

NOTICE OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

A Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 12 May 2020
Time	10.30am
Committee Members	Ian Shanahan – Transport for NSW Snr Constable Chris Davis – Police Cr Basil Cameron Tamara Smith MP

A handwritten signature in black ink, appearing to read 'Phillip Holloway', is located in the bottom left area of the page.

Phillip Holloway
Director Infrastructure Services

BYRON SHIRE COUNCIL
LOCAL TRAFFIC COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

- 3.1 Local Traffic Committee Meeting held on 10 March 2020
- 3.2 Extraordinary Local Traffic Committee Meeting held on 16 April 2020

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 Massinger Street, Byron Bay - No Stopping Yellow Lines 3
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8. DEVELOPMENT APPLICATIONS

- 8.1 DA 10.2019.6161.1 - Mixed Use Commercial/ Residential Development, cnr Jonson
& Browning Streets Byron Bay 21

REGULATORY MATTERS

Report No. 6.1 **Massinger Street, Byron Bay - No Stopping Yellow Lines**
File No: I2020/430

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Council is undertaking works to improve the southern end of Massinger Street, Byron Bay.

Figure 1 below shows the location of the works.

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Figure 2 & 3 show street view images of the works area, image taken July 2019. Attachment 1 shows the proposed design.

Attachment 1 shows the proposed works and extent.



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Figure 1 – Location of works extend from Ruskin St to just north of Kingsley St.



Figure 2 – Southern end of works at the intersection with Ruskin Street looking north.



Figure 3 – Northern end of works looking south towards Ruskin Street.

- 5 The regulatory matters of note in Attachment 1 are:
- Introduction of No Stopping yellow lines from the intersection of Ruskin Street and extending north just past Kingsley Lane. Note from Figure 2 there is no safe parking on the road shoulder.
 - The removal of 10m of 4P parking from Kingsley Lane to the first driveway. This is outside the pay parking precinct and is part of a Council created residential permit zone called Massinger Street Precinct.
- 10

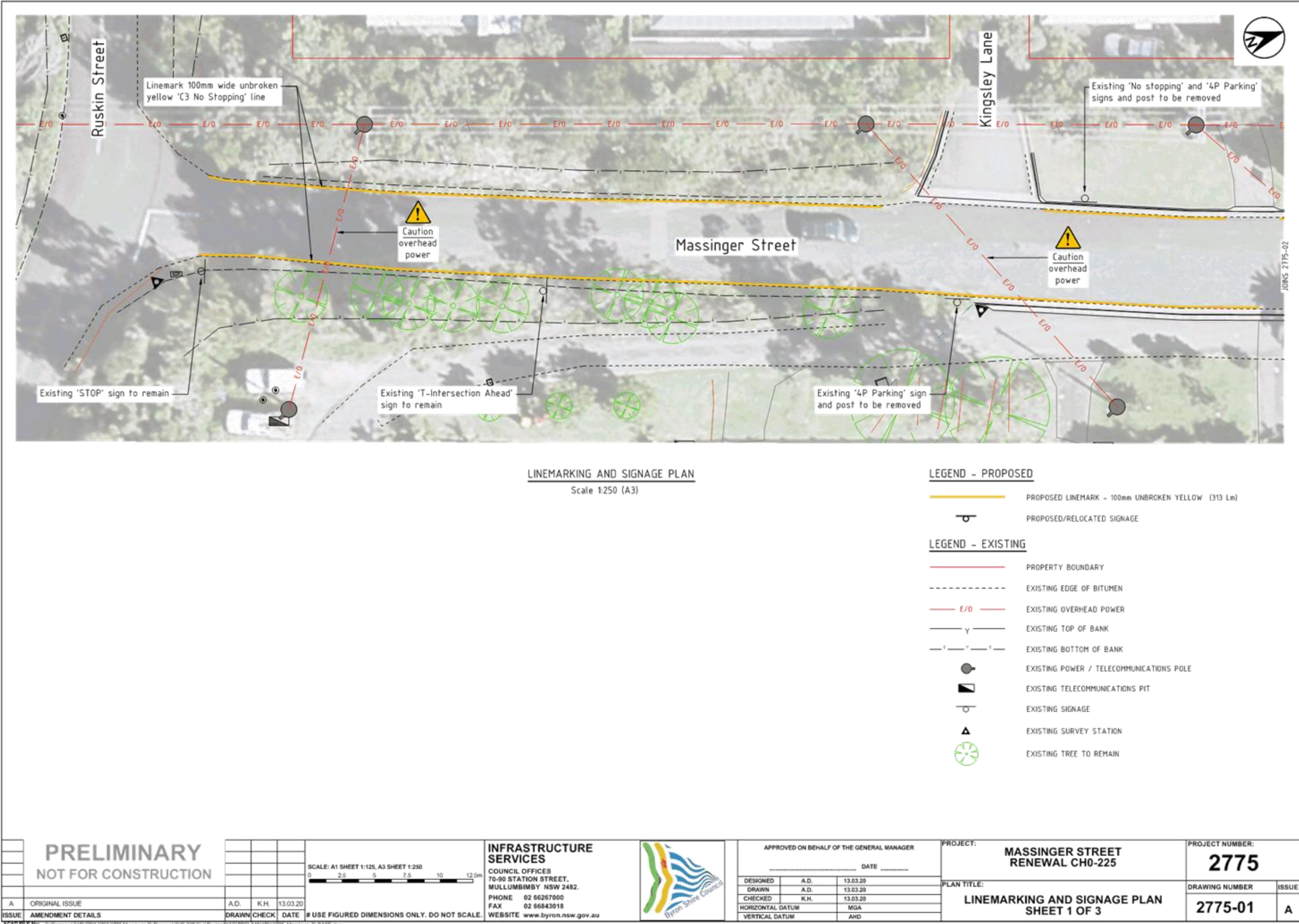
These works are proposed as it is not considered safe to permit parking in this region of Massinger Street.

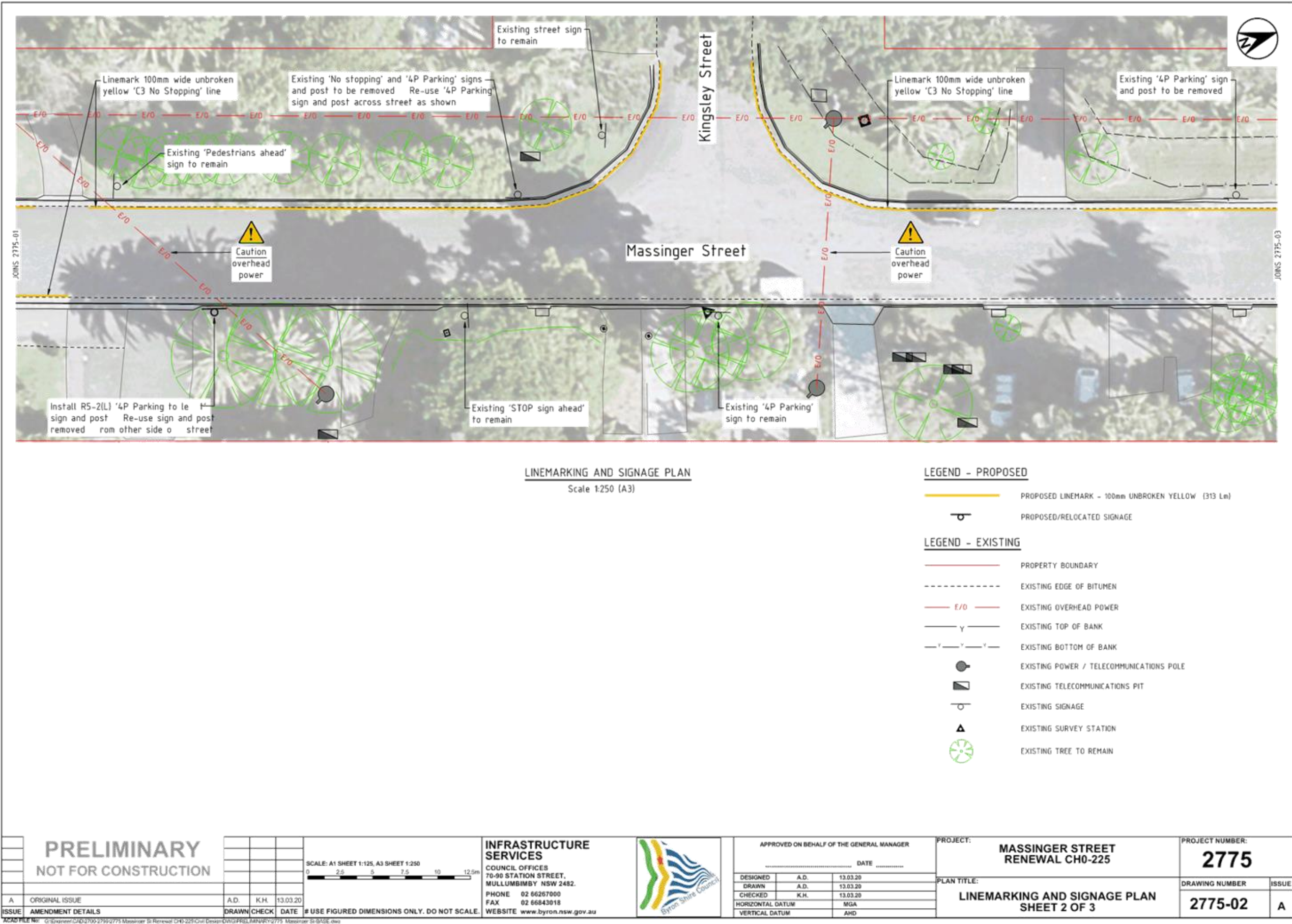
RECOMMENDATION:

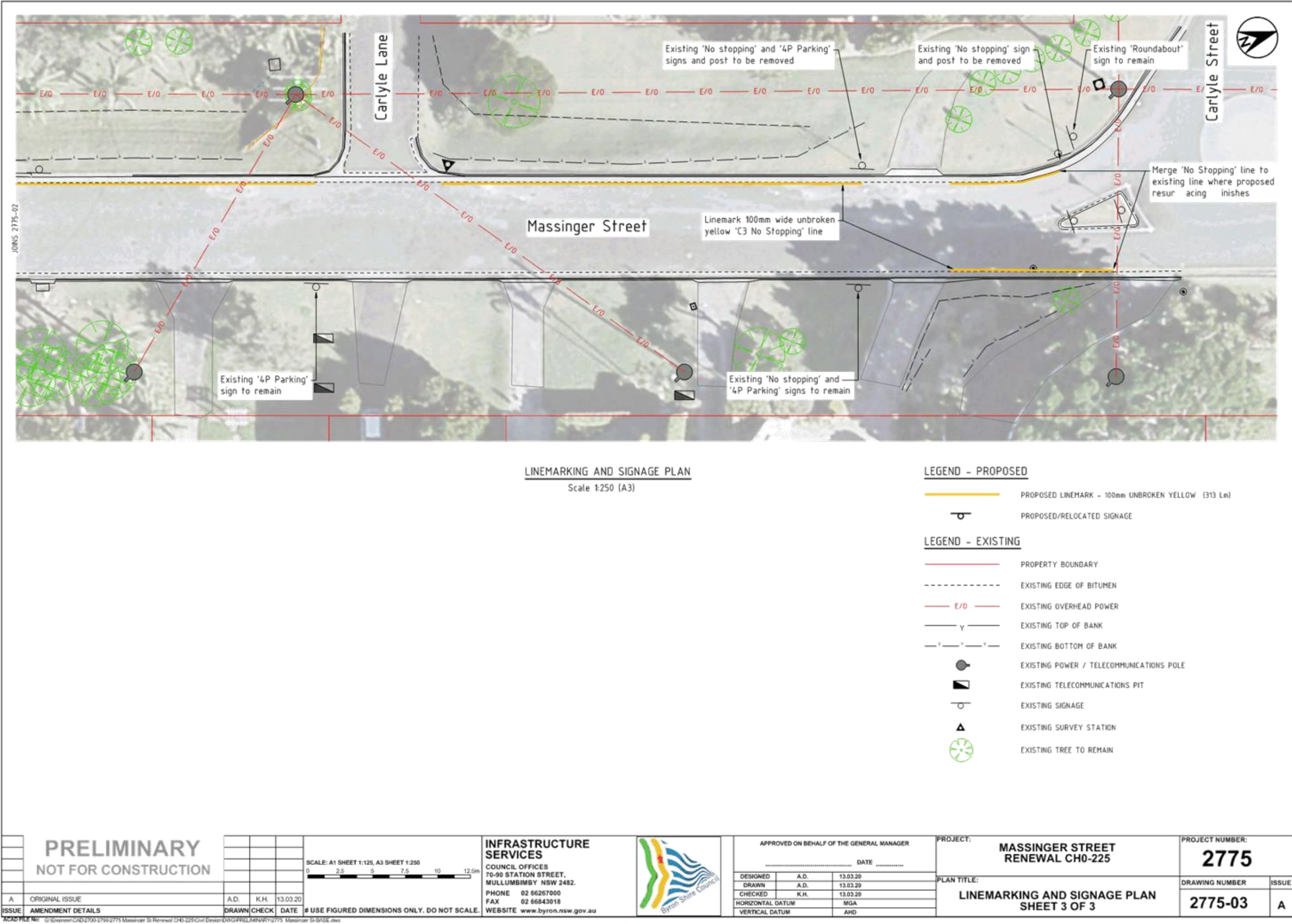
That Council support the installation of “No Stopping” yellow lines on both sides of the southern end of Massinger Street, Byron Bay, with the extent of the yellow line to be generally in accordance with Attachment 1 (#E2020/20126).

Attachments:

- 1 2775_Massinger St-Prelim Set, E2020/20126 , page 5 [↓](#)







Report No. 6.2

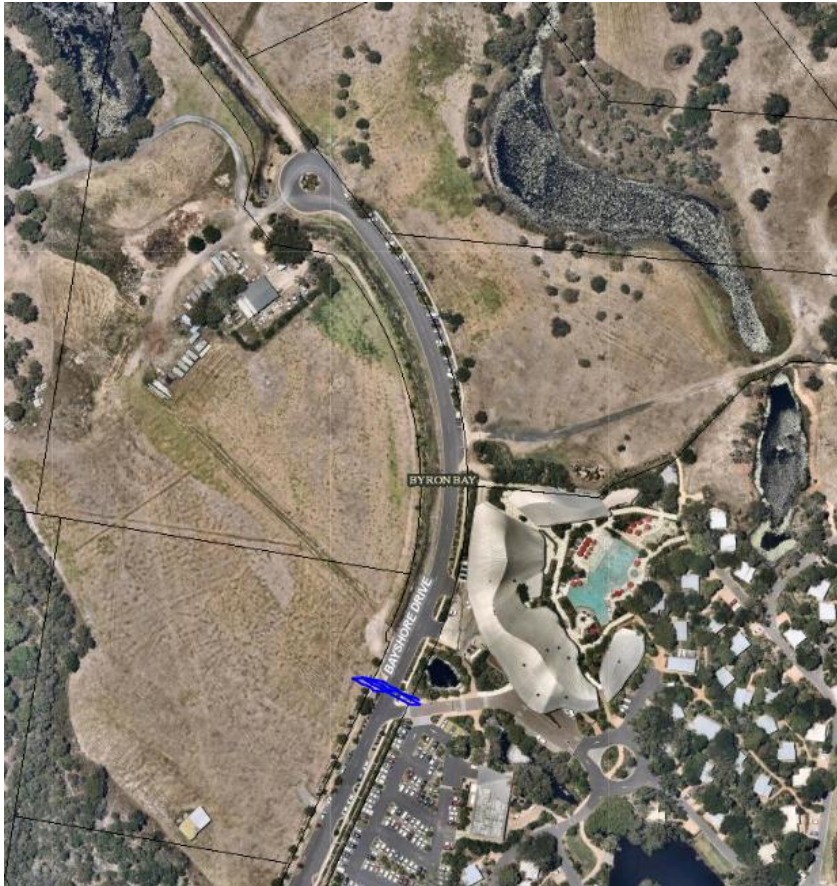
Bayshore Drive - No Parking Area 1am-5am

File No:

I2020/439

5 Council's compliance and enforcement team have noticed the northern end of Bayshore Drive, Byron Bay, has become a significant concern in relation to illegal camping area. As a result they have requested No Parking Area 1am – 5am signs be installed at the location shown by the blue line in the snippet below. This is approximately road chainage 1,400m.

10 This location would allow the enforcement team to better manage illegal camping at the northern end of Bayshore Drive.



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RECOMMENDATION:

That Council support the installation of a No Parking Area – (1am-5am) sign at approximate road chainage 1,400m.

Report No. 6.3

Ocean Shores Public School

File No:

I2020/643

In response to concerns raised by the Ocean Shores Public School relating to safety around their pick up / drop off zone Council, in consultation with TfNSW, has undertaken works to address these concerns.

These works consist of both regulatory and non regulatory delineation and signage, as well as infrastructure to improve parking and traffic flow.

Refer to Attachment 1 for the concept design.

Given the perceived urgency of the safety concerns TfNSW has already approved both the funding and the scope of works with the goal of undertaking the works during the April school holidays.

As a result these works have already occurred but still need to be supported by LTC and approved by Council.

The regulatory matters of note within the attached concept design are:

- No Entry sign at the northern end of the drop off / pick up zone (page 1 of Attachment 1)
- Move the Shara Blvd Centre line west approximately 1m to provide safer parking along the eastern side of Shara Blvd (page 1)
- One way sign at the southern entrance to the drop off / pick up zone (page 2)
- No Stopping yellow lines around the existing blister / island at the entrance to the drop off / pick up zone which extends for approximately 13m south (page 2 and 3)
- Keep left (page 3 and 5)
- Modify the length of the Bus Zone and Pick Up Zone (page 4)

Note: page 6 of attachment 1 provides all proposed works on one plan.

While undertaking the works outlined in Attachment 1 crews on site identified an additional area of potential confusion at the very northern end of Shara Blvd. At the very northern end of Shara Blvd there are multiple lines of movement making it potentially unclear who gives way. To better regulate traffic flow in this area Council obtained TfNSW permission to install a Give Way Sign and a Give Way TB Line in the location shown below. An additional Give Way Sign Ahead (symbolic) sign was also installed in the general location shown below.



RECOMMENDATION:

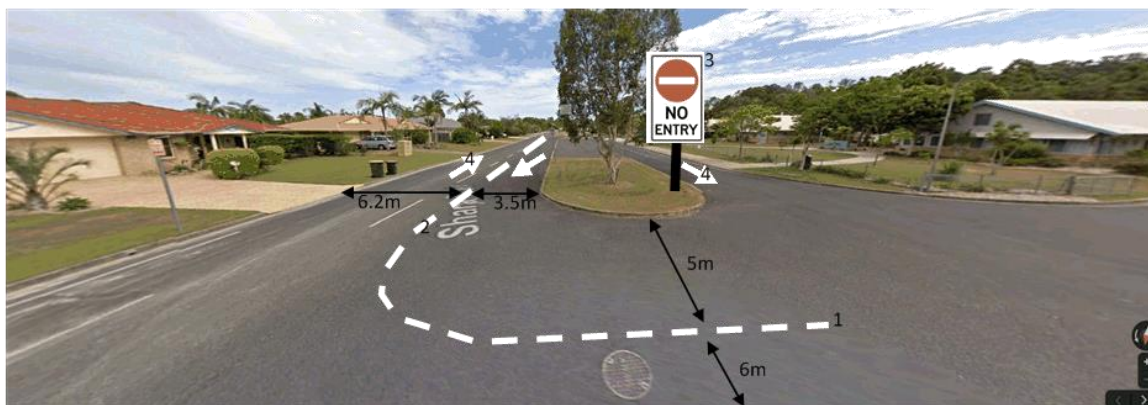
That Council endorse the works undertaken at Ocean Shores Public School to help address safety concerns.

Attachments:

- 5 1 Ocean Shores Public School - Pick up Zone Works - Concept, E2020/29656 , page 11 [↓](#)

OCEAN SHORES PUBLIC SCHOOL PICK UP ZONE WORKS

The mark ups below show the proposed extent of works.



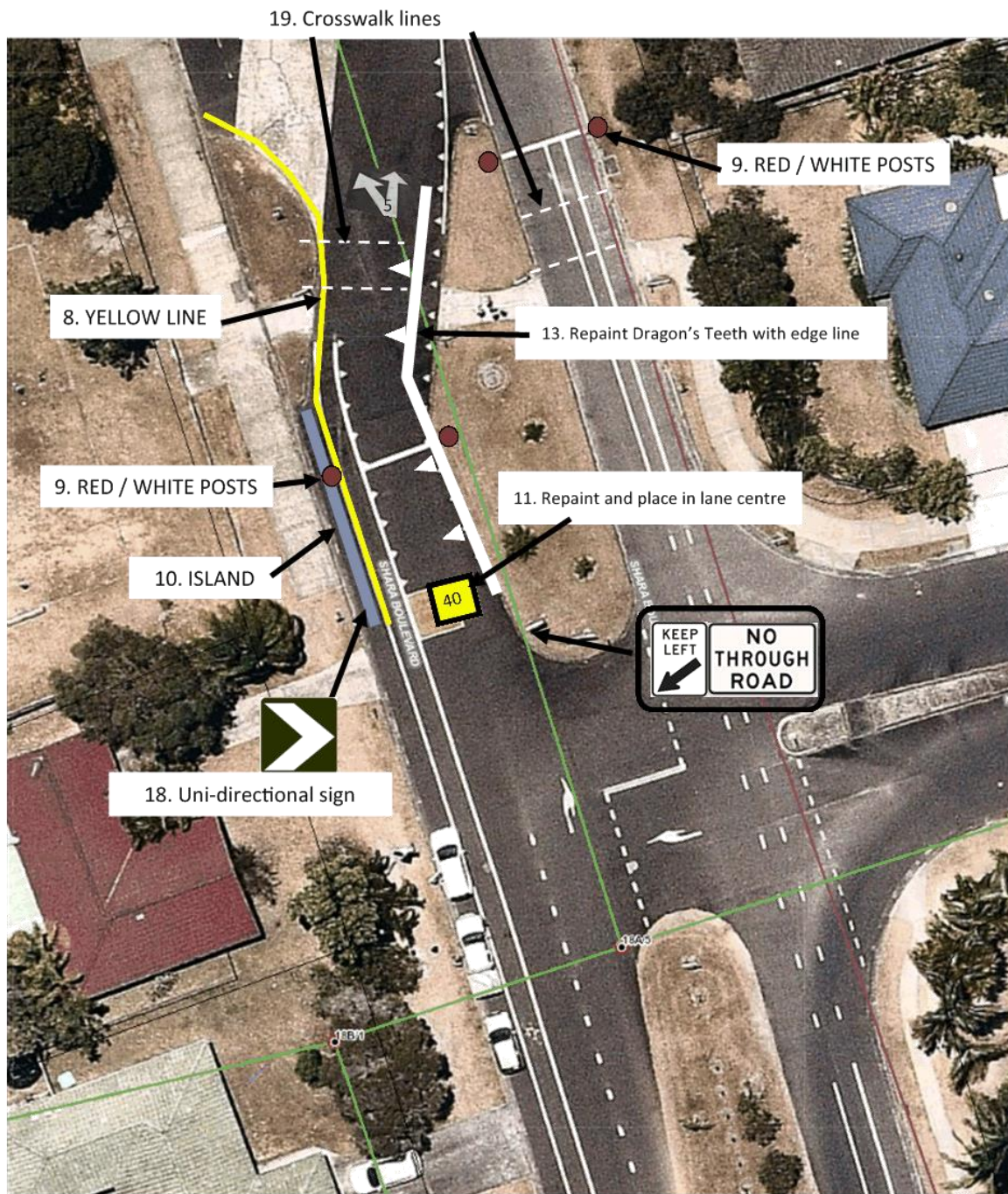
1. New centre line
2. Move centre line across.
3. Add No Entry sign
4. Arrows to clarify direction



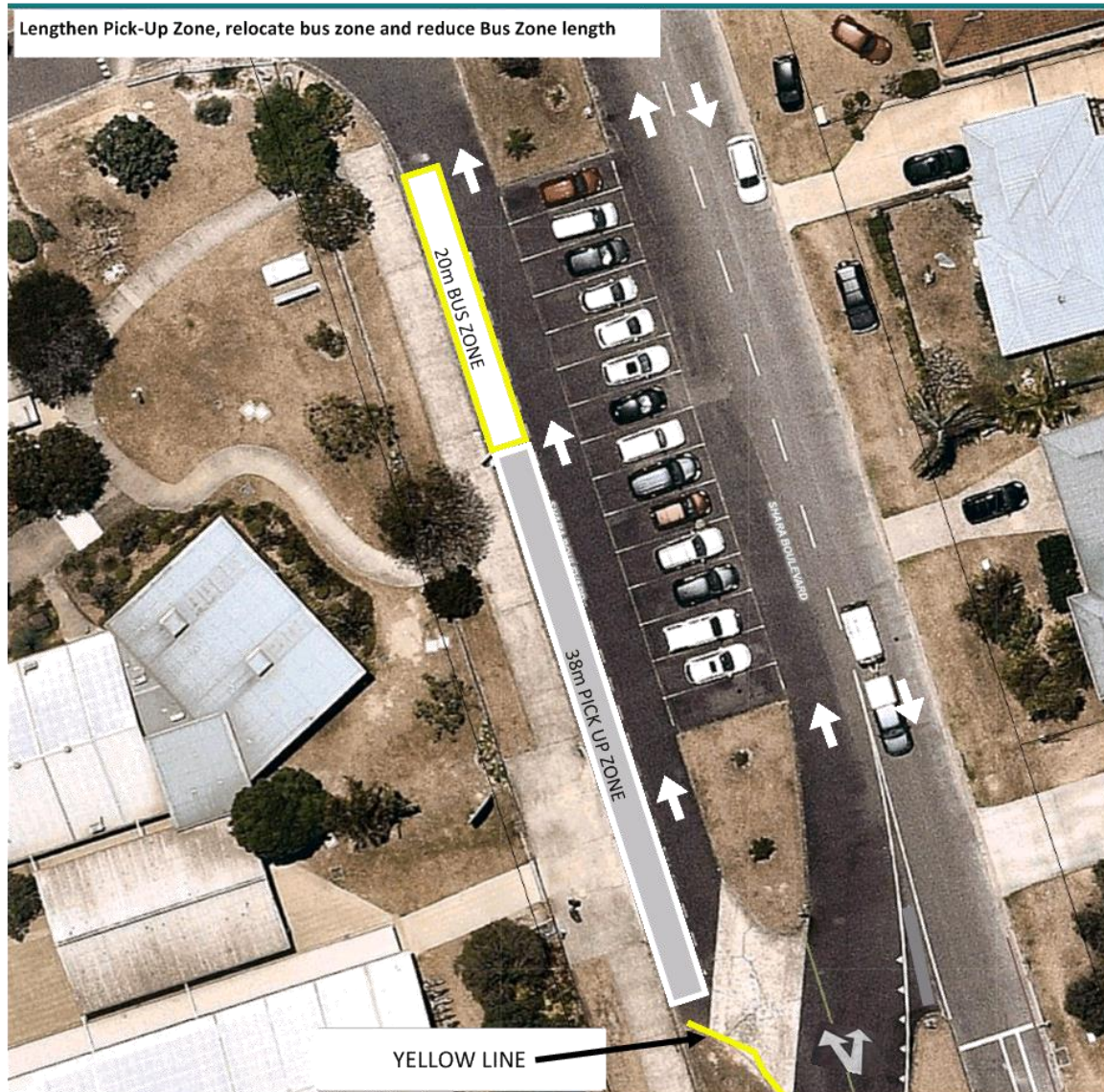
- 5. Arrows to clarify direction
- 6. One Way sign
- 7. 3m Island Barrier or Plastic Bollards to prevent right turn.
- 8. Yellow No Stopping line along blister and for length on new 13m island at location 10 below



- 9. Remove existing red / white children's crossing posts and install 4 new ones (install one post in below island)
- 10. 13m long island (adjacent to kerb) from existing blister to first driveway
- 11. Black out existing faded 40 road paint sign and repaint it in the centre of the lane
- 12. Purchase and install 2 addition Children's Crossing Flags
- 18. Uni-directional hazard marker (D4-1-2)



- 8. Yellow No Stopping line
- 9. Remove existing red / white children's crossing posts and install 4 new ones (install one post in below island)
- 10. 13m long island (adjacent to kerb) from existing blister to first driveway
- 11. Black out existing faded 40 road sign and repaint it in the centre of the lane
- 12. Purchase and install 2 addition Children's Crossing Flags
- 13. Black out existing dragon's teeth, paint edge line along medium strip and repaint dragons teeth
- 14. NO THROUGH ROAD sign
- 15. KEEP LEFT sign
- 16. Uni-directional hazard marker
- 17. White crosswalk lines
- 18. Uni-directional sign
- 19. White crosswalk lines



14. Bus Zone—black out existing lines, relocate bus stop signs, repaint bus zone.

15. Drop off / Pick up zone— black out existing lines, relocate bus stop signs, repaint bus zone.



16. Keep Left sign

17. No Through Road sign.

ALL WORKS COMBINED ON ONE PLAN



Report No. 6.4

Byron Street Connection - Shared Zone

File No:

I2020/676

Council is in the process of designing a pedestrian connection between Jonson Street and Butler Street, Byron Bay.

As part of this pedestrian connection Council is requesting consent to establish a Shared Zone over a road related area as shown in the figure below. The Blue line shows the proposed full extent of the pedestrian access way. The blue zig zag line shows the general location of the proposed Shared Zone. Refer to Attachment 1 for the proposed design and regulatory signage and line marking.

TfNSW have requested this item be brought to the LTC.

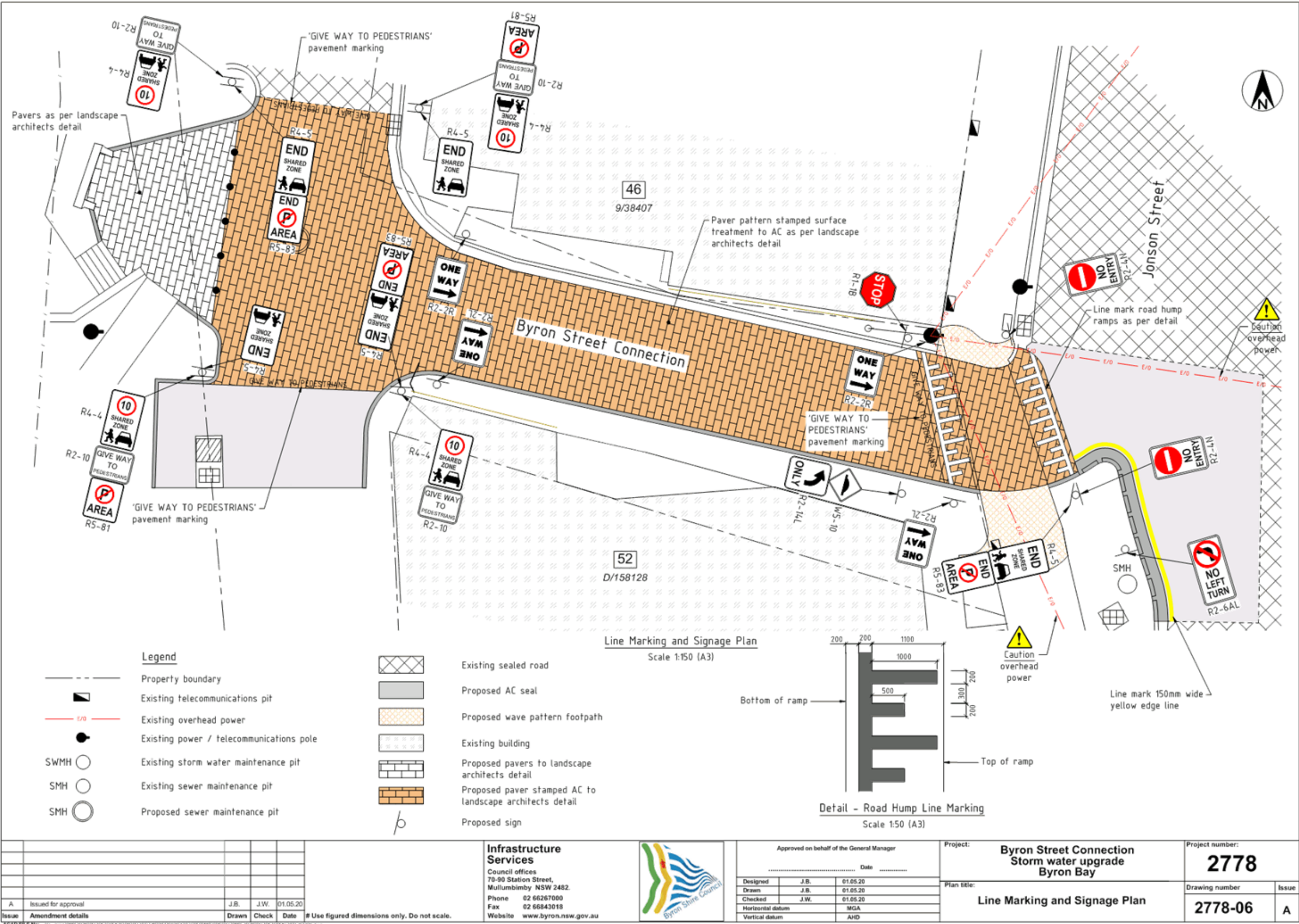


RECOMMENDATION:

That Council support the establishment of a Shared Zone and the associated regulatory signage and linemarking. The location and design of the Shared Zone is to be generally in accordance with Attachment 1 (E2020/31355)

Attachments:

- 1 Byron Street Connection - Shared Zone, E2020/31355 , page 18 [↓](#)



MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1 **Paterson St, Byron Bay - Parking Concerns**
File No: I2020/573

Over the past 12 months local residents and compliance officers have raised a number of issues relating to the area around Daniels Lane, Paterson Street and Kipling Street, Byron Bay.

In particular, Council has received a number of phone calls from 2 residents, on Paterson St and one on Daniel Street. The concerns relate to traffic and parking congestion. In addition, Councils compliance officers have highlighted on going parking issues restricting access for waste collection along Paterson Street and illegal camping near the northern entrance to Paterson Street.

These matters have been raised in recent LTC meetings and are summarised in Figure 1 below.

- “No Parking 1am-6am” along the north eastern side of Paterson St entrance,
- “No Stopping” along the northern side of Daniel Street,
- “No Stopping” along the south eastern side of Paterson St.

The yellow lines in Figure 1 show the extent of the above signage.



Figure 1 – Location under consideration shown by RED dashed line

Paterson St, Daniels St and Kipling St form an isolated network of roads. The southern end of Paterson St is a dead end at the location identified in figure 1. Access into this area is off Lawson St (via Paterson St) and Massinger St (via Daniel St).

Despite these recent but limited parking restrictions introduced to the area it remains a popular spot for all day and all night parking. One resident highlighted that Cabins in the caravan park are often used by multiple friends and only one car is allowed with each cabin. As a result, the other

cabin residents park their cars for days at a time in front of 98 Paterson St (on the corner of Lawson St and Paterson St).

- 5 In addition, No Parking along the north eastern entrance of Paterson Street has moved cars to the western side of Paterson Street entrance. Throughout most of this area there is nothing to prevent All Day or All Night parking.

- 10 Rather than tackle issues piecemeal it is recommended to treat this area as a whole area and adopt a whole of area parking strategy. It is again noted this is a defined area disconnected from other road networks and particularly popular due to its proximity to the beach and caravan park.

To this end there are several options Council can consider:-

- 15 1. Introduce 4P time limit across the whole area as 4P is the time limit along Massinger.
- This would require the Massinger Parking Permit Precinct to be expanded to include this area.
2. Introduce a No Parking Area 1am to 6am
3. Introduce Pay Parking as part of the new pay parking tender to commence December 2020
- 20 • This would require Parking Permits to be planned as it would be the first residential area with pay parking.
4. A combination of all the above

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RECOMMENDATION:

That Council:-

1. **Prepare a parking Plan of Management for the following area and submit it to LTC for recommendations and Council for approval:-**
- i. Paterson Street from Lawson Street to the dead end**
 - ii. Daniels Street, and**
 - iii. Kipling Street, Byron Bay**
2. **The Plan of Management is to consider the following options individually and in combination:-**
- i. Introducing pay parking;**
 - ii. Introducing 4P time limits**
 - iii. Extending the Massinger Permit Scheme to the area**
 - iv. Any other options identified during this process.**
- .

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DEVELOPMENT APPLICATIONS

Report No. 8.1 **DA 10.2019.6161.1 - Mixed Use Commercial/ Residential Development, cnr Jonson & Browning Streets Byron Bay**
File No: I2020/545

SUMMARY

Council has received a Development Application (DA 10.2019.616.1) from Mr M Scott, on behalf of JGD Developments Pty Ltd for a mixed use development comprising commercial premises, café, and shop top housing. The development is located on the south-west corner of the Jonson Street/ Browning Street intersection in Byron Bay.

BACKGROUND

The committee dealt with a previous development application on this property, for a similar, although larger scale, development (DA 10.2017.510.1).

The previous DA was refused by the Northern Regional Planning Panel for a number of planning reasons, primarily associated with the height of the proposed building.

The applicant has redesigned the development, mainly by removing the top floor of the previous design, and has also deleted the previously proposed child care centre.

THE CURRENT PROPOSAL

The current application proposes retail and commercial uses at ground level, including a café, and two (2) levels of residential apartments above, with a total of 28 units. As with the previous application, two levels of basement car parking are proposed, with access from the rear of the development via Ruskin Lane.

The site is located at the corner of Jonson and Browning Streets, Byron Bay, adjacent to the proposed Byron Bypass roundabout. Ruskin Lane, which is currently a sealed two-way lane, adjoins the eastern boundary of the site.

At the north-eastern corner of the development site, Ruskin Lane turns to the east to join with Tennyson Street. This east-west section, while not restricted or sign-posted as one-way, has a width of only 3m.

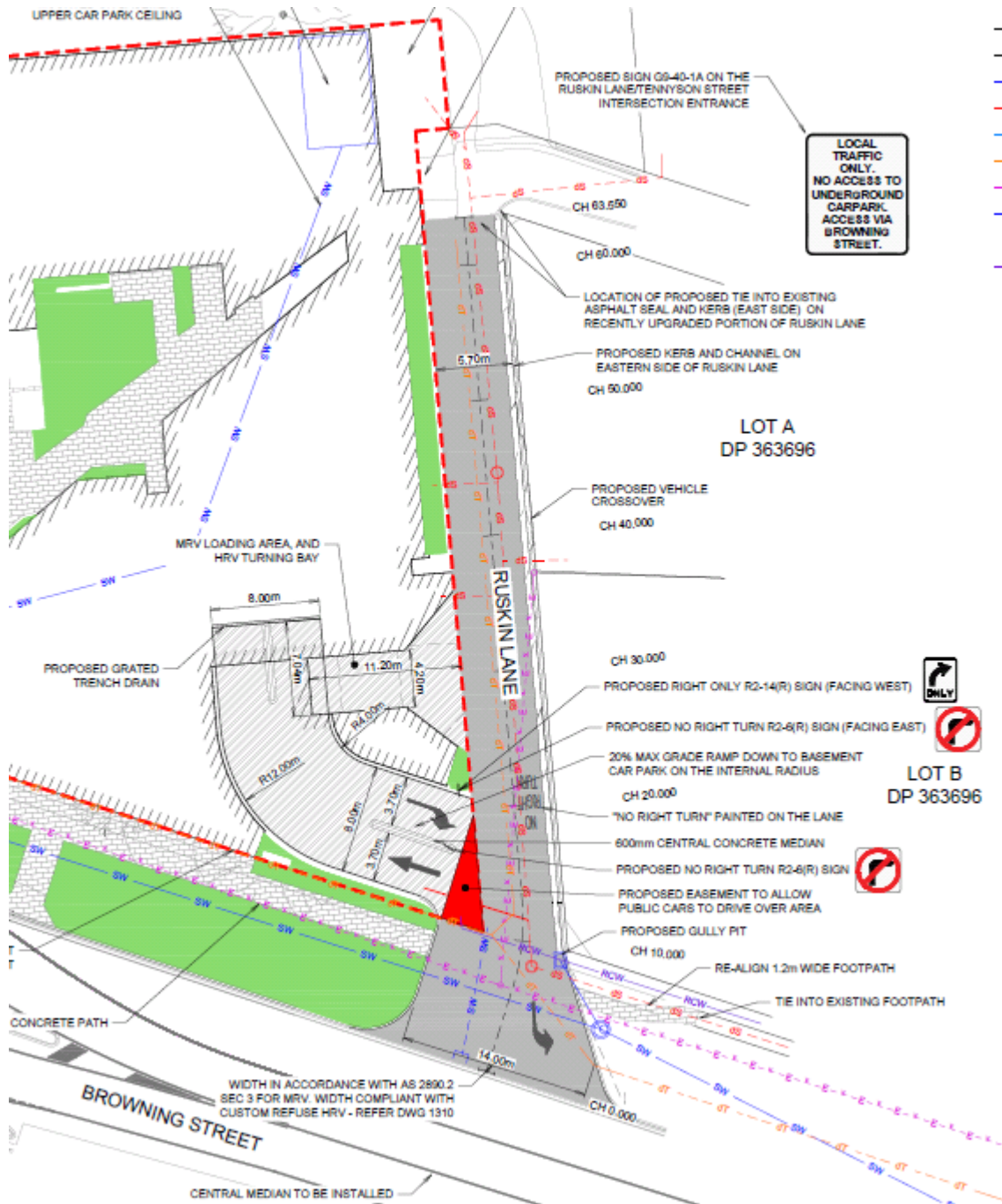
The traffic study submitted with the application estimates that the completed development will generate:

- 163 AM peak hour trips;
- 117 PM peak hour trips; and
- 976 daily trips.

Access arrangements are shown in the attached engineering plan, and the extract below. A number of key management measures are proposed, including:

- a central median within Browning Street, to prevent right turns in and out of the lane;
- orientation of the exit from the basement car park ramp to discourage left turns into Ruskin Lane; and
- signage location at various locations (as shown) prohibiting turns that would increase traffic on the main parts of Ruskin Lane, and advisory signage at the Ruskin Lane/ Tennyson Street intersection.

The effect of the measures is to limit traffic impacts adjacent to the (new) Byron Bypass roundabout to be constructed at the Jonson/ Browning Street intersections, by limiting access to Ruskin Lane to left in/ left out only, and to limit addition traffic on Ruskin Lane by confining that traffic to the short section at its entrance, and discouraging traffic exiting the basement car park from turning left to travel into Ruskin Lane.



A full review of potential traffic impacts, will be included in the DA assessment report to be considered at the Council (Planning) meeting in the future. The development is *traffic generating development* as defined in SEPP (Infrastructure) 2007, and Transport for NSW were therefore given an opportunity to comment on the application. The response is in Attachment 2, and outlines a range of matters for Council's consideration and will be included in staff final DA Assessment report.

Transport for NSW also advise that *regulatory signs and devices will require the endorsement of the Local Traffic Committee prior to Council approval.*

The proposed regulatory signs and devices are shown in Drawing Number 1300 Rev C, prepared by Planit, dated 09/03/2020, at Attachment 1. The signs include:

- Advisory sign – “Local traffic only. No access to underground carpark. Access via Browning Street” – to be located adjacent to the Ruskin Lane/ Tennyson Street intersection;
- “No right turn” painted on the southbound lane within Ruskin Lane on approach to access ramp;
- Regulatory sign “No right turn” adjacent to access ramp, facing north, up the lane;
- Regulatory sign “Right turn only” at edge of access ramp, facing back into the ramp.

COUNCIL IMPLICATIONS

Budget/Financial

There will be no costs to Council. All signage and control devices would be provided at the developers’ cost.

Asset Management

N/A

Policy or Regulation

Delegated to council for authorisation in conjunction with prescribed traffic control devices - division 1 of Part 4 (Sections 50 to 55) of the Road Transport (Safety and Traffic Management) Act, 1999.

Consultation

The application was referred to RMS for comment.

Legal and Risk Management

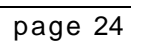
The development will result in increased pedestrian and vehicular activity at the Ruskin Lane / Browning St intersection and the Bypass Roundabout

RECOMMENDATION:

That the Local Traffic Committee endorse the regulatory signs and devices as shown in Drawing Number 1300 Rev C, prepared by Planit, dated 09/03/2020, in Attachment 1 (E2020/26813).

Attachments:

- 1 10.2019.616.1 Traffic regulatory and advisory signs, E2020/26813 , page 24 [↓](#)
- 2 10.2019.616.1 RMS Response, E2020/25257 , page 25 [↓](#)





19 December 2019

File No: NTH17/00147/02
Your Ref: DA 10.2019.616.1

The General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY NSW 2482

Attention: Rob van Iersel

Dear Sir / Madam,

Re: Development Application 10.2019.616.1. Demolition of Buildings and Construction of Mixed Use Development. Lot 21 DP 247289, Lot 5 Sec 51 DP 758207 & Lot 60 DP 1256365 137, 139 Jonson Street and 3 Browning Street Byron Bay.

I refer to your email of 3 December 2019 requesting comment from Transport for NSW (TfNSW) in relation to the abovementioned development application.

Roles and Responsibilities

The key interests for TfNSW are the safety and efficiency of the transport network, the integrity of State infrastructure and the integration of land use and transport in accordance with *Future Transport Strategy 2056*.

Jonson and Browning Streets are classified (Regional) roads (MR545). Byron Shire Council is the roads authority for all public roads (other than freeways or Crown roads) in the local government area pursuant to Section 7 of the *Roads Act 1993* (Roads Act). Council is responsible for setting standards, determining priorities and carrying out works on Local and Regional roads however TfNSW's concurrence is required prior to Council's approval of works on classified (Regional) roads under Section 138 of the *Roads Act 1993*.

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) the Consent Authority is to have consideration for the safety, efficiency and ongoing operation of the classified road as the development has frontage to a classified road. TfNSW is given the opportunity under Clause 104 to comment on traffic generating developments listed under Schedule 3.

Transport for NSW
76 Victoria Street, Grafton, NSW 2460 | PO Box 576, Grafton NSW 2460
W transport.nsw.gov.au

Transport for NSW Response

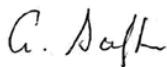
TfNSW has reviewed the referred information and provides the following comments. Council should be satisfied that:

- The impacts of through and turning traffic have been adequately addressed. Westbound right-turning traffic into Ruskin Lane will have an impact on through traffic due to the kerbside parking on the southern side of Browning Street. This will have an impact on the safety and efficiency of the regional road.
- Adequate parking is being provided for staff, customers and residents.
- Service vehicles should enter and leave the site in a forward manner. The loading dock will be able to be utilised by the proposed retail, commercial and residential uses. Garbage and waste collection services have been safely and adequately catered for.
- Adequate consideration should be given to connectivity for public transport facilities and active transport modes such as walking and cycling. Traffic exiting Ruskin Lane will have to give-way to pedestrians.
- Regulatory signs and devices will require the endorsement of the Local Traffic Committee prior to Council approval.

Any identified roadwork on the classified road will require a S138 concurrence from TfNSW. The application should include a strategic design. It should be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and TfNSW Supplements.

Upon determination of the application it would be appreciated if Council could forward a copy of the approval for our records. If you have any further enquiries regarding the above comments please do not hesitate to contact Greg Sciffer, Development Assessment Officer on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully,



for Matt Adams
Manager Land Use Assessment, Northern

Transport for NSW

76 Victoria Street, Grafton, NSW 2460 | PO Box 576, Grafton NSW 2460

W transport.nsw.gov.au