



Our ref: PS117025-P&M-LTR-002-RevB.docx

10 September 2020

Mr Mat Morris
General Manager
North Byron Parklands
PO Box 517
Bangalow NSW 2479

Dear Mr Morris

North Byron Parklands - Expansion of Event Area: Transport Impact

North Byron Parklands commissioned WSP Australia to assess the transport impacts of the proposed modification of the event areas for major events at the North Byron Parklands site. This letter outlines the results of this analysis and conclusions for your consideration.

1. BACKGROUND

1.1 APPROVED INCREASE OF EVENT PATRON NUMBERS

The Site has been hosting cultural events since approval was first given in 2012. The size of the events has been growing based on the NSW Government approved stepped increase of patron numbers for the two major events held annually at the site (Falls Festival Byron (FFB) around New Year and Splendour in the Grass (SITG) in late July). Approval to proceed to the final stage has been granted based on demonstration of successful performance for the preceding event size for aspects including the transport arrangements. This has given time for the planning, infrastructure and management to be refined for the larger patron size.

Development Consent was given on 13 March 2019 that included a patron glidepath, with a maximum level of 50,000 for SITG and 35,000 for FFB, using the staged increase outlined in Table 1.1. The maximum allowable camping patron numbers is fixed at 25,000 for SITG and 30,000 for FFB.

Table 1.1 Approved staged increase of major events with indicative split of campers and day patrons

Event	Maximum Number of Patrons		
	Stage 1	Stage 2	Stage 3
Splendour in the Grass	35,000	42,500	50,000
Falls Festival Byron	25,000	30,000	35,000

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1.2 SPACE IMPACTS FOR MAXIMUM EVENT NUMBERS

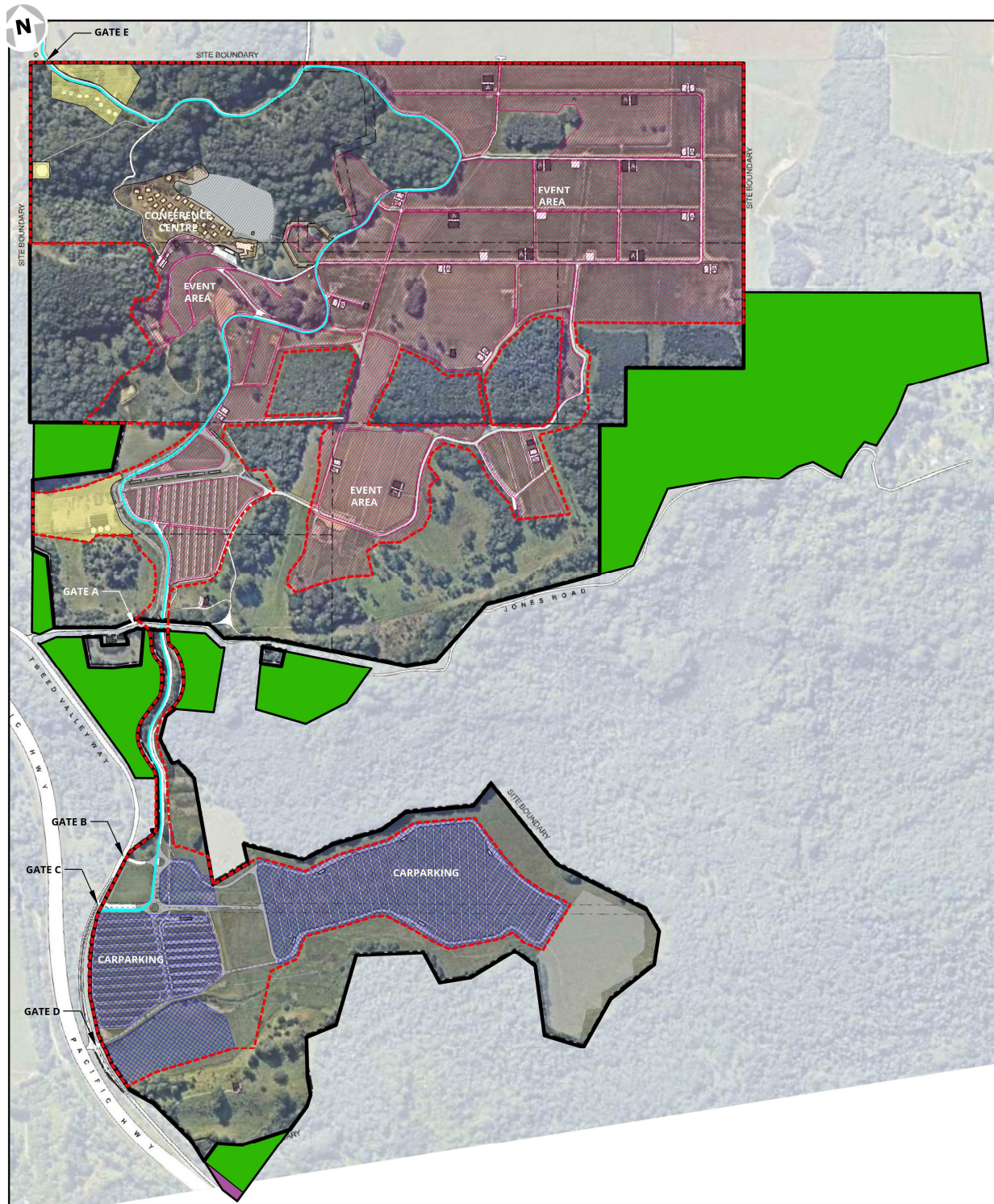
With increasing space requirements for event patrons, it has become increasingly difficult to accommodate the expanded event area as well as the space required for camping within the currently approved area on the site. To address the increase in the event area, while maintaining the necessary space for camping, the site is proposing to expand the event area into the southern portion of the existing camping area and relocate the displaced camping area into land currently used as pasture to the north of the existing camping area subject to approval by the Department of Planning, Industry and Environment. This land is owned by Billinudgel Property Pty Ltd, who also own the North Byron Parklands site.

The alternative method of increasing event numbers to the approved levels without any land increase would be to have less camping patrons and more day patrons. However, this has implications for traffic management to and from the site each event day.

The currently approved land use structure plan is shown in Figure 1.1. The pink event area (within the red boundary) accommodates the ticketed area for the event (including stages, crowd space, food, toilets, emergency buffers, etc), the bus hub, allocated parking and the camping area.

Figure 1.2 shows the proposed expansion of the camping area north along with the system of proposed internal roads that will be connected to the existing internal site access roads. This area is also shown on an aerial photo in Figure 1.3.

The internal road system will be modified to provide additional queuing capacity when loading camping patrons. It will be connected to Gate E via a 7 m wide, sealed, two-way access road. Traffic can also load from the existing campgrounds if required. There are no further changes proposed to day patron car parks or bus system.



0 150m
1:8000 (© A3)



Date September 2020
Author Planners North
Reference 1287.3374

Legend:

- Parklands site
- Core event & conference centre use areas

- Parklands Drive
- Active event access lane

- Land dedicated to NPWS
- Proposed road reserve widening
- Proposed event & camping use area

- Carparking
- Conference centre precinct
- Infrastructure

IMPORTANT NOTE | Cadastral information is subject to survey. The alignment of the aerial photograph and vectorial overlays is approximate only. This plan is *conceptual only* and subject to detailed survey and design.

Sources | Aerial Photography: Nearmap (July 2017) | Cadastre: Ardill Payne (2009) Updated July 2017 |

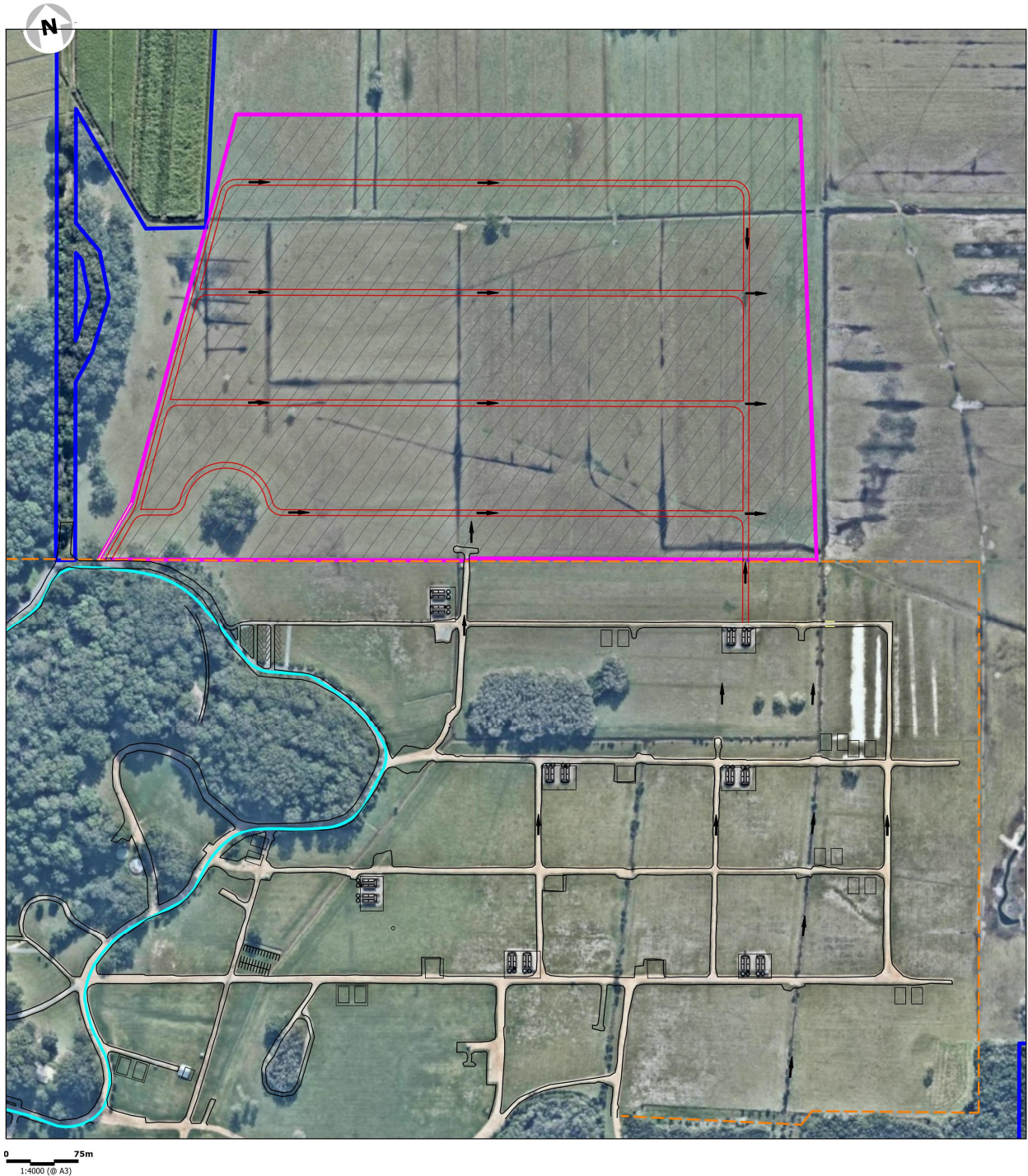
Prepared by
Originally - design team ink
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Figure 4
Approved Land Use Structure Plan

North Byron Parklands | Tweed Valley Way & Jones Road

Source: North Byron Parklands, 24 June 2020

Figure 1.1 Approved Land Use Structure Plan



0 75m
1:4000 (@ A3)

Legend:

- | | |
|---|---|
|  Proposed camping area |  Proposed access roads |
|  Existing amenities |  Existing access roads |
|  Parklands Drive |  Core event & conference centre use area |



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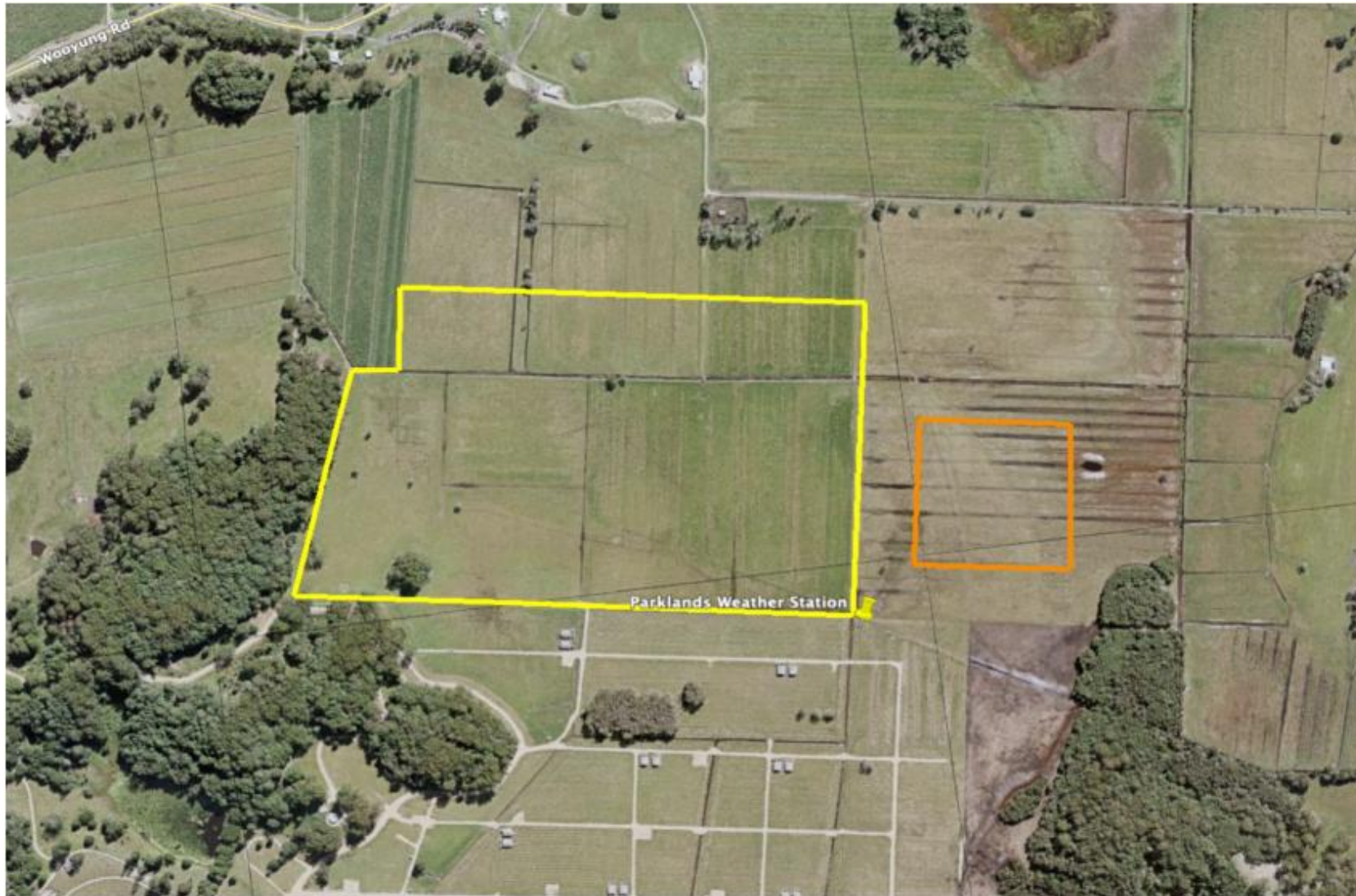
IMPORTANT NOTE |
Cadastral information is subject to survey. The alignment of the aerial photograph and vectorial overlays is approximate only.
Sources | Aerial Photography: Nearmap (June 2020)
Camping Layout: Knappick Camping Option 10-08-20.dwg

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Originally - design team ink
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Figure **8**
Camping Area Expansion
North Byron Parklands | Tweed Valley Way & Jones Road

Source: North Byron Parklands, 24 June 2020

Figure 1.2 Proposed Campground Expansion



Source: North Byron Parklands, 24 June 2020

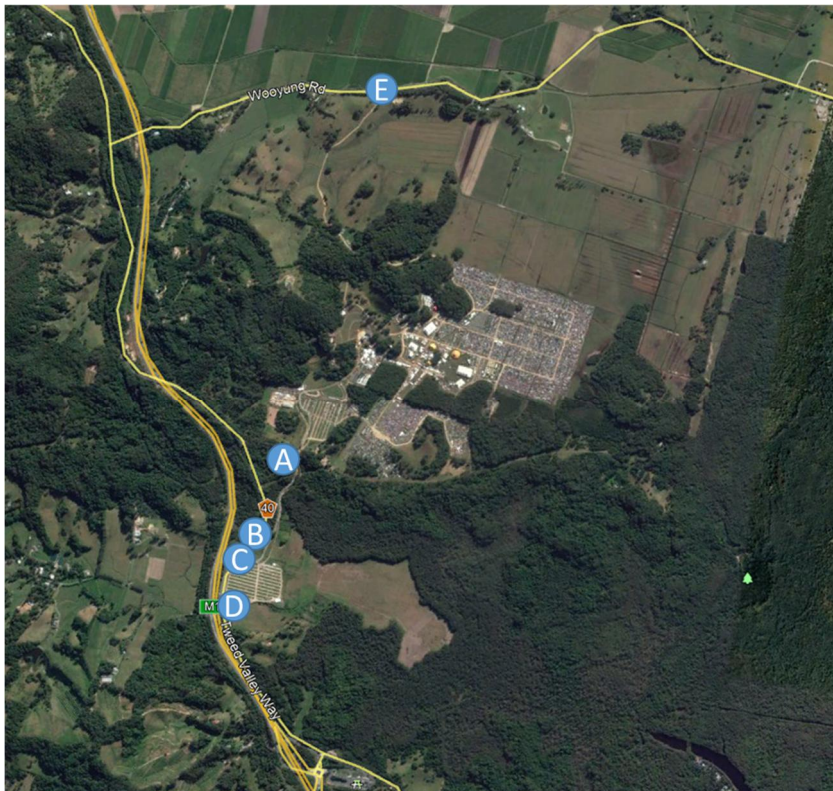
Figure 1.3 Proposed Campground Expansion – Satellite Image with Primary Assembly Area

2. TRANSPORT IMPACTS OF CAMPING AREA RELOCATION

The North Byron Parklands Site has five gates (entrances/exits) including:

- A.** From Jones Road: used for service vehicles, bus entry and VIP/performer entry.
- B.** Bus entry: originally nominated as the bus gate. Gate B has had limited use, as buses have been brought into and out of the site through Gate C and through Gate A at peak times.
- C.** Main gate: providing simultaneous two-way access for camper and day patron entry and exit. This gate would be/is used for access to the conference centre and administration building outside of event times.
- D.** Secondary gate used during peak event days only for camper and day patron entry and exit.
- E.** Wooyung Road: used by emergency vehicles and camper entry and exit for vehicles arriving from the Tweed Coast Road and taxis/ride-share.

These gates are depicted in Figure 2.1.



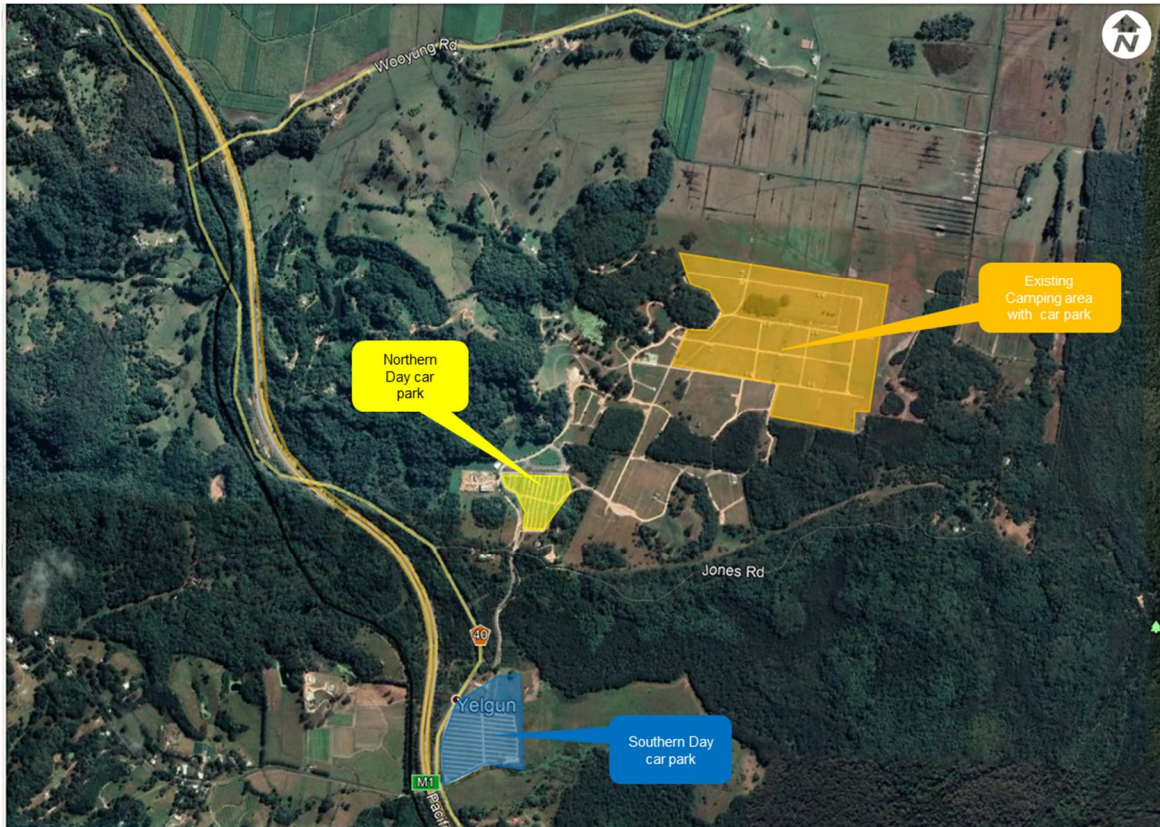
Source: Aerial image: Google Maps 2017

Figure 2.1 Site access gates A, B, C, D and E

The proposed changes will cause no change to the arrival or departure of day patrons, buses or service vehicles.

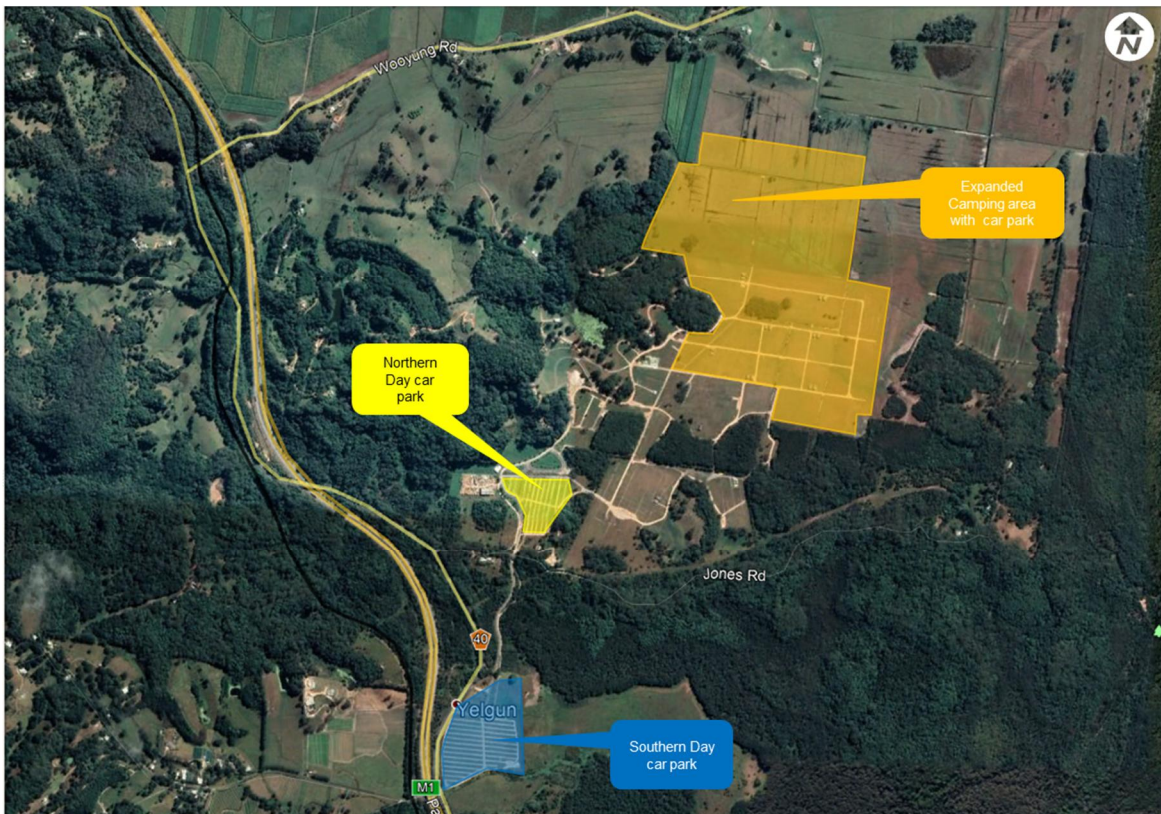
They will result in a small modification for the path of camper vehicles within the site. However, there would be no change to their entry and exit movements: i.e. they will still enter through Gate C if arriving from the south and Gate E if arriving from the north. The vehicle inspection area for Gate E arrivals may be adjusted, but would maintain the same amount of space and throughput capacity. Therefore, the expansion of the event area is not expected to have any impact on the external impact of the site on the surrounding road network.

The reorganisation of the internal site layout will mean that some camping vehicles travel to a different area that has occurred at previous events. However, the new camping area has internal access roads, as shown in Figure 1.2. While they may need to travel a further 400 metres within the site, the impact on their travel time is likely to be negligible as the change does not involve any more patrons or trips. The current and proposed camping areas are shown in Figure 2.2 and Figure 2.3 respectively.



Base Image Source: GoogleEarth

Figure 2.2 Current structure plan layout



Base Image Source: GoogleEarth

Figure 2.3 Proposed layout with expanded event/camping area

3. ALTERNATIVE IMPACTS OF INCREASED DAY PATRONS

If the number of patrons is to increase to the maximum allowable (50,000 for SITG and 35,000 for FFB) but the event area is to remain the same, there would be less space for camping. Fewer campers would mean that the short-fall in event attendance would need to be filled with additional day patrons. This would introduce the following changes:

- Fewer campers travelling to the site on the pre-event days (Wednesday and Thursday) and leaving on the post-event Monday.
- More day patrons travelling to and from the site on the peak event days (Friday, Saturday and Sunday).
- Based on previous event information, campers typically have higher private vehicle mode share and fewer people per vehicle (i.e. more vehicles). However, their arrival is spread over a longer time and does not coincide with the busiest days for the site.
- Day patrons have a high bus mode share and a higher number of people per car. However, they are travelling during the busiest times for travel to and from the site, and therefore increase the impact of the site on the surrounding road network. They also travel to and from the site each event day instead of arriving once and then departing after the event is finished. They therefore typically generate six trips instead of two.
- The increased number of day patrons would also increase the demand on the bus network at peak times.

4. CONCLUSIONS

The proposed expansion of the event area and additional space for the camping area is considered to have negligible impact on the transport impact of the site because it would:

- Not change the number of trips or how the patrons arrive and depart the site.
- The modification to the camping area is served by internal roads that can be accessed in the same way as the existing event/camping area.
- It makes provision for camping unloading and vehicle inspection.

The proposed arrangement is considered better than the alternative of fewer campers and increased day patrons as this would increase the amount of travel to and from the site during peak travel times.

If you have any questions regarding this assessment, please contact the undersigned.

Yours sincerely



Tom van Drempt
Principal Transport Engineer