

<ul style="list-style-type: none"> • Floor to ceiling height important • Ratio of height to street width between 1:1 and 1:2 • Additional residential above = less sprawl • Variation is good • Privacy/building variation • Not overshadowing/blocking 	<ul style="list-style-type: none"> • Second floor needs higher ceilings • Heritage character important – Fletcher Street
<p>High School Students</p> <ul style="list-style-type: none"> • Type of buildings more important – style and design – than height • The height should go up, we need to fit more in for the future and this can be done AND the character can still be retained, 4 – 5 storeys could be fine. This could limit sprawl. • We are not a city, we should retain 3 storeys. • Lower Johnson Street could go higher <p>Floor to ceiling heights are important</p>	
<p>Q2.2 Should the height limit be extended throughout the town centre?</p>	
<p>Yes</p>	
<p>No: ✓✓✓ Bay Lane</p>	
<p>Comment</p> <ul style="list-style-type: none"> • Lawson Street – 11.5m to Bay Lane • Johnson Street – Variation is good (will occur anyway) <p>Borders to residential should stay at 9m</p>	
<p>High School Students</p> <ul style="list-style-type: none"> • Invisible from the beach is important • Quicksilver shop at top of Johnson Street good example of design • Roof form is good to reflect Byron character however flat roof is a more effective use of space below max – for people not for roofs. <p>NOTE* We did a 'be a developer' exercise and 10/12 designs came back with flat roofs. RSL is a bad example of design, poor use of space – inefficient.</p>	
<p>TOPIC 3: Design Excellence</p>	
<p>Q3.1 What are the important/valued characteristics of buildings in Byron Bay town centre?</p>	
<p>Comment – Built Form Subtropical Design which incorporates:</p> <ul style="list-style-type: none"> • Traditional roof forms • Eaves • Awnings • Verandahs • Open and naturally lit 	<p>Intangibles - Vibe Comment</p> <ul style="list-style-type: none"> • No faux architecture • Retaining traditional town centre businesses to serve the community (eg Doctor, dentist) • Mix of residents in town to help regulate negatives from tourism

<ul style="list-style-type: none"> • Limiting materials (traditional materials, brick, timber, tin) • Laid-back beach styles / shack styles / non-urban style • Variety of built form. • Arcades • Small frontage shops • Variation in setbacks • Landscaping makes a big difference 	
<p>Monday 4 June 2018 Comment – Built Form</p> <ul style="list-style-type: none"> • Use of natural materials • Any materials but needs to be well designed • Natural ventilation and light into buildings • Activation of spaces • Encourage active buildings/facades to park frontages (bad – eg Commonwealth Bank) • Increased landscaping (both horizontally and vertically) • Greening of buildings / green star rating • Alternative energy production • Low rise and green facades • Increased landscaping • Maintain similar buildings styles (minimalist with as little change as possible) • Continuous awnings over streets (remove airspace charge for verandahs) • Design reflects the users (eclectic) • Internalise mechanical plant and equipment (screening ass a minimum) • Regulate signage (all groups mentioned the Discount Chemist Warehouse). • Pedestrianised streets and improved street scaping • WSUD 	<p>Intangibles - Vibe Comment</p> <ul style="list-style-type: none"> • No faux architecture • It's the environment / holiday vide / people • Beach town and informal feeling • Maintaining the town for residents as well • Re-evaluate the existing heritage items and undertake a new heritage study • Have the ability to reimagine heritage buildings (maintain façade and redevelop the rear) • More buskers
<p>High School Students</p> <ul style="list-style-type: none"> • PEOPLE! And the places that people interact are more important or just as important as built form – need to extend focus • Relaxed vibe • Busking • Street art 	

- Welcoming
- Vibrant
- Natural looking/feeling
- Eco-friendly use of materials
- Smaller/effective uses of space
- Open spaces

Q3.2 How could we influence the design of future buildings to maintain character & achieve excellence in design?

Thursday 31 May 2018

Comment

Process

- Awards for good design / competition / peer conference
- Architect in Council
- Design review panel for projects hit certain triggers (eg \$ or no. of storeys)
- Encourage Pre-DA processes
- Objective criteria to assess excellence (better liveability, resident functionality, ergonomics)
- Photographic examples of design excellence in Byron and beyond

Comment

Design

- Walkways providing greater permeability through dual frontage lots (must be open to the sky)
- Residential buildings need sound proofing
- Town Centre specific DCP which include guidelines for design excellence
- DA planners over reliance on DCP
- WSUD
- Promote greater take up of renewable energy production in new and existing developments
- Controlling colours and lighting ✓✓

Good design is a win in itself for developers.

Landscaping

- Much better Streetscaping – develop Streetscape plans which include landscaping, trees and continuous canopies
- Greenwalls
- Lighting plan
- Deep soil planting for all developments
- No Overhead Powerlines

Monday 4 June 2018

Comment

Process

- Very strict DCP
- Develop design guidelines to support the implementation of the DCP and LEP
- Design review panel

Comment

Design

- Use local architects for consistency of design
- Maintaining developments after construction (take pride in your building)
- Require clean up of graffiti

<ul style="list-style-type: none"> • Incentives for developers based on providing more community benefit/ landscaping/greenspace for more increased floor space or benefit for the developer • More COMPLIANCE (eg signage, land use and parking) 	
<p>High School Students</p> <ul style="list-style-type: none"> • Allow for places for people to interact – within buildings too • Smaller cafes that extend onto the street – people • Focus also on how things come together • Allow for inviting streetscapes • Cohesive uses within blocks • More greenery • More murals that are iconic to Byron Shire Council • Ensure safety is considered – cctv in alleys etc. • Back lanes – pedestrian spaces (but not all – some shared spaces) • Some street sections no cars at all 	
<p>Q3.3 Should we promote active street frontages for all of these streets and lanes</p>	
<p>Yes - ✓✓✓✓✓✓✓✓</p>	<p>No - 0 ticks (Not every single lane – ✓✓✓✓)</p>
<p>Opportunities – 31 May 2018</p>	<p>Challenges</p>
<ul style="list-style-type: none"> • Walkability • Provide a space for incubator & start-ups • Promote individual laneway character (grouping of businesses, paving, lighting – design elements) • Enable pop-up events • Better lighting and safety in these areas. • Provide more soft spaces • Laneways can provide refuge from the hustle of the main streets and can provide quiet spaces. 	<ul style="list-style-type: none"> • Viability of businesses • Do all lanes get activated • Restrict on-street dining • Murals (good/bad) • Servicing and back of house functions take precedence and how to manage these in activated laneways.
<p>Opportunities – 4 June 2018</p>	<p>Challenges</p>
<ul style="list-style-type: none"> • New businesses • Utilising spaces • Removal of carparking • Improved safety • Share car/pedestrian spaces • Create more greenspace (space to escape / quiet/ child friendly) 	<ul style="list-style-type: none"> • NO pop-up businesses ✓✓✓ • Maintaining service function • IS there demand for more businesses • Creating centralised waste facilities (and issues for staff safety and management of these spaces) • No covered walkways / awnings

TOPIC 4: Ancillary Car Parking	
Q4.1 Do you agree we should swap from Minimum to Maximum?	
<u>Agree</u> ✓✓✓✓✓✓✓✓✓✓ <ul style="list-style-type: none"> • Agree but it should only be for the tourist, not the residential ✓✓✓✓ • Agree and also think it should be for commercial 	<u>Disagree</u> ✓✓✓✓ <ul style="list-style-type: none"> • Disagree due to concern/resistance against letting go of personal car, sometimes difficult to perceive that this planning control won't change the current parking that exists.
<u>High School Students</u> <u>Agree</u> ✓✓✓✓✓✓✓✓✓✓✓✓	<u>Disagree</u> ✓✓
<u>Positive</u> <ul style="list-style-type: none"> • Great opportunity to make a radical positive change in behaviour • Tourist accommodation could adopt valet service • Residents/visitors in town centre shouldn't need a car in town • Could aid better building design if less space has to be reserved for parking • Will be a slow shift in culture but needs to be started 	<u>Negative/Concerns</u> <ul style="list-style-type: none"> • Cars will park everywhere and enforcement won't help • Public transport to support this is not available – but needed • This will increase the density/bulk of buildings • There will still be traffic, it won't help us to get to town any quicker • We need supporting infrastructure • What about at midnight/prams/disabled access • Resistance to give up use of car
Questions for Council <ul style="list-style-type: none"> • Is butler street reserve currently being effectively used? • Is the train being used? • Where are the cars coming from? • What about the Cultural Policy? 	
General Consensus: Agreement that Council should start to reduce car parking rates at the same time as implementing some accompanying provisions such as those listed in 4.1 – bike paths, bike/car sharing, park and ride etc.	
Q4.2 If the Maximum is introduced, what else needs to be done at the same time to support this? If we allow developers to opt out of providing parking, what should they provide instead?	
<u>Supporting Ideas</u> <ul style="list-style-type: none"> • Park and Ride far enough from town to get cars out ✓✓ • Town Centre parking hubs – 1 level below 1 level above, or 2-3 levels above green walled/roofed parking stations, could have community garden on top, back of Jonson Street car parks most suited for this ✓✓✓ • Bus/tram/electric tram without track/golf cart/minibus service that is regular and does loop of town/out to the periphery parking/up to 	<u>Developer Role</u> <ul style="list-style-type: none"> • Contributions to the supporting ideas ✓✓ • Monetary contribution to park and ride that council can maintain • Contribution needs to be viable for developers • Provide scooter parking • Provide secure bike parking • Contribute to safe cycle lanes/pedestrian paths ✓✓

