

Rezoning Pathways – Suitability and Readiness Assessment

Candidate profile – Coffs Harbour Jetty Foreshore - Property Development NSW

Instructions

- One profile is required for each precinct on the candidate list
- Fill out the first table and include the name of the Precinct, the address and details about the land size and use/s. You may wish to include a map of the site to show the location.
- Provide responses based on the information and resources available.
- Refer to prompting questions to guide your response.

Note: this guidance is not an exhaustive list of information to provide. You may include other information if it is relevant to the question being asked.

- Please include the file name of supporting documents attached to your candidate profile. These must be attached to the email when you submit your application.
- All forms must be returned to rezoningpathways@dpie.nsw.gov.au by COB 30 June 2024

Candidate details

Precinct address	Jordan Esplanade, Coffs Harbour 2450
Precinct name	Coffs Harbour Jetty Foreshore
Proposed land area (ha)	The precinct is approximately 62ha in size (Figure 1). The main area to be rezoned is 6ha of vacant land adjacent to the rail corridor shown in yellow in Figure 2.

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Proponent / developer	Property and Development NSW
Existing land use	<p>Wider Precinct (demonstrated in Figure 1):</p> <p>SP2 – Railway, RE1 - Public Recreation, RE2 - Private Recreation, W4 - Working Waterfront, SP2 – Tourism, Marine, Wharf and Boating Facilities,</p> <p>The precinct is divided into sub-precincts in the Masterplan as follows (see Figure 2):</p> <p>Railway Land:</p> <p>SP2 – Railway</p> <p>Marina:</p> <p>W4 – Working Waterfront</p> <p>Deep Sea Fishing Club:</p> <p>RE2 – Private Recreation</p>
Proposed land use	<p>The Coffs Jetty Masterplan envisages the revitalisation of the precinct for residential apartments, tourist and visitor accommodation, retail, cafes, commercial spaces, community areas and extensive improvements to the Coffs foreshore public open space. New buildings would predominately be located on 6ha of vacant land adjacent to the rail corridor up to 6 storeys.</p> <p>It is understood that the commercial / residential areas needing to be rezoned to implement the masterplan are proposed to be MU1 – Mixed Use</p>

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Location Map



Figure 1 – Coffs Harbour Jetty Foreshore precinct

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Site Map - Proposed area for Rezoning



Figure 2 – Coffs Harbour Jetty Foreshore sub precincts

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Structure Plan - Proposed area for Rezoning

The required land use planning changes apply to the 3 sub precincts which include the Railway Land, Marina and the former Deep Sea Fishing Club (see Figure 2). The main rezoning area is the 6ha railway land with increased height changes proposed for the other precincts.

DPHI document released under GIPA access application 25-3610

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Criteria	Weighting	Response – commentary and evidence	Prompting questions
<p>1. Provides significant and meaningful public benefits through housing supply/diversity and alignment with State policies land use strategies</p> <p>List the type and number of dwellings that will be delivered including timings and alignment to other public benefit outcomes</p>	35%	<p>Understood from recent media reports that 450 dwellings are proposed in the precinct. It is understood this equates to 250 permanent dwellings and 200 tourist accommodation units.</p> <p>The precinct is located within the existing Urban Growth Area Boundary under the North Coast Regional Plan 2041.</p> <p>According to NSW Government Population projections, the Coffs Harbour population is projected to grow by approximately 9000 people from 2024 to 2041. This requires an additional 5861 dwellings by 2041.</p> <p>Development of the Coffs Jetty Foreshore land aligns with the North Coast Regional Plan 2041 and the Coffs Harbour Regional City Action Plan.</p> <p>At this stage, PD NSW has not committed to a figure for affordable housing requirement on this site.</p> <p>Schedule 1</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Creates a substantial number of dwellings (e.g., >2,000) or contributes to a substantial proportion of housing for the region or LGA against their housing targets or housing needs? <input type="checkbox"/> Are these within a declared Growth Area? <input type="checkbox"/> Will the dwellings address an undersupply of housing? <input type="checkbox"/> Aligns, delivers, or supports a Strategy, Plan, Government Priority or Policy? <ul style="list-style-type: none"> ○ Aligns with the Greater Sydney Region Plan, Regional Plans or District Plans? ○ Delivers a State planning priority? ○ Delivers a State transport priority? ○ Deliver on the local housing strategy? ○ Respond to urgent housing needs following natural disasters or economic changes? <input type="checkbox"/> Aligns with Government Priorities (e.g. will it bring more affordable home purchase opportunities to market? Consider size of proposed dwellings, dwelling mix, local housing markets)

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<p>2. To what extent is the proposal providing social and affordable housing?</p>	<p>10%</p>	<p>DPHI notes there is a broad Government position that renewal of surplus government land would provide 30% social and affordable housing.</p> <p>At this stage, PD NSW has not committed to a figure for affordable housing requirement on this site.</p> <p>PD NSW will need to confirm affordable housing target.</p> <p>Schedule 1</p> <p>DPHI is not aware that LAHC, AHO or the LALC have been involved in the process to date.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Delivers a commitment to increase or improve affordable or social housing? <input type="checkbox"/> How many social housing or affordable housing dwellings are proposed? <input type="checkbox"/> What is LAHC's involvement (proponent / stakeholder for part of site etc)? <input type="checkbox"/> Is Aboriginal housing being provided through the Aboriginal Housing Office (AHO)? <input type="checkbox"/> What is the role of the Local Aboriginal Land Council (LALC) in the provision of more affordable housing options?
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<p>3. Any impediments to delivery can be managed and or have a clear pathway to resolution</p> <p>List agencies and resource requirements for successful delivery including any complexities, risks or misalignment</p>	<p>25%</p>	<p>Consultation will be required with a number of agencies, including:</p> <ul style="list-style-type: none"> ▪ Transport for NSW, ▪ Biodiversity Conservation Division, ▪ NSW Rural Fire Service, ▪ Heritage NSW. <p>The consideration of these agencies in relation to this proposal has not been requested at this stage and feedback is currently unknown, as a planning report detailing the rezoning proposal has not yet been received.</p> <p>In addition, Council will need to be consulted on the proposal. Coffs Harbour City Council have a standing resolution that it does not support the Masterplan prepared by PD NSW.</p> <p>Additionally, the land has been identified as culturally significant to the local Aboriginal community. PD NSW have been advised an Aboriginal Cultural Heritage Assessment Report must be prepared and submitted to support the package, however PD NSW has advised that this will not form part of the preliminary package to be submitted to the Department.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Are there are a significant number of dependencies with other agencies? If so, will State intervention will accelerate / improve the capability to amplify investment and public benefits? <input type="checkbox"/> Are there environmental constraints or issues likely to impact pace of delivery, such as biodiversity, hazards, bushfires, flooding? <input type="checkbox"/> How resolved are the known issues (land use, environment, stakeholders, land owners)? Consider timing and level of complexity. <input type="checkbox"/> How clear is the pathway to resolution (months / years to resolve)? <input type="checkbox"/> Is there funding/ resourcing to resolve the impediments to the planning decision?
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<p>4. Investment is committed or available to deliver the rezoning?</p> <ul style="list-style-type: none"> • What current commitments to investment and/or infrastructure have been made? • What costs still need to be accounted for (e.g., infrastructure, utilities, DPE costs) • Is the proponent able to fund utilities (e.g. sewer, water) and infrastructure required? • What are the timing 	<p>30%</p>	<p>The Coffs Jetty Masterplan notes the NSW Government is not developing the precinct for profit and all funds generated would be reinvested into the precinct. The Masterplan also notes that financial forecasts show the costs of delivering public open space, civil infrastructure, community spaces and additional parking would not be met by the proceeds of the proposed development.</p> <p>PDNSW has finalised its New Policy Proposal submission to Treasury for Stage 2 lodgement. This will need to address The Treasurer’s feedback to Minister Kamper that the proposal must be supported by a cost neutral option.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Supports significant Govt. or 3rd party committed investment (e.g., > \$500m)? <input type="checkbox"/> Costs as a proportion to SLR benefits are balanced. For example, cost per lot and ROI) – Include infrastructure Estimated Total Cost (ETC) from consultant <input type="checkbox"/> If enabling infrastructure is not yet funded or committed, does the developer have capacity to fund utilities / critical infrastructure to support precinct development? <input type="checkbox"/> Can leverage existing or committed high-capacity public transport, or it is logical to sequence public transport post development (e.g., rapid bus transit) <input type="checkbox"/> Investment will commence within 5 years post rezoning? <input type="checkbox"/> An investment today (now) is required to support a longer-term infrastructure outcome that may be some time to realise? (e.g., planned precincts associated with a future ‘fast rail’ corridor)
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commitments to funding and criticality of investment being provided now			
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Community sentiment	<p>Recent media reports on the Jetty Foreshores have identified some members of the community have expressed significant concern regarding the Masterplan. It is understood this includes opposition from some members of the local Aboriginal community, who support the Council proposal to retain the foreshore area as public open space.</p>	<input type="checkbox"/> Is the proposal consistent with community expectations? <input type="checkbox"/> What are the known local issues? <input type="checkbox"/> What are the council views? <input type="checkbox"/> Is the community likely to support or oppose?
Other stakeholder views	<p>Coffs Harbour City Council has resolved not to support the Masterplan. Council's Mayor has made numerous public statements opposing the PD NSW Masterplan. Council's position is that the railway land should be preserved for public open space. Council has sought to acquire the land through a purchase proposal which was not supported and now seeks to compulsorily acquire the land, however this is yet to be submitted to the Office of Local Government.</p>	<input type="checkbox"/> What are other the stakeholder views?

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	Local MP Gurmeh Singh has made numerous public statement supporting the Coffs Jetty masterplan and development.	
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Determining the suitable pathway:		
<ul style="list-style-type: none"> • Is there a strong justification to deviate from normal planning processes due to known issues? • If <u>not a state-led rezoning</u>, is Council able and willing to deliver the rezoning (with or without DPE funding)? • Are there other pathways / alternative options that could facilitate this proposal? 	Due to Council opposition a planning proposal pathway is not available.	<ul style="list-style-type: none"> <input type="checkbox"/> Council is resistive of the proposal due to resourcing, cost or complexity (further consideration required if resistance is due to misalignment/disagreement with development sequencing) <input type="checkbox"/> The costs and/or complexity involved will be challenging for the Council to manage within a reasonable timeframe <input type="checkbox"/> DPE will still be required to contribute significant funding to support Council-led rezoning and mitigates benefit of deferring from a SLR <input type="checkbox"/> There are limited alternative pathways that will achieve the same timely outcomes/benefits

Attachments