BYRON BAY TOWN CENTRE REVIEW OF TOWN PLANNING CONTROLS

Community Engagement Summary

The following table is a copy of the workshop running sheets that captured community suggestions from participants at two workshops, as well as students of Byron High School (Note: multiple ticks are shown to indicate the level of agreement/ support for an individual suggestion/ comment)

TOPIC 1: Zoning of the town centre

Q1.1 Should the proposed B3 zone apply to the whole of the area currently zoned B2?

Comments

- B3 positioned to maintain differentiation between southern Johnson St and beach end of town centre. Maintain 'village feel' of southern Johnson St.
 √√√√
- Suggestion that B3 extend to Kingsley St
- B3 should encompass all of existing B2 zone √√√√√√
- Southern end of Johnson St could utilise a B4 zone description (potential issues regarding land use table were explained to participants)
- In terms of visual impact, 2-sided ribbon development is undesirable at southern end Johnson St
- B3 should also be considered around Butler St and the proposed bypass.
- Reduce business zone to common wall properties
- Retail all business zone as is
- Stay with B2 zone
- Include B3 within smaller area of B2 and include planning controls and retain remaining as B2 zone
- Use removed business area for residential and add commercial opportunities to railway corridor
- Need more information on B3 zone to make informed decision ie comparison of uses
- Use rail corridor as recreational area don't allow commercial activities

High School Students

- B3 should encompass the current zoning boundaries ✓✓✓✓✓✓✓✓
 (10)
- B3 should contain northern end only √√√√√√√√√√√√ (11)
- The Southern end has had many changes of use yet it still is 'failing', its too far to walk and is just generally different.
- The Southern end should become a cultural/local zone
- The Southern end should be for offices primarily and the northern end the retail. Food could be in the middle
- Town needs to be pedestrianized ✓✓✓

If northern end becomes B3 will the shops to the South be compensated?

Q.1.2 Within the B3 zone what uses should we prioritise? Assuming commercial/retail will be ground level – what is the best balance between residential and tourist accommodation on the upper floors?

Comment

- People living in the town core is seen as beneficial, adds vibrancy and maintains local character and values ✓✓✓✓✓✓
- Mix of tourist accommodation & residential use is seen as a positive
- Some consider that the focus should be more on residential, but not excluding tourist accommodation entirely
- General agreement that potential conflicts between residential use and commercial uses can be managed through planning controls and design considerations (mitigate acoustic impact etc.)
- Important to maintain availability of services for residents (supermarkets, doctors etc.)
- Commercial uses that benefit from foot traffic should be prioritised in locations with street frontage.
- Vertical integration of commercial space may be necessary to meet future demand possible mix of residential/tourist/commercial in upper floors.
- Some note that commercial space in upper floors is less viable than residential/tourist use.
- Ground Floor retail and commercial; second storey offices or residential; 3rd storey residential √
- Mixed residential both long term tenants (owners and renters) and tourists
- Only residential, no tourists
- Don't mix the two within one development
- Only tourists, no residential

High School Students

- Residential only: √√√√√√√√ (9)
- Tourist only: ✓✓✓ (3)
- Commercial retail, food, office, community: √√√√ (4)
- If B3 contains the Northern end only there won't be enough employment opportunities ✓✓✓✓

TOPIC 2: Building Heights

Q2.1 Should we retain the height limit at 11.5m or go to 12.5m?

Stay at 11.5m ✓✓✓✓✓✓✓ | Depends on design quality | ✓ With mechanism for roof variations

Go up to 12.5m × | ✓✓ Only with strong dev controls | ✓Only with added value policing/enforcement | is 9% increase important? |Potentially okay in lower Johnson.

Comment

- Three storey below tree-line (nature dominates)
- DCP needs to be strong 3 storeys
- Building Envelope important
- Consistency of application
- · Setbacks from street could be important
- Fundamental identity of Byron Shire Council

Comment Good floor to ceiling on ground floor important

- Current height very important part of existing character
- Push to higher = not unique!
- Building envelopes important
- What height is Mercado setting precedent?
- Top-plate best 10.2ish
- Going to 12.5m applications will seek to maximise 4 storeys not 3.

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

Second floor needs higher ceilings

Heritage character important – fletcher street

High School Students

- 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 Jonson street could go higher

Floor to ceiling heights are important

Q2.2 Should the height limit be extended throughout the town centre?

Yes

No: ✓✓✓ Bay Lane

Comment

- Lawson Street 11.5m to Bay Lane
- Johnson Street Variation is good (will occur anyway)

Borders to residential should stay at 9m

High School Students

- Invisible from the beach is important
- Quicksilver shop at top of Jonson 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.

NOTE* We did a 'be a developer' exercise and 10/12 designs came back with flat rooves.

RSL is a bad example of design, poor use of space – inefficient.

TOPIC 3: Design Excellence

Q3.1 What are the important/valued characteristics of buildings in Byron Bay town centre?

Comment – Built Form Subtropical Design which incorporates:	Intangibles - Vibe Comment
Traditional roof forms	No faux architecture
• Eaves	Retaining traditional town centre businesses to serve the community (eg
• Awnings	Doctor, dentist)
Verandahs	Mix of residents in town to help regulate negatives from tourism
Open and naturally lit	

- 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

Monday 4 June 2018 Comment – Built Form

- 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

Intangibles - Vibe Comment

- 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

High School Students

- 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

<u>Design</u>

- 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

- 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)

High School Students

- 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

Some street sections no cars at all		
Q3.3 Should we promote active street frontages for all of these streets and lanes		
Yes - √ √ √ √ √ √ √	No - 0 ticks (Not every single lane – ✓ ✓ ✓ ✓)	
Opportunities – 31 May 2018	Challenges	
 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. 	 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. 	
Opportunities – 4 June 2018	Challenges	
 New businesses Utilising spaces Removal of carparking Improved safety Share car/pedestrian spaces Create more greenspace (space to escape / quiet/ child friendly) 	 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?		
High School Students Agree ✓✓✓✓✓✓✓✓✓✓	<u>Disagree</u> √√	
 Positive 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 	 Negative/Concerns 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 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?

F		
Developer Role		
 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 ✓✓		

- Encourage town centre walking, central transport is not needed, transport should go out to service ancillary parking hubs ✓ ✓
- Need to maintain personal car access for disability/aged etc.
 Residents over certain age could have permit to drive into town centre if streets become pedestrianized
- Tourist Accomodation could then run valet service out to periphery parking
- Currently clubs have minibuses that are sitting unused most of the days
- Solar train extension Rail Shuttle at southern end of track too bangalow direction
- Car Sharing
- Town Centre should have timeframe where locals can come and park for free

Location suggestions: Tyagarah, Belongil, somewhere south

- Provide/contribute to electric charging points
- Provide car/bike sharing electric preferable

High School Students

- Encouraged use of bikes bike paths, bike sharing, electric bikes
- Trains Suffolk, bangalow, mullum etc. with a stop at old bangalow road for access to school ✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓
- Trams/shuttle bus
- Park and Ride
- Bus or T2 lane
- More public transport routes
- More diversity and options so people can choose how to travel

Q4.3 Are there some other ways in which planning controls could be used to ease congestion?

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Comment	Other suggestions	
Higher density	Toll road for tourists, residents have free toll	
	Town centre congestion charge, free for residents/low emission vehicles	
	T3 lane along Shirley Street	
	Needs to be incentives/penalty to change car use behaviours	
	Get rid of the 45 degree angle parking and make wide bike paths	
Q4.4 What are your views about how car sharing could work in Byron Township?		
Comment	Comment	
(19)	Lets try it!	
	Critical mass is key, density is key! Need less dispersed zoning and more	

(1) x	mixed use.
High School Students VVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVV	 Comments Will need to be very reliable for people to be able to depend on it. Won't suit everyone Can we use it on our P Plates? We also want bike sharing – more bikes and some cars Tourists (Backpackers) like and will want the experience of hitchhiking