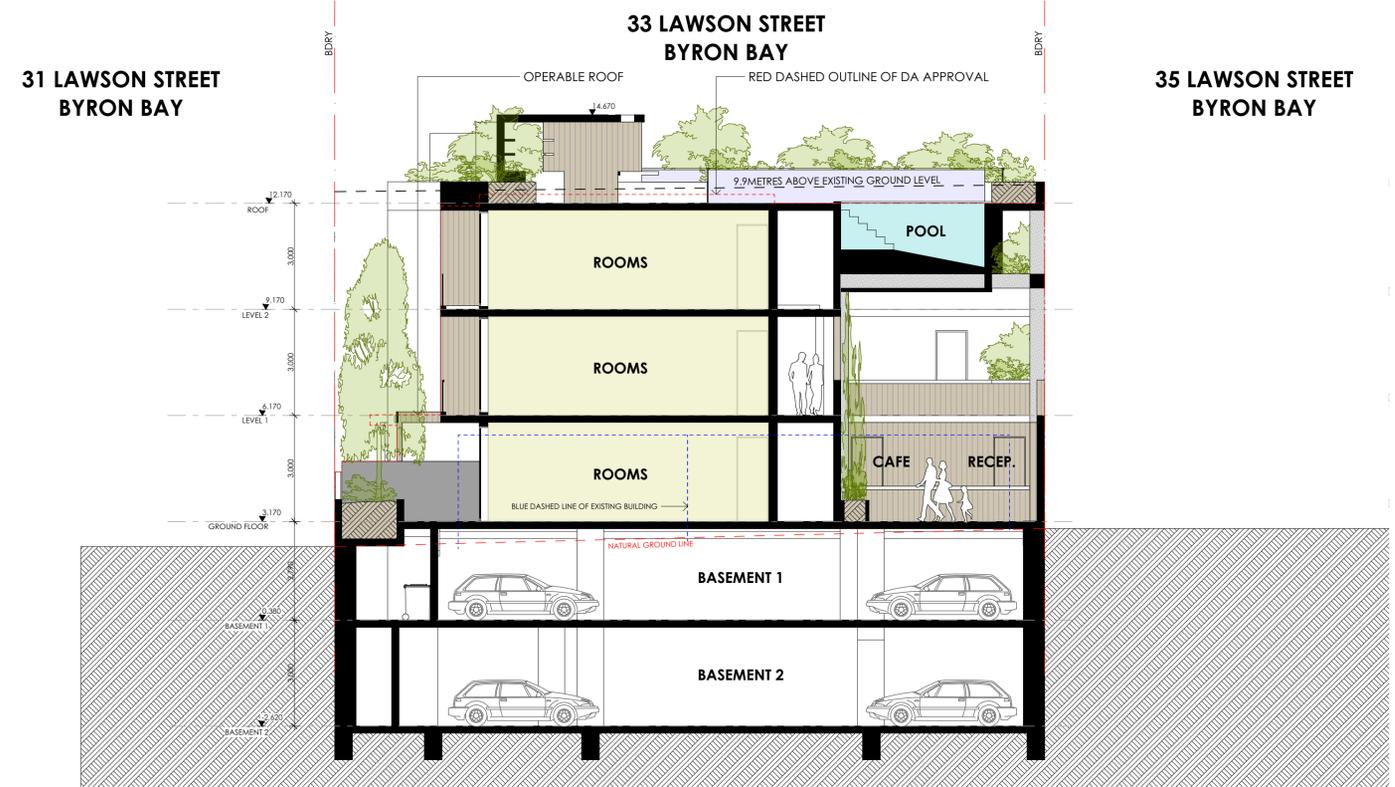
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DATE:	05/03/2021	
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CHECKED BY:	PI	
PROJECT No:	P339.2	

<b>DA</b>	<b>10</b>	<b>C</b>
stage.	dwg no.	revision

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 25/03/2021 10:00:00 AM



1 A SECTION  
1:100



2 B SECTION  
1:100

NOTE  
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REVISIONS				
REV	DESCRIPTION	BY	CHK	DATE
A	ISSUE FOR DEVELOPMENT APPLICATION	BH	PI	21.08.20
B	ADDITIONAL INFORMATION FOR COUNCIL	BH	PI	16.12.2020
C	ADDITIONAL INFORMATION FOR COUNCIL	BH	PI	05.03.2021



Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010  
Parramatta Office: Suite 4103, 11 Hassall Street, Parramatta NSW 2150  
+ 61 2 9283 0860 | www.ptiarchitecture.com.au  
Nominated Registered Architect: Peter Israel (reg no 5064)  
ABN 90 050 071 022

CLIENT:  
**M P GROUP AUSTRALIA**  
Phone: +61 413877859  
Email: admin@mpaust.com.au

PROJECT:  
**HOTEL DEVELOPMENT  
33 LAWSON ST, BYRON BAY**

DRAWING TITLE:  
**SECTION A + B**

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DATE: 05/03/2021  
DRAWN BY: BH  
CHECKED BY: PI  
PROJECT No: P339.2

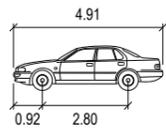
**DA 11 C**  
stage. dwg no. revision

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 33 Lawson Street Byron Bay DA, Entry Form and Ref Bar



## **Attachment B**

### **Swept Paths**



**B85** meters  
 Width : 4.91  
 Track : 0.92  
 Lock to Lock Time : 2.80  
 Steering Angle : 38.5

**DESIGN VEHICLE**



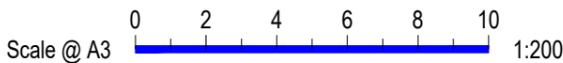
31 LAWSON STREET

CARPARKING  
18 CARS

GARRAGE  
GARRAGE  
UG/TROLLEY

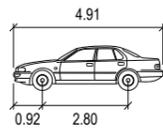
BICYCLE PARKING  
ONE WAY CONTROLLED

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	B.N	09/03/2021



**Gold Coast**  
 Suite 26, 58 Riverwalk Avenue, Robina QLD 4226  
 P: (07) 5562-5377  
 W: www.bitziosconsulting.com.au  
**Brisbane**  
 Level 2, 428 Upper Edward Street, Spring Hill 4000  
 P: (07) 3831-4442  
 E: admin@bitziosconsulting.com.au  
**Sydney**  
 Studio 203, 3 Gladstone Street, Newtown NSW 2042  
 P: (02) 9557 6202

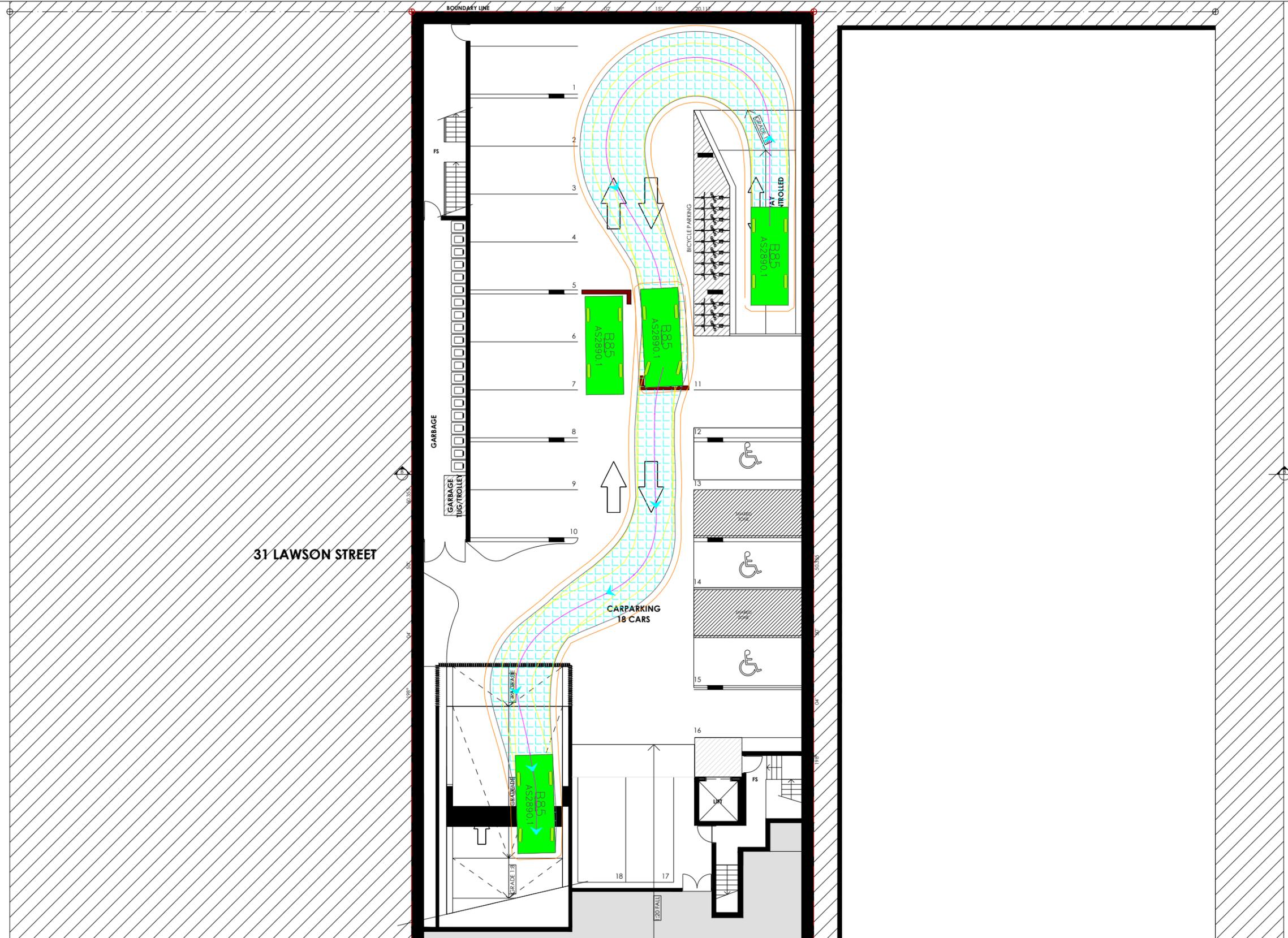
Project 33 Lawson Street, Byron Bay Parking Assessment	Design B.N	Drawn B.N	Checked B.N
	<b>CONCEPT ONLY</b>		
Title Basement 1 - Ingress	Date 09/03/2021	Issue	
	Project Number P4410	Sheet Number 1	



**B85** meters

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 Track : 0.92  
 Lock to Lock Time : 6.0  
 Steering Angle : 38.5

**DESIGN VEHICLE**

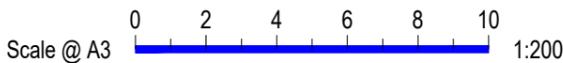


**Gold Coast**  
 Suite 26, 58 Riverwalk Avenue, Robina QLD 4226  
 P: (07) 5562-5377  
 W: www.bitziosconsulting.com.au

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 Level 2, 428 Upper Edward Street, Spring Hill 4000  
 P: (07) 3831-4442  
 E: admin@bitziosconsulting.com.au

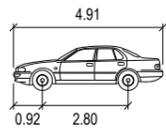
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 P: (02) 9557 6202

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	B.N	09/03/2021



Project	33 Lawson Street, Byron Bay Parking Assessment	
Title	Basement 1 - Egress	

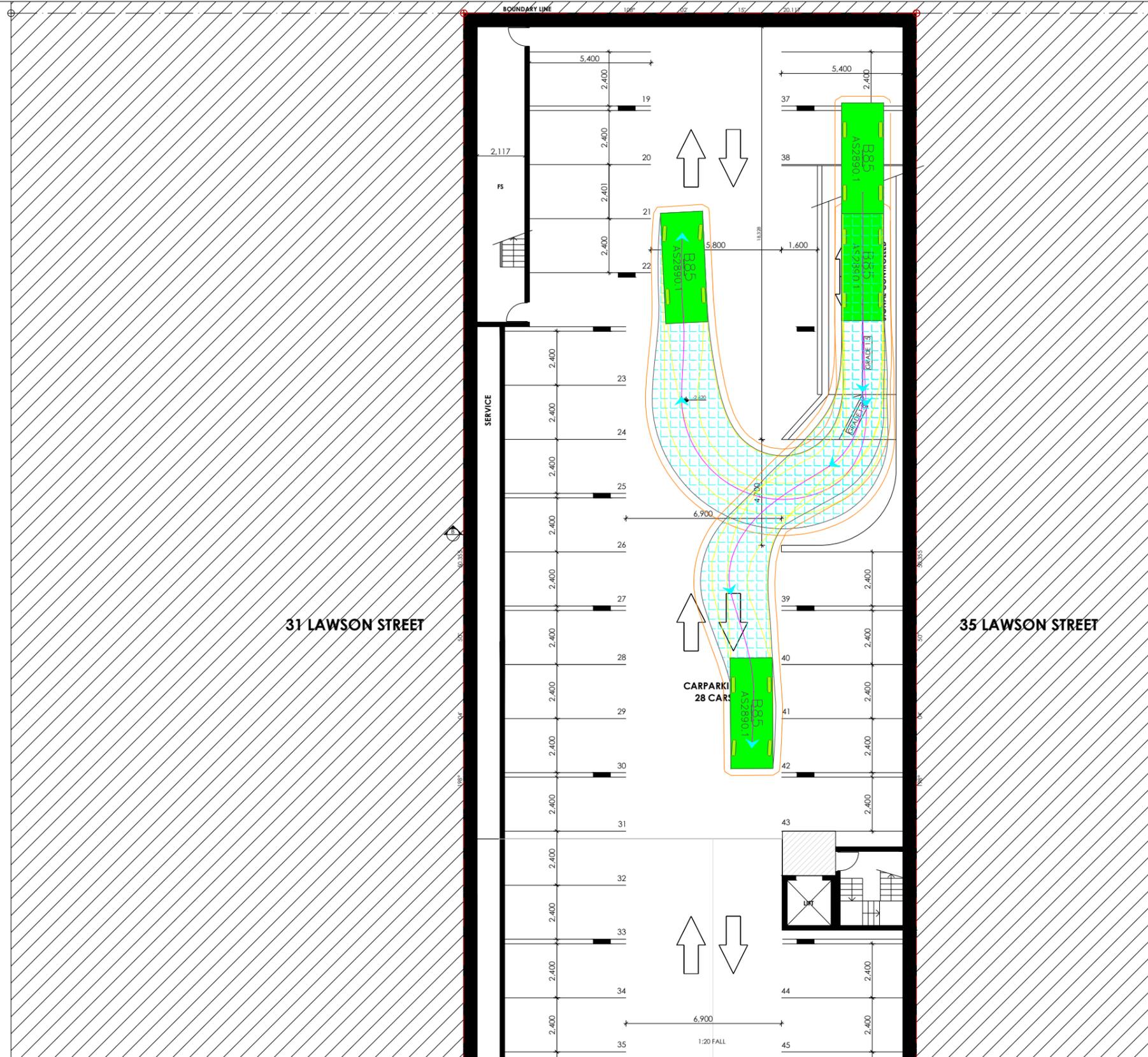
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<b>CONCEPT ONLY</b>			Date	09/03/2021	
Project Number	P4410	Sheet Number	2	Issue	001



**B85** meters

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 Track : 0.92  
 Lock to Lock Time : 2.80  
 Steering Angle : 38.5

**DESIGN VEHICLE**

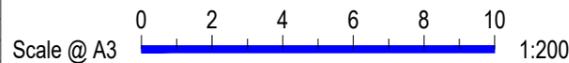


**Gold Coast**  
 Suite 26, 58 Riverwalk Avenue, Robina QLD 4226  
 P: (07) 5562-5377  
 W: www.bitziosconsulting.com.au

**Brisbane**  
 Level 2, 428 Upper Edward Street, Spring Hill 4000  
 P: (07) 3831-4442  
 E: admin@bitziosconsulting.com.au

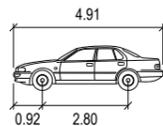
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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	B.N	09/03/2021



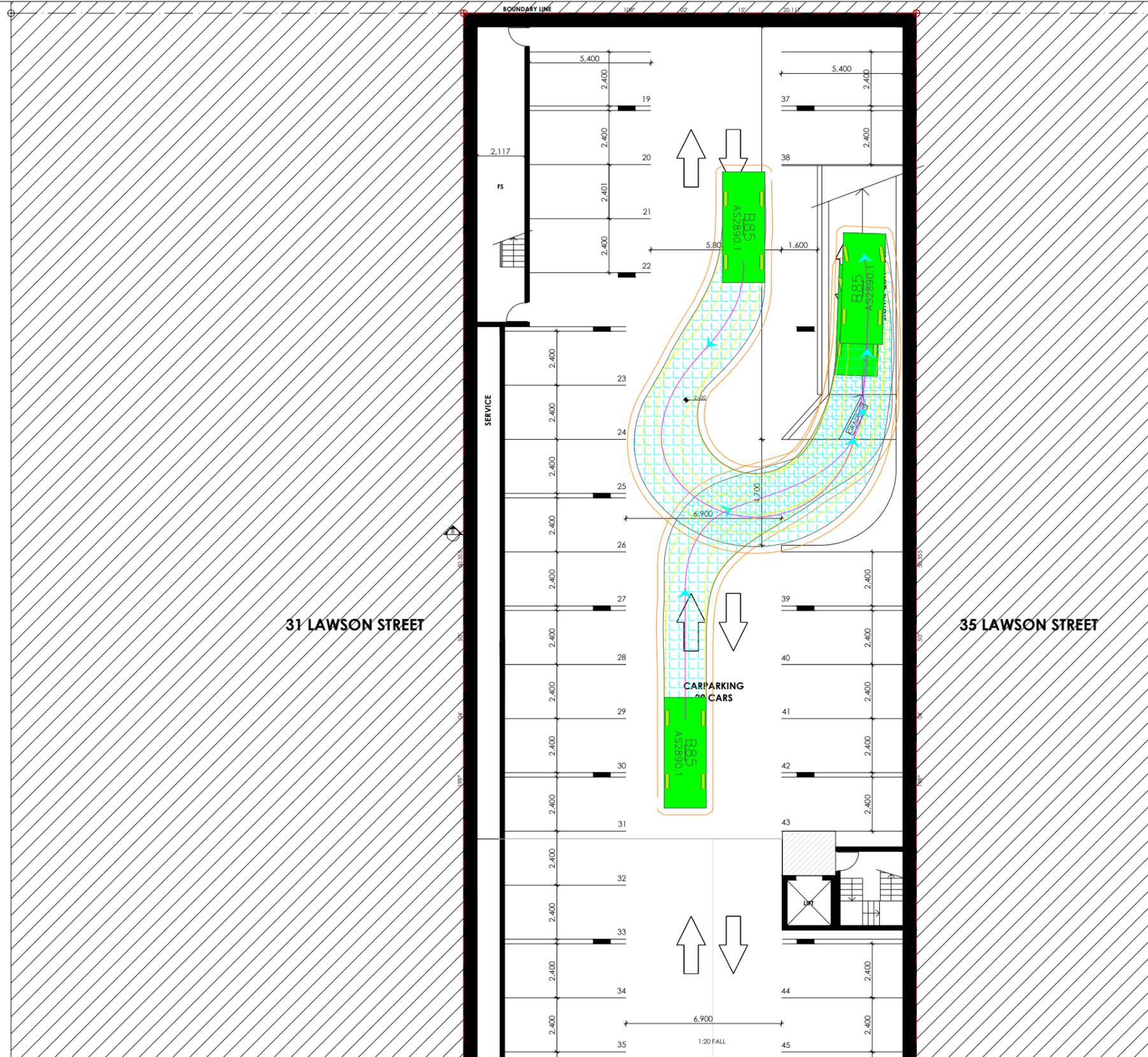
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Title	Basement 2 - Ingress	

Design	B.N	Drawn	B.N	Checked	B.N
<b>CONCEPT ONLY</b>			Date	09/03/2021	
Project Number	P4410	Sheet Number	3	Issue	001



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 Lock to Lock Time : 6.0  
 Steering Angle : 38.5

**DESIGN VEHICLE**



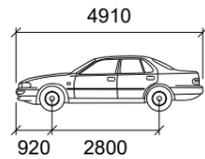
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 Suite 26, 58 Riverwalk Avenue, Robina QLD 4226  
 P: (07) 5562-5377  
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**Brisbane**  
 Level 2, 428 Upper Edward Street, Spring Hill 4000  
 P: (07) 3831-4442  
 E: admin@bitziosconsulting.com.au  
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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	B.N	09/03/2021



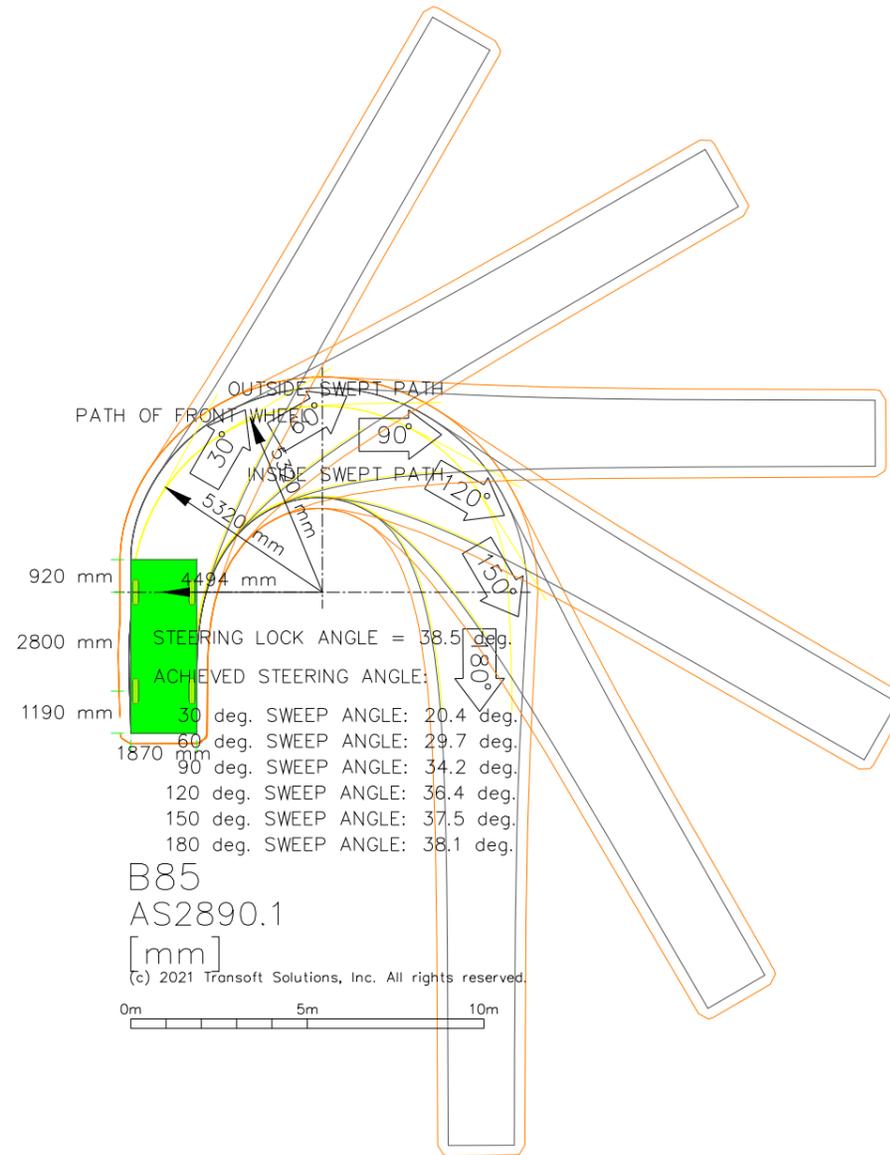
Project	33 Lawson Street, Byron Bay Parking Assessment	
Title	Basement 2 - Egress	

Design	B.N	Drawn	B.N	Checked	B.N
<b>CONCEPT ONLY</b>			Date	09/03/2021	
Project Number	P4410	Sheet Number	4	Issue	001



**B85**

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 38.5



B85  
AS2890.1  
[mm]  
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**Gold Coast**  
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226  
P: (07) 5562-5377  
W: www.bitziosconsulting.com.au  
**Brisbane**  
Level 2, 428 Upper Edward Street, Spring Hill 4000  
P: (07) 3831-4442  
E: admin@bitziosconsulting.com.au  
**Sydney**  
Studio 203, 3 Gladstone Street, Newtown NSW 2042  
P: (02) 9557 6202

Issue	REVISIONS		Drawn	Date
	Revisions/Descriptions			
001	Swept Path Assessment		B.N	09/03/2021



Project 33 Lawson Street, Byron Bay Parking Assessment	Design B.N	Drawn B.N	Checked B.N
	<b>CONCEPT ONLY</b>		
Title Vehicle Templates	Project Number P4410	Sheet Number 5	Date 09/03/2021
			Issue 001

## **Attachment C**

### **Parking Assessment**

## Issue History

File Name	Prepared	Reviewed	Issued by	Date	Issued to
P4410.001T 33 Lawson Street Byron Bay Parking Assessment	J. Imai	B. Newman	B. Newman	29/11/2019	Tracey Ellis - METROCORP PROJECTS AUSTRALIA pmg@mpaust.com.au

# 33 Lawson Street Byron Bay

## Parking Assessment Technical Note

### 1. Introduction

#### 1.1 Background

Bitzios Consulting has been engaged by MP Projects to provide a parking assessment of the proposed changes to the existing holiday accommodation development located at 33 Lawson Street, Byron Bay (subject site). The location of the subject site is shown in Figure 1.1.



Source: NearMaps

**Figure 1.1: Subject Site Location**

#### 1.2 Scope

The scope for this assessment includes:

- Reviewing the existing approval over the site regarding development yield and parking provision
- Assessing provided car parking occupancy data to determine historical parking demands for the subject site
- Determine a reasonable car parking provision for the proposed yield.

## 2. Subject Site

### 2.1 Existing and Approved Development

The subject site includes a 20-unit short-term accommodation development with 10 car parking spaces. The subject site gains access via an all-movement driveway crossover and main pedestrian access on Lawson Street. A secondary pedestrian access is located on Bay Lane. The existing development employs two front office staff (full-time) and one maintenance / cleaning staff (part-time). The maintenance / cleaning staff are noted to park off-site.

The existing approval over the subject site (*Council Reference: 10.2014.742.1*) consists of:

- 43 hotel rooms
- 46 car parking spaces including two tandem parking spaces (four spaces in total)
- Basement car parking (two levels) accessed via a ramp one-way signalise ramp.

There is not expected to be any staff changes as a result of the approved development.

### 2.2 Proposed Development

The proposal is for six additional rooms, totalling 50 rooms with no modifications to the approved car parking layout. A copy of the proposed development plans can be found at **Attachment A**.

## 3. Parking Assessment

### 3.1 Proposed Car Parking Provision

The existing approval over the site includes 43 units with 46 car spaces which equates to a parking rate of '1 space per unit plus 3 spaces for staff'. Table 3.1 below summarises the car parking requirements of the proposed development consistent with the approval over the site.

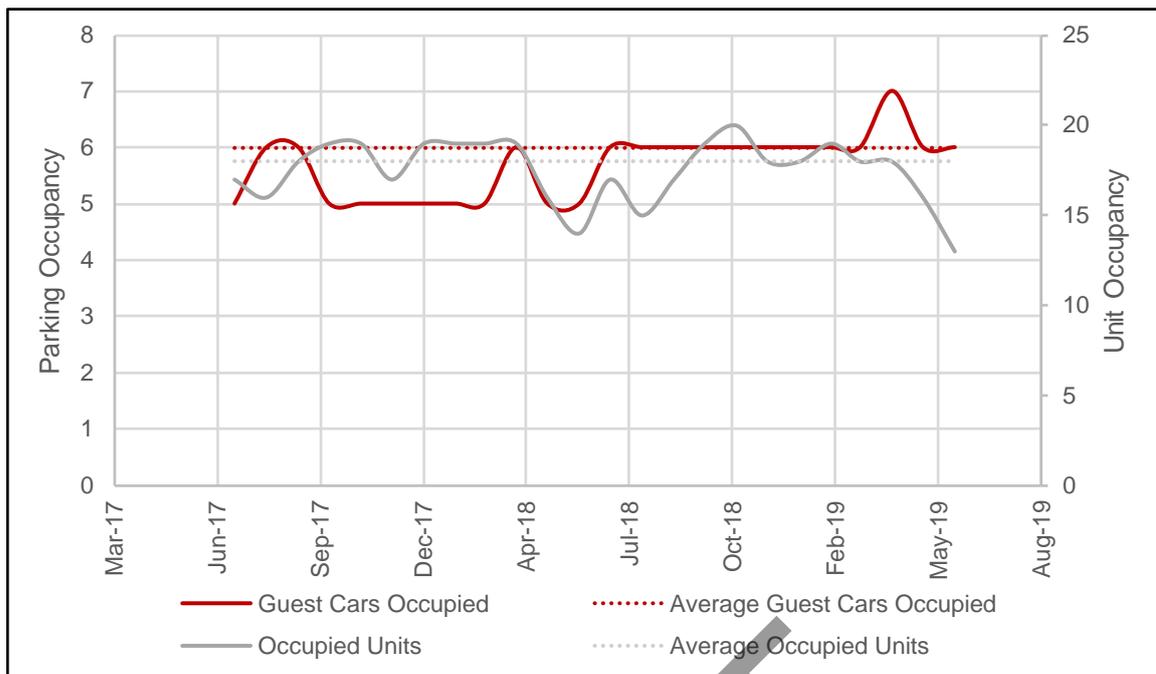
**Table 3.1: Existing Approval Car Parking Requirement and Provision**

Land Use	Quantity	Rate	Requirement	Provision
Short-term Accommodation	50 units	1 space per unit Plus 3 spaces for staff	50 3	46
<b>Total</b>			<b>53</b>	<b>46</b>

Based on the above assessment, the proposed development is required to provide additional car parking spaces compared to the approval over the site. The existing development's operations will therefore be assessed to determine an appropriate provision of car parking.

### 3.2 Car Parking Occupancy Assessment

The applicant has provided car parking and unit occupancy data from 2017 to 2019 for the existing development (20 apartments and 10 car parking spaces). This data includes guest parking and room occupancy summarised each month. Figure 3.1 summarises the findings with the occupancy data included at **Attachment B**.



**Figure 3.1: Guest Parking Occupancy**

The results are summarised as follows:

- **Car park:** average occupancy of 56% and a peak occupancy of 66% (April 2019)
- **Units:** average occupancy of 88% and a peak occupancy of 100% (November 2018).

When taking the worst-case scenario which occurred in June 2019, the peak parking rate equates to '0.46 spaces per unit'. This includes 13 occupied units and 6 car parking spaces.

An assessment of the proposed development (50 units) using the parking rate determined from the provided data is detailed in Table 3.2.

**Table 3.2: First Principles Parking Requirement and Provision**

Land Use	Quantity	Rate	Requirement	Provision
Short Term Accommodation	50 units	0.46 spaces per unit Plus 3 spaces for staff	23 3	46
<b>Total</b>			<b>26</b>	<b>46</b>

Based on the subject site's existing operations, the parking requirement is considerably lower than the parking rate specified by the existing approval over the site and the proposed development has provided adequate car parking. The proposed development's car parking rate equates to '0.86 spaces per unit plus 3 spaces for staff'. This rate is considered appropriate for the following reasons:

- The subject site is considered to be within the 'Centre zone' of Byron Bay. Centre Zones typically have lower car parking rates to reduce traffic congestion (e.g. City of Gold Coast Centre Zone parking rate for Short-term Accommodation is '0.25 spaces per unit')
- Byron Bay is a tourist attraction and the number of transport options to Byron Bay from nearby Cities and airports is increasing. A summary of some existing traffic options is provided in **Attachment C**
- The existing development's occupancy data indicates that fewer car parking spaces are required to accommodate the needs of the proposed development.

#### 4. Summary and Conclusions

The key findings of the 33 Lawson Street, Byron Bay parking assessment are as follows:

- The proposal is for six additional rooms over the existing approval, totalling 50 rooms with no modifications to the approved car parking layout
- The existing approval over the site includes 43 units with 46 car spaces which equates to a parking rate of *'1 space per unit plus 3 spaces for staff'*
- Based on occupancy data provided, the existing development has a peak parking rate of *'0.46 spaces per unit'* which included 13 occupied units and 6 car parking spaces
- The proposed development's car parking rate equates to *'0.86 spaces per unit plus 3 spaces for staff'*. This rate is considered appropriate as the subject site is with the Byron Bay 'Centre Zone', alternate transport modes to Byron Bay for tourists are increasing and the existing development's occupancy data indicates that fewer car parking spaces are required to accommodate the needs of the proposed development.

Based on the above assessment, the proposed development is not expected to introduce any adverse parking issues for the area.

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**Attachment A: Proposed Development Plans**

DRAFT

**Attachment B: Occupancy Data**

DRAFT

### Waves Hotel Byron Bay Car Park Usage FY18

Source: Daily Guests Registrations Forms

Available Keys : 20 at 100% Occupancy

Month	Guest - Car Space Required		OCC %
	Yes	No	
Jul-17	47%	53%	87%
Aug-17	55%	45%	82%
Sep-17	56%	44%	90%
Oct-17	48%	52%	95%
Nov-17	45%	55%	93%
Dec-17	49%	51%	85%
Jan-18	47%	53%	96%
Feb-18	49%	51%	96%
Mar-18	52%	48%	93%
Apr-18	57%	43%	93%
May-18	50%	50%	82%
Jun-18	53%	47%	72%
<b>Total</b>	<b>51%</b>	<b>49%</b>	<b>89%</b>

### Waves Hotel Byron Bay Car Park Usage FY19

Source: Daily Guests Registrations Forms

Available Keys : 20 at 100% Occupancy

Month	Guest - Car Space Required		OCC %
	Yes	No	
Jul-18	57%	43%	84%
Aug-18	56%	44%	75%
Sep-18	58%	42%	84%
Oct-18	62%	38%	95%
Nov-18	62%	38%	99%
Dec-18	59%	41%	91%
Jan-19	64%	36%	92%
Feb-19	59%	41%	94%
Mar-19	64%	36%	89%
Apr-19	66%	34%	90%
May-19	59%	41%	82%
Jun-19	58%	42%	66%
<b>Total</b>	<b>60%</b>	<b>40%</b>	<b>87%</b>

**Attachment C: Byron Bay Transport Options**

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## Byron Bay Public Transport Options

### Byron Easy Bus

- 7 services to Byron from Gold Coast Airport daily.
- Bus stops in Jonson Street.
- \$32.00 pp one way.
- Do also drop off at exact addresses in Byron Bay township and Suffok Park for \$42 pp one way.
- Return service to airport as above.

**WINTER TIMETABLE 07 APRIL 2019 - 05 OCTOBER 2019**

### BALLINA/BYRON

BYRON BAY TO GOLD COAST AIRPORT	\$42	BALLINA TO ROMA ST	\$60
BYRON BAY TO ROMA ST	\$44	BALLINA TO BRISBANE AIRPORT	\$70
BYRON BAY TO BRISBANE AIRPORT	\$60	LISMORE TO BRISBANE AIRPORT	\$74
BALLINA TO GOLD COAST AIRPORT	\$54	LISMORE TO GOLD COAST	\$57

All Brisbane services with pick-up at your Byron Bay address an extra \$10pp \*see reverse for area.

We also offer services from:  
Ballina | Bangalow | Brunswick Heads | Mullumbimby (Uncle Tom's) | Casino & Lismore  
Available at appropriate fare.  
Discount fares for children - see website.

**BOOK NOW**

[byroneasybus.com.au](http://byroneasybus.com.au)  
or call 02 6685 7447 for friendly Byron service

**WINTER TIMETABLE 07 APRIL 2019 - 05 OCTOBER 2019**

[byroneasybus.com.au](http://byroneasybus.com.au) or call 02 6685 7447 for friendly Byron service

### BALLINA BYRON AIRPORT SERVICES

BYRON EASY BUS MEETS VIRGIN & JETSTAR FLIGHTS INTO BALLINA BYRON AIRPORT

Meet your driver in the arrivals area of the byron easy bus desk.

BYRON BAY PICK UP AT YOUR DOOR

Byron Bay local area includes the township, Suffolk Park, Belongit, Sunrise & Livingdale. Refer website for terms and conditions.

Pick Up At Your Door Service may vary up to 15 minutes either side of published times.

**WINTER TIMETABLE 2019**  
Sun-Sunday 7th April - Sun-Sunday 06th October

As we operate scheduled departures, we are unable to wait for delayed flights at the Gold Coast and Brisbane Airports.

NORTHBOUND		BRISBANE & GOLD COAST AIRPORT SERVICES							
		Daily	Daily	Daily	Daily	Daily	Daily	Sun-Fri	Fri & Sun
NSW	Casino CBD Visitor Centre				8:10			14:40	
	Lismore Transit Centre				8:45			15:10	
	Ballina CBD Tropic St. Bus Interchange			7:15	9:25			15:45	
	Lismore Head Bus Stop			7:35					
	Byron Bay Visitor Centre Plaza Bus Stop	5:45	7:15	8:15	9:45	11:15	13:15	16:15	18:15
QLD	W Gold Coast Airport	6:45	8:15	9:15	10:45	12:15	14:15	17:15	19:15
	Brisbane CBD Roma St	+		10:45	12:15		15:45	18:30	
	Brisbane Domestic Airport	8:40		11:10	12:40		16:10	19:00	
	Brisbane International Airport	8:45		11:15	12:45		16:15	19:10	
SOUTHBOUND		BRISBANE & GOLD COAST AIRPORT SERVICES							
		Daily	Daily	Daily	Daily	Daily	Daily	Fri & Sun	Sun-Fri
NSW	W Brisbane International Airport		9:15		11:45	13:30	16:45		19:45
	Brisbane Domestic Airport		9:30		12:00	13:45	17:00		20:00
	Brisbane CBD Roma St		10:00		12:30	14:15	+		20:30
	W Gold Coast Airport	9:00	11:30	12:45	14:00	16:00	18:30	20:00	21:45
	Byron Bay Visitor Centre Plaza Bus Stop	10:00	12:30	13:45	15:00	17:00	19:30	21:00	22:45
QLD	Lismore Head Bus Stop		13:00						
	Ballina CBD Tropic St. Bus Interchange		13:55			17:25			
	Lismore Transit Centre		13:40			18:10			
	Casino CBD Visitor Centre		14:10			18:40			

**Daylight savings ends** Sun-Sunday 7th April **and commences** Sun-Sunday 06th October 2019

All times listed are local times when in New South Wales and Queensland. \*No Stop at Roma St

All times listed are local times when in New South Wales and Queensland. Timetables account for traffic density on Pacific Highway but cannot be guaranteed when delays occur due to accidents on the route. Check website [byroneasybus.com.au](http://byroneasybus.com.au) for intermediate stops and fare schedule. For terms and conditions please go to [www.byroneasybus.com.au](http://www.byroneasybus.com.au)

<b>GOLD COAST AIRPORT</b> We meet all passengers at the exit door to the bus terminal at the International end of the airport.	<b>BRISBANE CBD</b> Bus stop #125 in front of tourist Centre opposite QLD public building.	<b>BRISBANE DOMESTIC AIRPORT</b> Bus stop outside terminal - Bus stop #1 or #2 access via stairs.	<b>BRISBANE INTERNATIONAL AIRPORT</b> Inside arrivals hall next to Coach departures sign near exit door.
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## **Premier Transport Group**

- 2 services from Gold Coast Airport to Byron Bay daily.
- Adult fare \$25, Child \$13, Concession \$20.
- Coach departs from Archer ST bus stop on Golden Four Drive.
- Arrives in Byron at bus stop at Tourist Info Centre in Jonson St.

## **Go Byron**

- Ballina to Byron from \$25pp
- Gold Coast to Byron from \$32pp
- Brisbane to Byron from \$70pp
- Go Byron run shuttles from Gold Coast Airport
- airport shuttles from Gold Coast to Byron Bay is just \$40 per person one way.
- door-to-door shuttle picks up and drops off at door anywhere from Ewingsdale, to Sunrise Boulevard, Byron Bay CBD and Suffolk Park.
- also pick up and drop off at central locations at the north of the Byron Shire such as the Splendour in the Grass & Falls festival site (North Byron Parklands), Ocean Shores shopping centre, Brunswick Head Visitor Centre and Mullumbimby Uncle Tom's.
- Go Byron also provides tours around Byron Bay's best locations visiting the local sights from waterfalls, markets, boutique merchants, pubs and eateries around the Byron Shire. Alternatively also servicing the eclectic towns including Brunswick Heads, Newrybar, Bangalow, New Brighton and Mullumbimby.

## **Ballina Airport Shuttle**

- The door-to-door shuttle from Ballina Airport to Byron Bay is provided by Steve's Transport at \$25 pp one way. The door to door shuttle picks up and drops off from Ewingsdale, Sunrise Boulevard, Byron Bay CBD and Suffolk Park.

## **Uber**

- In October 2016 ridesharing service Uber announced launching its uberX service in Byron Bay, Ballina and Lismore. Instantly 500 local residents signed up to become an Uber driver partner.