

Presentation to the IPC hearing on Short Term Rental Accommodation and housing in Byron Shire

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Short-term Holiday Letting in NSW

Options Paper

July 2017

Concentration of STHL Ownership

In its submission to the Parliamentary Committee, Inside Airbnb reported that 25% of entire home listings are rented out by hosts with more than one listing¹³.

Concentration of ownership of dwellings, solely for the purpose of using them for STHL could create 'virtual hotels' where the 'rooms' are dispersed across NSW. There is currently little or no evidence of concentration of ownership, or of any adverse impacts from 'virtual hotels' in NSW.

Some jurisdictions are regulating the number of properties a host can advertise. In NSW, any attempt to regulate STHL ownership may be anti-competitive and would need to be carefully considered.

Rental and Affordable Housing Stock

The continued growth of STHL is occurring at the same time as the housing market is generally becoming less affordable, particularly in metropolitan Sydney and highly patronised holiday destinations such as Byron Bay. In these areas, some consider that STHL has the potential to compete against traditional forms of residential tenancy.

However, the limited evidence currently available suggests that the impact of STHL on rental availability is negligible.

Sector-wide, transparent data collection and reporting from industry may help to ensure the issues can be monitored to facilitate an informed response from Government.

A social
experiment that
has failed.

STRA has delivered
'virtual hotels' in
residential areas –
a Perfect Stay has
over 200 listings
and drained the
pool of long-term
rentals.

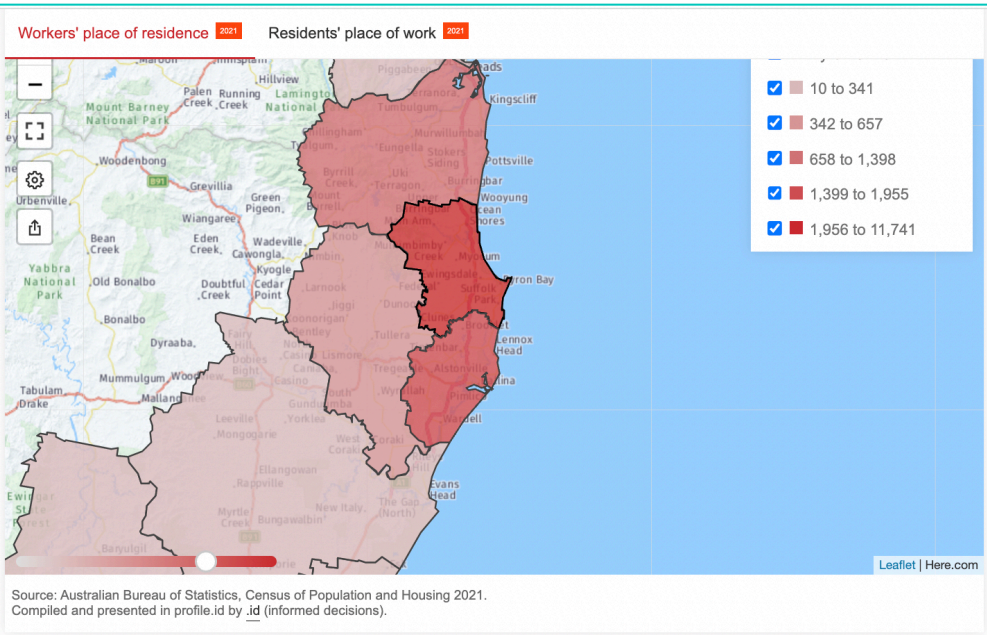
How many houses, how many people?

- The average household size is 2.44 people per dwelling
- Even if only half of these STRAs were formerly long-term rentals, that is 4786 people that have had to move somewhere else
- Where did they go?

Source	Total listings	% Dwelling stock*
DPE STRA register	2389	14%
Inside Airbnb	3129	18.5%
AirDNA (includes Stayz)	3923	23%

*16,919 dwellings <https://profile.id.com.au/byron/dwellings>

- Home
- Population highlights
- Area profiles**
 - About the profile areas
 - Population >
 - How old are we? >
 - Who are we? >
 - What do we do? >
 - How do we live? >
- Specialist profiles**
 - Locality snapshots
 - Migration profile >
 - Journey to work >**
 - SEIFA - disadvantage >
- Post-Census updates**
 - Building approvals
 - JobSeeker recipients
- Supporting information**
 - About community profile >
 - Explanatory notes >
 - Site map
 - Sign in
- Downloads**
 - Reports >
- Other resources**
 - Latest updates
 - Related sites
 - Training videos
 - Help centre
 - Nat'l Demographic Indicators
 - Nat'l Economic Indicators



Residential location of local workers by LGA

export reset

LGA	2021	
	Number	Percentage
Byron Shire	11,741	70.9
Ballina	1,955	11.8
Tweed	1,398	8.4
Lismore	657	4.0
Gold Coast	341	2.1

Workers in Byron – **4817** (29.1%) live outside of the Shire.

Most come from neighbouring Shires:

Ballina: 1,955
 Tweed: 1,398
 Lismore: 657
 Gold Coast: 341
TOTAL: 4,351

Congestion on our roads, particularly into Byron Bay, is a worsening issue, particularly at peak times. If workers can't live here they have to drive in – over 4000 of them,

The influx of extra cars cannot properly be managed in a limited space such as Byron Bay or even Mullumbimby. This has multiple impacts:

- traffic circulation - long waits on entry into towns and circling for available parking
- degrades road infrastructure
- parking – there is an overflow into residential areas because long day parkers want to avoid paid parking areas
- impacts on the amenity of residents and visitors
- business: many Byron residents avoid going to the Industrial estate for several hours a day when traffic is bad

The screenshot shows the Infrastructure Australia website. The page title is 'M1 Pacific Motorway: Byron Bay interchange capacity'. A progress bar at the top indicates the project is in the 'EARLY STAGE PROPOSAL' phase (1 of 5). The page includes a 'LOCATION' section for 'Ewingsdale, NSW' and a 'GEOGRAPHY' section for 'Smaller cities'. A map of Australia is visible in the background.

Infrastructure Australia report 2019

Problem

The intersection of M1 Pacific Motorway and MR545 is the key interchange to Byron Bay on the North Coast of New South Wales.

Commuter and tourism traffic is leading to growing congestion at this intersection, particularly during peak times. Traffic queues are often between 500 m to 2 km along the M1 to and onto the MR545.

Since 1999, traffic volumes have grown strongly by around 3% per year. This growth is expected to continue as tourism grows

in the region. In 2019, an average of over 22,500 vehicles used the corridor each day.