



Coffs Harbour Regional City Action Plan

Submissions summary report

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1. Introduction

The NSW Government, in collaboration with Coffs Harbour City Council, has developed the Coffs Harbour Regional City Action Plan (Coffs Harbour RCAP). The plan establishes a vision, objectives and actions to guide the growth of Coffs Harbour city. The Coffs Harbour RCAP was developed to provide a framework to manage and shape the city's future growth, so it conforms with the requirements of the *North Coast Regional Plan 2036* (North Coast Regional Plan).

Development of the Coffs Harbour RCAP is a priority action of the North Coast Regional Plan, which was released in March 2017 by the Minister for Planning. The North Coast Regional Plan outlines an ambitious vision for the North Coast to be the best region in Australia to live, work and play, thanks to its spectacular natural environment and vibrant communities, and sets out four specific goals to guide that work.

A key finding of the North Coast Regional Plan under *Goal 2 – A thriving, inter-connected economy* is that three-quarters of population growth and the majority of housing demand across the North Coast over the next 20 years will occur in Port Macquarie, Coffs Harbour, Lismore and Tweed. The regional city action plans will be an important tool to plan for the changes we expect to see in these cities towards 2036. The success of these cities will go a long way towards achieving the vision and goals of the North Coast Regional Plan.

The Coffs Harbour RCAP will:

- ensure planning provisions promote employment growth and greater housing diversity
- promote new job opportunities that complement existing employment nodes around education, health and airport precincts
- identify infrastructure constraints and public domain improvements that can make areas more attractive for investment
- deliver infrastructure and coordinate the most appropriate staging and sequencing of development.

The Coffs Harbour RCAP has been prepared in collaboration with council and reflects a coordinated approach across local and state government planning.

Once finalised, the plan will be implemented through the planning and delivery activities of council and agencies. This will provide ongoing scope for council to work directly with their communities within the framework set out by the plan.

1.1 Coffs Harbour Regional City Action Plan Vision and Map

The area map (Figure 1) illustrates the area to which the Coffs Harbour RCAP applies. The Coffs Harbour RCAP boundary includes six distinctive place networks including the City Heart, City Spine, Park Beach, Jetty Core, South Coffs Enterprise Area and Jetty Foreshores.

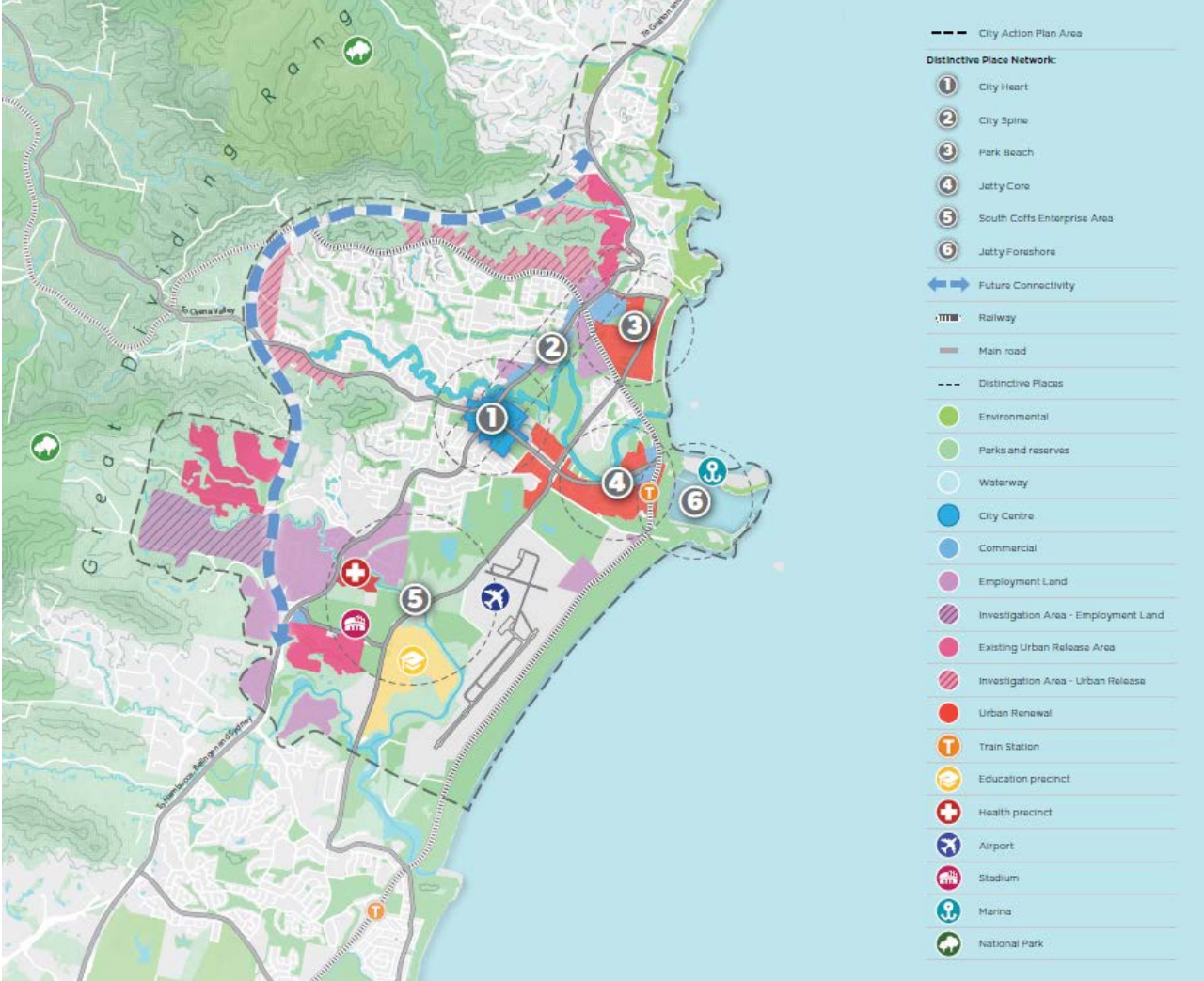


Figure 1. Coffs Harbour Regional City Action Plan area map

2. Engagement

Community and stakeholder engagement for the Coffs Harbour RCAP was carried out from June to July 2020. Because of COVID-19 restrictions, we conducted all community engagement activities online with the aim of reaching the wider Coffs Harbour community as well as having more in-depth conversations with key stakeholders. Targeted consultation with council, government agencies and other stakeholders (for example, chambers of commerce, universities, Regional Development Australia) was initiated and undertaken to inform the development of the draft plans. A range of local stakeholders were invited to attend the targeted interviews and workshops, including the Local Aboriginal Land Council and Aboriginal Elder Corporation.

We will use the feedback gathered through the consultation period to inform the development of the final regional city action plans.

2.1 Overview of engagement activities

The draft *Coffs Harbour Regional City Action Plan 2036* community consultation and engagement consisted of a formal public exhibition period, online community survey, targeted workshops and stakeholder interviews with a total of 509 participants (Table 1).

Under the formal public exhibition period, the draft Coffs Harbour RCAP was made available on the Department of Planning, Industry and Environment's Planning Portal for public and agency comment from 5 June to 31 July 2020. The exhibition period was extended from the original deadline of 3 July 2020 to 31 July 2020, resulting in an exhibition period of 56 days (8 weeks).

Consulting specialist Cred Consulting was contracted by the Department of Planning, Industry and Environment to support the public exhibition of the draft Coffs Harbour RCAP. The Department and the consultant conducted stakeholder interviews and four targeted workshops, as well as an online survey via the Planning Portal from 5 June 2020 to 3 July 2020. The survey attracted 411 responses. Survey respondents and workshop participants were asked to provide feedback to ground-truth the draft Coffs Harbour RCAP vision and drivers, and to rank the draft regional city action plan goals they see as most important for the future of Coffs Harbour City.

A social media campaign was run from 5 June to 3 July 2020 to raise awareness of the Coffs Harbour RCAP and encourage the community to provide their feedback. Sentiment was mostly neutral or concerned about the need for additions to the plan. Overall, the campaign performed exceptionally well, exceeding the department's key performance indicators for both click-throughs and reach by 122% and 86% respectively. The cost per link click-throughs was also nearly 50% lower than the department's yearly average, making it a cost-effective, as well as high-performing, campaign.

Table 1. Overview of engagement activities

Type	Dates	Details/location	Submissions/participants
Formal public exhibition period	5 June–31 July 2020* *including an extended submission response period at the request of the local MP	Accessed via Planning Portal	65: Community/interest groups 3: Agency 1: Council
Online community survey	5 June–3 July 2020	Accessed via Planning Portal	411
Invited community workshops	29 June–2 July 2020	Online video call	10
Invited government and agencies workshop	2 July 2020	Online video call	13
Stakeholder interviews & meetings	29 June–8 July 2020	Online video call	Coffs Harbour City Council (6 staff); Coffs Harbour Chamber of Commerce; Coffs Harbour City Council City Centre Masterplan Committee Representative; Southern Cross University; TAFE NSW.
Social media campaign	5 June–3 July 2020	Facebook Ad	Reach: 27,952 Click-throughs: 2,220 Engagement: 2,680

2.2 Summary of survey responses and workshop participation

Overall, workshop participants were supportive of the draft Coffs Harbour RCAP vision. Some participants stated that they would like to see increased reference to the network of villages within the subregion and the importance of First Nations people and culture. Workshop participants were also supportive of the draft Coffs Harbour RCAP City Drivers. Some participants suggested that significant demographic changes, including an ageing population and increasing cultural diversity, may also be an important driver to consider.

Survey respondents and workshop participants were asked to provide feedback to ground-truth the draft Coffs Harbour RCAP vision and drivers, and to rank the draft regional city action plan goals they see as most important for the future of Coffs Harbour City.

When asked to select words that best suggest their desired future vision for Coffs Harbour City, the most popular word selected by survey respondents was 'Creative' (45%, 183 responses), reflecting a strongly expressed need for the draft Coffs Harbour RCAP to include more references to the importance of arts, culture and creativity. The second most popular word that survey respondents selected was 'Sustainable' (41%, 169 responses), which alongside words such as 'Environment' (36%) and 'Natural' (25%), reaffirms the draft Coffs Harbour RCAP focus on Coffs Harbour City's natural environment as an important driver of liveability and attractiveness.

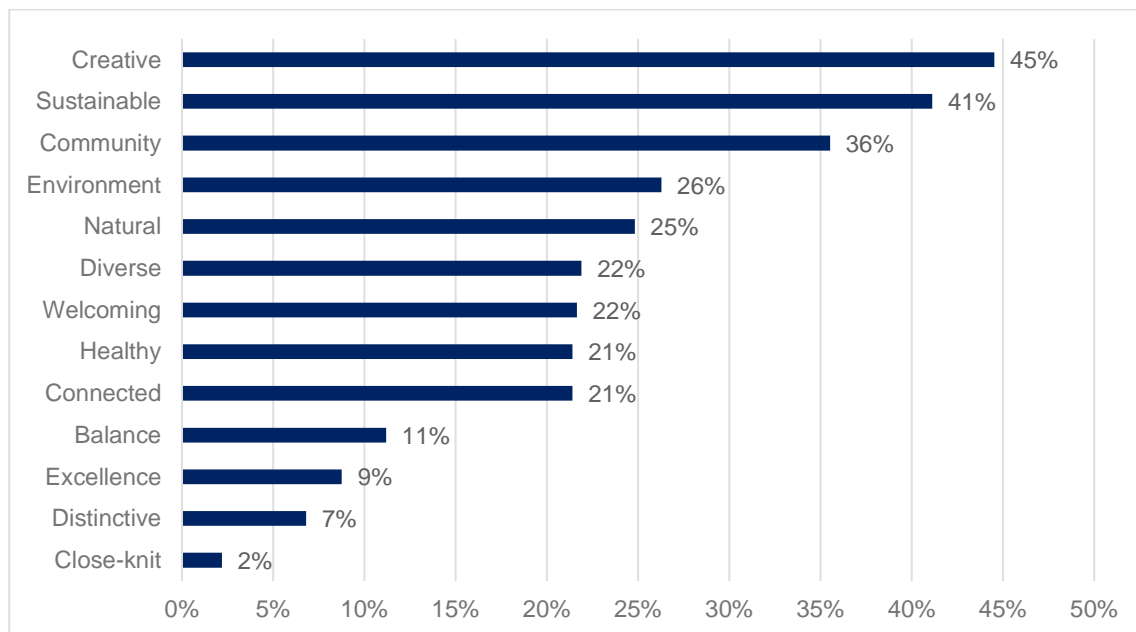


Figure 2. Words that reflect the future vision for Coffs Harbour City (% of 411 survey responses)

As shown in the graph below, while there was a spread across the five goals, the most important goal was seen to be 'Live' (35%, 144 responses). This was followed by 'Meet' (22%), 'Play' (19%), 'Work' (15%) and lastly 'Move' (10%). Survey respondents were also asked to describe why they made their selection, with comments discussed within the following chapters.

Some survey respondents indicated in the comments a desire for an objective that specifically reflected the importance of arts, culture and creativity be included.

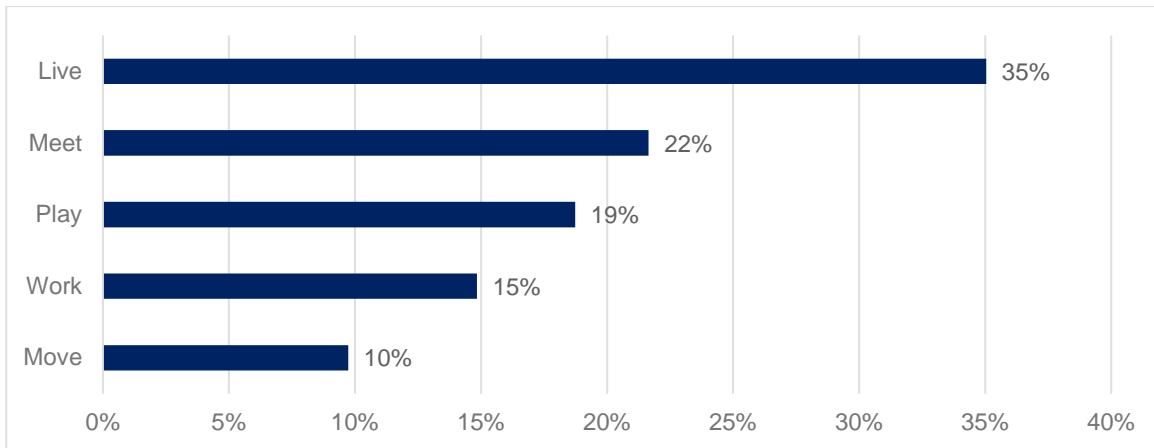


Figure 3. Prioritising the Draft RCAP goals (% of 411 survey responses)

2.3 Summary of submissions

Under the formal public exhibition, 69 submissions were received from 65 individuals/community groups, three government agencies and one submission from Coffs Harbour City Council. Overall, there was general support for the draft Coffs Harbour RCAP vision and drivers, and the key goals and objectives (Table 2).

From the submissions that were received, there were 29 comments and suggestions about the Coffs Harbour RCAP, 39 submissions which raised concerns with aspects or sections of the Coffs Harbour RCAP, and 1 submission of support (Table 3).

Table 2. Summary of submissions

Submissions	Number	Position
Government Agencies/Public Authorities <ul style="list-style-type: none"> • Transport for NSW • NSW Health • Department of Education – School Infrastructure NSW 	3	<ul style="list-style-type: none"> • Comment x 3
Councils <ul style="list-style-type: none"> • Coffs Harbour City Council 	1	<ul style="list-style-type: none"> • Comment x 1
Community <ul style="list-style-type: none"> • Submissions by individuals 	65	<ul style="list-style-type: none"> • Comment x 25 • Concern raised x 39 • Support x 1
Total	69	n/a

Table 3. Submissions by position

Concern raised	Support	Comment
39	1	29

The following subsections detail the agency, council and community/interest group submission received and the department's responses. Several general amendments have been made to the Coffs Harbour RCAP in response to comments, suggestions and concerns raised during the community consultation and engagement activities. A detailed summary of changes is included in Attachment 1.

Government agencies

Three government agency submissions were received from Transport for NSW, NSW Health and Department of Education – School Infrastructure NSW. The government agencies' submissions provided comments on the Coffs Harbour RCAP and did not object to the plan.

The Transport for NSW submission focused on ensuring the protection of existing and future transport corridors, including the airport and freight services to the city centre, as well as encouraging end-of-trip facilities in new major developments, referencing additional interregional connection points, and pre- and post-bypass plans.

The Department of Education – Schools Infrastructure NSW outlined the need for pedestrian infrastructure and safe school access to ensure increased traffic and pedestrian safety around schools.

NSW Health – Mid North Coast Local Health District (MNCLHD) indicated that the plan is very comprehensive and has a strong focus on lifestyle interlinked to green and blue spaces. The MNCLHD is supportive of all the noted strategies, and particularly liked the intention to improve connectivity and accessibility with increased walking and cycling paths, access to open areas and establishment of an active transport network. The MNCLHD was also keen to be an identified partner on all collaboration opportunities and would like more references to community gardens, edible landscapes and verge planning.

Council

Coffs Harbour City Council participated in the stakeholder workshops and provided a formal submission during the consultation period. Council noted that they are supportive of the Coffs Harbour RCAP. Council provided a detailed submission which included the following themes:

- Resourcing implications
- Lack of reference to culture, creativity and associated infrastructure
- Alignment with Council's Strategic Priorities
- General amendments and edits to the plan.

Community/interest groups

A total of 65 submissions were received from individuals and interest groups including:

- Coffs Harbour Arts Culture
- Arts Mid North Coast
- Coffs Harbour Regional Conservatorium
- Coffs Harbour Arts Council
- Friends of the Coffs Harbour Regional Gallery
- Coffs Harbour Chamber of commerce

- Coffs Harbour Creative Industries Group (enclosed letters from Coffs Coast Festival Alliance; Screenwave; Coast Studio Australia Pty Ltd; Friends of the Coffs Harbour Regional Gallery; Bellingen Fine Music Festival; and Bellingen Community Arts Council).

The key issues raised in submissions during the public exhibition period are summarised in Table 4. The key issues raised are discussed in section 3 of this report.

Table 4. Summary of key issues raised by community and interest groups

Issues/comment themes	% of submissions (65 submission)
Arts and culture	62%
Active transport	14%
Transport infrastructure	14%
Jetty foreshore precinct	12%
Environmental	8%
Residential	6%
Airport precinct	3%
Health	3%
Agriculture	3%
Tourism	3%
Education	2%
CBD revitalisation	2%
Internet connectivity	2%
Equal access to beaches	2%
Employment	2%
Need iconic development	2%
Marine industries	2%

3. Key issues – response

This section discusses and responds to the key issues identified in submissions about the draft Coffs Harbour RCAP that were received by the department during public exhibition.

3.1 Arts and culture

The absence of reference to cultural facilities, cultural tourism and cultural infrastructure within the Coffs Harbour RCAP was raised by 62% of submissions (40 submissions). The main points raised within the submissions included:

- The plan needs to address arts and culture because of their importance to other sectors of the community and economy.
- Arts and culture should be included as a separate objective under the 'Play' goal.
- The Coffs Harbour RCAP does not align with existing council and Create NSW strategic planning documents that identify the critical role in planning for arts and culture within the local government area.
- Not including the proposed Coffs Harbour City Council Cultural and Civic Space infrastructure project is supported.

- Cultural facilities, cultural tourism and cultural infrastructure are very important in defining a Regional City.
- Arts and culture are not only important to the lives of individuals in our community but also to the underpinning of economic success as a critical driver of tourism. Cultural development should be a key element of the Coffs Harbour Regional City Action Plan.
- A broad and wide-ranging investment in art and culture will have a major effect on the decision-making of younger people and families when choosing a location to live when they leave our cities, following on from the changes to how we live, work and play after the COVID-19 pandemic.

The council suggested that collaboration opportunity 1 be amended to reference the Cultural and Civic Space project. Council also suggested that opportunity 1 should include a new collaboration opportunity to support and continue to work with stakeholders for future planning/investigations for regional performing arts and theatres to support the community vision.

Department response

The importance of local arts, cultural infrastructure and the creative industries to Coffs Harbour has been expressed overwhelmingly within the submissions received during the community consultation and engagement activities.

We have amended the Coffs Harbour RCAP to include additional references to arts and culture throughout and a separate objective has been included within the 'Play' goal to reflect the submissions received. The key amendments to the plan include:

- new *Objective 12 – Support the local arts, cultural and creative energy of Coffs Harbour* within the 'Play' goal
- inclusion of 'culture and creative energy' within the Vision
- new collaboration opportunity 6, which has an outcome to ensure that Coffs Harbour has a thriving and dynamic culture sector with cultural infrastructure such as a regional performing arts centre/theatre.

The department considers that the amendments made to the Coffs Harbour RCAP reflect the community's comments within the submissions to give greater emphasis to the importance of arts and culture within a regional city.

3.2 Active transport and associated infrastructure

A total of 9 submissions (or 14% of submissions) raised the need to provide greater pedestrian and cycle infrastructure path connections within the city. Submissions stated that better links are required to provide connections to schools, hospitals and destinations and increase safety for pedestrians. One submission raised the need for the establishment of a dedicated cross-country mountain bike tracks and cycle lanes to encourage regional tourism. Furthermore, there was a suggestion that the existing railway line could be turned into a cycle way and pedestrian track.

Department response

The Coffs Harbour RCAP goal 'Move' aims to have connected communities via a variety of methods including pedestrian pathways and links. Objectives 5 and 6 include actions and collaboration opportunities to improve, maximise and promote integrated and separate pedestrian and cycling options within the city.

We have amended the Coffs Harbour RCAP to include additional reference to specific accessible networks for pedestrians and cycling paths between the City Centre/Heart, Jetty Foreshore, Park Beach and South Coffs (Action 6.3) and to embrace and encourage active transport usage by incorporating end-of-trip facilities into new development (Action 6.6). The narrative in Objective 6 has also been expanded to reference additional transport technologies and trends such as electric bikes.

3.3 Transport infrastructure

Some submissions (14% or 9 submissions) included comments about transport infrastructure and roads within the Coffs Harbour RCAP boundary. Submissions stated that there is a need for reduced speed limits on rural residential roads; the new Pacific Highway upgrade should include more tunnels; and the existing North Coast Railway Line should be moved to an unspecified location on the western side of the proposed Pacific Highway alignment. Comments were also made about the need to reference rapidly emerging transport technologies such as electric powered private and public passenger vehicles.

Department response

The Coffs Harbour RCAP identifies the new Pacific Highway by-pass and the need to plan proactively in regenerating the City Spine (former Pacific Highway). A state-significant infrastructure application submitted by Transport for NSW for the Coffs Harbour By-pass has been approved. Exhibition of the application concluded on Sunday 27 October 2019. Because of significant community feedback, the exhibited concept design now includes tunnels at Roberts Hill, Shephards Lane and Gatelys Road to help address issues such as the severance of productive farmland, amenity and acoustic effects.

In response to feedback about alternative transport methods, we have amended the Coffs Harbour RCAP to reference emerging transport technologies such as e-bikes in the narrative of objective 6.

3.4 Jetty foreshore precinct

The importance of the Jetty Foreshore Precinct as a key area within the city to access open, passive space was raised within the submissions. It was outlined that any redevelopment of the area must consider car parking and no loss in green, open space. Additional need for facilities and shelter was raised. Council raised the need for the investigation of an additional vehicle access point to the precinct.

Department response

The Coffs Harbour RCAP includes Objective 9, which aims to celebrate the Jetty Foreshores Precinct. It includes several actions and a collaboration opportunity to strengthen the precinct's identity and enhance facilities. The Coffs Harbour RCAP identifies delivery of the Jetty Foreshores Precinct as a key city-shaper for Coffs Harbour.

Agencies and council are currently refining a concept plan for the Jetty precinct for implementation that supports the community vision for the area.

We have also amended Objective 9 – Collaboration Opportunity 4 of the Coffs Harbour RCAP to reference the implementation of adequate amenities and shelter as well as investigate an additional pedestrian and traffic link into the Jetty Foreshores Precinct.

3.5 General discussion

The remaining matters raised in submissions including comments focused on several other themes such as:

- the importance of maintaining and protecting the natural environment, coastal strip and biodiversity corridors
- the need for affordable housing and lack of new residential land within the Coffs Harbour RCAP
- the airport precinct, surrounding lands and increased runway length
- improved health care services within the Coffs Harbour area, including mental health services

- the need to balance agricultural practices and the protection of the environment and surrounding residents
- ecotourism promotion
- internet connectivity
- marine industries and the development of a new slipway
- need for more iconic development within Coffs Harbour
- equal access to beaches.

The department considers that comments made within the submissions were generally covered by the draft Coffs Harbour RCAP that was publicly exhibited. We have further refined The Coffs Harbour RCAP to include:

- additional references to coastal protection measures (objective 9)
- a new action to support a greater variety and supply of affordable housing (Action 17.4)
- reference to ensuring an environmentally friendly, sustainable and strategic approach is taken to avoid land use conflicts between agriculture and residential development (objective 15)
- additional references to ecotourism (objective 10).

4. Next steps

The Coffs Harbour RCAP will be implemented through the planning and delivery activities of council and agencies. Progress will be monitored in conjunction with the wider implementation of the *North Coast Regional Plan 2036* through the North Coast Delivery, Coordination and Monitoring Committee.

5. Conclusion

The Coffs Harbour RCAP has been prepared in collaboration with council and state agencies and will deliver a coordinated approach to land use and infrastructure planning. It will be used as a guide for priority investment opportunities.

The draft plan was publicly exhibited between 3 July 2020 and 31 July 2020 for a period of 8 weeks (56 days). The draft *Coffs Harbour Regional City Action Plan 2036* community consultation and engagement consisted of a formal public exhibition period, online community survey, targeted workshops and stakeholder interviews with a total of 509 participants.

Elements of the vision, objectives, actions and narratives of the draft Coffs Harbour RCAP have been amended in response to the submissions and feedback provided during the community engagement exhibition period.

6. Attachments

Attachment 1 – Agency detailed submission summaries

Table 5. Transport for NSW (TfNSW) submission summary and department response

Submission summary	Department response
TfNSW is currently working with council and the department on the Coffs Harbour Place and Movement Strategy. TfNSW will carry out a review of Coffs Harbour's bus services to identify gaps and opportunities with current bus services and delivery improvements to better meet customers' needs.	Noted.
Objective 1 – Include an additional action for continued freight accessibility in and around Coffs and the town centres.	Amend Action 1.3 to reference the need to ensure local freight, delivery and waste vehicles can access the city.
Objective 4 – TfNSW encourages end-of-trip facilities triggers by development applications for major trip generators and office developments.	Insert new <i>Action 6.6 Embrace and encourage active transport use by incorporating end-of-trip facilities (secure bicycle parking, showers, lockers) in the planning for new major trip generating and office development.</i>
Objective 5 – Protection of public transport corridors.	No changes to existing public transport corridors have been made.
Objective 6 – Suggested changes to Action 6.5 to include addition of sustainable transport options and not only buses. Remove reference to 'Coffs Harbour Place and movement Plan' name and include an action associated with safe and efficient movement of freight to serve the city.	Amend Action 6.5 to replace 'bus service' with 'public transport'.
Objective 7 and 13 – Airport and surrounding lands should be protected from land use conflict.	Action 7.1 has been amended to ensure that future land uses will have minimal land use conflicts on the airport precinct. Furthermore, Objective 7 narrative has been amended to include details about the anticipated land uses within the airport precinct and the uses which should be avoided as they are more suitable elsewhere.
Objective 8 – Additional interregional connection roads should be noted and acknowledgement and that the North Coast rail line also plays a key role in connecting Coffs Harbour to other cities.	Action 8.1 has been amended to remove reference to Clarence Valley and increase the emphasis of the role of Coffs Harbour within the region and harness the economic opportunities across the North Coast Region. Action 8.2 has been amended to include additional road links of Bucca Road, Orana Way and Gleniffer Road.

Submission summary	Department response
Objective 12 – Review possibilities to collocate activities to maximise infrastructure use.	This is outside the scope of the Coffs Harbour RCAP. No changes made.
Consider a highway service centre for heavy vehicles.	The plan has not been amended to include reference to an additional service centre along the new Pacific New Alignment at this stage as there is not a service centre included within the Project Plan for the Coffs Harbour Bypass. Furthermore, the Minister's 9.1 direction does not include a service station location within the Coffs Harbour RCAP boundary.
Sensitive land uses next to freight corridors should be avoided (figure 12).	No new sensitive land uses are being introduced as part of the Coffs Harbour RCAP and it is considered that any required mitigation measures needed for freight corridors will be addressed during the project planning and design. The planned urban residential release areas are included within the North Coast Regional Plan which was made prior to the development of the Coffs Harbour RCAP. Figure 12 has been adopted from the regional plan and will not be amended as part of the Coffs Harbour RCAP development.

Table 6. NSW Department of Education – Schools Infrastructure NSW submission summary and department response

Submission summary	Department response
The Department of Education is aware of the concerns at Narranga Public School about congestion on Robin Street and Coffs Harbour High School about parking, drop-off/pick-up zones and bus bay shelters.	Amend collaboration opportunity 3 to include a reference to ensure increased traffic and pedestrian safety around schools.
School infrastructure NSW board position is: <ul style="list-style-type: none"> • Primary schools need better and more footpath access. • More pedestrian crossings are needed. • Lower vehicle speeds are needed. • More bus access is needed and higher bus popularity. • Local area traffic calming is needed. 	As above.
School Infrastructure NSW indicated that they are prepared to work with councils, TfNSW and the department on additional pedestrian entries to halve travel demands at specific congested areas.	As above.

Table 7.NSW Department of Health – MNCLHD submission summary and department response

Submission summary	Department response
<p>Considers the plan to be very comprehensive and is impressed to see a strong focus on lifestyle 'interlinked to green and blue spaces' and the goal of Coffs Harbour aiming for a 'smarter, healthier city'.</p>	<p>Noted.</p>
<p>Several of the 19 Objectives feature strong references to key HBE elements, particularly Objectives 3, 4, 5, 6, 9, 10, 11, 14, 16 and 19, which is commendable. We are supportive of all the noted strategies and particularly like your intention to improve connectivity and accessibility with increased walking and cycling paths, access to open areas and establish an active transport network.</p>	<p>Noted.</p>
<p>Include the Mid North Coast Local Health district into the plan as a collaboration partner.</p>	<p>Collaboration opportunities have been amended to include NSW Health –MNCLHD as a collaboration partner.</p>
<p>Amend objective 4 and 16 to reference community gardens and or edible landscapes and verge planting.</p>	<p>Objective 4 narrative has been amended to include street edge activation including community gardens and/or edible landscapes.</p>
<p>Amend objective 6 to include reference to the need for end-of-trip facilities and road and pedestrian safety consideration near schools.</p>	<p>Insert new <i>Action 6.6 Embrace and encourage active transport use by incorporating end-of-trip facilities (secure bicycle parking, showers, lockers) in the planning for new major trip generating and office development.</i></p>
<p>Amend objective 10 and 12 to promote and enhance the regional community garden as an ecotourism destination and acknowledgment of the role of the South Coffs Community Garden.</p>	<p>Objective 4 narrative has been amended to include street-edge activation including community gardens and/or edible landscapes.</p> <p>The South Coffs community garden has not been acknowledged or referred in the Coffs Harbour RCAP as it is outside the RCAP plan area.</p>

Attachment 2 – Councils detailed submission summary

Table 8. Coffs Harbour City Council submission and department response

Submission summary	Amendment to plan requested	Department response
Resourcing implications.	Coffs Harbour RCAP to include additional working to reference possible mechanisms for implementation and financial assistance.	Funding opportunities are outside the scope of the Coffs Harbour RCAP as a land use planning document. It is noted that funding opportunities will be accessed via normal agency processes.
Lack of reference to culture and creativity and associated infrastructure.	<ol style="list-style-type: none"> 1. Coffs Harbour RCAP to include reference to cultural and creative elements 2. Update collaborative opportunity 1 3. Add 4th objective regarding culture and arts to delivery framework under play 4. Add an additional collaboration opportunity be included as follows: Regional NSW, Create NSW and council will continue to work with stakeholders and the community to undertake further planning/investigate the feasibility for a regional performing arts centre/theatre that supports the community vision, is financially viable and can be implemented. 	<ol style="list-style-type: none"> 1. <i>New Objective 12 – Support the local arts, cultural and creative energy of Coffs Harbour within the ‘Play’ goal.</i> 2. Reference to the importance of the Coffs Harbour City Centre to the region in terms of culture, civic and entertainment included in the Coffs Harbour RCAP. 3. <i>New Objective 12 – Support the local arts, cultural and creative energy of Coffs Harbour within the ‘Play’ goal.</i> 4. New collaboration opportunity 6 has been included within the plan.
Alignment with Council’s Strategic Priorities.	6. Note importance of additional link into the Jetty Foreshore Precinct.	Objective 9 – collaboration opportunity 4 has been amended to reference the implementation of adequate amenities and shelter and investigation of an additional pedestrian and traffic link into the Jetty Foreshores Precinct.
Additional amendments with page reference.	Suggestions of minor amendments and edits to the plan.	Generally, all considered acceptable.

Attachment 3 – Submission summary

Table 9. Submission summary and response

Submission themes	Submission summary	Department response
Arts and culture	Lack of reference to arts and culture.	The Coffs Harbour RCAP has been amended to include objective 12 in the goal 'play' to reference arts, culture and creative industries.
	Need to link existing council and NSW Government policies regarding arts and culture to Coffs Harbour RCAP.	
	Leave the Coffs Harbour City Council proposed Cultural and Civil Space infrastructure out of the Coffs Harbour RCAP.	
Active transport	Improvement and connectivity of the cycle paths in town (currently do not connect and in poor condition).	Objective 6: Action 6.3 has been amended to be address pedestrian and cycle paths within the city.
	Establishment of a cycle lane to encourage regional tourism – suggested route from Coffs, along Coramba Rd to Nana Glen and then down Bucca Rd to Moonee, return to Coffs along Pacific Hwy. This type of loop would be a drawcard to cyclists generally and would provide a boost to regional tourism.	
	Path along the beach (e.g. similar to Venice beach in LA) to bike ride, roller blade etc.	
	Need for more and safe pedestrian and cycle paths from Urunga to Woolgoolga including appropriate pedestrian paths, links to schools and hospitals.	
	More funding for bike paths required for bike safety. Cycle paths should be separated from cars and other pedestrians.	
	Establishment of a dedicated cross-country mountain bike park – see Derby in Tasmania for a template on how to do this and the associated benefits.	Reference to mountain biking included in Objective 11.

Submission themes	Submission summary	Department response
	Turn the existing railway line into a cycle way and pedestrian train, or a heritage train track.	The Coffs Harbour RCAP does not include any changes to the function of the railway corridor. Any changes to the existing railway corridor function is outside the scope of the plan.
CBD revitalisation	CDB will only become vibrant and rich if residential living is permitted. Residents in the CBD would improve access to the beach and the Jetty Precinct and improve public transport links (e.g. autonomous vehicle transporter).	Objective 1 has been amended to include action 1.5 which refers to the implementation of the Coffs Harbour City Centre Masterplan 2031. The masterplan vision and objectives are to attract residential living within the city centre.
	Upgrade of Grafton Street post-bypass to make it pedestrian-friendly and landscaped. Upgrade should run through entire CBD to Orlando Street. Inclusion of bike lane.	The Coffs Harbour RCAP includes City Driver 1 – Pacific Highway bypass and city centre revitalisation, which aims to transform the cityscape and create a sense of arrival within vibrancy at street level, greenery along the edge and new public transport, cycling and walking links from north to South. Objectives 1 and 5 encourage east–west public transport, pedestrian and cycling options. No changes required to the Coffs Harbour RCAP.
	Upgrade Brelsford Park to be a break out area for residents and workers and include exercise stations/running tracks/gardens/seating/water fountains and Wi-Fi.	Objective 2: Action 2.1 includes reference to Place Character Strategies for the City Centre and Brelsford Park and Objective 4: Action 4.2 is to focus on embellishments of Belsford Park and Coffs Creek. No changes required to the Coffs Harbour RCAP.
	Laneway activation is critical in CBD rejuvenation however won't be successful until residents move in and bypass completed.	Objective 1 has been amended to include action 1.5, which refers to the implementation of the Coffs Harbour City Centre Masterplan 2031. The masterplan includes a strategy for rear lane activation.
	Boulevard of trees and commercial development along Harbour Drive or Albany Street to link the CBD with the cultural hub on City Hill.	
Transport infrastructure/ bypass	Reduce the speed limits on rural residential roads.	Any changes to the existing speed limits on rural roads is outside the scope of the Coffs Harbour RCAP.

Submission themes	Submission summary	Department response
	<p>Pacific highway should include tunnels to protect residents from air, noise and visual pollution.</p>	<p>The Pacific Highway design is being undertaken by Transport for NSW (RMS); therefore, the proposed Pacific Highway design is outside the scope of the Coffs Harbour RCAP.</p>
	<p>Shift the existing North Coast Railway Line to a new unspecified location west of the Pacific Motorway:</p> <ul style="list-style-type: none"> • The existing railway line should be diverted to the west of the Pacific Motorway possibly near the Pine Creek region south of Bonville and re-join the existing railway line somewhere north of Coramba. • New Railway Station West of Coramba • Funding from Sale of Existing Railway Reserve <p>Integration into larger NC Regional Plan.</p>	<p>The suggested changes to the existing North Coast Railway line is outside the scope of the Coffs Harbour RCAP.</p>
	<p>Combined road and rail bypass.</p>	<p>Noted, The Coffs Harbour RCAP aligns with existing Pacific Highway bypass location and rail corridors.</p>
	<p>Provide an additional connection from the current Pacific Highway such as at Beryl Street to Orlando Street and Ocean Parade with walking/cycle paths connecting to existing paths such as through the Botanic Gardens. These could also be used by small automated public passenger vehicles from the Showground thus providing accessible much needed parking for visitors to major functions in the gardens.</p>	<p>The additional connection from the Pacific Highway to Orlando Street and Ocean Parade are outside the scope of the Coffs Harbour RCAP.</p> <p>Objective 6 does include actions for pedestrian and cyclist movement and paths; and accessible and convenient public transport stops.</p>

Submission themes	Submission summary	Department response
	<p>Not enough attention has been given to the rapidly emerging transport technology such as electric powered private and public passenger vehicles. Given that a significant part of the Coffs Harbour local government area is on a relatively flat and narrow coastal strip, it readily lends itself to safe, convenient, regular and affordable public passenger transport. Why not make Coffs Harbour at the least the regional example of such automated public transport?</p>	<p>The narrative of Objective 6 has been amended to reference emerging transport technologies including e-bikes etc.</p>
<p>Jetty foreshore precinct</p>	<p>Additional carparking is required within the Jetty strip. Locations could include NSW Government land abutting the railway line on the western side opposite Jetty Dive Shop and the 10 m wide nature strip on the northern side of Harbour Drive in front of the old forestry and Public Works property.</p> <p>Any redevelopment of the Jetty foreshore must ensure an abundance of open space if retained.</p> <p>Jetty foreshore and parklands are an important and major passive recreational area for the city. Any expansion must consider carparking as it is a massive access issue.</p> <p>Object to the high-rise redevelopment on the eastern side of the railway on the jetty foreshore. Lack of parking and need to retain grassed area for recreation.</p> <p>Activation east of the railway line at the jetty needs to be low-key to not impact the scenic amenity and view lines of the area.</p>	<p>Objective 9 aims to celebrate the Jetty Foreshores precinct and the narrative notes that any redevelopment of the Jetty Foreshore Precinct will activate areas of the precinct and improve parking.</p> <p>Specific sites have not been included in the Coffs Harbour RCAP for future parking location as this is a role of the Jetty Masterplan process.</p> <p>No change to the plan required.</p> <p>Coffs Harbour RCAP does not include detailed plans of the location or scale of any future mixed-use development within the Jetty Foreshore Precinct as this is a role of the Jetty Masterplan process.</p>

Submission themes	Submission summary	Department response
	I strongly object to the plan of building apartments along the eastern side of the railway line at Coffs Harbour Jetty due to the impacts of car parking and future recreational use of the land.	
	The Jetty Precinct east of the railway line is unsafe when there is a major function as there is inadequate egress. There is a need to extend Howard Street to provide a connection to Jordan Esplanade.	Objective 9 – collaboration opportunity 4 has been amended to include an action to investigate the opportunity for an additional entry/exit point to facilitate movement and connectivity to and from the jetty foreshore precinct.
	Promote cruise ships in the port.	Objective 9 includes actions and collaboration opportunity 4, which aims to determine opportunities and connectivity for appropriate scales and located mixed-use development while maintaining the local landscape features, therefore future uses within the precinct can be reviewed during the implementation of the Coffs Harbour RCAP.
	Enhance Jetty foreshore café and shops.	
	Enable a casino to be built at the old fisherman’s club.	
	Install a shower at the eastern end of the new steps at the Jetty Beach.	Objective 9 includes actions that aim to strengthen the Jetty precinct as an outstanding recreation and tourism designation, therefore future public facilities, amenities and environmental qualities will be investigated.
Environmental	The importance of maintaining and protecting our natural environment. The document highlights the importance of the natural beauty of the area and the need to protect koalas by sensitive urban development. Koalas also need protection from industrial-scale logging.	Objective 20 have been amended to reference the NSW Koala strategy to protect koala habitat.
	Need for Coffs Harbour RCAP to align with Principle 2 of North Coast Plan to protect the sensitive coastal strip in Coffs Harbour as well as the Far North Coast.	Objective 17 narrative has been amended to include references to the sensitive coastal strip.

Submission themes	Submission summary	Department response
	Objective 16 is commended. Amendment to the plan to include a plan to enhance the Coffs Creek corridor due to pollution from agricultural.	Comments regarding objective 16 are noted. Objective 4 narrative references Coffs Creek enhancement.
	Koalas. Deserve special mention. Coffs has Koala Plan of Management; this document should reflect that. A wild population exists within the city and also South Coffs. Key function of our biodiversity heritage. Please include as an important value.	Objective 20 have been amended to reference the NSW Koala Strategy to protect koala habitat.
	Coastal protection. Needs more weight, especially in relation to Jetty Foreshore development. Aligns with Coastal Zone Management Plans etc.	The narrative of objective 9 has been amended to include additional references to implementing suitable coastal protection measures.
	Corridors and connectivity. Biodiversity not just Coffs Creek but numerous vegetated corridors within City and South Coffs. Need to acknowledge biodiversity as well as amenity value.	Collaboration opportunity 2 has been amended to include reference to the city's blue and green open space grid.
	Coffs greatly at risk of water pollution from agriculture.	The Coffs Harbour RCAP does not include any actions to remediate or overcome existing legacy water pollution issues as it is a matter dealt with by the NSW Environment Protection Authority. It is noted that Objective 4 action 4.1 does aim to implement water-sensitive urban design for future development.
Residential	Lack of new residential land identified for development. Condensed city model will not work. The release area in Bonville is essentially a condensed community and the West Moonee residential land development is identified as large lot residential however it should be smaller lots to accommodate a greater density.	The Coffs Harbour RCAP reinforces council's adopted Coffs Harbour Local Growth Management Strategy 2040.
	Need for affordable housing.	Objective 17 has been amended to include Action 17.4 to support a greater variety and supply of affordable housing.

Submission themes	Submission summary	Department response
	Concerned with development west of the proposed bypass. This area is the catchment area for New Port Creek. New development will increase flooding downstream to hospital site.	This area is in an investigation area that is already identified in the North Coast Regional Plan and Councils Local Growth Management Strategy. Any future development will require appropriate studies and investigations to ensure there are no downstream impacts.
Airport precinct	Airport precinct has unlimited potential and future growth needs to be encouraged.	Objective 7 identifies the importance and need to expand the role of the Coffs Harbour Airport as a transport gateway. No change to the Coffs Harbour RCAP required.
	Allow larger aircraft into airport.	The Coffs Harbour RCAP does not include objectives or actions to increase the aircraft size limits permitted into the airport as it outside the scope of the plan. No proposed change to the plan.
Health	Improved healthcare – Requirement for a hospice to provide end-of-life care.	The Coffs Harbour RCAP does not include objectives or actions regarding specific health services as it is outside the scope of the plan.
	Need for mental health services.	
Agriculture	Need to balance agricultural practices and the protection of natural environment, specifically the blueberry industry (chemical run off, wind drift). Need protection and regulation for agricultural production near homes, creek and schools.	Objective 15 narrative has been amended to include reference to ensuring an environmentally friendly, sustainable and a strategic approach is required to avoid land use conflicts. It is noted that Action 15.2 addresses this submission.
	Include a planning instruments that supports small-scale fresh food producers who are resilient to natural hazards and climate change meeting.	Objective 19 includes actions that aim to strengthen resilience to natural hazards and climate change.
	Coffs Harbour would benefit from diversifying our primary productivity to include employment lands that create produce for artisan markets that have lower environmental impacts and more sustainable economic returns.	The Coffs Harbour RCAP does not include objectives or actions to diversify primary production and employment lands as it outside the scope of the plan. No proposed change to the plan. Noted.

Submission themes	Submission summary	Department response
	<p>There is too much of a reliance on the blueberry industry therefore is in conflict with the regional plan vision for a thriving environment where people can live, work and play. Need all levels of government support the diversifying agricultural industry with economic and planning resources that lead to a genuinely sustainable agricultural sector.</p>	
Tourism	Ecotourism promotion.	Objective 10 narrative has been amended to include reference to ecotourism.
	World rally. May not come back to Coffs, so should it be included?	Reference removed.
Education	<p>School infrastructure is required on the Northern Beaches (Korora, Sapphire Beach, Moonee Beach, Emerald Beach, and Sandy Beach) of Coffs Harbour as it is the fastest growing area on the Coffs Coast. Area is predominantly made-up of young families.</p>	<p>The Coffs Harbour RCAP does not include objectives or actions regarding school infrastructure, catchments or capacity as it is outside the scope of the Coffs Harbour RCAP and is a matter for the Department of Education.</p>
	RCAP has no mention of school infrastructure.	
Internet connectivity	Extend current fibre and fixed wireless network infrastructure to rural locations in the shire.	<p>The Coffs Harbour RCAP does not include objectives or actions regarding fibre and fixed wireless infrastructure networks as it is outside the scope of the plan.</p> <p>No proposed change to the plan.</p>
Equal access to beaches	Better disabled access to all beaches and tracks for people who cannot walk.	Coffs Harbour RCAP includes collaboration opportunity 4, which aims to enhance public facilities and amenities within the Jetty Foreshore Precinct.
Employment	Need for meaningful employment opportunities (not just retail and cafés) in Coffs Harbour.	Objective 13 includes actions, collaboration opportunities and identified key employment anchors in the South Coffs Harbour precinct.

Submission themes	Submission summary	Department response
Need iconic development	Need iconic building even if it doesn't meet codes.	<p>The Coffs Harbour RCAP does not include objectives or actions regarding building height as it is outside the scope of the plan and is a local planning matter.</p> <p>No proposed change to the Coffs Harbour RCAP.</p>
Marine Industries	<p>Developing new slipway essential. This harbour facility is critical to working port yet currently all boat repair (significant contamination with anti-fouling paint etc.) all carried out in the open in windy environment in the middle of tourist hotspot. Child is licking an ice-cream while standing metres from workers spraying toxic particulate matter. Current slipway has no supervision or professional oversight. Needs to be moved. Collaborate with Lands Dept Marine Infrastructure for better, safer more useable facility.</p>	<p>The Coffs Harbour RCAP does not include objectives or actions regarding specific marine infrastructure such as the new spillway as it is outside the scope of the plan.</p>
Other	Sawtell is always excluded for any development. Need new footpaths and safety Island for pedestrians.	Sawtell and other centres such as Woopi and Toormina are outside the defined Coffs city for the Coffs Harbour RCAP.