PLAN OF MANAGEMENT
for
Reserve 91536 for Caravan and Camping Park and part of Reserve 1011448 for Future Public Requirements, (MASSY-GREENE HOLIDAY PARK)
also part of
Reserve 1012196 for Access, Public Requirements, Rural Services, Tourism Purposes and Environmental and Heritage Conservation (BYRON COAST REGIONAL CROWN RESERVE) at
BRUNSWICK HEADS

for the
NSW CROWN HOLIDAY PARKS TRUST
and

NSW GOVERNMENT
Trade & Investment
Crown Lands

April 2014
PLAN OF MANAGEMENT

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Reserve 91536 for Caravan and Camping Park and part of Reserve 1011448 for Future Public Requirements, (MASSY-GREENE HOLIDAY PARK)

also part of

Reserve 1012196 for Access, Public Requirements, Rural Services, Tourism Purposes and Environmental and Heritage Conservation (BYRON COAST REGIONAL CROWN RESERVE)

at

BRUNSWICK HEADS

Prepared by

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ALEXANDRIA NSW 2015

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April 2014
A note to the Brunswick Heads local community, businesses, organisations and visitors to the region

On behalf of the Board of the NSW Crown Holiday Parks Trust and our management team I am pleased to present the Plan of Management for the Massy-Greene Holiday Park.

In August 2013, the Deputy Premier, the Honourable Andrew Stoner MP announced the appointment of an external Board of Directors to oversee the recently formed NSW Crown Holiday Parks Trust on behalf of the people of NSW.

The Trust was formed to consolidate the operation of twenty six coastal and eight inland holiday parks and reserves located on Crown Land throughout NSW in some of the State’s most iconic locations.

Under the Crown Lands Act (1989) (the principal Act governing the administration of Crown Land in NSW) land resources are to be shared equitably in accordance with the principles of environmental protection, conservation and ecological sustainability, public use and enjoyment as well as encouraging multiple use of the land.

The Trust Boards’ role is to set the framework and oversee the management of and provide accountability for these holiday and recreational reserves which are enjoyed by hundreds of thousands of domestic and international visitors each year and are an important part of local and regional communities and economies. This role is particularly relevant given the competitive recreational and tourism market and complex regulatory requirements facing holiday parks not only in NSW but also throughout Australia today.

The Board recognises the economic, environmental and social importance of Crown Land to local communities and to the State. It also recognises the ongoing need to improve existing facilities and develop new ones, providing for the sustainability of Crown Land assets for the benefit of the people of NSW - now and into the future.

The Board understands that the ongoing use and management of Crown Land is an important issue for local communities. It is committed to ensuring that local communities and other stakeholders are well informed about plans for the upgrade of Holiday Parks and public recreation areas in their area which come under the management of the Board.

It is important for local communities to be aware of the need to plan for the sustainability - both economically and environmentally - of that Crown Land.

This Plan of Management for Massy-Greene Holiday Park outlines the Trust’s proposals to ensure the sustainability of the Park in the longer term. Improvements have been designed to provide for the longevity of the Park, for the convenience and comfort of its users and to continue to meet safety and other regulatory requirements, as well as recognising the role of the Park in the local community.

In preparing the Plan, the Board has ensured that feedback received from the community and stakeholder groups following the exhibition of a Draft Plan of Management in 2010, and the revised draft exhibited in 2014, has been considered.
Some of the key aspects of the Plan of Management include:

- Providing continued public access along the frontage of the holiday park connecting with the Brunswick River foreshore pathway to the east and west.
- Improving amenity and safety of the Holiday Park for users
- Providing more car parking within the park and less reliance on street parking
- Relocation of the park entry to the western end of the park to reduce traffic congestion and impact on local residents, particularly during peak periods.
- Ensuring cabins are set back from the foreshore in accordance with previous community feedback and the adopted Brunswick Foreshore Reserves Strategic Plan.
- Removing remaining encroachments by camp sites at the eastern end of the site and return to public open space
- Provision of high quality modern guest facilities and amenities
- Provision of additional wheelchair accessible accommodation and facilities and amenities that facilitate equity of access.
- Inclusion of larger sites to meet market demand and current van sizes

Development and upgrade of the Massy-Greene Holiday Park as proposed in this Plan of Management will support the ongoing upgrade of public reserves in Brunswick Heads for the benefit and enjoyment of locals and visitors.

It is the Board’s belief that Holiday Parks that are well designed and managed have the best potential to support local economies and communities. Massy-Greene Holiday Park has been part of the Brunswick Heads community for many decades. However, in order to keep pace with forecast user need, regulatory and safety requirements and maintain competitive standards it is essential that the Park undergoes continuous improvement. The directions outlined in the Draft Plan of Management will underpin the sustainability of the Massy-Greene Holiday Park into the future. In doing so, it will also ensure the Park is able to provide needed funding for recreation facilities, community infrastructure and environmental projects in local reserves and ultimately provide a continuing sustainable economic and environmental asset for the community, visitors to the region and the people of NSW.

Yours sincerely

Alan A Revell
Chair
NSW Crown Holiday Parks Trust
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Explanatory Note:
The drawings contained in and exhibited in association with this Plan of Management are based on a topographic survey of the land undertaken by registered surveyors. A copy of that survey is included at Appendix B of this document. While the bar scales on drawings can be used to gain an indication of distances on drawings printed from pdf files such copies cannot be relied upon to be “at scale” or in exact proportion to the original drawings. Any person wishing to view drawings “at scale” should do so by accessing the drawings on exhibition at the locations notified by Crown Lands, Department of Trade and Investment and the NSW Crown Holiday Parks Trust.
1 PREAMBLE

1.1 Introduction

This Plan of Management has been prepared in accordance with the provisions of the *Crown Lands Act 1989* to provide a framework for the future management, use and development of the reserved Crown land known as Massy-Greene Holiday Park at Brunswick Heads in the Byron Shire. The Crown land covered by the Plan comprises a community resource in a foreshore setting that provides holiday accommodation and recreation opportunities for the enjoyment of the community. The land has a long history of use for camping and caravanning with Byron Shire Council first authorised to collect fees for camping on the land in 1932.

This Plan of Management outlines a management direction for the next 5 to 10 years for the reserved land in accordance with the requirements of the *Crown Lands Act 1989*. The purpose of the Plan of Management is to establish objectives and strategies and identify the actions the Reserve Trust will employ in fulfilling its responsibilities pursuant to the provisions of the *Crown Lands Act 1989* for the care, control and management of the land.

1.2 Land Status

Massy-Greene Holiday Park is managed by the NSW Crown Holiday Parks Trust pursuant to the relevant provisions of the *Crown Lands Act 1989*. The Holiday Park is located on the western side of the township of Brunswick Heads in the Byron Local Government Area. The Park is bounded on the south by the Old Pacific Highway, Tweed Street on the east, adjoins the Brunswick Boat Harbour to the west. To the north the Reserve boundary is mean high water mark on the southern bank of the Brunswick River.

The Crown land covered by this Plan of Management is shown in Figure 1 and has an area in the order of 2.06 hectares and is comprised of the following reserves and lots;

- Reserve 91536 for Caravan and Camping Park notified on 17th August 1979 - Lot 409 in DP 728650 with an area of 1.79 hectares and Lot 20 in DP 1169546 with an area of 2,758 square metres; and
- Part Reserve 1011448 for Future Public Requirements - Lot 7005 DP 1113421 with an area of 2,200 square metres.

An Administrator was appointed on the 28th July 2006 to manage the Byron Shire Holiday Parks Reserve Trust which had responsibility for the management of Massy-Greene Holiday Park. That Trust was subsequently replaced by the North Coast Accommodation Trust and in May 2013 the NSW Crown Holiday Parks Trust was created and is now responsible for the care control and management of Reserve 91563. The land covered by this Plan of Management is also part of the Byron Coast Regional Crown Reserve, Reserve 1012196 for Access, Public Requirements, Rural Services, Tourism Purposes and Environmental and Heritage Conservation notified on 1st September 2006.
1.3 Brunswick Heads Foreshore Reserves Strategic Plan, 2008

In 2008 the former Department of Lands prepared and endorsed a strategic plan\(^1\) for reserved Crown land and other public land and on the foreshores of the Brunswick River and Simpsons Creek at Brunswick Heads. The Plan covered the land shown in Figure 2. Precinct 5 in the Strategic Plan is the Massy-Greene Holiday Park. The Plan proposes the following actions:

- Determination of the Holiday Park boundaries;
- Preparation of a Plan of Management for the Holiday Park;
- Reconstruction of the seawall and provide for public access along the foreshore;
- Relocation of the holiday park entry to the western boundary;
- Upgrade of park facilities, lighting, landscaping and visual amenity; and
- Implementation of a compliance program for the Park.

A majority of the above actions have been completed. The preparation of this Plan of Management together with the ongoing improvement to the Holiday Park will address the remaining matters.

In conformity with the commitment made in the Brunswick Heads Foreshore Reserves Strategic Plan this Plan has been prepared based on current and relevant statutory requirements. This Plan also documents recent improvements that have been made to the Massy-Greene Holiday Park and the Brunswick River Foreshore. The Plan of Management addresses the relevant recommendations of the Brunswick Heads Foreshore Reserves Strategic Plan.

1.4 North Coast Holiday Parks

North Coast Holiday Parks is the trading name for the operation, management and marketing of a number of caravan parks and reserves on the North Coast of New South Wales. These properties are managed by the NSW Crown Holiday Parks Trust which is a land management corporation established by the Minister for Lands under the provisions of the *Crown Lands Act 1989*.

While a key focus of North Coast Holiday Parks relates to the operation of caravan parks there is a range of wider land management responsibilities which must also be addressed. In this context the operational and administrative framework of North Coast Holiday Parks has been structured to ensure;

- the Crown and the community assets are used in accordance with legislative provisions, policy goals and best practice commercial management;
- accurate information is available to the government on the performance of the Reserves and the caravan parks;
- financial and human resources are used efficiently;
- environmental impacts are minimised;

\(^1\) *Brunswick Heads Foreshore Reserves Strategic Plan*, Department of Lands, August 2008
Massy-Greene Reserve  
(Massy-Greene Holiday Park)  
comprising:  
1. Reserve 91536 for Caravan and Camping Park  
2. Part Reserve 755692  
& Part Reserve 1012196 (Byron Coast Regional Crown Reserve)

Legend
- R91536
- Pt R755692 & Pt R1012196

Figure 1  Land Status
Figure 2  Location of Massy-Greene Holiday Park, Brunswick Heads  (Source: Map 1, Brunswick Heads Foreshore Reserves Strategic Plan, 2008)
probity is achieved in the operation of the Reserves and the caravan parks;
contractors and employees comply with established policies and procedures including legal requirements with respect to work health and safety, industrial relations, etc;
the value of the assets of the community and the Crown are safeguarded and enhanced; and
the administration and management of the reserves and the associated commercial activities delivers ecological sustainability, intergenerational equity and identifiable public benefits.

1.5 Byron Coast Regional Crown Reserve

The Byron Coast Regional Crown Reserve comprises Reserve 1012196 for Access & Public Requirements, Rural Services, Tourism Purposes and Environmental and Heritage Conservation and was notified by gazette on 1 September 2006. The Regional Reserve has a total area in the order of 4,825 hectares. The Regional Crown Reserve concept brings together many smaller reserves into an overarching management unit with the aim of developing a more holistic, sustainable and balanced approach which will lead to improvements in the environmental, economic and social fabric of the area.

The Byron Coast Regional Crown Reserve covers a diversity of land types and uses and presents a broad spectrum of values to the community. In general terms it is significant for the following reasons;

- Natural values including tracts of native vegetation, coastal and estuarine features, adjoining nature reserves, key habitat for threatened flora and fauna and wildlife corridors of regional significance;
- Cultural values including Aboriginal heritage sites, historic buildings and structures;
- Long standing social values associated with camping grounds and formalised recreation areas, community centres and clubhouses;
- High recreational values with extensive opportunities for active and passive land-based recreational pursuits as well as access to the coastline, the Pacific Ocean, Brunswick River estuary and various smaller creeks and coastal lagoons for water-based recreation;
- Major tourism values based on the extensive natural attractions, visitor facilities and established tourism infrastructure; and
- Ability to provide quality tourism experiences.

The desired management outcomes for Byron Coast Regional Crown Reserve are for the land to be managed in the public interest, with due regard for the regional context and in accordance with best practice.

In due course a Plan of Management under the Crown Lands Act 1989 will be prepared to determine the management objectives and strategies required to fully realise the public purposes of the Regional Crown Reserve and sustain its values in perpetuity. In the meantime this Plan of
Management for the Massy-Greene Holiday Park will recognise and address the principles that have already been outlined for the Regional Crown Reserve.  

1.6 Local History

The Aboriginal people of the Minjangbal and Durrungbil tribes were the first inhabitants of the Brunswick Valley. Brunswick Heads was a place of significance for these people and had importance as a ceremonial meeting place. The estuary and the ocean provided a reliable food source.

The first recorded European identification of the Brunswick River was in 1828 when it was charted and named by Captain Rous of the Royal Navy. It was more than 20 years before the cedar cutters began to exploit the rich supply of timber in the area. Originally logs came down the River on rafts. The logs were then dragged through the surf by bullock teams and winched onto sailing ships to be transported to the timber mills.

By the 1880’s Brunswick Heads was an established commercial port, however, the difficulties associated with negotiating the bar resulted in a number of ships being wrecked as they endeavoured to enter the River. The Aboriginal people continued to live in the area alongside the cedar cutters and historical records show they assisted with the rescue of sailors from the shipwrecks. The development and opening of the northern railway line through Mullumbimby in the mid 1890’s had a significant impact on the settlement as traders chose to use the safer transport option.

Originally, camping along the banks of the river would have been associated with commercial activities but by the 1920’s the town and the region began to build a reputation as a seaside holiday destination. Tourism became an important aspect of the local economy. Crown land at Massy-Greene was first reserved for public recreation in March 1914. In 1932, Council as Trustee of the foreshore reserve which is now part of Massy-Greene Holiday Park, was given the power to permit camping and to collect fees.

In the 1940’s and 50’s Brunswick Heads was among the most popular beach resorts in the region and it was reported the 1946 Boxing Day crowd numbered 20,000. In the late 1950’s a Christmas holiday crowd of 10,000 was accommodated in the caravan parks, guest houses and holiday homes at Brunswick Heads. This prompted the Council to allocate £6,000 for the development of a septic scheme for the Massy-Greene and Terrace Reserve Caravan Parks. The area of the reserve and the land available for camping and caravanning at Massy-Greene increased in the 1960’s as a consequence of land reclamation and works associated with the development of the Boat Harbour. Thus the camping and caravanning tradition in Brunswick Heads and at Massy-Greene is a long established feature of the area.

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2 Byron Coast Regional Crown Reserve, Reserve Profile, Land and Property Management Authority, Crown Lands Division, August 2010
The name Massy-Greene comes from Sir Walter Massy-Greene who represented the federal electorate of Richmond from 1910 to 1922. Born in Surrey, England he first came to the region as manager of the Lismore branch of the Bank of NSW and worked a property near Nimbin from 1902. Massy-Greene was a skilled politician who rose to prominence in government and held a number of senior ministerial portfolios including Health and Defence. He became a close associate of William Morris Hughes and it was once said “To Mr Greene fell the duty of fixing most things that Hughes’ fertile brain could suggest.”

Massy-Greene was defeated in the 1922 election probably because he had neglected the electorate to some extent and underestimated the campaigning ability of the Country Party candidate, Roland Green, who won the seat. In 1924 Massy-Greene was appointed to a casual senate vacancy and continued in the Federal parliament for another 15 years. He moved away from Nimbin in 1923 and to Melbourne in the 1930’s. Apart from his political achievements Massy-Greene was successful in business as a director on the boards of a number of companies and made a range of other significant contributions to Australian public life. He died in 1952 at the age of 78.

1.7 Basis for Management

The management of Reserve 91536 and Reserve 1012196 is to be in accordance with the objects and principles of Crown land management described in Sections 10 and 11 of the Crown Lands Act 1989 and the land management provisions of Part 5 of the Act. The land will therefore be used and managed in accordance with the following:

- The Plan of Management applying to the land;
- Crown Lands Act 1989;
- Crown Lands (General Reserves) By-law 2006;
- Environmental Planning and Assessment Act 1979 and any planning instrument permitting the use of the land for a specified purpose or otherwise regulating the use of the land;
- Holiday Parks (Long-term Casual Occupation) Act 2002;
- Local Government Act 1993;
- Residential Parks Act 1998; and
- The relevant provisions of the Local Government (Manufactured Home Estates, Caravan Park, Camping Grounds and Moveable Dwellings) Regulation 2005.

The preparation of this Plan of Management for the Massy-Greene Holiday Park has included, over a period of time;

- site inspections,
- input from the local community,
- consultation between representatives of the Trust and of Byron Shire Council;
- consultation with North Coast Holiday Parks and the caravan park managers; and

3 The spelling used for the Holiday Park for many years has been “Massey Greene”. The Trust will change the name of the Park to reflect the correct spelling of Sir Walter Massy-Greene.
reviews of relevant Crown Lands reports and policies and Council files, reports and data.

1.8 Recent Actions

The Minister for Lands appointed an Administrator to take responsibility for care, control and management of the Reserves and the Massy-Greene Holiday Park in 2006. While the layout of the Holiday Park and the number of approved sites has not changed, the successive Reserve Trust managers and Crown Lands have undertaken and completed a range of actions and works in the Holiday Park and public open space in Brunswick Heads since that time including:

- Improvements to sites and facilities in the Massy-Greene Holiday Park including a comprehensive renovation of the main communal amenity building; and
- General improvements to the facilities provided to guests;
- Sections of the adjoining road reserves that supported parts of the Holiday Park have been added to the Reserve;
- Improvements to the sea wall and access points to limit the impact of erosion;
- Construction of a foreshore pedestrian walkway to the Riverfront at Massy-Greene Holiday Park;
- Improvements to storm water and waste management;
- Progressive resolution of matters related to compliance with relevant regulatory controls;
- Renovations and improvements to public day-use facilities in Banner Park and Terrace Reserve;
- Improvements to lighting along Simpsons Creek; and
- Improvements and maintenance to Torakina Reserve.

These initiatives provide a strong basis for the future management and improvement of the Holiday Park and the adjoining reserved Crown land.

1.9 Public Exhibition of the 2010 Draft Plan, Submissions and Community Forum

An earlier Draft Plan of Management was placed on public exhibition from 13th August to 8th October 2010. At the end of the exhibition period approximately 280 submissions were received. These came in the form of written and emailed submissions from organisations and individuals, signed pro-formas which had been distributed at a public rally during the exhibition period and letters and submissions based on the pro-forma.

A further opportunity for input was afforded through a Community Forum on 22nd November 2010 convened by the Brunswick Heads Chamber of Commerce. Participants included representatives of 35 Brunswick Heads' community groups who met with officers from the former Land and Property Management Authority, the Trust Administrator, Trust employees and two Directors of Integrated Site Design Pty Ltd.
This Plan takes account of relevant issues that were raised in the above submissions and at the Community Forum. A summary of issues and the matters that were addressed in the preparation of this Plan of Management is included at Appendix E.

1.10 Public Exhibition of this Plan and Submissions

The draft version of this Plan of Management for Massy-Greene Holiday Park (Reserve 91536 for Caravan and Camping Park and Part Reserve 1011448 for Future Public Requirements) was exhibited for 8 weeks concluding 21 February 2014 in accordance with the requirements of Part 5 of the Crown Lands Act 1989 and the Crown Lands Regulation 2006. The exhibition occurred at the same time as the exhibition of draft Plans of Management for Terrace Reserve and Ferry Reserve Holiday Parks, and the Brunswick Heads Public Foreshore Reserves.

Public Information sessions were held on 15 January and 1 February 2014. The information sessions were aligned with community events to ensure high participation rates. The information sessions were well attended with local media reporting hundreds of people present.

A total of 158 submissions were received in response to the four exhibited Plans of Management. In addition, two petitions were received. One petition was in the form of an on-line petition that attracted 2095 signatures. The second petition contained 156 signatures. The matters raised in the petitions were addressed in the submissions assessment.

There was some duplication of issues across different reserves. It is noted that several issue categories apply to two or more reserves. As each Plan of Management is a stand-alone document this duplication resulted in a total of 206 issues being recorded. The breakdown of issues raised by reserve is provided below, including general issues.

<table>
<thead>
<tr>
<th>Reserve</th>
<th>Number of Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreshore Reserves</td>
<td>52</td>
</tr>
<tr>
<td>Terrace Reserve Holiday Park</td>
<td>48</td>
</tr>
<tr>
<td>Massy-Greene Holiday Park</td>
<td>44</td>
</tr>
<tr>
<td>Ferry Reserve Holiday Park</td>
<td>27</td>
</tr>
<tr>
<td>General Submissions</td>
<td>35</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>206</strong></td>
</tr>
</tbody>
</table>

1.10.1 Issues Raised in General Submissions

Thirty-five categories of general issues were raised in relation to the Trust’s proposals across the draft Plans of Management. Issues raised by more than five submissions are listed in the following table.
In regard to these matters the Plan of Management for Massy-Greene requires the Trust to;

- Comply with all relevant and applicable legislative requirements;
- Continue to provide public access along the foreshore to enable connectivity between the Holiday Parks, other foreshore reserves and Brunswick Heads;
- Reduce the proportion of long term dwelling sites in Massy-Greene over time in line with the Policies of the government;
- Only restrict public access through the Holiday Park to the extent required for security and safety;
- Limit the use of fencing to circumstances where other approaches fail to achieve reasonable requirements with respect to security and safety;
- Continue to provide appropriate access to the foreshore; and
- Fulfill all obligations with respect to the management of reserved land under the control of the Trust.

The remaining twenty eight issues were raised in four or fewer submissions and in some cases are adequately addressed in the Plan for Massy-Greene and in others are not applicable. A more complete summary of the issues is included at Appendix F.

### 1.10.2 Issues Raised in Submissions in relation to Massy-Greene Holiday Park

Forty-four categories of issues were raised which had more specific reference to the Trust’s proposals for Massy-Greene Holiday Park. Issues raised by more than five submissions are listed in the following table.

<table>
<thead>
<tr>
<th>Issue Categories – General</th>
<th>Number of Submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comply with Council license conditions and regulations</td>
<td>40</td>
</tr>
<tr>
<td>Maintain public access to and along the foreshore</td>
<td>35</td>
</tr>
<tr>
<td>Retain 30% of sites for permanent residents</td>
<td>27</td>
</tr>
<tr>
<td>No restriction on public access though Holiday Parks</td>
<td>12</td>
</tr>
<tr>
<td>No fencing of Holiday Parks or Reserves</td>
<td>9</td>
</tr>
<tr>
<td>Privatisation of foreshore</td>
<td>7</td>
</tr>
<tr>
<td>Maintenance and presentation of foreshore Reserves</td>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Issue Categories – Massy-Greene Holiday Park</th>
<th>Number of Submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oppose use of all or part of Lot 7005 at Massy-Greene for Holiday Park purposes</td>
<td>47</td>
</tr>
<tr>
<td>Access and parking on Boat Harbour foreshore</td>
<td>27</td>
</tr>
<tr>
<td>No cabins on the foreshore at Massy-Greene</td>
<td>18</td>
</tr>
<tr>
<td>No reduction in the number of sites at Massy-Greene</td>
<td>15</td>
</tr>
</tbody>
</table>
A majority of the remaining issues were raised in one or two submissions and in many instances refer to matters that to some extent have been addressed in the Plan, eg foreshore access. In other cases there were issues that were beyond the scope of this Plan of Management process. A more complete summary is included at Appendix F. The following section details amendments to the Draft Plan that respond to particular issues.

### 1.11 Amendments to the Draft Plan of Management

A summary of the submissions received during the exhibition period was prepared and reviewed by the Trust Board. The summary was also provided to Crown Lands, Department of Trade and Investment for assessment and review in light of the content of the proposed Plan of Management. At the same time Crown Lands was advised of a number of proposed minor amendments.

Elements of the Draft Plan of Management have been amended where appropriate in response to issues raised during the public exhibition period and pursuant to advice from Crown Lands. Amendments have been made in a way that seeks to ensure the future management of the Reserve and the Holiday Park addresses government policy, legislative requirements, community input and the operational requirements of the Holiday Park. Details of the principal amendments are provided in the following table.

<table>
<thead>
<tr>
<th>Issue Category</th>
<th>Comment</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access and parking on Boat Harbour foreshore.</td>
<td>Larger site areas in the Holiday Park will increase on-site parking for guest’s vehicles in conjunction with a reduction in the total number of sites from 133 to 103. Visitor car parking inside the Park will increase. The proposed upgrade will improve public access to the</td>
<td>Provide additional car parking capacity around the Boat Harbour by not constructing a formal car park. Retain available space as an open area which will be self regulated with no marked</td>
</tr>
<tr>
<td>Plan of Management</td>
<td>foreshore and not limit access for emergency vehicles.</td>
<td>parking bays.</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Allow boats on the foreshore</td>
<td>The Trust does not propose to change anything regarding the mooring of boats on the beach.</td>
<td>Specifically authorise temporary mooring or anchoring of boats on the foreshore outside the swimming area.</td>
</tr>
<tr>
<td>Boundary fencing at Massy-Greene</td>
<td>A timber paling fence is proposed along the boundary of the Park commencing at the waste storage area, then along the boundary with the Old Pacific Highway and around the Manager’s residence. In all other areas low rail fencing is proposed. The drawings can be modified to show more clearly the location and style of proposed fencing.</td>
<td>Modify the Massy-Greene drawings to clarify the location and style of proposed fencing.</td>
</tr>
<tr>
<td>Extend hailstone pathway around eastern end of Massy-Greene</td>
<td>This area is road reserve under the control of Council. The extension of the hailstone pathway will require Council approval, however, could be undertaken as part of the rehabilitation of the camping sites that are to be vacated at the eastern end of the Park.</td>
<td>Investigate with Council the provision of a hailstone pathway in the road reserve at the eastern end of Massy-Greene as part of the rehabilitation of the camp site area that is to be vacated.</td>
</tr>
<tr>
<td>No fencing of foreshore sites at Massy-Greene</td>
<td>The draft Plan of Management proposes replacement of existing low post and rail fencing with similar fencing to clearly delineate the extent of sites and the separation between the Holiday Park and the foreshore area for public access.</td>
<td>More clearly identify and describe the proposed low fencing along the foreshore sites at Massy-Greene.</td>
</tr>
<tr>
<td>Redesign western end of Holiday Park and Boat Harbour precinct to provide additional public open space, parking, public toilets, boat/kayak storage, and public pathway</td>
<td>The area in question is currently part of the operational area of the approved Holiday Park. The Trust has reviewed the proposed plans and can accommodate the provision of a public pedestrian access through the Holiday Park via a redesign of the Western Precinct. This will achieve separation between pedestrians and vehicles accessing the foreshore and provide an important link between the Boat Harbour and the foreshore in front of the Holiday Park.</td>
<td>Modify the design of the Western Precinct at Massy-Greene to provide a separate pedestrian access from the Boat Harbour to the foreshore inside the operational boundary of the Holiday Park by revising the layout and design of cabins and sites.</td>
</tr>
</tbody>
</table>
Cultural heritage | Searches of the Aboriginal Heritage Information Management System (AHIMS) did not indicate the presence of Aboriginal objects and sites. However, anecdotal evidence has been presented in submissions. The Plan of Management will be modified to include specific provisions addressing the protection of Aboriginal cultural values and objects. | Modify the Plan of Management to include provisions addressing the protection of Aboriginal cultural values and objects.

Matters related to changes to legislation and policies that have occurred since the Draft Plan was exhibited have also been updated along with typographic and other minor editorial matters.

1.12 Purpose of this Plan

The purpose of this Plan of Management is to address the relevant statutory requirements of the Crown Lands Act 1989 and to establish objectives, strategies and actions and the means the NSW Crown Holiday Parks Trust will employ to achieve the desired outcomes. The most significant issues to be addressed in relation to the ongoing management of the Holiday Park are:

- Resolving the interface between the operational boundaries of the caravan park and the adjoining lands;
- Addressing the actions recommended in the Brunswick Heads Foreshore Reserve Strategic Plan where relevant and feasible;
- Establishing an area that will be maintained permanently and exclusively to provide for public access along the foreshore of the Brunswick River;
- Ongoing compliance with the applicable technical standards and relevant provisions of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005;
- Ensuring principles of environmental and ecological sustainability are incorporated into the development and management practices adopted for the Park;
- Improving equity of access to accommodation and facilities for Holiday Park guests;
- Improving the entry presentation and functionality and the site layout of the Holiday Park;
- Maintaining and improving the financial performance of the Holiday Park with particular attention to improving occupancy rates in the shoulder and low seasons;
- Improving environmental and vegetation management;
- Storm water management;
- Security;
- Meeting the needs of guests and residents through the provision of additional and improved facilities;
- Ensuring holders of residential tenancy agreements or occupancy agreements are treated in accordance with the law and in an appropriately transparent manner; and
- Appropriate risk management.
1.13 Management Precincts

Within this Plan of Management the subject reserved land will be described and referenced in terms of six Management Precincts (see Drawing MG 01);

- **Foreshore Management and Access Precinct** - will be allocated and managed to preserve the opportunity for public pedestrian access along the foreshore of the Brunswick River.

- **Western Precinct** – will provide short term sites and Holiday Park facilities and will be improved to establish an appropriate interface with the Marina, Boat Harbour and foreshore areas to the west of the Reserve;

- **Long-Term Living Precinct** - will continue to provide long-term sites for the Park’s existing residents;

- **Waterfront Precinct** - will continue to provide short-term powered sites suitable for traditional foreshore camping and caravanning;

- **Park Amenities and Facilities Precinct** – will support the principal central communal amenities and recreational facilities required for the Park’s residents and guests; and

- **Eastern Precinct** – will support sites for camping and caravanning, a majority of the Park’s self contained cabin accommodation and some Park management facilities. Sites and facilities established by former Reserve Trust managers that are outside the boundaries of the Reserve will be removed.

1.14 Outcomes

The management actions in this Plan of Management will be formulated to address and achieve the following;

- **Social equity** – decision making that leads to greater physical, cultural and financial access in the delivery of services and facilities;

- **Environmental quality** – using only the resources that are required to deliver facilities and services and improving overall physical amenity while reducing detrimental impacts on natural assets;

- **Economic prosperity** - promoting the development of jobs, business improvement and market growth in a sustainable manner; and

- **Corporate governance** – managing assets and resources in a way that is accountable, transparent, responsive, efficient and equitable and complies with all applicable legislation.
2 STATUTORY AND POLICY FRAMEWORK

2.1 Introduction

This Plan of Management has been prepared in accordance with the *Crown Lands Act 1989*, to provide a framework for the future management and improvement of the Massy-Greene Holiday Park. Other legislation including environmental planning policies, guidelines and strategies also require consideration especially where any new development proposals are contemplated.

2.2 Crown Lands Act 1989

The objects and principles of Crown land management are listed in Sections 10 and 11 of the *Crown Lands Act 1989* and form the starting point for the preparation of Plans of Management. The principles of Crown land management are that;

- Environmental protection principles be observed in relation to the management and administration of Crown land;
- The natural resources of Crown land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible;
- Public use and enjoyment of appropriate Crown land be encouraged;
- Where appropriate, multiple use of Crown land be encouraged;
- Where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity; and
- Crown land be occupied, used, sold, leased, licensed or otherwise dealt with in the best interests of the State consistent with the above principles.

The Act and existing policy for the management of Crown land has always encouraged the appropriate commercial use of reserved Crown land. Commercial activity can meet the needs of public users of a reserve as well as generate the financial means to manage and improve the Crown Reserve system generally. A specific requirement of the Act is the proceeds of commercial activities on reserved Crown land are to be spent on the management of reserved Crown land.

Part 5 of the Act deals specifically with the management of Reserves and matters related to the appointment and responsibilities of Reserve Trusts. The purpose of establishing reserve trusts is to allow reserved Crown land and potentially other land (Crown and freehold) to be managed - to varying degrees of independence from the Crown Lands Division - but subject to Ministerial direction. “Reserve” is a term for an area of land set aside for a public purpose in the sense used in Part 5 of the Act. A reserve trust can manage an unlimited number of reserves or parts of reserves. The affairs of a reserve trust can be controlled by any one of the following;

- The Minister;
- A board of Trustees (up to seven) plus any number of ex officio appointments;
- A corporation (including a Council); or
- An administrator.
Reserve trusts have a statutory responsibility to manage land in the public interest and to achieve the Principles and Objects of Crown Land Management as defined by the Act. The focus of a reserve trust’s activities in relation to land under its control is generally defined by the public purpose(s) of the reservation. Where a Plan of Management has been adopted by the Minister for Lands the trust is required to implement the actions described in the Plan. In the absence of a Plan of Management the detail of how a reserve is developed and used is a matter for the trust provided always its actions are consistent with the purpose of the reservation and in conformity with the relevant requirements of the Act. Money generated from commercial activities on the reserve must be spent on the management or development of the reserve although the Minister may direct that money is applied for the improvement of other reserves.

Provided a trust complies with legislative and policy requirements there is no limit placed on the activities of a trust, its organisational structure or the method of its operations. But, the Minister has the statutory right to review a trust’s behaviour and performance and may terminate a trust’s appointment. The Minister can issue directions in relation to the functions of a reserve trust and how funds are employed in relation to debt and where the proceeds of a sale or lease are applied. A trust can employ its own staff, use contactors or enter into agreements with other entities, organisations and individuals to manage the land.

2.3 Crown Lands (General Reserves) By-law 2006

The Massy-Greene Reserve is listed in Schedule 1 of the Crown Lands (General Reserves) By-law 2006. This By-law covers general administrative management and the use of reserves generally. Importantly, the By-law gives the trust board of the reserve the statutory basis to determine the use of parts of the reserve, set fees and charges, control the entry of vehicles and people, and to control the conduct of persons on the reserve.

Section 6 of this Plan includes actions and strategies which rely on the powers conferred by this By-law.

2.4 Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (EP&A Act) provides the statutory basis for the development consent process in New South Wales. Section 79C of Part 4 of the EP&A Act outlines the factors that must be considered when a Development Application is assessed. These include:

- any environmental planning instrument;
- any draft environmental planning instrument that has been placed on public exhibition and details of which have been notified to the consent authority;
- any development control plan;
- the Regulations;
- the likely impacts of the development, including environmental impacts on both the natural and built environment, and social and economic impacts on the locality;
- The suitability of the site for the development;
• any submissions made in accordance with the Act or the Regulations; and
• the public interest.

The EP&A Act has a range of other provisions that may take effect depending upon the nature of a development proposal and the issues that may be encountered.

2.5  Local Government Act 1993

While the Local Government Act 1993 (LG Act) contains many provisions that have an impact on the management of the Reserve there is one aspect of particular importance: the approval requirements for the operation of caravan parks that flow from Section 68 of the Act. Section 68 of the Act requires the owner or manager of a caravan park to seek an approval from Council to operate a caravan park and, in certain circumstances, the prior approval for the installation of moveable dwellings. Council may impose conditions on the operation and structure of a caravan park. The Section 68 Approval to Operate for the Massy-Greene Holiday Park provides for the following numbers and categories of sites;

<table>
<thead>
<tr>
<th>Site Types</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long term</td>
<td>19</td>
</tr>
<tr>
<td>Short term</td>
<td>71</td>
</tr>
<tr>
<td>Campsite</td>
<td>43</td>
</tr>
<tr>
<td>Total Sites</td>
<td>133</td>
</tr>
</tbody>
</table>

The current Section 68 Approval to Operate Massy-Greene Holiday Park commenced on 10th May 2013 and will expire on 9th May 2014. A copy of the Approval is included at Appendix A.

2.6  Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005

The technical standards for the development and operation of caravan parks are defined in the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005. The Regulation addresses technical requirements with respect to site types, setbacks, site coverage, road dimensions, parking, provision of amenities and the like.

Clause 74 of this Regulation provides that the prior approval of a council is not required for the installation of a relocatable home or an associated structure on a dwelling site within a caravan park so long as it is designed and constructed in accordance with the requirements of the regulations. This exemption is modified by sub clauses 6 and 7 which deal with installation on flood liable land and moveable dwellings of more than one storey.

2.7  Residential (Land Lease) Communities Act 2013

The Residential Parks Act 1998 was developed by the Government to ensure the rights of permanent park residents and obligations of park owners were clearly defined and appropriate processes and procedures were implemented which recognised these rights.
The Government has replaced the *Residential Parks Act 1998* with a new Act, including a new name, which responds better to the needs of both home owners and operators. The *Residential (Land Lease) Communities Act 2013* was passed by both houses of the parliament on 14\textsuperscript{th} November 2013. The Act provides appropriate protections for home owners while recognising the needs of operators to develop and sustain efficient and effective business operations. Key reforms include:

- new rules of conduct for operators and sanctions for non-compliance;
- mandatory education for all new operators;
- a community-based approach to dealing with increases in site fees;
- improved processes for making, amending and enforcing community rules;
- new arrangements for disclosure of information to prospective home owners; and
- new rules to clarify and streamline the process for owners selling their home on site.

### 2.8 The Holiday Park (Long Term Casual Occupation) Act 2002

The *Holiday Parks (Long-term Casual Occupation) Act 2002* and the associated Regulations set out the rights and obligations of long-term occupants of moveable dwellings in caravan parks in New South Wales. The Act recognises that while the occupant has a right to occupy a site there is no interest in the land. In essence, the Act provides for an occupation agreement, which runs for at least 12 months, between the manager of a caravan park and the owner of a moveable dwelling for the use of a site for tourist purposes.

Some of the principal issues addressed by the Act include:

- Information that a park owner must provide prospective occupants;
- The form and content of agreements;
- What happens at the end of an agreement;
- Occupation fees and charges;
- The formation and amendment of Park Rules;
- Dispute resolution mechanisms and the role of the Consumer, Trader and Tenancy Tribunal constituted by the Consumer, Trade and Tenancy Tribunal Act 2001.
- The fate of abandoned goods (i.e. moveable dwelling) and sites.

The former Department of Lands introduced an Information Sheet on the creation of occupation agreements and which provides policy guidance on the principles to be followed. The State Government Policy states that agreements for sites on reserved Crown land must be limited to no more than 12 months. The Trust will administer the holiday van occupancy agreements in accordance with the Act and under the prevailing Crown Lands policies and guidelines.
2.9 Relevant Environmental Planning Policies and Instruments

2.9.1 State Environmental Planning Policy No. 21 – Caravan Parks

In 1986 the Government made changes to the prevailing legislation to allow both short-term and long-term accommodation to occur in caravan parks by way of moveable dwellings. This brought about a wider definition for caravan parks.

*State Environmental Planning Policy No. 21 – Caravan Parks (SEPP 21)* was prepared to ensure this wider meaning applied to all relevant planning instruments whether existing or proposed. In essence SEPP 21 states that where caravan parks are a permissible land use they will take on this wider meaning.

In addition, the Policy makes development consent mandatory for all new caravan park proposals regardless of local instruments. Council’s are also required to have regard to the impact of new long and/or short-term dwelling sites on residential and tourism land uses and operations in their local area.

A key element of the Policy is found in Clause 8, sub-clause (4A). The clause removes the effect of any other environmental planning instrument and the need for a development application with respect to the installation of moveable dwellings on land approved for use as a caravan park.

2.9.2 State Environmental Planning Policy No 71

*State Environmental Planning Policy No 71 – Coastal Protection (SEPP 71)* was introduced in October 2002 as part of the NSW Government’s Coastal Protection Package. SEPP 71 applies to the coastal zone of the State as defined in the Coastal Protection Act 1979. The Policy gives statutory force to some of the elements of the NSW Coastal Policy 1997 and makes the Minister for Planning the consent authority for certain developments. The Policy also defines a category of *sensitive coastal locations*. Finally, the Policy identifies master plan requirements for certain developments in the coastal zone.

While the policy primarily comes under consideration when a development application is submitted for determination the objectives and general principles established in the SEPP should be recognised as relevant to any coastal planning exercise. The objectives of SEPP 71 are:

a) to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales Coast, and

b) to protect and improve existing public access to and along coastal foreshores to the extent that this is compatible with the natural attributes of the coastal foreshore, and

c) to ensure that new opportunities for public access to and along coastal foreshores are identified and realised to the extent that this is compatible with the natural attributes of the coastal foreshore, and

d) to protect and preserve Aboriginal cultural heritage and Aboriginal places, values, customs, beliefs and traditional knowledge, and
Plan of Management

Massy-Greene Holiday Park

2.9.3 State Environmental Planning Policy – Major Development and State Environmental Planning Policy (State and Regional Development) 2011

State Environmental Planning Policy (Major Development) 2005 commenced on 29th July 2005 and underwent a substantial revision which came into effect on 1st July 2009. Further amendments were made in 2011. The purpose of the Policy was to identify projects to which the development assessment requirements under Part 3A of the EP&A Act should apply and to set out the functions of Regional Planning Panels in determining specified development applications.

The changes which occurred in 2011 relate to the removal of Part 3A from the EP&A Act and consequently the SEPP Major Development now only contains some basic transitional provisions related to that previous regime. State Environmental Planning Policy State and Regional Development (SRD) 2011 commenced when Part 3A of the Act was repealed.

Among other things this Policy establishes what types of development constitute State Significant Development, State Significant Infrastructure as well as Regional Development (in conjunction with Schedule 4A of the EP&A Act). A review of the Policy highlights that for tourist caravan park development to be classified as State Significant Development the site must be classified as a “sensitive coastal location”, the capital investment value of the work must be $10 million or more and the facility must be considered to be a tourist related facility which is other than a “commercial premises”.

The capital investment value for a project has been determined to be the cost of establishment of the facility. In the case of a caravan park development this value excludes components such as cabins. The facility comprises the creation of the infrastructure which includes the short term dwelling sites and all services but cabin accommodation is viewed as ‘discretionary spending’ because the sites can be used with or without the cabins.

It is also possible proposed development work could constitute Regional Development. This occurs by way of Schedule 4A of the EP&A Act coupled with the provisions of the SEPP. The
Schedule indicates that development with a capital investment value of more than $20 million is classified as Regional Development and is determined by a Joint Regional Planning Panel. Similarly, a Crown Development (a particular type of development) having a capital investment value of more than $5 million is classified as Regional Development and is determined by a Joint Regional Planning Panel.

The improvement program proposed as part of this Plan of Management for the Massy-Greene Holiday Park does not fall within the various provisions of the SEPP State and Regional Development outlined above.

2.9.4 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 provides that certain types of works do not require development consent under Part 4 of the EP&A Act. However, it does not prevail over SEPP 14 – Coastal Wetlands, SEPP 26 – Littoral Rainforests or SEPP State and Regional Development where there are inconsistencies. Further, the Infrastructure SEPP does not remove the requirement to obtain consent from the Minister in relation to State Significant Development.

Clause 20 of SEPP (Infrastructure) provides that a range of works are “exempt development” when carried out on behalf of a public authority. These works are itemised in Schedule 1 of the SEPP and include paths and ramps for disabled access, fencing, small decks, prefabricated sheds of up to 30 m² in area, retaining walls up to 2m in height, landscaping including paving and access tracks, minor external and internal alterations to buildings, open car parks (size is not specified) and demolition of buildings covering an area of up to 100m².

Clause 65 (2) (d) of the Policy provides that in respect of land reserved within the meaning of the Crown Lands Act 1989, development can be carried out without consent by or on behalf of the Director-General of the Land and Property Management Authority, a trustee of the reserve or the Ministerial Land Corporation, or an administrator of the reserve if the development is for purposes of implementing a plan of management adopted for the land. It should be noted that where this occurs, a review of environmental factors (REF) under Part 5 of the Act is usually undertaken.

Pursuant to the provisions of Clause 66(2) a number of additional works may be undertaken as exempt development on a Crown reserve where a plan of management has been adopted. Clearly the provisions of this SEPP are relevant to the future implementation of this Plan of Management as well as to the Trust’s ongoing management of the reserved land.

2.9.5 Byron Local Environment Plan 1988

Massy-Greene Holiday Park is subject to the zoning provisions of the Byron Local Environmental Plan (LEP) 1988. The land-use zone for Reserve 91536 is the 6(a)(Open Space Zone).

Zone No 6 (a) (Open Space Zone)

1. Objectives of zone

The objectives are:
(a) to ensure that there is adequate provision of both active and passive open space to serve the present and future recreational needs of residents and visitors,
(b) to identify land where existing recreation facilities for the general use of the community are provided,
(c) to provide opportunities to enhance the total environmental quality of the Shire of Byron,
(d) to encourage plans of management for Crown Lands as required by the Local Government Act 1993.

2. **Without development**
Works for the purposes of landscaping and bushfire hazard reduction.

3. **Only with development consent**
Agriculture (other than animal establishments); child care centres; cycleways; drainage; environmental facilities; markets; primitive camping grounds; recreation areas; restaurants; roads; recreation vehicle areas; showgrounds; utility installations.

4. **Prohibited**
Any purpose other than a purpose specified in item 2 or 3.

The land-use zone for part Reserve 1011448 is Zone 5(a) (Special Uses Zone)

**Zone 5(a) (Special Uses Zone)**

1. **Objectives of zone**
The objectives of this zone is to designate land for certain community facilities and services including areas for off-street parking in private ownership.

2. **Without development consent**
Bushfire hazard reduction.

3. **Only with development consent**
Drainage; markets; roads; the particular purpose indicated by black lettering on the map, utility installations; any other public purpose.

4. **Prohibited**
Any purpose other than a purpose specified in item 2 or 3.

While “caravan park” is not currently a permissible land use in the 6(a) zone modifications and improvements to the caravan park can be undertaken under the existing use provisions of the Environmental Planning and Assessment Act, 1979 as well as pursuant to the provisions of SEPP Infrastructure 2007.

2.9.6 **Draft Byron Local Environmental Plan 2013**

Council recently completed the preparation of Draft Byron Local Environmental Plan 2013 to conform to the State Government’s Standard Instrument. The new planning instrument has been formulated to guide future development and planning in the local government and was on public exhibition until 24 December 2012.

Under the provisions of the new LEP the land on which the Massy-Greene Holiday Park is situated is proposed to be in the RE1 Public Recreation zone.
**Zone RE1 Public Recreation**

1 **Objectives of zone**

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.

2 **Permitted without consent**

   Environmental protection works

3 **Permitted with consent**

   - Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Child care centres; Community facilities; Emergency services facilities; Entertainment facilities; Environmental facilities; Flood mitigation works; Function centres; Horticulture; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Signage.

4 **Prohibited**

   Any development not specified in item 2 or 3

Flood risk mapping produced and published as part of the Draft Byron Local Environmental Plan 2013 indicates the Massy-Greene Holiday Park is within a flood planning area.

2.10 **Policies, Plans and Guidelines**

The following policies and guidelines are relevant to the implementation of this Plan of Management. It is expected that the management of the Reserve will review policies and guidelines as they are updated or changed and will modify operational and development activities accordingly.

2.10.1 **NSW Coastal Policy 1997**

The **NSW Coastal Policy 1997** was released by the New South Wales Government to replace the **1990 Coastal Policy**. The stated purpose of the Policy is:

> The main challenge for the Government and the community in the coastal zone is to provide for population growth and economic development without putting the natural, cultural and heritage values of the coastal environment at risk. In recognition of this challenge, the Coastal Policy incorporates the principles of ecologically sustainable development (ESD) into coastal planning. ESD aims to ensure that development occurs in such a way that the ecological processes on which life depends are maintained.⁴

The definition of the coastal zone takes in areas within one kilometre of the ocean, as well as an area of one kilometre around coastal lakes, lagoons, islands, estuaries and rivers. The Policy is described as integrative based on the principles of ecologically sustainable development and

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⁴ Coastal Policy, A sustainable future of the NSW Coast - Fact Sheet, 1997
• Conservation of biological diversity and ecological integrity;
• Intergenerational equity;
• Improved valuation, pricing and incentive mechanisms; and
• The precautionary principle.

The Policy sets out a hierarchy of goals, objectives and strategic actions which include an emphasis on improving water quality and maintaining public access to the coastline.

The Coastal Policy proposes a range of management planning approaches including catchment management plans are implemented in consultation with relevant agencies to ensure sustainable development and use of natural resources occurs in harmony with the protection of the environment. A Plan of Management under the Crown Lands Act 1989 is one of the most valuable management tools available to implement the Policy.

2.10.2 Sea Level Rise

In September 2012 the NSW Government made a number of significant changes to the way in which the planning and development on the coast is managed. As part of the reform package the 2009 NSW Sea Level Rise Policy Statement was withdrawn with a view to providing greater flexibility in considering local conditions in the determination of future hazards and preparing coastal management plans. The key components of the first stage of the NSW Government’s coastal reforms have;

• Removed the recommendations in regard to statewide sea level rise benchmarks;
• Given support to local councils in the determination and adoption of projections with specific relevance to the local conditions;
• Provided clarity with respect to the preparation and issue of Section 149 planning certificates; and
• Made it more straightforward for landholders to install temporary works to reduce the impacts of erosion.

Byron Shire Council has developed a range of policies and programs that allow for ecologically sustainable growth in coastal areas while addressing the risk to life and property from coastal hazards and flooding. This Plan of Management will provide a planning framework for the next five to ten years and it is anticipated that as the accuracy of sea level rise projections improve over time the Plan may need to be reviewed. Most of the existing infrastructure of the Holiday Park has a short to medium term design life and new development will be engineered to meet requirements of relevant planning and regulatory controls with respect to coastal development.

2.10.3 NSW Floodplain Development Manual, April 2005

The primary objective of the NSW Government’s Flood Prone Land Policy is to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property, and to reduce private and public losses resulting from floods. At the same time, the policy recognises the benefits flowing from the use, occupation and development of flood prone land. The policy
promotes the use of a merit approach which balances social, economic, environmental and flood risk parameters to determine whether particular development or use of the floodplain is appropriate and sustainable.

This approach is aimed at avoiding the unnecessary sterilisation of flood prone land. Equally it ensures flood prone land is not the subject of uncontrolled development that is inconsistent with the exposure of the land to flooding. The policy highlights that primary responsibility for floodplain risk management rests with local councils, which are provided with financial and technical support by the State Government. The *Floodplain Development Manual* accords with the *NSW Government’s Flood Prone Land Policy*.

The provisions in the Manual guide councils in the development and implementation of detailed local floodplain risk management plans to produce effective floodplain risk management outcomes. The Manual also outlines the technical assistance provided by the State Government throughout the floodplain risk management process. The Manual is concerned with the consequences of flooding as they relate to the human occupation of the floodplain for both urban development and agricultural production. It addresses flood risk in full recognition that management decisions taken in respect of the human occupation of the floodplain need to satisfy the social and economic needs of the community as well as being compatible with the maintenance or enhancement of the natural ecosystems that floodplains sustain.5

2.10.4 Coastal Zone Management Plan for the Brunswick Estuary, Issue No.4, 2012

The Brunswick Estuary comprises the tidal reaches of the Brunswick River, Kings Creek, Marshalls Creek and Simpsons Creek which together drain a catchment of approximately 228 km² with a waterway area of about 2.2 km². The primary objective of the Estuary Management Plan is to develop a range of management strategies for maintaining and improving estuary condition and function. The Plan identifies 22 key issues which have guided the development of appropriate management objectives and strategies for the estuary. Based on consultation with key authorities and stakeholders and outcomes from land use and estuary use assessments the highest ranked objectives for the Brunswick Estuary are to:

- Improve water quality;
- Improve estuary ecological health and biodiversity;
- Conserve Aboriginal and heritage sites;
- Determine sustainable tourism; and
- Control and manage development.

The plan also points to a lack of facilities to service the passive and active recreation of the estuary such as insufficient parking, lack of boat/craft launching facilities and improvements to foreshore access. The actions listed in Table ES.1 and Section 5 of the report, that relate to Massy-Greene Holiday Park are:

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5 Foreword, Floodplain Development Manual, NSW Government, 2005
• Prepare a strategy plan for public lands between Ferry Reserve Caravan Park and Massy-Greene Caravan Park including the Sonny Coles Memorial Boat Ramp and Boat Harbour. (Item P5);
• Council planners to ensure that the revised LEP and DCP limits tourist accommodation to small scale, small hostels and to specify development guidelines relating to scale and location etc. (Item P6);
• Incorporate any remaining vacant foreshore Crown land into a formal public land management regime and prepare Plans of Management for all Crown lands within an integrated estuary/foreshore reserves system. (Item P11); and
• Prepare Plans of Management for Massy-Greene and The Terrace Caravan Parks. (Item P13).

2.10.5 Cape Byron Marine Park Zoning Plan

All tidal areas of the Brunswick River and Marshalls and Simpsons Creeks lie within the Cape Byron Marine Park. The Brunswick River is within a Habitat Protection Zone which allows for the following activities;

• most forms of recreational fishing and bait collection;
• recreational boating, scuba diving/snorkelling; and
• other activities may be allowed with a marine parks permit (eg. Commercial tourism, events, minor works etc)

2.10.6 Crown Lands Caravan Park Policy

April 1990 the former Department of Lands issued the Crown Lands Caravan Parks Policy. The primary impetus for the creation of the Policy was to address issues of long-term residency, the numbers of holiday vans and to improve the appearance and management of caravan parks. The Policy establishes policies, objectives and strategies relevant to the future management and development of caravan parks on Crown land in NSW.

The objectives of the Crown Lands Caravan Parks Policy are:

a. to develop a caravan park and camping ground system on Crown land which meets the needs of the community and provides a range of facilities for short-term use, long term use and camping.

b. to manage caravan parks on Crown land in an environmentally acceptable manner, to provide for the protection of important scenic, natural and cultural resources consistent with the objects and principles of the Crown Lands Act, 1989.

c. to ensure that caravan parks and camping grounds on Crown land are managed in a way that provides appropriately for the recreational and social needs of the community.

d. to encourage the entrepreneurial management of caravan parks on Crown lands in order to provide the community with an appropriate standard of facility and the government with an optimum financial return for the land it provides.
It is clear, particularly from objective (d) above, that the intent of the Crown Land Caravan Parks Policy is that there will be a commercial orientation in the management of Crown caravan parks. However, this objective is one of a set of objectives of equal weight and therefore matters of environmental and community need must be addressed alongside financial considerations. The Policy requires that no more than 50% of the short term and long term sites in “Holiday Parks” on Crown reserves be used to accommodate long term residents and holiday vans. Recent discussions with Crown Lands have confirmed the government’s policy position, however, there are also sound business reasons for lower proportions of holiday vans to release prime sites for year round tourist use.

The policy for caravan parks on reserved Crown land is being reviewed by Crown Lands, Department of Trade and Investment. Recent assessment of the operation of caravan parks on Crown land has concluded little has changed in relation to the validity of the principles that shaped the 1990 policy, however, two further issues have emerged which are seen as adding weight to the position the Crown has consistently held;

1. Since 1990 the number of approved caravan parks in New South Wales has declined by around 10% with an accompanying reduction in the number of available approved sites; and
2. Demand for tourist sites in caravan parks has steadily increased.

Park management will need to address the requirements of the revised policy when it is finalised and adopted by Crown Lands.

2.10.7 Byron Shire Tourism Management Plan 2008 to 2018

The Byron Shire Tourism Management Plan provides a strategic and integrated framework to guide the management, development and marketing of tourism for Byron Shire. The plan recognises the significance of the tourism industry to the local economy and the need to balance the impact of such activities with other commercial, social and environmental objectives.

The plan endorses continued engagement and discussion with the State government regarding plans to develop the Brunswick Heads foreshore as well as the development of plans of management for Crown lands and for infrastructure development and maintenance.

2.10.8 North Coast Destination Network 2013, North Coast of NSW Destination Management Planning

The North Coast Destination Management Plan seeks to provide the North Coast of NSW with a roadmap to achieve the NSW government’s tourism target of doubling overnight visitor expenditure by 2020. The purpose of the North Coast Destination Network will work collaboratively across the regions to ensure stakeholders can benefit from shared tourism objectives. The Network can support local tourism associations to manage issues relating to brand, image, communication, social media & the positioning for market opportunities.
2.10.9 Byron Shire Bike Strategy and Action Plan (Bike Plan)

The Byron Shire Bike Strategy and Action Plan (Bike Plan) 2008 provides a synthesis of various studies and proposals for an access plan to provide integrated pedestrian pathways and bikeways throughout Byron Shire. The Plan references the following achievements and proposals for Brunswick Heads. On completion the Strategy and Action Plan will provide important connections between The Terrace, Massy-Greene and Ferry Reserve Holiday Parks.

<table>
<thead>
<tr>
<th>Coastline Cycleway</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Achievements</strong></td>
</tr>
<tr>
<td>• Southern Pacific Highway interchange to the Bowling Club. Shared pathway/bike track.</td>
</tr>
<tr>
<td>• Tweed Street. Bicycle lanes on both sides of Tweed Street.</td>
</tr>
<tr>
<td>• Massy-Greene Holiday Park to Brunswick Valley Way at the Northern Pacific Highway Interchange. Shared pathway/bike track.</td>
</tr>
<tr>
<td><strong>Proposals</strong></td>
</tr>
<tr>
<td>• Through Venture Park from Torakina car park to Surf Club. Shared pathway and bikeway.</td>
</tr>
<tr>
<td>• Tweed Street via the Terrace to Park Street and to the southern side of Fingal Street to Banner Park. Shared pathway/bike track.</td>
</tr>
</tbody>
</table>

Given the existing and proposed provision of pathway/cycleways through Brunswick Heads this Plan of Management contains provisions for pedestrian links to these facilities. Consideration will also be given to the provision of racks for cyclists at key intersections of pathways and tracks.

2.10.10 Brunswick Heads Community Economic Transition Plan “Taking Care of Brunswick” 2011 – 2016

The Brunswick Heads Community Economic Transition Plan is a five year strategy for the township of Brunswick Heads, developed by the community of Brunswick Heads with the assistance of NSW Trade and Investment. The plan lays out the relevant social and economic issues and sets out a vision and strategic priorities. The areas of major focus are ageing and disability, youth, arts and culture, the built and natural environment, food, transport, housing, disaster management and the local economy including tourism. With respect to the Built Environment, the Natural Environment and the Local Economy & Tourism the plan presents the following objectives;

<table>
<thead>
<tr>
<th>Focus Area</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Built Environment</strong></td>
<td>1. To improve streetscaping and the visual amenity of the town.</td>
</tr>
<tr>
<td></td>
<td>2. To improve the condition and amenity of the town’s public reserves and community buildings so that people of all ages and abilities can use and enjoy them.</td>
</tr>
<tr>
<td></td>
<td>3. Improve and extend pedestrian and cycle pathways connecting the town and the foreshore, and surrounding villages.</td>
</tr>
<tr>
<td><strong>Natural Environment</strong></td>
<td>1. To preserve and enhance the natural environment while seeking a balance between conservation &amp; recreational use.</td>
</tr>
<tr>
<td><strong>Local Economy &amp; Tourism</strong></td>
<td>1. To sustain an innovative, viable and prosperous business sector.</td>
</tr>
<tr>
<td></td>
<td>2. To ensure the viability of the tourism industry in Brunswick Heads.</td>
</tr>
</tbody>
</table>
The strategies identified for tourism include “to ensure the sustainability of the existing tourist accommodation mix” and to “retain the caravan parks as low key/affordable holiday accommodation”.

The ‘Taking Care of Brunswick’ Tourism Management Strategy identifies the ‘Simple Pleasures’ brand as a way to convey the unique characteristics of the township, as a basis for the development of tourism services and activities and as a means of attracting like-minded tourists to the town. As a result the Simple Pleasures Marketing Strategy identifies requirements to successfully promote the brand. The Marketing Strategy aligns the ‘Simple Pleasures’ brand with community objectives and projects to support the marketing focus. With the input of a number of community groups and stakeholders, the strategy outlines:

- The aims of the ‘Simple Pleasures’ campaign;
- The key components of the campaign;
- Logo and image development;
- Merchandise specifications;
- Website development;
- Marketing and branding opportunities;
- Evaluation of strategy effectiveness; and
- Marketing Program/Project Analysis to assess ongoing requirements and to ensure its sustainability.

The future direction for the management and improvement of Massy-Greene Holiday Park will, where appropriate, address the strategies and directions outlined in the Transition Plan.

2.10.11 The Brunswick Heads Experience – a ten year partnership 2000-2010

This document was published in 2010 by the Brunswick Heads Chamber of Commerce and NSW Industry and Investment. The publication outlines initiatives that have been taken over the past 10 years in fulfilment of the Chamber’s vision which is “to foster a dynamic local business sector, encouraging sustainable and innovative business development in line with the community’s vision for Brunswick Heads”. Key outcomes described on page 9 of the document that are particularly relevant to the preparation of this Plan of Management are;

1. “Increased visitation and revenue from key target market segments that match our community needs.
2. Enhanced visitor experience and length of stay by;
   - establishing Brunswick Heads as an affordable base from which to explore the surrounding area
   - improving visitor amenities
   - establishing a visitor centre
   - offering incentives to stay longer.
3. Extension of the peak tourism season and evening out peaks and troughs by:
   - strategic scheduling of festivals and events and campaigns
Plan of Management

- working co-operatively with the North Coast Holiday Parks to improve winter visitation.

4. A supportive community which welcomes visitors.”


The requirement for a tourism strategy came out of the development of the “Taking Care of Brunswick” Strategic Plan 2004 – 2009. The purpose of the Tourism Management Strategy, developed by the Brunswick Heads Chamber of Commerce Business and Tourism Group, was to identify guiding principles and a framework for developing tourism to steer the town’s economic development. In some respects the strategy grew from a motivation to protect the town from what was perceived to be a lack of control of management of tourism development in Byron Bay.

The primary objective of the Tourism Management Strategy is to preserve the low key village atmosphere and quality of life for residents of Brunswick Heads using a sustainable tourism approach. The approach combines elements of physical and community planning in a way which aims to ensure development is equitable, minimises resource depletion and environmental degradation and limits the negative social effects of tourism. The approach also aims to ensure a quality experience for the visitor in a manner which ensures local needs are also met. The strategy covers six key areas:

1. Natural Environment Sustainable Management. Focuses on protecting the natural environment by supporting low impact activities on the foreshore, dunal, river systems and beach. Providing education and monitoring of appropriate use.

2. Culture and lifestyle preservation and promotion.

3. Communication. Identifying the need to develop marketing tools and improvement of coordination and management of communication between community stakeholders.

4. Land use planning and infrastructure. Recognising the need to improve the presentation of the streetscape and open spaces, improve visitor information and experience and provide access ways for wheelchairs.

5. Marketing. Implement a multifaceted approach to promoting the ‘Simple Pleasures’ brand which identifies the town’s key point of difference from other coastal towns and is consistent with the objectives and values of the township.

6. Economic prosperity and sustainability. Identifies the need to support new and existing tourism activities in a sustainable manner in order to stimulate employment opportunities in the town.

The Strategy suggests that with the assistance of Southern Cross University a number of Studies and Audits be undertaken. These will consider issues such as the provision of tourist accommodation, activities and attractions, the tourist market, the socio-economic impact of tourism on social infrastructure and environmental effects of tourism.
2.10.13 Brunswick Heads Foreshore Reserves Strategic Plan, 2008

The Brunswick Heads Foreshore Reserves Strategic Plan was endorsed by the former Department of Lands in August 2008. The purpose of this Plan is to identify opportunities and actions required to revitalise and improve the quality of the Brunswick Heads Foreshore and to maximise its public use and enjoyment. The genesis of this initiative was recognition by government land management agencies and the community that the existing public land on the foreshore and in the vicinity of Brunswick Heads was under stress and in danger of significant degradation. The problems identified included:

- Lack of adequate public access to and along the foreshore;
- The condition of facilities;
- The condition of the foreshore as expressed in bank erosion, the condition of seawalls, encroachments and damage to mangroves;
- Illegal camping and antisocial activities; and
- Potential impacts from flooding, tidal inundation and sea level rise.

A very important aspect of the Foreshore Reserves Strategic Plan is it provides a set of specific management principles to ensure uniformity of treatment and management of the Crown land within the study area. The Plan identifies opportunities for additional tourist facilities to provide an income source for improvements and ongoing maintenance of the Holiday Parks and the public reserve areas. A key recommendation is for Plans of Management to be prepared for the Massy-Greene Holiday Park and the Terrace Reserve Holiday Park (following the resolution of boundary issues) with an emphasis on:

- Increasing the focus on holiday/tourism provision;
- Developing a unique/niche for each holiday park;
- Operating the holiday parks within the principles of economic, environmental and social sustainability; and
- Improving public access to and along the foreshore.

With respect to Massy-Greene Holiday Park the Foreshore Reserves Strategic Plan recommends the following actions:

“General

- Prepare a Plan of Management for Massy-Greene Holiday Park to guide future improvements and enhance and consolidate provision of tourist sites, amenities and facilities throughout the holiday park as appropriate to meet future demand.
- Remove exotic weed species, replace with appropriate alternatives and provide additional landscaping throughout the holiday park to improve general amenity.
- Minimise disturbance to native vegetation when considering new developments and improvements throughout the holiday park.
- Ensure an appropriate zoning is applied to the holiday park in the new Byron Shire LEP.
- Implement a programme to ensure all sites, structures and facilities within the holiday park comply with relevant standards.
• Convert long term sites to tourist sites as opportunities allow.

River Foreshore
• Reconstruct the existing rock seawall and provide a public footpath and seating above the wall. Clearly define a 5m wide public access corridor with a 10m setback from top of wall to any holiday park structures.
• Remove all illegal boat moorings and tie points along the seawall and prohibit boats from being stored or anchored on the sandy beach.
• Upgrade the existing ramp for launching of small craft only (no cars).

Eastern Boundary
• Undertake a ‘road closure’ process to establish a new eastern boundary of the holiday park which provides for a 10m public access corridor along the foreshore, a 15m road reserve and car parking at the end of Tweed Street.
• Close the existing holiday park entrance and provide public parking, vehicle turnaround and pedestrian access to the foreshore. Consider continued use of this access for long term residents only.
• Provide a public footpath along the foreshore to the west, connecting to the riverfront pathway.

Tweed Street Frontage
• Undertake a ‘road closure’ process along Tweed Street to include all existing occupations to the fence line within the holiday park.

Western Boundary
• Modify the western holiday park boundary to provide a 10m pedestrian access corridor between the riverfront and the boat harbour. Maintain access to Yacht Club boats and small craft ramp.
• Relocate the holiday park entrance to the western boundary to improve integration with the boat harbour precinct and reduce traffic congestion at Tweed Street.
• Make provision for public parking and vehicle turnaround adjacent to the new holiday park entry.”  

Wherever relevant and feasible this Plan of Management will address the actions recommended in the Brunswick Heads Foreshore Reserves Strategic Plan.

2.11 Other Statutory and Policy Documents

There are a number of other documents that are relevant to the ongoing management of the reserve that have been considered in the preparation of this Plan including;

• Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW;
• Byron Biodiversity Conservation Strategy, 2004;
• Brunswick Heads Settlement Strategy, 2004;
• Brunswick Heads Parking, Traffic & Pedestrian Safety Plan, 2004;
• Brunswick Heads Caravan Parks – Shoreline Redemption Report, 2007 (Geolink);
• Draft Byron Shire Coastal Zone Management Plan, 2010;

6 Brunswick Heads Foreshore Reserves Strategic Plan, Department of Lands, August 2008
• NSW Department of Planning, Far North Coast Regional Strategy 2006 – 2031, 2006;
• NSW Estuary Management Program;
• Disability Discrimination Act 1992; and

2.12 Summary

The management, operation and improvement of the Massy-Greene Holiday Park must take account of a range of statutory controls and policies. It is a fundamental requirement of this Plan of Management that the Reserve Trust Manager will comply with the requirements of applicable legislation, regulations, approvals and policies.
3 EXISTING SITUATION

3.1 Existing Development – see Detailed Survey Plan at Appendix B and Drawings MG – 02 and MG – 03 at Appendix D.

The Massy-Greene Holiday Park is located on the foreshore of the Brunswick River to the east of the Brunswick Heads Boat Harbour and the Brunswick-Byron Fisherman’s Co-op. On the opposite bank of the north arm of the Brunswick River is the Brunswick Heads Nature Reserve. A foreshore pedestrian walkway links the Holiday Park to Memorial Park and the shops, cafés and facilities of the Brunswick Heads Township.

The existing sites, roads and buildings in the caravan park were originally developed by Byron Shire Council during its former role as the corporate manager of the Reserve Trust.

The current Section 68 Approval to Operate a Caravan Park for Massy-Greene Holiday Park commenced on 10th May 2013 and will expire on the 14th May 2014. The Approval provides for a total of 133 sites comprised of 19 long term sites, 71 short term sites and 43 campsites. A copy of the current approval is included at Appendix A. Quality self contained tourist accommodation is supplied by seven two bedroom cabins including one cabin with accessible facilities. A total of 93 sites are available for casual tourist occupation by tents, caravans and camper vehicles. Facilities for the Park’s residents and guests include three communal amenity buildings, barbecue facilities and a children’s playground. The Park currently accommodates 19 long term residents and 13 holiday vans.

The property has a 3½ star AAA Tourism rating for the Park and 4 stars for the on-site cabin accommodation.

The main amenities block is in sound structural condition and of relatively recent construction (1993) and has been recently renovated. The work included external and internal painting, replacement of partitions and pc items and re-tiling. When the cabins were installed the existing Park entry from Tweed Street was improved with the development of visitor parking, an entry lay-by and the installation of boom gates. The two smaller amenity blocks are now over 30 years old and due for replacement. There are modest barbecue and camp kitchen facilities at the eastern and western ends of the Park and near the foreshore.

All services are available to the Park and a substantial proportion of the underground service network was upgraded in 2007 by the Reserve Trust, however, the condition of and location of other parts of the reticulation systems within the Park is not well documented.

When Ordinance 71 was introduced in 1986 as part of a Statewide licensing system for caravan parks and camping grounds Massy-Greene Holiday Park was an “existing” caravan park. The first license issued by Byron Shire Council for Massy-Greene approved 145 sites. Because Massy-Greene was an “existing” park aspects of the existing development were subject to Clause 108, Exemptions. This clause listed a range of provisions in the Ordinance that would not apply to
existing parks. Matters covered by Clause 108 in relation to Massy-Greene include exemptions in relation to required setbacks of sites from land boundaries and road frontages, internal road widths and provision of visitor parking. While the provisions of Clause 108 and the exemptions relevant to Massy-Greene have been preserved by the savings provisions in subsequent iterations of the Regulation the reliance on those exemptions will be steadily reduced as the Park is improved in accordance with this Plan of Management.

In a broader context Massy-Greene Holiday Park is one of three caravan parks in Brunswick Heads managed by the NSW Crown Holiday Parks Trust. The relatively close geographic location of the properties provides an opportunity to consider an integrated day to day management structure with the capacity for key resources to be shared with a view to achieving operational and financial efficiencies. The promotion of the Parks and market targets can be complementary as well as specific to the unique characteristics of each Park.

### 3.2 Strategic Assessment

The following assessment of Massy-Greene Holiday Park summarises the main issues that require consideration. It has been used to assist in identifying actions and priorities required to ensure the commercial viability of the Holiday Park, to address key compliance and operational issues and to ensure ecological impacts that may be associated with the operation of the Park are adequately addressed. The following points have not been ranked and as a result do not provide an indication of an order of priority.

#### Strengths

- Location - particularly the Park’s proximity to the Brunswick River, Brunswick Heads and the Pacific Highway;
- Brunswick Heads is a recognised tourist and holiday destination;
- River frontage, water views and direct access to a sandy beach;
- The Holiday Park has an established clientele with high levels of return visitation;
- Strong established cash-flow and profit outcomes;
- Existing cabins provide affordable family accommodation;
- The Park offers a variety of site types (both unpowered and powered);
- The Boat Harbour and access to a small craft launching ramp is nearby; and
- The Holiday Park is part of a larger group of Parks and benefits from the management, administration and marketing resources of the NSW Crown Holiday Parks Trust.

#### Weaknesses

- Age and condition of the small amenity blocks;
- Relatively small areas of waterfront sites which limits provision of on-site parking for guests - at peak occupancy some guests park their vehicles outside the Holiday Park;
- The Park’s cabin stock does not fully address the requirements of some key market groups – couples, people with disabilities and larger families;
- A proportion of the boundaries of the Park are not well defined and pedestrians are free to walk virtually anywhere within the Park;
• Public access to the river, beach and fish cleaning tables through the Park is generally uncontrolled;
• People from boats moored in the Boat Harbour access the Park’s facilities;
• Security for guests and management is poor;
• The manager’s residence and reception area is inadequate;
• Storage facilities are inadequate;
• Limited provision of ancillary recreation facilities for guests. In particular there could be additional facilities to address requirements for young families and older travellers;
• The Park is not well signposted for people arriving from the west; and
• The western end of the Park and the interface with the Boat Harbour is poorly resolved.

Opportunities
• The Park layout can be improved;
• Installation of additional cabins including designs that specifically address the requirements of key target markets and current requirements for disabled access;
• Continue to increase off season occupancy rates and length of stay;
• Replacement of the small amenities blocks;
• Development of additional recreational facilities for guests including a camp kitchen and activity spaces for children and families;
• Existing vegetation in and around the Park can be supplemented with planting of endemic native species;
• Continue to improve the relationship and interface between the Holiday Park and pedestrian foreshore access and the Boat Harbour;
• Protection of the Park through the on-going maintenance and improvement of the training wall; and
• Implementation of strategies on marketing and promotion that are directly linked to the Brunswick “Simple Pleasures” theme.

Constraints
• Environmental hazards – especially flooding, tidal inundation, bank erosion and predicted impacts of climate change and sea level rise;
• Traffic congestion in Tweed Street during peak visitation periods;
• Consumer and community resistance to change;
• Management requirements of the adjoining lands;
• Proximity to the Boat Harbour Marina and freedom of access through the Holiday Park creates security concerns;
• Age and condition of some buildings and infrastructure; and
• Ongoing costs of improvements will be significant if the Holiday Park is to consolidate its existing market share as well as capture new clients.

3.3 Vegetation Management

The land is highly modified with a large proportion of the Holiday Park being reclaimed land. Individual specimens of remnant native vegetation in the southern part of the site include Ficus
A primary objective for vegetation management in the Park is establishment of a strong native vegetation framework to improve amenity for visitors and residents. As the site is exposed to onshore winds from the river, establishment of new vegetation within the Park requires careful plant selection and protective measures during the initial growth phase.

To assist residents and management personnel, it is recommended a landscaping and vegetation management plan be prepared which includes guidelines to provide assistance with the correct plant selection, planting methods and establishment techniques specific to the difficult conditions of the site. The successful establishment of new plantings in the Park will be an important aspect of enhancing visual and physical amenity and environmental values.

3.4 Tourist Economy in NSW

NSW 2021 is the Government’s 10-year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability and strengthen our local environment and communities. Among the priorities for action in NSW 2021 tourism is identified as having a high potential for growth, with a key goal being ‘to increase tourism in NSW with double the overnight visitor expenditure by 2020’.

The recently released Visitor Economy Action Plan\(^7\) outlines a number of key priority actions required to enable the achievement of the goal. A number of immediate actions outlined in the plan are pertinent to the supply of tourist accommodation and other visitor economy related facilities on Crown land. These include improving planning processes to encourage quality and appropriate accommodation on Crown land in locations of high natural amenity (Action 35D) and identifying and releasing land for visitor economy purposes (Action 6C).

The Plan also advocates implementation of Destination Management Planning to enable a coordinated approach to addressing demand and supply, policy and planning issues including infrastructure requirements and the role of Crown land within the identified zones (Action 18A). In this context the Reserve Trust has a responsibility to respond to tourism demand and to be aware of the dynamic character of the tourist marketplace in the State and in the region.

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\(^7\) Visitor Economy Action Plan, Visitor Economy Taskforce, DestinationNSW, June 2012
3.5 NSW Tourism

Tourism’s contribution to Australia’s Gross Domestic Product (GDP) has reached $87.3 billion or 5.9% of total GDP with average annual growth in the order of 4.6%. Total travel in New South Wales for the year ending June 2013 produced expenditure in the order of $26.7 billion dollars. Total expenditure in relation to domestic overnight travel in New South Wales for the same period resulted in expenditure of $14.5 billion which was an increase of 4.9% when compared to the previous twelve month period.

The visitor economy supply chain generates added economic multipliers, which means every dollar spent on tourism generates an additional 90 cents in other parts of the economy. At 1.9 tourism’s multiplier is greater than mining(1.6) and retail trade(1.7). Of all Australian states, NSW continues to attract the highest number of domestic overnight visitors maintaining 33.2% of national market share and receiving 25 million domestic overnight visitors in the year to June 2013.

As the table below shows, visitors spent 84.3 million nights in the state. When compared to 2012, visitor nights increased by 0.8% and visitor numbers increased by 2.4%. Over half of the expenditure by domestic overnight visitors (62%) occurs in regional areas of NSW and contributes $8.7 billion to regional communities across the state.

3.6 North Coast Tourism

In the twelve months to June 2013, regional NSW hosted 17.9 million domestic overnight visitors who spent 63.4 million nights in regional areas. These figures represent increases of 4.2% and 4.6% respectively in comparison to the period to June 2012.

The North Coast tourism region of NSW extends from Tweed Heads in the north to the Port Stephens local government area in the south. In the twelve months to June 2013 the region

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8 Tourism’s contribution to the Australian economy, 1997-98 to 2011-12, Tourism Research Australia, July 2013
9 Travel to NSW, Year ended June 2013, DestinationNSW
10 Travel to Regional NSW, Year ended June 2013, DestinationNSW
received 5 million domestic overnight visitors, up by 7.2%. Visitors spent 19.8 million nights in the region, staying on average 4 nights per trip. Expenditure by domestic overnight visitors to the North Coast region directly contributes $2.8 billion to the region’s local economy.

Caravan Parks and commercial camping grounds are a popular choice on the North Coast of NSW with domestic visitors spending almost 4.6 million nights in caravan parks or commercial camping ground accommodation in the twelve months to June 2013. Given the active and passive recreational opportunities offered within the region it is not surprising that over 60% of domestic overnight visitors to the region travel for holiday or leisure purposes. A further 30.7% of domestic travel to the region is to visit friends and family. Together these groups account for over 90% of the region’s domestic overnight visitor market.

The travel mindset of domestic visitors is also an important consideration when establishing the types of accommodation and recreational facilities appropriate for the visitors to the region (see graph below). The ‘compatriots’, comprising mostly of families, account for 37% of the domestic overnight visitors to the region, followed by the wanderers (23%) who are characterised by taking time out to explore and discover.

\[ \text{Visitors and nights} \]

\[ \begin{array}{c|cc|cc|cc|cc}
\hline
\text{Visitors (million)} & \text{YE Jun 09} & \text{YE Jun 10} & \text{YE Jun 11} & \text{YE Jun 12} & \text{YE Jun 13} \\
\hline
4.4 & 4.7 & 4.9 & 4.7 & 5.0 & 18.7 & 18.2 & 19.7 & 18.8 & 19.8 \\
\hline
\end{array} \]

Australian Travel Mindsets (2):

\[ \text{Mindset} \]

\[ \begin{array}{c|c}
\hline
\text{Mindset} & \% \text{ of holiday visitors, 2 years ending June 2013} \\
\hline
\text{Pampered tourists} & 12\% \\
\text{Compatriots} & 27\% \\
\text{True travellers} & 10\% \\
\text{Peer group travellers} & 1\% \\
\text{Wanderers} & 23\% \\
\text{Other} & 6\% \\
\hline
\end{array} \]

11 Travel to North Coast NSW, Year ended June 2013, DestinationNSW
3.7 Local Tourism

Visitors from regional communities in New South Wales and from Sydney account for almost 70% of domestic overnight visitors to the Byron Local Government Area with 65.7% of all visitors to the Byron Shire travelling for the purpose of a holiday. 24.8% of domestic visitor nights are spent in caravan parks or commercial camping grounds. This is around double the state average which stands at 12.4% and underlines the significance of the Brunswick Holiday Parks in the context of the local tourist economy. Over 60% of visitors are in age groups below 45 years which means the tourist clientele is also younger than the average for the State. A significant proportion of visitors are families (33.7%) but with high representation of younger singles (26.8%) and couples with no children (14.1%).

3.8 Caravan Parks on Crown Land

In New South Wales there are approximately 900 caravan parks, camping grounds and primitive camping grounds of which about 30% are on Crown land managed by the Crown Lands Division of the Department of Trade and Investment. Caravan parks on Crown land supply a disproportionately large component of the available sites for tourists in New South Wales and occupy some of the State’s premium tourist accommodation locations. Over the past 20 years the number of caravan parks in New South Wales has declined by about 10%. In coastal areas there can be development pressure on existing caravan parks on freehold land. In many instances the strategic value of the land has increased resulting in re-zoning and re-development for residential or other forms of commercial or tourist land-use.

The number of tourist sites in the remaining caravan parks is also decreasing. Most parks were originally developed in the 1960’s and 1970’s. The design parameters from that time are no longer appropriate for many contemporary vans, 5th wheelers, motor-homes, cabins or even large tents. As a consequence the redesign and improvement of caravan parks to meet current and future consumer expectation can result in reductions in the total number of sites in any given park. At the same time there has been significant growth in the caravan, camper trailer, campervan and motor-home marketplace.

The provisions of the Crown Lands Act 1989 establish objects and principles which require Crown land to be managed for the benefit of the entire community. Reserved land is specifically set aside for the ongoing benefit of the people of New South Wales. As a consequence the development operation and management of caravan parks on Crown reserves must recognise that imperative. In this context there is a responsibility on the part of Reserve Trust Managers to optimise the supply of sites and accommodation for tourist use.

3.9 Holiday Vans

Holiday vans are those owned by individuals and families which, under agreement, may be located in the Holiday Park for the payment of an annual fee. The owner of a Holiday Van is entitled to a

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12 Travel to Byron Local Government Area, 4 years to September 2011, DestinationNSW
maximum of 180 days use in any 12 month period, with the Park Managers able to issue three (3) months notice at any time for the Van to be removed. The tenure arrangements for holiday vans are subject to the provisions of the Holiday Parks (Long Term Casual Occupation) Act 2002.

At Massy-Greene there are currently 13 prime tourist sites allocated to holiday vans. The proportion of holiday vans conforms to the requirements of the Crown Lands Caravan Parks Policy. However, Massy-Greene Holiday Park occupies a significant Crown reserve which has been set aside for the enjoyment of the community. The characteristics of the land and its location are such that every site in this Park is a “prime tourist sites”. This is confirmed by the demand for sites and accommodation in the Park by tourists throughout the year. In these circumstances a sound business argument in support of holiday van occupancy as an essential income source for the Park cannot be sustained. In recognition of the values associated with the Reserve, whenever a holiday van site is vacated or relinquished in the future, that site will be made available for tourist use.

3.10 Brunswick Heads Holiday Parks – Local Context

The Brunswick Heads Holiday Parks form an important component of the local economy which relies on tourism for a substantial proportion of local business activity. North Coast Holiday Parks provides strong support for local tourism initiatives through representation of the Brunswick Heads Chamber of Commerce and Tourism Group, sponsorship of some local tourism events and promotion of local tourism events through the Holiday Park newsletters.

In 2012/13 tourists spent in excess of 148,000 visitor nights in the three Brunswick Heads Holiday Parks managed by the NSW Crown Holiday Parks Trust. Based on DestinationNSW statistics that visitation represented spending in the order of up to $21m in the region. Clearly the Holiday Parks are a very significant component of the local and regional tourism industry. Consequently it is essential high standards are maintained in relation to the quality of accommodation, facilities and management.

As well as generating visitation to and business activity in Brunswick Heads the Holiday Parks provide local employment through 7 full-time and 17 casual positions. The Holiday Parks also contribute to the local economy through their dealings with local contractors and suppliers.

In addition to financing the operation, management and improvement of the Holiday Parks profits have contributed toward;

- an annual contribution to Byron Shire Council for the management of Crown reserves in the local government area;
- an annual 5% levy on gross turnover to the Public Reserves Management Fund;
- an annual 5% dividend on gross turnover to contribute to broader management initiatives for reserved Crown land; and
- management and improvement of local Crown reserves including Banner Park, Terrace Park and Torakina Reserve.
A key consideration in the improvement and future management of the Holiday Parks is the establishment of an integrated business strategy that will make a beneficial contribution to Brunswick Heads and the wider community. The Parks share many common attributes. For example, all three enjoy water frontage and are less than a 5 minute drive from the Pacific Highway. This means the Parks are well positioned to provide a base for visitors who wish to day-trip and explore the area. Byron Bay is a short drive south with numerous recognised surf beaches to both the north and south and National Parks and hinterland towns such as Bangalow to the west. The Parks’ proximity to the Pacific Highway is particularly attractive to mature travelers looking for a short coastal holiday away from the busier larger towns. On the other hand each Park has distinctive characteristics which create the possibility for development of specific market targets and promotional strategies within an integrated business framework. Therefore the improvement program and accommodation mix for each Park will be designed to spring from the approaches that have already been successful while addressing opportunities for further growth. This will consolidate a capacity for the Parks to satisfy the needs of a wider range of clients and thereby increase market penetration and the economic contribution of tourism to Brunswick Heads.

The integrated improvement, management and promotion of the Holiday Parks will also be structured to achieve the key outcomes sought by the Brunswick Heads Chamber of Commerce and the Simple Pleasures Marketing Strategy. In particular “Extension of the peak tourism season and evening out peaks and troughs” will be achieved by developing a distinctive character for each Park and supplying a mix of sites, cabin accommodation and facilities capable of generating growth in off season occupancy.

The following provides an outline of key characteristics for each Park;

- **The Terrace Reserve Holiday Park** is located on the bank of Simpsons Creek and a short walk to the surf beach, cafes, the Hotel and other retail shops. The Park offers families with teenage children access to a variety of holiday activities including surfing, fishing, canoeing, snorkelling and swimming. Of the three Parks it is closest to the surf beach and retail facilities. People who stay at The Terrace can choose to not use a car for the duration of their visit. This is particularly attractive to older travelers and couples.

- **Massy-Greene** has absolute water frontage and is only a few minutes from a surf beach and an easy walk via the foreshore reserve pathway system to essential retail facilities and services and the Bruns cafes. The Park is quiet and compact with direct access to a sandy beach with calm water making it ideal for young families. As well the Park’s proximity to the Highway provides a capacity to satisfy the requirements of overnight and short-stay guests. In response to these features the design of accommodation and facilities will target younger families and mature age travellers.

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• The site layout and road pattern in Ferry Reserve Holiday Park create capacity to provide for the larger caravans, fifth wheelers and motor-homes that cannot be readily accommodated in the other two Parks. The large flat sites are also favoured by tent campers and campervans with the river frontage particularly attractive to fishers and people with small boats. The land and the former Fins building which have been added to the Holiday Park provide an opportunity to introduce a comprehensive range of recreational facilities and new accommodation options. These changes will create a distinctly different character for Ferry Reserve and expand the choices available to visitors to Brunswick Heads.

In each case the improvement and promotion of the Parks will be designed to support a family friendly approach that is reflective of established community values and maintains a point of difference for the Brunswick Heads Holiday Parks.

Developing and maintaining an accessible pedestrian pathway along the foreshore to the town centre as proposed in the Foreshore Reserves Strategy is an important part of linking the Holiday Parks to Brunswick Heads. It is also a facility that will make it easier for the guests in Ferry Reserve and Massy-Greene to support local businesses and events.

3.11 Management Issues

Based on available information and analysis the key management issues for the future operation of Massy-Greene Holiday Park and care control and management of the reserved land include:

• A requirement to clearly delineate the limit of Holiday Park sites and facilities within the Reserve to ensure land along the Brunswick River foreshore is allocated and maintained to provide for public access;
• A review of the internal layout of the Park with particular attention to the location and configuration of the Park entry and exit;
• Protection and preservation of the environmental resources and qualities of the land and to establish adequate vegetation within the Park;
• Provision of additional on-site tourist accommodation to address preferences of families, mature age travelers and people with disabilities;
• Provision of additional guest and visitor parking;
• Improvement of the office and reception facilities which are inadequate to efficiently service the levels of occupancy the Park supports;
• The ongoing improvement of sites and facilities for guests – camp kitchen and passive recreation space;
• Continuing introduction of design features and measures to minimize use of water, energy and carbon emissions;
• Security for guests and management; and
• Business and commercial management to ensure appropriate returns to the Crown and funding for improvements to the land and adjoining public reserve and foreshore.
The following Sections describe objectives, strategies and actions required to address these and other essential issues.
4 VISION AND OBJECTIVES

4.1 Introduction

This Plan of Management is based on a ‘Vision Statement’ that will guide NSW Crown Holiday Parks Trust in its decision making processes. The Vision Statement is consistent with the Management Principles developed for the Brunswick Heads Foreshores Reserves Strategy discussed in Section 2.10.12 of this Plan. Implementation of the Vision Statement will be through specific management objectives, strategies and actions described below. The structure of the action plans will allow the Trust to respond to economic factors, new information and social and technological change.

4.2 The Vision Statement

The Vision of the Reserve Trust in managing the Massy-Greene Holiday Park will be fourfold:

- To promote, encourage and provide for appropriate use of the Reserved land;
- To provide recreation and tourist facilities on the Reserves to meet the current and future needs of the community;
- To conserve, maintain and improve the natural, cultural and scenic environment of the Reserves; and
- To provide a foreshore pedestrian access corridor exclusively for public use.

4.3 Objectives

The Vision for the Massy-Greene Holiday Park will be implemented in conformity with the following specific objectives:

1. Regulatory Compliance

   To ensure the Holiday Park complies with all applicable statutory requirements.

2. Health Safety and Risk Management

   To provide and maintain facilities, in a manner, which minimises risk to Holiday Park guests and staff and promotes a healthy lifestyle.

3. Business Management

   To maintain a management and operational structure which ensures commercial viability, promotes timely and responsible decision-making and is responsive to the local economic framework and environmental, legal, social and technological imperatives.

4. Environmental Management

   To ensure vegetation and the natural environmental features of the Holiday Park and the reserve are managed in accordance with sound ecological principles and for the enjoyment of guests.
and visitors.

5. Sustainability
To ensure principles of ecological and environmental sustainability are incorporated into the design and management of the accommodation, facilities and infrastructure within the Park with the ultimate goal that resources are used efficiently throughout their lifecycle and to meet the needs of the community.

6. Facilities for Management and Guests
To optimise the recreational and tourism potential of the Holiday Park consistent with the principles of ecological sustainability while improving park presentation and providing a range of recreation and communal facilities for guests and their visitors which complement the Brunswick “Simple Pleasures” theme.

7. Accessibility
To design and develop facilities and accommodation that enable people with disabilities and others with restricted mobility to access and enjoy the full range of holiday and recreation opportunities provided in the Holiday Park.

8. Tourist Sites and Accommodation
To optimise income to the Holiday Park by providing a range of quality tourist accommodation including opportunities for family and traditional camping within the bounds of ecologically sustainable development and which complement the Brunswick “Simple Pleasures” theme.

9. Integrated Land Management
To promote and facilitate integrated management of the range of planning and regulatory issues associated with the use of Massy-Greene Holiday Park and adjoining reserved land.

In the development, improvement and management of the Massy-Greene Holiday Park the Reserve Trust will adopt sustainability principles and recognise the need for;

a) conservation of energy and reduction in carbon dioxide emissions,
b) building materials and building processes that involve low embodied energy,
c) building design and orientation that uses passive solar design, day lighting and natural ventilation,
d) energy efficiency and conservation,
e) water conservation and water reuse,
f) waste minimisation and recycling,
g) the use of landscaping to provide shade, shelter and screening, and
h) potential for adaptive reuse of structures and materials.
5 PROPOSED IMPROVEMENT PROGRAM

5.1 Introduction

Review and analysis of the Massy-Greene Holiday Park has resulted in identification of a range of required improvements to management infrastructure, day use facilities, access, caravan park sites and accommodation. Proposed improvements need to be assessed against their potential to enhance the ongoing management efficiency and effectiveness of the Trust and to ensure future financial outcomes for the Holiday Park make an appropriate contribution to the community and the management of reserved Crown land. The opportunities offered through the improvement of the Holiday Park have the potential to grow the business by providing a greater range of site and accommodation options. In formulating a practical improvement program for the Reserve and the Holiday Park, a number of factors have been considered including:

- The principles and parameters established in relevant legislation and policies of the New South Wales government, the Trust and Council;
- Potential to achieve environmental objectives;
- Safety, security and regulatory compliance;
- Potential to improve visitor amenity and maintain income and profit;
- Potential to improve the interface with public access to and enjoyment of the Reserve; and
- Cost and financial contribution to the local economy.

5.2 Proposed Mix of Sites and Accommodation

The number of sites in the Holiday Park will be reduced from 133 to 103. This will address community concerns in relation to size and density of sites and bring all sites and facilities within the reserve boundaries. This will place some pressure on the profitability of the business and its capacity to fund ongoing land management initiatives, however, the management direction for the Park will continue to focus on generating the tourist visitation that makes a substantial contribution to the local economy.

Off season occupancy rates for powered and unpowered sites at Massy-Greene show there is significant capacity to grow visitation during these periods. By comparison the average off season occupancies for cabins are over 60% with peak and shoulder season rates ranging from 75% to well over 90%. As a consequence there is unsatisfied demand for cabin accommodation over much of the year. Statistical evidence and experience in the holiday parks managed by the NSW Crown Holiday Parks Trust and in the caravan park industry demonstrates there is a significant capacity to grow off-season occupancy rates for both sites and cabins provided the quality of the sites, accommodation and facilities are of a high standard and in line with consumer expectations. For campers and caravanners availability of features such as a quality camp kitchen and guest lounge has a significant impact on consumer choice during this part of the year.
The proposed mix of sites, cabin accommodation and facilities has been structured to provide the opportunity to grow off-season occupancy rates and visitation even though the peak capacity of the Park has been reduced. A modest increase in the cabin stock will be essential to replace income that will be lost through the removal of existing camping sites. In the mid-term the increased cabin stock will also contribute to overall income growth. By this means the Holiday Park will be positioned to make a consistent year-round contribution to tourist visitation to Brunswick Heads as well as generate profits that can contribute to funding broader land management initiatives that will benefit the wider community.

5.3 Proposed Improvement Program - refer to Drawings MG – 04 to MG -07

The proposed improvement program for the Park has been structured to build on existing strengths and attractions. The program will bring improvements on-stream in an orderly manner and in a way that will progressively enhance the income earning capacity and profitability of the business. Works will be undertaken over a number of stages and over a number of years. The construction of some items may require prior approval or consent and adequate time needs to be allowed for the preparation of documents and the assessment and approval process. In addition the works will be undertaken within the context of an operating business environment and will generally be programmed for the period from April to September each year. While this will minimise the adverse impact of construction activity on occupancy rates and financial performance it is a significant restriction in terms of timing and planning.

5.3.1 Reception, Office and Park Entrance

The Brunswick Foreshore Reserves Strategy advocated development of a new Holiday Park entry at the western end of the Park. Therefore a design for the development of a western entry has been prepared and evaluated against the option of retaining and reconfiguring the existing entry from Tweed Street. In both options the existing manager’s residence and office will be demolished and that area rehabilitated to enable short term sites to be established. The residence and office will be replaced with a facility that is appropriate to the quality of the location and the operational requirements of a contemporary caravan park with high occupancy rates and quality cabin accommodation. The issues and parameters that have been considered as part of the design process include:

- Impact on local traffic conditions;
- Impact on existing land-use and activity in the immediate vicinity of the Holiday Park entry and exit points;
- Capacity to provide additional day visitor parking;
- Capacity to meet the objectives and design parameters of the Austroads Guide to Traffic Management Part 12;
- Cost compared to benefits to the operation and management of the Holiday Park and benefits to the community; and
- The proposed solution must respect property boundaries.
Option A - Development of a new Western Entry. The existing road from the Boat Harbour parking area into the Holiday Park will be upgraded to function as the Park entrance. This will require modification of the existing exit from the Boat Harbour parking area to the Old Pacific Highway to accommodate two-way traffic. In addition deceleration and holding lanes will be provided on the Old Pacific Highway to improve safety and functionality of the intersection. The land on which the road and intersection modifications would be undertaken includes Crown land under the care control and management of the NSW Crown Holiday Parks Trust, Crown land under Crown control and road reserve under the control of the Byron Shire Council. Concurrence will be required from these agencies. The proposed changes have been designed by a suitably qualified consultant engineer. A copy of the engineer’s report is included at Appendix C.

Within the Holiday Park the changes will include the creation of an arrivals lay-by and installation of boom gates. A new manager’s residence and office will be installed pursuant to the provisions of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

The existing entrance off Tweed Street will be modified to function as the Park exit and will continue to be controlled by a boom gate. The existing garbage collection point in Tweed Street will be retained although other service vehicles will use the new western entry. Implementation cost for this option will be substantial and will involve a significant level of disruption during the construction phase, however, the advantages include;

- Holiday Park traffic in Tweed Street will be reduced by 50% and queues of vehicles and caravans in Tweed Street will be eliminated;
- Traffic using the intersection between the Old Pacific Highway and Tweed Street will be reduced;
- There will be no requirement for towed caravans to negotiate the left hand turn from the Old Pacific Highway into Tweed Street; and
- The upgrade of the existing left-turn only exit at the intersection from the Boat Harbour will benefit the Holiday Park and the Boat Harbour by creating a safer purpose designed two way intersection with entry and exit from both directions;

Option B - Retention of the existing entry from Tweed Street. The principle advantage of this option is that it is more cost effective as it involves the least disruption to the existing structure of the Park. It is possible to make use of existing infrastructure including the entry road, arrivals lay-by and boom gates and underground services but with the provision of the new manager’s residence and office in a more appropriate operational location and of a more suitable standard of presentation. The residence and office will be installed pursuant to the provisions of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005. The existing road at the western end of the Park will be upgraded to function as a boom gate controlled secondary Park exit and this will remove some traffic from Tweed Street. While the savings associated with this option are substantial it does not resolve some of the issues associated with the existing arrangement including;
- The Tweed Street intersection with the Old Pacific Highway is poorly configured and this option will not significantly reduce traffic at this intersection;
- The left hand turn into Tweed Street from the Old Pacific Highway does not provide an adequate turning radius for vehicles towing longer caravans;
- Tweed Street is relatively narrow with limited capacity for queuing vehicles and vans waiting to check in during peak periods. This is particularly problematic when the check in bays within the Park are occupied and causes difficulty for vehicles entering the neighbouring residential area;
- Limits the capacity of Tweed Street to provide access to the foreshore; and
- The check in bay is capable of accommodating only two car/van combinations before the queue begins to occupy Tweed Street.

Following the Public Exhibition of the Draft Plan and assessment of submissions the preferred option is to develop the Western Entry (Option A) with the outcomes with respect to traffic management and parking being important factors. However implementation of this option will be subject to final detailed design, negotiations with the relevant authorities and land managers and final estimated costs. If unsuccessful, the Plan of management authorises the Trust to proceed with development of the Holiday Park as proposed in Option B.

5.3.2 Sites, Internal Park Roads and Parking

The encroachment of the caravan park onto the Tweed Street road reserve and Pacific Highway road reserve has been identified for over twenty five years. These were extensions of the caravan park undertaken by former corporate managers of the Reserve Trust that went beyond the Reserve boundaries. A section of the Tweed Street road reserve and an area along the southern boundary of the Park that was formerly part of the Old Pacific Highway road reserve have been added to Reserve 91536 for Caravan and Camping Park meaning existing sites in those areas can be retained.

Campsites T130 to T139 will be removed from the area to the east of the existing manager’s residence and new fencing established on the alignment of the Reserve boundary. The trust will investigate the establishment of a hailstone pathway at the eastern end of the holiday park to connect the Massy-Greene foreshore to Tweed Street. The income and occupancy that will be lost will be offset by the staged introduction of additional cabins and re-establishment of some sites in the area currently occupied by the manager’s residence and office. These changes will involve new internal road construction and re-alignment of existing site boundaries. The re-configuration of existing approved sites at the western end of the Park will also involve Park road construction and extension of underground services.

A longstanding issue associated with the Holiday Park has been inadequate on-site parking for guests. As part of the improvement program there will be a small increase in the number of visitor parking spaces provided within the Holiday Park. In addition the number of sites along the Park’s foreshore boundary will be reduced from 30 to 21 to enable site areas to be increased to ensure guest parking can be provided on-site.
As discussed in Section 5.3.1 above public parking at the western end of the Holiday Park will be retained and may be increased if the proposal for a new Park entry proceeds. As well the access road along the western edge of the Park will be upgraded and two disabled parking spaces provided in proximity to the small craft launching area. A separate pedestrian access will be provided from the Boat Harbour to the foreshore inside the operational boundary of the park, by revising the layout and design of cabins and sites.

5.3.3 Recreation Facilities and Camp Kitchen

Guest facilities in the Park are limited and improvement to this aspect of the Park’s development will be a key factor in consolidating the long term commercial viability of the property. The following improvements are proposed:

- A camp kitchen with indoor and outdoor eating and lounge areas, barbecues, sinks, cook-tops and refrigeration for campers and caravanners (this building will also supply some secure storage for equipment and materials required for the efficient day to day management of the Park);
- Relocation of the drying area to enable the existing playground to become an integral part of the Park’s communal open space area; and
- Hard and soft landscaping with contemporary outdoor furniture to create an attractive and functional passive recreational space.

These facilities will satisfy a requirement to address changing marketplace preferences, particularly for families and older travellers and create a character for the Park that will provide a much stronger base for the capture of shoulder and off season occupancies.

5.3.4 Cabin Accommodation

Two existing cabins will be relocated to accommodate the expansion and improvement of the recreational facilities precinct. A new accessible cabin will be installed at the western end of the Park along with a large two bedroom family cabin. These units will take advantage of the views of the river and the Marina. Additional cabins for families will be introduced to the Eastern Precinct to complement and consolidate the existing accommodation stock. The compact footprint of the Park means all cabins will be close to the proposed recreational facilities while orientated to take advantage of different aspects of the Park’s waterfront setting. This will result in a modest increase in the number of cabins in the Park to twelve in total. As recommended in the Brunswick Foreshore Reserves Strategic Plan all cabins on the riverfront will be setback a minimum of 10 metres from the top of the sea wall.

The materials, colour schemes and design features of the cabins and the new camp kitchen will be integrated to create a fresh and distinctive character that complements the existing cabins and the setting. Most importantly the design and installation of the cabins will address issues of sustainability;

- Solar hot-water and some use of solar energy generation;
• Use of low embodied energy construction materials;
• Additional attention to insulation, sun shading and cross flow ventilation to reduce the levels of use of air-conditioning;
• Establishment of “sustainability” standards for the selection of all building materials, pc fittings and appliances; and
• A preference for Australian materials and products.

5.3.5 General Improvements

Foreshore Access and Parking
The proposed improvements to the Holiday Park and the adjoining areas will be designed to ensure improved pedestrian access to the foreshore together with an increase in the supply of public parking close to foreshore areas. The principal initiatives are;

• The Plan of Management authorises the use of the Foreshore Management and Access Precinct only for the purpose of providing the opportunity for public pedestrian access along the foreshore of the Brunswick River;
• Public parking will be maintained at the western end of the Holiday Park;
• A separate pedestrian access pathway will be constructed partially inside the western boundary of the Holiday Park to link to the existing foreshore pathway;
• The Trust will liaise with Council to facilitate the construction of a “hailstone” pathway in the road reserve at the eastern end of the Holiday Park to provide continuity of access along the foreshore; and
• The Trust will authorise the mooring and anchoring of small boats on the foreshore, outside the swimming area. This will be subject to reasonable conditions with respect to the size of the craft, safety, noise and protection of the environment.

The proposed reduction in the number of sites in the Holiday Park in association with an increase in the area of the remaining sites will increase the capacity for guest parking within the Holiday Park. This will reduce the incidence of guests parking outside the Holiday Park. As well the number of visitor parking spaces inside the Holiday Park will be increased.

Landscaping and Vegetation Management
Native vegetation in the caravan park provides the framework for an ongoing landscaping program. Improvement to the presentation of the caravan park is desirable and landscaping can make a substantial contribution to achieving this objective. Key issues to be addressed include:

• Progressive removal of exotic species - the removal of exotic vegetation will achieve environmental objectives and improve amenity for campers;
• Signature landscaping to the park entry;
• Improved landscaping to spaces around the proposed cabins and facilities to reduce the impact of the structures and create colour and interest;
• Privacy between sites; and
• Separation between functional areas within the Holiday Park.
**Fencing and Internal Pedestrian Pathways**

It is not intended that the Holiday Park caravan park become a gated and fenced facility, however, fences that are appropriately designed and located can limit the movement of people and vehicles and the directions of pedestrian flows. On the northern boundary the limit of the Holiday Park sites and facilities will be defined with low rail fencing and landscaping. The benefits will be increased safety and security for park patrons and protection of significant vegetation. The existing fence to the southern boundary will be replaced with a lapped and capped paling fence to provide screening and privacy for the Park’s long term residents.

**Signs**

With the addition of new facilities and accommodation new signage will be required. An integrated approach is required for all aspects of signage including provision of information to guests, environmental education and regulation of activities. As well consolidation of signs as opposed to a proliferation of small signs presenting warnings and prohibitions is required to more effectively communicate with guests and ensure the design and quantity of signs is appropriate to the attractive natural setting.

**Environmental Management**

Environmental initiatives cover vegetation management, water use controls and energy efficiency. There are opportunities for improved storage and recycling of wastes, including green waste. In many cases environmental objectives can be achieved through design features of the roads, cabins and buildings generally.

To achieve an acceptable level of environmental management and sustainability the following issues will be considered in relation to all aspects of the improvement of the Holiday Park:

- installation of solar collectors to provide energy requirements for the office and reception facilities;
- installation of some solar powered area and street lighting;
- use of low ecological impact materials;
- use of renewable materials; and
- use of low embodied energy materials.

In addition a responsible approach to business management demands attention is given to minimising operational energy and water requirements, recycling and the collection and re-use of storm-water. Proposed new cabins and facilities such as the camp kitchen may include rainwater tanks where practical to collect roof-water for use in landscaping and toilet flushing.

**5.4 Management Precincts and Authorised Works – refer to Drawings MG – 04 to MG -07**

The following provides a description of the changes, and improvements that will be made to the Massy-Greene Holiday Park over the next 5 to 10 years. These improvements and actions are indentified and described in Sections 5 and 6 of this Plan of Management and in the Drawings at Appendix D which show the proposed site layout and allocation of sites and the proposed facilities the Park will provide at the completion of the improvement program.
The required development, improvements and works are itemised under each of the relevant Management Precincts and are authorised pursuant to Clause 65(2) of SEPP Infrastructure 2007.

At the completion of the Improvement Program Massy-Greene Holiday Park will supply a total of 104 dwelling sites for residents and guests in accordance with the provisions of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005 and other relevant regulatory controls.

5.4.1 Foreshore Management and Access Precinct

While the Foreshore Management and Access Precinct forms a part of Reserve 91536 for Caravan and Camping Park this area will be allocated and managed to maintain the opportunity for public pedestrian access along the foreshore of the Brunswick River.

**Authorised Activities and Works:** Sea wall maintenance and construction; vegetation management; foreshore restoration; pathway construction; signage; fencing and landscaping.

5.4.2 Western Precinct

This area of the Holiday Park adjoins the Brunswick Boat Harbour and enjoys views of the Harbour and the River. Changes and improvements to the road alignment will be made to implement new arrangements for access and egress. The existing small amenities block and barbecue will be demolished. The layout of existing approved sites will be re-configured and services upgraded and two new cabins installed. If the western entry option is implemented a new manager’s residence, reception and garage will be constructed. Existing sites and Holiday Park infrastructure will be removed from areas beyond the Reserve boundaries with site boundaries and structures set back a minimum of 3 metres from the Reserve boundary. This will create a visual corridor with a minimum width of 10 metres along the foreshore area. Although the land to the west of the Reserve boundary is not under the care control and management of the NSW Crown Holiday Parks Trust the existing vehicular access and parking will improved by the Trust subject to agreement with the relevant authorities. A separate public pedestrian access will be accommodated within the operational boundary of the Holiday Park.

Fence and sites to be moved back and vehicular access and public parking improved.
Authorised Activities and Works: Demolition; road and car park construction; reconfiguration of site layout and site boundaries; underground service installation; installation of moveable dwellings and relocatable amenities in accordance with the caravan park regulations; construction of a barbecue shelter; fencing and landscaping; construction of a manager’s residence, reception and garage; installation of signage and flagpoles.

5.4.3 Long-Term Living Precinct

This area will continue to provide long-term sites for the existing residents. On-going action is required to ensure that the moveable dwellings meet the compliance requirements of the Regulations. Additional visitor parking spaces will be constructed to assist with requirements for parking within the Holiday Park during peak periods when sites are fully booked.

Authorised Activities and Works: Alterations to existing site boundaries; installation of moveable dwellings in accordance with the caravan park regulations; underground service installation; roadwork and car park construction; services amplification; landscaping and fencing.

5.4.4 Waterfront Precinct

This Precinct will continue to provide short-term powered sites suitable for traditional foreshore camping and caravanning. The total number of sites in the Precinct will be reduced with existing sites increased in area to provide on-site guest parking and the road access to the sites upgraded. The road surface will be pervious materials so as hard surface runoff is not significantly increased and to maintain the existing character of this part of the Park. At the same time the character of the Precinct will be improved with additional hard and soft landscaping and the existing barbecue facility will be replaced.

Authorised Activities and Works: Demolition; landscaping and fencing; reconfiguration of the site layout; underground service installation; construction of internal roads and pedestrian access ways; construction of a new barbecue shelter.

5.4.5 Park Amenities and Facilities Precinct

The main amenity block and children’s play area is located in the centre of the Holiday Park. The facilities in this Precinct are to be improved and expanded with the construction of a camp kitchen and guest lounge which will be integrated with an expanded central open space area. The design of the buildings and facilities will adopt principles of sustainability in relation to energy use and waste minimisation. The existing playground will be upgraded with additional contemporary play equipment for younger children and the drying area relocated to create improved linkages between functional areas. A small extension on the southern side of the amenity block will create a safe storage space for cleaning equipment and chemicals. Landscaping with endemic native
species will minimise the use of impervious surfaces. Two existing cabins will be relocated to the Entry Precinct to enable the proposed works to proceed.

**Authorised Activities and Works:** Renovation and extension of Park amenity buildings; parking; development of recreation facilities including; construction of a camp kitchen, amenities and storage space; improvement of the existing playground to include additional features; underground service installation; paving, fencing and landscaping.

### 5.4.6 Eastern Precinct

Campsites T130 to T139 will be removed from the area to the east of the existing manager’s residence and new fencing established on the alignment of the Reserve boundary. The site boundaries will be setback a further three metres from the eastern boundary of the Reserve which will place the new site boundaries up to 10 metres to the west of the existing log rail fence. As well as creating a more open visual corridor through to the waterfront this will enable improvement of the foreshore pedestrian pathway which links the Massy-Greene foreshore with Memorial Park. The Trust will investigate with Council the opportunity for the provision of a hailstone pathway in the road reserve at the eastern end of Massy-Greene as part of the rehabilitation of the vacated camp site area.

The existing manager’s residence, reception, small amenities and barbecue shelter will be demolished and the area rehabilitated and short term sites created. The internal roads will be realigned and upgraded to allow for a more practical layout and configuration of the existing sites and improve accessibility for individual sites. Two existing cabins will be relocated into this Precinct and the total supply of cabins in the Precinct will be increased from 8 to 10 units. If the existing entry is retained a new manager’s residence, reception and garage will be installed pursuant to the provisions of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.*

Campsites to be removed.
The sites in the southern part of the Eastern Precinct adjoin Tweed Street and the Old Pacific Highway and have been significant in defining the character of the Park. This precinct contains some sites occupied by holiday vans. The Plan seeks to maintain and upgrade the Precinct. As occupancy rates for existing sites and accommodation continue to grow a requirement to progressively reduce the number of Holiday Vans to satisfy tourist demand will become apparent.

**Authorised Activities and Works:** Demolition; landscaping; alterations and additions to the existing manager’s residence and office; parking and road works; underground service installation; reconfiguration of existing approved sites; installation of moveable dwellings in accordance with the caravan park regulations.

### 5.5 Staged Development

The proposed improvement program will be implemented in stages. The reduction in the total number of approved sites as a result of resolution of boundary issues, increases in site areas, installation of cabins and development of recreational facilities means that occupancy rates will need to be steadily increased to replace the income currently generated by those sites. This growth is required to preserve the commerciality of the Holiday Park and maintain the input to the local economy generated by the spending of Holiday Park guests.

It is also recognised the introduction of additional cabin accommodation has the potential for negative impacts on the viability of the local rental holiday accommodation market. In this regard the number of new cabins has been reduced compared to previous proposals for Massy-Greene and no more than two new cabins will be installed in the Park in any calendar year.

The following shows indicative staging for implementation of the proposed Improvement Program.

<table>
<thead>
<tr>
<th>Stage 1 - Compliance and Priority Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remove Sites - Eastern Precinct encroachment</td>
</tr>
<tr>
<td>Install relocatable amenities in Western Precinct</td>
</tr>
<tr>
<td>Additional visitor car parking</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stage 2 - Western and Waterfront Precinct Upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Re-configure and upgrade existing approved sites</td>
</tr>
<tr>
<td>Realign existing roads, kerbing and storm-water drainage</td>
</tr>
<tr>
<td>Upgrade underground utility services</td>
</tr>
<tr>
<td>Landscaping, pathways and fencing</td>
</tr>
<tr>
<td>Construct barbecue shelter in Western Precinct</td>
</tr>
<tr>
<td>Create barbecue area and screen pump station in Waterfront Precinct</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stage 3 - Western Entry, Residence and Reception</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade western intersection with Highway and construct car park</td>
</tr>
</tbody>
</table>
5.6 Assessing Proposed Improvements

This Plan of Management proposes that a number of improvement projects are undertaken by the Reserve Trust over the next 5 to 10 years.

There has been wide ranging analysis and consideration of these proposals during the preparation of this Plan, however, caravan parks operate in a dynamic commercial environment. Therefore a number of questions should be considered by the Reserve Trust when deciding whether a particular land use or development is to proceed within the Reserve at any particular time;

- The need for the proposal – is it still required and will it promote and support the use and enjoyment of the Reserve and the Holiday Park?
- Benefit – will the improvement bring direct benefits to the users of the Reserve and the Holiday Park?
- Impact – will the proposal have any adverse impact on any existing or emerging legitimate use of the reserve?
- Are there any new or emerging environmental or land management constraints that should be considered and assessed in relation to the proposed improvement?
- Does the Trust have the resources to effectively manage and maintain the proposed facility for the ongoing benefit of Reserve users? and
- Does the improvement represent a commercial benefit in relation to the actual operating environment of the Holiday Park at that time?

<table>
<thead>
<tr>
<th>Development/Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop manager’s residence/reception and workshop</td>
</tr>
<tr>
<td>Upgrade Boat Harbour Foreshore Access</td>
</tr>
<tr>
<td>Replace timber fence</td>
</tr>
<tr>
<td><strong>Stage 4 - Eastern Precinct Redevelopment</strong></td>
</tr>
<tr>
<td>Demolish existing residence and reception</td>
</tr>
<tr>
<td>Develop Eastern Precinct roads and sites</td>
</tr>
<tr>
<td>Relocate cabin from Park Amenities and Facilities Precinct</td>
</tr>
<tr>
<td>Install 3 new cabins</td>
</tr>
<tr>
<td>Landscaping</td>
</tr>
<tr>
<td>Bin storage and collection compound</td>
</tr>
<tr>
<td><strong>Stage 5 - Western Cabin Development</strong></td>
</tr>
<tr>
<td>Relocate 1 cabin from Park Amenities and Facilities Precinct</td>
</tr>
<tr>
<td>Install new accessible cabin</td>
</tr>
<tr>
<td><strong>Stage 6 – Park Amenities Facilities Precinct</strong></td>
</tr>
<tr>
<td>Install camp kitchen</td>
</tr>
<tr>
<td>Relocate drying area and extend building to provide storage</td>
</tr>
<tr>
<td>Landscaping, outdoor furniture and pathways</td>
</tr>
</tbody>
</table>
5.7 Financing Improvements

Massy-Greene Holiday Park generates income from two primary sources: rental of tourist sites for holiday accommodation and the rental of long-term sites. Under current administrative arrangements information on the income and expenditure of the Park (which is information of a commercial nature) is provided annually to Crown Lands, Department of Trade and Investment. The Holiday Park is trading profitably and each year contributes a levy equal to 5% of Gross Revenue to the Public Reserves Management Fund (PRMF). Funding for new initiatives can therefore be made from two sources: net profit (gross profit less operational expenses, PRMF contributions and depreciation) and loans. The only area where additional financial assistance may be considered relates to applications for grant funding to undertake environmental works and to contribute towards the cost of public facilities.

5.8 Outcomes

Implementation of the improvements and initiatives described above will achieve the following results;

- A reduction in the land area occupied by the caravan park;
- All approved sites will be entirely within the boundaries of Reserve 91536 and Reserve 1011448;
- A reduction in intensity of use of the land as a result of the reduction in the number of approved sites from 133 to 104. When considered over the longer term this represents a significant cumulative reduction given that in 1989 the license issued by Byron Shire Council for Massy-Greene allowed 145 sites;
- A reduction in traffic impacts and parking in adjoining streets and residential areas as a result of the reduction in the number of sites, increases in the areas of the remaining sites, changes to the Park entry and exit and provision of additional day-use and visitor parking;
- Increased setbacks to sites and open-space areas to the eastern and western boundaries of the caravan park; and
- Improved amenity and facilities for Holiday Park guests.

The reduction in the total number of sites in Massy-Greene Holiday Park as a result of the resolution of boundary issues and to address environmental and community concerns will have a significant impact on the peak capacity of the Park. To balance this impact the Trust will be required to develop further strategies to achieve continued growth in off-season occupancy in order to ameliorate the resultant effect on the local economy and to maintain the contribution the Holiday Park makes to the improvement of adjoining Crown reserves.
6 OBJECTIVES, STRATEGIES AND ACTIONS

The following tables detail the Management Strategies and Management Actions to be implemented by the Reserve Trust. In the first instance the Strategies and Actions are designed to achieve the Vision for the Reserve and address the Management Objectives outlined in Section 4. The implementation of the identified Actions will address the Management Issues identified in Section 3.11. Where further documentation is required the planning and design process will be guided by and comply with the Vision, Objectives and Strategies established by this Plan.

6.1 Regulatory Compliance

Objective: To ensure the Holiday Park complies with all applicable statutory requirements.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
</thead>
</table>
| Sites and facilities to conform to relevant regulations. | • Ensure sites are sized, located and provided with utility services and amenities in accordance with the applicable provisions of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005;  
  • Comply with the conditions of the current Section 68 Approval to operate a Caravan Park;  
  • Apply for renewal of the Section 68 Approval in a timely manner;  
  • Design, construct and install moveable dwellings and submit documents in accordance with requirements of the Regulations;  
  • Maintain the Park’s Community Map to accurately reflect the current layout and use of sites;  
  • Through sound design ensure that proposed improvements comply with the requirements of the Regulations and any applicable statute, code or policy. |

6.2 Health, Safety and Risk Management

Objective: To provide and maintain facilities, in a manner, which minimises risk to Holiday Park guests and staff and promotes a healthy lifestyle.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
</thead>
</table>
| Continue to provide health, safety and risk management for the public and for staff involved in maintenance and management activities. | • Undertake ongoing comprehensive risk assessment of the Holiday Park on the basis of a structured WH and S Management Plan;  
  • Minimise public risk through the ongoing implementation of a risk management strategy;  
  • Ensure all staff and management is appropriately trained;  
  • Maintain and use any equipment in accordance with regulations and manufacturer’s specifications; |
<table>
<thead>
<tr>
<th><strong>Plan of Management</strong></th>
<th><strong>Massy-Greene Holiday Park</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>6.3 Business Management</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Objective:</strong> To maintain a management and operational structure which ensures commercial viability, promotes timely and responsible decision-making and is responsive to the local economic framework and environmental, legal, social and technological imperatives.</td>
<td></td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td><strong>Actions</strong></td>
</tr>
</tbody>
</table>
| Continue to maintain a process for business planning and performance review. | • Prepare an annual budget for the operation and improvement of the Park;
• Establish financial performance targets and undertake regular review of the operation of the Holiday Park against targets, budget and other management objectives;
• Report financial outcomes to Crown Lands, Department of Trade and Investment annually. |
| Preserve the financial contribution the Holiday Park makes to the management of the local reserve system, the Crown estate and to the local community. | • Establish and maintain market based tariffs in accordance with the provisions of the *Crown Lands (General Reserves) By-law 2006*;
• Review and set tariffs for all sites and on-site accommodation in line with a comprehensive marketing plan on at least an annual basis;
• Establish tariffs for sites, which reflect the market potential for the form of accommodation being offered and the cost of providing facilities and service. |
### Market and promote the Park in a way that complements the Brunswick “Simple Pleasures” theme and to achieve appropriate commercial outcomes.

- Identify new and emerging market opportunities;
- Prepare and implement an annual marketing and promotional strategy;
- Maintain a co-operative relationship with Brunswick Heads Tourism and the Chamber of Commerce.

### Provide competent day to day management.

- Seek and engage competent and qualified contractors;
- Create, implement and maintain policies and procedures to ensure best practice for all aspects of the operation of the business and maintenance of the Crown’s asset;
- Investigate opportunities for the further integration of management with the other Parks at Brunswick Heads.

### Provide high levels of customer service and asset and business management.

- Maintain a human resource management strategy which ensures appropriate qualifications and skills are available;
- Identify, prepare and implement training programs.

### Manage sites occupied by long term residents and holiday van owners in a consistent and transparent manner.

- Ensure all occupancy agreements are current and in accordance with the respective provisions of the *Residential Parks Act 1998* and the *Holiday Park (Long Term Casual Occupation) Act 200* and any new legislative requirements in relation to tenancy.

## 6.4 Environmental Management

**Objective:** To ensure vegetation and the natural environmental features of the Holiday Park and the reserve are managed in accordance with sound ecological principles and for the enjoyment of guests and visitors.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
</thead>
</table>
| Maintain environmental integrity.| - Formulate and implement an Environmental Management Strategy to identify, minimise and manage the environmental impacts of the Trust’s activities on the environment by systematically integrating environmental management into daily operations, long term planning and other quality management systems;  
- Undertake an independent Review of Environmental Factors before proceeding with implementation of proposed improvements and development.  
- Liaise, consult and co-operate with Department of Primary Industries (Fisheries) and Cape Byron Marine Park Authority in relation to works along the foreshore. |
<table>
<thead>
<tr>
<th>Plan of Management</th>
<th>Promote and maintain the health of existing and proposed native vegetation at the Holiday Park.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Preserve and protect existing native vegetation in the Park when relocating sites or undertaking improvements;</td>
</tr>
<tr>
<td></td>
<td>• Only use endemic native species for landscaping and tree replacement;</td>
</tr>
<tr>
<td></td>
<td>• Only use non invasive grass species when turfing areas of the Park;</td>
</tr>
<tr>
<td></td>
<td>• Remove weeds and re-vegetate areas appropriate to land-use, design and management of facilities;</td>
</tr>
<tr>
<td></td>
<td>• All arboricultural work in the Park shall be best practice and undertaken by a qualified arborist;</td>
</tr>
<tr>
<td></td>
<td>• Do not permit attachment of signs, clothes lines or tent ropes to trees.</td>
</tr>
<tr>
<td>Improve and maintain environmental and visual amenity.</td>
<td></td>
</tr>
<tr>
<td>Improve and maintain environmental and visual amenity.</td>
<td>• Provide additional landscaping to the surrounds of the amenities building and clothes drying areas;</td>
</tr>
<tr>
<td>Improve and maintain environmental and visual amenity.</td>
<td>• Implement a replacement planting program for any trees required to be removed and provide protection during establishment.</td>
</tr>
<tr>
<td>Minimise disturbance to native vegetation.</td>
<td>• Use appropriate siting for facilities and walkways;</td>
</tr>
<tr>
<td>Minimise disturbance to native vegetation.</td>
<td>• Carefully manage pedestrian and vehicle access;</td>
</tr>
<tr>
<td>Minimise disturbance to native vegetation.</td>
<td>• Define buffer areas and protect vegetation through mulching, edge planting and/or fencing as appropriate.</td>
</tr>
<tr>
<td>Implement effective catchment management to minimise impacts on water quality.</td>
<td></td>
</tr>
<tr>
<td>Implement effective catchment management to minimise impacts on water quality.</td>
<td>• Implement erosion control measures, litter and silt traps and drainage line filters where required to control storm water;</td>
</tr>
<tr>
<td>Implement effective catchment management to minimise impacts on water quality.</td>
<td>• Use chemicals in accordance with approved Trust and AS guidelines;</td>
</tr>
<tr>
<td>Implement effective catchment management to minimise impacts on water quality.</td>
<td>• Promote catchment management principles as appropriate.</td>
</tr>
<tr>
<td>Minimise fire hazard to property and appropriately manage natural coastal vegetation.</td>
<td>• Provide and maintain adequate fire control access;</td>
</tr>
<tr>
<td>Minimise fire hazard to property and appropriately manage natural coastal vegetation.</td>
<td>• Provide and maintain fuel free and fuel reduced zones where necessary. Minimise disturbance to natural vegetation;</td>
</tr>
<tr>
<td>Minimise fire hazard to property and appropriately manage natural coastal vegetation.</td>
<td>• Do not allow solid fuel campfires or cooking fires.</td>
</tr>
<tr>
<td>Manage coastal processes and climate change while allowing for natural occurrences.</td>
<td></td>
</tr>
<tr>
<td>Manage coastal processes and climate change while allowing for natural occurrences.</td>
<td>• Ensure the training wall on the foreshore is properly maintained;</td>
</tr>
<tr>
<td>Manage coastal processes and climate change while allowing for natural occurrences.</td>
<td>• Close access and repair damage as necessary after storm events;</td>
</tr>
<tr>
<td>Manage coastal processes and climate change while allowing for natural occurrences.</td>
<td>• Develop specific climate change adaptation plans in accordance with government policy.</td>
</tr>
</tbody>
</table>
6.5  Sustainability

Objective: To ensure that principles of ecological and environmental sustainability are incorporated into the design and management of the accommodation, facilities and infrastructure within the Park with the ultimate goal that resources are used efficiently throughout their lifecycle and to meet the needs of the community.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
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</table>
| Sustainable Development   | • Assess improvement and development proposals in the light of sustainability principles;  
  • Implement best practice approaches to achieving sustainable resource management.                                                   |
| Resource Sustainability   | • Promote sustainability in the design, construction and management of assets including use of low embodied energy materials, replaceable resources, plantation timbers, etc;  
  • Price goods and services to recover the full life cycle costs of providing the goods and services including the use of natural resources and assets and disposal of waste. |
| Reduce carbon footprint   | • Progressively reduce dependence on high CO$_2$ energy sources by acquiring electricity from renewable energy sources.                                                                                   |
| Minimise use of water and energy. | • Manage resources with an emphasis on energy minimisation, water use minimisation, water harvesting and re-use, and responsible waste management.  
  • Recycle waste where possible and appropriate.                                                                                         |

6.6  Facilities for Management and Guests

Objective: To optimise the recreational and tourism potential of the Holiday Park consistent with the principles of ecological sustainability while improving park presentation and providing a range of recreation and communal facilities for guests and their visitors which complement the Brunswick “Simple Pleasures” theme.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
</thead>
</table>
| Provide facilities that reflect the quality of the location, land management priorities and current industry and market benchmarks. | • Improve the Holiday Park and develop facilities as described in this Plan of Management and as generally indicated on the Drawings included at Appendix D;  
  • Provide communal facilities within the Holiday Park in accordance with the relevant regulations and improve ancillary facilities for guests including barbecues and children’s play equipment;  
  • Maintain an adequate supply of short term sites for caravans, tents and recreational vehicles;  
  • Increase the size of some sites to provide parking for site occupants within the boundaries of the site; |
### 6.7 Accessibility

**Objective:** To design and develop facilities and accommodation that enable people with disabilities and others with restricted mobility to access and enjoy the full range of holiday and recreation opportunities provided in the Holiday Park.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
</thead>
</table>
| **Provide facilities that facilitate equity of access.** | - Design and construct communal amenities, barbecue shelters, camp kitchen and other communal facilities to address the relevant requirements of AS 1428 – Design for Access and Mobility;  
- Ensure the public areas of the Park Reception and Office have access complying with the relevant requirements of AS 1428 – Design for Access and Mobility;  
- Where possible and practical construct pathways at grades and widths complying with the relevant requirements of AS 1428 – Design for Access and Mobility;  
- Progressively improve accessibility to existing facilities;  
- Provide visitor parking for people with disabilities that complies with Clause 68 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005. |
6.8 Tourist Sites and Accommodation

Objective: To optimise income to the Holiday Park by providing a range of quality tourist accommodation including opportunities for family and traditional camping within the bounds of ecologically sustainable development and which complement the Brunswick “Simple Pleasures” theme.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
</thead>
</table>
| Provide additional on-site accommodation and site types. | • Improve the sites and accommodation in the Holiday Park in accordance with the Drawings included at Appendix D.  
• Install additional quality on-site accommodation designed to complement the character of the coastal setting and capable of generating a consistent income stream to finance the ongoing management of the caravan park and make a substantial contribution to the management of the adjoining reserved lands;  
• Install cabins that address sustainable design principles;  
• Install cabins as part of a staged program of improvement;  
• Maintain a four star AAA Tourism rating for existing and proposed self contained on-site accommodation;  
• Continue the existing focus on the provision of accommodation that delivers a quality product at an affordable price. |

6.9 Integrated Land Management

Objective: To promote and facilitate integrated management of the range of planning and regulatory issues associated with the use of Massy-Greene Holiday Park and adjoining reserved land.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
</tr>
</thead>
</table>
| Implement the Plan of Management and relevant statutory requirements in an ongoing, co-operative and timely manner within the available resources. | • Liaise with other local, regional and state authorities particularly where co-ordination of activities on adjoining lands is involved.  
• Maintain awareness of the activities of other authorities particularly in relation to the use of the waterway and waterfront land;  
• Obtain all necessary approvals and consents as required by relevant legislation before undertaking works; and  
• Continue liaison with Crown Lands in relation to new and emerging government policy that impacts on the management of reserved Crown land. |
| **Maintain a continuing dialogue with the local Council and the community in relation to the management of the parts of the Reserve that are used by the public.** | **Maintain the Foreshore Management and Access Precinct to provide exclusively for public pedestrian access along the foreshore of the Brunswick River.**  
**Improve and maintain the existing foreshore pathway within the Reserve for public pedestrian use and provide appropriate fencing to indicate the limit of caravan park improvements and activities.**  
**Liaise and co-operate with adjoining land management authorities including Byron Shire Council to achieve continuity of public pedestrian foreshore access and consistency with respect to the standard of surface finish, width and signposting.** |
|---|---|
| **Protect and enhance Aboriginal cultural values in the Reserve** | **Comply with the requirements of the “Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW” before proceeding with improvement works;**  
**Identify and protect significant sites and consult with relevant groups and authorities prior to commencement of works on site;**  
**Ensure access to significant sites for Aboriginal use;**  
**Provide interpretation of significant sites where appropriate;**  
**Maintain on-going consultation with local elders and Department of Environment & Conservation.** |
| **Maintain the opportunity for public access to and use of the foreshore** | **Maintain and manage the Foreshore Management and Access Precinct to preserve the opportunity for public pedestrian access along the foreshore of the Brunswick River;**  
**Authorise the temporary mooring and anchoring of small boats on the foreshore but outside the swimming area.** |
| **Protect and enhance European cultural and historic values in the Reserve** | **Identify and protect significant sites;**  
**Provide appropriate interpretation of significant sites where desirable.** |
7 IMPLEMENTATION AND REVIEW

This Plan of Management has been prepared pursuant to the provisions of the *Crown Lands Act 1989* to provide an appropriate statutory basis for the continuing improvement and operation of the Massy-Greene Holiday Park which is one of a number of caravan parks on reserved land managed by the NSW Crown Holiday Parks Trust.

This Plan provides a medium term strategy for the management and improvement of the Massy-Greene Holiday Park. It is anticipated a majority of the works described will be implemented over a five to ten year period. Priorities for works and funding are to be addressed on an annual basis to meet development priorities and community needs.

The management strategies and actions in this Plan of Management will address a number of issues identified in other plans, strategies and policies prepared by a range of authorities and community groups with responsibility for or a specific interest in the appropriate improvement and management of foreshore land in Brunswick heads.

The key outcomes that will be achieved as a result of the implementation of this Plan of Management are;

**Social Equity** – the improvement of the Holiday Park will provide a variety of types of sites and accommodation at range of price-points. This will add to choice for people who visit Brunswick Heads and add to the provision of facilities in the area. New cabins installed in the Park will include a unit specifically designed to accommodate people with restricted mobility.

**Environmental Quality** – The Improvement Plan includes specific initiatives aimed at preserving existing natural vegetation and progressively removing exotic and invasive species from the Reserve. Attention will also be given to storm-water drainage to reduce the impact of erosion.

Importantly the design of facilities and cabins will address principles of ecological sustainability and responsibility to minimise use of water, energy and non-renewable resources as well as encourage recycling. In addition the Trust’s management of the Reserves and the Holiday Park will operate within a framework established by an Environmental Management Plan.

**Economic Prosperity** – The improvements to the Holiday Park will guarantee the preservation of existing jobs and potentially create new employment opportunities to manage the improved property particularly as occupancy rates are steadily increased.

Employment and work for local businesses and contractors will be generated during the construction phase of the improvement program. Importantly increased visitation to the Park will generate spending that will bring “new” money to the local economy. Another
significant outcome will be that profits from the operation of the Holiday Park will be used to fund land management initiatives that will benefit the wider community.

**Corporate Governance** – The Reserve Trust has a range of policy and procedural measures in place to ensure the management of the Reserves is in the public interest and consistently addresses the associated issues of procedural fairness, probity and security of the value of the Trusts’ assets and income. To this end all aspects of the operation of the Trust are subject to regular internal and external review and audit.

Progress in relation to the implementation of the Plan of Management will be monitored by the Trust and the Trust will report on an annual basis to Crown Lands, Department of Trade and Investment.

This Plan is to be reviewed approximately every five years or as required to ensure it continues to be relevant to and consistent with government legislation and policy and community expectation.
CARAVAN PARK OR CAMPING GROUND APPROVAL

Issued Pursuant to Section 68, Part F2 of the
Local Government Act, 1993

Local Government (General) Regulation 2005 and
Local Government (Manufactured Home Estates, Caravan Parks,
Camping Grounds And Moveable Dwellings) Regulation, 2005

Crown Land & North Coast Accommodation Trust
PO Box 647
BALLINA NSW 2478

The Council of Byron Shire hereby grants Crown Land & North Coast Accommodation Trust an approval under Section 68 Part F2 of the Local Government Act, 1993; Local Government (General) Regulation, 2005 and Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation, 2005 in respect of the caravan park and camping ground situated at Lot 409 DP 728650, Lot 7005 DP 1113421 and Lot 20 DP 1169546 (Monah Lane) identified as 1 Old Pacific Highway BRUNSWICK HEADS 2483 and known as the Massey Greene Holiday Park. A map of the park boundary is included as part of this approval (Doc #E2013/25130).

Special Condition A (over) imposes a specific exclusion for the use of a three metre wide setback from the top of the Brunswick River bank which is not permitted to be used in conjunction with approved dwelling sites. The three metre wide corridor to be maintained to provide safe public access along the foreshore.

Subject to compliance with the provisions of Section 68, Part F2 of the Local Government Act, 1993; Local Government (General) Regulation, 2005 and Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation, 2005, and conditions attached to this approval by Council, the following types of accommodation are permitted to the extent indicated:

This approval relates to a total of 90 dwelling sites and 43 camping sites. These sites comprise 19 long-term sites, 71 short-term sites and 43 campsites. Of these 71 short-term sites, 16 have been reserved for use by self-contained moveable dwellings only. The numbers, sizes and locations of all dwelling sites and campsites are specified in the community map identified by Reference No.C-01 (Integrated Site Design Job No. 26.34 dated 15 December 2006).

This approval shall remain in force for a period of twelve (12) months from the date of issue unless sooner surrendered or suspended.

Issued 10 May 2013
Expiry Date: 9 May 014

Yours faithfully

Jon Rushforth
Team Leader, Environmental Services
TOTAL FACILITIES PROVIDED:

Toilets    Female  10
           Male     7
Urinals    Female  12
           Male     12
Disabled   Female  1 - Unisex, 1 - female, 1 - male.
           Male     1 - Unisex, 1 - female, 1 - male.
Handbasins Female  5
                Male     5
Disabled     Female  1 - Unisex

LAUNDRY

Washing Machines  7
Washing Tubs      7
Clothes Dryers    6
Line Space        282 metres
Ironing Facilities 4

Site Definitions

Camp site means an area of land within a camping ground on which a campervan or tent may be installed or, in the case of a primitive camping ground, on which a campervan, tent or caravan may be installed, and that is designated as a camp site by the approval for the camping ground.

Long-term site means a dwelling site that is specified in the approval for a caravan park as being a long-term site.

Short-term site means a dwelling site on which a moveable dwelling that is ordinarily used for holiday purposes may be installed and that is specified in the approval for a caravan park as being a short-term site.

Site Classifications

- 19 long-term sites; identified as sites 4, 61, 66, 68, 70, 71, 72, 73, 75, 76, 80, 81, 82, 83, 84, 85, 86, 87 and 88.
- 71 short-term sites. 16 short-term sites with private toilet and shower facilities identified as sites 1 to 8 inclusive, 31, 58, 59, 62, 63, 65, 67 and 77.
- Forty three (43) campsites.

SPECIAL CONDITION:

A The boundary of the 30 dwelling sites (identified as sites numbered 100 to 129 inclusive) located on the Northern side of the park to be set back a distance of not less than three metres from the top of the Brunswick River bank. The three metre setback to be maintained for general public access and be kept free of all camping site equipment and intrusions.
STANDARD CONDITIONS

1. This approval shall be prominently displayed on a part of the approved premises where it may be seen by all residents. Display shall be accompanied by a copy of the community map.

2. The operation of the caravan park/camping ground and any work associated with its operation must comply with any applicable standard established by the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

3. It is a condition of this approval that the land not be used for the manufacture, construction or reconstruction of moveable dwellings (this condition does not prevent the on-site repair of moveable dwellings).

4. It is a condition of this approval that inspections of the premises may be conducted by Council, to ensure continued compliance with the Act and the relevant regulations.

THE FOLLOWING CONDITIONS TO BE SATISFIED AT ALL TIMES

5. No extension of camping and caravan park activities outside the provisions of this approval is permitted without the prior written approval of council. Failure to comply with this approval and requirements of the Regulations will void this approval.

6. Fire hose reels. Fire hose reels must be installed so that a fire hose can reach each site in the caravan park or camping ground. All fire hose reels must be maintained in sound working order, and tested and tagged. Fire hose reels are to be dedicated solely for firefighting purposes and must not be used for any other purpose.

7. The council is to be provided with a certification in relation to the following Schedule of Essential Services once every calendar year. An appropriately qualified and experienced person stating that these essential fire services satisfy the minimum delivery water pressure and standards as set down in the relevant Australian Standard must provide certification. If a fire hose reel is newly installed, the certificate must be provided within 7 days of the completion of its installation. An essential services certificate is to state:

   (a) that every fire hose reel, fire blanket, and fire hydrant has been inspected and tested by a person who is properly qualified to carry out such an inspection and test, and

   (b) that, as at the date on which the essential fire protection equipment was inspected and tested, the equipment was found to have been capable of performing to a standard not less than that required by the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

   (c) that all dwellings and relocatable homes have smoke alarms that comply with the provisions of the Environmental Planning and Assessment (Smoke Alarms) Regulation 2006.
### SCHEDULE OF ESSENTIAL SERVICES

<table>
<thead>
<tr>
<th><strong>Essential Fire or Other Safety Measures</strong></th>
<th><strong>Design Standard</strong></th>
<th><strong>Installation Standard</strong></th>
<th><strong>Maintenance Standard</strong></th>
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<tbody>
<tr>
<td>Hose Reel Systems</td>
<td>AS 1221 Fire Hose Reels</td>
<td>AS 2441 Installation of Fire Hose Reels</td>
<td>AS 1851.2 Maintenance of Fire Protection Equipment - Fire Hose Reels</td>
</tr>
<tr>
<td>Portable Fire Extinguishers</td>
<td>AS 1841.2 Portable Fire Extinguishers - water type AS 1841.3 Portable Fire Extinguishers - wet chemical type AS 1841.4 Portable Fire Extinguishers - foam type AS 1841.5 Portable Fire Extinguishers - powder type AS 1841.6 Portable Fire Extinguishers - carbon dioxide type AS 1841.7 Portable Fire Extinguishers - vaporizing liquid type</td>
<td>AS 2444</td>
<td>AS 1851.1 Maintenance of Fire Protection Equipment - Portable Fire Extinguishers</td>
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<tr>
<td>Fire Blankets</td>
<td>AS 3501 Fire Blankets</td>
<td>AS 3501</td>
<td>AS 3501</td>
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<tr>
<td>Fire Hydrants</td>
<td>AS2419.1 Fire Hydrants</td>
<td>AS 1851.1</td>
<td>AS1851.4 Maintenance of Fire Protection Equipment - Fire Hydrants</td>
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<td>Smoke Alarms: (Residence and relocatable homes only!)</td>
<td>AS3786 – Smoke Alarms</td>
<td></td>
<td>AS1851-2012 Routine service of fire protection systems and equipment</td>
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8. Size of dwelling sites and camp sites. As required by Clause 85 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005, the following minimum site areas are required to be maintained:

   (a) A long-term site must have an area of at least 80 square metres.

   (b) A short-term site must have an area of at least 65 square metres.

   (c) A camp site must have an area of at least:

      (i) 40 square metres, in the case of a camp site for which a separate parking space is provided within 30 metres of the camp site; or

      (ii) 50 square metres, in any other case.

9. In accordance with Clause 86 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005, a dwelling or camp site must be numbered or identified and its site boundaries clearly delineated. The site identification must be conspicuous.

10. Any new structure installed on a site must comply with requirements of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

11. All existing structures on a site must comply with the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005 in regard to site separation distances prior to the assignment of any tenancy agreement.
12. In accordance with Clause 87 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005, a dwelling site must have vehicular access to an access road.

13. Between sunset and sunrise all access roads must be adequately lit as required by Clause 100 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

14. The water supply service must comply with the Plumbing and Drainage Code of Practice and the requirements of any relevant statutory body. Clause 101 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005 also requires that:

(a) Each dwelling site be connected to the water supply; and

(a) Water supply connections (which includes a standpipe and hose tap) for the camp sites shall be supplied at the rate of one connection for every 4 camp sites and located so that no camp site is more than 30 metres from a connection.

15. A caravan park or camping ground that includes any short-term sites or camp sites must be provided with at least one common soil waste dump point for the disposal of closet waste from caravan holding tanks and the like. The common soil waste dump point must be located so as to permit adequate access by caravans and campervans as required by Clause 102 (3) of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

16. As required by Clause 102 (5) of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005 the sewage disposal system must comply with:

(a) the Plumbing and Drainage Code of Practice; and

(b) the requirements of any relevant statutory body.

17. Electricity supply must be provided in accordance with Clause 104 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005, which requires that all dwelling sites be supplied with electricity from a reticulated electricity service. In the case of a long-term site, the electricity must be supplied by means of an electrical circuit connected to a separate electricity meter. Any such electrical circuit must be installed in accordance with the requirements of:

(a) the Electricity Code of Practice, in the case of a long-term site; and

(b) AS 3001, in the case of a short-term site.

18. If a dwelling site is provided with electricity otherwise than by way of direct connection to the local electricity supply authority’s electricity main, electricity must be supplied at a rate no greater than the electricity supply authority’s domestic tariff.

19. Hot and cold water is to be supplied to each hand basin as required by Clause 109 of the of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

20. In accordance with Clause 124 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005, a caravan or camping ground must not be used:

(a) for any commercial purpose other than a caravan park or camping ground or an associated purpose, or

(b) for the manufacture, construction or reconstruction of moveable dwellings.
21. This clause does not prevent the carrying out of work on a moveable dwelling that is installed in a caravan park or camping ground for the purpose of its renovation, maintenance or repair (such as painting, replacement of wall cladding or roof sheeting and the like).

22. In accordance with Clause 160 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005, the holder of an approval to operate a caravan park or camping ground must give Council written notice of the installation of a relocatable home or associated structure within seven days after the completion of the installation.

23. Each caravan (including any associated rigid annexe), cabin and lodging must be maintained in a condition that is safe and healthy for persons to use as required by Clause 163 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

24. No more than one caravan may be installed on a single dwelling site in accordance with Clause 164 of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.

25. Access shall be permitted at all reasonable hours to authorized council officers for the inspection and review of conditions established under this approval. A thorough inspection shall be conducted at least annually during the course of this approval.

**REASONS**


2. To protect the environment.

3. To promote the principles of ecologically sustainable development.

4. To protect public health.

5. To protect public safety and convenience.

6. To ensure adequate fire protection measures.

7. To protect occupational health and safety.

8. To ensure compliance with the principles under the Disability Discrimination Act 1992 and ensure fair and reasonable access.

9. To protect cultural and heritage values.

10. To protect biodiversity and habitat for native flora and fauna.

11. To ensure preparation for threats from coastal processes, flooding and other extreme climatic events.

**Right of Review and Appeal**

If you are aggrieved with this determination, a request for a review can be made to Council within 28 days from the date of this Notice under the provisions of Section 100 of the Local Government Act 1993. If you are dissatisfied with this decision, Section 176 of the Local Government Act 1993 gives you the right to appeal to the Land and Environment Court within 12 months from the date on the approval.
TRAFFIC IMPACT ASSESSMENT

To upgrade an existing intersection to provide a new western entry/exit to the Massey Greene Holiday Park in conjunction with the provision of additional car parking.

Lot 409 DP 728650, Lot 7005 DP 1113421 & Lot 20 DP1169546
Old Pacific Highway, Brunswick Heads

For:
North Coast Holiday Parks

September 2013
### Document Control Sheet

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<td>7578</td>
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<tr>
<td>Job Captain:</td>
<td>Tony Cromack</td>
</tr>
<tr>
<td>Author:</td>
<td>Tony Cromack</td>
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<td>Client:</td>
<td>North Coast Holiday Parks</td>
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<td>03.09.13</td>
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<td>T. Cromack</td>
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1 Introduction

Ardill Payne & Partners (APP) has been engaged by North Coast Holiday Parks to prepare a Traffic Impact Assessment to support a Plan of Management for the Massey Greene Holiday Park. The proposal is to upgrade an existing intersection at the western end of the site to provide a new entry/exit, in conjunction with the provision of additional car parking spaces.

The western entry option is included in the adopted ‘Brunswick Heads Foreshore Reserves Strategic Plan’, Department of Lands, August 2008. This plan makes the following recommendations with respect to this proposal:

- Modify the western holiday park boundary to provide a 10m pedestrian access corridor between the riverfront and the boat harbour. Maintain access to Yacht Club boats and small craft ramp.
- Relocate the holiday park entrance to the western boundary to improve integration with the boat harbour precinct and reduce traffic congestion at Tweed Street.
- Make provision for public parking and vehicle turnaround adjacent to the new holiday park entry.

Further, there was support for the western entry option at a public forum held in November 2010 when the previous draft plan of management was exhibited.

This report provides details regarding the current traffic generation, the level of service provided by surrounding roads and the impact the proposal will have on these roads. The report includes an assessment of the traffic associated with the adjoining Brunswick Heads Fisherman’s Co-op and Boat Harbour as traffic associated with these developments will impact on the function of the proposed intersection upgrade.

1.1 The Site

Massey Greene Holiday Park is located at the northern end of Brunswick Heads, adjacent to the Boat Harbour, and approximately 500m north of the village centre (refer Figure 1). The site is bordered by the Brunswick River to the north, the Brunswick Heads Fisherman’s Co-op and Boat Harbour to the west, the Old Pacific Highway and existing residential properties to the south, and existing residential and commercial properties to the east.
Figure 1: Site Plan

Massey Greene Holiday Park, Brunswick Heads
Table 1 describes the site identification details.

<table>
<thead>
<tr>
<th>Table 1 – Site Identification Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Address</strong></td>
</tr>
<tr>
<td><strong>Site Area (m²)</strong></td>
</tr>
<tr>
<td><strong>Title</strong></td>
</tr>
<tr>
<td><strong>Local Government Area</strong></td>
</tr>
<tr>
<td><strong>Zoning</strong></td>
</tr>
<tr>
<td><strong>Existing Land Use</strong></td>
</tr>
<tr>
<td><strong>Surrounding Environment</strong></td>
</tr>
</tbody>
</table>

1.2 The Proposal

The proposal is to upgrade an existing intersection to provide a new entry/exit to the site, in conjunction with the provision of additional car parking spaces.

A conceptual layout of the intersection and parking is included in Attachment 1.

1.3 Consultation

Ardill Payne and Partners (Tony Cromack) has met on site and consulted with North Coast Holiday Parks (Russell Chaplin) to review the project and discuss any specific requirements which are to be addressed.
2 Existing Road Conditions

The site fronts the Old Pacific Highway. The existing entry/exit to the Massey Greene Holiday Park is via Tweed Street at the eastern end of the site. The proposed entry/exit will be directly onto the Old Pacific Highway at the western end of the site. Existing road conditions are detailed below:

2.1 Old Pacific Highway

The road fronting the site is known as the Old Pacific Highway. The first stage of the Brunswick Heads bypass was completed in 1998 at which time Pacific Highway traffic was diverted to the west of the town.

The road is of a 2 lane, 2 way highway standard with a 9m wide bitumen seal, edge and centre line marked, and 2 x 3.5m wide lanes. Bitumen sealed shoulders are approximately 1m in width. The road is in good condition and has a 50km/h speed limit at the proposed intersection location. The speed limit increases to 60km/h approx. 115m west of the intersection.

There is no kerb and gutter in the property frontage; stormwater run-off is conveyed in shallow grassed road-side table drains.

West of the site, the bitumen widens to provide for channelised turn lanes at the entry to the Fisherman’s Co-op.

A cycleway is located in the road verge for the full site frontage.

2.2 Existing Intersections

The existing intersection with the Old Pacific Highway (the subject of this proposal) provides only for exiting vehicles – there is no provision for turns into the site from the old Highway, and there are no dedicated turn lanes provided.

The available sight distance along the old Highway for a vehicle exiting the site is approximately 190m to the east and in excess of 250m to the west.
The intersection with Tweed Street (the existing entry/exit to the Holiday Park) is known to be congested during holiday periods.

### 2.3 Public Transport

Local and interstate bus services pass the site.

Brunswick Valley Coaches (Route 645) provide scheduled and school bus services in Brunswick Heads. Connections are available to nearby Ocean Shores and Byron Bay. These services are ‘hail & ride’ services which operate Monday to Saturday.

Interstate bus services operate between Brisbane and Sydney and stop in Brunswick Heads.

Byron Shire taxis service Brunswick Heads.

### 2.4 Pedestrians

Pedestrian volumes in the area are typically average, increasing during holiday periods due to an influx of tourists to the Holiday Park and the proximity of the Boat Harbour. Pedestrians utilise the existing sealed cycleway past the site along the old Highway frontage.

### 2.5 Accident History

During the five year period from 1/7/2007 to 30/6/2012 there have been four recorded traffic accidents near the site (email Simon Bennett, Byron Shire Council, 2/09/13).

Two accidents have occurred near the site – at the intersection of Newberry Parade and the Old Pacific Highway (directly opposite the Holiday Park, approx. 60m east of the proposed new entry/exit). These two accidents were rear end collisions. A further two accidents occurred approx. 320m east of the site, at the intersection of Fawcett Street and the Old Pacific Highway. None of the accidents resulted in a fatality.
3 Parking Assessment

Existing sealed car parking spaces are provided on site and in the area for the Massey Greene Holiday Park and the Fisherman’s Co-op/Boat Harbour.

This Traffic Impact Assessment does not propose any additional traffic or an increase in parking demand. No parking assessment has been undertaken.

Concept plans for the proposal will ensure that there is no net reduction in parking spaces. Additional formal parking areas are proposed in the concept plan. There are level grassed parking areas nearby that are available for overflow parking in peak periods.
4 Traffic Assessment

The proposed works will not result in any net increase in traffic generation. Rather traffic movements will be redistributed.

4.1 Existing Traffic Counts

North Coast Holiday Parks obtained traffic volume data from Byron Shire Council (email Russell Chaplin, NCHP, 8/8/13). The data provided has traffic counts at various locations on the Old Pacific Highway in 2007 (refer Figure 2). This data, taken after completion of Stage 2 of the Brunswick Heads bypass, is shown in Table 2.

![Traffic Counter Locations](image)

Figure 2: Traffic Counter Locations
### Table 2 – Existing Traffic Counts

<table>
<thead>
<tr>
<th>File No.</th>
<th>Date</th>
<th>Street</th>
<th>Description</th>
<th>Count</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP0233</td>
<td>Oct-Nov. 2007</td>
<td>Old Pacific Highway</td>
<td>North end of Tweed St, 150m east of Hwy</td>
<td>AADT</td>
<td>5,666</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Av. Peak Hr</td>
<td>483</td>
</tr>
<tr>
<td>SP0234</td>
<td>Oct-Nov. 2007</td>
<td>Old Pacific Highway</td>
<td>Adjacent to bikeway outside Massey Greene Holiday Park</td>
<td>AADT</td>
<td>5,636</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Av. Peak Hr</td>
<td>486</td>
</tr>
<tr>
<td>SP0235</td>
<td>Oct-Nov. 2007</td>
<td>Old Pacific Highway</td>
<td>Outside 22 Tweed St</td>
<td>AADT</td>
<td>5,313</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Av. Peak Hr</td>
<td>459</td>
</tr>
</tbody>
</table>

The traffic volumes at site SP0234 are considered indicative of the traffic volumes at the site.

It should be noted that the traffic counts shown in Table 2 include traffic generated by the site.

#### 4.2 Existing Traffic Generation

The traffic generation has been assessed in accordance with the RMS ‘Guide to Traffic Generating Developments’ (2002). Additional reference has been made to the American Institute of Transportation Engineers ‘Trip Generation’ (ITE) and to the Queensland Department of Transport and Main Roads ‘Road Planning and Design Manual’ (QT).

The Massey Greene Holiday Park accommodates up to 106 sites, including cabins.

The RMS Guide advises that NSW data for caravan parks is not available, and refers the reader to the ITE Manual for comparable rates from the USA.

The current average occupancy rate is 64%; peak occupancy reaches 100% on only two occasions each year (1 week at Easter and 1 week at Xmas) (occupancy rates provided by North Coast Holiday Parks).

The following traffic generation rates from both the QT and ITE manuals are relevant to the Massey Greene Holiday Park:

- caravan park/campground:
– daily vehicle trips = 4 per occupied site
– peak hour vehicle trips = 0.4 per occupied site

The traffic generated by the Massey Greene Holiday Park is summarised in Table 3.

**Table 3 – Average Traffic Generation – Massey Greene Holiday Park**

<table>
<thead>
<tr>
<th>Traffic Generation Unit</th>
<th>Traffic component</th>
<th>Unit Quantity Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sites (106) @ 64% occupancy</td>
<td>Daily trips</td>
<td>4/site</td>
<td>271 Vpd</td>
</tr>
<tr>
<td></td>
<td>Peak rate</td>
<td>0.4/site</td>
<td>27 Vph</td>
</tr>
</tbody>
</table>

(According to the RMS Guide, a trip is defined as a one way vehicular movement from one point to another excluding the return journey. Therefore, a return trip to/from a land use is counted as two trips).

The Brunswick Heads Fisherman’s Co-op includes office space (30m²), a retail area (50m²), and a take-away food outlet (40m²) (floor areas approximate only and taken from site observations). The Boat Harbour has capacity for approx. 41 berths.

The following traffic generation rates are relevant to the Brunswick Heads Fisherman’s Co-op and Boat Harbour:

- **office (co-op):**
  – daily vehicle trips = 10/100m² GFA
  – peak hour vehicle trips = 2/100m² GFA

- **retail (fresh seafood market):**
  – daily vehicle trips = 40/100m² GFA
  – peak hour vehicle trips = 4/100m² GFA

- **small fast food outlet:**
  – peak hour vehicle trips = 12/100m² GFA

- **marina:**
  – daily vehicle trips = 4 per occupied berth
  – peak hour vehicle trips = 0.3 per occupied berth

The current average occupancy rate at the Boat Harbour is approximately 74% (occupancy rates taken from site counts and analysis of aerial photos). The Brunswick Heads Cruising Yacht Club Association Inc. has a license for 10 berths. These berths cannot legally be used for overnight stays so the traffic generation rate for these berths would be less than those specified above to reflect the casual usage.
The traffic generated by Brunswick Heads Fisherman’s Co-op and Boat Harbour is summarised in **Table 4**.

**Table 4 – Traffic Generation – Fisherman’s Co-op and Boat Harbour**

<table>
<thead>
<tr>
<th>Traffic Generation Unit</th>
<th>Traffic component</th>
<th>Unit Quantity Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (30m²)</td>
<td>Daily trips</td>
<td>10/100m² GFA</td>
<td>3 Vpd</td>
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<tr>
<td></td>
<td>Peak rate</td>
<td>2/100m² GFA</td>
<td>0.6 Vph</td>
</tr>
<tr>
<td>Retail (50m²)</td>
<td>Daily trips</td>
<td>40/100m² GFA</td>
<td>20 Vpd</td>
</tr>
<tr>
<td></td>
<td>Peak rate</td>
<td>4/100m² GFA</td>
<td>2 Vph</td>
</tr>
<tr>
<td>Take Away Food (40m²)</td>
<td>Daily trips</td>
<td>-</td>
<td>48 Vpd</td>
</tr>
<tr>
<td></td>
<td>Peak rate</td>
<td>12/100m² GFA</td>
<td>4.8 Vph</td>
</tr>
<tr>
<td>Boat Harbour (31) @ 74% occupancy</td>
<td>Daily trips</td>
<td>4/occupied berth</td>
<td>92 Vpd</td>
</tr>
<tr>
<td></td>
<td>Peak rate</td>
<td>0.3/occupied berth</td>
<td>6.9 Vph</td>
</tr>
<tr>
<td>Yacht Club (10) @ 74% occupancy</td>
<td>Daily trips</td>
<td>2/occupied berth</td>
<td>15 Vpd</td>
</tr>
<tr>
<td></td>
<td>Peak rate</td>
<td>0.2/occupied berth</td>
<td>1.5 Vph</td>
</tr>
</tbody>
</table>

In summary, the traffic generated by the entire site is equivalent to 449 daily vehicle trips (DVT), with a peak flow of approximately 43 vehicles trips per hour (PVT).

### 4.3 Trip Distribution and Modal Split

Data is not available to determine the exact distribution of trips from the Holiday Park. It is expected that tourist arrivals and departures would be split 50:50 east:west, and that the majority of local trips would be to and from the east to visit Brunswick Heads retail, the beach, and Byron Bay. The estimated trip distribution is as follows:

- 25% west (mainly arrival and departures), and
- 75% east (includes local trips).

Currently two intersections provide access and egress to the Fisherman’s Co-op/Boat Harbour site. There is an existing channelized intersection at the western end that provides both access and egress. This intersection will remain unchanged. There is also an existing intersection at the eastern end that adjoins the Massey Greene Holiday Park. This intersection permits egress only, and it is this intersection that is proposed to be upgraded. It is estimated that 75% of current site traffic uses the western intersection and 25% uses the eastern intersection. This distribution would be expected to change under this proposal as it will include traffic associated with the Holiday Park.
Most vehicle trips will be by private car.

4.4 Intersections

The intersection has been assessed in accordance with the Austroads ‘Guide to Road Design’ and ‘Guide to Traffic Management’ series of publications.

Traffic associated with the Holiday Park currently enters and exits via Tweed Street at the eastern end of the site. It is not proposed that this study include any assessment of this intersection. The proposal to relocate the entry/exit to the western end of the site will improve the function of the Tweed Street intersection and reduce turning movements.

The existing intersection with the Old Pacific Highway at the western end of the site currently serves as an exit only from the Fisherman’s Co-op and Boat Harbour car parking areas. This intersection is a sign controlled (Give Way) T-intersection and has no auxiliary lanes for right or left turn movements. It was noted during site inspections that some drivers, contrary to signage, turn left-in from and right-out to the old Highway.

4.4.1 Sight Distances

Approach sight distance (ASD) is the minimum sight distance which must be available on the minor road approaches to all intersections. For a design speed of 60km/h and a reaction time of 2.0 sec, ASD is 73m (Austroads ‘Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections’, 2010, Table 3.1). Safe intersection sight distance (SISD) is the minimum sight distance which should be provided on the major road at any intersection. For a design speed of 60km/h and a reaction time of 2.0 sec, SISD is 123m (Austroads Part 4A, Table 3.2). In addition to the above, stopping sight distance (SSD) must be available at all locations through the intersection. For a design speed of 60km/h, SSD is 64m (Austroads ‘Guide to Road Design – Part 3: Geometric Design’, 2009, Table 5.4, as amended by RMS Supplement, 3 March 2011). For a truck, SSD is 82m (Austroads Part 3, Table 5.5).
The available sight distance along the old Highway for a vehicle exiting from the site is approximately 190m to the east and in excess of 250m to the west. The available sight distance satisfies the minimum Austroads requirements.

Therefore the existing intersection meets desirable minimum standards for ASD, SISD and SSD. It is recommended that landscaping and signage which can potentially block visibility, be kept clear of the sight lines at the intersection.

4.4.2 Intersection Type

The selection of the most appropriate intersection treatment for the site includes consideration of:

- transport planning considerations
- traffic management and road safety objectives
- road design considerations
- capacity, delay and level of service
- compatibility with adjacent intersection treatments
- environmental considerations
- economic considerations.

While the broader planning and traffic management considerations are important, the choice of intersection is also determined by the type of turning treatment required for the safe and efficient operation of the intersection. Warrants determining the need for basic (BA), auxiliary (AU) and channelised (CH) turn treatments on two-lane two-way roads are provided in Section 4.8 of Austroads ‘Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections’, 2010.

Figure 4.9(b) of Austroads Part 4A gives warrants for turn treatments on major roads at unsignalised intersections. The existing traffic volume on the Old Pacific Highway is 486vph (from Table 2); the estimated right turning volume at the new entry/exit is approx. 8vph (from Tables 3 & 4, and Section 4.3). Therefore, Figure 4.9(b) indicates that a CHR(S) right turn treatment and an AUL(S) left turn treatment is required.

The overall aim is to provide a safe and cost-effective intersection treatment, within the constraints. The relative safety and needs
of all road users, including pedestrians and cyclists, should be considered.

BAR treatments are required to be located where good perception of the treatment is provided. Research (Arndt, OK 2004, ‘Relationship between unsignalised intersection geometry and accident rates’, PhD Thesis, Queensland University of Technology) has shown that BAR turn treatments record a rear-end major vehicle crash rate 52 times higher than do CHR turn treatments.

While AUR turn treatments exist at many locations and are safer than a BAR treatment they are not as safe as channelised (CHR) treatments to protect right-turning traffic.

The major advantage of using a CHR turn treatment in lieu of an AUR treatment is a reduction in 'rear-end major road' crashes and 'overtaking-intersection' vehicle crashes (where a right-turn vehicle is hit by an overtaking vehicle). With an AUR treatment a stationary right-turning vehicle on a tight horizontal curve is vulnerable whereas the island in a CHR treatment guides through drivers past the right-turning vehicle.

A CHR(S) turn treatment (with a shorter turning lane) is suitable where there are low to moderate through and turning volumes. The CHR(S) treatment is not intended to be used with raised traffic islands – right-turning drivers travel onto the painted chevron to exit the through traffic stream as soon as possible.

*A CHR(S) right turn treatment and AUL(S) left turn treatment is recommended for this site, subject to satisfactorily addressing the environmental constraints described in Section 4.4.3.*

4.4.3 Environmental Constraints

The adjoining land to the south of the Old Pacific Highway is currently zoned 7(b) – Coastal Habitat in the Byron Shire LEP 1988. The road verge is narrow and drops away sharply from the road shoulder.

Further assessment of the environmental and planning constraints in this area would be required prior to proceeding to design.
4.4.4 Intersection Analysis

Table 6.1 of Austroads ‘Guide to Traffic Management – Part 3: Traffic Studies and Analysis’, 2009, gives intersection volumes below which detailed intersection capacity analysis is unnecessary. For a two lane major road, when the traffic flow on the major road is 500vph, the intersection capacity is exceeded when the flow in the minor road is greater than 200vph (two-way flows). The existing traffic flow is 486vph on the Old Pacific Highway (from Table 2); the estimated traffic flow on the proposed new entry/exit is 31vph (from Tables 3 & 4, and Section 4.3). The expected traffic flows in the intersection do not exceed the capacities specified in Table 6.1 of Austroads Part 3, and therefore detailed analysis of the intersection is not warranted.
5 Impacts of the Proposal

5.1 Impact on Traffic Efficiency

This report indicates that the proposal to upgrade the intersection will not change the level of service currently experienced in the adjacent roads.

To aid interpretation of the impacts on traffic flows, the RMS Guide provides acceptable ranges of peak vehicle flows for various levels of service (LOS) experienced on the road. The intention is to at least maintain the existing level of service for the streets adjacent to the site.

Mid-block road capacity levels of service are defined by the RMS for urban areas and are shown in Table 5, with the highest level of service being Level A and service deteriorating to Level E.

<table>
<thead>
<tr>
<th>Table 5 – RMS Traffic Levels of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level of Service</td>
</tr>
<tr>
<td>------------------</td>
</tr>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
<tr>
<td>C</td>
</tr>
<tr>
<td>D</td>
</tr>
<tr>
<td>E</td>
</tr>
</tbody>
</table>

The following performance standards are recommended:

**Weekday Peak Hour Flows**

Major Roads: Level of service C
Minor Roads: Level of service C (desirable)

**Recreational Peak Hours (weekends)**

Major Roads: Level of service D
Minor Roads: Level of service D (desirable)

Existing peak traffic movements (two way) on the Old Pacific Highway are 486vph (from Table 2). Therefore the current level of service is Level C. The level of service on this road will not alter under this proposal.
5.2 Impact on Amenity

Residents in Tweed Street near the existing entry to the Holiday Park will experience a decrease in traffic as a result of this proposal. Some residents near Newberry Parade may experience a slight increase in traffic, however this increase is not expected to be noticeable. Environmental standards will not be reduced by the change in traffic movements.

Table 4.6 of the RMS’s ‘Guide to Traffic Generating Developments’ (2002) specifies the recommended environmental capacity performance standards for a collector street – the maximum speed shall be 50km/hr and the environmental goal shall be 300vph (maximum peak hour volume shall be 500vph). Table 4.6 takes into account both amenity and safety considerations. Existing peak traffic movements (two way) on the Old Pacific Highway are 486vph (from Table 2). Therefore the peak hour volume is within the environmental goals for this street.

The proposal to upgrade the intersection will not create any additional demand for parking; however formalised parking spaces are proposed in the concept plan for the area.

The proposal to upgrade the intersection will not impose any major social or physical detriment upon the local residents and road users.

5.3 Impact on Safety

The proposal to upgrade the intersection is unlikely to raise any adverse safety issues for local transport and users of the local and regional road network.

The upgraded intersection with the Old Pacific Highway will have adequate capacity to cater for the traffic generated by the site and provide a safer and less congested entry/exit to the Holiday park site. It is proposed to upgrade the existing intersection to provide a CHR(S) right turn treatment and an AUL(S) left turn treatment at the site.

It is proposed that the majority of traffic entering the Fisherman’s Co-op and Boat Harbour site will continue to use the existing western-most channelised intersection.
5.4 Impacts on Road Pavements

The proposal to relocate the entry/exit will not increase the traffic volumes on the Old Pacific Highway therefore there is no need to assess the impact on road pavements. Any new pavements will be constructed to current Council construction standards.

5.5 Impact on Public Transport

The proposal to will not create any additional sites in the Massey Greene Holiday Park, therefore there will be no increase in demand for public transport.

5.6 Impact on Cyclists and Pedestrians

An existing cycleway is located in the northern road verge of the Old Pacific Highway, and crosses the proposed intersection site. Upon completion of the proposed works, there will be an increase in vehicular traffic using the intersection. Access and geometry of the intersection of the cycleway with the road shall be in accordance with Austroads ‘Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths’, 2009. Warning signs shall be provided in all approaches to the intersection.

An existing pedestrian walkway is located along the edge of the Boat Harbour. It is proposed in the Plan of Management for the Massey Greene Holiday Park to continue this walkway through the park along the river foreshore to the Brunswick Heads village centre. A shared zone will be provided along the eastern edge of the Boat Harbour where pedestrians will share the roadway with vehicles. Details are shown on the concept plan for the area.

5.7 Impact of Other Development in the Vicinity

There are no other known developments in the vicinity which will impact on the proposal.
6 Conclusion and Recommendations

6.1 Conclusions

An assessment of a variety of traffic issues associated with the proposal was undertaken by Ardill Payne & Partners. This assessment examined what impact the new western entry/exit for the Massey Greene Holiday Park would have on the local traffic flows and road network.

The issues addressed in this report and the associated conclusions are summarised below:

- **Parking** – no increase in parking demand. Additional formal parking areas are proposed in the concept plan.

- **Traffic Generation** – the proposed works will not result in any increase in traffic generation. Rather traffic movements will be redistributed.

- **Intersections** – intersection sight distances are adequate. It is proposed to upgrade the existing intersection to provide a new western entry/exit for the Massey Greene Holiday Park. The existing intersection at Tweed Street will be less congested.

- **Traffic Efficiency** – the Level of Service experienced on the surrounding streets is within recommended limits and will not decline.

- **Traffic Amenity** – residents in Tweed Street near the existing entry to the Holiday Park will experience a decrease in traffic. Some residents near Newberry Parade may experience a slight increase in traffic. Environmental standards will not be reduced by the change in traffic movements.

- **Traffic Safety** – the upgraded intersection with the Old Pacific Highway will have adequate capacity to cater for the traffic generated by the site and provide a safer and less congested entry/exit to the Holiday park site.

- **Road Pavements** – no impact on existing road pavements.

- **Public Transport** – The site is adequately serviced by the available public transport system. No additional demand generated by this proposal.
- **Cyclists and Pedestrians** – adequate consideration will be included in the design of the intersection for the safety of cyclists and pedestrians.

In view of the above it is assessed that the safety and efficiency of the local road network will not be unduly affected by the proposal to upgrade the existing intersection at the western end of the site to provide a new entry/exit to Massey Greene Holiday Park.

### 6.2 Recommendations

It is recommended that the following works be undertaken:

1. Relocate the holiday park entrance to the western boundary to improve integration with the boat harbour precinct and reduce traffic congestion at Tweed Street.
2. Upgrade the existing western intersection to provide a new entry/exit to the Massey Greene Holiday Park. Intersection shall meet CHR(S) right turn and AUL(S) left turn minimum standards required by the Austroads guidelines.
3. Provide new sealed public parking area adjacent to the new Holiday Park entry.
4. Provide for the safe passage of cyclists across the new intersection as required by Austroads guidelines.
Scope of Engagement

This report has been prepared by Ardill Payne & Partners (APP) at the request of North Coast Holiday Parks for the purpose of a traffic impact assessment for the proposal to upgrade an existing intersection at the western end of the Massey Greene Holiday Park to provide a new entry/exit, and is not to be used for any other purpose or by any other person or corporation.

This report has been prepared from the information provided to us and from other information obtained as a result of enquiries made by us. APP accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this document for a purpose other than that described above.

No part of this report may be reproduced, stored or transmitted in any form without the prior consent of APP.

APP declares that it does not have, nor expects to have, a beneficial interest in the subject project.

To avoid this advice being used inappropriately it is recommended that you consult with APP before conveying the information to another who may not fully understand the objectives of the report. This report is meant only for the subject site/project and should not be applied to any other.
8 Attachments

Attachment 1 Concept Layout Plan
PROJECT: MASSEY GREENE HOLIDAY PARK
PROPOSED NEW ENTRY/EXIT

TITLE: CONCEPT PLAN
NEW INTERSECTION & CARPARK

NORTH COAST HOLIDAY PARKS

ARDILL PAYNE & PARTNERS
Consulting Civil & Structural Engineers Project Managers
Town Planners & Surveyors

79 Tamar Street
P.O. Box 20
Ballina NSW 2478

Do not scale drawing. Use written dimensions only.

www.ardillpayne.com.au
APPENDIX D  Drawings

MG-01  Precinct Plan
MG-02  Reserve Boundaries, Pavements and Buildings
MG-03  Existing Park Layout
MG-04  Proposed Improvement Plan–Option A (Western Entry/Eastern Exit)
MG-04a  Proposed Fencing
MG-05  Proposed Improvement Plan–Option B (Eastern Entry and Exit/Western Exit)
MG-05a  Proposed Fencing
MG-06  Proposed Improvement Concept Plans–Option A (Western Entry/Eastern Exit)
MG-07  Park Office and Manager’s residence – Floor Plan, Elevations and Siting
THIS AREA WILL BE ALLOCATED AND MANAGED TO PROVIDE THE OPPORTUNITY FOR PUBLIC PEDESTRIAN ACCESS ALONG THE FORESHORE OF THE BRUNSWICK RIVER.

TO PROVIDE SHORT TERM SITES AND HOLIDAY PARK FACILITIES AND WILL BE IMPROVED TO ESTABLISH AN APPROPRIATE INTERFACE WITH THE MARINA, BOAT HARBOUR AND FORESHORE AREAS TO THE WEST OF THE RESERVE.

THIS AREA WILL CONTINUE TO PROVIDE SHORT-TERM POWERED SITES SUITABLE FOR TRADITIONAL FORESHORE CAMPING AND CARAVANNING.

THIS AREA WILL CONTINUE TO PROVIDE LONG-TERM SITES FOR THE EXISTING RESIDENTS.

TO SUPPORT THE PRINCIPAL CENTRAL COMMUNAL AMENITIES AND RECREATIONAL FACILITIES REQUIRED FOR THE PARK’S RESIDENTS AND GUESTS.

TO SUPPORT SITES FOR CAMPING AND CARAVANNING, A MAJORITY OF THE PARK’S SELF CONTAINED CABIN ACCOMMODATION AND MANAGEMENT FACILITIES. SITES AND FACILITIES ESTABLISHED BY FORMER RESERVE TRUST MANAGERS THAT ARE OUTSIDE THE BOUNDARIES OF THE RESERVE WILL BE REMOVED.

LOT 20
DP 1165946

LOT 409
DP 728650

LOT 7005
DP 1113421

PART RESERVE 91536 FOR CARAVAN AND CAMPING PARK

PART RESERVE 1011448 FOR FUTURE PUBLIC REQUIREMENTS

LAND STATUS N.T.S


TO THE PACIFIC HIGHWAY

TO THE BRUNSWICK HEADS

Brunswick River

Brunswick Boat Harbour

Tweed Street

0m 12m 24m 36m 48m 60m
EXISTING CABINS PROVIDE A MODEST SUPPLY OF 4 STAR RATED CABINS WHICH HAVE HIGH YEAR ROUND OCCUPANCY RATES.

PERIODS OF THE BUILDING ARE IN CONFLICT WITH THE USE OF SITES IN THIS PART OF THE PARK.

EXISTING GUEST FACILITIES ARE LIMITED AND RESTRICT THE TARGET MARKETS FOR THE PARK. THE EXISTING AMENITIES BLOCK HAS BEEN RECENTLY RENOVATED.

ADDITIONAL LANDSCAPING THROUGHOUT THE HOLIDAY PARK IS REQUIRED TO IMPROVE GUEST PARKING.

PUBLIC PARKING IN PROXIMITY TO THE FORESHORE IS LIMITED.

THE WESTERN PART OF THE PARK IS POORLY PRESENTED AND DOES NOT PROVIDE AN APPROPRIATE INTERFACE BETWEEN THE PARK AND FORESHORE PUBLIC OPEN SPACE.

THE EXISTING AMENITIES BLOCK HAS BEEN RECENTLY RENOVATED.

SOME SITES ARE LOCATED OUTSIDE THE BOUNDARIES OF THE RESERVES.

BOUNDARY FENCING AND ENTRANCES NEED TO BE UPGRADED AND MAINTAINED TO PROTECT THE LAND MANAGEMENT REQUIREMENTS OF DIFFERENT SEGMENTS OF THE CROWN LANDS.

INTERNAL LAYOUT OF THE PARK NEEDS TO BE RATIONALISED TO IMPROVE VEHICULAR ACCESS AND GUEST PARKING.

TRAFFIC CONGESTION AT THE CURRENT ENTRY ON TWEED STREET OCCURS IN PEAK PERIODS.

THE EXISTING AMENITIES BLOCK HAS BEEN RECENTLY RENOVATED.

ADDITIONAL AMENITY BLOCKS ARE NOT COST EFFECTIVE TO MAINTAIN.

THE EXISTING PARK LAYOUT EXISTING VEGETATION.

BOUNDARY FENCING AND ENTRANCES NEED TO BE UPGRADED AND MAINTAINED TO REFLECT THE LAND MANAGEMENT REQUIREMENTS OF DIFFERENT SEGMENTS OF THE PARK.

BOAT HARBOUR TO THE WESTERN PART OF THE PARK IS POORLY PRESENTED AND DOES NOT PROVIDE AN APPROPRIATE INTERFACE BETWEEN THE PARK AND FORESHORE PUBLIC OPEN SPACE.

THE EXISTING AMENITIES BLOCK HAS BEEN RECENTLY RENOVATED.

BOUNDARY FENCING AND ENTRANCES NEED TO BE UPGRADED AND MAINTAINED TO REFLECT THE LAND MANAGEMENT REQUIREMENTS OF DIFFERENT SEGMENTS OF THE CROWN LANDS.

INTERNAL LAYOUT OF THE PARK NEEDS TO BE RATIONALISED TO IMPROVE VEHICULAR ACCESS AND GUEST PARKING.

TRAFFIC CONGESTION AT THE CURRENT ENTRY ON TWEED STREET OCCURS IN PEAK PERIODS.

THE EXISTING AMENITIES BLOCK HAS BEEN RECENTLY RENOVATED.

ADDITIONAL AMENITY BLOCKS ARE NOT COST EFFECTIVE TO MAINTAIN.

THE EXISTING PARK LAYOUT EXISTING VEGETATION.
PROVIDE CHECK-IN LAYBY TO COMPLY WITH RELEVANT REGULATORY PROVISIONS.

UPLAND THE EXISTING ACCESS FROM THE BOAT HARBOUR AREA TO FUNCTION AS THE
IMPROVE PRESENTATION OF THE FORESHORE PRECINCT. MAINTAIN THE SEAWALL AND
LINKED TO THE PUBLIC FORESHORE ACCESS TO THE EAST AND WEST OF THE HOLIDAY
PURPOSE OF PROVIDING A PUBLIC ACCESS CORRIDOR ALONG THE FORESHORE WHICH IS

CLEARLY DEFINE THE ALIGNMENT OF SITES AND HOLIDAY PARK ACTIVITIES ALONG THE

MINIMISE IMPERVIOUS HARD SURFACES AND LANDSCAPE USING NATIVE SPECIES THAT

MAINTAIN AND CONSOLIDATE EXISTING LONG-TERM SITES IN THE SOUTH OF HOLIDAY
PARK FOR LONG-TERM LIVING. MAINTAIN AN ONGOING PROGRAM TO ADDRESS

UPGRADE ACCESS TO FORESHORE AND PROVIDE DISABLED ACCESSIBLE PARKING SPACES. PROVIDE IMPROVEMENT ACCESS FOR EMERGENCY VEHICLES AND

REPLACE EXISTING COMMUNAL AMENITIES AND REHABILITATE THE AREA TO PROVIDE SHORT TERM SITES.

RELOCATE THE DRYING AREA SO AS THE CHILDREN'S PLAYGROUND BECOMES AN
INTEGRAL COMPONENT OF THE COMMUNAL OPEN SPACE.

REBUILD EXISTING CABINS TO THE EASTERN AND WESTERN PRECINCTS.

REPLACE EXISTING COMMUNAL AMENITIES AND REHABILITATE THE AREA TO PROVIDE

CONSTRUCT ONE WAY ROAD 4.5 METRES WIDE TO PROVIDE COMPLYING VEHICULAR
ACCESS TO EVERY SITE.

FUNCTIONALITY MUST BE CONSISTENT WITH THE INTENDED USE OF THE PARK AS A
COMMUNITY URBAN PARK FOR LONG-TERM LIVING. THEREFORE, A PLAN OF MANAGEMENT
APPROACH WILL BE TAKEN WHICH WILL PROVIDE A Framework TO ADDRESS THE
ONGOING OPERATION AND MANAGEMENT OF THE HOLIDAY PARK.

REPLACE EXISTING FENCE TO SOUTHERN BOUNDARY WITH

MINIMISE EXISTING SITES TO THE SOUTHERN BOUNDARY OF THE PARK. WHEN ANY
HOLIDAY VAN SITE IS VACATED, THE SITE WILL BECOME AVAILABLE FOR TOURIST USE.

MAINTAIN AND CONSOLIDATE EXISTING LONG-TERM SITES IN THE SOUTH OF HOLIDAY

MAINTAIN AND CONSOLIDATE EXISTING LONG-TERM SITES IN THE SOUTH OF HOLIDAY

UPGRADE THE EXISTING ACCESS ROAD TO PROVIDE COMPLYING VEHICULAR ACCESS TO
EVERY SITE.

PROVIDE COMMUNITY AMENITIES AND RECREATIONAL FACILITIES THAT WILL PROVIDE
SPACE THAT WILL PROVIDE A HIGH STANDARD OF COMMUNAL AMENITIES AND RECREATIONAL FACILITIES
FOR THE PARK'S GUESTS INCLUDING UPGRADE OF THE EXISTING CHILDREN'S

PROVIDE A RESIDENTIAL ENVIRONMENT FOR CARAVAN AND CAMPING GUESTS.

RELOCATE THE MANAGER'S RESIDENCE, OFFICE AND BARBECUE AND

RELOCATE THE DRYING AREA SO AS THE CHILDREN'S PLAYGROUND BECOMES AN
INTEGRAL COMPONENT OF THE COMMUNAL OPEN SPACE.

REPLACE EXISTING FENCE TO SOUTHERN BOUNDARY WITH

MINIMISE EXISTING SITES TO THE SOUTHERN BOUNDARY OF THE PARK. WHEN ANY
HOLIDAY VAN SITE IS VACATED, THE SITE WILL BECOME AVAILABLE FOR TOURIST USE.

REPLACE EXISTING COMMUNAL AMENITIES AND REHABILITATE THE AREA TO

UPGRADE THE EXISTING ACCESS ROAD TO PROVIDE COMPLYING VEHICULAR ACCESS TO
EVERY SITE.

PROVIDE COMMUNITY AMENITIES AND RECREATIONAL FACILITIES THAT WILL PROVIDE
SPACE THAT WILL PROVIDE A HIGH STANDARD OF COMMUNAL AMENITIES AND RECREATIONAL FACILITIES
FOR THE PARK'S GUESTS INCLUDING UPGRADE OF THE EXISTING CHILDREN'S

PROVIDE A RESIDENTIAL ENVIRONMENT FOR CARAVAN AND CAMPING GUESTS.

RELOCATE THE MANAGER'S RESIDENCE, OFFICE AND BARBECUE AND

RELOCATE THE DRYING AREA SO AS THE CHILDREN'S PLAYGROUND BECOMES AN
INTEGRAL COMPONENT OF THE COMMUNAL OPEN SPACE.

REPLACE EXISTING FENCE TO SOUTHERN BOUNDARY WITH

MINIMISE EXISTING SITES TO THE SOUTHERN BOUNDARY OF THE PARK. WHEN ANY
HOLIDAY VAN SITE IS VACATED, THE SITE WILL BECOME AVAILABLE FOR TOURIST USE.

REPLACE EXISTING COMMUNAL AMENITIES AND REHABILITATE THE AREA TO

UPGRADE THE EXISTING ACCESS ROAD TO PROVIDE COMPLYING VEHICULAR ACCESS TO
EVERY SITE.

PROVIDE COMMUNITY AMENITIES AND RECREATIONAL FACILITIES THAT WILL PROVIDE
SPACE THAT WILL PROVIDE A HIGH STANDARD OF COMMUNAL AMENITIES AND RECREATIONAL FACILITIES
FOR THE PARK'S GUESTS INCLUDING UPGRADE OF THE EXISTING CHILDREN'S

PROVIDE A RESIDENTIAL ENVIRONMENT FOR CARAVAN AND CAMPING GUESTS.

RELOCATE THE MANAGER'S RESIDENCE, OFFICE AND BARBECUE AND

RELOCATE THE DRYING AREA SO AS THE CHILDREN'S PLAYGROUND BECOMES AN
INTEGRAL COMPONENT OF THE COMMUNAL OPEN SPACE.

REPLACE EXISTING FENCE TO SOUTHERN BOUNDARY WITH

MINIMISE EXISTING SITES TO THE SOUTHERN BOUNDARY OF THE PARK. WHEN ANY
HOLIDAY VAN SITE IS VACATED, THE SITE WILL BECOME AVAILABLE FOR TOURIST USE.

REPLACE EXISTING COMMUNAL AMENITIES AND REHABILITATE THE AREA TO
LONG TERM LIVING PRECINCT  (21 SITES)

- Maintain and consolidate existing long-term sites in the south-western corner of the park for long-term living.
- Maintain an ongoing program to address applicable regulatory compliance requirements.

PARK AMENITIES AND FACILITIES PRECINCT

- Erect and provide amenities and facilities for the park's guests including unpowered and powered sites, and a camp kitchen.
- Construct a one-way road 4.5 metres wide to comply with vehicular access to every site.

EASTERN PRECINCT  (17 SITES)

- Develop the existing managers' residence and office and rehabilitate the area to provide short-term sites.
- Provide improved access for emergency vehicles and drop-off for canine relief.

WATERFRONT PRECINCT  (15 SITES)

- Maintain existing wetlands and riparian cover through precinct.
- Provide improved access for canoe/kayak launching.

WESTERN PRECINCT  (10 SITES)

- Maintain existing vegetation and grass cover through precinct.
- Provide improved access for canoe/kayak launching.

- Install a managers' residence, office and storage areas appropriate to the ongoing operation and management of the holiday park.
- Provide an ongoing program to address applicable regulatory compliance requirements.

GENERAL

- Maintain the integrity of vegetation on the perimeter of the holiday park and ensure fencing and entry/exit points are appropriate to land management requirements.
- Maintain an ongoing program to address applicable regulatory compliance requirements.
- Maintain and consolidate existing long-term sites in the south-western corner of the park for long-term living.
- Maintain an ongoing program to address applicable regulatory compliance requirements.

- Provide appropriate screened bins and collection area.
- Provide appropriate screened bins and collection area.

- Maintain an ongoing program to address applicable regulatory compliance requirements.
- Maintain an ongoing program to address applicable regulatory compliance requirements.
- Maintain an ongoing program to address applicable regulatory compliance requirements.
JOB NAME: MASSY-GREENE HOLIDAY PARK PLAN OF MANAGEMENT

DRG TITLE: PROPOSED IMPROVEMENT PLAN - OPTION B (EASTERN ENTRY & EXIT / WESTERN EXIT)

DATE: APRIL 2014

CLIENT: N.S.W CROWN HOLIDAY PARKS TRUST

JOB No: 13.33

DRG No: MG-05a

AS SCALE: 1:500

RESIDENTIAL DEVELOPMENT

TWEED STREET

OLD PACIFIC HIGHWAY

NEWBERRY PARADE

LOT 7005
DP 1113421

LOT 20
DP 1143966

LOT 409
DP 728650

LOW RAIL FENCE

1.8m LAPPED AND CAPPED

PAILING FENCE

TYPICAL LOW RAIL FENCE

FORESHORE PATHWAY

BRUNSWICK RIVER

BRUNSWICK BOAT HARBOUR

0m 12m 24m 36m 48m 60m

KEY

LOW RAIL FENCE

1.8m LAPPED AND CAPPED

PAILING FENCE

i-site
APPENDIX E  Summary of Amendments from 2010 Exhibition of Draft Plan of Management – Massy-Greene Holiday Park
Summary of Amendments from 2010 Exhibition of Draft Plan of Management
Massy-Greene Holiday Park

Background

Draft Plans of Management for Massy Green, Terrace Reserve, Banner and Terrace Parks were exhibited for 8 weeks in 2010. A total of 280 submissions were received, in addition to feedback from a community forum attended by representatives from 35 community organizations, Byron Shire Council, Crown Lands and the Trust.

Massy-Greene Submissions

A total of 31 amendments were recommended at the community forum. The Trust made 19 changes to the draft Plans of Management, however, did not support 12 recommendations.

7 key issues were raised via the public exhibition process. The Trust made 5 changes to the draft Plans of Management, however, did not support 2 recommendations.

The key issues raised and addressed by the Trust are detailed below.

<table>
<thead>
<tr>
<th>Reserve</th>
<th>Source</th>
<th>Issue</th>
<th>Addressed</th>
</tr>
</thead>
<tbody>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Need a boat ramp for non-powered craft</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Car parking at boat harbour / yacht club turning circle</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Beautification of western end of park &amp; boat harbour</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>There is only 10% of open recreation space</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Foreshore access very important for the community</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Review requirement for onsite manager &amp; residence</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Turning into Tweed street access</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Entry to park via western end - Will need to go to the BSC Traffic Committee</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>There is a car parking issue in and outside the park</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Use some of the land at the east end of Massy-Greene for canoe launching access and parking</td>
<td>×</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Continuation of pathway &amp; public access</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Public Access along foreshore continuation of pathway</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>The proposed accommodation mix and the loss of tent sites, especially on the waterfront</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Negative social consequences of increased cost of accommodation, different market will come</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Stage the Installation of new cabins to minimise adverse effect</td>
<td>✓</td>
</tr>
<tr>
<td>Organization</td>
<td>Event Date</td>
<td>Summary</td>
<td>Approved?</td>
</tr>
<tr>
<td>--------------</td>
<td>------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>No swimming pool</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>No amphitheatre</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>OK to incorporate encroached land at southern end of Massy-Greene into park</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Car parking in Tweed St @ road end</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>More car parking in front of Mona lane</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>The western boundary should have a 10m setback</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Eastern end gazetted road should have a 10m setback</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>There should only be tents on the foreshore ie retain as is</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Cabins should be second row back move back from waterfront</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Sites on Water front (no cabins) at Eastern end</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Use some or all Lot 7005 at western end @ Massy for boating activities, canoe launching &amp; storage and parking.</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Forum</td>
<td>Small boat &amp; paddle craft storage</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Exhibition</td>
<td>Additional cabins on the waterfront will result in fewer sites.</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Exhibition</td>
<td>Do not want pool, games room or amphitheatre, but do need upgrade of shower/toilet and managers residence</td>
<td>✓</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Exhibition</td>
<td>The loss of sites to cabins will prevent traditional family gatherings in the same manner that has occurred for decades.</td>
<td>✗</td>
</tr>
<tr>
<td>MGHP</td>
<td>2010 Exhibition</td>
<td>The land of the western side of the park should not be included in the operational area of the park.</td>
<td>✗</td>
</tr>
<tr>
<td>General</td>
<td>2010 Forum</td>
<td>The &quot;Simple Pleasures&quot; message not reflected in the POMs.</td>
<td>✓</td>
</tr>
<tr>
<td>General</td>
<td>2010 Forum</td>
<td>Cabins to be 10% of Park sites</td>
<td>✗</td>
</tr>
<tr>
<td>General</td>
<td>2010 Forum</td>
<td>Permanents to be 30% of park sites</td>
<td>✗</td>
</tr>
<tr>
<td>General</td>
<td>2010 Exhibition</td>
<td>Lack of visitor and boat parking in Holiday Park to meet requirements of park users.</td>
<td>✓</td>
</tr>
<tr>
<td>General</td>
<td>2010 Exhibition</td>
<td>The affect of development on laidback 'fishing village' and the 'simple pleasures' theme of the town which is not like Byron Bay.</td>
<td>✓</td>
</tr>
<tr>
<td>General</td>
<td>2010 Exhibition</td>
<td>Concerns that long term residents will be displaced.</td>
<td>✓</td>
</tr>
<tr>
<td>General</td>
<td>2010 Exhibition</td>
<td>Do not see the need for pool or cabins at Massy-Greene.</td>
<td>✓</td>
</tr>
</tbody>
</table>
Submissions Report

DRAFT PLANS OF MANAGEMENT

Massy Greene Holiday Park
Terrace Reserve Holiday Park
Ferry Reserve Holiday Park
Brunswick Heads Foreshore Public Reserves

March 2014
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   1.4 NSWCHPT Website....................................................................................................................... 3
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6 Recommendations ............................................................................................................................. 13
1 **Background**

At the Board Meeting 27 November 2013, the Board resolved to recommend that the Minister approve the public exhibition of the Draft Plans of Management for the Brunswick Heads Holiday Parks and Foreshore Reserves.

The Minister for Trade and Investment authorised the exhibition of the draft plans on 17 December 2013.

1.1 **Exhibition Requirements under the Crown Lands Act and Reserve Trust Handbook**

The draft plan of management must be exhibited for at least 28 days and notified in the Government Gazette and a newspaper with local or state circulation, to give people the opportunity to submit their views on its form and content.

The Trust elected to place the draft Plans of Management on exhibition for two months to provide the community and visitors with adequate time to review the plans and make submissions.

1.2 **Advertising**

Notices advising of the public exhibition of the plans of management were placed in the following publications:

- NSW Government Gazette 20 December 2013
- Northern Star Saturday 21 December 2013
- Byron Shire Echo 31 December 2013
- Byron Shire News 26 December 2013

1.3 **Media Releases**

Media releases were provided as follows:

- Notification of commencement of public exhibition 31 December 2013
- Notification of Information sessions 9 January 2014

1.4 **NSWCHPT Website**

- Draft Plans of Management were placed on the NSWCHPT web-site via a link to the NCHP web-site on 21 December 2013.

- The following information was included on the web-site:
  - Draft Plans of Management for each holiday park and one for the combined community reserves
  - Trust responses to Byron Shire Council enquiries and media coverage
  - Frequently asked questions and information

1.5 **Stakeholder Notification**

- Individual letters were sent to major stakeholders advising them of the exhibition of the documents. The letter contained information on the Trust and advised the timing of public
information sessions. Stakeholders were advised of the process for making submissions and seeking further information from the Trust.

### 1.6 Public Information Sessions

- Public Information sessions were held on the 15th of January and 1st of February. The information sessions were aligned with community events to ensure high participation rates. Both information sessions were well attended with media reporting hundreds in attendance.
- Parts of the public information sessions were recorded by the Echo Newspaper with coverage released on their web-site. An interview of Jim Bolger, General Manager North Coast Holiday Parks, was also performed and included on the web-site.

### 1.7 Byron Shire Council Briefing

- A briefing was provided to Byron Shire Council on 30 January 2014. This briefing allowed councillors and senior staff to ask questions regarding content to enable an informed submission to be prepared.

### 1.8 Briefing – Don Page MP

- A meeting was held with the Local Member and Local Government Minister Don Page. The Minister was provided with an update on the progress of the exhibition and an overview of where the Trust was proceeding to completion.

### 2 Media Coverage and Publicity

#### 2.1 Television

- Television coverage was performed by the NBN network. This included filming of the reserves and draft concept plans, and an interview with the General Manager North Coast Holiday Parks.

#### 2.2 Print Media

- There was significant media coverage by the Byron Shire Echo with a general negative theme regarding the draft plans. Significant misinformation was included in both articles and letters to the editor. The Trust responded to articles but not all were printed. All responses were included on the Trust web-site.
- Articles were also included in other local papers and the Sydney Morning Herald.

### 3 NSW CHPT Communication Strategy

The NSWCHPT Communications Strategy for Brunswick Heads was adopted by the Trust Board on 27 November 2013. The strategy identified the major stakeholders and issues which were expected to arise during the exhibition period. A number of consultation strategies were included to ensure that the local community and visitors to the area were able to view the plans and make comment.
Version 2 – Post Audit

These included public information sessions, media releases, meeting with Council, letters to major stakeholders and interviews with the media. The Trust web-site was continually updated to provide responses to the media articles and misinformation that was being encouraged by sections of the community and media.

4 Submissions Data

A total of 158 submissions were received raising 1425 individual issues. The issues raised have been summarised into 173 categories.

There is some duplication of issues across different reserves. It is noted that several issue categories apply to two or more reserves. As each Plan of Management is a stand alone document, there has been some duplication of issue categories resulting in a total of 206 issues being recorded. The breakdown of issues raised by reserve is provided below, including general issues.

<table>
<thead>
<tr>
<th>Reserve</th>
<th>Number of Issues Raised</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreshore Reserves</td>
<td>52</td>
</tr>
<tr>
<td>Terrace Reserve HP</td>
<td>48</td>
</tr>
<tr>
<td>Massy Greene HP</td>
<td>44</td>
</tr>
<tr>
<td>Ferry Reserve HP</td>
<td>27</td>
</tr>
<tr>
<td>General Submissions</td>
<td>35</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>206</strong></td>
</tr>
</tbody>
</table>

4.1 Petitions

Two petitions were received.

Foreshore Protection Group.

The petition comprised 156 signatures from people who support the retention and maintenance of our grassed parklands and do not support the construction of NCHP’s proposed timber deck on the riverbank in Banner Park or the proposed 2m wide all weather pathways through our public parklands. It also include 151 signatures from people who support Byron Shire Council’s proposed Caravan Park Boundaries detailed in August 2012 Licence agreements and do not support the proposed boundaries in NCHP draft POMs.

These matters are addressed in the submissions assessment.

Mr Jim Dodd (Change.org petition )

The petition had 2095 supporters as at 25 February 2014. The petition included the following objections

We strongly object to and reject NSWCHPT and NCHP’s plans because they:
1. Refuse to re-instate the foreshore walkway along Simpson’s Creek adjoining the Terrace caravan park. Management has allowed this to be blocked/barricaded by caravans and 12 moveable dwellings that could all be relocated within the park. Instead they want to take the whole length of the foreshore into the caravan park and fence it off for the exclusive use of their clientele.

2. Plan to expand caravan park activities onto the foreshore land at Ferry Reserve and restrict access to the public boat ramp.

3. Refuse to get off illegally occupied land at Massy Greene caravan park, zoned for Maritime Purposes for use by the wider community. This is prime foreshore land adjoining the Brunswick Boat Harbour.

4. Refuse to develop their caravan parks within the boundaries set by our local Council. Those boundaries have been set to keep the foreshores in the public interest and not for the exclusive use of caravan park clientele.

These matters are addressed in the submissions assessment.

5 Assessment of Submissions

A detailed summary of submissions received is provided in Appendix 1. For each issue raised, the submissions summary:

- Includes a specific reference number
- Identifies whether the submission relates to a specific reserve or is a general comment
- Identifies the relevant issue category
- Provides a summary of the issue
- Provides the Trust’s comments
- Provides a recommendation for amendment of the draft Plans of Management. If no amendment is proposed, a recommendation of “No Change” is provided.

5.1 Issues Raised in General Submissions

Thirty-five general issues were raised in relation to the Trust’s proposals across the draft Plans of Management. Five recommendations are made with respect to the general issues raised.

Where the Trust has recommended a change, the issue is highlighted in the following table. Issues that are not highlighted are those where the recommendation is that no change is made to the exhibited plans.

Where a recommendation is indicated for a particular issue, it does not necessarily mean that the claim or request in the submission is supported.

<table>
<thead>
<tr>
<th>Issue Number</th>
<th>Issue Categories – General</th>
<th>Number of Submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Comply with Council licence conditions and regulations</td>
<td>40</td>
</tr>
<tr>
<td>43</td>
<td>Maintain public access to and along the foreshore</td>
<td>35</td>
</tr>
<tr>
<td>140</td>
<td>Retain 30% of sites for permanent residents</td>
<td>27</td>
</tr>
<tr>
<td>75</td>
<td>No restriction on public access though holiday parks</td>
<td>12</td>
</tr>
<tr>
<td>59</td>
<td>No fencing of holiday parks or reserves</td>
<td>9</td>
</tr>
<tr>
<td>92</td>
<td>Privatisation of foreshore</td>
<td>7</td>
</tr>
<tr>
<td>48</td>
<td>Maintenance and presentation of foreshore reserves</td>
<td>6</td>
</tr>
<tr>
<td>38</td>
<td>Lack of pedestrian connectivity</td>
<td>4</td>
</tr>
<tr>
<td>41</td>
<td>Locate pathways away from foreshore</td>
<td>4</td>
</tr>
<tr>
<td>97</td>
<td>Provide additional car parking within holiday parks</td>
<td>3</td>
</tr>
<tr>
<td>132</td>
<td>Restrict access for large vans and fifth wheelers</td>
<td>3</td>
</tr>
</tbody>
</table>
5.2 Issues Raised in Submissions for Terrace Reserve Holiday Park

Forty-eight issues were raised in relation to the Trust’s proposals for the draft Plan of Management for Terrace Reserve. Nine recommendation are made with respect to the issues raised.

<table>
<thead>
<tr>
<th>Issue Number</th>
<th>Issue Categories – Terrace Reserve Holiday Park</th>
<th>Number of Submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>108</td>
<td>Provide public access to and along the foreshore at Terrace Reserve</td>
<td>78</td>
</tr>
<tr>
<td>47</td>
<td>Maintain public access to the car park and footbridge at the entry to Terrace Reserve Holiday Park</td>
<td>33</td>
</tr>
<tr>
<td>52</td>
<td>Natural attrition for vacating long term sites at Terrace</td>
<td>29</td>
</tr>
<tr>
<td>59</td>
<td>No fencing of holiday parks or reserves</td>
<td>29</td>
</tr>
<tr>
<td>131</td>
<td>Restore Simpsons Creek Foreshore</td>
<td>29</td>
</tr>
<tr>
<td>17</td>
<td>Comply with Council licence conditions and regulations</td>
<td>24</td>
</tr>
<tr>
<td>125</td>
<td>Remove structures from Terrace Reserve foreshore sites</td>
<td>22</td>
</tr>
<tr>
<td>22</td>
<td>Demolish and rebuild main amenities in southern precinct away from private residences</td>
<td>15</td>
</tr>
<tr>
<td>75</td>
<td>No restriction on public access though holiday parks</td>
<td>14</td>
</tr>
<tr>
<td>136</td>
<td>Restrict use of Terrace Southern Precinct to soft camping during Christmas and Easter only</td>
<td>14</td>
</tr>
<tr>
<td>94</td>
<td>Protection of Vegetation in Reserves</td>
<td>13</td>
</tr>
<tr>
<td>99</td>
<td>Provide additional parking within Terrace Reserve holiday park</td>
<td>10</td>
</tr>
<tr>
<td>110</td>
<td>Provide traffic calming at junction of The Terrace and Nana Street</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Count</td>
</tr>
<tr>
<td>---</td>
<td>------------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>117</td>
<td>Relocate Terrace Southern Camp Kitchen</td>
<td>9</td>
</tr>
<tr>
<td>149</td>
<td>Soft camping only in Terrace Southern Precinct</td>
<td>8</td>
</tr>
<tr>
<td>40</td>
<td>Locate new relocatable amenities in Terrace Southern precinct further from residences</td>
<td>6</td>
</tr>
<tr>
<td>140</td>
<td>Retain 30% of sites for permanent residents</td>
<td>6</td>
</tr>
<tr>
<td>132</td>
<td>Restrict access for large vans and fifth wheelers</td>
<td>5</td>
</tr>
<tr>
<td>173</td>
<td>Widen the Brunswick Terrace road reserve</td>
<td>5</td>
</tr>
<tr>
<td>19</td>
<td>Consult on Terrace Reserve Fence</td>
<td>4</td>
</tr>
<tr>
<td>73</td>
<td>No reduction in number of sites at TRHP</td>
<td>4</td>
</tr>
<tr>
<td>82</td>
<td>Object to Proposed Waste Compound at Terrace Reserve</td>
<td>4</td>
</tr>
<tr>
<td>135</td>
<td>Restrict use of Terrace Southern Precinct to soft camping</td>
<td>3</td>
</tr>
<tr>
<td>166</td>
<td>Use land made available by removal of encroachments on the Terrace for parking, bike track etc</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>Allow small groups and families only at Terrace Reserve HP</td>
<td>2</td>
</tr>
<tr>
<td>12</td>
<td>Provide buffer zones and setbacks from boundaries</td>
<td>2</td>
</tr>
<tr>
<td>30</td>
<td>Formalise existing creek / beach access near site 122 Terrace Reserve</td>
<td>2</td>
</tr>
<tr>
<td>87</td>
<td>Park entry /exit Terrace</td>
<td>2</td>
</tr>
<tr>
<td>118</td>
<td>Remove amenities blocks from Terrace Reserve Southern precinct</td>
<td>2</td>
</tr>
<tr>
<td>134</td>
<td>Restrict number of cabins</td>
<td>2</td>
</tr>
<tr>
<td>20</td>
<td>Convert disused Simpsons Creek Park tennis courts for another public use or revegetation</td>
<td>1</td>
</tr>
<tr>
<td>62</td>
<td>No increase to size of sites at Terrace Reserve</td>
<td>1</td>
</tr>
<tr>
<td>71</td>
<td>No reduction in number of amenities buildings at TRHP</td>
<td>1</td>
</tr>
<tr>
<td>74</td>
<td>No removal of Holiday Vans</td>
<td>1</td>
</tr>
<tr>
<td>81</td>
<td>Object to development of Terrace Reserve Southern precinct on environmental grounds</td>
<td>1</td>
</tr>
<tr>
<td>84</td>
<td>Oppose upgrade of Simpsons Creek beach access</td>
<td>1</td>
</tr>
<tr>
<td>91</td>
<td>Private Matter</td>
<td>1</td>
</tr>
<tr>
<td>116</td>
<td>Relocate Terrace Reserve residence and reception</td>
<td>1</td>
</tr>
<tr>
<td>127</td>
<td>Renovate Terrace Reserve Managers residence</td>
<td>1</td>
</tr>
<tr>
<td>137</td>
<td>Restrict use of Terrace Southern Precinct to soft camping during Christmas and Easter, and NSW public School holidays only</td>
<td>1</td>
</tr>
<tr>
<td>151</td>
<td>Support foreshore pathways</td>
<td>1</td>
</tr>
<tr>
<td>153</td>
<td>Support increase size of sites at Terrace Reserve</td>
<td>1</td>
</tr>
<tr>
<td>159</td>
<td>Support application of sustainability measures</td>
<td>1</td>
</tr>
<tr>
<td>161</td>
<td>The impact on the Cape Byron Marine Park has not been assessed</td>
<td>1</td>
</tr>
<tr>
<td>164</td>
<td>Two additional cabins at Terrace Reserve are accessible</td>
<td>1</td>
</tr>
<tr>
<td>168</td>
<td>Use of southern precinct at Terrace Reserve</td>
<td>1</td>
</tr>
<tr>
<td>170</td>
<td>Use southern precinct at Terrace Reserve Holiday Park for public recreation</td>
<td>1</td>
</tr>
<tr>
<td>172</td>
<td>Widen foreshore pathways</td>
<td>1</td>
</tr>
</tbody>
</table>
5.3 Issues Raised in Submissions for Massy Greene Holiday Park

Forty-four issues were raised in relation to the Trust’s proposals for the draft Plan of Management for Massy Greene. Six recommendations are made with respect to the issues raised.

<table>
<thead>
<tr>
<th>Issue Number</th>
<th>Issue Categories – Massy Greene Holiday Park</th>
<th>Number of Submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>85</td>
<td>Oppose use of all or part of Lot 7005 at Massy Greene for Holiday Park Purposes</td>
<td>47</td>
</tr>
<tr>
<td>1</td>
<td>Access and parking Boat Harbour foreshore</td>
<td>27</td>
</tr>
<tr>
<td>56</td>
<td>No cabins on the foreshore at Massy Greene</td>
<td>18</td>
</tr>
<tr>
<td>72</td>
<td>No reduction in number of sites at Massy Greene</td>
<td>15</td>
</tr>
<tr>
<td>17</td>
<td>Comply with Council licence conditions and regulations</td>
<td>13</td>
</tr>
<tr>
<td>113</td>
<td>Relocate Massy Greene sewer pump station</td>
<td>13</td>
</tr>
<tr>
<td>98</td>
<td>Provide additional parking within Massy Greene holiday park</td>
<td>11</td>
</tr>
<tr>
<td>29</td>
<td>Extend hailstone pathway around eastern end of Massy Greene</td>
<td>10</td>
</tr>
<tr>
<td>70</td>
<td>No power heads on the foreshore.</td>
<td>10</td>
</tr>
<tr>
<td>77</td>
<td>No Two Storey Buildings</td>
<td>8</td>
</tr>
<tr>
<td>101</td>
<td>Provide community facilities in Boat Harbour</td>
<td>7</td>
</tr>
<tr>
<td>45</td>
<td>Maintain public access to and along the foreshore at Massy Greene</td>
<td>6</td>
</tr>
<tr>
<td>140</td>
<td>Retain 30% of sites for permanent residents</td>
<td>6</td>
</tr>
<tr>
<td>111</td>
<td>Redesign western end of holiday park and boat harbour precinct to provide additional public open space, parking, public toilets, boat/kayak storage, and public pathway</td>
<td>5</td>
</tr>
<tr>
<td>114</td>
<td>Relocate Massy Greene waste storage area</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>Additional public parking at Massey</td>
<td>3</td>
</tr>
<tr>
<td>33</td>
<td>Improve access and community facilities in Boat Harbour</td>
<td>3</td>
</tr>
<tr>
<td>58</td>
<td>No fencing of foreshore sites at Massy Greene</td>
<td>2</td>
</tr>
<tr>
<td>65</td>
<td>No new internal road for waterfront sites at Massy Greene</td>
<td>2</td>
</tr>
<tr>
<td>66</td>
<td>No on site Managers residence at Massy Greene</td>
<td>2</td>
</tr>
<tr>
<td>74</td>
<td>No removal of Holiday Vans</td>
<td>2</td>
</tr>
<tr>
<td>86</td>
<td>Overdevelopment</td>
<td>2</td>
</tr>
<tr>
<td>90</td>
<td>Prefer western entry option Massy Greene</td>
<td>2</td>
</tr>
<tr>
<td>142</td>
<td>Retain eastern entry to Massy Greene</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>Allow boats on the foreshore</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>Bin storage area must be set back 10m from road</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>Boundary fencing at Massy Greene</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>Provide buffer zones and setbacks from boundaries</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>Camp Kitchen/BBQ facility closer to sites at Massy Greene</td>
<td>1</td>
</tr>
<tr>
<td>15</td>
<td>Clarify plans for boat harbour precinct</td>
<td>1</td>
</tr>
<tr>
<td>39</td>
<td>Less cabins on the foreshore at Massy Greene</td>
<td>1</td>
</tr>
<tr>
<td>50</td>
<td>Massy-Greene was bequeathed for community use</td>
<td>1</td>
</tr>
<tr>
<td>75</td>
<td>No restriction on public access though holiday parks</td>
<td>1</td>
</tr>
<tr>
<td>76</td>
<td>No structures within 10 of foreshore including slabs and BBQs</td>
<td>1</td>
</tr>
<tr>
<td>79</td>
<td>No upgrade of Massy Greene HP</td>
<td>1</td>
</tr>
<tr>
<td>120</td>
<td>Remove holiday vans</td>
<td>1</td>
</tr>
<tr>
<td>121</td>
<td>Remove infrastructure from road reserve at Massy Greene</td>
<td>1</td>
</tr>
<tr>
<td>132</td>
<td>Restrict access for large vans and fifth wheelers</td>
<td>1</td>
</tr>
<tr>
<td>134</td>
<td>Restrict number of cabins</td>
<td>1</td>
</tr>
</tbody>
</table>
5.4 Issues Raised in Submissions for Ferry Reserve Holiday Park

Twenty-seven issues were raised in relation to the Trust’s proposals for the draft Plan of Management for Ferry Reserve. Seven recommendations are made with respect to the issues raised.

<table>
<thead>
<tr>
<th>Issue Number</th>
<th>Issue Categories – Ferry Reserve Holiday Park</th>
<th>Number of Submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>46</td>
<td>Maintain public access to Ferry Reserve boat ramp</td>
<td>34</td>
</tr>
<tr>
<td>119</td>
<td>Remove foreshore sites and internal road from Ferry Reserve Holiday Park and provide for public access and recreation</td>
<td>29</td>
</tr>
<tr>
<td>169</td>
<td>Use of the former Fins Restaurant building</td>
<td>15</td>
</tr>
<tr>
<td>112</td>
<td>Relocate Ferry Reserve sewer pump station</td>
<td>13</td>
</tr>
<tr>
<td>5</td>
<td>Address foreshore bank erosion at Ferry Reserve</td>
<td>10</td>
</tr>
<tr>
<td>155</td>
<td>Support provision of accessible sites and facilities at Ferry Reserve</td>
<td>10</td>
</tr>
<tr>
<td>133</td>
<td>Restrict access to Riverside Crescent foreshore</td>
<td>6</td>
</tr>
<tr>
<td>94</td>
<td>Protection of Vegetation in Reserves</td>
<td>4</td>
</tr>
<tr>
<td>13</td>
<td>Build accessibility into Ferry Reserve Recreational area</td>
<td>3</td>
</tr>
<tr>
<td>54</td>
<td>No Bowling Green in Ferry Reserve</td>
<td>3</td>
</tr>
<tr>
<td>132</td>
<td>Restrict access for large vans and fifth wheelers</td>
<td>3</td>
</tr>
<tr>
<td>140</td>
<td>Retain 30% of sites for permanent residents</td>
<td>3</td>
</tr>
<tr>
<td>69</td>
<td>No pool</td>
<td>2</td>
</tr>
<tr>
<td>104</td>
<td>Provide path along Ferry Reserve foreshore</td>
<td>2</td>
</tr>
<tr>
<td>106</td>
<td>Provide primitive camping on Old Pacific Highway site</td>
<td>2</td>
</tr>
<tr>
<td>122</td>
<td>Remove power heads from foreshore sites at Ferry Reserve</td>
<td>2</td>
</tr>
<tr>
<td>148</td>
<td>Soft camping on Ferry foreshore sites</td>
<td>2</td>
</tr>
<tr>
<td>160</td>
<td>The 4 proposed new cabins all be accessible cabins</td>
<td>2</td>
</tr>
<tr>
<td>23</td>
<td>Develop additional short term sites on old Pacific Highway</td>
<td>1</td>
</tr>
<tr>
<td>28</td>
<td>Exclude holiday park from land zoned E2 Environmental Conservation</td>
<td>1</td>
</tr>
<tr>
<td>42</td>
<td>Maintain emergency access through Ferry Reserve for flood evacuation</td>
<td>1</td>
</tr>
<tr>
<td>44</td>
<td>Maintain public access to and along the foreshore at Ferry Reserve</td>
<td>1</td>
</tr>
<tr>
<td>51</td>
<td>Move sites back from the foreshore at Ferry Reserve</td>
<td>1</td>
</tr>
<tr>
<td>83</td>
<td>Open playing fields at Ferry Reserve. No recreation area</td>
<td>1</td>
</tr>
<tr>
<td>89</td>
<td>POM should not authorise leases and licences</td>
<td>1</td>
</tr>
<tr>
<td>95</td>
<td>Provide a car wash facility</td>
<td>1</td>
</tr>
<tr>
<td>107</td>
<td>Provide public access through Ferry Reserve Holiday Park</td>
<td>1</td>
</tr>
</tbody>
</table>
5.5 **Issues Raised Submissions for Brunswick Heads Foreshore Public Reserves**

Fifty-two issues were raised in relation to the Trust’s proposals for the draft Plan of Management for the Foreshore Public Reserves. Twenty-one recommendations are made with respect to the issues raised.

<table>
<thead>
<tr>
<th>Issue Number</th>
<th>Issue Category</th>
<th>Number of Submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>53</td>
<td>No boardwalk and deck in Banner Park</td>
<td>35</td>
</tr>
<tr>
<td>57</td>
<td>No car park at Torakina Park</td>
<td>29</td>
</tr>
<tr>
<td>144</td>
<td>Retain Terrace Park playground in its current location</td>
<td>27</td>
</tr>
<tr>
<td>36</td>
<td>Improvements to Memorial Park</td>
<td>21</td>
</tr>
<tr>
<td>37</td>
<td>Keep Torakina as natural as possible</td>
<td>21</td>
</tr>
<tr>
<td>126</td>
<td>Renovate Terrace Park Amenities and Facilities</td>
<td>21</td>
</tr>
<tr>
<td>128</td>
<td>Renovate Torakina Amenities</td>
<td>19</td>
</tr>
<tr>
<td>24</td>
<td>Do not expand the Banner Park playground</td>
<td>18</td>
</tr>
<tr>
<td>64</td>
<td>No lighting or security cameras</td>
<td>18</td>
</tr>
<tr>
<td>67</td>
<td>No pathways in reserves</td>
<td>18</td>
</tr>
<tr>
<td>94</td>
<td>Protection of Vegetation in Reserves</td>
<td>18</td>
</tr>
<tr>
<td>6</td>
<td>Address foreshore erosion and sea wall problems</td>
<td>17</td>
</tr>
<tr>
<td>18</td>
<td>Construct pathways from natural materials</td>
<td>15</td>
</tr>
<tr>
<td>48</td>
<td>Maintenance and presentation of foreshore reserves</td>
<td>13</td>
</tr>
<tr>
<td>123</td>
<td>Remove Simpsons Creek Park tennis courts and revegetate</td>
<td>13</td>
</tr>
<tr>
<td>43</td>
<td>Maintain public access to and along the foreshore</td>
<td>12</td>
</tr>
<tr>
<td>34</td>
<td>Improve accessibility to Simpsons Creek via stairs and ramps</td>
<td>11</td>
</tr>
<tr>
<td>68</td>
<td>No playground in Torakina</td>
<td>11</td>
</tr>
<tr>
<td>138</td>
<td>Restrict vehicle access to Simpsons Creek Park</td>
<td>11</td>
</tr>
<tr>
<td>41</td>
<td>Locate pathways away from foreshore</td>
<td>10</td>
</tr>
<tr>
<td>103</td>
<td>Provide kayak / canoe launching facility at Simpsons Creek Park</td>
<td>10</td>
</tr>
<tr>
<td>129</td>
<td>Replace missing Norfolk pines in Banner Park</td>
<td>8</td>
</tr>
<tr>
<td>78</td>
<td>No upgrade of foreshore public reserves</td>
<td>7</td>
</tr>
<tr>
<td>60</td>
<td>No Foreshore Pathway Mona Lane Foreshore</td>
<td>4</td>
</tr>
<tr>
<td>105</td>
<td>Provide play / sport equipment in Torakina Park</td>
<td>4</td>
</tr>
<tr>
<td>130</td>
<td>Replace Torakina amenities</td>
<td>4</td>
</tr>
<tr>
<td>145</td>
<td>Safety Audit Out of Date</td>
<td>4</td>
</tr>
<tr>
<td>157</td>
<td>Support Torakina Foreshore pathway</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>Additional parking at Torakina</td>
<td>3</td>
</tr>
<tr>
<td>100</td>
<td>Provide all abilities playground</td>
<td>3</td>
</tr>
<tr>
<td>152</td>
<td>Support habitat restoration plan at Torakina Reserve</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Additional lighting in Banner Park</td>
<td>2</td>
</tr>
<tr>
<td>20</td>
<td>Convert disused Simpsons Creek Park tennis courts for another public use or revegetation</td>
<td>2</td>
</tr>
<tr>
<td>25</td>
<td>Do not replace missing Norfolk Pines Banner Park</td>
<td>2</td>
</tr>
<tr>
<td>38</td>
<td>Lack of pedestrian connectivity</td>
<td>2</td>
</tr>
<tr>
<td>63</td>
<td>No kiosk at Torakina Park</td>
<td>2</td>
</tr>
<tr>
<td>102</td>
<td>Provide drinking fountains and bike racks in reserves</td>
<td>2</td>
</tr>
<tr>
<td>147</td>
<td>Sculpture walk for foreshore reserves</td>
<td>2</td>
</tr>
<tr>
<td>154</td>
<td>Support proposed boardwalk and Deck at Banner Park</td>
<td>2</td>
</tr>
<tr>
<td>158</td>
<td>Support upgrade of Banner Park</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>Allow public art on the Torakina Amenities</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>---</td>
</tr>
<tr>
<td>26</td>
<td>Ensure appropriate emergency access to Torakina Beach and southern rock wall</td>
<td>1</td>
</tr>
<tr>
<td>27</td>
<td>Ensure appropriate pedestrian access to Torakina Beach and southern rock wall</td>
<td>1</td>
</tr>
<tr>
<td>35</td>
<td>Improve lighting in reserves</td>
<td>1</td>
</tr>
<tr>
<td>61</td>
<td>No hard surfacing around playground</td>
<td>1</td>
</tr>
<tr>
<td>80</td>
<td>NSW CHPT take over responsibility for management and maintenance of the Simpsons Creek footbridge</td>
<td>1</td>
</tr>
<tr>
<td>96</td>
<td>Provide accessible pathways</td>
<td>1</td>
</tr>
<tr>
<td>115</td>
<td>Relocate Pirate boat and Jetty</td>
<td>1</td>
</tr>
<tr>
<td>124</td>
<td>Remove storage shed from Banner Park</td>
<td>1</td>
</tr>
<tr>
<td>163</td>
<td>Tourist coach parking Simpsons Creek Reserve</td>
<td>1</td>
</tr>
<tr>
<td>167</td>
<td>Use natural rock paving and stepping stones for pathways</td>
<td>1</td>
</tr>
<tr>
<td>171</td>
<td>Water theme playground</td>
<td>1</td>
</tr>
</tbody>
</table>
## 6 Recommendations

<table>
<thead>
<tr>
<th>Reserve</th>
<th>Issue No.</th>
<th>Issue Category</th>
<th>Comment</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRHP</td>
<td>20</td>
<td>Convert disused Simpsons Creek Park tennis courts for another public use or revegetation</td>
<td>Larger sites will provide more room for on site parking of guests vehicles than currently exists. Also number of sites reducing from 198 to 167. The removal of 18 sites from the southern precinct to remedy a road encroachment will provide the capacity for 60 additional public car parking spaces to be available on The Terrace road reserve. The disused tennis courts may be an option for overflow parking, however other submissions support public recreation / revegetation of this space.</td>
<td>Ensure that the POM authorises the use of the disused tennis courts to the south of the TRHP for car parking, revegetation and other public recreation uses pending the Trusts future consideration of the best use of this space</td>
</tr>
<tr>
<td>TRHP</td>
<td>22</td>
<td>Demolish and rebuild main amenities in southern precinct away from private residences</td>
<td>The existing main amenities is structurally sound and replacement in another location would cost in the order of $500,000. Measures to screen the building and reduce amenity impacts on residents can be included in the POM</td>
<td>Include measures to screen the main amenities in Terrace Reserve Southern Precinct from residents and reduce amenity impacts</td>
</tr>
<tr>
<td>TRHP</td>
<td>30</td>
<td>Formalise existing creek / beach access near site 122 Terrace Reserve</td>
<td>The POM could authorise the investigation of formalising the existing canoe / kayak launching facility near site 122 Simpsons Creek in conjunction with the foreshore restoration project</td>
<td>The POM authorise the investigation of formalising the existing canoe / kayak launching facility near site 122 Simpsons Creek in conjunction with the foreshore restoration project</td>
</tr>
<tr>
<td>TRHP</td>
<td>40</td>
<td>Locate new relocatable amenities in Terrace Southern precinct further from residences</td>
<td>The amenities could be relocated to the southern most part of the site which would have some visual screening from existing vegetation. The change would result in the net loss of 1-2 sites due to the minimum buffer required between the building and sites, and would require extension of water sewer and power</td>
<td>Locate the new southern relocatable amenities building in the southernmost section of the holiday park</td>
</tr>
<tr>
<td>TRHP</td>
<td>47</td>
<td>Maintain public access to the car park and footbridge at the entry to Terrace Reserve Holiday Park</td>
<td>There will be no change to the current public access to either the footbridge or the adjacent car park. The car park will continue to be part of the holiday park allocation of visitor parking while also having no restriction on use by the general public. No changes to this arrangement are proposed and the POM specifically authorises the use of this area for both public and visitor parking. The trust is proposing to construct a footpath from the town side of the footbridge past the Terrace Park playground to the crossing at The Terrace. This path will provide a safer alternative route for pedestrians wanting to avoid walking through the car park. Provide additional emphasis in the POM document and drawings to clearly indicate that the car park is available for parking by the general public and pedestrian access to and from the footbridge.</td>
<td></td>
</tr>
<tr>
<td>TRHP</td>
<td>59</td>
<td>No fencing of holiday parks or reserves</td>
<td>Measures such as landscaping and continued use of security cameras are proposed to improve security. Access restrictions will only occur if and when it becomes necessary to fence to park for safety or security reasons - as a last resort. Continued unfettered access for the general public to Simpsons Creek via the holiday park can not be guaranteed. The Trust could relax restrictions while retaining the ability to impose restrictions if required. Provide a landscape design to show the intended treatment of the boundary that will be provided in preference to fencing. More clearly describe measures other than fencing that will be implemented in preference to fencing. Specify in the POM that fencing will only occur as a last resort. Modify access protocol to relax restrictions and allow public access for longer hours throughout the entire year while retaining the ability to apply reasonable restrictions if required.</td>
<td></td>
</tr>
<tr>
<td>TRHP</td>
<td>82</td>
<td>Object to Proposed Waste Compound at Terrace Reserve</td>
<td>The proposed relocation of the waste storage area will impact guests who have not previously been affected. An alternative location at the rear of the central section of the park adjacent to the primary school bins has been identified that will not impact neighbours. Investigate relocation of waste storage / collection area to the central precinct with access directly from Booyun Street. Retain current waste storage / collection area if Booyun St option can not be implemented.</td>
<td></td>
</tr>
<tr>
<td>TRHP</td>
<td>108</td>
<td>Provide public access to and along the foreshore at Terrace Reserve</td>
<td>The Trust has considered the impact that creation of a foreshore access corridor would have with regard to park operations, site constraints, significant vegetation, and permanent residents. The Trust has made provision for ongoing public access through the holiday park as currently exists, subject to reasonable conditions. Conditional access through TRHP and to Simpsons Creek is provided subject to reasonable conditions. Those conditions are likely to be relaxed from those contained in the draft POM</td>
<td>Specify in the POM that fencing will only occur as a last resort. Modify access protocol to relax restrictions and allow public access for longer hours throughout the entire year while retaining the ability to apply reasonable restrictions if required.</td>
</tr>
<tr>
<td>----------</td>
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<td>---------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>MGHP</td>
<td>1</td>
<td>Access and parking Boat Harbour foreshore</td>
<td>The larger sites will provide more room for on site parking of guests vehicles than currently exists. Also number of sites reducing from 133 to 103. Additional visitor car parking inside park to achieve compliance with Regs. The proposed upgrade will improve public access to the foreshore and not limit access for emergency vehicles</td>
<td>Provide additional car parking capacity in the boat harbour by not constructing a formal car park to the relevant standards and leaving the space available as an open area with no marked spaces.</td>
</tr>
<tr>
<td>MGHP</td>
<td>7</td>
<td>Allow boats on the foreshore</td>
<td>The Trust does not propose to change anything regarding the mooring of boats on the beach.</td>
<td>Specifically authorise temporary mooring or anchoring of boats on the foreshore outside the swimming area.</td>
</tr>
<tr>
<td>MGHP</td>
<td>11</td>
<td>Boundary fencing at Massy Greene</td>
<td>A timber paling fence is proposed along the boundary of the park commencing at the waste storage area, then along the boundary with old Pacific Highway and around the Managers residence. In all other areas, low rail fencing is proposed. The drawings can be modified to more clearly show the location and style of proposed fencing.</td>
<td>Modify the Massy Greene drawings to more clearly show the location and style of proposed fencing.</td>
</tr>
<tr>
<td>Code</td>
<td>Page</td>
<td>Description</td>
<td>Details</td>
<td>Action</td>
</tr>
<tr>
<td>-------</td>
<td>------</td>
<td>------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>MGHP</td>
<td>29</td>
<td>Extend hailstone pathway around eastern end of Massy Greene</td>
<td>This area is road reserve under the control of Council. The extension of the hailstone pathway would require Council approval, however could be undertaken as part of the rehabilitation of the camping sites that are to be vacated at the eastern end of the park.</td>
<td>Investigate with Council the provision of a hailstone pathway in the road reserve at the eastern end of Massy Greene as part of the rehabilitation of the camp site area that is to be vacated.</td>
</tr>
<tr>
<td>MGHP</td>
<td>58</td>
<td>No fencing of foreshore sites at Massy Greene</td>
<td>The draft POM proposes replacement of existing low post and rail fencing with similar fencing in order to delineate the extent of sites and the separation between holiday park and the foreshore public accesses.</td>
<td>More clearly identify and describe the proposed low fencing along the foreshore sites at Massy Greene.</td>
</tr>
<tr>
<td>MGHP</td>
<td>111</td>
<td>Redesign western end of holiday park and boat harbour precinct to provide</td>
<td>The area in question is currently part of the operational area of the licenced holiday park. The trust has reviewed the proposed plans and can accommodate the provision of a public pedestrian access through the holiday park via a redesign of the western precinct. This will achieve separation between pedestrians and vehicles accessing the foreshore while providing an important link between the boat harbour and the foreshore in front of the holiday park.</td>
<td>Modify the design of the western precinct at Massy Greene to provide a separate pedestrian access from the Boat Harbour to the foreshore inside the operational boundary of the park, by revising the layout and design of cabins and sites.</td>
</tr>
<tr>
<td>General</td>
<td>21</td>
<td>Cultural heritage</td>
<td>Searches of the Aboriginal Heritage Information Management System (AHIMS) sites do not indicate the presence of Aboriginal objects and sites. However anecdotal evidence has been presented via submissions and the POM will be modified to include provisions addressing the protection of aboriginal cultural values and objects.</td>
<td>Modify POMs to include provisions addressing the protection of aboriginal cultural values and objects.</td>
</tr>
<tr>
<td>FRHP</td>
<td>5</td>
<td>Address foreshore bank erosion at Ferry Reserve</td>
<td>The POM proposes that the Trust investigate and implement strategies to address erosion and protect and restore the foreshore, and has allocated $200,000 towards this project in the forward capital works program.</td>
<td>More clearly define the proposed foreshore restoration program including concept drawings from the 2007 Geolink study, and the allocation of funds in the forward capital works program.</td>
</tr>
<tr>
<td>FRHP</td>
<td>13</td>
<td>Build accessibility into Ferry Reserve Recreational area</td>
<td>This is a matter for consideration in the detailed design stage, however provision can be made in the POM to facilitate this.</td>
<td>Include provision for the swimming pool and recreation area design at Ferry reserve to include accessibility as a key design consideration</td>
</tr>
<tr>
<td>FRHP</td>
<td>44</td>
<td>Maintain public access to and along the foreshore at Ferry Reserve</td>
<td>Permanent public access is authorised in the POM. Operational issue - however all requests can be complied with. Better location of lighting and picnic tables can be provided to create a better use of the space and more inviting public thoroughfare</td>
<td>Amend the plans for the foreshore management and access precinct at Ferry Reserve to show relocation/upgrade of lighting and picnic tables to provide better use of the space and a more inviting public thoroughfare. Create a 1 metre landscaped corridor on the park side of the boundary to provide an additional setback to ensure campers do not intrude outside the park</td>
</tr>
<tr>
<td>FRHP</td>
<td>46</td>
<td>Maintain public access to Ferry Reserve boat ramp</td>
<td>Ongoing public access to the boat ramp is specifically authorised in the draft POM, subject to a protocol that is required to ensure that the safety, security and welfare of guests and other users is protected. The existing ramp has very limited capacity, and can not meet the demand for boat launching in Brunswick Heads.</td>
<td>Relax restrictions on public access while retaining the ability to apply reasonable conditions of use if required. Consider options for contributing to the upgrade of the Sonny Coles boat ramp.</td>
</tr>
<tr>
<td>FRHP</td>
<td>94</td>
<td>Protection of Vegetation in Reserves</td>
<td>Vegetation management within the reserves and holiday parks will continue to be undertaken in accordance with Council’s Tree Preservation Order and the Native Vegetation Act, informed by the Vegetation Management Plan appended to the POM</td>
<td>The trust will continue to undertake seed collection, compensatory planting and bush regeneration activities to offset any impact from the removal or lopping of native vegetation for safety reasons</td>
</tr>
<tr>
<td>FRHP</td>
<td>95</td>
<td>Provide a car wash facility</td>
<td>Provision for a wash bay could be incorporated into the back of house storage/maintenance areas</td>
<td>Investigate potential to locate a car wash bay near the maintenance shed</td>
</tr>
<tr>
<td>FRHP</td>
<td>169</td>
<td>Use of the former Fins Restaurant building</td>
<td>The building can only be used for a purpose that is authorised by the POM. There are no plans to operate group accommodation for backpackers and the POM can specifically prohibit that activity. Group accommodation is intended to be used by schools and other groups and will be sold as rooms, not individual beds. The wording in the recommendation is taken from the definition of backpacker accommodation in the NSW Standard LEP Instrument</td>
<td>Specifically prohibit the use of the Fins Building for backpacker accommodation by prohibiting the provision of accommodation on a bed or dormitory-style basis (rather than by room).</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>2</td>
<td>Additional lighting in Banner Park</td>
<td>The trust understands that the Woodchop Committee has been gifted lighting that may be suitable for permanent lighting for Banner Park. The impact on neighbouring properties and on the marine park would need to be considered and assessed in consultation with relevant agencies, however provision should be made in the POM for installation of suitable permanent lighting to be undertaken given that the lighting is available free of charge.</td>
<td>Make provision in the POM to specifically authorised installation of permanent lighting in Banner park at the discretion of the trust subject to relevant approval requirements</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>8</td>
<td>Allow public art on the Torakina Amenities</td>
<td>The trust will consider allowing placement of artwork on the Torakina amenities, subject to a number of conditions being met relating to the consistency with the natural them adopted for the reserve, and the proponents undertaking to install, protect and maintain and replace artwork. The Trust has significant concerns about vandalism, and the artists would need to understand and agree that the artwork is placed in the public domain at their own risk.</td>
<td>The trust will consider allowing placement of public artwork on the Torakina amenities, subject to a number of conditions being met by the proponents.</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>24</td>
<td>Do not expand the Banner Park playground</td>
<td>A large playground is proposed due to the high level of use of the reserve by families with younger children. The final design will be determined in consultation with the local school and pre-school. While some play equipment may be accessible for children with limited abilities, a complete all-abilities playground is not proposed</td>
<td>Consult with the local school and pre-school on playground design. Investigate incorporating play equipment that can be used by children with limited abilities</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>25</td>
<td>Do not replace missing Norfolk Pines Banner Park</td>
<td>Norfolks are an introduced species. There is no justification from an environmental or planning perspective to plant replacement trees. The marginal improvement in visual amenity that could be achieved over time does not warrant the significant impact that it would have on the carnival, which has been operating continuously over the xmas -new year period since 1956 and is part of the fabric of the town.</td>
<td>Amend the plan for Banner park to delete the replacement of missing Norfolk Pines from the foreshore.</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>26</td>
<td>Ensure appropriate emergency access to Torakina Beach and southern rock wall</td>
<td>Relocation of the gate is proposed to provide a continuous pedestrian thoroughfare to the southern rock wall and Torakina beach. The Trusts view is that this can occur without compromising access or safety. Relocation of the gate would only occur with the agreement of Marine Rescue NSW, Crown Lands and emergency services.</td>
<td>The POM clarifies that the relocation of the emergency access gate to the Brunswick River southern rock wall only occur with the concurrence of Marine Rescue NSW, DPI Crown Lands and emergency services.</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>27</td>
<td>Ensure appropriate pedestrian access to Torakina Beach and southern rock wall</td>
<td>The car park design provides for a pathway delineated along the northern side of the Torakina beach car park to the beach access and southern rock wall. This is not clearly shown in the drawings.</td>
<td>Amend plans to clearly show the proposed pathway leading from Torakina reserve to the beach access and south wall</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>34</td>
<td>Improve accessibility to Simpsons Creek via stairs and ramps</td>
<td>There is an existing ramp access to Simpsons Creek. An upgrade could be considered at design stage for Banner Park and Simpsons Creek upgrade projects. Oyster growth is a concern - so any design would need to take that issue into account along with liability issues</td>
<td>Investigate options for upgrade of ramp and stair access points to Simpsons creek to improve accessibility for people with limited abilities</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>41</td>
<td>Locate pathways away from foreshore</td>
<td>Paths are designed to provide universal access to reserves for people of all abilities. They are also provided on commonly used pedestrian thoroughfares where grass could not withstand the amount of foot traffic. The proposed pathway locations address both of these design criteria. Formal paths are required in Banner Park and Torakina Park to achieve this outcome, however paths may not be required initially in Terrace Park as there is reasonable grass cover and gentle grades.</td>
<td>The POM authorise the Trust to monitor the accessibility of Terrace Park and install paths if considered necessary to provide access for people with limited abilities, or to provide a surface capable of withstanding the amount of foot traffic.</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>60</td>
<td>No Foreshore Pathway Mona Lane Foreshore / Improvements to Memorial Park</td>
<td>Not on land under the control of the trust. Was included in POM to show a concept for the overall network of public pathways to give context to the trusts proposals</td>
<td>Delete drawings and concepts for all reserves not managed by the Trust</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>64</td>
<td>No lighting or security cameras</td>
<td>There is no specific plan to install additional lighting. Installation of lighting will occur if required for safety and security. The location of lighting would have to consider the impact on residential properties and the marine park. Consultation with relevant agencies would be required.</td>
<td>Installation of lighting if required to be undertaken in consultation with relevant agencies having regard to potential impacts on the Marine park and residential properties</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>78</td>
<td>No upgrade of foreshore public reserves</td>
<td>No coffee shops or similar are proposed. The proposed upgrades provides universal access to picnic tables, seating, and the foreshore including for people with limited abilities while minimising the impact on vegetation. The designs compliment the natural setting. Other improvements such as work on amenities, BBQs and park furniture are meeting the basic needs of users of the reserves</td>
<td>Specifically exclude or prohibit commercial activities such as café’s kiosks or restaurants from being undertaken in the foreshore reserves</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>102</td>
<td>Provide drinking fountains and bike racks in reserves</td>
<td>Will be addressed in detailed design</td>
<td>Include provision for well designed drinking fountains / water stations and bike racks in foreshore reserves POM</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>103</td>
<td>Provide kayak / canoe launching facility at Simpsons Creek Park</td>
<td>The foreshore area is environmentally sensitive and agencies may be reluctant to approve a new launching facility. However, this is a matter that can be considered in the design of the foreshore restoration project.</td>
<td>The POM authorise the investigation of a new canoe/kayak launching facility at Simpsons Creek park in conjunction with the foreshore restoration project</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>115</td>
<td>Relocate Pirate boat and Jetty</td>
<td>The location of the pirate boat (or any similar activity) will be determined in consultation with the Marine Park Authority and Fisheries when the matter of the licence is reviewed by the Trust</td>
<td>Amend the draft POM to indicate that the location of the any hire businesses will be determined in consultation with the Marine Park Authority and Fisheries when the matter of the licence is reviewed by the Trust</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>126</td>
<td>Renovate Terrace Park Amenities and Facilities</td>
<td>The POMS provides for an upgrade to occur. Feedback suggests a preference to separate change rooms rather than using showers or toilets for changing. Provision of additional changing rooms and showers requires further consideration</td>
<td>Consider the addition of change rooms and shower to the Terrace Park amenities</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>128</td>
<td>Renovate Torakina Amenities</td>
<td>The design provided in the draft POM is a concept design only. The trust will review contemporary designs that are in keeping with the natural setting and meet the functional requirements of the users of the reserves</td>
<td>Review the design of the Torakina amenities to ensure it is keeping with the natural setting and meet the functional requirements of the users of the reserves</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>130</td>
<td>Replace Torakina amenities</td>
<td>Submissions support renovation of the amenities in favour of a new building. The trust will authorise replacement and renovation and undertake further investigations to determine the best option.</td>
<td>The POM authorise the renovation or replacement of the Torakina amenities at the discretion of the trust following a review of the cost of renovation compared to the cost of replacement for revised designs.</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>144</td>
<td>Retain Terrace Park playground in its current location</td>
<td>The layout and location of the playground accommodates existing annual events. The playground can be kept in its current location. Active management of tree health to ensure safety will continue.</td>
<td>Keep the playground in its existing location to take advantage of natural shade and maximise open space for recreation and community events</td>
</tr>
<tr>
<td>Foreshore Reserves</td>
<td>145</td>
<td>Safety Audit Out of Date</td>
<td>Advice from NSW Police confirms that the findings and recommendations of the safety audit are still relevant.</td>
<td>Provide a commitment that any issues that arise from any future community safety audit will be considered</td>
</tr>
</tbody>
</table>
GLOSSARY

The following definitions have been reproduced from the Local Government (Manufactured Homes, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005 to provide clarification with respect to the meaning of words and phrases used in this Plan of Management.

camp site means an area of land within a camping ground on which a campervan or tent may be installed or, in the case of a primitive camping ground, on which a campervan, tent or caravan may be installed, and that is designated as a camp site by the approval for the camping ground. – (a campsite must be at least 40 square metres in area if a separate parking space is provided and a minimum area of 50 square metres in any other case).

campervan means a moveable dwelling (other than a caravan) that is designed so as to be registrable as a motor vehicle under the Road Transport (Vehicle Registration) Act 1997, and includes a camper trailer.

caravan means a moveable dwelling that is designed so as to be registrable as a trailer under the Road Transport (Vehicle Registration) Act 1997, but does not include a camper trailer.

community amenity means a space or facility that is required (by this Regulation or otherwise) to be provided within a manufactured home estate, caravan park or camping ground that is used or intended to be used:

(a) for the purposes of administration or servicing of that manufactured home estate, caravan park or camping ground, or
(b) for recreational or other communal purposes serving the interests of the occupiers of manufactured homes within a manufactured home estate or moveable dwellings within a caravan park or camping ground, but does not include any car parking space.

dwelling site:  
(a) in relation to a manufactured home estate—means an area of land within the manufactured home estate that is designated as a dwelling site by the approval for the manufactured home estate, and
(b) in relation to a caravan park—means an area of land within the caravan park on which a moveable dwelling may be installed and that is designated as a dwelling site by the approval for the caravan park.

holiday van means a moveable dwelling (other than a tent) that is or usually is continuously located on a short-term site and used primarily by its owner for occasional occupancy for holiday purposes.

installation means:

(a) in relation to a manufactured home or a relocatable home—the process of connecting together the major sections of the manufactured home or relocatable home, and any
associated structures forming part of the manufactured home or relocatable home, and attaching them to footings, or
(b) in relation to an associated structure—the process of constructing or assembling the components of the associated structure, and (if appropriate) attaching them to footings, and includes the connection of gas, electricity, telephone, water, sewerage and drainage services.

long-term site means a dwelling site that is specified in the approval for a caravan park as being a long-term site. – (a long term site must be at least 80 square metres in area)

relocatable home means:

(a) a manufactured home, or
(b) any other moveable dwelling (whether or not self-contained) that comprises one or more major sections, including any associated structure that forms part of the dwelling, but does not include a tent, caravan or campervan or any moveable dwelling that is capable of being registered under the Road Transport (Vehicle Registration) Act 1997.

self-contained moveable dwelling means a moveable dwelling that contains its own shower and toilet facilities.

short-term site means a dwelling site on which a moveable dwelling that is ordinarily used for holiday purposes may be installed and that is specified in the approval for a caravan park as being a short-term site. – (a short-term site must be at least 65 square metres in area)
REFERENCES & RELEVANT DOCUMENTS

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Residential Parks Act 1998

Residential (Land Lease) Communities Bill 2013

Holiday Park (Long Term Casual Occupation) Act 2002

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Tsicalis, Peter 2003, *Aliens of the Tweed and Brunswick*