

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 14 May 2024, 2:08PM
Receipt number 8
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Continuation of Recovery Coordinator position and Community Recovery Officer.

Provide your feedback here:

This feedback is provided on behalf of the Coopers Creek Community Resilience Team

Whilst we are pleased that the BSC 2024/2025 budget will support the position of Recovery Coordinator we have the following concerns:

- That the position needs be larger than one employee, as in the face of a disaster unfolding that person will require support.
- That the work to help our community to recover from the February 2022 flood is still going on and will continue for some time. This leads our association to the conclusion that the role of Recovery Coordinator should be a permanent self-funded position, and that this position needs the support of at least one full time Community Recovery Officer permanently.

We ask you, in your role as community representative and in respect of the adoption of BSC 2024/2025 budget and any further BSC budgets you may consider, that you place an appropriate level of respect to allocation of resources and the importance of BSC's ability to support its community through any future disasters.

Please take a moment to flash back to February/ March 2022 and remember what occurred, and the community's role in response and how much better it could have been had we all been better prepared. Preparedness requires investment and continuation of roles dedicated to Recovery.

Thank you for your thoughtful consideration.
Regards
[REDACTED]
Coopers Creek Community Resilience Team

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 12:47PM
Receipt number 17
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic:

Provide your feedback here:

South Golden Beach Community Association Inc.
16th May 2024
From: South Golden Beach Community Association Inc.
To: Byron Shire Council
General Manager
Re: Submission on the Draft Operational Plan and Budget 2024

Thank you for this opportunity to comment on the draft plan.

Our general comments:
The expenditure referred to in the Budget, in general, is non-specific in terms of geographical spread. There needs to be a breakdown of these items for clarity.
Where are the key performance indicators for the plans and objectives?

5.1. Road renewals and upgrade.

- SGB roads on the west side of the canal require renewal and upgrade (ie Philip st area).
- Numerous dangerous potholes each side of Kolora way need attention.
- Western roadside verge need stabilisation adjacent to New Brighton sports field where the river is undermining the road reserve.
-

5.3 infrastructure needs.

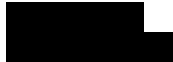
- Repair Helen St footbridge.
- Replace Kolora Way bridge and install pedestrian pathway from Kolora Way to Redgate Road.
- Paint Orana Road bridge and repair road surface.
- Install backup power supply to the flood pumps in SGB (power is often lost during floods).

5.5.3 Drainage.

- Maintain and clear drainage easements in SGB (ie remove vegetation and other impediments).
- Repair drainage culvert concrete caps on pipes under the SGB levee. During moderate and worse flood events, river water enters SGB via these pipes which don't seal properly resulting in preventable flooding of properties.
- There are ongoing drainage problems that need to be rectified/mitigated in Redgate Road, Rangal Road, Mia Court and other areas which experience flooding and standing water on a regular basis.

These requirements have been identified for many years by Council staff and residents, however, there appears to be no funding in the budget allocated to rectify these issues. SGBCA requests that funding be made available to prioritise these urgent issues, particularly stormwater mitigation and the subsidence occurring between Marshall's Creek and New Brighton Road.

Yours sincerely

A black rectangular redaction box covering the signature of the sender.

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 11:19PM
Receipt number 20
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on:

- Draft Operational Plan 2024/25
- Draft Budget 2024/25
- Draft Statement of Revenue Policy Including Fees and Charges 2024/25

Operational Plan Code # (e.g. 1.2.3.3) See below

Submission topic: See below

Provide your feedback here:

"Have Your Say" Feedback from the Brunswick Heads Progress Association, 17 May 2024.

1. Timing and sequence of drafting of documents

The five Community Objectives in the CSP, and the strategies that fall under these five objectives are the foundations for the Operational Plan. The "Have Your Say" survey on the "refresh" of CSP closed on 1st May 2024 and the public consultation process is ongoing with workshops with community groups and citizen lottery members taking place next week. Concurrent to this the Operational Plan for 2024-2025 is already drafted and on public exhibition. We find the timing of these two public consultation processes to be incongruous. The "refresh" of the CSP should be finalised before the drafting of the Operational Plan that it informs. To draft the operational plan before the community strategy is finalised could make one rather sceptical about the sincerity of council's request for public feedback on either of these documents.

2. DP Priority 1.2.1 – Community-led Decision Making, Engage with community to inform Council decision making.

As a community group we very thankful to the council for the various opportunities we are given to provide feedback to, and engage with, council staff and councillors on behalf of our community and we are very happy to see the above DP priority included in the operational plan. The key words in the priority are "community-led", "engage with" and "inform council".

The above DP priority has the following 4 sub-activities with the following completion statements:

Activity 1.2.1.1 – "Provide opportunities for the community to have input,

comment and feedback to Council on projects and matters of interest” with a Completion Statement of “Projects are promoted via Council’s online digital communications platform and the website”.

Activity 1.2.1.2 – “Support staff to consider communication and engagement as part of all project development and implementation” with a completion statement of “Development of inclusive communication and engagement plans for significant projects and activities”.

Activity 1.2.1.3 – “Hold quarterly Community Roundtable meetings” with a completion statement of “Three to four community roundtables held per year”.

Activity 1.2.1.4 – “Prepare the 2025-2035 Community Strategic Plan” with a completion statement of “Community Strategic Plan adopted by Council”.

In relation to Activity 1.2.1.1 above, we do not feel that the completion statement is sufficient to demonstrate the activity was carried out. Promotion of projects alone does not demonstrate that the community was able to have input, provide feedback or comment. We suggest the completion statement be expanded.

In relation to Activity 1.2.1.2 above, we feel this activity could go further and also demonstrate the level of success achieved with the engagement plans developed.

In relation to Activity 1.2.1.3 above, we feel that either the wording of the activity needs to be expanded, or the completion statement needs to be more meaningful for the activity to contribute to the priority. If the objective is to simply hold a meeting then the activity and the completion statement are both adequate, but this of course is not the case.

In relation to the overall DP Priority 1.2.1, we feel that to properly measure if you have achieved “community-led” decision making, and “engagement with” the community to “inform council” decision making there needs to be a more concrete instrument of measurement in addition to the 4 completion statements currently proposed. We would suggest the inclusion of a 5th activity that measures the level of engagement achieved and how “heard” the community feels. There is a lot cynicism within the community about participating in council’s current Have Your Say type activities, and we regularly received feedback from the community about council ticking boxes and providing feedback being a waste of time. The development of these important strategy documents and plans consume considerable council time and resources and we feel it is important that they are valued by the community.

3. Geographic Breakdowns

There is very little geographic breakdown or specificity in the activities in the Operational Plan and in the budget. We would like to see more geographic breakdown in the budget and relevant parts of the operational plan so that the level and variety of the works to be carried out in Brunswick Heads/North of the Shire is visible.

4. Storm Water Charges (Page 20 of the Revenue Plan)

Let us begin by stating that we understand that the storm water charges are set by the state government.

Stormwater is already a serious issue within the shire, and with the push for infill development the amount of impervious ground is only going to increase. The number of drains that constantly need to be cleared across the shire, and the number of complaints that are made by the general public about the lack of drain clearing, would indicate that more money is needed for stormwater related activities. Storm water and blocked drains can be a significant contributing factor to flash flooding/flooding. We would encourage council to lobby the state government for an increase in the Storm water charges.

N.B. The documents currently open for community feedback are lengthy

and detailed. We are only commenting on a part of these documents.
Lack of comment on other sections/documents should not be construed
as endorsement of those sections.

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 9:16AM
Receipt number 12
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on:
Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3) 5.1.2.33, 5.1.3.10, 5.4.2.16, 5.4.4.3

Submission topic: Bangalow Community Assoc. comment on projects and budget items

Provide your feedback here:

Introduction: The Community Conversation meeting on 30/04/24 was attended by a single representative from the Bangalow Community Association who appreciated the overall context provided by presentations from the BSC leadership team and the detailed advice given on specific projects. The meagre attendance at this valuable community engagement forum was a complete surprise and warrants further discussion as to how community groups might assist BSC to improve engagement levels at such forums, assuming there was no material improvement in attendance numbers at the second conversation.

Project Comments – Operational Plan

5.1.2.33 – Rifle Range Road construction. Strongly supported. BCA appreciates the commitment to complete this project despite some delay from a further design verification review.

5.1.3.10 – Lismore Road off road shared path, design completed and construction ready. Supported in principle. This project is a logical companion piece to the RRR intersection upgrade and rail corridor activation, enabling a game changing western public pathway to Bangalow village services. We would appreciate a copy of the final design plans when available.

5.4.2.16 – Deliver a street tree succession plan for Byron & Station Streets. Supported and being progressed. Thank you.

5.4.4.3 – Bangalow Sports Fields – seeking funding opportunities for adopted landscape masterplan. Early success with upgraded lighting. Thank you.

Project Comments – Budget

1. (Pg 60) Market St footpath design, \$100K. Both Market and Station Streets are high traffic areas with acknowledged priorities for improvement, so this budget allocation is a welcome step in the process. Increasingly frequent and popular events in Bangalow invariably use Market and Station streets for access to the Bangalow Showgrounds or A&I Hall respectively, with Market St also used for daily school drop off and pick up. Showcase events such as the Byron Writers Festival are diminished by pothole peppered surfaces that present a disappointing

introduction to an otherwise perfect leisure experience. These street improvements can be justified by improved safety and financial return. 2. (p 60). Byron St shared path construction, \$850K. The current design for this project lacks support from key community stakeholders, based on adverse impact to the Byron Street heritage setting and limited public benefit. There remains a general view that relevant community groups were not adequately consulted during the design phase. A more nuanced approach to this pathway upgrade is likely to deliver an outcome that would satisfy key community objectives with lower capital expenditure. We therefore request that the community engagement phase be revisited, as discussed at the community conversation. Conclusion: The BCA thanks BSC staff and councillors for their willingness to embrace a comprehensive community engagement model that supports robust community participation in project and planning outcomes. Current economic and environmental conditions make the task of project implementation very challenging but steady progress continues. Thank you.

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 12:11PM
Receipt number 16
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Byron Shire Council's Commitment to Disaster Resilience and Recovery

Provide your feedback here:

May 17, 2024
To Byron Shire Council

Re: Byron Shire Council's Commitment to Disaster Resilience and Recovery

'Our Neighbourhood' is a proud member of the Byron Community Resilience Network (CRN). It represents a vibrant section of the community in Mullumbimby, spanning from Federation Bridge to Woolies and back to Heritage Park. Our mission is to bolster our neighbourhood's emergency preparedness through heightened awareness and stronger social connections.

We extend our heartfelt thanks to Byron Shire Council for its dedication to establishing an effective disaster recovery support system. The assistance provided to us through the CRN and the efforts of the Recovery Co-ordination Officer and the Community Recovery Support Team have been invaluable in creating, maintaining, and enhancing coordinated community emergency-based disaster recovery actions. Regular interactions with the team have been crucial to our group's formation and ongoing efforts.

Byron Community Resilience Network is one of the pioneering Local Community Reference Groups in New South Wales, and Byron Shire is at the forefront of developing a community-focused model to enhance preparedness, response, and recovery from disaster events.

This submission addresses the concern that the Byron Shire Council lacks ongoing funding for disaster resilience-related positions.

We appreciate Byron Shire Council's commitment to the community's need for ongoing post-disaster support and disaster preparedness and response, demonstrated by self-funding the Recovery Coordinator position for the 2024/2025 period. However, it is unfortunate that the Community Recovery Officer position cannot be self-funded, which will impact our community's ability to prepare for, respond to, and recover

from disaster impacts.

Our Neighbourhood will continue to advocate for:

Making the Recovery Coordinator position a permanent budget allocation and, therefore, self-funded.

Making the Community Recovery Officer position a permanent budget allocation and, therefore, self-funded.


Securing permanent financial support from the NSW Reconstruction Authority to continue these positions and extend support directly to communities aimed at enhancing disaster preparedness, response, and recovery.

Obtaining permanent financial support from the NSW State Government for the continuation of these positions and to expand direct community support for disaster preparedness, response, and recovery.

Gaining permanent financial support from the Australian Federal Government to continue these positions and to extend direct community support for disaster preparedness, response, and recovery.

As outlined in the Byron Shire Climate Change Adaptation Plan and the recent NSW Disaster Mitigation Plan, Byron Shire is increasingly vulnerable to bushfire, coastal, and flood-related disaster events. We request that the Council and its management take a proactive approach by ensuring that appropriate funding levels for disaster resilience and preparedness are embedded in the Council's budgets now and into the future. The Byron Shire Recovery Action Plan of November 24, 2022, also calls for this outcome.

Yours sincerely,


On behalf of Our Neighbourhood: Federation Bridge to Woolies

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 14 May 2024, 7:05PM
Receipt number 10
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Amendments to Federal Village Chapters of DCP & LEP

Provide your feedback here: As adopted by Council in Dec 2022, Action 5 of the Federal Village Masterplan seeks to amend the applicable chapters of the Byron Shire DCP & LEP to be consistent with the Federal Masterplan and therefor an allocation of resources, staff and other, would be appropriate to included in the draft Operational Plan and Budget.

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 9:35AM
Receipt number 13
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Road Funding for Main Arm Road

Provide your feedback here: Council has indicated that Main Arm road betterment is their priority so funding in the draft budget should reflect this.
Thank you

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 14 May 2024, 2:04PM
Receipt number 5
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Continuation of Recovery Coordinator position and Community Recovery Officer.

Provide your feedback here:

This feedback is provided on behalf of the CHUBS subcommittee of the Byron Shire Community Resilience Network.

Whilst we are pleased that the BSC 2024/2025 budget will support the position of Recovery Coordinator we have the following concerns:

- That the position needs be larger than one employee, as in the face of a disaster unfolding that person will require support.
- That the work to help our community to recover from the February 2022 flood is still going on and will continue for some time. This leads our association to the conclusion that the role of Recovery Coordinator should be a permanent self-funded position, and that this position needs the support of at least one full time Community Recovery Officer permanently.

We ask you, in your role as community representative and in respect of the adoption of BSC 2024/2025 budget and any further BSC budgets you may consider, that you place an appropriate level of respect to allocation of resources and the importance of BSC's ability to support its community through any future disasters.

Please take a moment to flash back to February/ March 2022 and remember what occurred, and the community's role in response and how much better it could have been had we all been better prepared. Preparedness requires investment and continuation of roles dedicated to Recovery.

Thank you for your thoughtful consideration.
Regards
[REDACTED]

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 3:08PM
Receipt number 18
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3) 1.

Submission topic: Amendment of LEP and DCP to include and be consistent with the Federal Masterplan

Provide your feedback here: Operational Plan action and the associated budget to amend the LEP and DCP to be consistent with the Federal Masterplan has not been included in the draft Operational Plan and Budget currently on exhibition. I request Council to include this in both.

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 14 May 2024, 5:43PM
Receipt number 9
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Integration of Federal Masterplan

Provide your feedback here:

I note, despite Council assurances and Councillors voting to endorse in full the Federal Masterplan, that there is no mention of amending/updating the LEP and DCP to be consistent with the Federal Masterplan, particularly Action 5 in the Masterplan.
If Council wishes to be taken seriously about community consultation, then the most exhaustive, comprehensive and first community-lead consultation for future planning in Byron Shire must surely be included in BSC's draft operational plan and budget for 2024/25.
Kind regards,

[REDACTED] - Federal

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 10:44AM
Receipt number 15
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3) 4.1.3 and 4.1.4

Submission topic: Amend LEP and DCP for Federal area

Provide your feedback here: The council-endorsed Federal Master Plan includes Action 5 - amending the DCP and LEP to be consistent with the Federal Masterplan. This will require allocation of staff resources to progress this. I strongly request that this be included in the Operational Plan and associated budget.

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on	17 May 2024, 10:09AM
Receipt number	14
Related form version	12

Name

Email

Document you would like to make a submission on:	Draft Operational Plan 2024/25
	Draft Budget 2024/25
	Draft Statement of Revenue Policy Including Fees and Charges 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic:	Palmwoods Road
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Provide your feedback here:

Dear Council, you really need to fix Palmwoods Road in Upper Main Arm. It is becoming impassable and this would be a disaster for the many residents who live here as well as for the Council. Currently Council have offered us raw materials to fix it ourselves and I am organising a working bee with 3 adults and 3 kids to fix the road because Council says it doesn't have any money to do it. If we hurt ourselves, are you liable? I've never fixed a road before, so I'm essentially making it up, again, are you liable? What is going to happen if there is an emergency here and an ambulance can't get through? Or a fire-truck? Is council waiting for a dead body or two before they do anything? How are we to survive if we can't get to work? I apologise if I sound emotional.... honestly I am very emotional about this and since the floods we feel forgotten and despite our many attempts at asking for help, completely ignored. Usually I would draft a very polite letter, but I have done that too many times and been ignored, and so am at the point of needing to express my frustration. I have been in touch with the rates department about this as it does not at all feel right to pay full rates when we are paying extra for car maintenance and spending our own time and effort fixing the road ourselves.

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 17 May 2024, 6:24PM
Receipt number 19
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Strategic Propaganda plan

Provide your feedback here:

To whom it may concern,
I have been reading through your strategic plan. I have never been a complainant resident even after living here my whole life, but I will say that over all these years I have never been as disappointed with Council as I currently am. As a resident of Palmwoods in Main Arm, I would say that the sense of being forgotten through our tragic floods of 2022 has only been magnified by our continued neglect over the next two years. I will respond through your own framework to give you an understanding of why we feel forgotten, unheard and unwanted.

Effective Leadership
We have had a plethora of officials come and tell us that they understand the trauma we have gone through and that they be with us putting 'shoulders to the wheel'. The initial work showed a bit of promise and gave us a piece of road that was better than nothing. Since that point we have called as a group, as individuals and yet nothing has been done. The road is so dangerous the bus does not come up to pick up our kids and the garbage truck refuses to use parts of it. Two years of polite requests for assistance and we have had nothing. I am deeply concerned about the waste of money in legal fees if anyone is injured on this road. You know it is dangerous, you will not send your drivers on it yourself. As an ex-lawyer that sounds like a case I would like to take to court.

Inclusive community
We feel left out of our community and people do not want to come and visit us. Everyone is terrified driving on this road, I cannot imagine what that would be like for anyone with a disability. You struggle on the road with a 4 wheel drive, imagine going out into the sunshine in a wheel chair. Our elderly need us to pick them up for shopping as they cannot navigate getting themselves in to town.

Natural Environment
The solution from Council for the garbage issue has been to put all our bins up to 4KM's from some of our houses. This is about 40m from our beautiful creek and has been consistently trashed by dogs and animals leaving refuse strewn all over the place for 2 years now. It has rained throughout this time and this ends up into the creek. If this was a

ratepayer you would fine them and rightly so. Members of our community spend hours each week cleaning up this vile mess. Repeated calls have gone unanswered.

Ethical growth

What is even meant by this? You cannot ethically treat the ratepayers you currently have. No one has received any compensation or rate deductions for the appalling reduction in services. How about trying to sort out what you have before you grow.

Connected infrastructure.

This is so laughable right now I cannot even respond. We are talking about 2km of road to connect us to Main arm road and this is beyond Council achievement two years after you were given funds to assist flood recovery. Who suffered most through this? The people of the hills, if not why were we all on the television so much?

I work in Government and know how much these types of Strategic plans cost. Looks good on paper and makes you feel like something is being done. I preferred the old style Council's who spent less on propaganda and more on actually doing their job. Your contempt for us is only magnified by this. I shall print it on A1 paper and turn it into a flag, with 'betrayed' on the other side!

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 15 May 2024, 10:28AM
Receipt number 11
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on: Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Budget for DCP and LEP to be consistent with Federal Masterplan.

Provide your feedback here:

To the General Manager and the Mayor,
I understand that staff have advised that an Operational Plan action and the associated budget to amend the LEP and DCP to be consistent with the Federal Masterplan has not been included in the draft Operational Plan and Budget currently on exhibition.
I firmly believe that council should have an operational plan and budget to be consistent with the Federal Masterplan as Council and the local community have put so much time and effort into this . I ask that this be acted upon immediately.
Regards
[REDACTED]

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 12 May 2024, 7:13AM
Receipt number 3
Related form version 12

Name [REDACTED]

Email [REDACTED]

Document you would like to make a submission on:
Draft Operational Plan 2024/25
Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Bangalow Sportsfield Masterplan

Provide your feedback here:

I am writing on behalf of the Bangalow Tennis Club to support the inclusion of the council's commitment to implement the upgrades of the sporting facilities at Bangalow as per the Bangalow Sports Field Master Plan 2023.

Bangalow Tennis Club is a community orientated inclusive club dedicated to providing and maintaining quality tennis facilities for both social and competitive tennis and to foster a sense of community across all background and ages.

The Bangalow Tennis Club has decades of history and enjoys a growing membership base and a busy and vibrant player base. We have seen court bookings at Bangalow increase by 75% in the last 3 years, with around 220 members across a diverse range of ages and backgrounds.

Our 3 courts were built by the community in 1986 and the surfaces are in a very poor state of repair. With the popularity of the sport and the club growing we are also needing more courts to play on. Our

It is pleasing to see the Operational Plan has a commitment to progress the vision of the Master Plan for the oval and we are writing to confirm our support of working with council to create a modern, safe and suitable tennis club for the community. We are already meeting with and working with the other local sporting groups of Bangalow to work together to progress the Master Plan to benefit all sports and our community. We also work closely with Tennis NSW and are committed to working more closely with council on achieving a great outcome for our members and wider community.

The state of the tennis courts are in need of urgent repair and with our expanding club, including high performance junior players who are competing regionally and state wide we urge the council to progress the work under urgency.

Yours Sincerely



Bangalow Tennis Club

Submission on the Draft 2024/25 Operational Plan, Budget, and Fees and Charges



Submitted on 13 May 2024, 9:11PM
Receipt number 4
Related form version 12

Name [REDACTED] on behalf of Federal, Eureka and Goonengerry Community Resilience Team

Email [REDACTED]

Document you would like to make a submission on: Draft Budget 2024/25

Operational Plan Code # (e.g. 1.2.3.3)

Submission topic: Funding for Recovery Officers

Provide your feedback here:

On behalf of the Community Hubs (CHUBS) sub-committee of the Byron Community Resilience Network ('CRN') I wish to thank Byron Shire Council for its commitment to establishing an effective disaster recovery support system. The support provided to the CRN, and through the work of the Recovery Co-Ordination Officer and the Community Recovery Support Team, is invaluable in creating, maintaining, and strengthening effective, co-ordinated community emergency-based disaster recovery actions. We note that Byron Community Resilience Network is one of the first Local Community Reference Groups of its kind in New South Wales, and that Byron Shire is leading the way in building a community connected model for strengthening preparedness, response and recovery from disaster events.

The purpose of this correspondence is to express the deep concern of the CRN members present at the meeting of February 6th 2024 that there is currently no ongoing funding for disaster resilience-related positions within the Byron Shire Council.

The continuation of the work that the Recovery Co-ordinator Team and resilience related position at Council is critically essential for the following reasons:

- To organise and chair quarterly Community Resilience Network meetings which provide the ONLY networking and coordination event between local government, government emergency agencies (such as SES, Police, Marine Rescue), not-for-profits and community-based resilience hubs in the Byron Shire.
- Represent the CRN at the Local Emergency Management Committee, noting that the CRN is the ONLY formal conduit between Byron Community Resilience Hubs (CHUBS) and the Tweed Byron Local Emergency Management Committee.
- Act as a formal conduit between CRN members and the Byron Recovery Committee.
- Be a key conduit between state, federal and local governments in relation to disaster preparedness and recovery funding opportunities, key disaster

information sharing and during the immediate response to any disaster in our LGA.

- Understand resilience and preparedness needs of the Byron Shire.
- To ensure Council's own operations link with the State Emergency Plan, the Byron

Emergency plan, and the Byron Shire Recovery Action Plan (e.g. prevention of disasters in works program, planning, preparedness, and recovery).

It is vitally important that the co-investment to date in building and strengthening the bridge between the community, Byron Shire Council and all emergency related agencies is not lost.

At the Byron CRN meeting of February 6th members voted unanimously to request that the Mayor and General Manager employ every means possible (with local, state, and federal means) to ensure ongoing funding for these positions becomes a fact that the community can rely upon.

As outlined in the Byron Shire Climate Change Adaption Plan and recent NSW Disaster Mitigation Plan, Byron Shire is increasingly vulnerable to bushfire, coastal and flood related disaster events. We request that Council and its management take a long view on ensuring that appropriate levels of funding be embedded now and into the future in Councils budgets for disaster and preparedness. The Byron Shire Recovery Action Plan of November 24, 2022, calls for this outcome.

From: [REDACTED]

Sent: Wednesday, May 8, 2024 5:24 PM

To: council <council@byron.nsw.gov.au>; [REDACTED]

Cc: [REDACTED]

Subject: Council's Operational Plan - infrastructure pages 94-96 Sewerage Treatment Plants

Whilst I have not read all the documents on the website, I did glean through the 1st document with interest on Sewerage Treatment.

Concerns are:

page 94 5.5.2.4 refers to 'renewals' . This introduces what appears to be a 'new' word into the vocabulary used by Council.

In the 'normal' meaning of the word this would mean to "revive, regenerate, make new again, refurbish, replace. It begs the question exactly what does Council intend to do with the STPs?

page 95 5.5.2.11 The transfer of raw sewage from Ocean Shores STP to Brunswick Valley STP is contentious because of the increase load on BVSTP and the inability of the STP to withstand that increase in wet weather conditions.

Arguing this is a good move, because of the technology of the BVSTP is a nonsense as it continues to ignore

the inflow problem already in the catchment area. Even without the transfer, the BVSTP is registering

inflows in excess of its design capacity. The notion of building a storage pond is thwart with problems,

including the political unacceptable discharge of raw sewage into the Brunswick River in rain events. One

has to be mindful this area is the wettest area in New South Wales!

page 96 5.5.2.15 Renewal of the West Byron STP Wetlands means?. There is no base data on the success of planting

melaleucas to mitigate the effects of acid sulphate soils! The build up of biomass from rotting leaves is a

major problem and contributing to algae blooms? Maintenance of the wetlands would seem to be more appropriate than 'renewal'.

Take care, stay safe, [REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [council](#); [REDACTED]
Subject: Submission to Operational Plan 2024
Date: Monday, 13 May 2024 2:41:16 PM
Attachments: [image001.png](#)
[REDACTED] [West Byron TTR submission.pdf](#)

[REDACTED]

[REDACTED]

1. Particularly in reference to **Scarabellotti's Lookout**. Phil Holloway conceded at the presentation last week that the lookout "had fallen through the cracks" and was not on Council's Parks and Gardens maintenance list. Phil conceded that now the adjacent restaurant DA is not being developed, that Council will now have to consider what the next steps for the lookout will be including consultation with the local community. Steps need to be;
 - a. NOW / Ensure the road side mowing crew fully understand their role in keeping the whole lookout car park area mowed. Every two months or so, the crew should be calling into the lookout to mow the entrance AND the surrounds. They should also remove lantana and weeds which are blocking the vista to the east
 - b. NOW / add the lookout to the Parks and Gardens maintenance schedule ensuring regular attendance rather than leaving it to Joe Scarabellotti to undertake (whipper snipping / rubbish removal etc etc).
 - c. Arrange a community gathering (mid 2024) at the lookout to discuss what the locals (including Joe Scarabellotti) would like to see done at the lookout
 - d. Use the responses from the community gathering to adjust / modify the DA / council approved plans for the lookout drawn up for the restaurant now not proceeding.
 - e. Present the new drawings to the community for endorsement
 - f. Seek funding for 2025 / 2026 Operational year to undertake the improvement works at the lookout
 - g. Undertake the improvement works in the operational year 2025/2026
 - h. Council continue to maintain the new works on an ongoing basis.

2. I raised the issue of **missing guideposts** on the Shire's hinterland roads / lack of night time delineation / unsafe situation for unfamiliar drivers / especially during heavy rain. I discussed this at the Operational Plan presentation in May 2023 / 12 months ago. Its been raised again with Phil Holloway in our issues meeting in June 2023. Its been raised in emails back and forth with the Infrastructure team throughout 2023 / 2024. Phil committed in our meeting in 2023 to undertake an audit and costing for the work to replace the guideposts throughout the shire and report back to be with the view to request State funding to rectify the situation. This issue is still logged on my outstanding issues register sent to Samuel Frumpui via email 17th April 2024. At the presentation by Council on Tuesday last week, Phil advised the review work on the scope and cost of replacement had not been carried out as committed and therefore the work was not in the Operational Plan for this coming year. If funds were to

be found for the replacement work, then funds would need to be taken from the spray sealing budget. Phil Holloway mentioned that guideposts are only fixed in an area when the pavement / spray sealing is reconstructed similar to Myocum Rd. Post presentation note: I have raised again by email to Tamara Smith the issue of missing guideposts and lack of delineation / safety concerns for unfamiliar drivers in my email to Tamara Smith 8th May 2024.

3. I agreed Council's new initiative to put in place a **more robust community consultation / feedback process** is a good thing. I noted that issues get lost in email trails in my dealings with the Infrastructure Dept and I recently started sending a spreadsheet of issues updated in my emails to ensure issues were being actioned and closed out and not lost in an email trail. Community members just want to know if something can be done and when it is likely to be done. Phil Holloway conceded that community members can be left for long periods without knowing if anything is being done on a particular issue which is not good enough.
4. I noted more needs to be done in the area of **checking / enforcement of erosion and sedimentation controls** being implemented by larger developers working on major earthworks projects in the local hinterland area. I had recently needed to request a site visit by Council officers to a subdivision site in Coorabell (375 Coorabell Rd Coorabell) which had very poor ERSED controls in place and were upstream of the Wilson River known platypus pool. It was obvious to me that Council had not been visiting the site as sediment runoff during heavy rains was uncontrolled running down local creeks into the river. Chris noted that Council needs to get better and not just police sites on main roads in and out of Mullumbimby. I noted that large earthworks site such as 375 Coorabell Rd where they are about to do the roadworks connection into Coorabell Rd need to be policed to ensure the environment is better protected. These developments are a huge risk to our waterways and aquatic environments and add sediment load to the creeks and rivers and cause increased siltation / flooding problems downstream in places like Lismore.
5. The presentation mentioned work to **improve active transport routes** in the shire mainly Mullumbimby to Byron / Bruns. I made the comment that our hinterland roads have no gravel or sealed shoulders whatsoever and are dangerous for bike riders with no adequate safe runoff opportunities in case of an incident. As a consequence, I commented that I will not ride on Coolamon Scenic Drive for that same reason of feeling unsafe. I drive to Bangalow, park and then ride south on the old Highway and onto roads in the Ballina Shire where local roads are more safe for riders. Phil Holloway conceded that the shire is devoid of sealed shoulders as over time Council have not paid attention to maintaining safe shoulders. We agreed that this safety issue / concern will take time and funds to rectify. I noted that the MOVING BYRON report discussed strongly making it safer for bike riders to travel between our hinterland towns. Ex Councillor Basil Cameron has very strong views on this same issue yet Council are yet to commit to doing anything to improve shoulders on the Tourist Route Coolamon Scenic Drive (CSDr) or any other hinterland road for that matter. General safety concerns for CSDr need rectification similar to works carried out on Myocum Rd 2022. CSDr

needs shoulders widened, culverts extended, truck lay over opportunities provided, general overtaking locations made safe to allow overtaking and this should also involve providing adequate sealed shoulders for active transport and safer bike riding opportunities especially with it being a popular route for bike enthusiasts,

6. During the presentation I requested an update from Phil on Strategic Traffic Modelling being undertaken and well **overdue safety works planned at the M1 Southbound exit ramp to Byron Bay**. I reiterated my concerns that with peak holiday queues causing traffic to bank up on the motorway will eventually result in a rear end major accident where a semi-trailer ploughs into the rear of the queue similar to the situation that occurred during construction of the Tintenbar to Ewingsdale Motorway upgrade. See attached photographs for reference taken from my Report to Council May 2020 also attached. Its unacceptable to have that ongoing safety situation and a timeframe of many more years to fix the safety situation is unacceptable in my view. There was funding to widen Ewingsdale Road to four lanes in the vicinity of The Farm but that potential solution has disappeared or so it appears. This safety fix must be prioritised by Council and TfNSW before we have that serious accident we all dread. We require an agreed development and delivery timeframe for these critical works.

7. Phil noted a potential result of the strategic traffic modelling will likely be an upgrade of the Bangalow / Byron Road and signposting as the **southern entrance into Byron from the M1 South**. I suggested at last Tuesday's presentation that Council would be adopting my proposal from May 2020 which was described in my submission to West Byron DA. See attached Report for your reference. The sooner the Southern Bangalow Byron Road entrance to Byron idea is adopted, the sooner some much needed pressure will be taken off the Ewingsdale Road Northern entrance to Byron. That same traffic pressure results in the queuing back onto the southbound M1 so would be a suitable relief valve for the Ewingsdale Rd or Northern route into Byron township. Intervention from COVID aside, waiting four years or longer since May 2020 to act on a solution not dissimilar to my proposal is disappointing considering the safety risks involved with queuing M1 southbound traffic..

Anything that needs clarification, please come back to me.

Regards,

A large black rectangular redaction box covering the signature area.

[REDACTED]
Date: 9 May 2024 at 9:14:59 PM AEST
[REDACTED]
[REDACTED]

Cc: council <council@byron.nsw.gov.au>

Subject: Upgrade Lookout

[REDACTED]
[REDACTED]
[REDACTED].

Happy to start progression of discussion for upgrade to lookout in line with agreed details in devopers DA approved as shown below in the plan extract. We could use the approved DA details as a reference point in discussions with the local community as you have suggested.

I think its only fair that Council now takes on the commitment which had been made originally by the developer.

The lookout has stood neglected by Council for far too long considering it was a gift from Joe's father many years ago.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

As noted in our meeting on Tuesday evening, the Google reviews for the Lookout are quite disparaging and don't place the caretakers being Council in good light. Read some reviews below.

1. Looking at review photos from 3 years ago, it seems council have let the team down again and allowed vegetation to partially obscure the view. Perhaps hire more landscape and maintenance workers and less bureaucrats, since the latter seem hell-bent on annoying tourists with parking restrictions and preventing overnight stays, taking the soul out of the old Byron of 30 years ago. Shame. Now it's get rich or get lost.
2. Uncared for and overgrown.
3. Currently it is a horrible place, you cannot see towards the city because of so much grass there is.
4. It looked a bit dodgy, odd people around and not looked after!
5. It's good lookout but seems to be pretty neglected with maintenance to the road and parking.

Accident at Byron turnoff hospitalises two



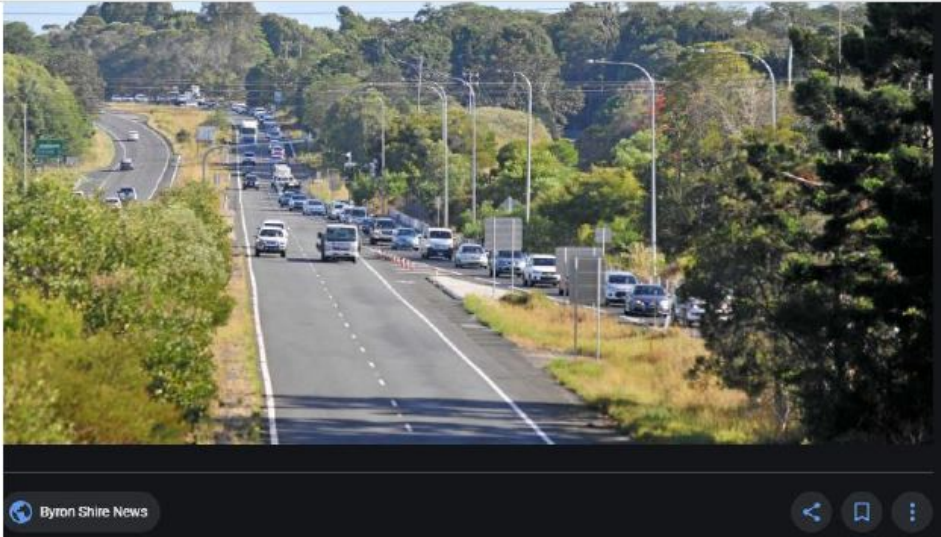
The scene of yesterday's accident at Byron Bay interchange on the Pacific Highway.

[Updated 7am Thursday] Two people are in the Tweed Hospital, one in a critical condition, after a multi-vehicle accident on the Pacific Highway near the Ewingsdale Road interchange yesterday.

And a subsequent accident on one of the alternative routes created gridlock on the area's roads for most of yesterday's peak.

The original accident occurred at the northbound entrance from Byron Bay, at a pinch-point created by the Tintenbar to Ewingsdale roadworks, where the formerly dual-lane divided highway has been reduced into a single lane in each direction facing oncoming traffic.

It involved two trucks and two cars, and for several hours it completely closed the road to traffic.



Pacific Highway southbound exit to Byron Bay (AM peak):



The cement truck involved in yesterday's accident at Byron Bay interchange on the Pacific Highway.



RESPONSE TO WEST BYRON TRAFFIC AND TRANSPORT REPORT

May 2020

Refer

Development Application 10.2017.661.1

Revised Assessment Report Traffic and Transport
West Byron Urban Release Area August 2019 (VLC)

West Byron Development Transport Study
March 2011 (VLC)

The MR545 Strategic Study
2008 (OPUS)

Review of MR545 Traffic Studies
November 2017 (CARDNO)



Executive Summary

The West Byron development in its various forms must not advance any further until there is more certainty and transparency in the collected traffic data, traffic studies and traffic modelling undertaken, followed by strategic analysis and planning. These actions would also deliver funding agreements for real solutions to the chronic traffic issues which are certainly current and front of mind (even without West Byron).

To move forward, the following deficiencies in the development's Traffic and Transport Report (2019 VLC) need addressing:

1. Current and future tourist *traffic impacts in the Report are significantly underestimated* and require urgent review and updating
2. The Report *analysis and modelling must include the wider Byron Bay precinct* extending back to include the Byron Bay / Pacific Highway Interchange / Hospital Roundabout / McGettigans Lane to ensure traffic solutions are sustainable well into the future
3. The traffic models must include for *updated tourist data, forecasts and strategic analysis* beyond the West Byron development generated traffic numbers. Significant delays and stoppages are now a regular occurrence in the AM peak on the Pacific Highway slow lane on approach to the southbound Byron off ramp. These serious safety impacts caused by over development, congestion and poorly planned road upgrades must be considered well before the safety issues present themselves. Developments like West Byron will only help to exacerbate congestion and travel time delays. These developments would add pressure to an already overstressed local road network which is in need of proper updated strategic traffic planning BEFORE further decisions are made which would add more unwanted traffic onto our "*one road into Byron*".
4. The Report's own Executive Summary seems to *gloss over and disregard the impacts of tourist traffic numbers* and forecasts on Ewingsdale Road and must more accurately address the facts regarding ALL traffic generation in the Byron Bay area and traffic destined to Byron Bay.
5. The traffic counts used for the Report's *current traffic models are dated and flawed* and need to be undertaken again at peak tourist times (this will be an issue under the current COVID 19 situation). Well considered and up to date statistics and growth forecasts of tourist numbers visiting are readily available from organisations dealing with tourists like Destination Byron
6. Traffic surveys used in the Report must include collection of *updated route destination data* otherwise the resultant traffic modelling and impact forecasting will likely be inherently unreliable and misleading.

7. *The budgeting and timeframes for the recommended Ewingsdale Rd conversion to four lanes highlighted in the Report needs to be assessed* in detail rather than noted as needed in the future sometime. This issue needs to be assessed through a detailed model and strategic analysis through the traffic model to determine exactly when it is likely needed. Significantly, this could be a \$50 - 75M issue which needs resolution.
8. Unavoidable road damage and costs associated with the *inevitable damage by multiple loaded trucks* transporting fill and pavement materials on Ewingsdale Rd to the proposed West Byron developments need to be recognised as a real issue and a funding source resolved. It is a potential \$4-5M cost issue which has had zero recognition to date.
9. The 2011 Traffic and Transport Report *tourist numbers must be recognised as outdated and flawed* and no longer referenced in the new Report. Modelling should only be associated with up to date figures and forecasts as tourism has boomed in the last 5 years beyond everyone's expectations. Outdated Census 2006 figures are still being utilised which would appear problematic when it comes to reliable forecasting data used for modelling.
10. *Wider region traffic outcomes / solutions* must be assessed within the Report as a wider model approach with task appropriate network modelling tools such as AIMSUM, VISSIM would to be a more transparent method to give the wider community more confidence in noted impacts, outcomes and mitigation measures proposed.

Fundamental issues with the *"one road into Byron solution"* must be clearly recognised and appropriately addressed in the short (2025 / 5yrs), medium (2030 / 10yrs) and longer term (2040 / 20yrs). Our complex traffic issues must be strategically analysed to the present viable solutions required for different timeframes. Inconclusive statements within the report are not useful to the reader. For example, the quoted statements in the 2019 Report *"ultimately, Ewingsdale Road will need to be upgraded to a four lane road."* and 2011 Report *"this initiative may be necessary within the next 20-30 years"* must be fully explained and concluded with analysis on the likely impacts (e.g. parking removal on Shirley St), timeframe, cost estimate and budget source and not just left open ended.

The Opus Report M525 Study dated 2008 is the only strategic level traffic report being relied upon by subsequent developer traffic and transport reports. The 2008 Opus report is unfortunately now seriously outdated as multiple factors have fundamentally changed in the area with respect to the generation of traffic and traffic pressures and therefore a new strategic study is urgently required BEFORE any further decisions are made on mega developments like West Byron.

Unless these listed issues are adequately addressed both within the West Byron Traffic and Transport reports by the developers and more broadly at a local and NSW Government (TfNSW and DPE) level, outcomes will very likely be substandard and lead to ongoing and worsening chronic congestion issues and extended travel delay problems on Ewingsdale Road and beyond especially during peak holiday periods.

Further details are included below on each specific issue raised.

1)Traffic impacts of the development are most likely underestimated

Previous studies have identified the existing chronic traffic problems with the main Ewingsdale Road entry into town and predicted rapidly deteriorating conditions as traffic volumes increase. Increasing congestion has exceeded predictions and estimates need revision and need to be based on recent tourist traffic numbers and forecasts both of which have increased significantly in recent years. Predictions in Table 5.1 of the report (Aug 2019) are still dated 2011 which is totally unacceptable and misleading. The predictions are apparently checked and updated against figures from end January 2016 and May 2017, neither of which were during a busy tourist season period of say late December / early January or Easter / School Holidays / Bluesfest.

Traffic and Transport studies to date associated with West Byron have not adequately considered the full development or the wider precinct traffic pressures back as far as the Pacific Highway Interchange. It is clear that there has been no traffic and transport study to date that adequately, fully or accurately identifies the likely consequences that either the full or partial development of West Byron will have on “*the safety, efficiency and ongoing operation*” of Ewingsdale Road, Shirley Street or the town centre and roundabouts for both local residents and visitors to our region.



Ewingsdale Road view west near Belongil turnoff / Kendall Street:

Note to the reader;

All following indented and *italicised* text extracts have been sourced and directly copied from the developers’s 2011 and 2019 Traffic and Transport Reports which were drafted by VLC and are included for direct reference for the reader.

2) An appropriate Traffic and Transport Study

A traffic and transport study must be prepared that identifies measures, including appropriate staging of the whole development and that ensures Ewingsdale Road “*will not be adversely affected by the development*”. A full and comprehensive traffic and transport study must include up to date forecasts of day trip tourist vehicles and other tourists which clog Ewingsdale Road especially in the extended AM peak. These updated forecasts are readily available through organisations like Destination Byron and if not utilised will ensure the traffic models remain largely inaccurate, unreliable and lead to unrealistic results and further, ongoing chronic traffic delay outcomes. These outcomes will more than likely deteriorate further if not addressed in a timely fashion.

The developer must assess (and model) the operational traffic and transport impacts of the development, including:

- a) Forecast travel demand and traffic volumes for the development and the surrounding road network.
- b) Travel time analysis for the surrounding network.
- c) Performance of key interchanges and intersections by undertaking a level of service analysis (both westbound and eastbound for AM and PM peak) at key locations including a clear analysis of all of Ewingsdale Road from and including the Pacific Highway interchange, the new Byron Hospital Roundabout and McGettigans Lane.

All these key specific tasks are not adequately and transparently addressed in the traffic and transport reports to date for the development.

NEWS

Heavy traffic causes delays at Ewingsdale

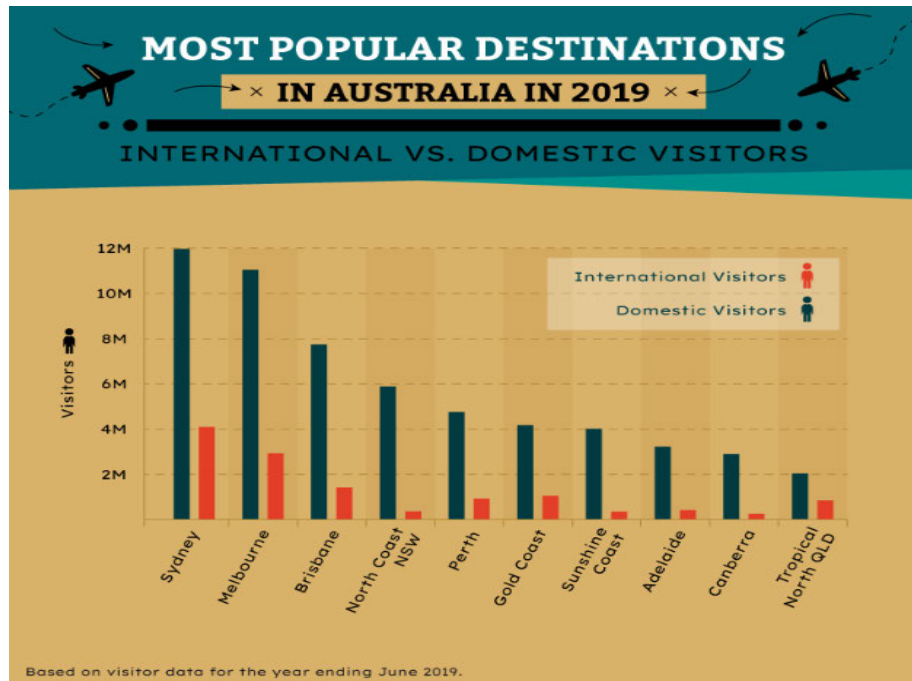


Heavy traffic is causing delays at Ewingsdale. Picture: Chris McCormack

3) These assessments and models must include for updated tourist data, forecasts and strategic analysis of the data including road safety impacts.

Assessments and models must include for the fast moving and developing tourist traffic situation including;

- updated tourist vehicle movements (both local and regional arrivals, both long term stay and day trip tourists) which have risen sharply in the last 4 - 5 years well in excess of currently modelled assumed increases in the Report. As noted previously, this data is freely available from sources such as Destination Byron.



The Gold Coast Airport is currently going through a significant expansion of the overseas terminal facility to cater for the recent and future expected upswing in overseas tourists. These predicted tourist numbers have driven these types of expansions and our planning for the Byron / Ewingsdale Rd infrastructure must cater for these actual and forecast increases in tourist numbers or we will continue to drown in traffic. Recent publications have heralded the explosion of tourism to the Gold Coast area which flows through to Byron day trippers;

- *“Gold Coast cemented its title as Australia’s tourist capital with holiday makers flocking to the city in record numbers”*
- *“Domestic overnite visitation grew by 7.2% to a record 3.8M for 12 months to December 2018”*
- *“Visitor nights increased to 14.7M up 9%”*
- *“10M visitors per year”*

These types of exploding tourist numbers have an obvious and unavoidable impact on Byron Bay as Gold Coast and Northern NSW visitors alike take the time to travel for the day to the Byron township clogging the only road in especially in the extended AM peak which can last for hours normally and seem never ending in the holiday season. Any additional traffic from developments like West Byron will only serve to exacerbate the severe traffic problems.

A DOCUMENT considering the future of Byron’s visitor landscape will be placed on public exhibition March 2020. Byron Shire Council discussed the draft Sustainable Visitation Strategy at Thursday’s planning meeting.

The six present councillors voted unanimously to endorse the document and release it for public comment subject to several conditions. In the draft strategy, the Byron Shire’s total visitor numbers are forecast to reach 3.86 million in 2030.

At that time, domestic visitors are still expected to account for 90 per cent of visitors.

By 2030, the shire’s expected to boast about 8.5 million “visitor nights”, compared to 5.5 million in the 12 months up to June 2019. An increase of 65% in 10 years.

Councillor Cate Coorey said while residents “accept the reality of being in a high tourism area” they would be “alarmed” by the expected growth.

The Byron West traffic study drafted way back in 2011 has not been amended and only proposes an increase of just under 30% in the 20 years 2008 – 2028. Noting figures quoted above by the Council, surely this makes the traffic study and modelling obviously flawed and must be carried out again with updated and current traffic counts and updated forecasts of tourist vehicle numbers.

5.1.1 Land use and demographic assumptions

Note that background traffic growth is not an input to the travel demand model, but rather an output of the model. This output is most influenced by assumptions of future land use development. The land use assumptions adopted in the model are as follows:

- The 2008 demographic assumptions were based on the 2006 Census data, sourced from the Australian Bureau of Statistics, but factored up to match the estimated population in the Shire at 2008.*
- The 2018 and 2028 ‘base case’ demographics (without West Byron) were derived in a similar way, using population projections for the Shire prepared by the NSW Department of Planning in 2008. Estimates as to future tourist activity in Byron Bay were provided by Tourism Strategy Development Services, who were engaged by the West Byron Landowners for this purpose.*

It should be noted that the population growth of Byron Shire to 2018 was lower than these assumptions. According to the Australian Bureau of Statistics, the Estimated Resident Population in the Shire in 2018 was 34,574 persons (4% less than assumed in 2018). The latest population projections available from the Department of Planning and Environment (prepared in 2016, before the 2016 Census data was available) estimated only 38,000 residents in Byron Shire at 2036, while the model assumes over 40,000 residents by 2028. This will result in higher traffic forecasts than if newer land use assumptions were adopted.

Table 5-1: Key Demographic Variables Assumed in the VLC Transport Models

Demographic Assumption	2008	2018	2028
Resident Assumptions:			
Population	31,505	36,038	40,661
Dwellings	12,987	14,865	16,778
Employment	12,073	13,912	15,793
Visitor Numbers (Annual):			
Domestic Overnight	887,000	908,000	856,000
International Overnight	183,000	208,000	235,000
Domestic Day-trippers	2,635,000	3,030,000	3,337,000

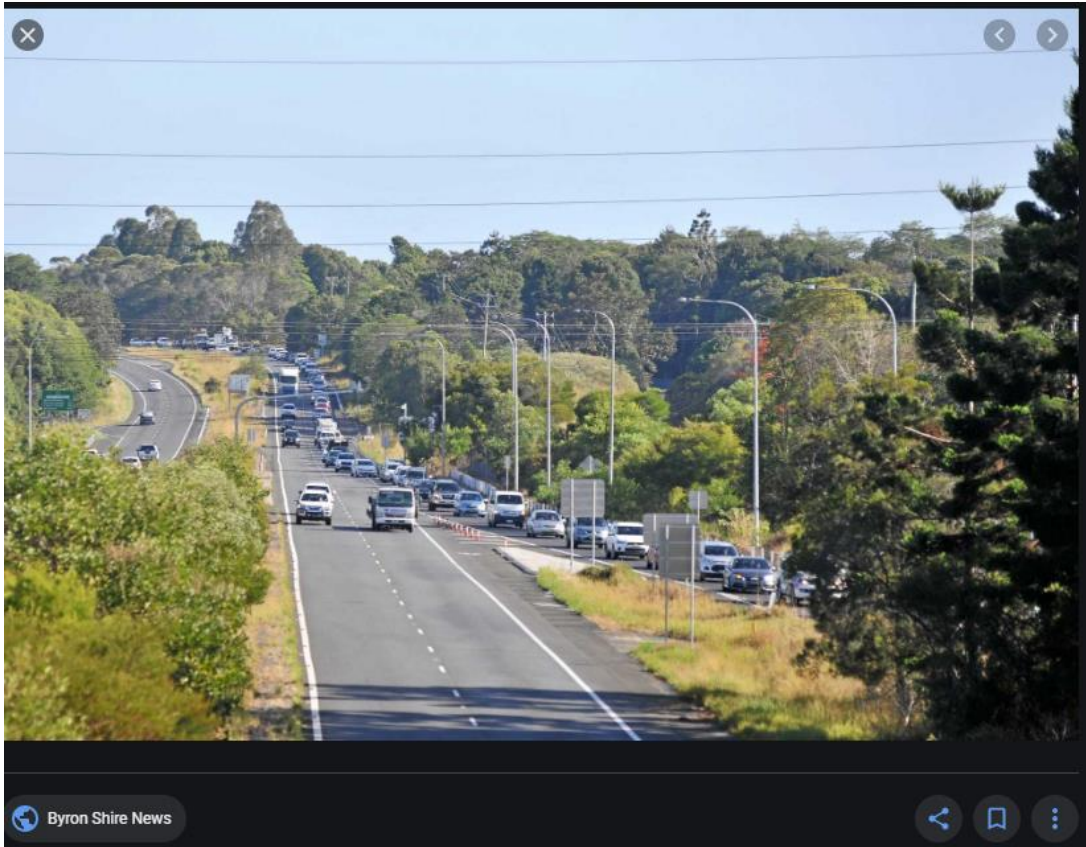
Source: Tables 11 & 12, *West Byron Development Transport Study Final Report* (by VLC, March 2011)

The forecast volumes on Ewingsdale Road and the side roads are shown in Figure 5-1. This background traffic growth estimate forms the basis of 2028 traffic assessments in this report.

As noted above in the Report extract, data is highly likely the out of date (as the Census 2006 is still noted), with understated tourist numbers and future forecasts of the same would be responsible for producing false outcomes in the traffic modelling. The impact of local residential growth is an easily predictable figure as its controlled mostly by a constrained local Council approach to development. What Council is powerless to control is the numbers of day trippers which clog Ewingsdale Road now and into the future. For this reason we need traffic modelling which is conservative i.e. includes for potential holiday peaks so as to provide planning “free board” in potential impacts and infrastructure solutions so they can be planned for effectively and appropriately funded and implemented in a timely fashion. Rather than using outdated figures and forecasts in the traffic numbers which give a false hope and result in us all drowning in the endless queues of traffic. As a minimum, the Census 2006 could be disregarded and up to date Census 2016 data should be adopted.

Days when the Pacific Highway southbound approach to The Byron Bay turn off is queued well back towards Tyagarah is unfortunately becoming an everyday event during the extended morning peak. See photo below. This situation is an extremely serious one from a road safety point of view. The opportunity for serious incidents in this situation when an exit lane is blocked is well documented and possible solutions, as we understand are currently being reviewed by TfNSW. The area was the scene of at least one significant truck accident when the T2E Pacific Highway upgrade project was underway and queuing was being experienced southbound due to scheduled roadworks. See photo below of the incident. The Newell Highway had a recent unfortunate double fatality when a distracted truck driver ploughed into the back of stationary vehicles which were queued at roadworks.

These potential serious safety impacts caused by over development, congestion and poorly planned road upgrades must be considered well before the safety issues present themselves. Developments like West Byron will only help to exacerbate congestion and delay on an already overstressed local road network which is in need of proper updated strategic traffic planning BEFORE further decisions are made adding more unwanted traffic to the “one road into Byron”.



Pacific Highway southbound exit to Byron Bay (AM peak):



The cement truck involved in yesterday's accident at Byron Bay interchange on the Pacific Highway.

Accident at Byron turnoff hospitalises two



The scene of yesterday's accident at Byron Bay interchange on the Pacific Highway.

[Updated 7am Thursday] Two people are in the Tweed Hospital, one in a critical condition, after a multi-vehicle accident on the Pacific Highway near the Ewingsdale Road interchange yesterday.

And a subsequent accident on one of the alternative routes created gridlock on the area's roads for most of yesterday's peak.

The original accident occurred at the northbound entrance from Byron Bay, at a pinch-point created by the Tintenbar to Ewingsdale roadworks, where the formerly dual-lane divided highway has been reduced into a single lane in each direction facing oncoming traffic.

It involved two trucks and two cars, and for several hours it completely closed the road to traffic.

The Council commissioned CARDNO to carry out a Review of MR545 Traffic Studies November 2017 which was to;

To establish and inform the strategic vision of Byron Bay it is important the road network issues are identified, addressed and appropriately planned. These issues include traffic congestion, high parking demand, poor public transport opportunities and lack of pedestrian only streets and cycle routes. The key objectives of this report are to:

- *Review the previously documented project history, including six previous study reports and other relevant strategic planning documents;*
- *Identify the similarities and discrepancies between each study;*
- *Establish priorities for the road network and identify those projects which can be progressed immediately or those that require priority focus during the new study; and*
- *Provide the foundation framework for a Movement Strategy for Byron Town Centre.*

Past reports reviewed;

- *The MR545 Strategic Study 2008 (Opus)*
- *West Byron Development Transport Study 2011 (Veitch Lister)*
- *West Byron Development Area-Western Precinct Traffic Impact Assessment 2016 (Bitzios Consulting)*
- *Byron Shire Central Hospital 2014 (Taylor Thomas Witting)*
- *Ewingsdale Retirement Facility DCP Traffic Study Report 2015 (Bitzios Consulting)*
- *The Farm 2016 Traffic Impact Assessment and Traffic Counts (Greg Alderson & Associates) > McGettigans Lane Ewingsdale Road Intersection Assessment 2017 (Bitzios Consulting)*
- *Broken Head / Clifford Street Intersection Traffic Analysis Report 2016 (TTM)*

The 2017 review report undertaken by Cardno makes the important point;

It was also noted that there were existing deficiencies in the road network, however the reports generally analysed the network directly adjacent to the development site, apart from the MR545 Study provided by Opus. These isolated areas of analysis did not take into consideration the cumulative effects of high growth and seasonal variations and the impact on intersections upstream and downstream of the development sites. The studies focused on the capacity and efficiency of the road network with limited information investigating the safety components of the road network for all road users and transport modes.

The traffic and transport studies of various developers are generally localised and do not deal with the bigger picture and incrementally, we find ourselves in the evolving scenario of escalating and compounding traffic pressures as issues from various singular developments evolve. Like a slow death by a thousand cuts scenario. These developments all add traffic pressures which mount on each other to produce an unacceptable traffic situation for locals and tourists alike. Council's only real strategic traffic study from 2008, is the now seriously outdated M525 Study provided by Opus, on which all other development proposals are based. Unfortunately the 2008 study does not contemplate the following key strategic issues:

- The current expansion of the Gold Coast International terminal to cater for recent and future explosion in tourist numbers. These exploding tourist numbers also generate exploding day tripper numbers which add pressure to Ewingsdale Road

- AIRBnB forcing workers out of Byron township and forcing the need for workers to travel in from outside town every morning placing added pressure and expectations on Ewingsdale Rd. The AirB&B explosion 3-4 years ago took away accommodation opportunities for workers within the immediate Byron township area forcing longer distance travel for many. These movements greatly impact traffic flows especially the AM peak on Ewingsdale Road and these increases need to be recognised in the traffic modelling.



- The traffic “Armageddon” which will occur as a result of Pacific Highway Woolgoolga to Ballina upgrade being completed 2021/22 and the huge increase in holiday season day trippers from the south who will have much easier access to our town via freeway conditions from Grafton / Yamba / Iluka / Evens Head and other similar locations. These visitors will be only 45-90mins away from our town. A similar sudden escalation in traffic pressure occurred when the Pacific Highway Yelgun to Chinderah upgrade was completed in 2000/1 and the Gold Coast and Tweed gained easy day trip access to our town.

The MR545 Strategic Study 2008 provided by Opus is seriously outdated and there is an urgent need for the study to be carried out again to ensure multiple evolving issues are now included in a new strategic study. A new strategic study would likely find that in order for the town to support exploding tourist numbers and changing dynamics for local movements, the “one road into Byron” solution is doomed to failure, if not failed already with intolerable delays for local rate payers, local taxpayers and tourists alike especially in the AM peak run into town. The new strategic study would likely find that along with improvements to Ewingsdale Road, that Bangalow Road would also need significant improvements in order for it to become a key feeder from the Pacific Highway to Byron Bay south and the Byron Bay CBD. Noted in the figure below, Bangalow Road would need to be upgraded to the status of a regional road to attract adequate NSW Government funding. See figure below for current status of Byron region roads.



Source: Byron Shire Council

Figure showing the road hierarchy for the Byron region

The overdue new strategic traffic study is urgently required to fully inform all future developments including the West Byron developments. Until the new study is completed, reviewed and realistic timeframes and budgeting sources for required actions are agreed, it is simply not possible to contemplate further development such as West Byron which would place further traffic pressure on an already overloaded Ewingsdale Road which is currently signposted as the “one road into Byron”.

4) The Report's executive summary mostly disregards the impacts of tourism.

This report addresses the traffic and transport requirements of the whole WBURA site based on a maximum dwelling yield of 856 dwellings and sound assumptions used for background traffic growth on Ewingsdale Road.

The Traffic and Transport Report (extract section 9.3 below) makes no significant mention of tourist growth and the issues / impacts they cause...only residential growth. This shows the report writers have not understood the issues and impacts at hand. The T&T report should recognise and deliver commentary on the pressures and impacts of rapidly rising daily tourist trips into Byron Bay township via the one and only main road in from the north where most of these tourist trips originate from. The commentary should recognise the impact and should explain how it's possible that the West Byron development WILL NOT materially impact and make the situation worse and likely unbearable for local residents, local workers and tourists alike.

9.3 Summary

The WBURA transport network addresses the Transport Movement and Street Hierarchy objectives outlined in Section E8.10.3 of the Byron Shire DCP. The network provides a hierarchy of interconnected streets that facilitates safe, convenient and legible access through the development. The hierarchy and street layout are generally consistent with the Concept Plan for WBURA and minimise through traffic in residential areas, the network provides a safe and convenient public transport, pedestrian and cycleway network with indented bus bays and separated shared paths. The street network is considered functional and appropriate. Analysis within this report confirms the appropriate configuration of the two roundabout intersections with Ewingsdale Rd and confirms satisfactory performance of the key internal intersections.

FORMER Byron Shire Council General Manager Ken Gainger tells it like it is on Ewingsdale Road: Extract Byron Shire News 25th September 2018

I write to express my concern at the parlous state of the heavily used Ewingsdale Road traffic corridor and the negative impact that it is increasingly having on the economic prosperity of the region.

This road system carries in excess of 20,000 vehicles per day and this number will only intensify as growing numbers of visitors flock to the Byron Bay area. While the Byron Shire Council has had some success in attracting government funding for new two-lane roundabouts at Bayshore Drive (Industrial Estate) and Sunrise, plans to fully upgrade this corridor to two lanes in each direction including new/upgraded roundabouts at the Byron Hospital intersection (the current single lane roundabout built in conjunction with the new hospital is totally inadequate), McGettigans Lane, SAE, and Kendall Street, as well as duplication of the Belongil Creek bridge, and construction of the much needed Byron Bay bypass road (Butler Street alignment) (now approved and under construction) are languishing due to a lack of financial capacity on the part of the Council (the Byron Shire community) to fund such extensive capital works.

The Ewingsdale Road traffic corridor is beset with problems which is having, and will increasingly have a negative impact on the local and regional economy. Examples of this include:

- The heavy bank up of south bound traffic on the Pacific Motorway between 8am and 10am daily due to the undersized Byron Hospital roundabout causing a traffic bottleneck. This is causing alarm at the RMS;

- The dangerous intersection at McGettigans Lane where the growing number of residents from new subdivisions and Steiner School bound traffic play "Russian Roulette" when they try to merge with heavy traffic on Ewingsdale Road;
- The Byron Arts and Industrial Estate (Bayshore Drive) in bound and out bound traffic is heavily congested with considerable time delays while vehicles sit in a traffic queue meaning lost time (increased cost) for business operators and is a major disincentive for locals to travel to the A&I Estate to conduct business. While a roundabout at this intersection is now thankfully under construction, Ewingsdale Road is single lane either side of it ensuring that traffic bottlenecks will continue;
- Although plans and approvals have been in place for some time for the construction of the Byron Bay bypass road along the Butler Street alignment, delays caused by a change in the planned location of the proposed government funded bus interchange and a significant funding shortfall (around \$6M) means that this project has been "parked" with a growing risk that the small group of vocal opponents will wear down the current crop of councillors and the project will be scrapped;
- While the focus of many is placed on (Byron Bay) in bound traffic from south bound Pacific Motorway traffic, Hinterland Way and Myocum Road, there is a growing problem with traffic from the south of the shire e.g. Suffolk Park, accessing Byron Bay and travelling to the Industrial Estate or north bound on the Pacific Motorway. Each morning traffic on the Broken Head Road/Bangalow Road is at a standstill - thus consideration of this overall traffic corridor must include holistic solutions which have equal regard for traffic from the south.

All these problems will be further exacerbated in coming years as new commercial/tourism/health sector development grows along the Ewingsdale Road corridor and the Byron A&I Estate, and should the new West Byron residential/industrial estate be developed together with the inevitable growth in visitor numbers each year (now 1.5M per year), Byron Bay is now vital to a healthy, growing economy on the NSW north coast. The risk of not paying attention to the Ewingsdale Road traffic corridor now is that it is only a matter of time until businesses choose to operate elsewhere, visitors get sick of sitting in a traffic car-park and choose to visit elsewhere, and locals choose to re-locate.

The Ewingsdale Road corridor is currently classified as a Regional Road and is thus the responsibility of the Byron Shire Council to plan, fund, construct and maintain. By comparison the Bangalow-Lismore Road, which only carries 7000 vehicles per day is classified as a State Road and as such is fully funded by the state government. It can be strongly argued that the Bangalow-Lismore Road is of little economic benefit to the region given the recent upgrade of the Pacific Motorway and the Bruxner Highway being designated as the principal access road to Lismore. How can the Ewingsdale Road traffic corridor with its 20,000 vehicles per day and significant economic impact continue to be classified as a Regional Road and left to the small, poorly resourced local council to plan and significantly upgrade? It makes no sense.

Byron Shire Council has developed plans for the duplication of the Ewingsdale Road corridor including upgraded roundabout and bridge designs. What it doesn't have is either the resources or the political will to agitate for the full duplication (two lanes in each direction) of this corridor. The economic significance of this traffic corridor has been made to the Premier's key infrastructure advisers who seemed sympathetic to the proposal for a government funded upgrade.

In my view this would be a good policy platform to take to the next state election as the vast silent majority in Byron Shire just want a decent road network. Sure, the Greens and other activists will see this as supporting "over development" but as we know Australians are migrating to the East Coast of Australia in ever increasing numbers and the Byron Shire is not immune from that. Do we plan infrastructure upgrades to cope

with that growth or do we continue to reminisce about Byron Bay as a sleepy surfing town until the problem becomes insurmountable?

Ken Gainger
Bangalow



Aerial photo of Falls Festival (Image: Norman Sanders)

Parking at Falls festival in the Byron Bay region



Tyagarah Tea Tree Farm is the home to the Annual Bluesfest and a range of other festivals and events. It is nestled on 120 hectares, just 11 kilometres north of Byron Bay and 8 kilometres south of Brunswick Heads.

Bluesfest in Byron Bay area

Byron Residents' Group spokesman Dailan Pugh:

Traffic is now in excess of 20,000 vehicle trips per day in the off season.

The developers are now admitting that their development will result in more than 14,000 daily vehicle trips, though I estimate it will add more than 16,000 vehicle trips per day onto Ewingsdale Road.

I have long argued that the zoning of this site was approved by the minister for planning on the patently false premise that it would only result in 6,000 additional vehicle trips per day, and that my repeated attempts to have the Department of Planning and Byron Shire Council acknowledge and redress this since 2011 were unjustly ignored.

The developers are denying that all those cars and two additional roundabouts (or traffic lights) will have any significant effect, when they will obviously have major and dramatic effects on the efficiency and ongoing operation of Byron's main road in contravention of clause 101 of State Environmental Planning Policy (Infrastructure).

Traffic modelling for the estate by the proponents indicates they will add an extra 14,000 traffic movements per day on Ewingsdale Rd, adding 70% more traffic to the congested western entrance into Byron Bay which already suffers in peak times with 20,000 cars per day.

Under the 2014 agreement to rezone of the land, developers were to contribute \$7000 per lot toward the upcoming Butler St bypass and planned works to double the number of lanes on Ewingsdale Rd from two to four.

Despite these contributions, Byron Residents' Group spokesman Dailan Pugh has labelled the expected traffic impact a "nightmare" and said the rezoning had been approved on "false pretences" because original traffic estimates were "grossly understated".

"It originally got approval for rezoning on the basis of 6000 traffic movements and now their assessment by the same consultant is that it will be just over 14,000 traffic movements a day," he said.

"The amount of traffic coming in on Ewingsdale Rd is already increasing dramatically.

5) The traffic counts are dated and flawed

The traffic 2019 Report is based on traffic counts which are fundamentally outdated and technically flawed. An extract from the Report follows;

2.2 Road Network

Ewingsdale Rd is the principal road connection between Byron Bay and the Pacific Highway. It forms part of Main Road 545 (MR545) and is currently a two-lane arterial road, with an 80kph speed zone west of WBURA and 60kph fronting the WBURA site. Traffic volumes on Ewingsdale Road, in the vicinity of the WBURA site, are now in excess of 20,000 vpd¹.

As discussed more fully in Chapter 4, the road generally operates within its capacity; but there can be excessive delays to traffic attempting to turn right onto Ewingsdale Road during peak periods. There can be long queues of traffic on Ewingsdale Road in the AM peak and on weekends and holiday periods. These queues are attributed largely to capacity constraints within the township (particularly the Jonson/Lawson St roundabout) that cause queue-back along Ewingsdale Road toward the Highway.

4.1 Observed Traffic Volume

To establish the current traffic conditions and to form a base for developing the future traffic forecasts, VLC commissioned TTM to undertake a set of traffic turning movement counts at the three main intersections of Ewingsdale Road at Bayshore Dr, Banksia Dr and Sunrise Blvd. The counts were undertaken during the peak periods of Thursday, 4th May 2017. Additionally, a pair of 7-day classified (tube) counts were undertaken on Ewingsdale Road; one west of Bayshore Drive, the other east of Sunrise Boulevard.

4.1.1 Seasonal traffic variation

Council provided a set of counts on the Ewingsdale Road approaches to the Bayshore Drive intersection that were captured during the week of 19-26 January 2016. Comparing these counts against the May 2017 counts described in Table 4-1, the peak traffic volumes in May 2017 are generally significantly higher than those in the 2016 summer period.

Based on the limited data available, seasonal demand variation does not appear to result in increased peak hour traffic volumes on Ewingsdale Road.

- *A tube count on Sunrise Boulevard, north of Ewingsdale Road, from 2010*

When these traffic counts are applied to the modelling, they result in false modelling outputs. Planning authorities should insist on the traffic counts to be undertaken again to confirm data as reliable and applicable to the situation at hand being the huge traffic pressure on Ewingsdale Road. Counts must be retaken to ensure vehicle numbers in the model reflect;

- Actual up to date tourist vehicles numbers specifically using the Pacific Highway / Ewingsdale Road / Byron Bay township route especially in the AM peak (these numbers have exploded over the last 4-5 years as observed by tourism data)
- Peak holiday traffic times. Late December / early January.....not May and not end January. The figures must reflect the true picture and reflect actual impacts on the

local community and the wider tourist community. This can only be defined in the modelling using counts from peak tourist days being end December / early January or Easter.

- Traffic counts from way back in 2010 are just not acceptable for this critical modelling task.

Massive new development to unleash congestion 'bomb'



 NEW SUBURB: A map showing the total area rezoned in 2014 to make way for a massive new housing estate on Byron Bay's western fringe. Picture: Contributed



by [HAMISH BROOME](#)

17th Jan 2018 11:11 AM



A NEW suburb proposed on the outskirts of Byron Bay is threatening to unleash a congestion 'bomb' on the town's already chronic traffic problems, almost doubling the number of cars on Ewingsdale Rd.

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6) Traffic surveys must include collection of route destination data

With the complex visitor traffic scenario which has developed around Byron Bay, the traffic report surveys must include route destination survey data to determine exactly the spread of vehicle origins and destinations. This data when collected would allow the application of appropriate increase forecasts to each category of visitor to Byron Bay entering or leaving via Ewingsdale Road or Bangalow Rd or the coast road for that matter. Each category of visitor has its own likely impacts and forecast trend and these users of Ewingsdale Road are broadly described as follows;

- Day visitors from;
 - Brisbane
 - Gold Coast local and International / domestic visitors to the Gold Coast
 - NSW north coast and domestic visitors to the wider region
- Deliveries to;
 - The Byron industrial area
 - Byron Bay town
 - Byron south via new bypass
- Local community day visitors to / from;
 - local hinterland and towns
 - Ewingsdale to town
 - Sunrise to town
 - Byron West to town
 - The Byron Industrial area IGA Bunnings etc
 - The new hospital
- Employment movements from locations beyond Ewingsdale Road to;
 - the new Hospital
 - the Byron industrial area
 - Byron Bay town
 - Byron south via new bypass

Route destination data collection can readily be done these days with licence plate recognition technology.

Without this method of detailed destination survey and further analysis, the resultant traffic modelling and impact forecasting will be inherently unreliable and misleading. Modelling outcomes will likely be substandard and lead to ongoing chronic congestion issues on Ewingsdale Road especially during peak holiday periods. This type of route destination data collection is not an unusual input for modern traffic modelling especially when dealing with multiple types of visitor destination scenarios like we have for Byron Bay.

7) Substantial budget deficiency for the Report recommended conversion of Ewingsdale Rd to four lanes “sometime into the future”

Discussion about the ultimate conversion of Ewingsdale Road to four lanes from West Byron to the new town bypass needs to be taken to its conclusion rather than noting it as a “needed” sometime in the future. Based on \$24M current forecasts for the 1km town bypass which is currently under construction, then the 2.5 - 3km four lane upgrade of Ewingsdale Road would likely cost in the order of \$50 - 75M and would be an absolute necessity well before 2028 if West Byron goes ahead...who pays? The \$6M developer contributions (\$7000 per block noted in the Report extract below) will only be a drop in the ocean likely to cover only say necessary sewer plant upgrades and the like.

5. Background and Development Traffic

The anticipated growth in tourism and residential uses within Byron Bay Township will require several road network improvements over the next 15-20 years. These include the Butler Street Extension and upgrades to intersections along Ewingsdale Road (and ultimately upgrading it to 4-lanes).

The West Byron developments will contribute to the upgrades along Ewingsdale Road and to the Butler Street Extension, via a special levy of \$7,000 per lot, as agreed in the Voluntary Planning Agreement signed by the landowners and the Minister of Planning in October 2014.

At this point in time, there is no set timetable for delivery of these road improvements; but it is understood that planning and design is progressing and that the recent upgrades to the Sunrise Boulevard and Bayshore Drive intersections are the first in a sequence of intersection upgrades to be implemented Council.

6.1 Planned upgrades to Ewingsdale Road

Byron Shire Council have anticipated that all four of these intersections will need upgrading in the medium-term and that, ultimately, Ewingsdale Road will need to be upgraded to a 4-lane road. To this end, Council has prepared concept design plans of the Ewingsdale Road upgrade, including design details for these four intersections as shown in Figure 6-2.

There is mention of restricting parking on Shirley Street in peak hour when converted to four lanes in the future. How will that work with the existing accommodation and businesses like doctors' practices on Shirley Street. Have the impacts of this noted loss of parking been adequately considered in the West Byron traffic studies? Have these potential lost parking spots been consulted with the impacted businesses which rely on them to trade effectively?

8) Cost of repairing Ewingsdale Road from damage by loaded trucks.... Who Pays!

The site requires massive amounts of fill and pavement materials in order to raise the development above required flood immunity levels. An extract from the report refers;

8.2 Site fill requirements

Fill requirements are an important traffic consideration, as the haulage of fill to the site generates truck trips which generate different network demands to the demands expected once the development is completed.

The deepest fill levels will be required in the western Stage 1 area, including along the road corridors needed to establish the alternative connection to Melaleuca Drive. Establishing the eastern access road, as far as the internal roundabout, will be relatively free of filling requirements in comparison

Figures total 800,000 cubic metres (inclusive of fill and pavement materials and Villaworld Development)

That being;

- 1,760,000 Tonnes of material
- Transported at 30 Tonnes per truck load. Assumes by truck and dog.
- 59,000 loads or 118,000 dual truck and trailer heavy vehicle movements

These numbers of loaded trucks will ultimately destroy the integrity of the existing Ewingsdale Rd which is built largely on flood plain and is wholly comprising existing fill materials and pavement which are already distressed and well overdue for replacement and we must ask "who pays??".

This is especially the case for the 2km substandard section of Ewingsdale Rd between Quarry Lane and the Bayshore Drive roundabout. Rebuilding of this section after haulage damage by the developers and their haulage subcontractors is not taken into account and could amount to \$4 - 5M plus.

9) Original Flawed Traffic Study and Traffic numbers 2011; West Byron Development Transport Study Final Report VLC March 2011

Extracts from the base document being the 2011 VLC report clearly show traffic numbers which are flawed. See extract below:

4.2 Tourism Growth Assumptions

Tourism is a major driver of the local economy, and a major contributor to travel activity and traffic growth in the region. Consequently, accurately forecasting future tourism activity is important for the robust planning of new or expanded road network infrastructure.

Peter Valerio of Tourism Strategy Development Services (TSDS) was engaged by the Byron Bay West Landholders Association to provide estimates of future tourism activity in Byron Shire that would be used in the travel modelling. His assessment of the growth in tourism that will occur in Byron Shire by 2018 and 2028 is presented in Table 12.

Table 12: Tourism Growth Projections (source: TSDS)

Type of Visitors	Annual Visitor Numbers to Byron Bay			Growth from 2008 (%)	
	2008	2018	2028	2018	2028
Domestic Overnight	887,000	908,000	856,000	2.4	-3.5
Domestic Day	2,635,000	3,030,000	3,337,000	15	26.6
International Overnight	183,000	208,000	235,000	13.7	28.4

Table 12: Tourism Growth Projections (source: TSDS)

The visitor related travel markets within the Zenith model were adjusted in 2018 and 2028 to reflect the growth projections contained in Table 12.

The application of outdated 2011 tourist number predictions and traffic model implications and outcomes are impossible to determine within traffic report outputs. What is certain though is that 2011 predictions of tourist vehicle number increases are likely to be significantly underestimated along with the consequences as shown by traffic modelling. Table 12 above notes an increase in numbers of around 26-28% in 2028 compared to numbers in 2008.

As observed from relatively recent actual numbers as published by organisations like Destination Byron who have noted; 415,000 more day visitors in year ending September 2018 compared to year ending September 2018. That is an increase of 58% in only 4 years.

Exponential increases in tourist traffic especially day trippers from the Gold Coast and the greater South Eastern Queensland and northern NSW regions have meant that AM peak conditions where it's a crawl into the Byron Bay township from the Pacific Highway and beyond has become the norm and not just an issue during holiday peak periods. This causes trips in from areas like Brunswick Heads for workers and tour operators to take one hour plus instead of say 15 mins. This increases time and cost spent on the road for locals and tourists alike.

The West Byron modelling must be more transparent in how it is handling / or likely NOT handling these explosions in tourist vehicle numbers in their traffic modelling. The traffic modelling outputs must be extended to the Pacific Highway interchange and trip durations should be modelled and displayed in the report.

The screenshot shows a news website interface. At the top, there is a navigation bar with a 'Menu' icon, a search bar, and buttons for 'Subscribe' and 'Login'. Below the navigation bar is a banner for 'vimeo Extensive Storage. A Vimeo Feature' with a 'Learn More' button. The main navigation menu includes 'JUST IN', 'NEWS', 'SPORT', 'WHAT'S ON', 'LIFESTYLE', 'JOBS', 'MOTORING', 'REAL ESTATE', 'OBITUARIES', and 'CLASSIFIEDS'. The article is titled 'Why Byron day-visitor numbers keep rising' by DAVID JONES - President, Destination Byron, dated 18th Jul 2019 6:33 AM. The article text discusses the record-breaking annual day-visitor numbers to the shire, the research summary available on the Destination Byron website, and the reasons for the growth, including the population of SE Queensland. To the right of the article is a large advertisement for 'ONLINE STORES DESIGNED FOR ENTREPRENEURS' with a 'START YOUR FREE TRIAL' button. Below the advertisement is a 'JUST IN' section with three news items: 'Cabinet to look at wage subsidy idea', 'Retailers move to keep trading following coronavirus scare', and 'WATCH: the moment police arrest two men over Ross killing'. At the bottom right, there is another advertisement for 'Video Review. A Vimeo Feature'.

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JUST IN NEWS SPORT WHAT'S ON LIFESTYLE JOBS MOTORING REAL ESTATE OBITUARIES CLASSIFIEDS

TOURISM INDUSTRY: President of Destination Byron, David Jones Picture: Contributed

NEWS

Why Byron day-visitor numbers keep rising

by DAVID JONES - President, Destination Byron

18th Jul 2019 6:33 AM

ANNUAL day-visitor numbers to our shire hit a record 1.1 million late last year.

The research summary can be found on the Destination Byron's website.

Day visitors are the biggest contributor to our shire's visitor numbers.

Our thriving visitor economy welcomes about 2.24 million visitors each year.

In comparison, Noosa welcomes about 2.3 million visitors a year.

Byron's visitor numbers consist of three separate demand drivers: Domestic-Drive Market - 1.12 million visitors mostly from Southeast Queensland; Domestic Overnight market - 906,000 visitors; and International Overnight market - 213,000 visitors.

Day-visitor numbers have grown a staggering 415,000 since the year ending September 2014 (a 58 per cent increase), with 43 per cent coming from the Gold Coast, 31 per cent from Northern NSW and 23 per cent from Brisbane.

So why the growth?

The population of SE Queensland currently is about 3.5 million and is estimated to hit 5.8 million by 2046 (source: News Corp). All ocean-front land between Noosa and the Tweed River has essentially been built on except for nature reserves.

This growing population bubble is becoming more and more urban and they're going to need to escape this environment on weekends.

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- How to avoid the virus and catch your own food

Video Review. A Vimeo Feature

10) Wider region traffic model outcomes.

Any traffic assessment should look at wider, interrelated network issues and solutions. For example, the 2019 VLC Report notes:

There can be long queues of traffic on Ewingsdale Road in the AM peak and on weekends and holiday periods. These queues are attributed largely to capacity constraints within the township (particularly the Jonson / Lawson St roundabout) that cause queue-back along Ewingsdale Road toward the Highway.

The localised SIDRA-based assessment does not reflect nor correspond to this statement – it shows little delay on Ewingsdale Road. This appears to be because it is limited to isolated intersection performance and does not reflect broader network constraints such as those currently present in the township.

I suggest that a regional network solution needs to be developed which not only provides suitable localised access arrangements, but also addresses constraints and impacts on the adjacent strategic network. This could be addressed through task appropriate network modelling such as AIMSUM, VISSIM, etc. Complex traffic scenarios need strategic level assessments to ensure outcomes are comprehensive and fit for purpose.

Wider analysis through detailed strategic assessment (including recent tourist number forecasts) will likely reveal budgeting issues that need resolution out BEFORE the West Byron developments are approved and move forward. These issues will need to highlight necessary traffic improvements and likely timeframes for implementation.

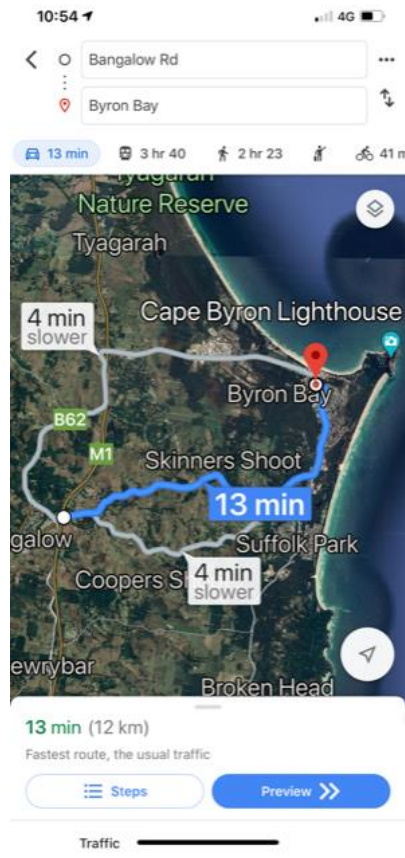
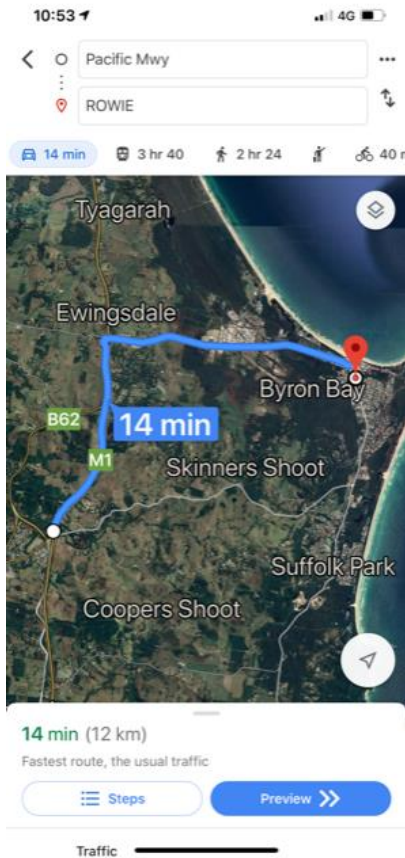
If and when these issues come to light and are dealt with in a transparent fashion, they will likely point to the following necessary works required to be staged (short, medium and longer timeframe) as a consequence of rapidly exploding traffic numbers and developments like West Byron;

- Future four lanes for Ewingsdale Rd from the West Byron Development right into town including a duplicated bridge over Belongil Ck. Approximately 2.5 - 3kms and likely \$50-75M price tag based on current bypass budgets.
- Removal of parking on Ewingsdale Rd from Kendall Street to Shirley Street and the subsequent impacts on the local precinct yet to be determined.
- Many motorway entry points to towns around the world have multiple exit points. Byron Bay could and should have the same. A potential alternate south access to Byron Bay should be signposted from Pacific Highway and include full use of the relatively new ramps on the Pacific Highway at Bangalow (east) and route via Bangalow Road. This strategy would ideally include upgrades of Bangalow Road to cater for increased usage and associated safety improvements. The cost would be in the order of \$20M. The distance to the centre of Byron Bay from the Bangalow freeway exit is signposted as 13km. It's a similar distance via the freeway / current Byron Bay exit and Ewingsdale Road. The GPS distances are noted in the screen shots below. It seems unreasonable that the exit is NOT currently signposted to the key destination Byron Bay when the Ewingsdale Road is under so much pressure during the holiday season especially.



Source: NearMap

Pacific Highway / Ewingsdale Rd / Bangalow Rd routes to Byron Bay town centre



North Byron Access via Freeway and Ewingsdale Rd: 14min / 12km

South Byron Access via Bangalow Road: 13min / 12km

The existing freeway and associated exit signage at Bangalow is highlighted in Google Maps street view screen shots below. The current deficiency is highlighted where northbound travellers destined for Byron Bay are directed to stay on the freeway and travel through to Ewingsdale Road adding traffic pressure onto an already overloaded main feeder Ewingsdale Road into Byron Bay.

An immediate change could be to add Byron Bay / South Access as a destination to these Bangalow Road exit signs. This would help alleviate some current pressure from Ewingsdale Road during peak holiday periods.



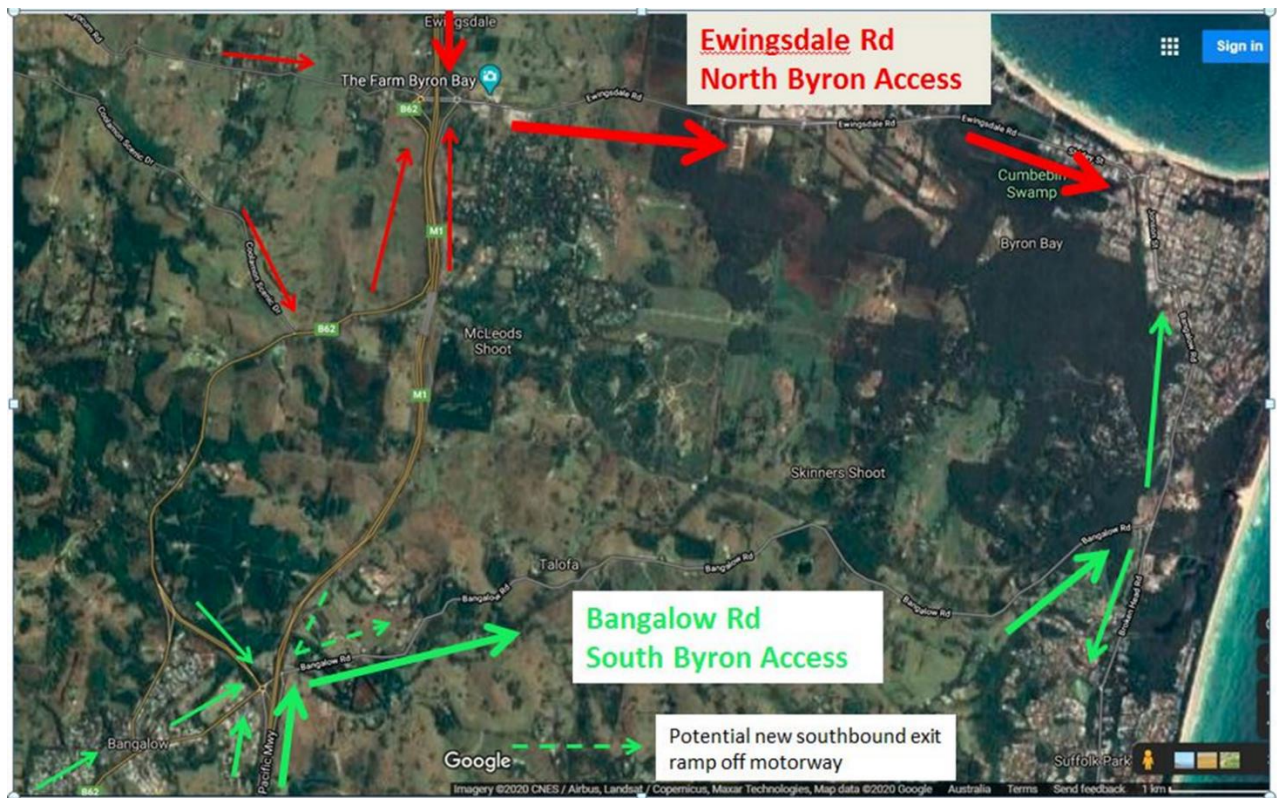
Northbound Exit approach signage 2km and 1km



Northbound Exit signage on exit ramp to Bangalow Road



Bangalow Road signage adjacent to the freeway eastbound



Byron Bay north and south access

The traffic “Armageddon” will occur as a result of Pacific Highway Woolgoolga to Ballina upgrade being completed 2021 to 2022 and the huge increase in holiday season day trippers from the south who will have much easier access to Byron via freeway conditions from Grafton / Yamba / Iluka / Evens Head and the like. These visitors will be only 45-90mins away from our town. A similar travel timeframe as exists now from Tweed / Gold Coast. A similar situation happened when Yelgun to Chinderah Pacific Highway upgrade was completed in 2000 / 2001 and the Gold Coast and Tweed gained easy day trip access to Byron. The number of day trippers to Byron Bay had a significant surge at that time and its continued to increase exponentially.

Bangalow Road must be utilised as a southern connection to town with necessary upgrade of Bangalow Road to regional / arterial road status with funding from TfNSW

This would take some of the pressure off Ewingsdale Road beyond the Butler Street mini town bypass which is currently being built. The town bypass when opened to traffic is likely to be a short-term fix to Byron Bay’s ongoing chronic congestion issues especially if mega developments like Byron West are allowed to proceed unchecked.

The current town bypass which is under construction will certainly help the short-term situation, but the West Byron traffic studies admit, even considering understated, flawed traffic forecasts, other infrastructure solutions will be necessary into the future. A recent quote from Mark Arnold (Byron Shire General Manager) in the Byron Shire News 23rd April 2020 “We have always acknowledged that the bypass will not be the silver bullet solution to the town’s traffic woes”. Obviously more will need to be done. This can only be addressed through new and updated strategic traffic studies.

Issues with the “*one road into Byron solution*” must be clearly recognised and appropriately addressed in the short (2025 / 5yrs), medium (2030 / 10yrs) and longer term (2040 / 20yrs). Our complex traffic issues must be strategically analysed to the present viable solutions required for different timeframes.

Inconclusive statements within the reports are not useful to the reader. For example, regarding the future four lanes for Ewingsdale Road, the quoted statements in the 2019 VLC Report “*ultimately, Ewingsdale Road will need to be upgraded to a four lane road.*” and 2011 VLC Report “*this initiative may be necessary within the next 20-30 years*” must be fully explained and concluded with analysis on the likely impacts (e.g. parking removal on Shirley Street). Following on, the timeframes, cost estimates and funding commitments need resolution and not just left open ended for resolution at some time in the future.

Next steps

There can only be one solution. That is dual access to Byron Bay CBD from the Pacific Highway.

1. Upgrade Ewingsdale Road to 4 lanes from Pacific Highway to new town mini bypass. This would be the **North Byron Access** from the Pacific Highway
2. Upgrade Bangalow Road to 2 lane / 80kph standard and associated works. This would be the **South Byron Access** from the Pacific Highway

Various levels of government need to agree that funding “**one only signposted road into Byron**” is not good for business and is not sustainable for NSW’s second most important tourist destination after Sydney.

A new updated Strategic Traffic Study needs to be completed as a matter of urgency and before West Byron can advance any further. Then timeframes and funding streams need to be agreed at various levels of government for the required scope of infrastructure works.

The general plan to move forward, scope and likely timing would be as follows;

1. Byron Shire Council to agree with TfNSW the scope and funding for the new Strategic Traffic Study for the greater Byron region to replace the outdated 12 year old 2008 OPUS study
2. Complete new traffic data collection and agree tourist and traffic forecasts for 5/10/20 year horizons through discussion with informed organisations such as Destination Byron, Gold Coast Chamber of Commerce and the like.
3. Complete traffic modelling for 5/10/20 year horizons and feed results into the new updated Strategic Traffic Study.
4. Develop a scope for the required infrastructure works which are determined through the Strategic Traffic Study.
5. Discussion and agreement on timing of required infrastructure works as determined by the Strategic Traffic Study at a combined Local / State / Federal level including discussion and agreement on likely funding stream arrangements which would include upgrading Bangalow Road to Regional Road status.

The full scope of infrastructure works likely to result from the new Strategic Traffic Study and suggested / estimated likely timing is as follows;

- a. **North Byron Access via Ewingsdale Rd** (complete to 4 lanes full length)
 - i. Complete the Butler Street mini bypass (Now)
 - ii. Complete the 4 lane upgrade from Bayshore Drive to Shirley St including a new bridge over Belongil Creek (before West Byron)
 - iii. Convert Shirley Street to 4 traffic lanes / remove parking with alternate arrangements for parking (before West Byron)
 - iv. Complete 4 lane upgrade from Pacific Highway exit to Bayshore Drive (before West Byron)
 - a. Expand roundabout at Hospital to dual lane (Now)
 - b. New large dual lane roundabout at McGettigans Lane (Now)
- b. **South Byron Access via Bangalow Road** (upgrade to two lanes 80kmh standard)
 - i. Signpost N/B Pacific Highway exit to Bangalow as **South Byron Access** (now)
 - ii. Additional bridge over old rail corridor (before West Byron)
 - iii. Potential small partial property acquisitions for localised road widenings (before West Byron)
 - iv. New roundabout Bangalow Rd / Broken Head Rd intersection (now)
 - v. Upgrade of existing Bangalow Rd alignment to two lane / 80kph standard from Pacific Highway to Broken Head Road (before West Byron)
 - vi. Add new S/B exit from Pacific Highway to Bangalow Road (long term aspirational scope)

The decision on the West Byron developments will significantly impact the timing for necessary infrastructure improvements such as these and timeframes need to be agreed ahead of the potential development approvals so as to give certainty to the community of traffic management outcomes.

The Bangalow Road / **Byron south access** solution will need to be addressed as a fundamental part of the traffic solution. With developments like West Byron, along with exploding tourist numbers, ultimately the “*one signposted road into Byron solution*” is doomed to failure....it’s just a matter of when.

Ultimately, Byron Bay is NSW’s second most important tourist destination after Sydney and needs to be considered in this light as unresolved issues such as worsening traffic congestion has impacted severely on the destination’s ability to thrive and help drive the NSW economy. This will be even more important as we attempt to recover from the impacts of COVID-19.

In conclusion

Hopefully these comments can assist in bringing the existing and further potential traffic issues and impacts to a head and we are then able to resolve a sustainable traffic solution for Byron Bay through robust and transparent task appropriate traffic modelling and associated updated strategic analysis and planning.

This must be the outcome for the Byron Bay local community, the wider regional community and the Byron Bay region's many visitors as well.

Attachment 1;

WEST BYRON Letter to the Editor published 29th April 2020 edition of the Echo.

Attachment 1

West Byron Traffic Armageddon by Anthony Stante

Opportunities to comment on the proposed West Byron mega development close on Thursday 7th May 2020. That leaves little time left to have your views on the development heard. Key issues include impacts on flooding, traffic, road damage from trucks, wetlands, flora and fauna etc

With the issue of the Traffic Report, the development must not advance until there is more certainty and transparency in the collected traffic data, studies and strategic analysis to determine long term real solutions to the serious traffic issues on Ewingsdale Road being “the one road into Byron”.

The 2019 West Byron Traffic Report modelling and analysis relies upon flawed data;

- Traffic counts which are outdated (2008, 2011, 2016 and 2017)
- Traffic counts which were taken outside high tourist periods (taken end Jan and May)
- Outdated traffic destination data (2010)
- Outdated actual tourist visitor numbers (2011)
- Outdated tourist visitor growth data from an old study (2011)
- Outdated 2006 Census figures when a Census has been taken more recently 2016
- A previous West Byron Traffic Report with significantly outdated figures (2011)
- Relies upon the Strategic Traffic Model for the area undertaken by Council (12 long years ago...2008)

The 2019 West Byron Traffic Report is missing fundamental critical inputs;

- Updated traffic counts in high tourist periods
- Updated traffic destination surveys to inform the traffic model
- Updated tourist visitor forecasts from a reliable source considering recent growth explosion
- Impacts of AirBnB shifting workers to accommodation outside Byron in recent times
- Updated critical strategic traffic model covering the greater Byron region
- 2016 Australian Census figures such as local residential data
- Safety impacts of delays on Pacific Highway lanes due to traffic growth
- Short, medium and long term timeframes for required road infrastructure to meet traffic demands
- Impacts of a traffic Armageddon which will occur when the Pacific Highway upgrade Woolgoolga to Ballina is completed (2021) and daytrippers have easy access to Byron from the south.

Unless the fundamental deficiencies within this key Report are adequately addressed both by the West Byron developers and more broadly at a local government and NSW Government (TfNSW and DPE) level, traffic outcomes will very likely remain substandard and lead to ongoing and worsening chronic congestion issues and extended travel delay problems on Ewingsdale Road and beyond especially during normal AM peak and peak holiday periods.

Fundamental issues with the “one road into Byron solution” must be clearly recognised and appropriately addressed by all key stakeholders before West Byron could possibly proceed any further.