

Garth McGilvray Submission to Planning NSW on the Rezoning Proposal for the Coffs Jetty Precinct. (State Significant etc.

Preface.

Firstly, the Coffs Harbour Community has been told for many months that they do not have to worry about the respect for the results of the poll taken in conjunction with the Local Government Elections on September 2024 because there will be 'ample opportunity to have your say' when the Planning Proposal is on exhibition. Then when the proposal was put on exhibition there seemed to be a change to that and it seemed that there was some attempt to restrict that 'say' to technical responses to the proposal. Therefore I would like to preface this submission by pointing out that it includes 'having my say' and technical responses.

The Big Picture

The Coffs Community has consistently been against residential development east of the railway, since the early 1980s to my knowledge. Including from the start of the NSW State Government's latest attempt to achieve a real-estate development at the Coffs Harbour Jetty Precinct started in 2018. The Aboriginal Community has always been against new residential development east of the railway, this area -The Coffs Harbour Jetty Precinct is, has been and always will be the central region of Gumbaynggirr Country.

The vast majority of people in Coffs Harbour have long expected the NSW Government to honour the commitment made for the excess railway land in the 2008 Plan of Management (POM) , to add the surplus railway land to the Jetty Parklands to allow the development of a world class Coastal Foreshore Parklands at the Precinct (see ref below). This would become a place that will not only enhance the amenity of the Coffs Harbour area for locals but also be a major attraction for tourists to visit and stay at Coffs Harbour.

Ref: 8664 Coffs Harbour Jetty Foreshores Plan of Management

0: 7. A. Australian Rail Track Corporation (ARTC) Lands

The ARTC land to the east of the rail line is not subject to this POM. However, it is to be noted that Lands has intentions to acquire the surplus railway land to provide additional lands to be added to Management Precincts 7, 9 and 10.

There is a small group of people who have got the idea in heads that they can push a residential real estate development east of the railway line onto the people of Coffs Harbour. The main proponent of this push is the NSW Government. People in Coffs Harbour know there is going to be sea-level rising in the future, which will erode the current sand dunes and part of the parklands. They know that unless the railway land is

added to the current parklands, eventually, there will be very little parkland left available to the Coffs Harbour community and the people of NSW.

The Coffs Harbour Community has always been against apartment blocks east of the railway line, and in favour of developing recreational parkland with kiosks, cafes and entertainment venues. This latter has consistently been supported because the locals know this is invaluable open space for locals and visitors, now and into the future. It is fortuitous that this land is still vacant and available to be developed into a glorious parkland, with facilities for locals and visitors. If it is turned into private residential apartments it is lost to the public forever.

However, the idea of 'the opportunity' for this land to be monetarized keeps popping up from Macquarie Street. The railway land should have been transferred to the Coffs Community in the early 2010s. By now it could have become the best coastal recreational parklands in Australia and be a National Destination as The Coffs Harbour Jetty Parklands.

Traffic.

The impact of traffic generated by the Coffs Harbour Jetty Precinct rezoning proposal on Camperdown Street is totally unacceptable and alone would normally stop this project. At the very least an additional access point, most probably via Howard St. would be required before any additional multilevel buildings could be considered.

The Traffic study only projects until 2033. But even within this short time frame it forecasts 577 vehicle movements will be generated by the proposal per hour on weekends for Camperdown St, which is a neighbourhood street. The current (September 2024), Coffs Harbour Council measured peak hour weekend traffic is at 154 veh/hour. If this is added to the 577, we have at least 731 veh/hr on weekends. This would be at least one vehicle every 5 secs. Totally unacceptable for a neighbourhood street.

As the proposal itself talks about a 20yr development time frame, it is absurd to then put forward a transport and parking study that only forecasts ahead for 8yrs from now.

Parking.

Over many years, I have seen events where the need for a massive number of parking spaces has been required at the Jetty Precinct. The NSW Government has opened the unused land they have had fenced off from the public for many years for cars during events like the international car rally. There would have up to 1000 cars parked east of the railway line. This is an indication of what is needed when there is a major event.

But it does not have to be a major event, even the Sunday markets can lead to 700-800 cars being parked in formal and informal spaces at the Jetty.

Aboriginal Connection and Caring for Country.

The Garlambbirla Guyuu Girrwaa Elders have been consulted but their solid consistent objection to new residential development east of the railway line has been ignored. For a start the report is headed 'Connecting with Country Framework' when the correct terminology is 'Connecting with and Caring for Country'. The Gumbaynggirr people have been connected to and caring for the Coffs Harbour Jetty Precinct for thousands of years and the whole area of the precinct as mapped for this project has significance for them. It is and has always predominantly been a place of peace and harmony.

There are potential economic benefits for aboriginal people available via a zoning of RE1. There is no need for rezoning to MU to create future economic benefits for aboriginals. However, with the growth of the Coffs Harbour population and apartments west of the railway, there will be many options for aboriginal cultural and heritage enterprises to thrive within RE1 parklands.

Coastal Risk Management Report.

While this report indicates that the area between Jordan Esplanade and the railway line will not be significantly impacted by sea-level rising, it does show that erosion of the beach and some parkland area will occur.

There will be loss of beach and parkland to the east of Jordan Esplanade. Potentially there may only be a 50m wide strip of land between the apartment blocks/ road and the ocean.

There is a reason for enlarging and enhancing the parklands by rezoning the land between Jordan Esplanade and the railway to RE1, as mentioned in the 2008 PoM, it is so that in the future the Coffs Harbour Community and visitors will still have much needed parklands in which to enjoy their outdoor recreation.

Shading of Parkland by Buildings West of Jordan Esplanade

Recent evidence of the overshadowing by 25m high buildings West of Jordan Esplanade of the parklands to the east is just another fact that has not been pointed out by PDNSW in its attempt to 'sell' this project to the Coffs Harbour Community.

This evidence is that the 50m grassy area of Parkland to the east of Jordan Esplanade will be totally in the shade by 3.00pm on 21st of June. During the equinox it will be totally in the shade by 4.00pm and on 21st December by 5.00pm. So, for 6 months of the year, it will be totally shaded by 4.00pm. This is unacceptable.

Money Spent by PDNSW.

Is the \$17.3M spent by PDNSW to be repaid to the Treasurer from the sale of the property being rezoned in this planning proposal, or is it a grant to Coffs Harbour? The answer to this question will have a significant impact on the business case for the proposal. A rough back-of-the-envelope calculation of changes required to Harbour Drive and Orlando St, such as 2 lanes each way along with land purchases, service relocation, drainage plus more could cost \$50M plus. Not only could this disruption destroy the Jetty Strip but the added hospitality services east of the railway are likely to lead to the death of the Jetty Strip.

What could have been. What a missed opportunity. If in 2018, the NSW State Government had paid attention to what the people of Coffs Harbour were saying. Things would be very different by now. The recently fully renovated (2001), fit-for-purpose building TS Vendetta with space around it for boats would be still where it was and training young Naval Cadets . So, the \$17.3M could have been used to transfer the railway land to Coffs Harbour Council (as intended in the 2008 POM) and begin the development of the enlarged and enhanced parklands. By now, 7 years later, Coffs Harbour would already have developed advanced parklands with hospitality and recreation facilities to attract visitors to Coffs and provide outdoor recreation for all. On top of that, the money would have been spent and employment provided in Coffs Harbour, not in Sydney.

The Ebos Urban, Coffs Harbour Jetty Foreshore, State Assessed Planning Proposal, Planning Justification Report.

This report fails to point out that this planning proposal fails to satisfy two of the four key strategic priorities identified. The highlighted two are not satisfied.

1. Deliver a regional economy (CHCC LSPS, 2020; CH Economic Development Strategy, 2017) that is diverse,

sophisticated and able to retain businesses and skills

2. Evolve the tourism offering (CHCC LSPS, 2020) with improved attractions, activities and accommodation

3. Provide more housing (CHCC LSPS, 2020) in accessible locations, including affordable housing

4. Provide better connections between places with more sustainable movement choices (CHRCAP, 2021; CHCC, 2020)

In fact, the proposal excludes affordable housing, and while a potential foot bridge over the railway is alluded to it is not confirmed and, in any case, it would be a very local connection, not of any significance to the general Coffs Harbour connections between places.

Also, it needs to be pointed out that the first two key strategies can be achieved (apart from accommodation) via development of parkland in the precinct. Tourists and locals greatly appreciate recreational parklands. By starting in 2020 or so, with good signage from the new highway bypass, the parklands could have been ready for travellers before the bypass is completed.

Summary.

Thank you for the opportunity to 'have my say'

I feel confident that those who make these decisions will listen to the voices of Coffs Harbour and decide to respect the local voices. This rezoning proposal needs to be stopped, and a thorough investigation taken to determine why the voices of Coffs Harbour have been ignored up until now.