

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, 11 October 2022
Time	10.30am

Phil Holloway
Director Infrastructure Services

I2022/1425
Distributed 04/10/22

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 4 October 2022

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 JHR- McAuleys Lane Overbridge Repairs works- Road Closure..... 3
6.2 Durrumbul Pre-School Road Safety Improvements 9

7. EVENTS

- 7.1 Event - Falls Festival 2022/23 12
7.2 DA10.2022.372.1 - North Byron Hotel Traffic Management Plan - Byron Bay
Craft Beer and Cider Festival/ Caper Event..... 66

8. FOR INFORMATION ONLY

- 8.1 Byron Bay Traffic and Pedestrian Management Strategy for the Christmas &
New Years Eve period 2022 97

REGULATORY MATTERS

Report No. 6.1 JHR- McAuleys Lane Overbridge Repairs works- Road Closure

5 **File No:** I2022/856

Summary

10 Council has received a s138 Roads Act application by UGL Regional Linx for the closure of McAuley's Lane Myocum railway overbridge for the purpose of 'renew defected components' throughout structure'. A Traffic Guidance scheme for the closure and repair works has been received

15 It is noted the applicant (State Rail) representative UGL Regional Linx made application for the closure in Nov 2021, however this was not supported by Council as the closure would limit local traffic movements as Council was undertaking significant roadworks at Possum Shoot Myocum. This application was withdrawn to be relodge at a later date.

Proposed Road Closures

20 The proposed works are schedule between 25.10.22 to 29.11.22. Road closures dates are shown in the table below. Due to the overbridge being approximately 10km from the eastern detour and 5km from the western detour, the TGS attached to this report has VMB at Mullumbimby Road and Myocum Road to alert road users to the closed road.

The VMB will be installed a minimum of 7 days prior to the first closure.

The applicant also proposes to letter box drop to affected residence along McAuley's Lane and affected side roads.

25 The below schedule has periods where the road will be re-opened for traffic for seven (7) days at a time during the repair works schedule. While this can be confusing for road users, the use of VMB will assist road users before entering McAuley's Lane.

30

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.1

ROAD	SCHEDULE DATES
McAuley's Lane – Road Overbridge	<p>Construction Hours:</p> <p>Roster 1: 0700hrs to 1700hrs from Tuesday Morning 25th October through to Tuesday Afternoon 1st November 2022. Including Saturdays & Sunday (Full Rd Closures Required for 8 days) Detour route Via/ TGS used prior (Please view attached image)</p> <p>Road open (between rosters) for 6 days</p> <p>Roster 2: 0700hrs to 1700hrs from Tuesday Morning 8th November through to Tuesday Afternoon 15th November 2022. Including Saturdays & Sunday (Full Rd Closures Required for 8 days)</p> <p>Road open (between rosters) for 5 days</p> <p>Roster 3: 0700hrs to 1700hrs from Tuesday Morning 22nd November through to Tuesday Afternoon 29th November 2022. Including Saturdays & Sunday (Full Rd Closures Required 8 days)</p>

Council will also advertise the road closure on its website for 7 days.

Traffic Control

5 It is proposed to manage traffic during the above road closures through the implementation of Traffic Guidance Schemes (E2022/91131). See Attachment 1 for more details.

10 RECOMMENDATION:

That:-

1. The Local Traffic Committee note the road closures of McAuley's Lane which includes the following temporary road closures dates & times below:

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.1

McAuley's Lane – Road Overbridge	<p>Construction Hours:</p> <p>Roster 1: 0700hrs to 1700hrs from Tuesday Morning 25th October through to Tuesday Afternoon 1st November 2022. Including Saturdays & Sunday (Full Rd Closures Required for 8 days) Detour route Via/ TGS used prior (Please view attached image)</p> <p>Road open (between rosters) for 6 days</p> <p>Roster 2: 0700hrs to 1700hrs from Tuesday Morning 8th November through to Tuesday Afternoon 15th November 2022. Including Saturdays & Sunday (Full Rd Closures Required for 8 days)</p> <p>Road open (between rosters) for 5 days</p> <p>Roster 3: 0700hrs to 1700hrs from Tuesday Morning 22nd November through to Tuesday Afternoon 29th November 2022. Including Saturdays & Sunday (Full Rd Closures Required 8 days)</p>
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2. That the approval provided in Part 1 is subject to:

a) implementation of the Traffic Guidance Scheme by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;

5 b) the Road closure be notified on Council's web page;

c) That the UGL Regional Linx:

- 10 • inform the community and businesses that are directly impacted (eg with driveway access to McAuleys within 500m of Rail over bridge via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;
- liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;
- consulting with emergency services and any identified issues be addressed;
- holding \$20m public liability insurance cover which is valid for the event;
- 15 • Road closures not occur during NSW School Holiday periods.

Attachments:

1 117469 - UGL - McAuleys Ln Myocum -TGS(2), E2022/91131 , page 6 

20

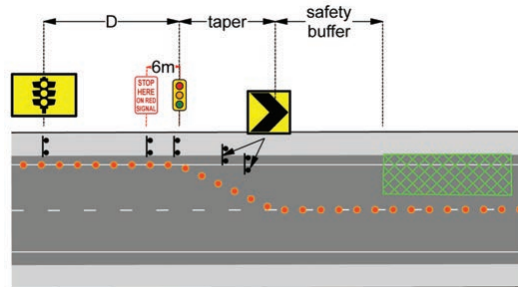


TGS Guidelines

* These TGS Guidelines are for reference purposes only & may not be suitable or applicable in all circumstances. If unsure of the setup required, contact your supervisor.

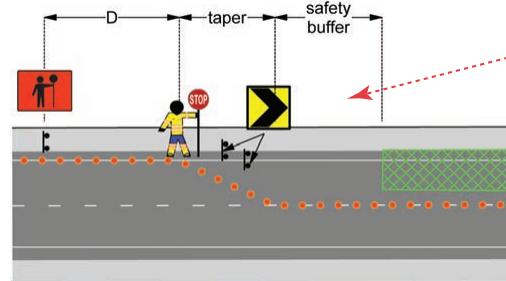
Traffic Control Types

PTCD (Portable Traffic Control Device)



A PTCD must be used instead of a manual traffic controller for all work sites under traffic control when the existing permanent speed limit is above 45km/h. This requirement is not applicable to instances and environments of emergency response.

TC (Manual Traffic Controller)



A TC may be used provided all of the following conditions are met:

- Use of a PTCD is demonstrated to not achieve the safest outcome;
- The decision to use a manual traffic controller instead of a PTCD is documented in the TMP or supporting risk assessment; and
- Approval is granted by the one-up manager of the PWZTMP qualified person responsible for the works relevant TMP.

Safety Buffer

A safety buffer is the unoccupied space between the taper and work areas, and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30 m must be provided prior to the work area for the safety buffer.

Safety buffers are not required on departure, however if road users are able approach the work area from either end, a safety buffer must be provided at both ends of the work area.

Roadworks and storage of vehicles, plant, equipment and stockpiled materials must not occur in safety buffers. Road workers must not occupy the safety buffer area except when accessing the work area.

Tapers

Recommended Taper Lengths

Existing permanent speed limit (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP.

Multiple Tapers

Existing permanent speed limit (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
Greater than 66 - 75	1.5D

When installing multiple tapers, the minimum distance between each taper.

Spacing of Cones & Bollards

Purpose and usage	Speed zone of device location (km/h)	Maximum spacing (m)
On approach to a traffic controller position (centreline or edge line)	All cases	4
Merge tapers	55 to 75 greater than 76	9 12
Lateral shift tapers	55 to 75 greater than 76	12 18
Protecting freshly painted lines	55 to 75 greater than 76	24 60*
All other purposes	less than or equal to 55 56 to 75 greater than 76	4 12 18

Where traffic volumes are high or other conditions warrant it, consideration should be given to reducing the spacing of cones to as close as 1 m to prevent traffic taking a wrong turn through cones or bollards.



TGS Guidelines

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Speed Zones

Speed Zone	Selection Criteria
80 km/h	<p>The speed limit must be reduced to 80 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are between 3 m and 6 m of a traffic lane with no intervening physical barrier; There are changed traffic conditions on the site such as, reduction in the number or width of lanes and varying surfaces; or A transition zone is required in 110 km/h zones where a 60 km/h or a 40 km/h roadwork speed zone is used and the use of a Speed Limit AHEAD (G9-79) sign is considered inadequate.
70 km/h	<p>The speed limit may be reduced to 70 km/h where:</p> <ul style="list-style-type: none"> A Variable Speed Limit Signage is in place; Integrated Speed Limit and Lane Use Signs (ISLUS) are in place; or VMS are used to display regulatory speed zone signage.
60 km/h	<p>The speed limit must be reduced to 60 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are between 1.5 m and 3 m of traffic with no intervening physical barrier; Traffic control is used; There is frequent interaction between work vehicles and through traffic; There is a reduced standard of alignment due to the works; or There is a loose surface such as gravel or a newly sprayed bitumen seal.
40 km/h	<p>The speed limit must be reduced to 40 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier; There is a severe change in the alignment considering the surrounding speed environment; or A bridge deck has an inconsistent surface or there might be structural damage to the bridge by vehicles travelling at higher speeds.
30 km/h	<p>Traffic should be reduced to 30 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier; The existing posted speed limit of a road is 45 km/h or less; or It has been identified by divisional procedures.

Roadwork speed zones must be selected in accordance with the conditions provided above, and can be supported by using appropriate signs and devices as stated. A roadwork speed zone is only used for the duration of the need, and not used while work is not being undertaken or when road conditions have resumed to their normal operation.



"Carefulness costs you nothing.
Carelessness may cost you your life."

Dual Sign Arrangements

Dual sign arrangements are two independent signs displayed together at one position either side by side or 'stacked'.

Dual sign arrangements may be used, provided all of the following conditions are met:

- The size of both signs, including the legend, size of symbol or area occupied by the legend is unchanged from the standard sign;
- The lateral offset meets the Spacing of Sign requirements; and
- Where used in a dual sign arrangement, regulatory or detour signs must be located nearest to the travel edge of the lane.



Side-by-side dual sign arrangements



Stacked dual sign arrangements

Activating an ROL

ROAD OCCUPANCY LICENCE

LICENCE NO: 1831968

ROADS & MARITIME SERVICES (NSW)

Phone: Monday To Friday 8.30 AM - 4.30 PM

NSW

Transport Roads & Maritime Services

NON DEVELOPMENT - UTILITY MAINTENANCE

Project: None

This Activity: Fulton Hogan Spray Seal

Signs only on Northcote St as works will be on Government Rd

LOCATION

Subject Road: NORTHCOE ST

From: FLORENCE ST, KURRI KURRI

To: APPLETON AV, KURRI KURRI

Council: CESSNOCK

LICENSEE

Organisation: Workforce Road Services

Ref No: 0249607555

Name: Lisa Golding

Phone: 0437835046

ONSITE CONTACT

Name: Lisa Golding

Phone: 0249607555

https://myrol.transport.nsw.gov.au

myrol.transport.nsw.gov.au

NSW

Transport for NSW

ROL verification

ROL #

1831968

Licensee contact number

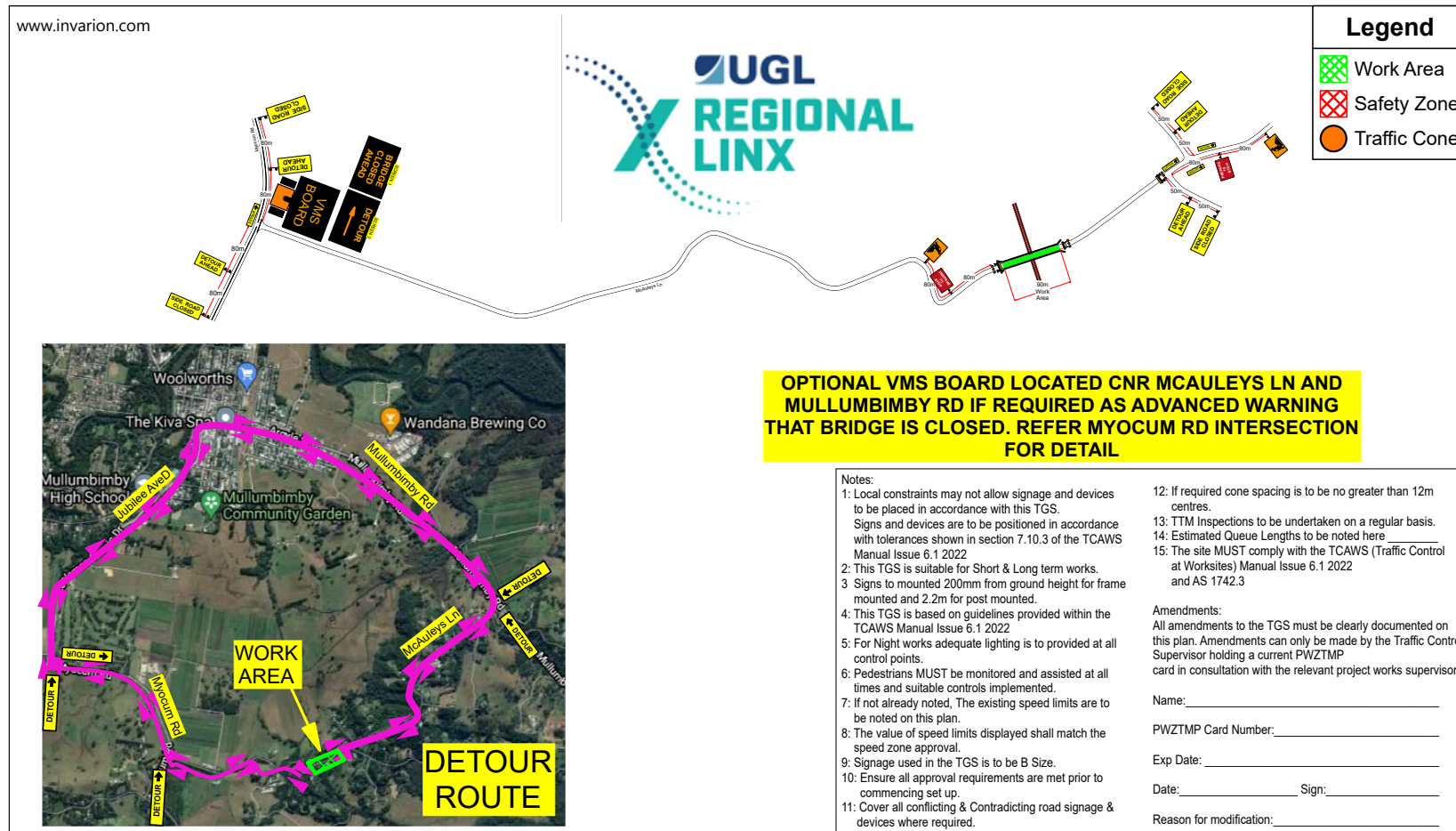
0437835046

I'm not a robot

Verify ROL

To activate an ROL

- Log onto <https://myrol.transport.nsw.gov.au>
- Enter ROL no. and licensee contact no. from ROL.
- Tick "I'm not a robot" and then click "Verify ROL".
- Next screen click "Activate shift"
- Next screen complete your details and tick boxes.
- Click "Shift location and time" and complete details.
- Click "Request shift activation"
- Finished



Revisions	No:	By:	Date:	Description:	Appr:	Job Location:	McAuleys Lane Myocum (Rail Overbridge)	TGS Designed by:	MARTIN McDONALD PWZTMP Card
1	MM	31/08/22	Issued for Implementation	SD		Client:	UGL Regional Linx		Martin McDonald PWZTMP TCT 0047517
2						Date:	31/08/22		
3						Work Activity:	Electrical Work		
4						TGS No:	117469		

Disclaimer: This guidance scheme is for Traffic Management purposes only. Workforce Road Services disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. The plan is drawn in accordance with the TCAWS manual

TGS Approved by: SIMONE HAMPTON

Simone Hampton PWZTMP TCT 0068675

Workforce Road Services

Report No. 6.2 Durrumbul Pre-School Road Safety Improvements

File No: I2022/1290

- 5 The Durrumbul Community Preschool has requested the installation of no-stopping signage on Durrumbul Road, on the inside of the blind corner on approach to the school drop-off/pick-up area.

10 There are sight distance issues from vehicles parking on the corner during pick-up and drop-off times. This issue is particularly concerning when it rains as the drop-off area is unsealed and potholed. Parents are parking closer to the road edge and cannot see the cars approaching from around the corner (refer to figure 1 and 2).

To reduce the risks in this location it is proposed to install a new 'No Stopping' area around the corner. The location of the three proposed signs is detailed in figure 3 below.



15 Figure 1: Photo Durrumbul Preschool (above)



Figure 2: Locality Map (above)



Figure 3: Propose Sign Installation (above)

RECOMMENDATION:

The Local Traffic Committee recommends that Council:

- 5 **Endorse the installation for 'No Stopping' signage to be installed as shown in the signage installation plan - Figure 3 in document I2022/1290.**

EVENTS

Report No. 7.1 Event - Falls Festival 2022/23

File No: I2022/1294

5

Council has received an application for the Falls Festival to be held on 31 December 2022 to 2 January 2023.

This was previously approved by the Local Traffic Committee (LTC) and through Council Resolution 20-453.

10

RECOMMENDATION:

15

1. That Council support Falls Festival 2022-23 to be held from 31 December 2022 to 2 January 2023 (with campers arriving from 29th December 2022 and allowed to depart no later than 3rd January 2023).

2. That Council support in Part 1 is subject to:

20

a) Approval from NSW Police and TfNSW respectively;

b) The development of a Traffic Management Plan and Traffic Control Plan(s) by those with relevant TfNSW accreditation. These plans are to be submitted to Byron Shire Council at least 2 months prior to the event for approval of traffic regulation on roads under Byron Shire control;

25

c) The Traffic Management Plan and the Traffic Control Plan to be implemented by those with relevant and current TfNSW accreditation;

d) The temporary 'No Stopping' where applied, including on Brunswick Valley Way and Tweed Valley Way (between Shara Boulevard and north to the Shire boundary), is implemented prior to the event and in accordance with relevant state requirements and Australian Standards;

30

e) A communications protocol be developed and maintained by those involved in the implementation of traffic management, including monitoring during the event and ability to implement contingency plans as and when directed;

f) Monitoring of vehicle volumes that arrive and depart the festival site and on the local road network;

g) The holding of an event debrief within the month following the festival which should include but not be limited to Council, TfNSW and Police.

BYRON SHIRE COUNCIL



LOCAL TRAFFIC COMMITTEE MEETING

7.1

3. The event organiser is to:

- a) advertise the impact of the event via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;
- b) provide a copy of the advert to Council for the Council website;
- c) give consideration to any submissions received;
- d) inform the community and businesses that are directly impacted (e.g. adjacent to the event) via written information which is delivered to the property in a timely manner. Document, consider and respond to any concerns raised;
- e) arrange for private property access and egress affected by the event;
- f) liaise with bus and taxi operators and ensure arrangements are made for provision of services during the event;
- g) consult with emergency services and address any identified issues;
- h) hold \$20m public liability insurance cover which is valid for the event; and
- i) pay Council's Road Event Application Fee and Local Traffic Committee Fee prior to the event.

Attachments:

- 1 Falls Festival 2022-2023 Traffic Management Plan - Greg Alderson Associates, E2022/91881 , page 20  

Background

This report is for the 2022/23 Falls Festival to be held from 31 December 2022 to 2nd January 2023. This event has not been held since 2019/20 due to the covid-19 pandemic.

5 North Byron Parklands has been granted permanent approval and for this event they anticipate up to 17,500 patrons and 3,000 staff and guests.

The proposed Traffic Management Plan (TMP) and Traffic Control Plan (TCP) are identical to the previous event held in 2018/19 which is considered to have run well and also had a much higher patronage. The TCP is contained within the TMP.

10 Camping areas will open 29th December 2022 and close 3rd January 2023 to help spread traffic volumes across a wider period.

Event Overview

Traffic Management

Conditions of approval require a comprehensive traffic monitoring program which has been undertaken diligently each year.

15 Generally, traffic management will remain substantially the same as last year. However, as stated within the TMP (see Attachment 1 - E2022/91881), following on from the Traffic Evaluation Report observations and recommendations for previous Falls Festival events, together with updated approvals provided under State Significant Development 8169 Development Consent, it is proposed to implement the following traffic improvements for
20 the 22/23 event:

- Gates will be open from 29 December (subject to ticket sales exceeding 20,000) to allow an additional day for camping patrons to arrive before the event commences;
- Contingency TCP is included for managing queueing incident that may have the potential to impact the Pacific Motorway;
- 25 • New egress route for northbound traffic via new Gate E to Wooyung Road, together with associated TCPs.

Note, Wooyung Road is within Tweed Shire. This egress point is for departing campers and is expected to noticeably help reduce traffic impacts within Byron Shire.

30 A number of traffic regulation measures are proposed for Tweed Valley Way and surrounding roads, namely:

- A reduced speed zone on Tweed Valley Way is proposed from approximately 540m south-east of Yelgun Road to 100m north of Jones Road. This is designed to improve safety with respect to traffic leaving the site as well as traffic queued in the right turn lane on Tweed Valley Way. This reduced speed zone continues to Jones
35 Road similarly as was done during previous festivals for service vehicles entering and exiting.

- A No Stopping zone is proposed on Tweed Valley Way and Brunswick Valley Way from Shara Boulevard in the south to the Byron Shire boundary in the north. The purpose of this is two-fold:
 - Eliminate parking by patrons not familiar with the area on Tweed Valley Way which is a high speed road;
 - Improve tools to manage trespassers, particularly from the north.

Below are two snippets from the TCP to illustrate the above proposed traffic control:

Figure 1 – No Stopping Plan

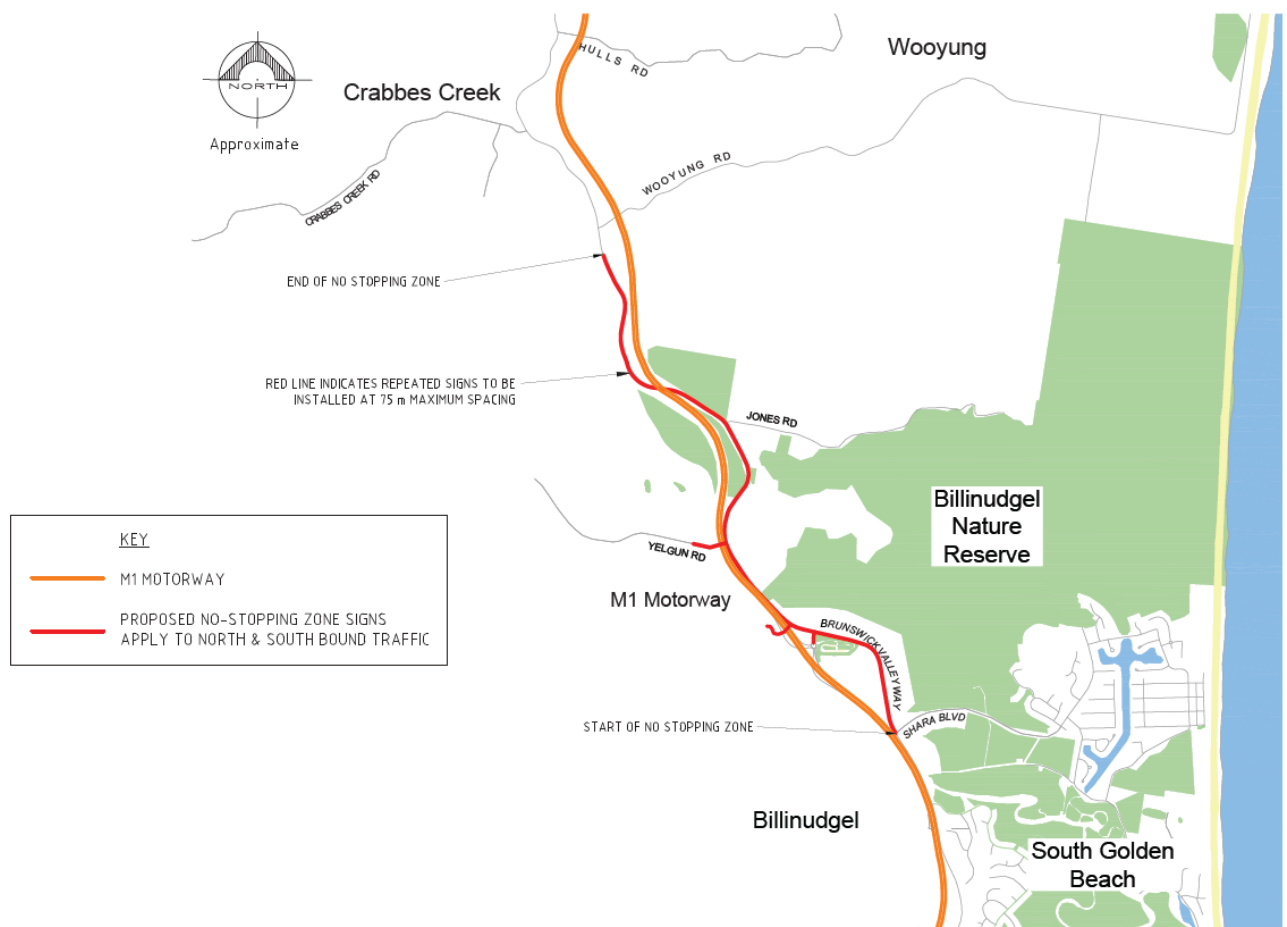
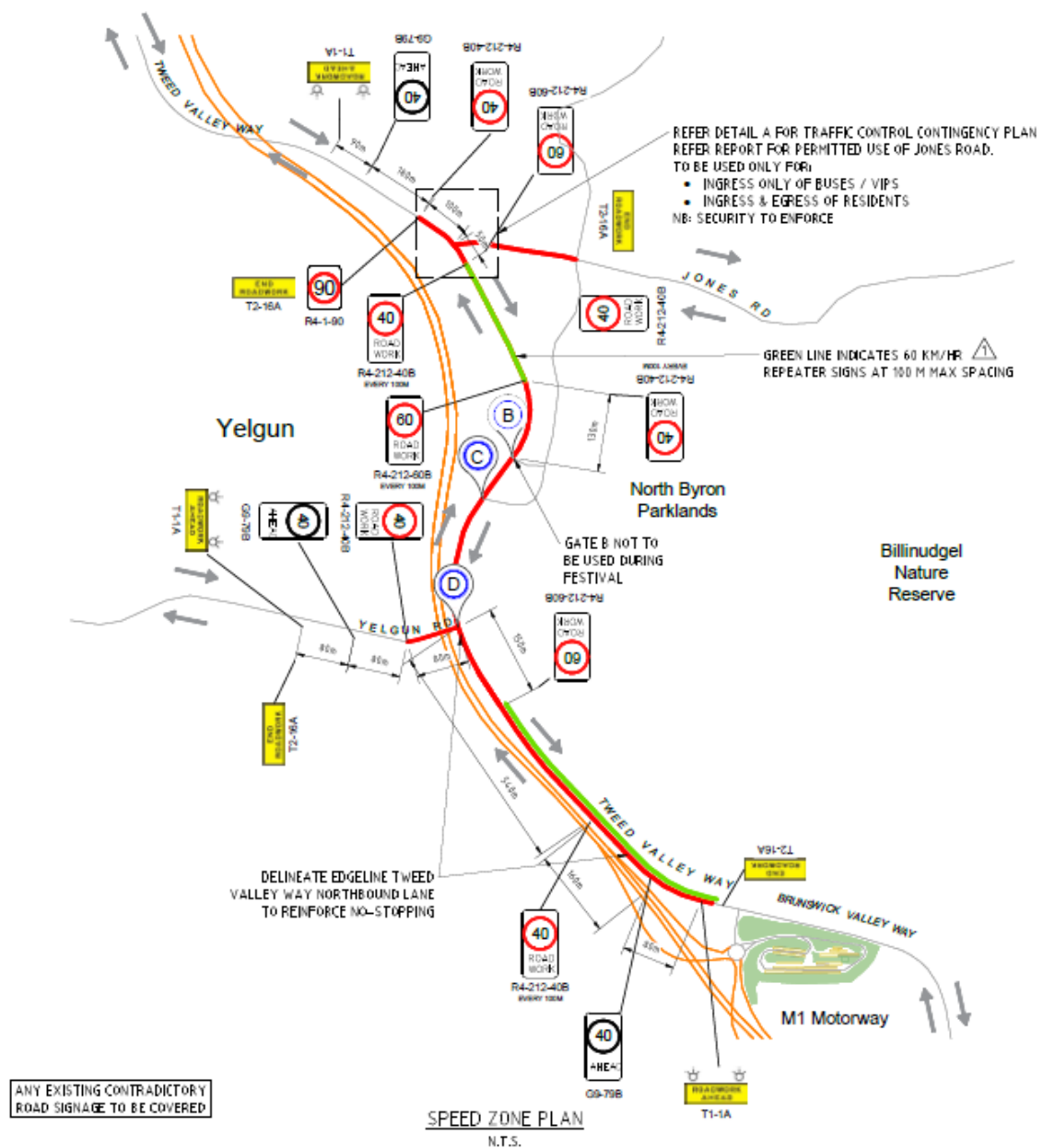


Figure 2 – Speed Zone Plan



As part of the state approval the applicant must meet the following conditions in relation to traffic management:

KEY PERFORMANCE INDICATORS

D16. The Applicant must address the KPIs in Table 6 in a PER required under Condition D17. The Planning Secretary may amend the KPIs identified in Table 6 for future events after considering the results of the PER required in Condition D17.

Table 6 Key performance indicators for a large event

Issue	Key Performance Indicators
Traffic Management	<ul style="list-style-type: none"> A minimum level of service (LoS) C is to be maintained at the Yelgun interchange including merges and diverges. The level of service for local traffic and through traffic on the Tweed Valley Way should not fall below a LoS D, with a maximum of LoS E for no more than 4 hours a day. Queue lengths on the link road between Tweed Valley Way and the Yelgun interchange must be limited to a maximum of 60 metres. Queue lengths on the interchange ramps must not be within 210 metres of the start of the ramp. On-site queuing is not to extend onto the Pacific Highway or the Tweed Valley Way at any time.

TRAFFIC MANAGEMENT

Traffic Management Plan

D27. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must:

- (a) be prepared by a suitably qualified and experienced person(s);
- (b) be prepared in consultation with BSC, TSC and RMS;
- (c) detail the measures to be implemented to ensure road safety and network efficiency, including:
 - i. ensuring no queuing on Tweed Valley Way and Yelgun Interchange off-ramps;
 - ii. details of traffic diversion strategies;
 - iii. ensuring Gate A is only used by trucks or other heavy vehicles (including buses) on event days and shoulder days associated with large and medium events; and
 - iv. ensuring local traffic movements, including residents of Jones Road and Yelgun Road, are given priority and can access their properties;
- (d) include demand management strategies to reduce private car use while promoting alternatives forms of transport; and
- (e) contain a Traffic Monitoring Program to monitor the impact of increased traffic generation on the amenity of the area and the effectiveness of the traffic management measures implemented, including but not limited to:
 - i. data collection of vehicle arrival and departure times, occupancy rates and directions of travel for staff, campers and day patrons;
 - ii. patronage of bus services, including bus occupancy rates, arrival and departure times
 - iii. modal share by vehicle type, including comparison with the modal share as described in the EIS and RTS;
 - iv. queue monitoring, background travel counts on the Pacific Highway and Tweed Valley Way and vehicle volumes on the Yelgun Interchange; and
 - v. procedures and protocols for monitoring, including frequency.

Traffic Control Plan

D29. At least two months prior to any medium or large event, the Applicant must prepare a Traffic Control Plan (TCP) for the development. The Plan must:

- (a) be prepared by a suitably qualified and RMS accredited Work Site Traffic Controller;
- (b) be submitted to the Byron and Tweed Local Traffic Committees for endorsement and submitted to BSC and TSC for approval on roads under their control;
- (c) be designed in accordance with the requirements of the RMS's Manual, Traffic Control at Work Sites Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads';
- (d) include details on reduced speed zones and special event clearways and signage to prohibit parking in the surrounding road network and in the Yelgun rest area;
- (e) include a Traffic Incident Management Plan that details a range of approved contingency measures capable of avoiding significant impacts on the level of service. The contingency plan must be fully documented and include emergency contact names and phone numbers; and
- (f) be designed to achieve the traffic key performance indicators under Condition D16.

Following approval of the TCP, a copy of the TCP must be submitted to RMS and the Planning Secretary.

Traffic Monitoring

As stated within the draft TMP:

- 5 *Although no traffic controllers are required to manage traffic under normal conditions, traffic controllers would need to be on call to assist in managing queues during any queuing on the public road that may occur as a result of unforeseen circumstances. Back of queue warning vehicles would need to be available to warn inbound vehicles on the public road of any queues ahead. It is the responsibility of the festival management to ensure the public road is monitored and potential queuing is predicted in advance of any*
- 10 *queue appearing.*

Key Issues

1. A northern egress point through to Wooyung Road (Tweed Shire) was adopted for the previous event and is being proposed again.
- 15 2. Separate approval of the TMP and TCP is required by the Transport for NSW Traffic Engineering Department.

Financial Considerations

The event organisers are to be invoiced for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2022/23.

Asset Management

- 20 Not applicable.

Policy or Regulation

Regulatory traffic signage as delegated to council for authorisation in conjunction with NSW Road Rules.

- 25 Traffic management is to be in accordance with Australian Standards and Transport for NSW guidelines.

Consultation

A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

- 5
 - Advertising the impact of the event in the local newspaper and on the Council website.
 - Informing communities and businesses that are directly impacted.
 - Liaising with bus and taxi operators.
 - Consulting with emergency services.

Legal and Risk Management

- 10 Congestion caused by the event will directly affect the Pacific Highway which is a Transport for NSW controlled asset. Therefore, separate approval of the TMP and TCP is required by the Transport for NSW Traffic Engineering Department.



TRAFFIC MANAGEMENT PLAN

**Falls Festival 2022/23
North Byron Parklands
Yelgun NSW 2483**

For: Look Up and Live Pty Ltd
Report no: 22521-TMP-A
Date: 20-Sep-22



**Greg Alderson
Associates**



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Document Information

Project name Falls Festival 2022/23
TMP

Reference 22521-TMP-A

Revision A

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BE Eng (Civil)
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TABLE OF CONTENTS

1.0 Introduction.....	5
1.1 Event Description.....	5
1.2 Event Calendar	6
1.3 Scope of Works	7
1.4 Definitions	8
1.5 Site Locality.....	8
1.6 Conditions of Consent	9
2.0 Large Event	12
2.1 Observations from Previous FFB Events.....	12
2.2 Traffic Management Approach for the Falls Festival 2022/23	12
2.3 Temporary Bus Bay Brunswick Heads.....	14
2.4 Stacked Parking and Camping	14
3.0 Traffic Impact Modelling.....	18
4.0 Contingencies and Emergency Evacuation.....	19
5.0 Monitoring for Traffic Management During the Festival	20
6.0 Risk Assessment	21
7.0 Copies of the Traffic Management Plan	22
8.0 Key Personnel Contact Details	23
9.0 Audit Checklist.....	24
10.0 Approval Condition Compliance Summary Table	26
11.0 Chain of Command.....	27
12.0 Conclusions and Recommendations	28
Appendix A – Traffic Guidance Scheme (TGS).....	29
Appendix B – Risk Assessment Register.....	30
Appendix C – Organisational Structure for Traffic Management.....	31
C.1 Organisational Structure for Traffic Management	31
C.1.1 Hierarchy Flow Chart.....	31



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LIST OF FIGURES

Figure 1 – Site locality	9
Figure 2 – Key performance indicators consent condition.....	10
Figure 3 – TMP consent conditions	10
Figure 4 – TCP (TGS) consent conditions	11
Figure 5 – Stacked camping and parking.....	15
Figure 6 – Stacked parking/camping marked in blue	17

LIST OF TABLES

Table 1 – Overview of ticket types	6
Table 2 – KPI compliance summary.....	11
Table 3 – TGS audit checklist.....	24
Table 4 – Condition compliance summary table	26

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1.0 Introduction

1.1 Event Description

Falls Festival Byron (FFB) 2022/23 is a music and arts festival that will be held from Saturday 31st December 2022 to Monday 2nd January 2023.

Falls Festival operates in such a way that it is held at other locations in the same period, so that artists can be transported between event locations. Falls Festival has been held successfully in this format at Marion Bay in Tasmania and Lorne in Victoria for over 25 years.

Falls Festival was held at North Byron Parklands for the first time during the 2013/14 New Year's Eve period and has been held there each year since that date except for during the 2020/21 and 2021/22 New Year's Eve period due to the restrictions in place related to COVID-19. All previous FFB events have been a success from a traffic engineering perspective, with no major impacts on the public roads during peak arrival periods.

Although the event days are 31st December 2022 until 2nd January 2023, the campgrounds will open on Friday 30th December 2022 and close on Tuesday 3rd January 2023, allowing camping patrons to arrive a day before the festival begins if they choose to purchase the appropriate ticket.

Opening the site for early camper arrivals on Thursday 29th December 2022 is an option that may be implemented if the number of patrons is expected to exceed 20,000 per day. This early camper ingress period is expected to be an effective measure to reduce the likelihood of any significant queuing incidents on Tweed Valley Way during ingress.

Smaller events are unlikely to have peak arrival periods causing queueing external to the site and therefore will not require an additional camper arrival day. In addition to camping tickets which are sold separately, three types of tickets will be sold for this event and are summarised in Table 1. The anticipated number of each ticket is also included in Table 1.

It is anticipated that the number of patrons attending the festival will be less than 20,000 patrons per day. Festival management will monitor sales of camping tickets to confirm this assumption remains true. If it appears as though the number of campers will exceed that in previous years, contingency plans will be implemented.

It is anticipated that camping vehicles arriving to the site will not likely breach any key performance indicators (KPIs) for the event. Based on previous festivals and the anticipated number of tickets for this year's event, the estimated camper arrival profile is as follows:

- Friday 30th December – 70% of camping patrons
- Saturday 31st December, Sunday 1st & Monday 2nd January – 30% of camping patrons
- Tuesday 3rd January – Egress



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Table 1 - Overview of ticket types

Ticket name	Arrival dates	Festival entry dates	Departure date	Anticipated number of tickets
3-day Festival Ticket	29, 30 and 31 Dec	31 Dec – 2 Jan	3 Jan	15,000
2-day Festival Ticket	31 Dec or 1 Jan	31 Dec – 1 Jan or 1 Jan – 2 Jan	2 or 3 Jan	2,500
1-day Festival Ticket	31 Dec or 1 Jan or 2 Jan	31 Dec or 1 Jan or 2 Jan	1, 2 or 3 Jan	1,500
Camping Ticket	Applies as additional ticket to all above			

FFB will function as an approved 'Large Event' under the current approvals, with an anticipated maximum patronage being less than the 35,000 people with additional staff, stallholders, contractors and guests.

Validity of this TMP and associated traffic guidance scheme (TGS) is subject to compliance with these predicted attendance numbers. If the camping and also providing the additional camping arrival day on 29th December to reduce peak arrivals of camping vehicles.

1.2 Event Calendar

The festival schedule can be summarised as follows:

Wednesday 30 th December 2022	Campgrounds open day 1
Thursday 31 st December 2022	Event Day 1
Friday 1 st January 2023	Event Day 2
Saturday 2 nd January 2023	Event Day 3
Sunday 3 rd January 2023	Campground closure, camper departure

Car pass sales are used to control arrival days of patrons who bought a camping ticket for the event. In previous years, typically 60% of car passes are sold for campers to arrive on 30th December, with the remaining 40% for 31st December. For the 2022/23 event, festival management will monitor sales of camping tickets to confirm the distribution of camping tickets remains similarly distributed or is better distributed than previous events across camper arrival period. With the anticipated number of patrons being less than previous events, it is expected that equally distributing camper arrivals across 30th December and 31st December will not be as critical as in previous events.

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Some campers may depart on night of the 2nd January but it is believed that the majority of campers would leave the site on the 3rd January, the day that the camping area will close.

1.3 Scope of Works

Greg Alderson & Associates (GAA) have been engaged by Look Up and Live Pty Ltd to provide a Traffic Management Plan (TMP) for Falls Festival 2022/23 at North Byron Parklands, Yelgun, NSW.

The primary function of this TMP is to prescribe traffic management and control procedures for Falls Festival 2022/23 at North Byron Parklands to ensure the safety of both the general public and staff throughout the event and to satisfy the conditions of consent as set out in the Development Approval from the Independent Planning Commission, dated 13th March 2019.

This TMP will focus on the main aspects of the project that will affect public road users including temporary and permanent lane closure/road closure to undertake various repairs to road infrastructure.

This TMP has been prepared in accordance with the following standards, specifications and guidelines:

- Guide to Traffic and Transport Management for Special Events Version 3.5
- Transport for NSW (TfNSW) Traffic Control at Worksites Technical Manual (TCWS) Version 6.1
- Australian Standards (AS1742 in particular)
- Quality Assurance specifications
- Austroads Guide to Traffic Management

It is noted that GAA have also developed a Traffic Monitoring Plan (TMoP) for the Falls Festival 2022/23 event in conjunction with this TMP. The TMoP is a separate document which sets out data collection methods to ensure accurate data is collected throughout the festival. This festival traffic data will be used to assess the performance of past events and assist in the planning of future events at North Byron Parklands.

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1.4 Definitions

AADT	Average Annual Daily Traffic; average traffic volume per day after application of correction factors
ADT	Average Daily Traffic; average traffic volume per day, based on a limited survey period, typically 1 week
Background Traffic	Traffic composition as would typically exist without superposition of event traffic
BEF	Byron Events Farm
BSC	Byron Shire Council
BVW	Brunswick Valley Way
FFB	Falls Festival Byron
Heavy Vehicle	For the purposes of this report; anything other than a pedestrian, cyclist, motorbike or car
KPI	Key Performance Indicator; as defined in the conditions of consent for the development
LOS	Level of Service; Service level of roads based on certain traffic statistics as defined in other documents
NBP	North Byron Parklands
Peak Flow Rate	Hourly volume of vehicles during busiest part of assessment period
PER	Performance Evaluation Report
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan
TSC	Tweed Shire Council
TWW	Tweed Valley Way

1.5 Site Locality

The subject site is formally known as Lots 46, 402-404, 410 DP 755687; Lots 10, 12, 14 DP 875112; Lots 2, 12 DP 848618; Lot 101 DP 856767; Lots 30-31 DP 880376; Lots 101-102, 107 DP 1001878; Lot 1 DP 1145020, Tweed Valley Way and Jones Road, Yelgun. The southernmost entry to the site is located at approximately 1km to the North from the Yelgun Interchange and Yelgun Rest Area. Figure 1 depicts the location of the site with respect to its locality.



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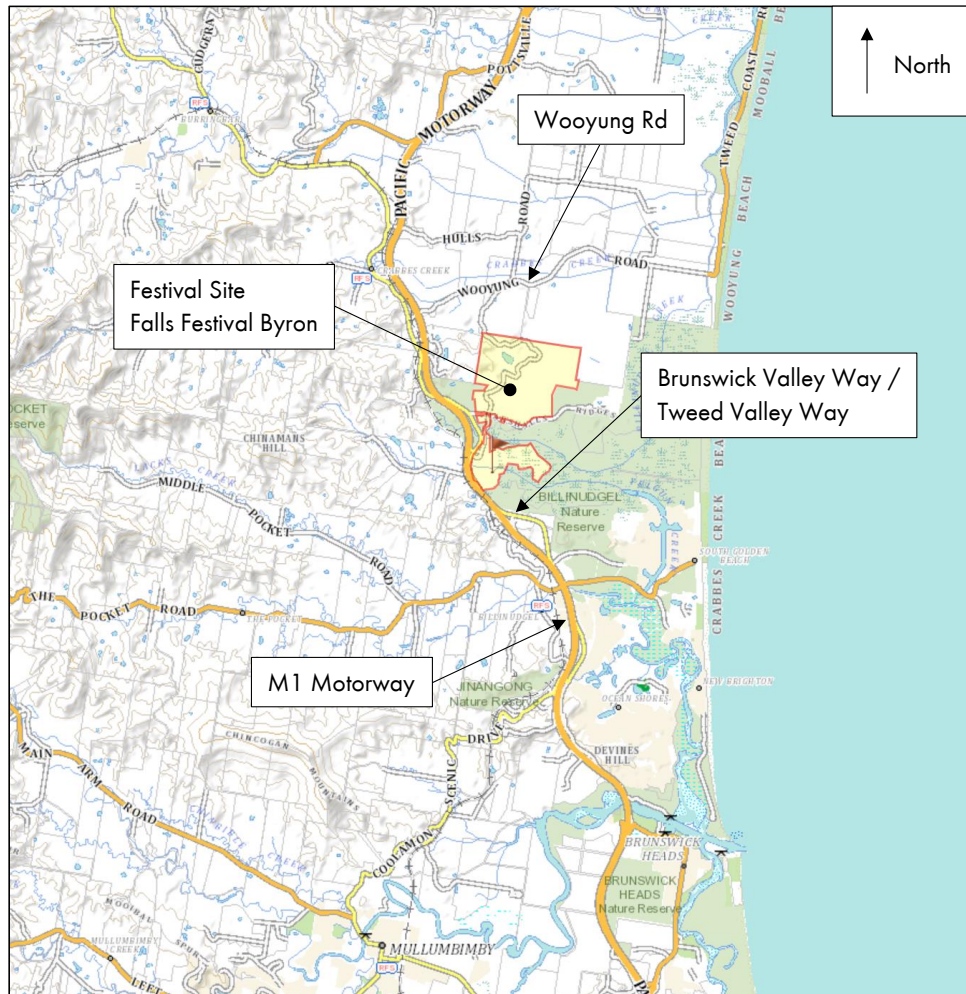


Figure 1 - Site locality

1.6 Conditions of Consent

Figure 2 to Figure 4 provide an overview of the consent conditions that have been provided to this office detailing the various conditions and key performance indicators (KPIs) that are relevant to the festival traffic operation and are thus relevant to this TMP. This TMP is therefore formally responding to those conditions. A KPI compliance summary table is provided in Table 2 following Figures 2 to 4. The KPI compliance from the 2019/20 FFB event are shown in Table 2, with the event complying with all KPIs.

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KEY PERFORMANCE INDICATORS	
D16. The Applicant must address the KPIs in Table 6 in a PER required under Condition D17. The Planning Secretary may amend the KPIs identified in Table 6 for future events after considering the results of the PER required in Condition D17.	
Table 6 Key performance indicators for a large event	
Issue	Key Performance Indicators
Traffic Management	<ul style="list-style-type: none"> A minimum level of service (LoS) C is to be maintained at the Yelgun interchange including merges and diverges. The level of service for local traffic and through traffic on the Tweed Valley Way should not fall below a LoS D, with a maximum of LoS E for no more than 4 hours a day. Queue lengths on the link road between Tweed Valley Way and the Yelgun interchange must be limited to a maximum of 60 metres. Queue lengths on the interchange ramps must not be within 210 metres of the start of the ramp. On-site queuing is not to extend onto the Pacific Highway or the Tweed Valley Way at any time.

Figure 2 – Key performance indicators consent condition

TRAFFIC MANAGEMENT	
Traffic Management Plan	
D27. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must:	
(a)	be prepared by a suitably qualified and experienced person(s);
(b)	be prepared in consultation with BSC, TSC and RMS;
(c)	detail the measures to be implemented to ensure road safety and network efficiency, including: <ol style="list-style-type: none"> ensuring no queuing on Tweed Valley Way and Yelgun Interchange off-ramps; details of traffic diversion strategies; ensuring Gate A is only used by trucks or other heavy vehicles (including buses) on event days and shoulder days associated with large and medium events; and ensuring local traffic movements, including residents of Jones Road and Yelgun Road, are given priority and can access their properties;
(d)	include demand management strategies to reduce private car use while promoting alternatives forms of transport; and
(e)	contain a Traffic Monitoring Program to monitor the impact of increased traffic generation on the amenity of the area and the effectiveness of the traffic management measures implemented, including but not limited to: <ol style="list-style-type: none"> data collection of vehicle arrival and departure times, occupancy rates and directions of travel for staff, campers and day patrons; patronage of bus services, including bus occupancy rates, arrival and departure times modal share by vehicle type, including comparison with the modal share as described in the EIS and RTS; queue monitoring, background travel counts on the Pacific Highway and Tweed Valley Way and vehicle volumes on the Yelgun Interchange; and procedures and protocols for monitoring, including frequency.

Figure 3 – TMP consent conditions

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Traffic Control Plan	
D29.	At least two months prior to any medium or large event, the Applicant must prepare a Traffic Control Plan (TCP) for the development. The Plan must:
(a)	be prepared by a suitably qualified and RMS accredited Work Site Traffic Controller;
(b)	be submitted to the Byron and Tweed Local Traffic Committees for endorsement and submitted to BSC and TSC for approval on roads under their control;
(c)	be designed in accordance with the requirements of the RMS's Manual, Traffic Control at Work Sites Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads';
(d)	include details on reduced speed zones and special event clearways and signage to prohibit parking in the surrounding road network and in the Yelgun rest area;
(e)	include a Traffic Incident Management Plan that details a range of approved contingency measures capable of avoiding significant impacts on the level of service. The contingency plan must be fully documented and include emergency contact names and phone numbers; and
(f)	be designed to achieve the traffic key performance indicators under Condition D16.
Following approval of the TCP, a copy of the TCP must be submitted to RMS and the Planning Secretary.	

Figure 4 – TCP (TGS) consent conditions

Table 2 – KPI compliance summary

Description	Criterion	KPI met (Y/N)				
		29 th Dec	30 th Dec	31 st Dec	1 st Jan	2 nd Jan
Maximum queue length on northbound off-ramp	210 m from start of diverge	Y	Y	Y	Y	Y
Maximum queue length on southbound off-ramp	210 m from start of diverge	Y	Y	Y	Y	Y
Minimum Level of Service on Yelgun Interchange	C	Y	Y	Y	Y	Y
Minimum Level of Service along Tweed Valley Way	D (E up to 4 hours daily)	Y	Y	Y	Y	Y
Maximum queue length on Link Road	60 m	Y	Y	Y	Y	Y
On site queuing not to extend to Pacific Hwy	0 m	Y	Y	Y	Y	Y
On site queuing not to extend to Tweed Valley Way	0 m	Y	Y	Y	Y	Y

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2.0 Large Event

The Independent Planning Commission gave development approval for the site on the 13th of March 2019 for a variety of events including "Large" events such as the proposed Falls Festival Byron 2022/23 event.

This is the first year in which Falls Festival will be operating under a "Large" event profile. Previous Splendour in the Grass (SITG) events have been successfully run at this scale or larger at the site. As such, lessons learned from previous SITG events may be directly applicable to the upcoming event.

The event manager can familiarise themselves with previous SITG Traffic Evaluation Reports and TMPs for additional relevant information, noting that SITG is a different type of festival that has significantly higher attendance by day patrons.

2.1 Observations from Previous FFB Events

From a traffic engineering perspective, Falls Festival Byron 2018/19 and 2019/20 had many successes, with highlights including reductions in illegal parking at the Yelgun Rest Area and fewer pedestrian movements on the Tweed Valley Way. Two minor failures from the previous 2017/18 event in regard to the given KPIs were rectified and traffic movements were greatly improved. No KPI breaches were observed during the 19/20 event.

As recommended previously, contingency traffic guidance schemes (TGSs) will also be required to ensure safe traffic management in the event of KPI breaches.

The adopted Traffic Management Plan SSD 8169 (under the issued consent), recommends bump trucks be available for contingency measures on the Pacific Highway and that mobile VMS vehicles are used for end of queue warning along Tweed Valley Way/ Brunswick Valley Way. These shall be available on standby if required.

2.2 Traffic Management Approach for the Falls Festival 2022/23

During previous Falls Festivals, it was observed that during the holiday period, background traffic volumes on Tweed Valley Way and Brunswick Valley Way did not increase significantly. Although traffic volume increases on the Pacific Motorway were monitored, correlation with increases on Tweed Valley Way and Brunswick Valley Way was minimal.

During previous events, traffic controllers were placed on standby to manage any congestion that may have occurred during arrival periods. Generally, no issues have been observed, however contingency traffic management was implemented on Tweed Valley Way during the queuing incident on Saturday 30th December 2017, along with internal traffic contingency measures including on site queuing utilising a carpark "snake".



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It is expected that the queueing observed in 2017 is likely to be prevented by opening the site on 29th December for camping arrivals if patronage is in excess of 20,000. If any incident occurs, there is a documented contingency TGS that would be implemented. In addition to this, the Transport for NSW (TfNSW) traffic operations centre stationed at St Helena would be contacted to implement electronic warning signage on the permanent signs on the motorway and at Ewingsdale Road to warn motorists approaching the area on the motorway.

Mobile VMS vehicles will be used to warn motorists of end-of queue approaches.

Traffic controllers are implemented at Gate C during the camping departure day with the successfully trialled 2-lane departure. Traffic controllers will be on standby to implement TGSs at Gate E and Tweed Valley Way/ Wooyung Road intersections during camping departure day as required.

At the 2019/20 event, the Levels of Service on Tweed Valley Way were satisfactory during departures, particularly for northbound vehicles there is capacity for a higher departure rate. This will be monitored again this year including during the departures from Gate E.

This year, traffic controllers are proposed to be used on the public roads as required:

- Gate C during the 2-lane camping departure;
- Jones Road for managing heavy vehicle arrivals;
- Gate E to manage camping departures;
- Wooyung Road/Tweed Valley Way intersection during camping departures.

A reduced speed zone on Tweed Valley Way is proposed from approximately 540m south-east of Yelgun Road to 100m north of Jones Road. Free flow vehicle speeds on Tweed Valley Way are relatively high, in particular on the downhill section from Jones Road towards Gate B. Reducing the speed limit at the site frontage will improve safety with respect to traffic leaving the site as well as traffic queued in the right turn lane on Tweed Valley Way. This reduced speed zone is continued to Jones Road similarly as was done during previous festivals for service vehicles entering and exiting Jones Road.

A no stopping zone is proposed on Tweed Valley Way and Brunswick Valley Way from Shara Boulevard in the south to the Byron Shire boundary in the north. The purpose of this is two-fold:

- Eliminate parking by patrons not familiar with the area on Tweed Valley Way which is a high-speed road;
- Improve tools to manage trespassers, in particular from the north.

Similar to recent Splendour in the Grass and Falls events at North Byron Parklands, patrons travelling along the Pacific Motorway will be encouraged to exit the Motorway at Pottsville and at Brunswick Heads to alleviate pressure on Yelgun Interchange. Experience with previous events has



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shown that this method is particularly effective for campers who are not as familiar with the local road network as local day patrons.

2.3 Temporary Bus Bay Brunswick Heads

The Traffic Control Plan, includes a plan for Temporary Bus Bay Park Street, Brunswick Heads. The purpose of this plan is to provide a safer bus stop for the expected increase in bus patronage due to the Falls Festival.

It is proposed that the Park Street bus stop will also be utilised by the Falls Shuttle bus service. The implementation of the temporary bus bay plan includes:

1. Falls Festival intends to provide a security guard at this bus stop to ensure crowd control and to keep the footpath adjacent to the bus stop passable.
2. Falls Festival will also provide a clean-up team to service this area. This would ensure that the bus stop area remains clean and tidy so that the Brunswick Community and Council are not left with a clean-up problem as a result of the additional bus patronage due to the festival.
3. Water filled barriers, as per the Temporary Bus Bay Plan, are proposed to provide added safety for patrons. The need for these barriers is because the footpath at the location of the bus stop is raised and there is a garden bed, both of which reduce the available footpath space for persons waiting for buses.

This plan has been prepared to address a request from local shop keepers in Park Street that sought to have additional facilities for the increased bus patronage as a result of the similar festivals in the past.

2.4 Stacked Parking and Camping

It is proposed to carry out stacked camping and parking at the Falls Festival Byron. This method has been tried and tested at the Falls & Splendour festivals in Byron. A schematic figure of this arrangement is depicted in Figure 5.



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Figure 5 - Stacked camping and parking

The process of stacked parking and camping is as follows.

As camper vehicles arrive, they are directed to a certain area, where they will be parked behind the car in front of them and parallel to vehicles besides them. The patrons then set up their tent next to their car. An aisle is kept free between two rows of tents for pedestrian and firefighting purposes.

After the patrons have parked their car, it will not be physically possible to leave the campgrounds in their own car before the car in front of them has done so. Thus, there will be no private car traffic generation by 2- and 3-day campers during event days. Private car traffic generation by campers resulted in significant traffic volumes during the festival days of a previous Falls Festival. This issue has thus been resolved.

Charter buses will be sourced by festival management to ensure sufficient transport capabilities are available during the festival, in particular for day trippers to Pottsville, Brunswick Heads and Byron Bay. We understand that in recent years, additional bus trips are scheduled for Brunswick Heads and less trips for Byron Bay to alleviate the congestion at Byron Bay and improve the economic benefits to local business in Brunswick Heads.

Internally, as the separation between car parking and camping has been removed (as is depicted in Figure 6), there is increased flexibility for directing traffic flows through the site. Any congestion due to ticketing issues or wet weather can thus be more easily negated.



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It should be noted that this system of stacked parking and camping fundamentally differs from the combined parking and camping that caused the congestion during SITG 2013. During that festival, there was insufficient infrastructure in place to direct traffic flows and also the camping and parking was ad-hoc, not structured. The proposed structured parking/camping system for the coming Falls Festival at Byron has been tried and proven at the Falls festival in Lorne for years and also for recent Falls Festival Byron and Splendour in the Grass events.

Festival management will liaise with the NSW Police to encourage vehicle searches to occur after vehicles have been parked in order to prevent any delays during peak arrival periods. Ticketing by mobile ticketing stations also occurs after vehicles have been parked.

Lastly, we have been informed that the stacked parking/camping system is likely to improve patron experience on the camper's departure day. Patrons will better understand that they cannot leave the site until the vehicle in front of them has left, thus enhancing acceptance of delays.

In summary the benefits of the structured stacked parking/camping system are as follows:

- Elimination of private vehicle traffic generation by day trippers during the festival;
- More efficient use of space;
- Improved convenience for campers, having the tent set up next to their car;
- Improved patron experience during the departure day.

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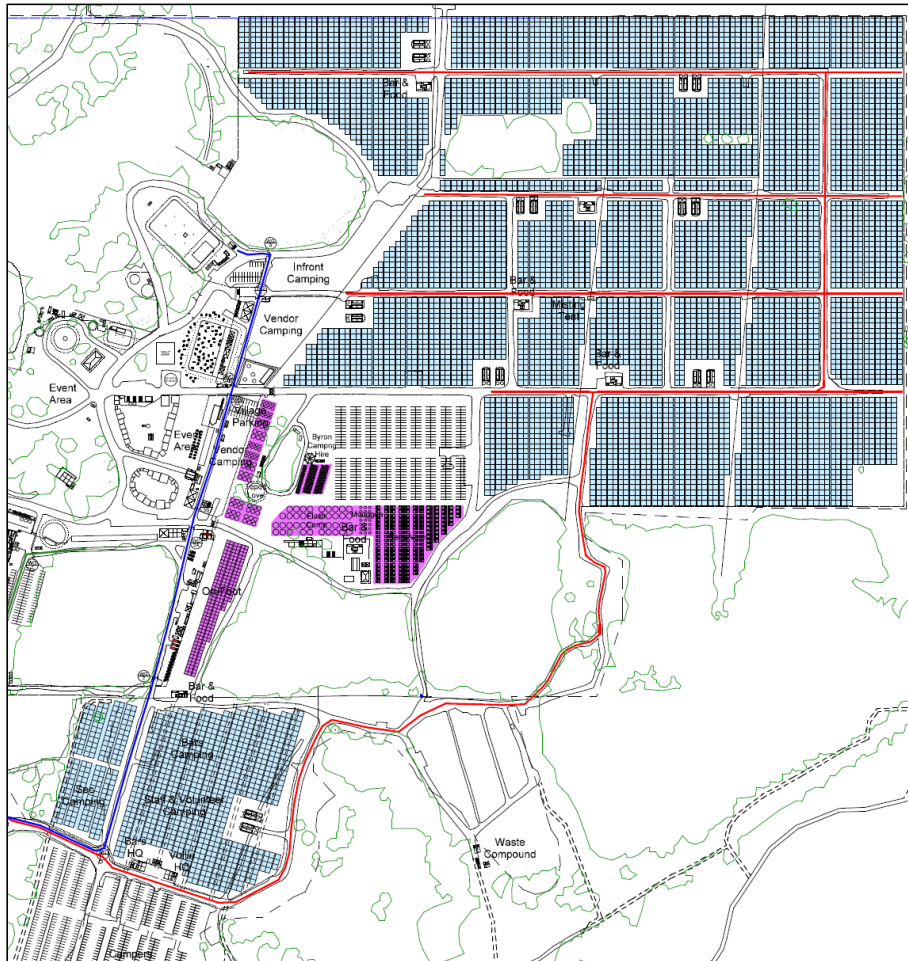


Figure 6 – Stacked parking/camping marked in blue

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3.0 Traffic Impact Modelling

No traffic impact modelling is proposed to be undertaken for the 2022/23 event.

The upgrading of the Link Road intersection during 2016 has relieved the major bottleneck for traffic arriving at the festival site. Falls Festival events since the upgrade have resulted in no known traffic KPI breaches or traffic safety issues around the Link Road, and therefore no impacts on the Pacific Highway.

Observations during camping arrivals at the 17/18 Falls Festival resulted in some concerns regarding the peak arrival period impacts on TVW. With an additional day for camping arrivals, the existing intersection arrangements and TGS are considered sufficient. In addition, there is a documented contingency TGS included.

If due to the traffic volumes the Spine Road would experience congestion, the following mitigation measures could be employed:

- Use southern car park for a snake or for temporary parking during a peak;
- Close southbound traffic on Spine Road and create a 2-lane one-way northbound situation during peak ingress using cones or bollards. Sufficient staff and material are to be present on site to instigate this if required.
- Direct outbound traffic to Gate E to separate inbound and outbound traffic streams if required.

Based on the previous modelling carried out for this event, the public road network has the capacity to cope with the traffic scenarios modelled for this event. The Spine Road would need to be monitored closely during the peak ingress period to be able to enact mitigation measures if the Spine Road reaches capacity.

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4.0 Contingencies and Emergency Evacuation

North Byron Parklands has constructed roads within the site which are above various flood levels. North Byron Parklands has machinery to tow vehicles which may have broken down on the internal road system. Falls Festival staff will be trained to keep the internal roads clear, and if necessary, arrange a contra flow situation, to temporarily pass a broken-down vehicle.

Any contingency measures carried out by relevant authorities are to ensure the safety of all persons associated with the contingency measures implemented as well as the efficient operation of the road network. It is paramount that queuing on the Pacific Motorway, Tweed Valley Way and Brunswick Valley Way be prevented at all times. As the police have the authority to take control of the site in an emergency, the TGS will be overridden as the police see fit.

As part of good management in the operation of this TGS, it is necessary that all relevant staffed be adequately briefed on the possibility of the need to evacuate the site in the event of an emergency. In the case of bushfire and flooding, the Police will have access to some level of advanced warning to give them the opportunity begin to evacuate the site.

With the formalisation of Gate E, the site now has major entry and exit points both to the north and south. It will be necessary for the appointed traffic control staff to be on duty during an emergency evacuation, to quickly and efficiently move patrons through the site to the exit points.

The evacuation strategy by the Police is to take into account time of day, site occupancy and suitability of access roads. If the site is full and the call for evacuation is made by the Police, orderly egress commencing with the day patrons, followed by the campers, will be necessary.

The draft emergency evacuation plan for fire, nominates that patrons congregate in "assembly points" and from there the whole site would then be evacuated. This would be at the discretion of the LEMO Police Controller.

The draft emergency evacuation plan for fire addresses different evacuation scenarios. In instances where evacuation by vehicle is available, evacuation is to various entry/exit points. In instances where vehicle evacuation of the site is not appropriate, emergency assembly locations within and adjoining the site are nominated for site occupants to assemble under supervision.

Emergency vehicle access is available from Gate C, Gate D, Jones Road (Gate A) and Wooyung Road (Gate E).

Although no traffic controllers are required to manage traffic under normal conditions, traffic controllers would need to be on call to assist in managing queues during any queuing on the public road that may occur as a result of unforeseen circumstances. Back of queue warning vehicles would need to be available to warn inbound vehicles on the public road of any queues ahead. It is the responsibility of the festival management to ensure the public road is monitored and potential queuing is predicted in advance of any queuing appearing.



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5.0 Monitoring for Traffic Management During the Festival

Traffic monitoring is required to provide input for the Traffic Evaluation Report (TER) under the current approval for the site.

It is proposed to install classified traffic counters at the locations listed below, at least two weeks before the festival. These counters will be used to gain a confirmation of the background traffic levels, and then the increase that can be attributed to the festival.

- North bound off-ramp at Yelgun;
- South bound off-ramp at Yelgun;
- North bound on-ramp at Yelgun;
- South bound on-ramp at Yelgun;
- Tweed Valley Way to the North of Jones Road;
- Tweed Valley Way between Yelgun Road and Billinudgel Road;
- Brunswick Valley Way opposite the Yelgun Rest Area;
- Spine Road (2 counters – each lane);
- Wooyung Rd east of Gate E;
- Wooyung Rd west of Gate E.

On-site surveys will need to be carried out to estimate the vehicle occupancy for camper vehicles. Data on the use of any bus services is to be provided by festival management after the event so that mode-share calculations can be carried out.

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6.0 Risk Assessment

A risk assessment for the traffic operation of the 2022/23 Falls Festival is described in this section. The risk assessment is set up such to identify potential risks to public health as a result of the festival traffic operations. The key performance indicators (KPIs) as defined by the development approval are aimed to reduce the likelihood of occurrence by requiring management of traffic queue growth and Level of Service (LoS).

Additional risk reducing measures such as contingency plans and creating temporary low-speed environments at high-risk locations are part of the traffic management tools recommended in this TMP.

Lastly, there are risks from hazards that might occur that are outside the control of the event management or traffic controllers. These hazards would include extreme weather conditions and crashes on the public road due to drivers' negligence. In order to reduce the risk of these hazards, risk mitigating strategies are recommended in this risk assessment.

It is noted that it is the combined responsibility of festival management and government authorities to ensure that there is sufficient funding available and personnel in place for adequate implementation of the traffic control plans, infrastructure and risk mitigation measures.

The risk assessment proposed in this report is provided as a guide. We recommend that after all relevant staff, consultants and contractors have been engaged, that a risk management meeting is held prior to the event. During this risk management meeting, a final risk assessment shall be established which would be included in the event management manual. This risk management meeting shall include:

- NBP General Manager
- Falls Byron General Manager
- Event Traffic Manager
- Traffic Engineer
- Traffic Control Manager
- Police representative
- Ambulance representative
- RFS representative
- RMS representative
- Council representatives (BSC and TSC)

The risk assessment along with classification of risks and definitions are provided in Appendix B of this TMP.



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7.0 Copies of the Traffic Management Plan

Copies of the Traffic Management Plan, after signature by the relevant persons nominated in the plan, shall be forwarded to the following authorities as a reference should there be any need for contact, such as in the case of an emergency.

- NSW Police Force
- TfNSW
- NSW Ambulance Service
- Rural Fire Service
- Byron Shire Council
- Tweed Shire Council

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8.0 Key Personnel Contact Details

<u>Event and Site Manager:</u>	Shane Porter
<u>Mobile:</u>	0450 500 999
<u>Email:</u>	shane@theeventsagency.com.au
<u>Traffic Control Supervisor:</u>	Altus Road Services
	Matt Adams
<u>Mobile:</u>	0408 315 865
<u>Email:</u>	matt.adams@altustraffics.com.au
<u>Supervising Traffic Engineer:</u>	Greg Alderson & Associates (GAA)
	Andrew Booth
<u>Mobile (during festival only):</u>	0422 323 043
<u>Email:</u>	andrew@aldersonassociates.com.au
	Jacob Blucher
<u>Phone (all other times):</u>	(02) 6629 1552
<u>Email:</u>	jacob@aldersonassociates.com.au

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9.0 Audit Checklist

Any Traffic Controllers shall complete the TGS Audit Checklist as included in this report, before the start of the festival and immediately prior to the closure of the festival. The aim of this audit is to ensure that all the requirements of the TGS have been in place for the full duration of the event.

Table 3 - TGS audit checklist

AUDIT CHECKLIST				
Date:		Time:		Auditor:
Office/Company:			Site Supervisor:	
Location:				
Nature of Activity:				
Duration of Activity:				
Road Configuration:				
		YES	NO	N/A
1	Provision for Activity			
1.1	Has an approved TGS been provided?			
2	Implementation			
2.1	Are all signs & devices installed in accordance with TGS?			
2.2	Are there any contradictory, distracting or superfluous signs or markings?			
2.3	Are signs suitably placed with regard to:			
2.3.1	Sight distance			
2.3.2	Motorists approaching at high speed			
2.3.3	Queue lengths			
2.3.4	Visibility, shade, light glare?			
2.4	Are all signs displayed appropriate for the current conditions?			
2.5	Are there any damaged or defective signs?			
2.6	Have the needs of pedestrians been considered?			

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2.7	Have the needs of cyclists been considered?			
2.8	Are safety barriers required?			
2.9	Are safety barriers installed correctly?			
2.10	Has access to the site been provided?			
3	Documentation Sighted			
3.1	TGS, including details & modifications			
3.2	Direction to Restrict (DTR)			
3.3	Traffic controllers' certification			
4	Has the Signage been covered for non-RTA Controllers operation as specified on the TC Plan?			
Comments/Findings:				
Recommendations/Corrective Action:				
Auditor (signed):		Site Supervisor:		

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10.0 Approval Condition Compliance Summary Table

This TMP has been prepared in accordance with the TfNSW Guide to Traffic and Transport Management for Special Events. Table 4 below summarises the compliance with the conditions of approval as listed in chapter 1.

Table 4 - Condition compliance summary table

Condition	Compliance Achieved (Y/N)	Location
B4 - Traffic management and parking	Y	Chapter 2 and 3
C9 - Transport Management Plan	Y	Chapters 2 and 3
C10 - Traffic Guidance Scheme	Y	Appendix A
C45 - Car Parking Management	Y	Chapter 2
C46 - Access for Emergency Vehicles	Y	Chapter 8
C47 - Pedestrian Access from Day Parking Area	Y	Appendix A
C48 - Disabled Access	Y	Appendix A
C51 - Emergency Evacuation plans	Y	Chapter 8

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11.0 Chain of Command

The traffic engineer (TE) will be present at the site or the surrounding road network generally at the times of peak event traffic activity undertaking traffic monitoring and observations.

The responsibilities of the TE are:

- Certification of the installation and proper implementation of TMP and TGS
- Liaison with Falls Festival management and site manager
- Liaison with traffic control supervisor
- Undertake traffic monitoring activities
- Provide Traffic Evaluation Report (TER) following each event
- Design and modification of existing approved Traffic Guidance Scheme (TGS) when required
- Certification of new TGS when required

The Traffic Control Manager (TCM) will be present at the site or surrounding road network during peak arrival and departure periods, and be available at all times to implement contingency measures.

The responsibilities of the TCM include:

- Liaison with Falls Festival management and site manager
- Liaison with camping manager
- Liaison with parking manager
- Liaison with traffic engineer
- Liaison with Council and TfNSW
- Liaison with NSW Police

Changes to Traffic Control Plans can only be made by a TfNSW accredited person with a Prepare a Work Zone Traffic Management Plan card. This would normally be either the TE or the TCM. The TCM will supervise the operation of the TMP and TGS and ensure that the Traffic Controllers are advised of their roles in the traffic management. The TE will report any significant issues observed to the TCM as required.

The Event Management would be expected to contact the TE or TCM to discuss any traffic matters. The success of the implementation this TMP depends on a coordinated managed traffic approach and this will be achieved by following a chain of command protocol. This will also be reinforced in the Protocol issued to the contracted traffic control company.



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12.0 Conclusions and Recommendations

With demand management and close supervision of the traffic and parking, it is possible to manage the 2022/23 Falls Festival Byron such that it does not adversely impact on the Pacific Motorway or the local road network, outside the levels nominated in the development consent.

The KPIs nominated in the project approval can be met when the festival is managed as per this TMP.

An appropriately qualified traffic engineer should be present at critical times to enable effective evaluation of the implementation of the TMP and traffic control plans and make adjustments where required.

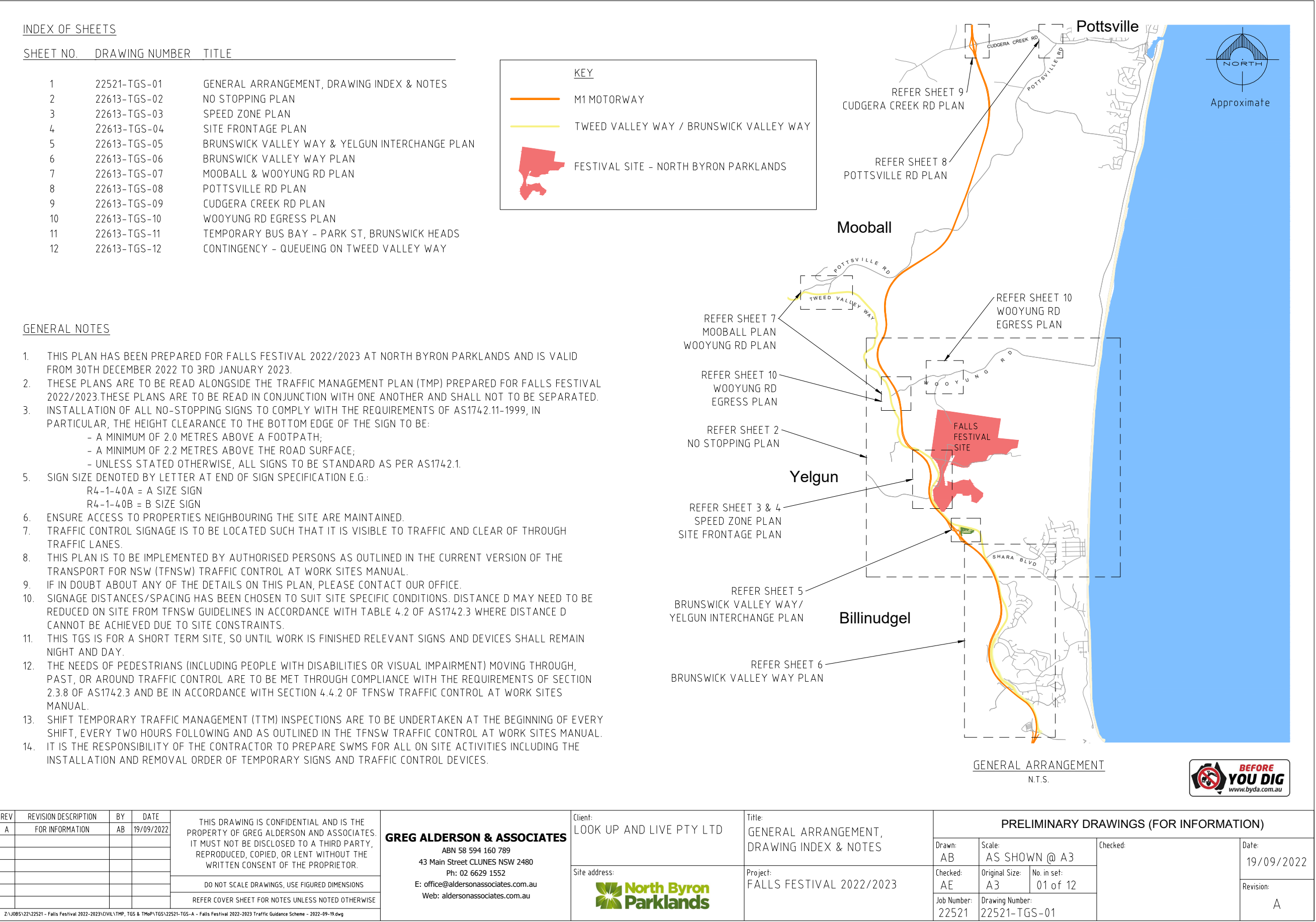
A designated person from festival management should also be the point of contact, with respect to traffic, camping patron entry and day parking issues, buses and taxis, and for the liaison between traffic controllers, parking attendants and camping operators, TfNSW, Police, Byron Shire Council and festival management.

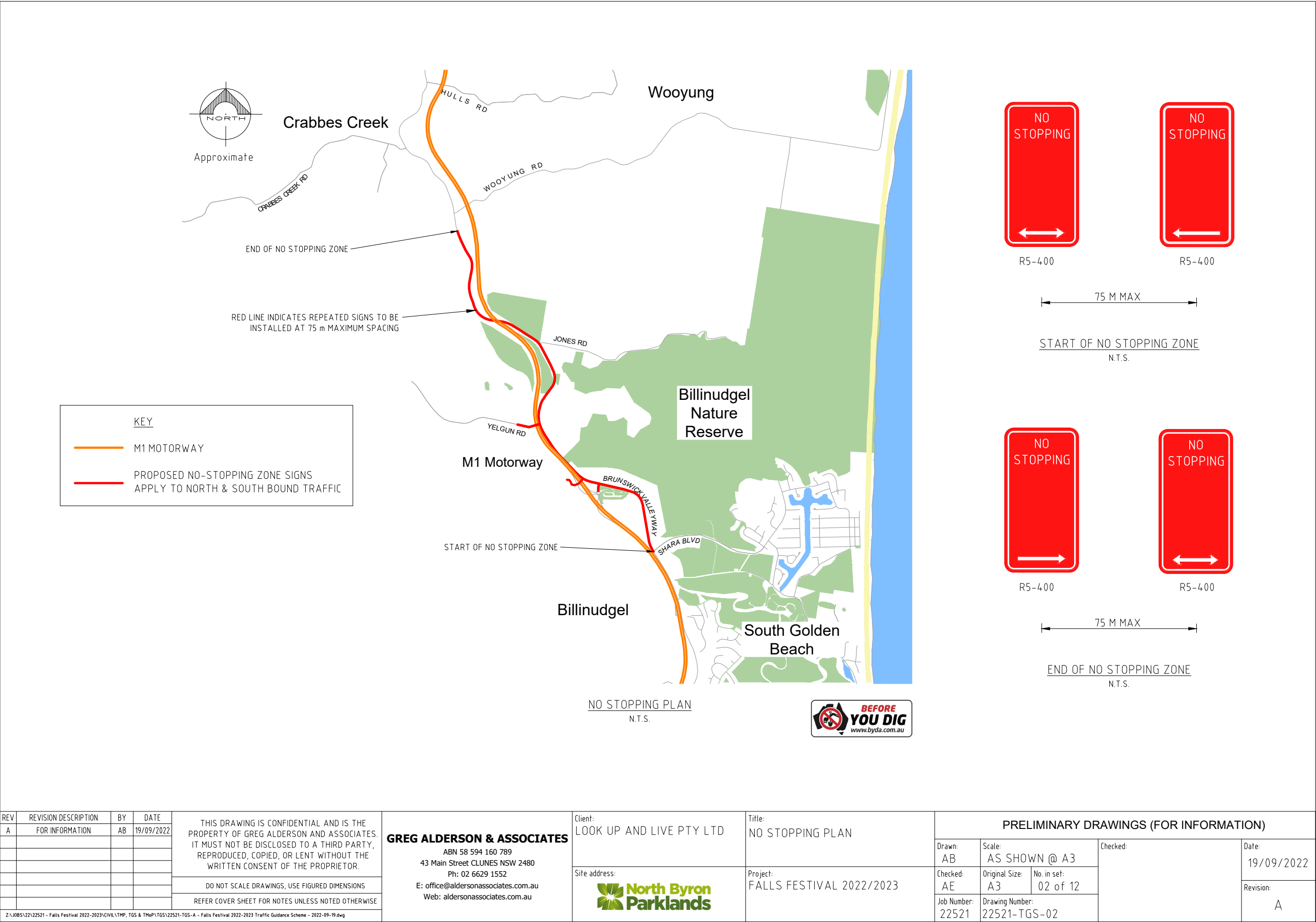
Traffic counters will be installed to monitor traffic flows both for rate and volume. Monitoring of the operation of the car parks, in particular the operation of the car parks for ingress and egress, is to be performed to ensure effective operation of the car parks.

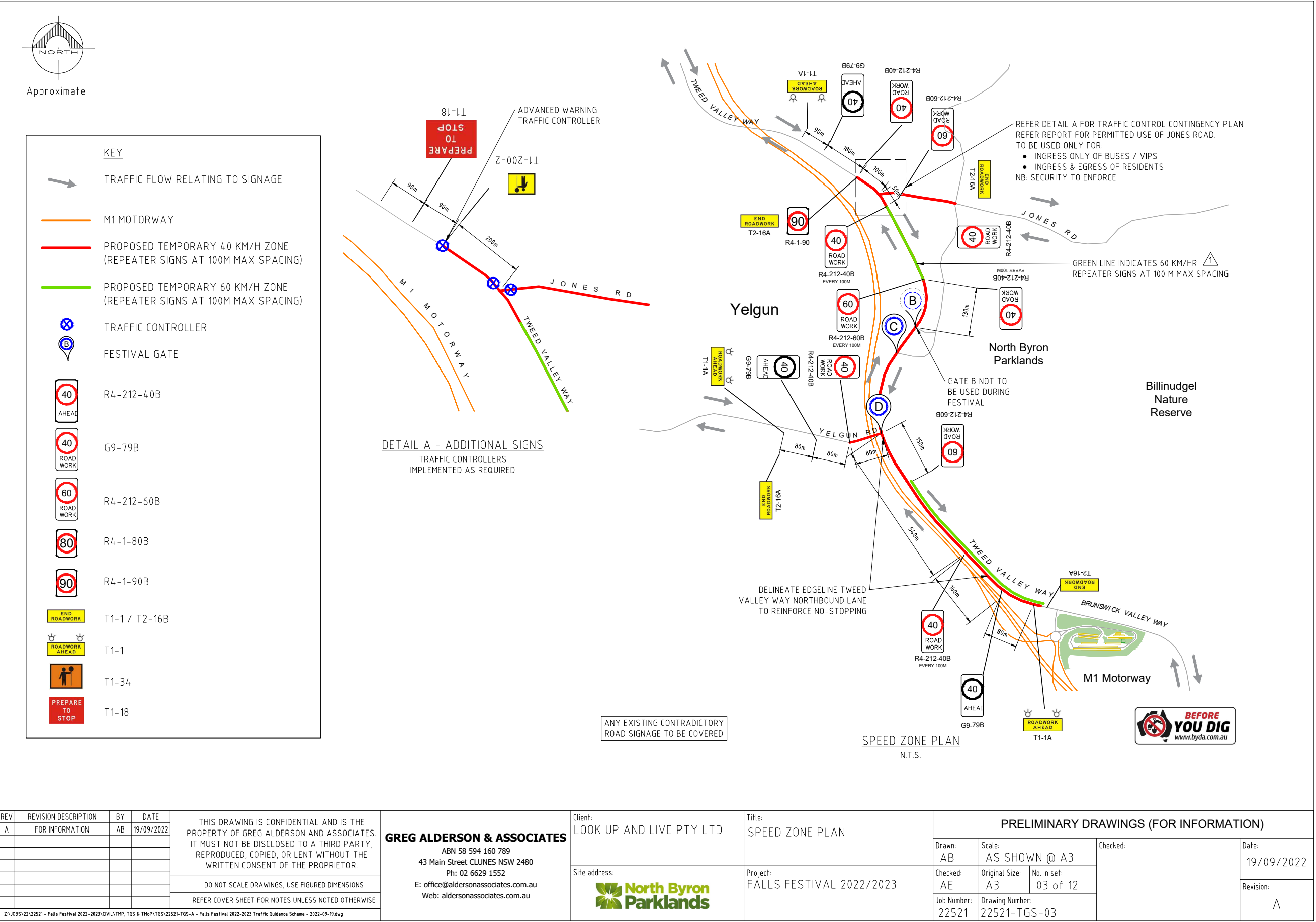
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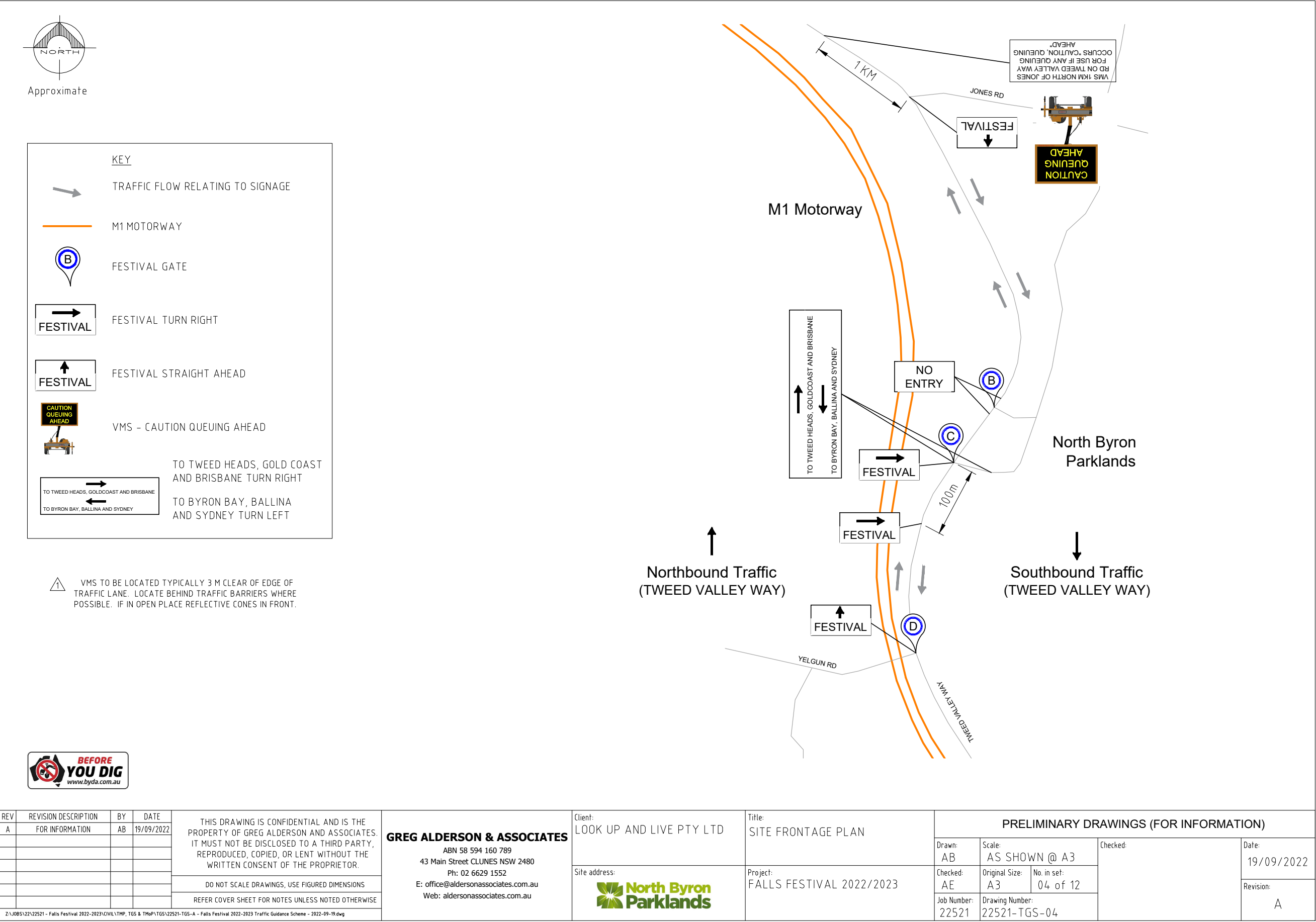
Appendix A — Traffic Guidance Scheme (TGS)

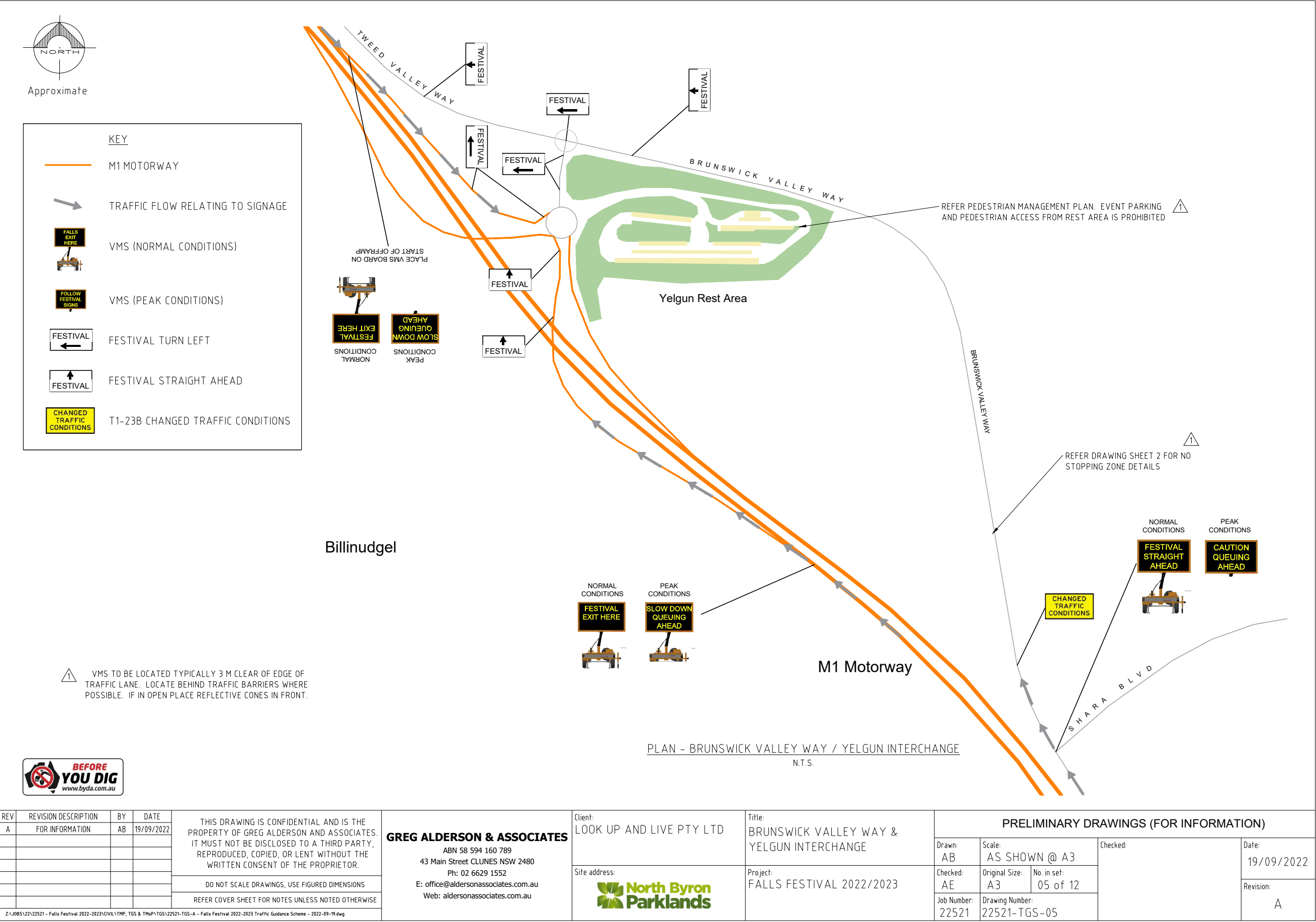


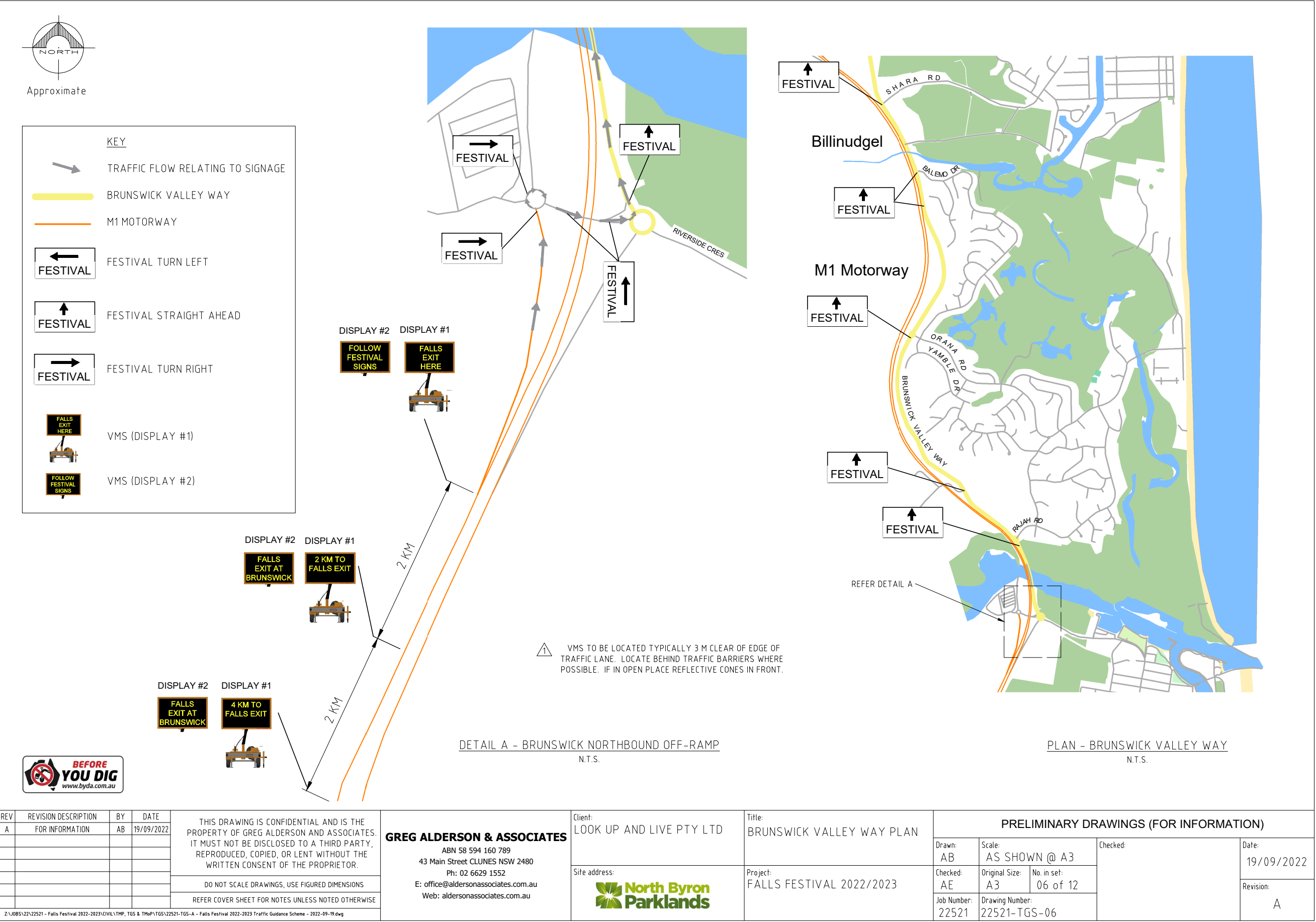


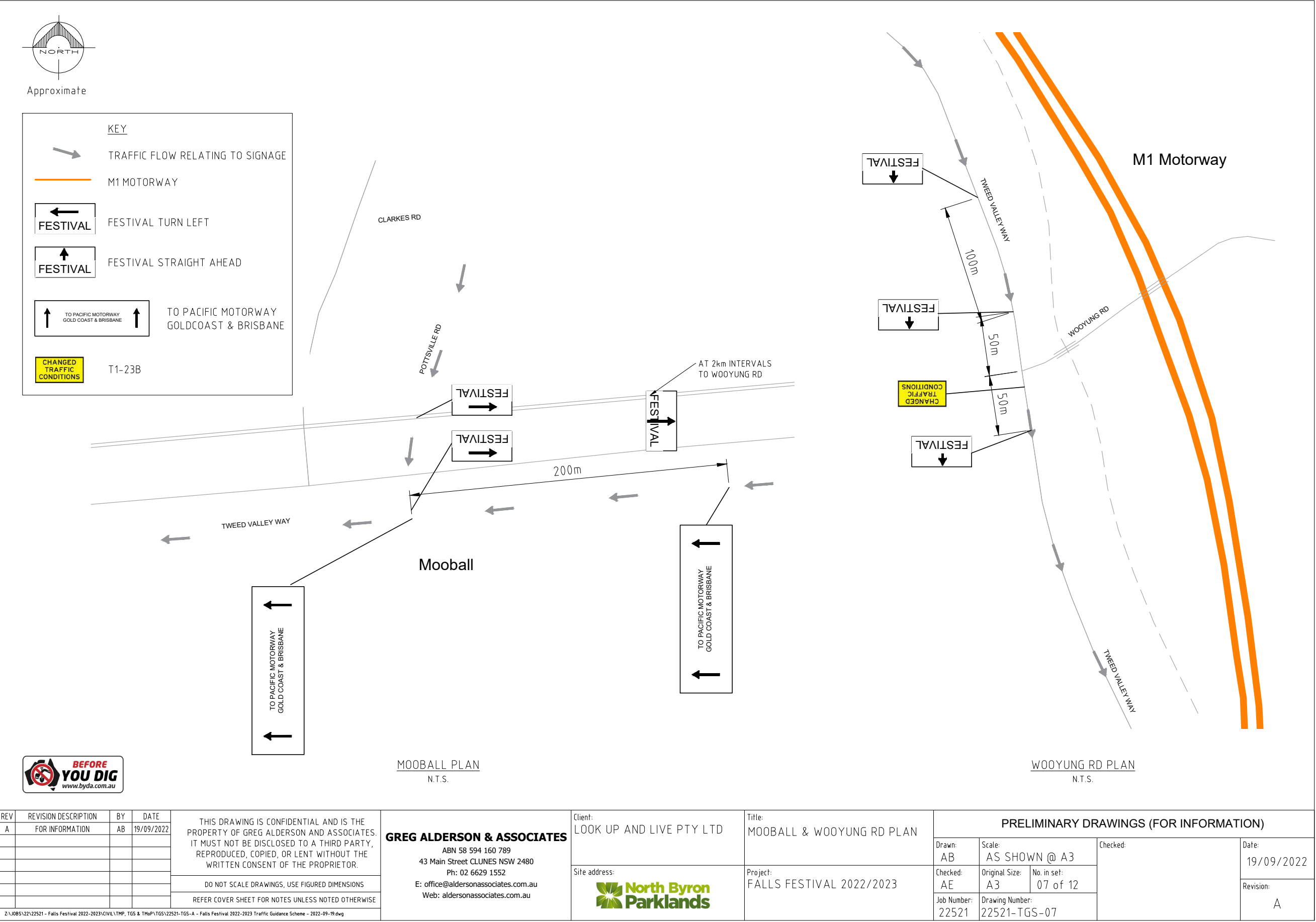


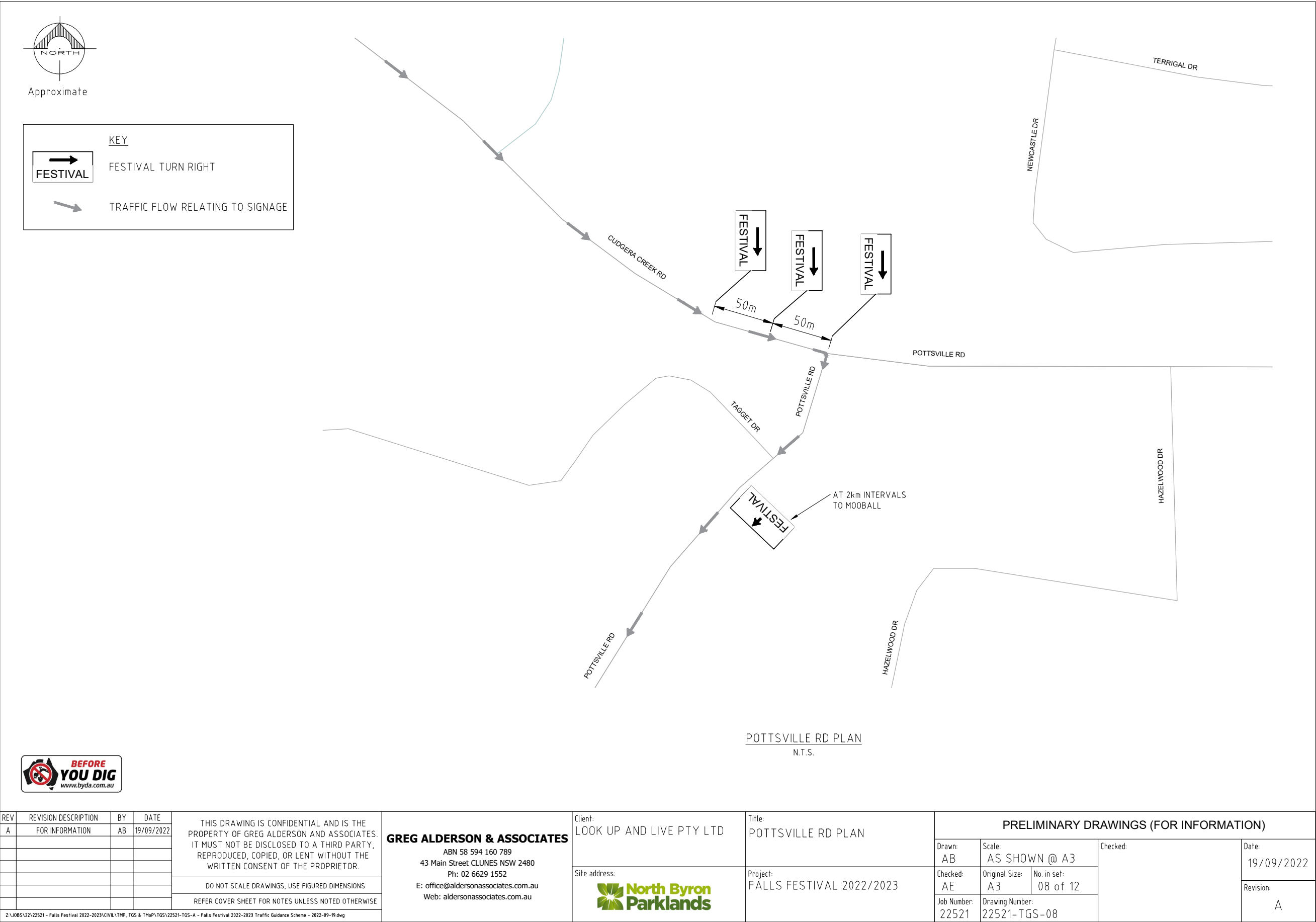


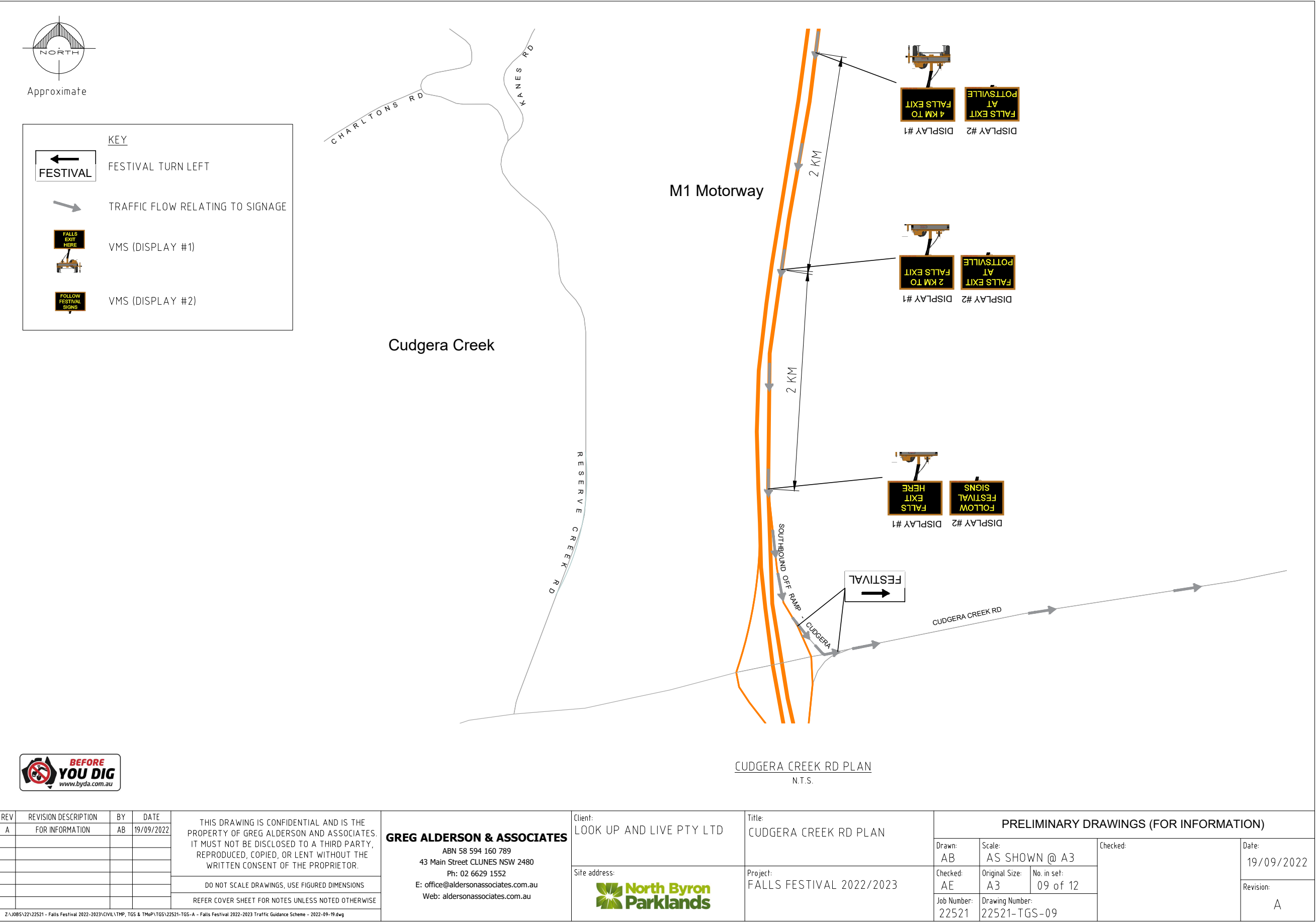


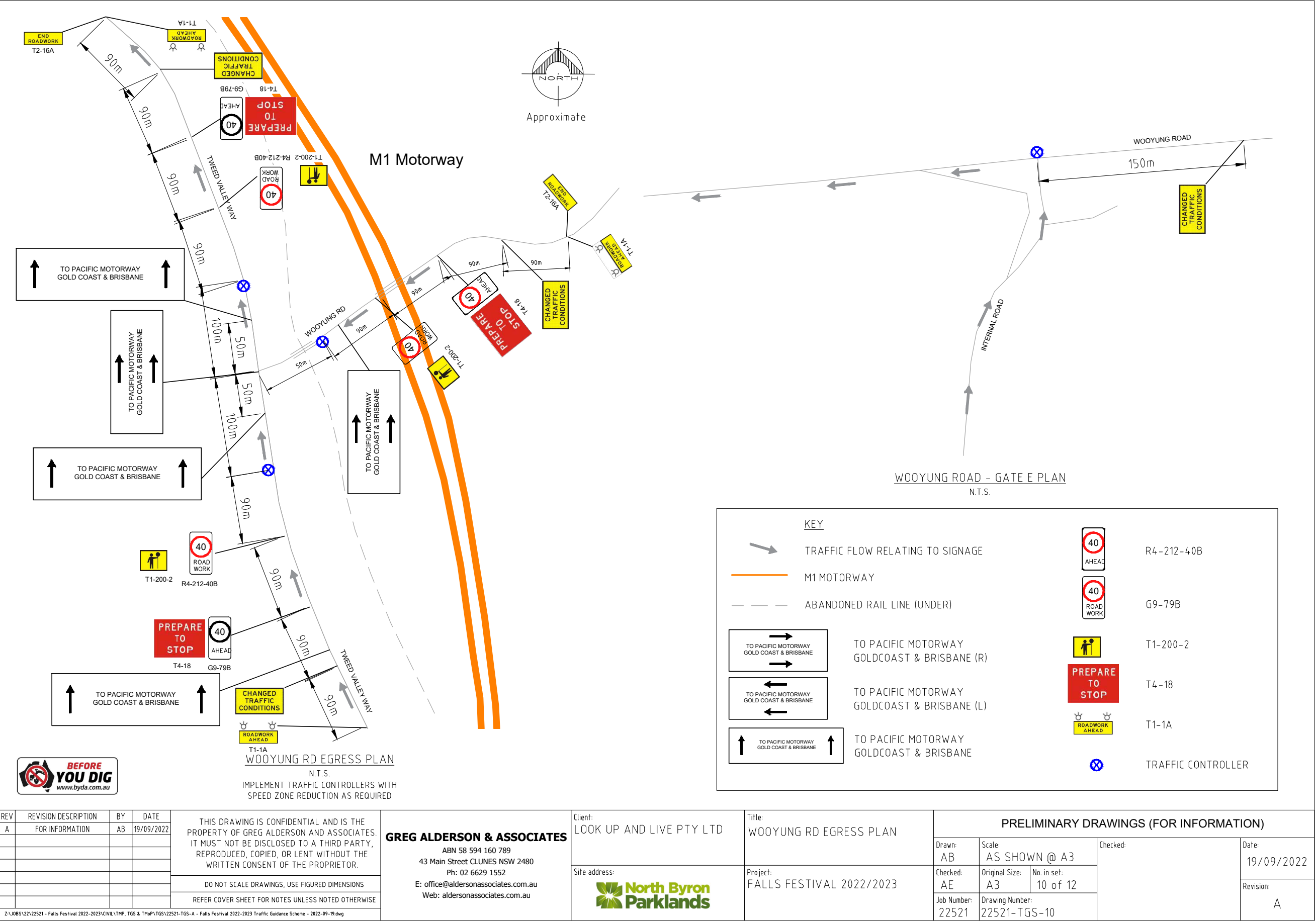


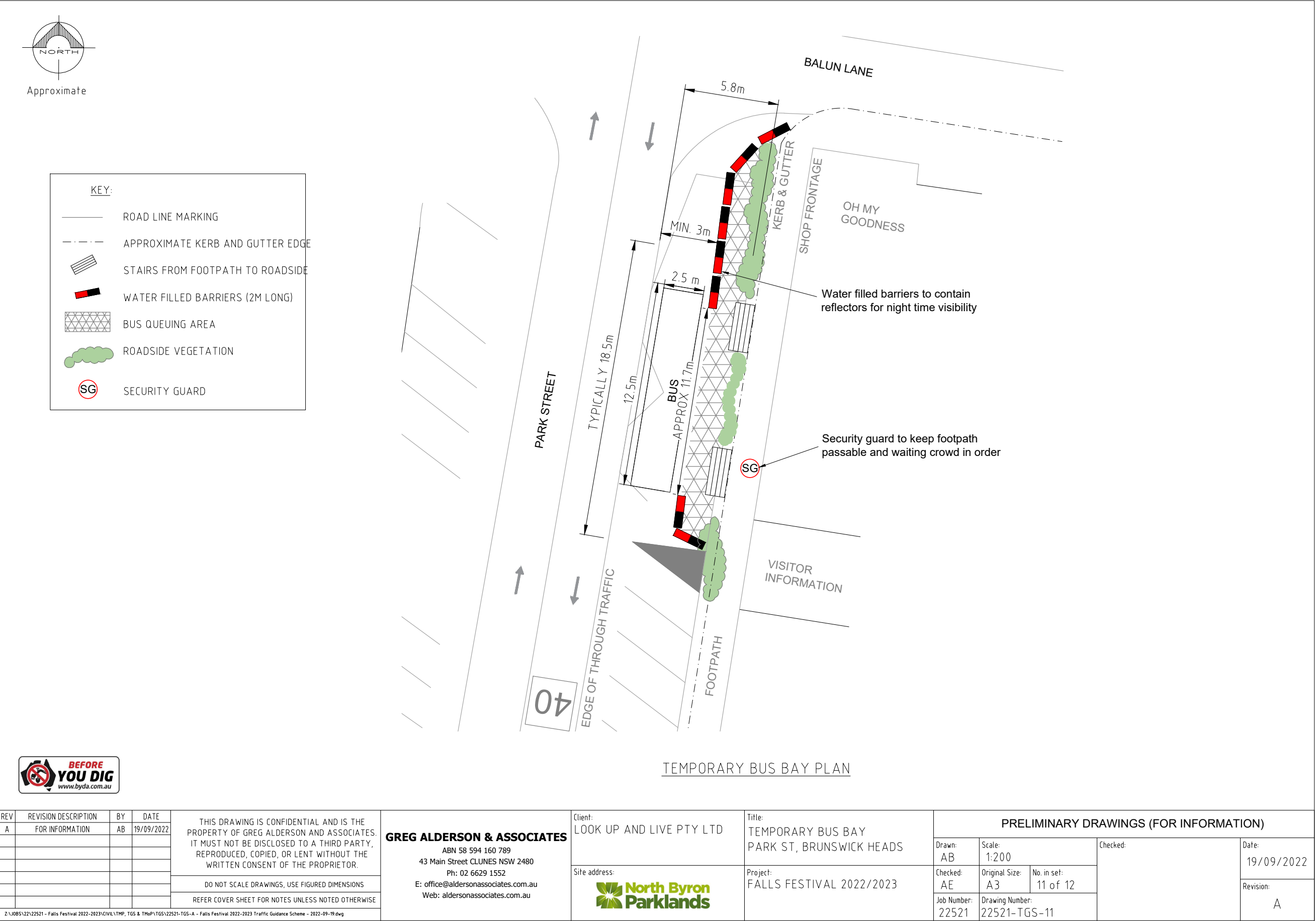


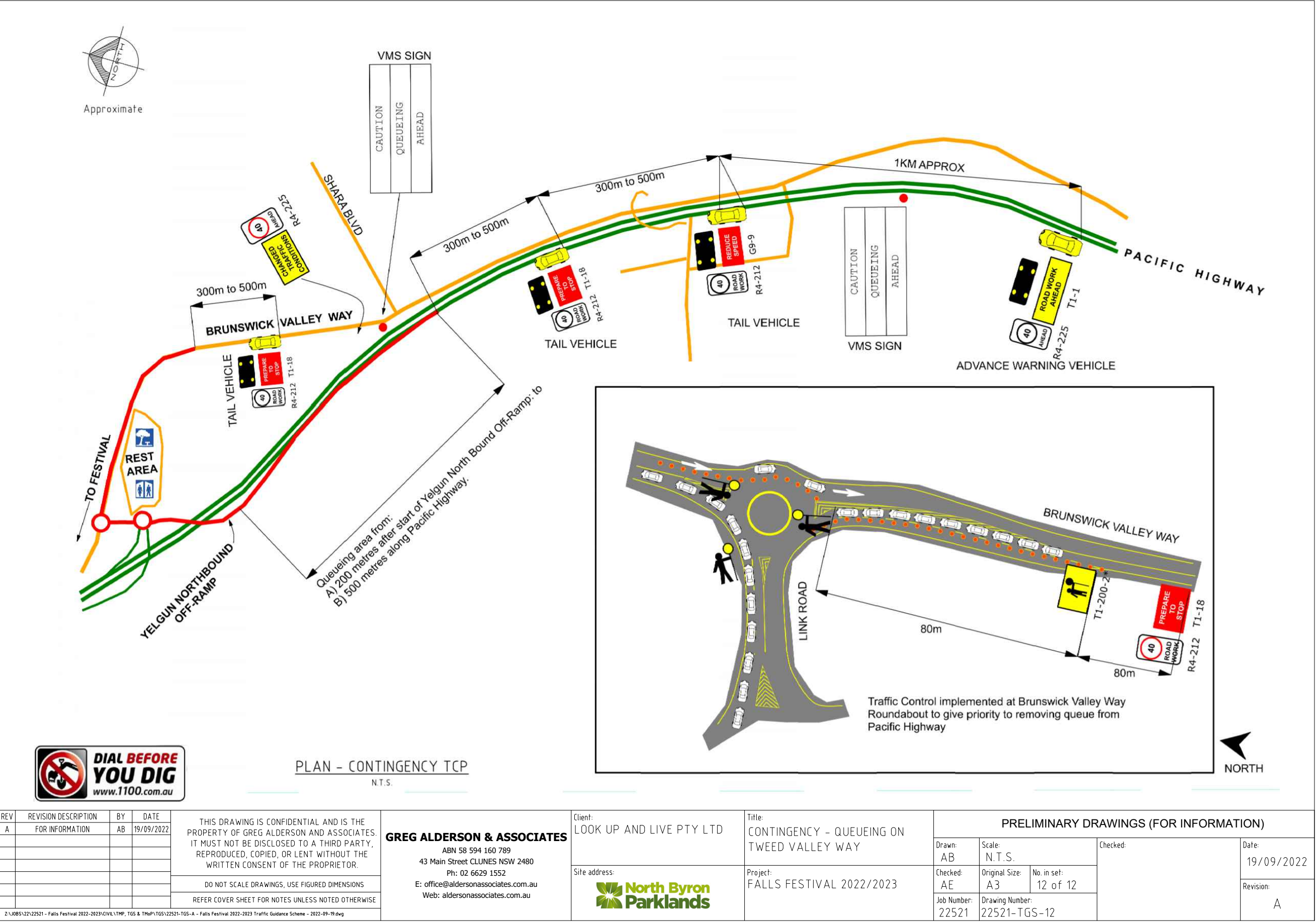












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Appendix B — Risk Assessment Register

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RISK ASSESSMENT												
Activity	Hazard Description	Direct Consequence	Potential Indirect Consequence	Initial Risk Rating			Method for risk mitigation	Responsible person for mitigation implementation	Person responsible for ensuring sufficient funding to enact mitigation	Residual Risk Rating		
				L	C	Risk Class				L	C	Risk Class
Traffic control on public road	Traffic controller hit by car	Injury or death	Traffic congestion and queue growth	3	A	2	Ensure installation in accordance with TMP traffic control plan	Traffic control manager	Festival general manager	5	A	3
							Ensure TC staff compliance with WHS regulations and other relevant legislation	Supervisors and overseers	Festival general manager			
On-site vehicle processing	Insufficient rate at which vehicles are processed	Traffic congestion and queue growth	Collision on public road	2	A	1	Ensure efficient staff for vehicle processing	Parking manager	Festival general manager	5	A	3
							Ensure adequate equipment to enable staff to process vehicles safely and efficiently	Parking manager	Festival general manager			
							Implementation of contingency measures (including "snake" in southern carpark) to create additional vehicle storage on-site	Event traffic manager	Festival general manager			
							Traffic controllers on public road to control back of queue	Traffic control manager	Festival general manager			
Patron arrival, departure and additional festival traffic generation throughout event	Higher patron arrival flow than anticipated	Traffic congestion	Collision on public road	2	A	1	Traffic management plan to allow for sufficient contingency	Traffic control manager	Festival general manager	5	A	3
							Contingency plans available for enactment if needed	Traffic control manager	Festival general manager			
							Queue warning vehicle implementation	Traffic control manager	Festival general manager			
	More concentrated arrival peak than anticipated	Traffic congestion	Collision on public road	2	A	1	Traffic management plan to allow for sufficient contingency	Traffic control manager	Festival general manager	5	A	3
							Contingency plans available for enactment if needed	Traffic control manager	Festival general manager			
							Queue warning vehicle implementation	Traffic control manager	Festival general manager			
	Crash on critical intersection or traffic lane	Injury or death	Traffic congestion and queue growth	3	A	2	Secure crash site	NSW Police Force	NSW Police Force	5	A	3
							Provide first aid to persons involved	NSW Ambulance Service	NSW Ambulance Service			
							Manage traffic at crash site	NSW Police Force	NSW Police Force			
							Manage back of queue	Traffic control manager	Festival general manager			
	On-site crash	Injury or death	Traffic congestion and queue growth	2	A	1	Ensure adequate on-site road network	NBP general manager	NBP shareholders	3	C	3
							Ensure sufficient visibility through corners	NBP general manager & event traffic manager	NBP shareholders & festival general manager			
							Ensure low-speed environment	Event traffic manager	Festival general manager			
							Prevent occurrence of sudden stopping	Event traffic manager	Festival general manager			
							Secure crash site	NSW Police Force	NSW Police Force			
							Provide first aid to persons involved	NSW Ambulance Service	NSW Ambulance Service			
							Manage traffic at crash site	NSW Police Force	NSW Police Force			
	On-site vehicle breakdown	Traffic congestion and queue growth	Collision on public road	2	A	1	Manage back of queue	Traffic control manager	Traffic control manager	3	C	3
							Remove vehicle from traffic lane	Event traffic manager	Festival general manager			
							Implementation of contingency measures (including "snake" in southern carpark) to create additional vehicle storage on-site	Event traffic manager	Festival general manager			
							Low-speed zones in high-risk areas as shown in TMP and TGS	Traffic control manager	Festival general manager			
	Queueing on motorway, motorway off-ramp or arterial road	Traffic congestion and queue growth	Potential back of queue crash	3	A	2	Traffic controllers on public road to control back of queue	Traffic control manager	Festival general manager	4	A	3
							Contingency plans available for enactment if needed	Traffic control manager	Festival general manager			
	On-site fire or bush fire	Panic by drivers	Potential collisions on site and public road	2	A	1	Queue warning vehicle implementation	Traffic control manager	Festival general manager	3	D	3
							Fire prevention by site planning, vegetation maintenance, and crowd control	NBP general manager & event traffic manager	NBP shareholders & festival general manager			
	Severe wind, rain and/or hail	Sudden stop of traffic flow and uncontrolled stopping of vehicles on traffic lane and shoulder	Collision	2	A	1	Fire identification and firefighting	RFS & event manager	RFS & festival general manager	3	D	3
							Monitor weather and issue severe weather warnings to staff, contractors and patrons if required	Event traffic manager	Festival general manager			
							Queue warning vehicle implementation	Traffic control manager	Festival general manager			
							VMS text to be changed to warn drivers of severe weather and traffic congestion	Traffic control manager	Festival general manager			

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RISK ASSESSMENT MATRIX						
		CONSEQUENCE				
		MINOR	MAJOR	SEVERE	CRITICAL	CATASTROPHIC
LIKELIHOOD	Rank	E	D	C	B	A
VERY UNLIKELY	5	Low	Low	Low	Medium	Medium
UNLIKELY	4	Low	Low	Medium	Medium	High
POSSIBLE	3	Low	Medium	Medium	High	High
LIKELY	2	Medium	Medium	High	High	Extreme
ALMOST CERTAIN	1	Medium	High	High	Extreme	Extreme

RESIDUAL RISK IMPLICATION	
Residual Risk	Action
Low	Implement control measures where required and proceed with work task.
Medium	Consider and implement all practical controls to reduce risk prior to proceeding with work task. Actively manage risk as task proceeds.
High	Implement all practical control measures to reduce risk prior to proceeding with work task. Actively manage risk as task proceeds.
Extreme	Do not commence work task; notify festival general manager immediately.

LIKELIHOOD DEFINITION		
LIKELIHOOD	Rank	Definition
VERY UNLIKELY	1	Occurs < 1 in 100 projects
UNLIKELY	2	Occurs in 1 in 100 projects
POSSIBLE	3	Occurs in 1 in 10 projects
LIKELY	4	Possible in every project
ALMOST CERTAIN	5	Possible more than once in every project

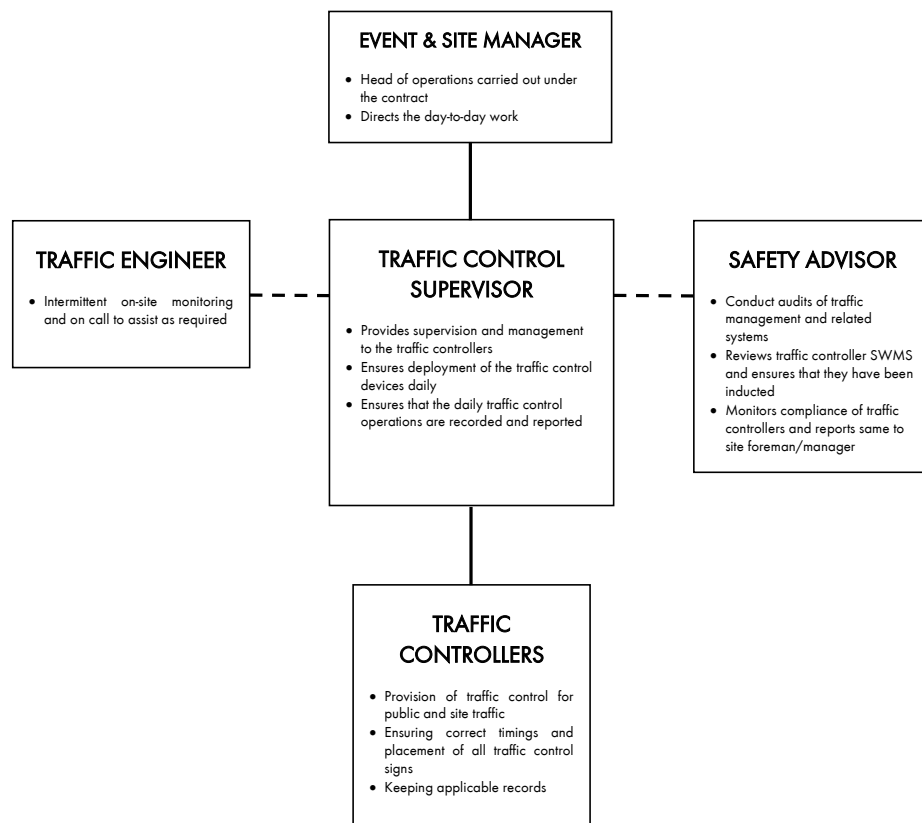
CONSEQUENCE DEFINITION		
CONSEQUENCE	Rank	Definition
MINOR	A	Basic first aid administered
MAJOR	B	Injury requiring medical treatment
SEVERE	C	Last time injury
CRITICAL	D	Irreversible health effects, impairment or illness

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Appendix C – Organisational Structure for Traffic Management

C.1 Organisational Structure for Traffic Management

C.1.1 Hierarchy Flow Chart



- The key contact personnel and contact details can be found in Section 7.0 of the TMP.



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Civil Engineering

Roads
Driveways
Stormwater
Flooding
Traffic
Earthworks



Structural Engineering

New Structures
Additions and Alterations
Foundations
Wind Bracing & Tie Down
Framing
Retaining Walls

House Plan Drafting
BASIX Certificates



Environmental

Contaminated Land (SEPP 55)
Acoustics & Noise
Wastewater Management
Acid Sulfate Soil
Water Quality
Ecology

Report No. 7.2 DA10.2022.372.1 - North Byron Hotel Traffic Management Plan - Byron Bay Craft Beer and Cider Festival/ Caper Event

File No: I2022/1338

5

SUMMARY

Council has received a development application to use the North Byron Hotel also known as the Sub Bistro at No.61 Bayshore Drive, Byron Bay for three events per year for the next three years. The first event is planned for the 11 - 13 November 2022 and is named the Caper Byron Bay Festival. The festival will cater for up to 1,500 patrons per day and will operate as follows

- Friday 11/11/2022 – 3pm to 9pm
- Saturday 12/11/2022 – 10am to 9pm
- Sunday 13/11/2022 – 10am to 9pm

15 A Traffic Management Plan (TMP) and associated Traffic Guidance Scheme (TGS) has been submitted to Council for the event next month. For details refer to Attachment 1.

BACKGROUND

20 The event site is located at the end of Bayshore Drive before the railway crossing to the Elements Resort. Overflow parking is proposed within the resorts grounds with traffic to be slowed to 40 km/hour as per the proposed plan.

The hotel has been used previously for the Beer and Cider event under DA10.2018.132.1 for a limited trial period for two years.

Only one event was held in 2019.

It is understood this event raised no issues of concern. The consent has since lapsed.

25 **DEVELOPMENT CONSENT**

30 Development Application 10.2022.372.1 was accepted by Council on 29 September 2022. At the time of writing this report (30/09/2022) the application is currently under assessment having been only recently submitted. Due to time constraints and noting general sentiment from the elected Council to assist such development, the TMP and TGS is put forward for LTC consideration prior to the DA being finalised. The following condition of consent is likely to be proposed requiring a Traffic Management Plan to be approved under S138 of the Roads Act 1993.

The condition states:

#) Section 138 Roads Act 1993 - Traffic Management Plan

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

7.2

- 5 *Prior to each event, consent from Council must be obtained for a Traffic Management Plan pursuant to Section 138 of the Roads Act 1993. The plans and specifications are to include the measures to be employed to control traffic during the operation of the event (including bump in and bump out phases). The TMP is to be designed in accordance with the requirements of the current version of the Transport for NSW Traffic Control at Work Sites Technical Manual.*

The report must incorporate measures to ensure that motorists using road adjacent to the development, residents and pedestrians in the vicinity of the development are subjected to minimal time delays due to construction on the site or adjacent to the site.

- 10 *The TMP and associated traffic guidance scheme/s must be prepared by a suitably qualified Transport for NSW accredited person.*

This report is anticipation of a Roads Act Application being submitted to address the above likely condition.

- 15 The development application has also been forwarded to the Transport for NSW and NSW Police for comment.

Should the DA be approved and such approval includes additional events over the three year period, then a separate TMP/ TGS will needed to be submitted for those future events, and updated to reflect and address any issues that may arise.

Details

- 20 For details on parking and traffic management see attachment 1 to this report.

- Parking is proposed within the grounds of the Elements resort to the north.
 - Traffic is to be slowed to 40 km/ hour by way of regulatory signage for the event
 - Signage and VMS boards are proposed on Ewingsdale road to direct and warn traffic.
- 25 • The TMP discusses queueing on the Pacific Motorway and ow the proposal will mitigate that by later start times each day.

COUNCIL IMPLICATIONS

• Budget/Financial

- 30 All traffic control costs are to be borne by the event organisers.

• Asset Management

Not applicable.

• Consultation

- 35 A condition of the endorsement of this event is that appropriate consultation is undertaken, including:
1. Advertising the impact of the event in the local newspaper and on the Council website.
 2. Informing community and business that are directly impacted.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

7.2

3. Consulting with emergency services.




- **Legal and Risk Management**

If vehicles cause congestion on Bayshore Drive, then this could directly impact a Regional Road – Ewingsdale Road.

RECOMMENDATION:

1. That Council endorse the submitted Traffic Management Plan and Traffic Guidance Scheme for the Byron Bay Craft Beer and Cider Festival/ Caper Byron Festival at the North Byron Hotel on 11 – 13 November 2022.
2. That the approval is subject to:
 - a. Separate approvals by NSW Police and Transport for NSW being obtained.
 - b. The Traffic Management Plan be amended to document, the persons who are authorised to change the TGS on the day for unforeseen circumstances.
 - c. The Traffic Guidance Scheme to be implemented by those with relevant and current Transport for NSW accreditation.
3. That the event organiser must:
 - a. Advertise the impact of the event via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect. The notification must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints,
 - b. Notify the public of event details on Council's webpage. Details to be supplied to Council by the event organisers,
 - c. Undertake consultation with community and affected businesses including adequate response/action to any concerns raised,
 - d. Undertake consultation with emergency services and any identified issues addressed,
 - e. Hold \$20m public liability insurance cover which is valid for the event.

Attachments:

- 1 10.2022.372.1 - Traffic Management Plan, E2022/93987 , page 69 [↓](#) 
- 2 10.2022.372.1 - Caper Byron Bay - Site Plan, E2022/93944 , page 83 [↓](#) 
- 3 10.2022.372.1 - Revised Statement of Environmental Effects, E2022/93954 , page 84 [↓](#) 

Ingen Consulting
 Alstonville NSW 2477
 0417 264 987
 michiel@ingenconsulting.com.au
 www.ingenconsulting.com.au



Our Reference: J1226_TMP

General Manager
 Byron Shire Council
 PO Box 219
 Mullumbimby NSW 2482

20th September 2022

Re: Byron Bay Craft Beer and Cider Festival at North Byron Hotel – Traffic Management Plan

Dear Sir/Madam,

Ingen has been engaged by Planners North to prepare a Traffic Management Plan (TMP) for the Byron Bay Craft Beer and Cider Festival held at North Byron Hotel, Bayshore Drive in Byron Bay from the 11th to the 13th of November 2022.

Event details

The event details are as follows:

Table 1 | Event details

Item	Value	Comment
Dates	Friday 11 th , Saturday 12 th and Sunday 13 th November 2023	
Hours of operation	10:00 – 21:00	
Patron numbers	1500 per day	Busiest days will likely be on the weekend, Friday quieter as it's a family-focused event.
Ticketing	Ages 12+ \$39-\$45	Under 12's are free
Parking pass	\$5	Local charity
Modes of transport	Private car, solar train from CBD, shuttle from Cavanbah Centre (if available)	

Civil | Traffic | Noise | Project Management | Contract Management

Byron Bay Craft Beer and Cider Festival 2022
Traffic Management Plan



Key person contacts

The key persons related to this festival as per below.

- **Planners North**
 - Kate Singleton (Partnership Principal)
 - 0438 803 021
 - kate@plannersnorth.com.au
- **North Byron Hotel**
 - Jedd Rifai
 - 0404 845 390
- **Immerse Events**
 - Jonny Ruddy
 - 0481 176 332
 - jonny@immerseevents.com

Traffic parameters

The key parameters that will determine traffic volumes and car parking demand are listed in the table below together with assumed values and explanations.

Table 2 | Traffic parameters

Item	Value range	Comment
Number of attendees per day	Up to 2000 per day	Investigate different scenarios
Arrival and departure profiles	<p>Peak time: 11am – 1pm (lunch coinciding with arrival for Revel program.</p> <p>Patronage during peak time: 80% - 100% of daily patrons.</p>	<p>Large Revel kids and family program, likely 500 attendees entering between 10am-2pm for this and departing afterwards.</p> <p>No further headlines resulting in peaks.</p> <p>Busiest time lunch time</p>
Percentage 'out of town'	20% - 60%	Target value 40%, value range adopted for sensitivity analysis
Mode share locals	<p>85% - 95% private car</p> <p>5% shuttle bus</p> <p>0 - 10% solar train</p>	

Byron Bay Craft Beer and Cider Festival 2022
Traffic Management Plan



Mode share 'out of town'	20% - 60% private car 20% - 40% shuttle bus 20% - 40% solar train	'Out of town' guests are more likely to use the public transport options. Locals will incorporate a visit in their plans for the day and use private car.
Private car occupancy	2.0 – 2.5	Likely range based on experience with similar events
Available on-street parking spaces	Friday: Negligible amount, assume nil Saturday/Sunday: More than Friday, but still a negligible amount compared to the daily demand.	Assumed as typical during the day based on observations and experience with the area.

Car parking estimates

Since the festival will be held at the subject site for the first time and there are many unknowns, we have prepared a car parking estimate sensitivity analysis, with the results shown below using a 'low', an 'intermediate' and a 'high' traffic case. The 'high' traffic case is provided as a worst case scenario. The actual event is most likely to operate within the 'low' and 'intermediate' case.

Table 3 | Car parking demand estimate

Parameter	Low traffic case	Intermediate case	High traffic case
Attendees per day	1500	1500	1500
Patronage during peak time	80%	90%	100%
Percentage 'out of town'	60%	40%	20%
Car use locals	85%	90%	95%
Shuttle bus use locals	5%	5%	5%
Solar train locals	10%	5%	0%
Private car out of town	20%	40%	60%
Shuttle bus out of town	40%	30%	20%
Solar train out of town	40%	30%	20%
Private car occupancy	2.50	2.20	2.00

Byron Bay Craft Beer and Cider Festival 2022
Traffic Management Plan



Car parks needed	293	491	698
-------------------------	------------	------------	------------

The capacity for car parking at the off-street parking area is estimated based on the area available shown in Figure 1. The area of 1.5 hectares is not taken all the way to the edges of the lot to represent efficiency loss around the edges. Typical parking dimensions in free field are 6m x 3m car spaces and 8m wide aisles. The average land use per car space therefore is 30m², which includes half the aisle width for the frontage of the space. Based on the available space the car parking capacity in this area is 520 spaces. Based on the expectation that the 'low' or 'intermediate' traffic case will apply, there should be adequate car parking capacity in the allocated area. If there was a demand exceeding supply, then this would most likely occur on Saturday or Sunday during which time there is more on-street parking available in the area to accommodate this.



Figure 1 | Available parking area

Byron Bay Craft Beer and Cider Festival 2022
Traffic Management Plan



Traffic volume estimates

Based on hours of operation, the largest impact of traffic on the local road network is likely in the first hours of the event. With a 10am opening time and busiest around lunch time, that affects morning traffic on Friday and the midday peak hour on Saturday and Sunday. Traffic generated after 6pm does not require further consideration as by that time the background traffic in the area would be sufficiently low.

Peak arrival traffic volumes for various scenarios are estimated in Table 4.

Table 4 | Peak arrival traffic volume estimates

Parameter	Low traffic case	Intermediate case	High traffic case
Arrival percentage of total	50%	70%	90%
1500 patrons - peak arrival hour	146	344	628

Key Contacts authorised to change the TGS

The key persons for this project who are authorised to make any change on this TMP during the event are described below.

Ingen Consulting
Jordy Nasario da Silva (Traffic Engineer)
0433 962 684
jordy@ingenconsulting.com.au

Ewingsdale Road queuing

Queuing on Ewingsdale Road and spill over onto the southbound off ramp and left lane of the Pacific Motorway is a daily occurrence during the AM peak hour. This queue typically dissipates between 9am and 9:30am and is limited to weekdays. The proposal for this event is to start at 10am, which is well after this queue, and therefore the traffic generated by this event will not exacerbate the daily traffic queue on the Pacific Motorway.

Speed zones

The actual posted speed (50km/hr) will be dropped to 40km/hr from the intersection of Bayshore Drive and Wallum Pl. These speed zones are depicted on the attached Traffic Guidance Schemes.

Pedestrian crossing

Byron Bay Craft Beer and Cider Festival 2022
Traffic Management Plan



The Byron Bay Craft Beer and Cider Festival will not have off-street parking at the festival site. Instead, a carpark would be available around 500 meters north, with frontage to Elements Hotel in Bayshore Drive. For this reason, two pedestrian crossings at Bayshore Drive are included in this traffic management plan. Pedestrians will be crossing Bayshore Drive from the carpark access to eastern footpath, walking south through the existing public footpath to the festival location, and crossing Bayshore Drive back to the western footpath for the festival access.

Traffic Controllers

Traffic controllers will be required during the peak time for the crossing adjacent to the festival. Two traffic controllers, one for each approach, to stop Bayshore Drive traffic when festival patrons are crossing.

We understand that this is a small-scale festival and traffic controllers are not necessary the entire time. Therefore, this traffic management plan included TGSs for when traffic controllers are in place and TGSs for when traffic controllers are not in place.

Delineation

To increase pedestrian safety and direct them to cross at the proposed crossing, we adopted the use of bollards with tape or similar in the crossing frontage to the festival. Such delineation devices need to be 20 meters long and placed at the edge of the existing pavement.

Disabled parking

Negotiations are underway with adjoining land owners close to the site for the provision of disabled car parking spaces. These will be off-street and therefore not affect the Traffic Management Plan.

Drop offs and pick ups

Drop offs and pick ups by taxi, uber or friends drop off is expected to be only a small proportion of traffic and can therefore occur in existing on-street car parking spaces along Bayshore Drive. This does not need to be sign posted in order to avoid a large clutter of signs that then are not read and followed.

Portable Variable Message (VMS)

VMS is required at Ewingsdale Road to direct and give advanced warning to the traffic coming from the highway and Byron Bay town. Two VMSs will be placed at Ewingsdale Road, one for the eastbound and another for southbound traffic. The VMSs location will be just before the roundabout of Ewingsdale Road and Bayshore Drive. Advanced signs will be placed 1 km before each VMS. It is important to note that the VMSs will have two screens with 4 words maximum per screen.

Byron Bay Craft Beer and Cider Festival 2022
Traffic Management Plan



Signs

Signs will be used to inform the festival traffic and all road users of the presence of a traffic controller, to direct the traffic festival, and to warn of any change of conditions. The following temporary signs will be in place during the event:

Vehicle movement plan

As explained in this traffic management plan, The Byron Bay Craft Beer and Cider Festival will not have off-street parking at the festival area, and a carpark would be available for patrons 500 meters north at Bayshore Drive. A vehicle movement plan is attached to this document for a better understanding of the proposed traffic flow.

Council will be informed of progress on these items after each strategy has been assessed for suitability and economy.

Traffic Guidance Schemes

The attached traffic guidance schemes reflect the above descriptions. If you have any questions, please do not hesitate to contact our office.

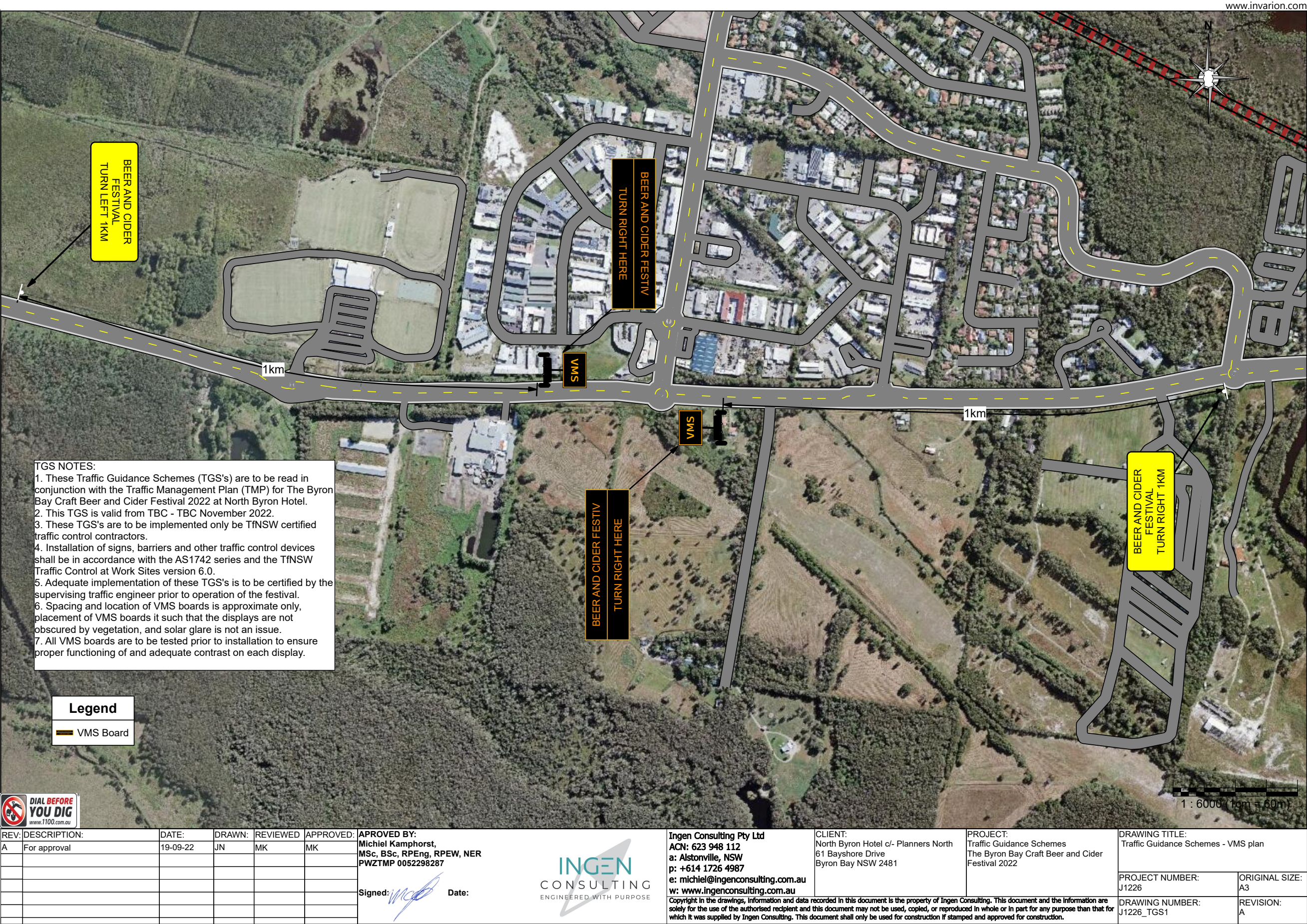
Yours sincerely,

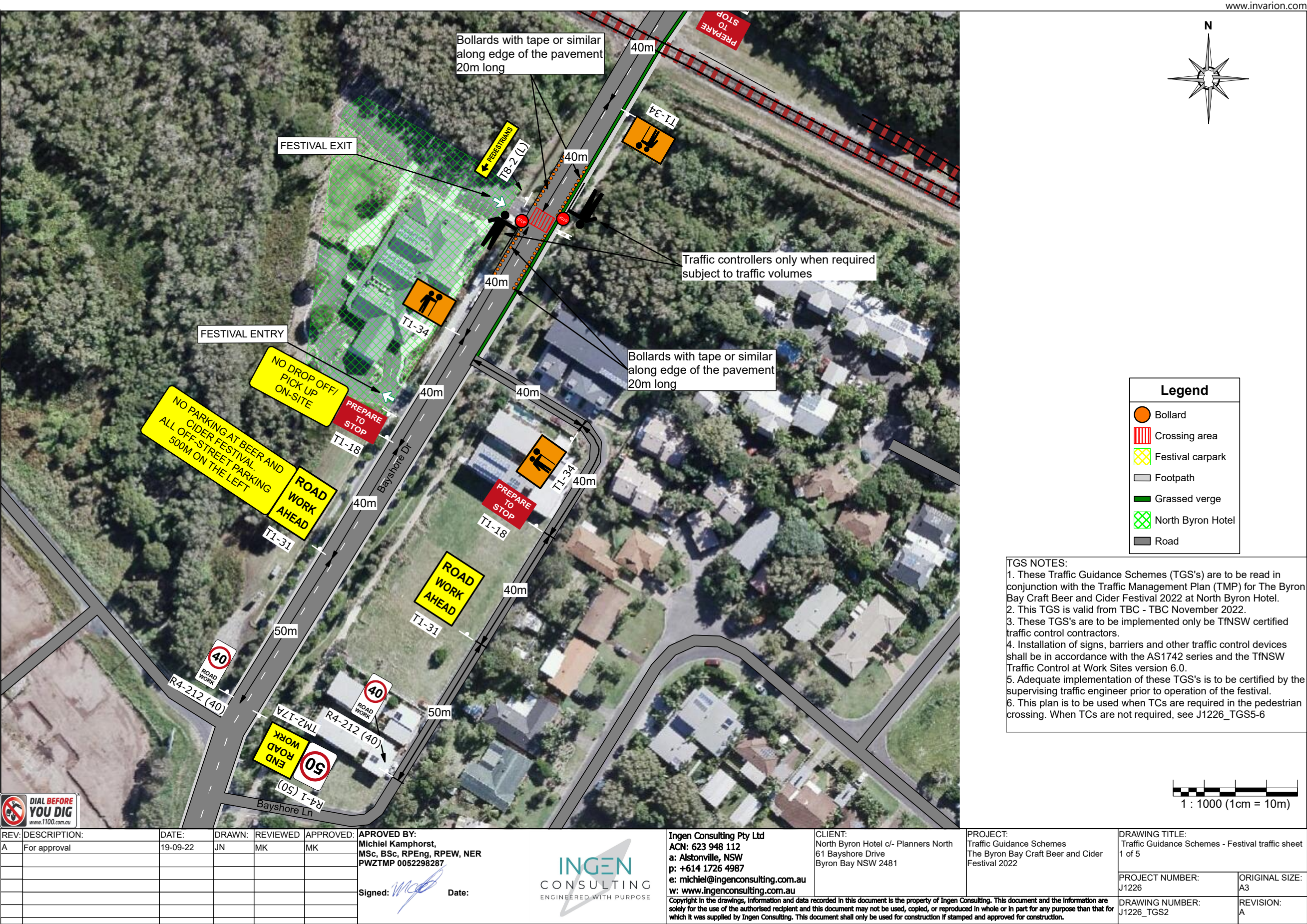
A handwritten signature in blue ink, appearing to read 'MK', is written over a light blue horizontal line.

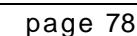
Michiel Kamphorst

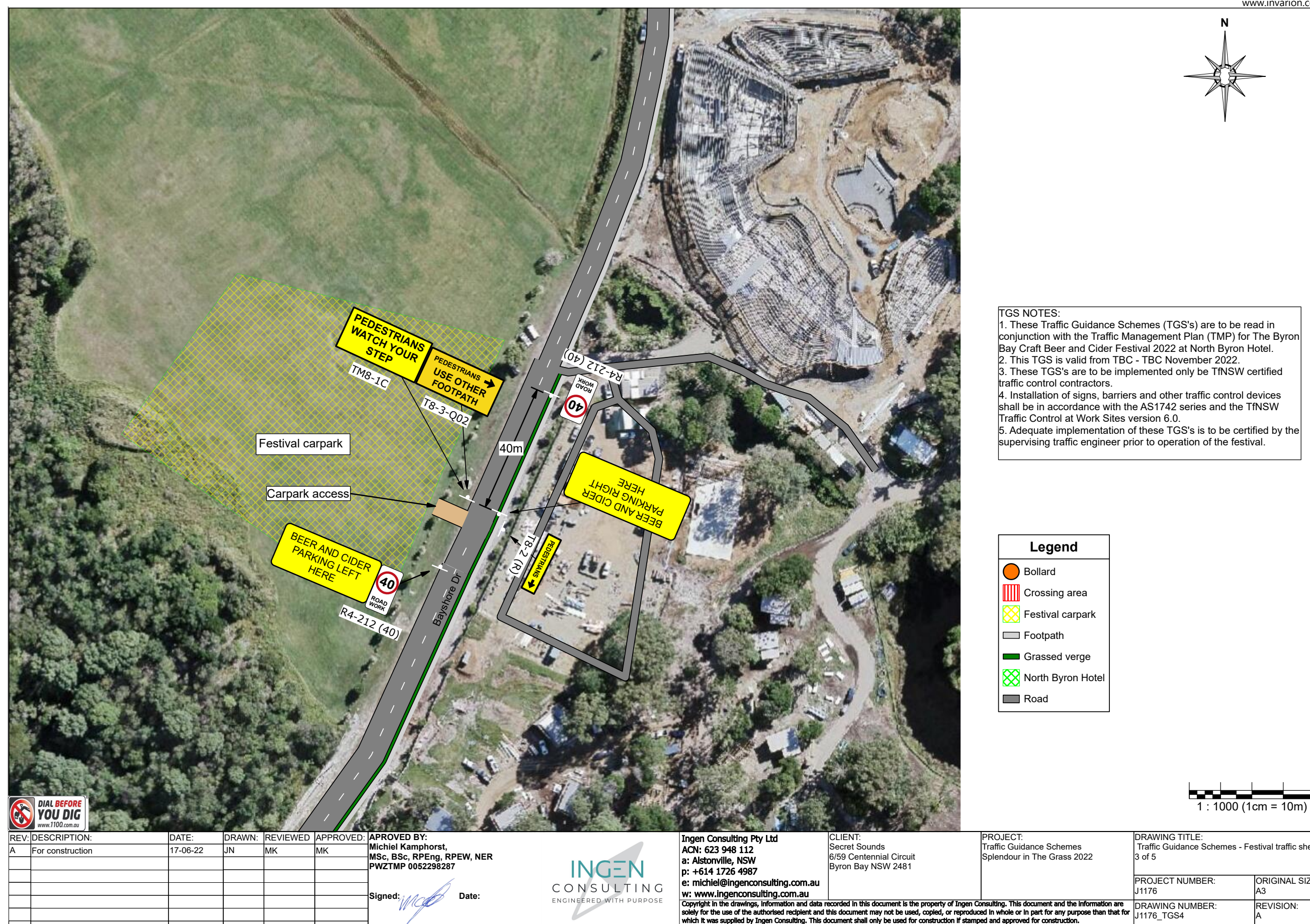
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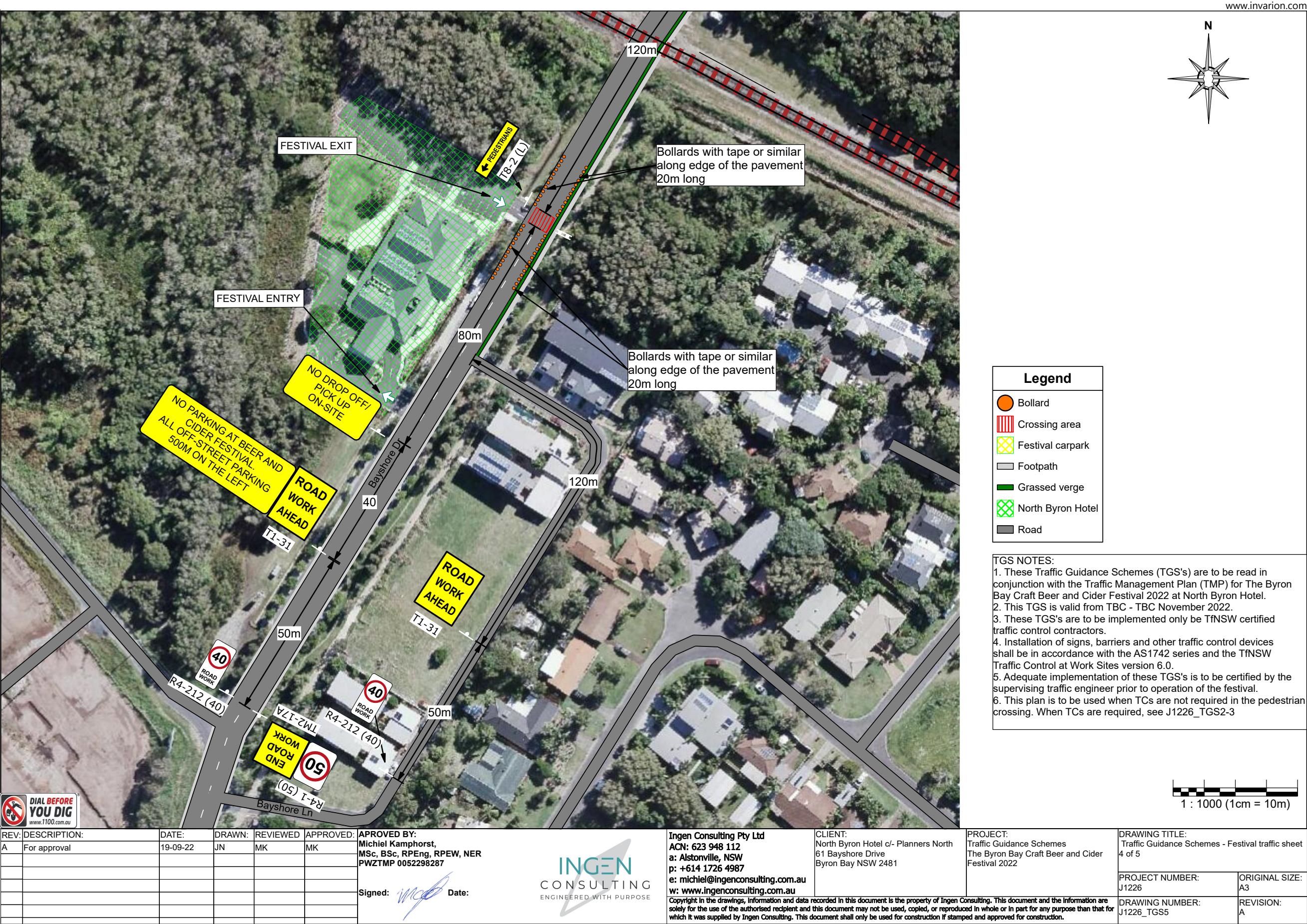
Attachments: Traffic Guidance Schemes

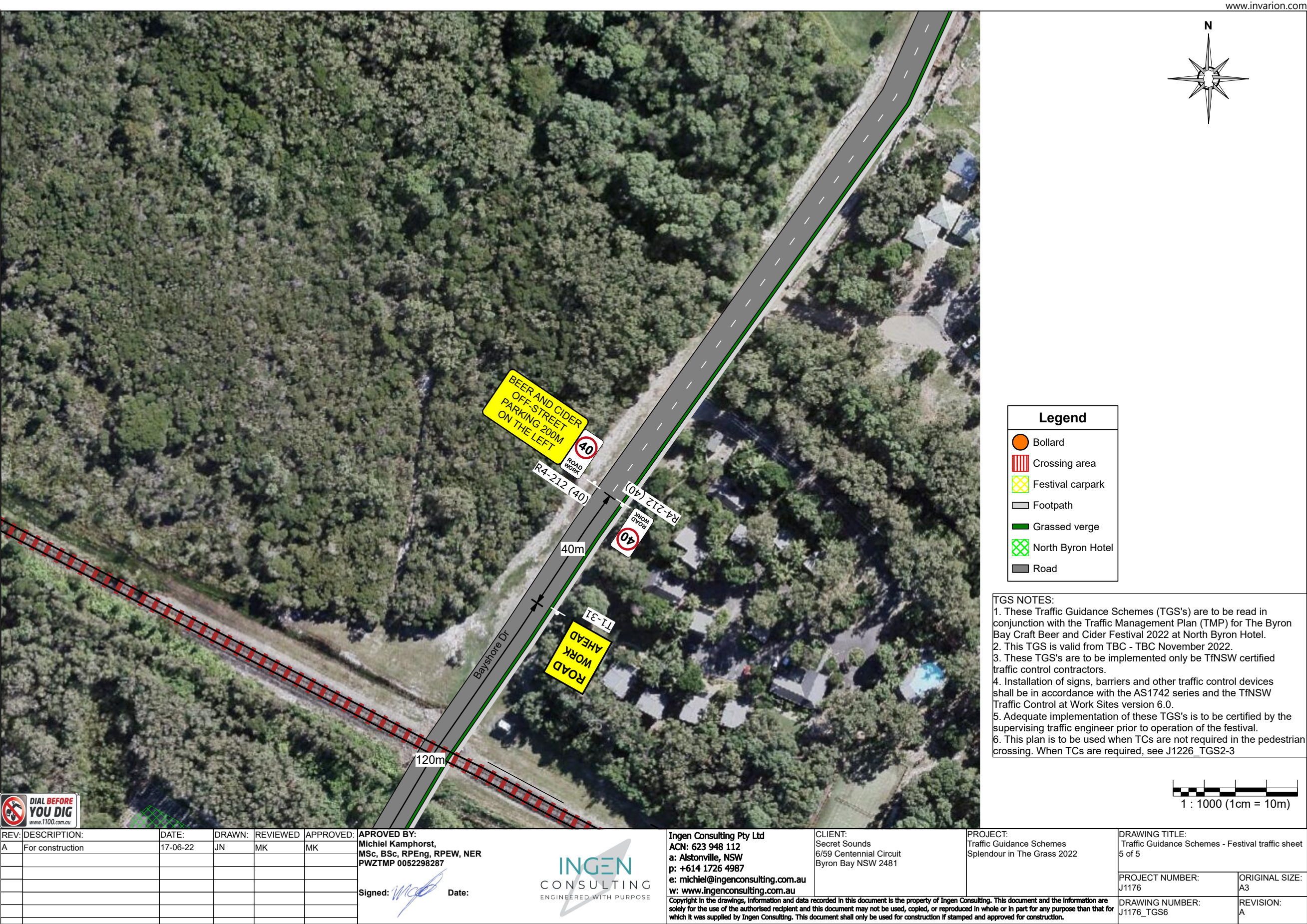




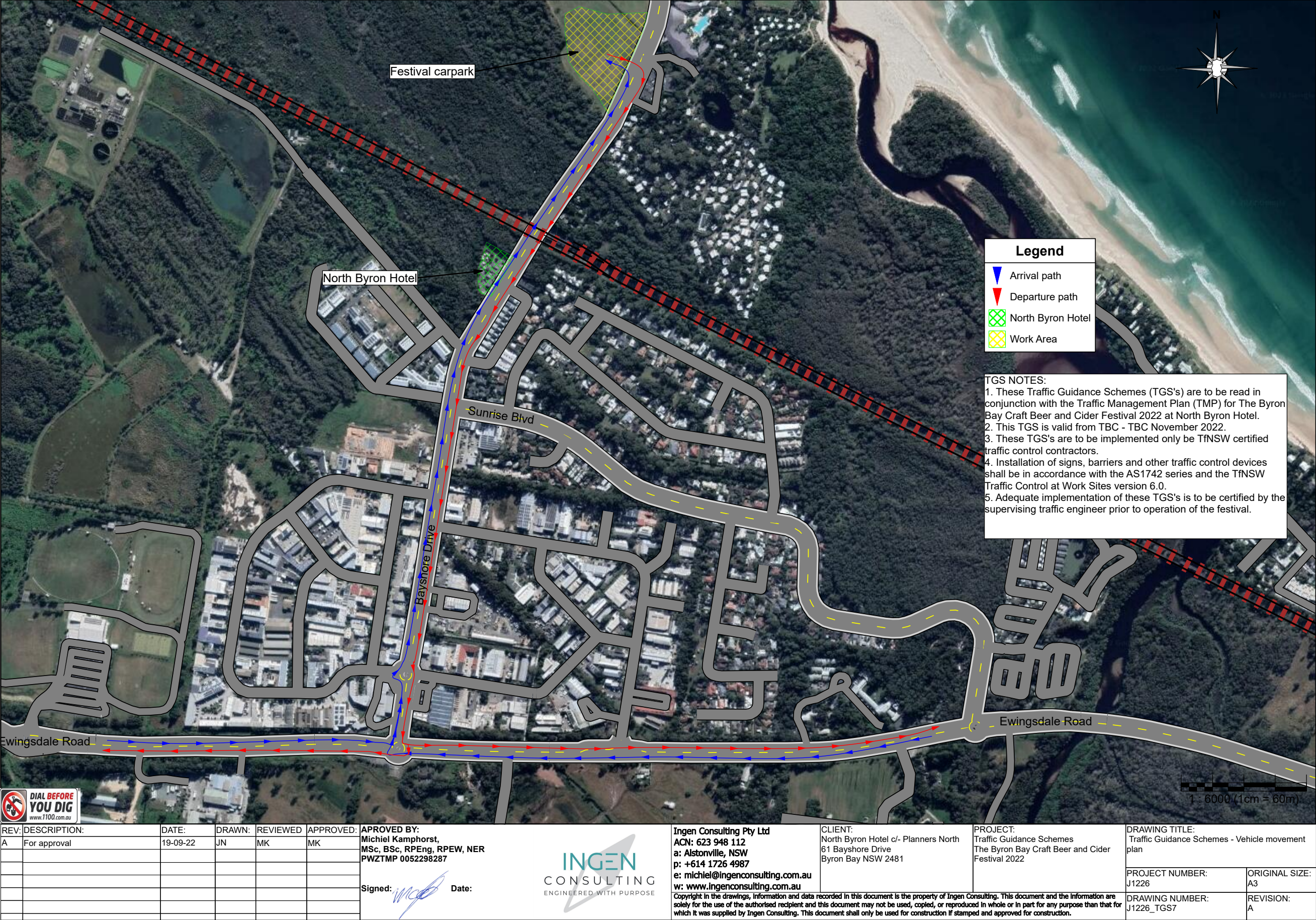


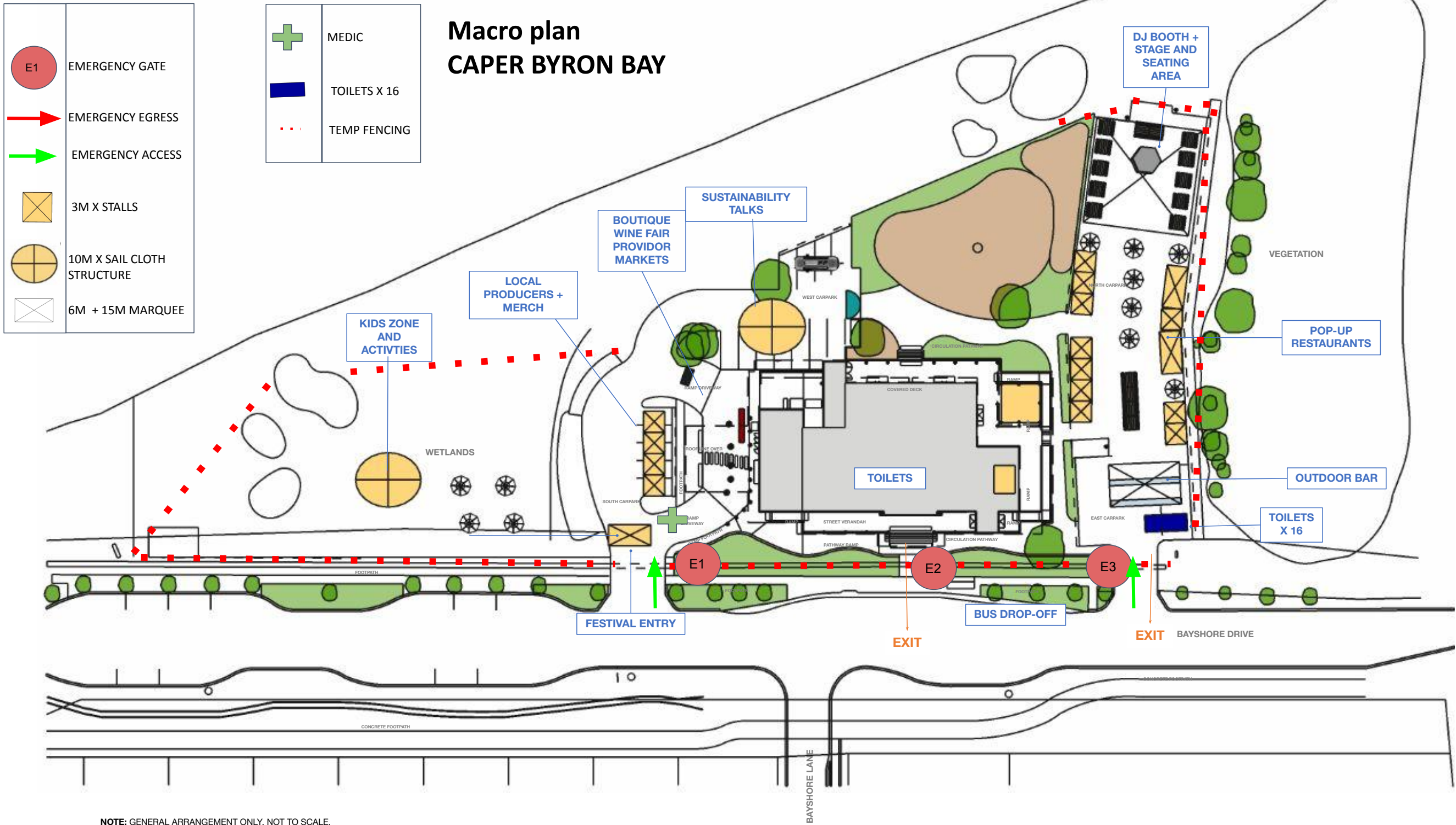






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**PLANNERS
NORTH**

abn: 56 291 496 553
6 Porter Street, Byron Bay, NSW, 2481
PO Box 538, Lennox Head, NSW, 2478
Telephone: 1300 66 00 87

21 September 2022
Our Ref: 1836.4184

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

Dear Sir

RE: Revised Statement of Environmental Effects Development Application No. 10.2022.372.1 for Craft Beer and Cider Festivals at the North Byron Hotel Lot 4 DP 243218 & Lot 4 DP 1215893, No. 61 Bayshore Drive Byron Bay

PLANNERS NORTH has been engaged by the owners of the abovementioned land to provide Town Planning advice with respect to the preparation and lodgement of a Development Application with Byron Shire Council in regard to land described as Lot 4 DP 243218 and Lot 4 DP 1215893 Bayshore Drive, Byron Bay. This application is accompanied by relevant landowner authorities provided at **Appendix A**. **Appendix B** contains plans of the proposal. An Event Management Plan is provided at **Appendix C**. **Appendix D** contains a Traffic Management Plan for the event.

THE SITE

The subject site is described in Real Property terms as Lot 4 DP 243218 and Lot 4 DP 1215893. Lot 4 DP 243218 has an area of 7649m² and contains the North Byron Hotel comprising a bar / bistro and bottle shop.

Lot 4 DP 1215893 is located approximately 350 metres to the north of the Sun Bistro and is presently vacant. Significant vegetation is located along the western boundary of the property. The site is approximately 2.2 hectares in area.

Surrounding development in the vicinity of the North Byron Hotel includes residential dwellings, "Habitat" a work / live and commercial development and the Byron Bay Railway Company operations and platform. Development in the vicinity of Lot 4 DP 1215893 comprises Elements resort.

SITE HISTORY

Development Application No. 40/2011 for a single storey hotel (bar / bistro) and bottle shop was approved by Council on 8 September 2011.

A Section 96 Application to amend the building design was approved by Council on 14 February 2013. Further amendments to modify conditions relating to acoustic management and conditions regarding security personnel were approved on 14 August 2015 and 18 November 2016. A Section 96 Application to correct a description was approved on 29 November 2016.

Development Application No. 743/2017 for a shipping container to contain business premises was approved on 6 February 2018.

Development Application No. 10.2018.132.1 for Craft Beer and Cider Festival limited to a two (2) year trial period with a maximum of three (3) festivals in each twelve (12) month period was approved by Council on 30 November 2018. The consent contained a Condition No. 3 stating that the consent ceases two (2) years after the date the consent operates.

NORTH BYRON HOTEL EVENT

2

Occupation Certificate 13.2018.132.1 for the Craft Beer and Cider Festival for May 2019 was issued on 30 May 2019.

THE PROPOSAL

The subject application seeks development consent to hold events and festivals on the site. The key difference between the Craft Beer and Cider Festival previously approved, and the subject proposal, is an increase in patron numbers to 1500 and increase in hours of operation until 9pm.

Development Consent is sought for a three (3) year trial period with a maximum of three (3) festivals in each twelve (12) month period. In accordance with the previous consent a maximum of six (6) festivals comprising three (3) in any twelve (12) month period measured from the date the consent operates will be enabled on the site. The proposed date for the initial festival is 11-13 November 2022.

The initial festival will comprise the Caper Byron Bay Festival. This festival will cater for a maximum capacity of 1500 patrons per day and will operate as follows:

- Friday 11 November 2022, 3pm - 9pm
- Saturday 12 November 2022, 10am - 9pm
- Sunday 13 November 2022, 10am - 9pm

Only one event was held in accordance with the previous consent. No issues of concern were raised in relation to the operation of the event.

The previous consent also provided for Council to be notified of the intention to hold each festival at least 28 days prior to the commencement of the festival. The events were also conditioned to avoid conflict with other events and festivals via Condition 6 that provided that no events or festivals were to be undertaken between:

- 20th December - 7th January
- The week leading into Easter, Easter and the week after Easter, and
- The Byron Bay Writer's Festival

As indicated on the plans accompanying the Development Application, the event will involve the erection of temporary structures on the site. A maximum of 1500 tickets will be sold, and the event will aim for a strong local attendance.

Consultation with the local Police will also be undertaken prior to the event, which will be carried out in strict accordance with the current New South Wales Responsible Service of Alcohol requirements.

The location of proposed temporary structures is identified on the plan accompanying the application. The temporary structures include gazebos, tents, temporary food stalls and temporary toilet facilities.

The proposal also incorporates an area for sustainability talks and children's activities.

Section 68 applications will be submitted to Council for the temporary structures identified on the site plan. Council staff also advise that a Section 138 approval will be required for the Traffic Management Plan.

It is proposed to provide car parking for the event on Lot 4 DP 1215893. This area is capable of accommodating the existing carparking provided on the North Byron Hotel site as well as that generated by the event with capacity for approximately 520 spaces. A Traffic Management Plan is provided at **Appendix D** and includes management of pedestrian movement from the car parking area to the site. It is also noted that the site is located within close proximity to the Byron Bay train and it is anticipated that a proportion of those visiting the festival will travel to or from the event by train. Additional services will also be provided prior to, during and post the event.

As detailed in the Traffic Management Plan, the Cavanbah Centre is also available for car parking with a shuttle bus service.

NORTH BYRON HOTEL EVENT

3

S.4.15 EVALUATION

SECTION 4.15(1)(a) STATUTORY CONSIDERATIONS

Pursuant to Section 4.15 of the Environmental Planning & Assessment Act, 1979, a number of statutes are potentially applicable to any single development proposal. This section reviews the range of instruments and notes their application in terms of the subject development application proposal.

DEEMED ENVIRONMENTAL PLANNING INSTRUMENTS

No deemed environmental planning instruments apply to the subject land.

LOCAL ENVIRONMENTAL PLANS

Name: Byron Local Environmental Plan, 1988 (BLEP88)

Application in Subject Case:

Zone:

Part of Lot 4 DP 1215893 on which it is proposed to provide car parking for the event is zoned 7(b) Coastal Habitat in accordance with the provisions of BLEP88.

Permissibility:

The proposed development will not be located on this part of the site and will be set back sufficiently to ensure no significant impact on the 7(b) zoned land results from the development.

Name: Byron Local Environmental Plan, 2014 (BLEP14)

Application in Subject Case:

Zone:

Lot 4 DP 243218 on which the North Byron Hotel is located is zoned B4 Mixed Use. Lot 4 DP 1215893 is zoned SP3 in accordance with the provisions of BLEP14.

Permissibility:

The proposed event is consistent with the existing approval of the North Byron Hotel for the purpose of a hotel and comprises a one-day industry related event. The proposed use of Lot 4 DP 1215893 is consistent with permissible uses in the SP3 Tourist Zone.

Concurrence:

No requirement for concurrence is triggered by the proposal.

Advertising:

Advertising of this development is not required under the provisions of BLEP88 or BLEP14.

Special Provisions Applicable:

The following provisions of BLEP14 are applicable to Council's consideration of the subject proposal.

Zone B4 Mixed Use**1 Objectives of zone**

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

NORTH BYRON HOTEL EVENT

4

2 Permitted without consent*Environmental protection works; Home-based child care; Home occupations***3 Permitted with consent***Bed and breakfast accommodation; Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Light industries; Medical centres; Multi dwelling housing; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Serviced apartments; Shop top housing; Any other development not specified in item 2 or 4***4 Prohibited***Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Waste or resource management facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies***Comment:**

The proposed development is consistent with the objectives of the B4 Mixed Use Zone and provides for an event which has been designed to be compatible with other land uses in the zone and surrounding vicinity. The proposed event is associated with the existing approved hotel use of the site.

Zone SP3 Tourist**1 Objectives of zone**

- To provide for a variety of tourist-oriented development and related uses.
- To encourage tourist development in designated areas to reduce impacts on residential amenity in other zones.

2 Permitted without consent*Environmental protection works; Home occupations***3 Permitted with consent***Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Centre-based child care facilities; Community facilities; Eco-tourist facilities; Entertainment facilities; Environmental facilities; Flood mitigation works; Food and drink premises; Function centres; Helipads; Information and education facilities; Kiosks; Recreation areas; Respite day care centres; Roads; Signage; Tourist and visitor accommodation***4 Prohibited***Any development not specified in item 2 or 3***Comment:**

The proposed use of Lot 4 DP 1215893 is consistent with the objectives of the SP3 Tourist Zone which include providing for a variety of tourist-orientated development and related uses. The proposed car parking has been sited to minimise impacts on the residential amenity of the locality.

NORTH BYRON HOTEL EVENT

5

6.3 Flood planning

(1) *The objectives of this clause are as follows:*

- (a) *to minimise the flood risk to life and property associated with the use of land,*
- (b) *to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change,*
- (c) *to avoid significant adverse impacts on flood behaviour and the environment.*
- (2) *This clause applies to land at or below the flood planning level.*
- (3) *Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development:*
 - (a) *is compatible with the flood hazard of the land, and*
 - (b) *will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and*
 - (c) *incorporates appropriate measures to manage risk to life from flood, and*
 - (d) *will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and*
 - (e) *is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.*
- (4) *In determining a development application for development at or below the future flood planning level, the consent authority must, in addition to the matters referred to in subclause (3), also consider the following matters:*
 - (a) *the proximity of the development to the current flood planning area,*
 - (b) *the intended design life and scale of the development,*
 - (c) *the sensitivity of the development in relation to managing the risk to life from any flood,*
 - (d) *the potential to modify, relocate or remove the development.*
- (5) *A word or expression used in this clause has the same meaning as it has in the Floodplain Development Manual (ISBN 0 7347 5476 0) published by the NSW Government in April 2005, unless it is otherwise defined in this clause.*
- (6) *In this clause:*

flood planning area means the area of land that is at or below the flood planning level.

flood planning level means the level of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard.

future flood planning level means the level of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard, plus allowances for projected climate change to the year 2100.

Comment:

The proposed temporary use of this land for a single day event is not considered likely to result in adverse impacts in relation to flood planning.

6.6 Essential services

Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:

- (a) *the supply of water,*
- (b) *the supply of electricity,*
- (c) *the disposal and management of sewage,*
- (d) *stormwater drainage or on-site conservation,*

NORTH BYRON HOTEL EVENT

6

(e) suitable vehicular access.

Comment:

The proposal is adequately serviced as noted on the Site Plan. Additional toilet facilities will be provided to cater for the event.

DEVELOPMENT CONTROL PLANS

Name: Byron Development Control Plan 2014 (BDCP2014)

Application in Subject Case:

Set out below are the relevant provisions of Council's residential standards contained in BDCP2014. Brief comments in relation to compliance with these development standards are set out below.

Chapter B4 Traffic Planning, Vehicle Parking Circulation and Access

It is proposed to provide car parking on Lot 4 DP 1215893 to cater for the North Byron Hotel spaces which will be occupied by tents and stalls, as well as provide car parking for those attending the event. It is considered that the capacity of Lot 4 DP 1215893 is more than adequate to provide for the proposed use.

A Traffic Management Plan has been prepared for the event and accompanies this application at **Appendix D**. In addition to this, extra train services will be operating during the event and for an hour prior to and post the event.

Chapter E5 Certain Locations in Byron Bay and Ewingsdale

Section E5.7 contains provisions regarding the North Byron Beach Resort Site. The proposed temporary use of the site for car parking associated with the Sun Bistro event for one day does not raise any issues in relation to BDCP14 provisions.

STATE ENVIRONMENTAL PLANNING POLICIES

The following State Environmental Planning Policies (SEPP's) apply to this development:

- SEPP (Biodiversity and Conservation) 2021
- SEPP (Building Sustainability Index: BASIX) 2004
- SEPP (Exempt and Complying Development Codes) 2008
- SEPP (Housing) 2021
- SEPP (Industry and Employment) 2021
- SEPP (Planning Systems) 2021
- SEPP (Primary Production) 2021
- SEPP (Resilience and Hazards) 2021
- SEPP (Resources and Energy) 2021
- SEPP (Transport and Infrastructure) 2021
- SEPP No 65—Design Quality of Residential Apartment Development

Of these SEPPs, the following have particular relevance to the subject application.

Title: State Environmental Planning Policy (Resilience and Hazards) 2021

Published: 1 March 2022

Abstract:

The aim of this policy is to specify specific arrangements for Coastal management; hazardous and offensive development and remediation of land.

NORTH BYRON HOTEL EVENT

7

Chapter 2 Coastal management

Part 2.2 Development controls for coastal management areas

Division 1 Coastal wetlands and littoral rainforests area

Division 3 Coast environment area

2.8 Development on land in proximity to coastal wetlands or littoral rainforest

Note—

The Coastal Wetlands and Littoral Rainforests Area Map identifies certain land that is inside the coastal wetlands and littoral rainforests area as “proximity area for coastal wetlands” or “proximity area for littoral rainforest” or both.

- (1) Development consent must not be granted to development on land identified as “proximity area for coastal wetlands” or “proximity area for littoral rainforest” on the Coastal Wetlands and Littoral Rainforests Area Map unless the consent authority is satisfied that the proposed development will not significantly impact on—
 - (a) the biophysical, hydrological or ecological integrity of the adjacent coastal wetland or littoral rainforest, or
 - (b) the quantity and quality of surface and ground water flows to and from the adjacent coastal wetland or littoral rainforest.
- (2) This section does not apply to land that is identified as “coastal wetlands” or “littoral rainforest” on the Coastal Wetlands and Littoral Rainforests Area Map.

Comment:

The site is mapped as a proximity area for coastal wetlands. The proposed events will be held within the footprint of the North Byron Hotel. Ancillary parking on the land to the north will be located on a cleared grassed area. Potential impacts are able to be adequately addressed by conditions of consent.

2.10 Development on land within the coastal environment area

- (1) Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following—
 - (a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,
 - (b) coastal environmental values and natural coastal processes,
 - (c) the water quality of the marine estate (within the meaning of the [Marine Estate Management Act 2014](#)), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,
 - (d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,
 - (e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,


Lot 4 DP243218

Proximity to Coastal Wetlands Map

Legend  Proximity Area for Coastal Wetlands

Lot 4 DP1215893

Proximity to Coastal Wetlands Map

Legend  Proximity Area for Coastal Wetlands

NORTH BYRON HOTEL EVENT

8

- (f) Aboriginal cultural heritage, practices and places,
 (g) the use of the surf zone.
- (2) Development consent must not be granted to development on land to which this section applies unless the consent authority is satisfied that—
- (a) the development is designed, sited and will be managed to avoid an adverse impact referred to in subsection (1), or
- (b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or
- (c) if that impact cannot be minimised—the development will be managed to mitigate that impact.
- (3) This section does not apply to land within the Foreshores and Waterways Area within the meaning of [Sydney Regional Environmental Plan \(Sydney Harbour Catchment\) 2005](#).

Comment:

The proposal does not raise any issues in relation to the provisions of Clause 2.10.

Lot 4 DP1215893
Coastal Environment Area Map



Legend [Blue square] Coastal Environment Area

THE REGULATIONS

Clause 92 of the EP&A Act Regulation requires the provisions of the Coastal Policy to be taken into consideration. No issues arise in relation to the provisions of the Regulation.

INTEGRATED DEVELOPMENT CONSIDERATIONS

The development is not Integrated Development.

SECTION 4.15(1)(b) ENVIRONMENTAL IMPACTS

Section 4.15(1)(b) requires that the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality, be considered.

Comment:

The potential impacts of the proposed event have been carefully considered. The proposed hours of the event are limited to 9pm to ensure that the event does not adversely impact on surrounding residents. The Traffic Management Plan and Event Management Plan have been designed to ensure that potential impacts are mitigated and the limited duration of the event will ensure that the potential impacts are acceptable in the circumstances.

SECTION 4.15(1)(c) SUITABILITY OF SITE

Section 4.15(1)(c) requires that the suitability of the site for the development, be considered.

Comment:

The subject site is suitable for the proposed development. The proposed development is associated with the existing hotel use of the site and is an appropriate location for showcasing local food and beverages. The site proposed for car parking use is appropriately located within close proximity and is adequate in terms of area to cater for the anticipated traffic generated by the event.

NORTH BYRON HOTEL EVENT

9

SECTION 4.15(1)(d) SUBMISSIONS

Section 4.15(1)(d) requires that any submissions made in accordance with this Act or the regulations, be considered.

Comment:

The proposed notification to surrounding land owners required in accordance with the provisions of BDCP14 will be undertaken by Council.

SECTION 4.15(1)(e) PUBLIC INTEREST

Section 4.15(1)(e) requires that requires that the public interest be considered.

Comment:

The proposed development is considered to be consistent with the public interest.

CONCLUSION

The proposal to provide for events and festivals on the existing hotel site is a product of many factors. These factors include:

- policies of all levels of government to promote the orderly development and use of land which can be demonstrated to be suitable for urban land use; and
- the site planning opportunities presented by the site.

The proposed development is permissible in accordance with the provisions of BLEP14 and is consistent with relevant statutory and policy planning provisions.

In our opinion, the development can be seen to satisfy a legitimate need for appropriately managed and located small events within Byron Shire and is capable of use in a manner which mitigates potential adverse impacts. The approval of the proposed development would be in the public interest within the meaning of Section 4.15(1) (e) of the Act.

Should Council require any additional information, or wish to clarify any matter raised by this proposal or submissions made to same, Council is requested to consult with the writer prior to determination of this application.

Yours faithfully,

PLANNERS NORTH



Kate Singleton MPIA CPP

PARTNERSHIP PRINCIPAL

(m) 0438 803 021

(e) kate@plannersnorth.com.au

Encl:

Appendix A – Landowner Authority

Appendix B – Plans

Appendix C – Event Management Plan

Appendix D – Traffic Management Plan

NORTH BYRON HOTEL EVENT

10

APPENDIX A

Landowner Authority

NORTH BYRON HOTEL EVENT

11

APPENDIX B

Plans

NORTH BYRON HOTEL EVENT

12

APPENDIX C

Event Management Plan

NORTH BYRON HOTEL EVENT

13

APPENDIX D

Traffic Management Plan

FOR INFORMATION ONLY

**Report No. 8.1 Byron Bay Traffic and Pedestrian
Management Strategy for the Christmas &
New Years Eve period 2022**

File No: I2022/1303

The Soul Street 2022 event has commenced its planning, including the implementation of traffic management and control measures by and on behalf of Council, as required, at strategic locations within the Byron Bay township road network.

The Council considers it appropriate to assist in managing events and holiday periods that generate large crowds such as New Year's Eve celebrations.

Recent discussions with Police and other agencies indicate growing pressure on Byron Shire transport networks due to increased visitation post Covid -19 pandemic travel restrictions. In addition, as New Year's Eve 2022 is on a Saturday, Council wishes to ensure we are ready to take quick action when necessary.

Council staff will implement traffic management and control measures, with the primary goals of this traffic management and control being:

- i. To ensure road user and pedestrian safety through appropriately managing interactions between vehicles and pedestrians.
- ii. Promote the efficient movement of vehicles within the township during peak tourism periods and events.

This will allow Council staff to extend some of the traffic control measures that are normally adopted for New Year's Eve when considered appropriate, noting that any measures would still require the development of a suitable Traffic Control Plan by an accredited provider, prior to implementation.

Attached are draft plans for this year's event for the committee's information.

RECOMMENDATION:

For the information of the committee.

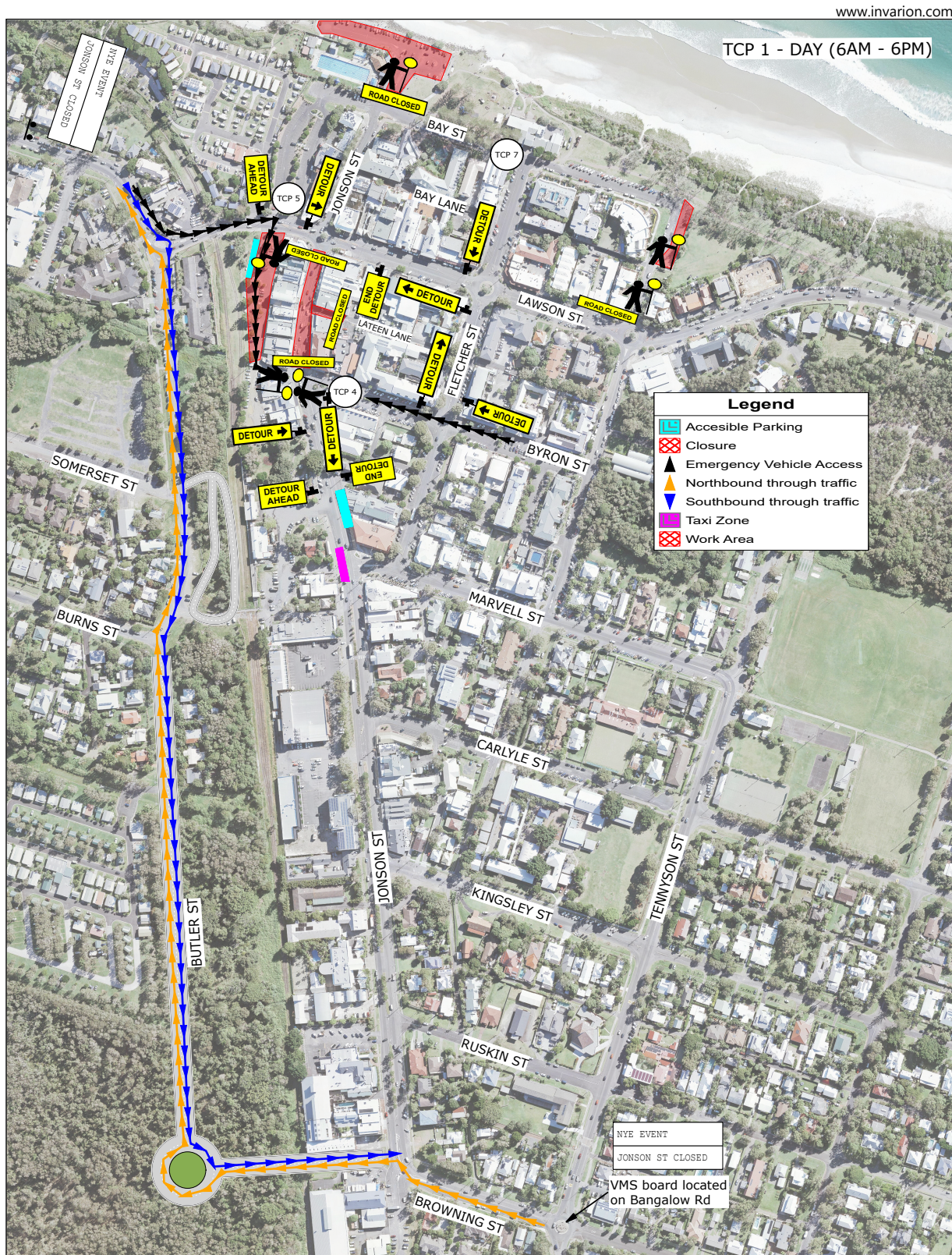
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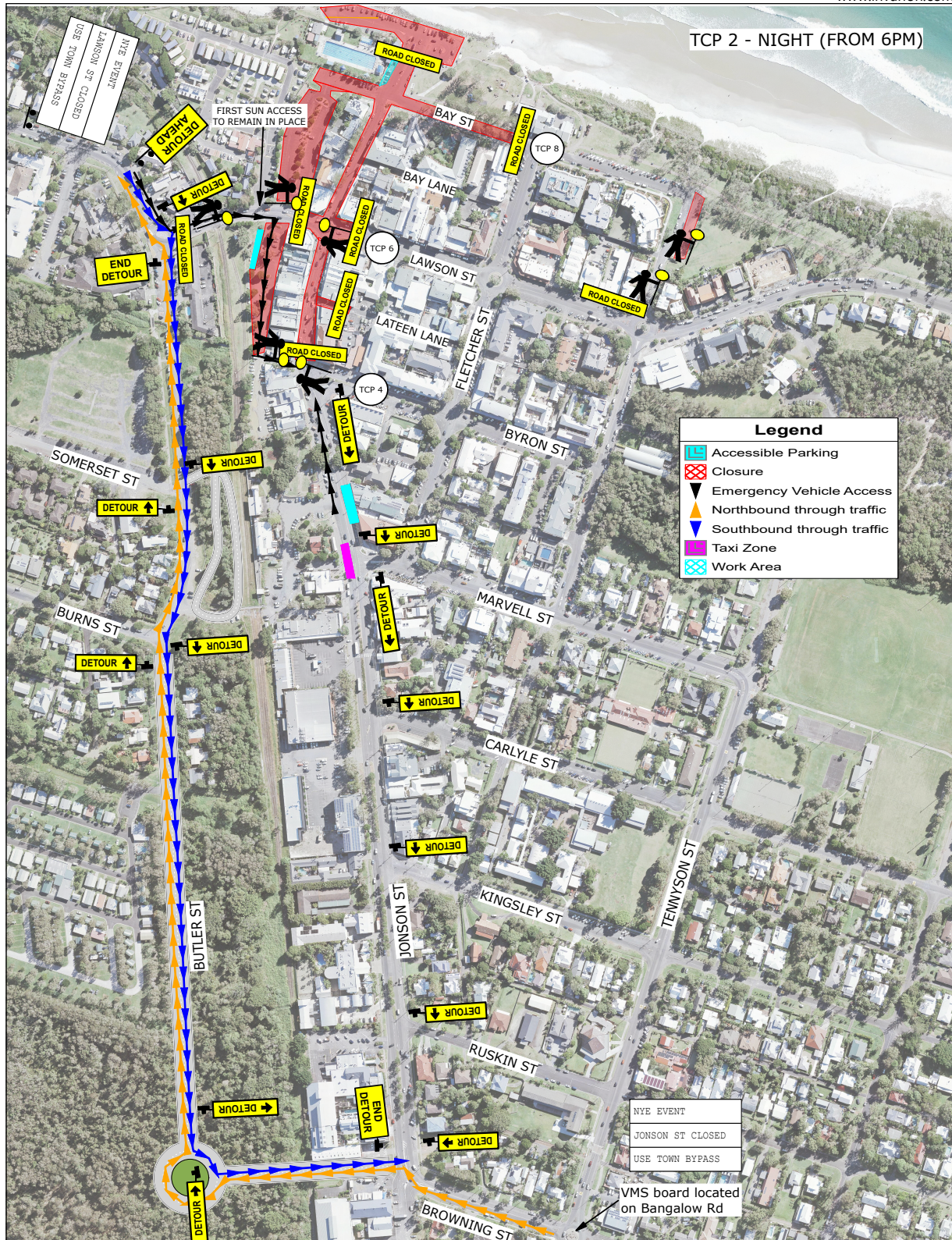
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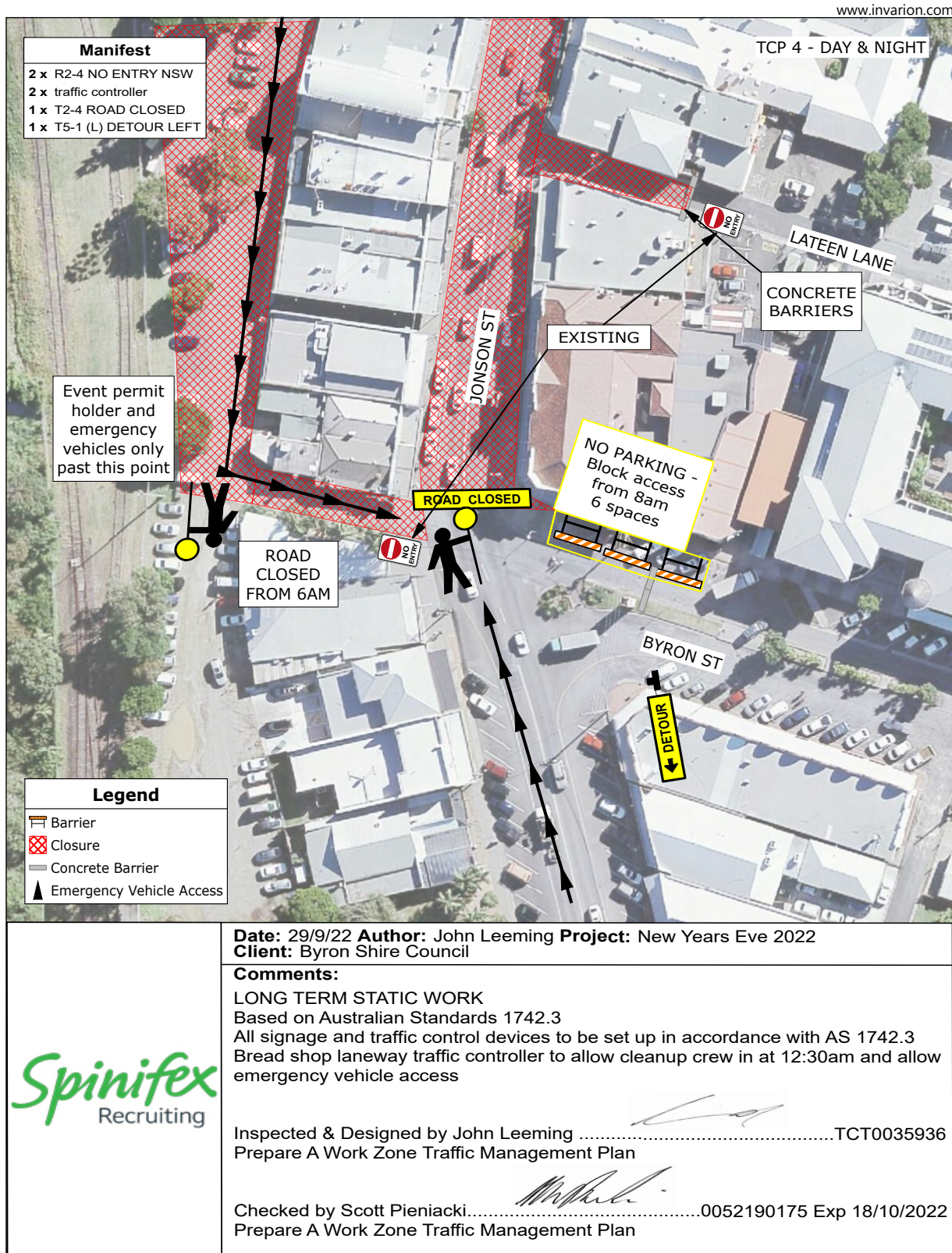
BYRON SHIRE COUNCIL

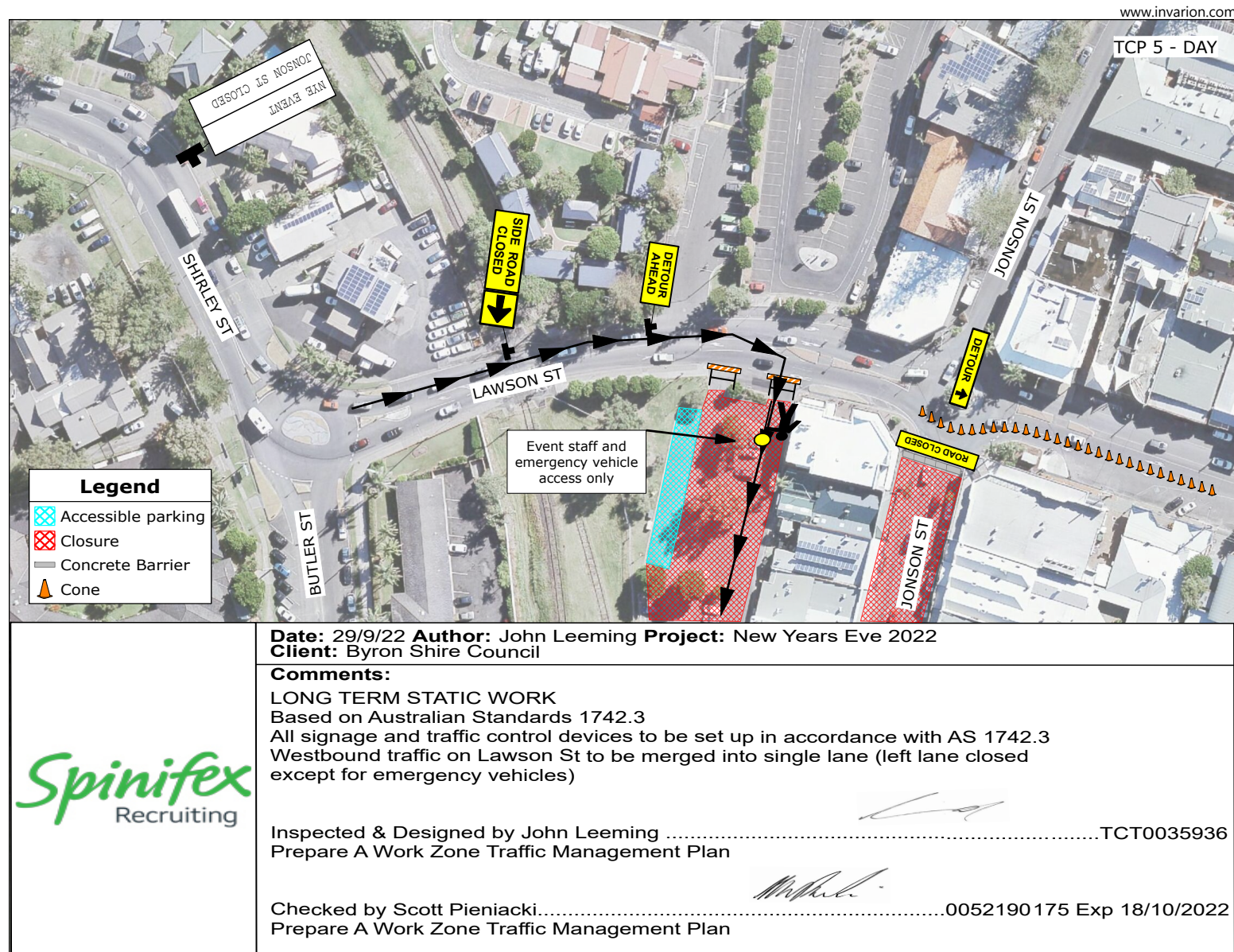
LOCAL TRAFFIC COMMITTEE MEETING

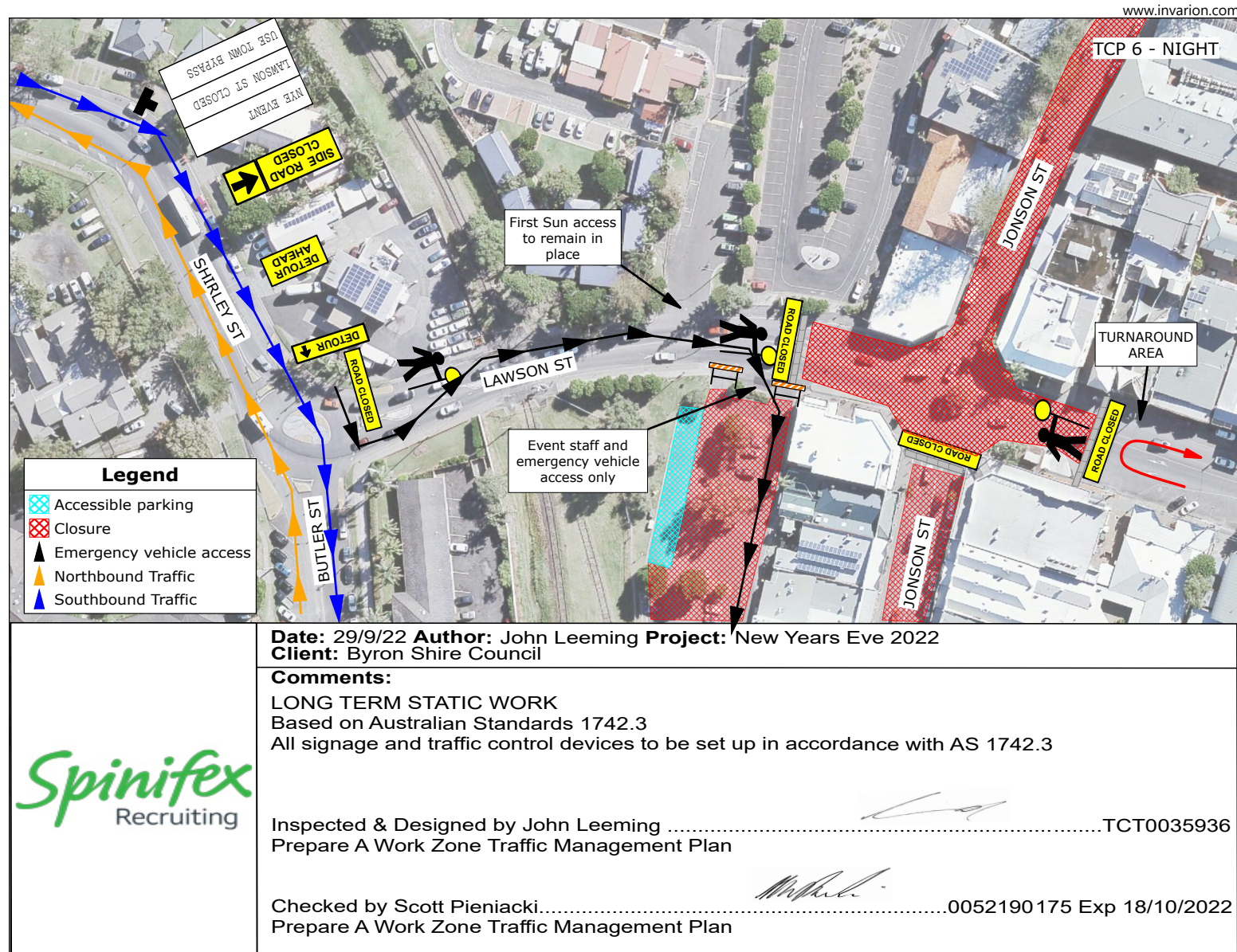
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Date: 29/9/22 **Author:** John Leeming **Project:** New Years Eve 2022
Client: Byron Shire Council

Comments:

LONG TERM STATIC WORK

Based on Australian Standards 1742.3

All signage and traffic control devices to be set up in accordance with AS 1742.3

Spinifex
Recruiting

Inspected & Designed by John LeemingTCT0035936
 Prepare A Work Zone Traffic Management Plan

Checked by Scott Pieniacki.....0052190175 Exp 18/10/2022
 Prepare A Work Zone Traffic Management Plan