



# **Coffs Harbour Regional Boat Ramp**

Submissions report  
**February 2021**

# Document controls

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## Approval and authorisation

|   |   |
|---|---|
| <b>Title</b>                                      | Director, MIDO, Maritime, Greater Sydney, TfNSW |
| <b>Accepted on behalf of Transport for NSW by</b> | Andrew Mogg                                     |
| <b>Signed</b>                                     |   |
| <b>Dated</b>                                      |   |

## Executive summary

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The Coffs Harbour boat ramp is located in a small basin on the southern side of the harbour. Since the original boat ramp and basin was constructed in the mid-1970s there is a history of reports by mariners of difficulties launching and retrieving boats and navigation vessels in the entrance channel to the boat ramp. Following construction, the boat ramp basin regularly suffered from water level surges and operational difficulties were also experienced in the vicinity of the boat ramp during times that north-easterly swell entered the harbour.

Following a number of incidents, in particular over the 2018 Easter holiday period, where over a dozen boats were washed onto rocks at the entrance to the boat ramp basin, the safety and congestion of the site has been identified by CHRBRPEC as issues that require addressing. Harbour City Council (CHCC) have endorsed the issues raised by CHRBRPEC and funding has been approved by Transport for NSW to undertake improvement works at the boat ramp facility.

Having created a concept design, TfNSW prepared a review of environmental factors in the second half of 2020 to assess the environmental impacts of the proposed works. The work is planned to take place in two stages. Stage 1, planned for mid-2021, is the waterside work on the actual boat ramp, pontoons and breakwall extension. Stage 2, scheduled for the last quarter in 2021 is the land-based work on the carpark and surrounds.

The review of environmental factors was publically displayed for 21 days between Monday 30 November and Sunday 20 December 2020 at two physical locations, as well as being available online—the review of environmental factors was placed on the TfNSW project website and made available for download. The display locations and website link were advertised in the *Coffs Coast Advocate*.

Transport for NSW received 20 individual submissions, accepted up until 21 December 2020. The name-redacted full text of each submission appears in Appendix B of this document.

The most significant issues raised were:

- Traffic and congestion in carpark and ramp access (25%)
- Parking (17.5%)
- Toilets (15%)

Other issues broadly raised were:

- Rigging and boat washdown areas (10%)
- Breakwall (10%)
- Location of the fish cleaning tables (7.5%)
- Pedestrian access (most wanting to discourage it) (5%)
- Relocate the boat ramp to another area of the harbour (2.5%)
- Don't build the middle pontoon, but extend the existing one (2.5%)

Feedback has been considered and has resulted in some small, but effective changes to the concept plan.

Stage 1—No changes proposed

Stage 2—Changes as follows:

- A flow thru carpark (as requested) has been achieved with very minimal loss of parking spaces for car/trailer combinations. This has been achieved with a reduction on landscaping and plantings in centre bays but is a good compromise TfNSW has worked with consultants closely on this layout and believes the traffic flow into and out of the carpark is efficient and safe

- Landscaping has been revised and is now included on north and south side of Jordan Esplanade, on north/south end of each parking bays, around the fishing cleaning area and around the entrance to the carpark
- The provision of six de-rigging bays (drive through) to align with boat ramp lanes
- The amenities block (4 cab) has been moved to the west side of carpark
- The kiosk has been deleted
- We have provided for a separate outdoor shower on the west side of carpark
- Proposed grass areas are shown
- Proposed picnic tables and seating is shown
- The red pedestrian path has moved to west of amenities block

None of the above changes will require any extra safety, environmental or approvals to effect.

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## Introduction and background

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### 1.1 The proposal

|                     |                                      |
|---------------------|--------------------------------------|
| <b>Author:</b>      | Adam Milgate, Manager Communications |
| <b>Date:</b>        | February 2021                        |
| <b>Version:</b>     | 1                                    |
| <b>Reference:</b>   |                                      |
| <b>Division:</b>    | MIDO, Maritime, Transport for NSW    |
| <b>Review date:</b> | February 2021                        |

The Coffs Harbour boat ramp is located (refer figure 1) in a small basin on the southern side of the harbour. Since the original boat ramp and basin was constructed in the mid-1970s there is a history of reports by mariners of difficulties launching and retrieving boats and navigation vessels in the entrance channel to the boat ramp. Following construction, the boat ramp basin regularly suffered from water level surges and operational difficulties were also experienced in the vicinity of the boat ramp during times that north-easterly swell entered the harbour.



**Figure 1: The Coffs Harbour Boat Ramp Precinct**

In 2015 the boat ramp basin was extended following numerical and physical modelling studies that indicated seiche action in the boat ramp basin could be reduced by up to 30%. Wave monitoring instruments deployed in the boat ramp basin before and after the extension works indicated a reduction in seiche action was achieved by the 2015 basin extension and reports and observations from mariners using the boat ramp indicate that seiche action has decreased since basin extension was completed. However, on occasions use of the boat ramp remains problematic, most notably by vessels entering the ramp basin during times of low tide levels combined with wave action.

A group of stakeholders that use the Coffs Harbour boat ramp formed the Coffs Harbour Regional Boat Ramp Precinct Enhancement Committee (CHRBRPEC) with a vision to develop the boat ramp precinct into a world class facility to meet the high demand for present day and future use of the boat ramp by local and visiting mariners.

Following a number of incidents, in particular over the 2018 Easter holiday period, where over a dozen boats were washed onto rocks at the entrance to the boat ramp basin, the safety and congestion of the site has been identified by CHRBRPEC as issues that require addressing. Harbour City Council (CHCC) have endorsed the issues raised by CHRBRPEC and funding has been approved by Transport for NSW to undertake improvement works at the boat ramp facility.

## 1.2 The work

The project is being designed and constructed in two Stages.

### **Stage 1 scope of work will comprise include:**

- Extension of the existing breakwater by 75m
- Widening of the existing boat ramp with additional two lanes
- New topping over the existing boat ramp area
- Extension of the existing pontoon
- Two new pontoons
- Dredging of the existing boat ramp basin and channel
- Ongoing dredging of channel required during construction to keep channel clear

Stage 2 Scope of work will include:

- Extension of the existing main carpark to include additional parking for cars, boats and trailers
- New carpark entrance at the western end of carpark
- Block off entry adjacent to boat ramp off Jordan Esplanade for safety reasons
- Diversion of Jordan Esplanade road opposite the main carpark
- New road signage
- New rigging and de-rigging bays around the main carpark
- A new shared pathway (2.5m) for walking/cycling
- New amenities facility and kiosk
- New Lighting and signage
- Recreational furniture including seating and tables
- Pedestrian pathway on south side of Jordan Esplanade with access to Gallows beach carpark and to amenities facility in the main carpark area
- Landscaping
- Extension of services including water, power and sewerage

A more detailed description of the project] is found in the Coffs Harbour Regional Boat Ramp Review of Environmental Factors prepared by TfNSW in November 2020.

### 1.3 REF display

TfNSW prepared a review of environmental factors to assess the environmental impacts of the proposed works. The review of environmental factors was publically displayed for 21 days between Monday 30 November and Sunday 20 December 2020 at two locations, as detailed in Table 1.1. The review of environmental factors was placed on the TfNSW project website and made available for download. The display locations and website link were advertised in the *Coffs Coast Advocate*.

In addition to the above public display, an invitation to comment and copy of the review of environmental factors was sent directly to several identified stakeholders as follows:

- Coffs Harbour City Council
- Department of Primary Industries Fisheries and Marine Parks
- NSW Department of Planning, Industry and Environment Crown Land and Biodiversity Conservation Division
- Coffs Harbour Local Aboriginal Lands Council
- Native Title Services Corporation
- Port Authority of NSW
- Transport for NSW Maritime Operations and Compliance

Responses from these stakeholders who replied are displayed in Appendix A to this document.

A direct mail community update was letterbox-dropped to more than 10,000 local residents and businesses which announced the project and details of how to contribute submissions for the REF process.

**Table 1.1: Display locations**

| Location                            | Address                                       |
|-------------------------------------|---|
| Coffs Harbour Library (Main branch) | Cnr Coff and, Duke St, Coffs Harbour NSW 2450 |
| NSW Maritime, TfNSW                 | 33 James Craig Road, Rozelle NSW 2039         |

### 1.4 Purpose of the report

This submissions report relates to the review of environmental factors (REF) prepared for the Coffs Harbour Regional Boat Ramp and should be read in conjunction with that document.

The REF was placed on public display and submissions relating to the proposal and the REF were received by TfNSW.

This submissions report summarises the issues raised and provides responses to each issue (Chapter 2). It details investigations carried out since finalisation of the review of environmental factors (Chapter 3), describes and assesses the environmental impact of changes to the proposal (Chapter 4) and identifies new or revised environmental management measures (Chapter 5).

No project changes are proposed that would require the preparation of a preferred infrastructure report. No revisions have been made to the assessment or



environmental management measures as described in the environmental impact statement.

## Response to issues

Transport for NSW received 20 submissions, accepted up until 21 December 2020. Individual Table 2.1 lists the respondents and each respondent's allocated submission number. The table also indicates where the issues from each submission have been addressed in Chapter 3 of this report.

**Table 2.1: Respondents**

| Respondent | Submission No. | Section number where issues are addressed |
|------------|----------------|---|
| Individual | 01             | 2.4                                       |
| Individual | 02             | 2.3                                       |
| Individual | 03             | 2.4                                       |
| Individual | 04             | 2.4                                       |
| Individual | 05             | 2.2, 2.3, 2.6                             |
| Individual | 06             | 2.3, 2.5                                  |
| Individual | 07             | 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.10, 2.11  |
| Individual | 08             | 2.4, 2.10                                 |
| Individual | 09             | 2.5                                       |
| Individual | 10             | 2.4                                       |
| Individual | 11             | 2.7, 2.9                                  |
| Individual | 12             | 2.3, 2.6, 2.8                             |
| Individual | 13             | 2.9, 2.12                                 |
| Individual | 14             | 2.7, 2.9                                  |
| Individual | 15             | 2.7, 2.9                                  |
| Individual | 16             | 2.7, 2.9, 2.12                            |
| Individual | 17             | 2.2, 2.4, 2.5, 2.6, 2.10                  |
| Individual | 18             | 2.2, 2.3, 2.8, 2.9, 2.11                  |
| Individual | 19             | 2.3                                       |
| Individual | 20             | 2.12                                      |

## 1.5 Overview of issues raised

A total of 20 submissions were received in response to the display of the review of environmental factors. All submissions were from individuals in the community. None were received from institutions or government agencies. There were no “form” letters—all submissions were individual.

Each submission has been examined individually to understand the issues being raised. The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided. The issues raised and TfNSW response to these issues forms the basis of this chapter.

Only two submissions were not in favour of the development and that was because they thought the whole ramp should be relocated to a “more suitable” area of the Harbour because they did not believe that this development would satisfactorily deal with the problems the ramp has.

The most significant issues raised were:

- Traffic and congestion in carpark and ramp access (25%)
- Parking (17.5%)
- Toilets (15%)

Other issues broadly raised were:

- Rigging and boat washdown areas (10%)
- Breakwall (10%)
- Location of the fish cleaning tables (7.5%)
- Pedestrian access (most wanting to discourage it) (5%)
- Relocate the boat ramp to another area of the harbour (2.5%)
- Don't build the middle pontoon, but extend the existing one (2.5%)

The full text of each submission (with names redacted) may be found at Appendix B to this document.

## 1.6 Issue 1, Traffic and congestion

### Submission number(s)

5, 7, 17, 18, .

### Issue description

- The access road travelling through the carpark will increase congestion.
- Some roads are very twisting and have tight corners which will be difficult or impossible to negotiate with a trailer.
- Boat rigging areas are in the wrong place...they will interfere with the traffic.
- The plan needs dual access entrance and exit points.
- Traffic will split and merge again on entering the ramp area. This will create congestion.
- Add a lane to Jordan Esplanade to allow trailers to queue there waiting for ramp access..

## **Response**

The concept masterplan layout for Stage 2 has been revised for the carpark to include drive-through access for vehicles and trailers. (see Chapter 3—Changes to the proposal).

A turning lane off Jordan Esplanade has not been included as we consider there to be sufficient space within the carpark entry road to allow for queuing.

## **1.7 Issue 2, Parking**

### **Submission number(s)**

2, 5, 6, 7, 12, 18, 19

### **Issue description**

- All car/trailer parking spaces should be drive-through, rather than requiring vehicles and trailers to drive in and reverse out.
- Plantings in the carpark should be removed, as they obstruct traffic and take unnecessary space
- The parking lot layouts need to be revised. It seems that some are angled against the traffic flow, making it hard to turn into and reverse out of.
- Single car (no trailer) spaces are necessary for boat crews to park, but perhaps these could be removed to the “Overflow Parking” areas, rather than adjacent to the ramp in the main carpark.
- Perhaps relocate the single-car spaces to the Gallows Beach side of the ramp, which will increase the trailer parking in the main carpark.

## **Response**

The concept masterplan layout for Stage 2 has been revised to include drive-through access for vehicles and trailers. (see Chapter 3—Changes to the proposal). Additionally, plantings in the carpark have been reduced to improve traffic flow and single car spaces have also been increased.

## **1.8 Issue 3, Toilets**

### **Submission number(s)**

1, 3, 4, 7, 8, 10, 17..

### **Issue description**

- The boat ramp needs toilets
- The toilets block should be placed further west of where the current fish cleaning site is now.
- Toilets should be closer to trailer parking otherwise, cars/trailers will stop near the toilets and increase congestion.

## **Response**

The project does include an amenities block, although it will be moved from its original location (see Chapter 3—Changes to the proposal).

## 1.9 Issue 4, Access

### Submission number(s)

6, 7, 9, 17,

### Issue description

- The proposed access creates a double right-angle bend
- The location and design of the new entrance seems isolated and congested should emergency evacuation or emergency access is required.
- The entrance should be left where it currently is.
- Pedestrians should not be allowed to wander through the carpark and access points. This will create more danger for them than there is now.
- Extend the path westwards to allow cyclists access to the South wall without negotiating the corner with double lines. Currently bikes are not allowed on the path, so this would be a real improvement.
- Access plan does not account for larger boats and trailers
- There should be no walking or bike path in (or near) the carpark
- Access roads have tight turns and are twisting a lot—no good for larger boats and yachts.
- Power lines running in the area are very dangerous.
- A kiosk will attract (non-boating) people and will put them in danger—move the kiosk somewhere else.
- Keep pedestrian access close to the water and away from the ramp.

### Response

Active transport facilities are a key design element of the boat ramp, with pedestrian and cyclist pathways identified as essential for the optimal use of the foreshore. Pedestrian connections to and from the boat ramp have been designed and located to allow safe pedestrian movements.

The location of the proposed entrance at the western end of the carpark is based on the advice of Traffic Consultants engaged by TfNSW for the preparation of the masterplan. We have reduced the requirement for pedestrians to walk through the car park by locating the amenities block at the western side of the carpark. We note power poles and lighting will also be relocated as part of the detail design.

## 1.10 Issue 5, Rigging/Boat washing areas

### Submission number(s)

5, 7, 12, 17

### Issue description

- The main rigging area should be adjacent to the boat ramp and not scattered around the park
- Locations far from the ramp seem impractical.
- Rigging locations should be located at the front of the ramp and aligned with it.
- 10-minute time limits should be posted at rigging locations

- Perhaps the eastern fish cleaning facility could be removed and the walking path realigned through there.
- There needs to be wash-down bays in more appropriate positions.

### **Response**

The rigging bays have now been moved to the top of the boat ramp and include washdown bays. The fish cleaning area has also been relocated.

## **1.11 Issue 6, Breakwall**

### **Submission number(s)**

7, 11, 14, 15, 16

### **Issue description**

- Extension may make it a bit safer, but boats will still not be able to enter/exit during rough tides.
- Establish a channel marker on the lee side of the extended breakwall showing a minimum depth
- The breakwall extension will fail to solve the problem and may actually make it worse because it will encourage sand buildup at the entrance.
- The breakwall has already been extended before using rocks and giant sandbags and it failed to solve the sand buildup problem.
- Extending the breakwall will only move the problem, not solve it.

### **Response**

Comprehensive physical modelling has been undertaken at NSW Government's Manly Hydraulics Laboratory to examine the impact on wave conditions by the proposed 75m extension to the breakwater.

The modelling concluded that the breakwater extension will result in milder wave conditions in the lee of the new breakwater and the entrance to the boat ramp basin thereby improving safety for vessels entering and leaving the boat ramp.

Sediment management through the implementation of regular maintenance dredging to minimise the formation of a sand shoal at the end of the breakwater extension will be undertaken by TfNSW to improve and maintain safety for vessels using the boat ramp.

## **1.12 Issue 7, Fish cleaning facilities**

### **Submission number(s)**

12, 18

### **Issue description**

- Fish cleaning facilities need to be upgraded with proper drainage and water access.
- Fish cleaning facility is right near the ramp entrance, which will encourage people either to jam up the ramp while they clean their catch, or park the car and use the BBQ facilities. Neither is a good option.

## **Response**

The fish cleaning facilities have been relocated. The proposed facilities will be provided with appropriate drainage and connection to water. These requirements are understood and will be addressed at the detail design stage.

## **1.13 Issue 8, Sand and siltation**

### **Submission number(s)**

11, 13, 14, 15, 16, 18,

### **Issue description**

- North-easterly Easterly and South-easterly large swells move the sand in a clockwise direction in the harbour which will result in large amounts of sand being deposited on the lee side of the extended breakwall.
- Council will need to undertake regular dredging in the channel to maintain safe depths—something they have not done regularly.
- Suggest a service-level agreement with Council to maintain the channel, because at this time, it is only undertaken in response to public complaints, near misses and actual incidents.
- The predicted influx of sand into the harbour is 200,000m<sup>3</sup> per year.
- The overall harbour depth has reduced by more than six metres in the last 20 years—it needs to be dredged back to its original depth if this project is to succeed.
- The sand moves into the harbour from a north-eastern direction and swirls around in a vortex in an anti-clockwise direction and then trapped by the ramp and the breakwall.
- The main concern of ramp users over the last decade has been the silting up of the harbour and the entrance and this project does nothing towards the necessary maintenance of the siltation.
- There are countless videos on the web that show people “walking” their boats to the ramp across shallow water.
- Sand fills the hole quicker than it can be dug out again. Even if this was fixed by a more rigorous dredging schedule, all it does is create a hole just before the sand bar, because the digger can only reach so far.
- The siltation also reduces the hours the ramp can be used (not at low tides) so creates congestion at “peak” times.
- This plan does not address how the harbour will be maintained to prevent it silting up.
- Put in a full-time floating dredge (as we used to have some years ago). The land-based digger is no longer effective.

## **Response**

Sediment transport studies have determined that sediment is primarily transported into the harbour entrance by ocean wave action. A significant portion of this sand continues to be moved along the southern (and northern) shorelines of the port area by wave action before being deposited and forming a shallow shoal at the existing entrance to the boat ramp basin.

A sediment management plan for the boat ramp entrance will be developed as part of the overall management of the Coffs Harbour port area. Regular routine dredging will be implemented by TfNSW to minimise the formation of a sand shoal at the end of the breakwater extension and entrance to the boat ramp entrance channel. The dredging operations, when combined with the extension of the breakwater, will improve navigation conditions and the safety of vessels using the boat ramp facility.

## **1.14 Issue 9, Pedestrian/cycle access**

### **Submission number(s)**

7, 8, 17,

### **Issue description**

- Pedestrian access through the carpark makes it difficult for cars and trailers and dangerous for pedestrians. Remove the eastern rigging area and align the pathway to that.
- The pathway should be constructed as part of this project, not later by Council, because this is all inside the combined Crown Land Licence.
- How will this proposed pathway link up with others in the area? Can we see how this is planned?
- Pedestrians and bike riders should be actively discouraged from the carpark
- The path cuts across a high “traffic-reversing” area which is very dangerous. Having the path/cycleway in this area increases the complexity and danger to both motorists and pedestrian/bike riders.
- Keep the pedestrian access close to the water.
- Perhaps build a tall bridge over the boat ramp entrance?

### **Response**

The portion of the pedestrian pathway within the combined Crown Land licence area will be constructed as part of stage 2 of this project. The proposed pathway in the north of the site will link up with the existing pathway as shown in Appendix A of the REF. That access follows the line of the foreshore along the water.

The triangular park at the north eastern corner of the car park has had its amenity reduced to reduce the desired lines for pedestrian movement. This will reduce the requirement for pedestrians to walk through the boat ramp car park.

## **1.15 Issue 10, Pontoons**

### **Submission number(s)**

7, 18, Set out the applicable submission number/s.

### **Issue description**

- Pontoons (both the extension and the new one) are a great idea
- Remove the planned middle pontoon—it will cause more congestion. You can see this effect at Soldier’s Point Boat Ramp, where they have a pontoon in the middle of the ramp.
- Extend the existing pontoon instead of building the new one
- Add a new pontoon on the southern side of the harbour

## Response

We understand, that when pontoons are in use, there is reduced potential for usage of the adjacent boat ramp lane. As such, the balance of pontoons and ramp lanes was carefully considered to minimise the potential for congestion at the site, as follows:

- There will be three ramp lines either side of the middle pontoon (six lanes total).
- This means that during busy times when each pontoon is in use, there would still be at least two ramp lanes unobstructed by vessels tied to the pontoons (i.e., Lanes 2 and 5).
- In comparison, the boat ramp facility at Soldiers Point has just one ramp lane either side of the pontoons, which would restrict usage of the ramp lanes by other users when vessels are tied off to the pontoons.

The double-sided middle pontoon was strongly endorsed by representatives of the local boating community.

The existing pontoon on the western side of the basin is proposed to be extended as indicated in the plans.

A new pontoon on the southern (eastern?) side of the basin is not feasible. Water depths are shallow in this area and non-navigable. Constructed in 2015, the purpose of this shallow rocky region is to dissipate seiching energy and mitigate water level surges that are a feature of the wider harbour.

## 1.16 Issue 11, Relocate boat ramp facility

### Submission number(s)

13, 16, 20

### Issue description

- Location of boat ramp is wrong because it continually fills up with sand.
- Coffs is a surge-harbour and the sand which is continually moving up the coast being washed around inside the harbour from the south.
- The ramp has been built on the wrong side of the harbour. Where it is now is a “sand magnet”, particularly during large swells when the harbour entrance becomes a prime surfing spot with waves of between five and six feet breaking across the entrance.
- My plan for relocation (Submission 20)

### Response

Much of the Coffs Harbour port area experiences sediment transport and deposition including along the northern shoreline and onto the northern end of Jetty Beach. Sediment movement along the northern shoreline also results in the formation of a shoal at the entrance to the northern marina area that requires maintenance dredging.

Sediment deposition would also be problematic if the boat ramp facilities were relocated to another location within Coffs Harbour. The relocation of the boat ramp facility was outside the scope of the investigation and the cost would exceed the funding that has been secured for the upgrade of the boat ramp facilities.



## **1.17 Additional assessment**

No additional studies are required to be carried out. All were undertaken for the purpose of the REF and were displayed and available for comment.

## **Changes to the proposal**

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The concept master Plan for Stage 2 has been updated from that indicated in the REF

### **Description**

The main changes include the following:

- A flow thru carpark (as requested) has been achieved with very minimal loss of parking spaces for car/trailer – achieved with a reduction on landscaping and plantings in centre bays but a good compromise TfNSW has worked with consultants closely on this layout and believes the traffic flow into and out of the carpark is efficient
- Landscaping has been revised and is now included on north and south side of Jordan Esplanade, on north/south end of each parking bays, around the fishing cleaning area and around the entrance to the carpark
- The provision of six de-rigging bays (drive through) to align with boat ramp lanes
- The amenities block (4 cab) has been moved to the west side of carpark
- We have provided for a separate outdoor shower on the west side of carpark
- Proposed grass areas as shown
- Proposed picnic tables and seating as shown
- The red pedestrian path has moved to west of amenities block

### **Environmental assessment**

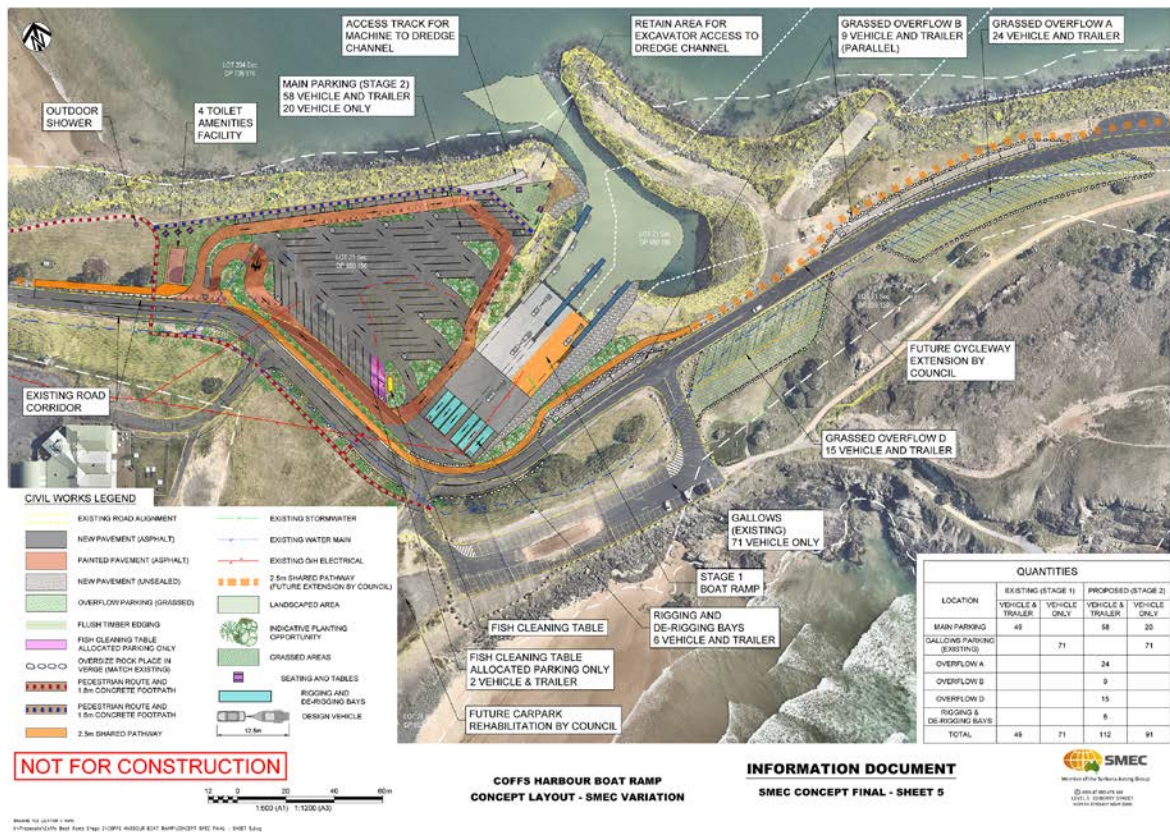
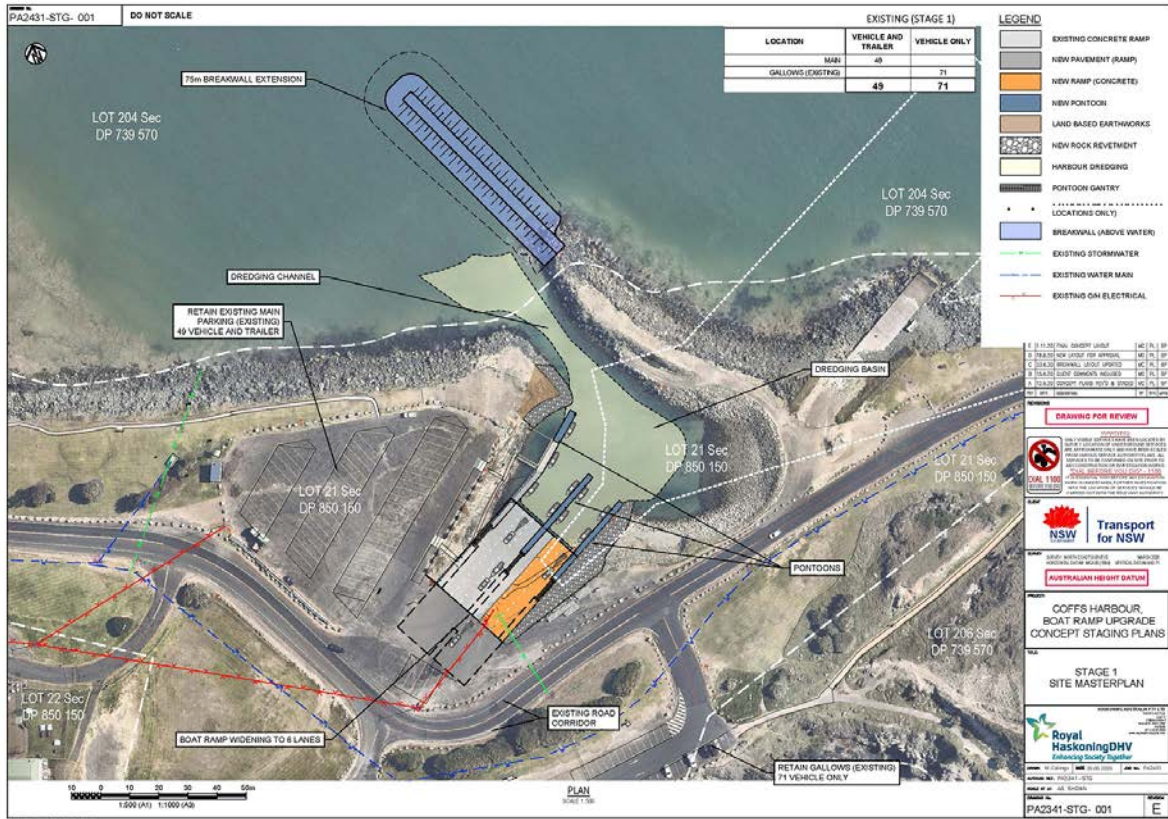
No additional environmental assessment is required.

### **Revised management and mitigation measures**

No revised management or mitigation measures are required.

Please see overleaf for the new plans for Stages 1 and 2 of the project

# Stage 1 (top) and Stage 2 (bottom)—new Plan



## Environmental management

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**1.18 There are no revised or additional environmental management measures required.**

**1.19 Licensing and approvals**

**Table 5.1: Summary of licensing and approval required**

| <b>Instrument</b>  | <b>Requirement</b>  | <b>Timing</b>                                    |
|--|---|--|
| <i>Fisheries Management Act 1994 (s199)</i>                  | Notification to the Minister for Primary Industries prior to any dredging (work that involves the removal of any of material from water that disturbs, moves or harms woody debris, snags, gravel beds, cobbles, rocks, boulders, rock bars or aquatic vegetation is considered dredging) or reclamation work. A copy of the REF and detailed design should be submitted with the notification. | A minimum of 28 days prior to the start of work. |
| <i>Fisheries Management Act 1994 (s205)</i>                  | A permit must be sought for harm to marine vegetation for the breakwater extension as seaweeds are likely to be damaged or removed for the purpose of the works. A copy of the REF and detailed design should be submitted with the notification.   | Prior to start of the activity.                  |
| <i>Crown Land Management Act 2016 (Div 3.4, 5.5 and 5.6)</i> | Lease or licence to occupy areas of Crown land if the combined licence area is not amended prior to commencement of Stage 2 works.<br><br>Note: Work on Crown land triggers the requirement for a 24KA notice under the <i>Native Title Act 1993</i> . The notice is to be prepared by the legal team and sent to NTSCORP. This is required whether there is a claim on the land or not.        | Prior to start of the activity                   |

## References

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# Appendix A

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## Key stakeholders' responses

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Department of  
Primary Industries

OUR REF: C20/557

30 September 2020

Mr Patrick Smyth

Project Manager Infrastructure  
Transport for NSW

PO Box K659  
HAYMARKET NSW 1240

Via email: [Patrick.smyth@transport.nsw.gov.au](mailto:Patrick.smyth@transport.nsw.gov.au)

Dear Mr Smyth

### **Re: Review of Environmental Factor considerations for Coffs Harbour Regional Boat Ramp upgrade**

I refer to your letter of 28 August 2020 seeking advice from DPI Fisheries on the preparation of a Review of Environmental Factors (REF) for the proposed upgrade of the Coffs Harbour Regional Boat Ramp.

DPI Fisheries is responsible for ensuring that fish stocks are conserved and that there is “no net loss” of key fish habitats upon which they depend. To achieve this, the Coastal Systems Unit assesses activities under Part 4 and Part 5 of the *Environmental Planning and Assessment Act 1979* in accordance with the objectives of the FM Act, the aquatic habitat protection and threatened species conservation provisions in Parts 7 and 7A of the FM Act, and the associated *Policy and Guidelines for Fish Habitat Conservation and Management (2013 Update)* (DPI Fisheries P&G) (<https://www.dpi.nsw.gov.au/fishing/habitat/protecting-habitats/toolkit>). In addition, DPI Fisheries is responsible for ensuring the sustainable management of viable commercial fishing and aquaculture; quality recreational fishing; and to promote the continuation of Aboriginal cultural fishing within NSW.

### **Part 7 Fisheries Management Act 1994 Approvals**

The table below outlines actions that trigger sections of the *Fisheries Management Act 1994*. The proposed works will involve dredging and reclamation works and may involve harm marine vegetation works if seagrass or other marine vegetation will be impacts by the works.

For the dredging and reclamation component of the works, as Transport for NSW (the proponent) is a public authority (other than a local government authority), s199 of the FM Act will apply to this proposal. Section 199 of the FM Act requires that the proponent consults with DPI Fisheries and considers any matters concerning the proposed work that are raised by DPI Fisheries. Consultation would normally be in the form of provision of the final design plans and REF.

If the proposal includes harm to marine vegetation, Transport for NSW will need to apply to DPI Fisheries for a permit under s205 of the FM Act.

| <b>Sections</b> | <b>Description of action</b>   | <b>Legislative trigger</b>  |
|-----------------|--|---|
| 198-202         | Dredge (digging) and / or reclamation (filling) of land permanently or periodically inundated by water (including wetlands). | Digging and / or filling below the Highest Astronomical Tide (~1m AHD) in estuaries. Digging and / or filling within the high bed of 3 <sup>rd</sup> order and higher watercourses (based on 1:25,000 scale maps) and/or draining water from land for its reclamation. Activities described in cl 226 <i>Fisheries Management (General) Regulation 2019</i> |
| 205             | Harming marine vegetation (seagrass, mangroves and kelp)   | Gather, cut, pull up, destroy, poison, dig up, remove, injure or otherwise harm marine vegetation or any part of it. Activities described in cls 228-229 <i>Fisheries Management (General) Regulation 2019</i>  |
| 218-220         | Obstructing free passage of fish, in waterways   | Construction or alteration of a dam, floodgate, causeways or weir or otherwise creation of an obstruction   |

### **Avoiding impacts to fisheries resources**

Key fish habitats are defined within the policy and guidelines and are graded by 'type' on the basis of their sensitivity, or their importance to the survival of fish (refer to section 3.2 of the DPI Fisheries P&G for further information). The proposal should first aim to avoid impacts to fisheries resources, particularly key fish habitats. Where impacts to key fish habitats cannot be avoided, the preference is to impact less sensitive key fish habitats over more highly sensitive key fish habitats.

### **Offsetting unavoidable impacts to fisheries resources**

It is highlighted that in the DPI Fisheries P&G, SEPP Coastal Wetlands, saltmarsh and seagrass are considered TYPE 1 *Highly Sensitive Key Fish Habitat* while mangroves (when outside of mapped SEPP 14 Coastal Wetlands) are considered TYPE 2 *Moderately Sensitive Key Fish Habitat*. Section 3.3.3.2 of the DPI Fisheries P&G notes that DPI

Fisheries enforces a 'no net loss' habitat policy as a condition of consent perhaps requiring proponents to conduct habitat rehabilitation and/or provide environmental compensation for all unavoidable impacts to marine vegetation. An offset ration of 2:1 applies for harming of marine vegetation.

### **Other information requirements**

DPI Fisheries' standard minimum information requirements for environmental assessment are clearly detailed in section 3.3 of the DPI Fisheries P&G. Please ensure that these information requirements are addressed in the REF. This will facilitate effective assessment of the proposal and reduce delays.



## Department of Primary Industries

If you have any further enquiries please contact me on 02 6626 1375 or [jonathan.yantsch@dpi.nsw.gov.au](mailto:jonathan.yantsch@dpi.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jonathan Yantsch', with a long horizontal flourish extending to the right.

Jonathan Yantsch

**Senior Fisheries Manager, Coastal Systems (North Coast)  
Aquatic Environment, Primary Industries NSW**



24 September 2020

Mr Patrick Smyth  
Project Manager  
Infrastructure MIDO  
Transport for NSW

Sent via email: [Patrick.Smyth@transport.nsw.gov.au](mailto:Patrick.Smyth@transport.nsw.gov.au)

Dear Mr Smyth

## 1.20 COFFS HARBOUR REGIONAL BOAT RAMP UPGRADE PROPOSAL – STAKEHOLDER CONSULTATION

Thank you for your letter of 28 August 2020 requesting comment on the proposal of the regional boat ramp upgrade at Coffs Harbour which includes the extension of the existing breakwater by 75m, widening and topping the existing boat ramp, extending the existing pontoon, installing two new pontoons and dredging the existing boat ramp basin and channel.

NSW Maritime – Operations and Compliance North requests consideration is given to the following when preparing the REF:

1. Any works impacting on navigation during the construction phase must seek NSW Maritime support 21 days prior to works commencing. A full scope of works including dates and time frames is to be provided to [NavigationAdviceNorth@rms.nsw.gov.au](mailto:NavigationAdviceNorth@rms.nsw.gov.au).
2. NSW Maritime will prepare and publish a Marine Notice on the Maritime website and the Government Gazette advising the dates and nature of the works. NSW Maritime recommends that this forms part of the communications plan for this project.
3. Any Barge and all associated work boats to comply with the relevant Marine Legislation for survey, crewing, registration and safety equipment.
4. Vessels must exhibit lights and day shapes in accordance with International Regulations for Preventing Collisions at Sea. Due to the high volume of and close proximity to vessel traffic, additional lighting of barge/work boats is advised as long as it does not conflict with Regulations for Preventing Collisions at Sea. For example the installation of white deck lights on barges to increase vessel and plant visibility especially when unattended at night.
5. Any cables including anchor cables, pipes and ancillary equipment which presents as a potential hazard to people or vessels should be appropriately marked, including the use of lights at night. Marking of objects to be clarified with NSW Maritime Boating Safety Officer prior to placement.
6. Submerged cables may present as a hazard to craft anchoring. These hazards must be mitigated. Application of appropriate signage and lighting, written notification to stakeholders and broadcasting of marine safety alerts may be options to prevent anchoring issues, or impact on vessels retrieving their anchors.



7. Written notifications advising of the works including dates, times and navigation restrictions are to be circulated to the Coffs Harbour commercial vessel operators
8. Written notification advising vessel operators of the works including dates, times and navigation restrictions are to be placed at visible locations at local boat ramps in Coffs Harbour. The Marine Notice includes any restrictions and could be used for this purpose as it is a legal document that also gives compliance officers powers to enforce any conditions in place for vessels. It is not enforceable unless the signs/notices are erected
9. Signage is required advising waterway users of the works and the potential effect on navigation at least two weeks prior to commencement of works at boat ramps

10. The Contractor is to develop a Traffic Management Plan to minimise interruption to vessels entering and leaving the boat harbour, as well as commercial vessels operating from Coffs Harbour Marina. This may include placement of additional navigation aids to warn the boating public of potential hazards. This plan should be devised in consultation with the local Boating Safety Officer. NSW Maritime will have final approval of the plan.
11. Any costs associated with the relocation, removal or additional installation of navigation aids would be the responsibility of the Barge Contractor and will be done in consultation with NSW Maritime.
12. Coffs Harbour Marine Rescue is to be advised when works are in progress so that a securite message can be broadcast at regular intervals to notify commercial and recreational vessels of the operations. In the first instance NSW Maritime will provide Marine Rescue with the Marine Notice to broadcast the restrictions and general awareness of the works in progress. It is the responsibility of the Contractor to communicate any changes to times or work methods to Marine Rescue, and to log on and log off with Marine Rescue daily.
13. Should the area around the barge operations need to be closed at any time during the works, notification to the Boating Safety Officer or the Senior Boating Safety Officer is required as early as possible
14. An Oil Spill response plan to mitigate and respond to any oil spill caused by any vessels is to be submitted to [navigationadvicenorth@rms.nsw.gov.au](mailto:navigationadvicenorth@rms.nsw.gov.au)
15. A vessel recovery and salvage plan is to be submitted to [navigationadvicenorth@rms.nsw.gov.au](mailto:navigationadvicenorth@rms.nsw.gov.au). In the event that the barge becomes dislodged due to heavy seas or any other occurrence the plan should include reference to contingencies around removal from the beach area and break walls of the Coffs Harbour waters.

NSW Maritime requests consultation at each of the detailed design stages of the project to provide comment on the level of impact the proposed works will have on the safety of navigation.

For your reference the local Maritime Officers contact details are:

1. Boating Safety Officer, Anna Sedlak 0418 420 102
2. Senior Boating Safety, Dean Moore 0418 434 164

Please forward future correspondence and enquires with regards to the boat ramp upgrade project to [navigationadvicenorth@rms.nsw.gov.au](mailto:navigationadvicenorth@rms.nsw.gov.au) and for all correspondence relating to barges and barge movements associated with this project please email [rod.mcdonagh@transport.nsw.gov.au](mailto:rod.mcdonagh@transport.nsw.gov.au) or contact Manager Operations, Rod McDonagh on 0418 494 153.

Yours sincerely



**Lynda Hourigan**  
Project Officer North  
Maritime

**Transport for NSW**

**From:** Patrick Smyth <Patrick.Smyth@transport.nsw.gov.au >  
**Sent:** Monday, 19 October 2020 1:22 PM  
**To:** Patrick Lawless ; Lisa Proctor  
**Subject:** FW: S.45 & SEPP Notice of Proposed Electrical Works - off Jordan Esplanade , Coffs Harbour Ref: 7050212

Patrick / Lisa

Patrick Smyth  
Project Manager Infrastructure  
Maritime Infrastructure Delivery Office  
Transport for NSW - Newcastle

T (02) 4981 7636 | M 0409 758663



**Transport  
for NSW**

**From:** Anne Shearer [mailto:anne.shearer@chcc.nsw.gov.au]  
**Sent:** Monday, 19 October 2020 12:27 PM  
**To:** projects@powersol.com.au  
**Cc:** Patrick Smyth <Patrick.Smyth@transport.nsw.gov.au>; Nat Redman <nat.redman@chcc.nsw.gov.au>  
**Subject:** S.45 & SEPP Notice of Proposed Electrical Works - off Jordan Esplanade, Coffs Harbour Ref: 7050212

Good morning Steven

Thank you for the opportunity to make a submission to the proposed electrical works for the Coffs Harbour Boat Ramp. Please forward the REF for review when it is completed.

Comments from the Senior Environmental Project Officer are as follows:

The design shows new Flood light at the ramp. This will need to be of appropriate lux due to the Shearwater colony on Muttonbird Island. Lighting at the boat ramp has previously been a potential issue. NPWS will need to be consulted as to the acceptable level of lighting. This should all be addressed in the REF.

I have cc'd Nat Redman into this email if you require any further information.

Other comments from key Council staff include several questions about the scope of the works including:

- Consideration of underground cables, particularly as there may be boats with masts.

## COFFS HARBOUR



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- Requirement for the substation to be upgraded and power supply
- Lighting for pedestrian crossings
- Power for recreational facilities such as bbqs, amenities and events
- Possible use of solar lighting for the carpark
- Relocation of the existing digital sign and lighting/CCTV
- Additional CCTV cameras.

- Consider low colour temperature lighting.

*Kind Regards*

**Anne Shearer**

Section Leader (Acting)

Asset Strategies | Coffs Harbour City Council

**T:** 02 66 484 414 **M:** 0457 799 221

[anne\\_shearer@chcc.nsw.gov.au](mailto:anne_shearer@chcc.nsw.gov.au)

| [www.coffsharbour.nsw.gov.au](http://www.coffsharbour.nsw.gov.au) | @coffscouncil | @heartofcoffs | [www.heartofcoffs.com.au](http://www.heartofcoffs.com.au)



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GOVERNMENT

# Planning, Industry & Environment

Our Ref: DOC20/708637

Your Ref: Your letter dated 28 August 2020

Transport for NSW  
Maritime Infrastructure Delivery  
Office PO Box K659  
Haymarket NSW 1240

Attention: Mr Patrick Smyth - Project Manager Infrastructure

Dear Mr Smyth

Re: Review of Environmental Factors Environmental Assessment Requirements- Proposed Upgrade of Coffs Harbour Regional Boat Ramp

Thank you for your letter dated 28 August 2020 about the Proposed Upgrade of Coffs Harbour Regional Boat Ramp seeking Environmental Assessment Requirements (EARs) from the Biodiversity and Conservation Division (BCD) of the Environment, Energy and Science Group in the Department of Planning, Industry and Environment. I appreciate the opportunity to provide input and apologise for the delay in responding.

The BCD was formerly part of the Office of Environment and Heritage, but now forms part of a Group that has responsibilities relating to biodiversity (including threatened species and ecological communities, or their habitats), National Parks and Wildlife Service estate, climate change, sustainability, flooding, coastal and estuary matters.

On July 1, 2020 Aboriginal cultural heritage (ACH) regulatory functions were transferred from the BCD to Heritage NSW in the Department of Premier and Cabinet. For advice on ACH please contact Heritage NSW at [heritagemailbox@environment.nsw.gov.au](mailto:heritagemailbox@environment.nsw.gov.au)

We note that the project will be assessed in accordance with Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Review of Environmental Factors (REF) EARs provided by the Biodiversity and Conservation Division are limited to Aboriginal cultural heritage, biodiversity, NPWS estate, acid sulphate soils, flooding, stormwater and coastal erosion.

The proponent should ensure that the REF will be sufficiently comprehensive to enable unambiguous assessment of all direct and indirect impacts of the proposed activity .

In particular, the REF should describe:

1. how any dredged sand would be transported and placed on Park Beach in order to satisfy Action BD.1 of the Coffs Harbour Coastal Zone Management Plan (CZMP).
2. how the proposal will avoid impacts within the Saving our Species defined site polygon for the threatened Coast Headland Pea (*Pultenaea maritima*), which occurs adjacent to the proposed boat ramp upgrade area .

We consider that this information is necessary for a comprehensive REF for the proposed activity.

The full list of our requirements that may need to be addressed in the REF is provided in **Attachment 1**. In preparing the REF, the proponent should refer to the relevant guidance material listed in **Attachment 2**.

If you have any further questions about this advice , please do not hesitate to contact Mr Paul Houlder, Project Officer Data Support, at paul.houlder@environment.nsw.gov.au or on 6670 8679.

Yours sincerely



28 September 2020

## 1.21 DIMITRI YOUNG

**Senior Team Leader Planning, North East Branch  
Biodiversity and Conservation**

Enclosures :

Attachment 1 - BCD Recommended Environmental Assessment Requirements for REF - Proposed Upgrade of Coffs Harbour Regional Boat Ramp

Attachment 2 - REF Guidance Material

DRAFT



## Appendix B

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### Full text of all submissions

#### **Submission 1**

Hi

In the new upgrade to the boat ramp at Coffs Harbour will there be a toilet block. Because it's an absolute disgrace that there are no toilets at all on that side of the harbour.

#### **Submission 2**

Hi

Also, on the current drawings it shows plants in between parking rows.

Generally vehicles towing boats will need drive through parking.

You don't want heaps of people reversing with boats and trailers attached.

#### **Submission 3**

Hi

The boat ramp needs a toilet block. There is no toilet for over a kilometre. As a woman who goes fishing, this is essential.

Thanks

#### **Submission 4**

Good Morning,

Could you please advise if more information on the additional amenities (toilet and kiosk) is available at this stage other than what is mentioned in the Report section.

Regards,

#### **Submission 5**

Re Coffs Harbour boat ramp

Hi,

Firstly congratulations on finally moving forward with improving the boat launching facilities in Coffs Harbour.

As a regular user of the current facility, I do however have several concerns regarding several aspects of the proposed plans - particularly in relation to traffic management, boat rigging areas and parking.

The proposed plans show the parking as only drive in, this would necessitate users reversing trailers into parks. This would in my opinion be a disaster, both in respect of convenience, safety and congestion in the car park. The current 'drive through' arrangement is more than satisfactory, and should be retained.

The plans indicate that the road into the ramp travels through the car park, this would also cause further congestion. On some busy days at the moment vehicles are lined up along Jordan Esplanade waiting their turn to rig and launch. Having the road travel through the car park, combined with the rigging areas being dispersed around the car park away from view of the ramp, and the proposed one way into parking would be a recipe for congestion, parking mayhem and I dare say conflict amongst users and I strongly suggest needs to be re considered.

As previously mentioned, the plan indicates rigging areas dispersed around the car park. This I also suggest is flawed. Not only would this cause congestion, but confusion as to who is the next one to have their turn at launching at busy times. Again this would result in congestion and probably conflict amongst users. The main rigging area should be immediately adjacent to the boat ramp for practical areas.

I hope these suggestions are helpful. I know some of my suggestions are perhaps not as aesthetically pleasing, but hope that they are more practical.

This is a long awaited project and we probably only have one opportunity to get it right.

Regards

## **Submission 6**

I am assuming the traffic will flow in a clockwise direction. Most of the trailer spaces seem to be facing (angled) the wrong direction, particularly those on the Jordan Esp. side.

If the parks are designed to be reversed into, I can fore see many issues. To me, the whole parking bay layout is a dog's breakfast.

Coffs boat ramp users are a high percentage of fishermen, many of who leave before sunrise, surely it would make more sense to drive into a parking bay and then reverse out in daylight hours.

Could the spaces in the centre be made drive through as they are at present? Do we really need gardens in the centre?

Regards,

## **Submission 7**

Dear Sir/Madam

I am a born and bred Coffs Harbour local and have been using the boat ramp for over 40 years. I would like to offer the following suggestions in regard to the proposed upgrade of the Coffs Harbour Boat Ramp.

### **Proposed New Access**

To my knowledge the existing access has never had a safety issue. It has good vision in all directions. It is wide and allows a good swing into the existing derigging spaces. The proposed access creates a double right angle bend which would be more difficult for trailer maneuvering. The location and design of the new entrance seems "isolated" and "congested" should emergency evacuation or access be required. Perhaps the entrance should be left where it is. (See further comment below regarding proposed rigging/derigging spaces).

### **Proposed Extension of the Breakwall**

I admit I haven't seen the REF, however I would assume the hydraulic modelling shows no change to sand buildup at the mouth. It may make it slightly safer, however boats should not be going out when the sea is rough. I question the real value of this.

### **Proposed De-rigging/Rigging Locations**

These locations seem impractical. They are too far from the ramp. People will most likely still attempt to rig/de-rig at the front of the ramp using the proposed parking spaces causing user friction both at the ramp and at the rig bays that have been bypassed. It may be more prudent to maintain them at the front of the ramp **and**, aligning them in the same direction as the ramp. Any rigging-de-rigging locations need to give consideration to an easy circular flow from trailer parking to ramp and back again. 10 minute time limits for Rigging-Derigging bays (not where using amenities) would be welcomed.

### **Proposed Car/BoatTrailer Parking Spaces**

These spaces appear to require reversing in or out of trailers. Many users poorly back trailers and this will create traffic kaos and user friction. Spaces need to be "drive-through", as existing, and provide an easy circular flow from trailer parking to ramp and back again. Landscaping would not be practical in these locations. I still believe NW to SE directional bays are best.

### **Proposed Amenities Facility**

The biggest problem with the current facility is that close parking for a car with a trailer is limited. Continuation and joining of the proposed rig/derig sections adjacent to the harbour and the ramp, on an "easy curve", and removing the proposed single spaces may be more practical. Single cars are not really in line with the purpose of the amenities and such a monopoly may not be appreciated by boaties.

### **Single Car Parking**

Single car parking spaces are necessary, especially for deckies who drive their own cars to go fishing with a boat captain. Historically, the existing parking spaces adjacent to the SE side of the ramp have proved most practical. Perhaps provision of nose-in parking where the first "Grassed Overflow B" is proposed would be more practical and would reduce traffic flow into the car park. Note that the proposed spaces in front of the proposed amenities (see also above comment), if adopted, would be a target. This may create congestion and user friction.

### **Pedestrian Access**

Maneuvering a car and trailer around the facility with pedestrians walking through has always been an issue for myself. I do not know the answer but ask that further consideration could be given to separation of the two. Perhaps the proposed eastern rigging/de-rigging bay could be removed and the proposed pathway aligned there.

I welcome the proposed new pontoons and their configuration.

## Submission 8

Good Afternoon,

We have recently received a community update regarding the above much needed project and I would like to provide the following feedback.

1/ Can you please confirm the proposed amenities block includes toilets. In addition it is recommended the sewerage line be extended further to the southern break wall precinct to allow for the construction of a future amenities block as there are no toilet facilities at all in this area. As a member of the Rotary Club of Coffs Harbour over past years we have been responsible for the construction of the Wayne Glenn Walk ,picnic shelters drink stations and the fitness station. The over whelming feed back from the community was- **When will toilets be built. Since we have activated this area public usage sky rocketed by all section of the community. Including careers and their clients some in wheel chairs who unfortunately find the need to use a toilet immediately.**

2 / The plan shows a 2.5 m shared walkway with future extensions to be undertaken by CHCC. This should be completed simultaneously by Transport NSW as part of the project as this shared walkway is within the combined Crown land licence area. Figure 8

3/ Can you please provide more detail /plan of how the 2.5 share walkway links with existing walkways. It is important that these be linked as part of the project to ensure pedestrian safety.

I look forward to receiving your reply in due course.

## Submission 9

Responding from a non boating person, I feel the boat ramp plan looks like it is addressing many issues. The changed boat access solves the pedestrian problem leading to the Southern Break Wall. The plan for a shared pathway around the area looks like a good solution.

My thoughts on the plan, would be to ask the Council to extend the path westwards a few hundred metres to allow cyclists to access the south wall without putting their lives at risk when navigating the corner with double lines. I have had two very traumatic experiences on that corner with a car and trailer going one way and a car the other. No bikes are permitted on the path so if the shared path could be extended to cover this hazard it would be an asset for Coffs Harbour.

Yours sincerely,

## Submission 10

Dear sirs,

I have read the brochure on the proposal to spend \$14 million on improving the never ending problems of this boat ramp.

I have lived here for over 13 years and have seen very little improvement for the fishermen who love to fish Coffs Harbour.

If I did not know better, I would have to believe that you deliberately believe that fishing is a man only sport judging on this big dollar spend that still will not provide toilet facilities close to the ramp and park area until 2022.

I do not have a boat, sold due to health problems, even when I did, I never asked my family female members or friends to go fishing in and around the Harbour due to lack of toilets reasonably close to the boat ramp.

Women are not camels !                      They need toilets just as much as men and

while you shove your bum on a seat down in Rozelle, I think it is now that toilets are secured to this proposal, not 2022. Come up here and have a look at how it is now, if I cannot see Rozelle from here, I am sure that you have not seen this proposal firsthand from Rozelle.

Ask yourselves what do you do when you need to go to the toilet ? Easy to pee into a bucket and rinse out afterwards, not so easy for our womenfolk, when toilets are situated 1/2 mile away from boat ramp.

Pontoons , widening ramp, extend breakwall, all very nice,        toilets essential.        NOW !

I have raised this issue on several occasions but nobody seems to care even though recreational fishing is a huge part of Coffs Harbour economy.

I will watch and wait.

## **Submission 11**

Project Team,

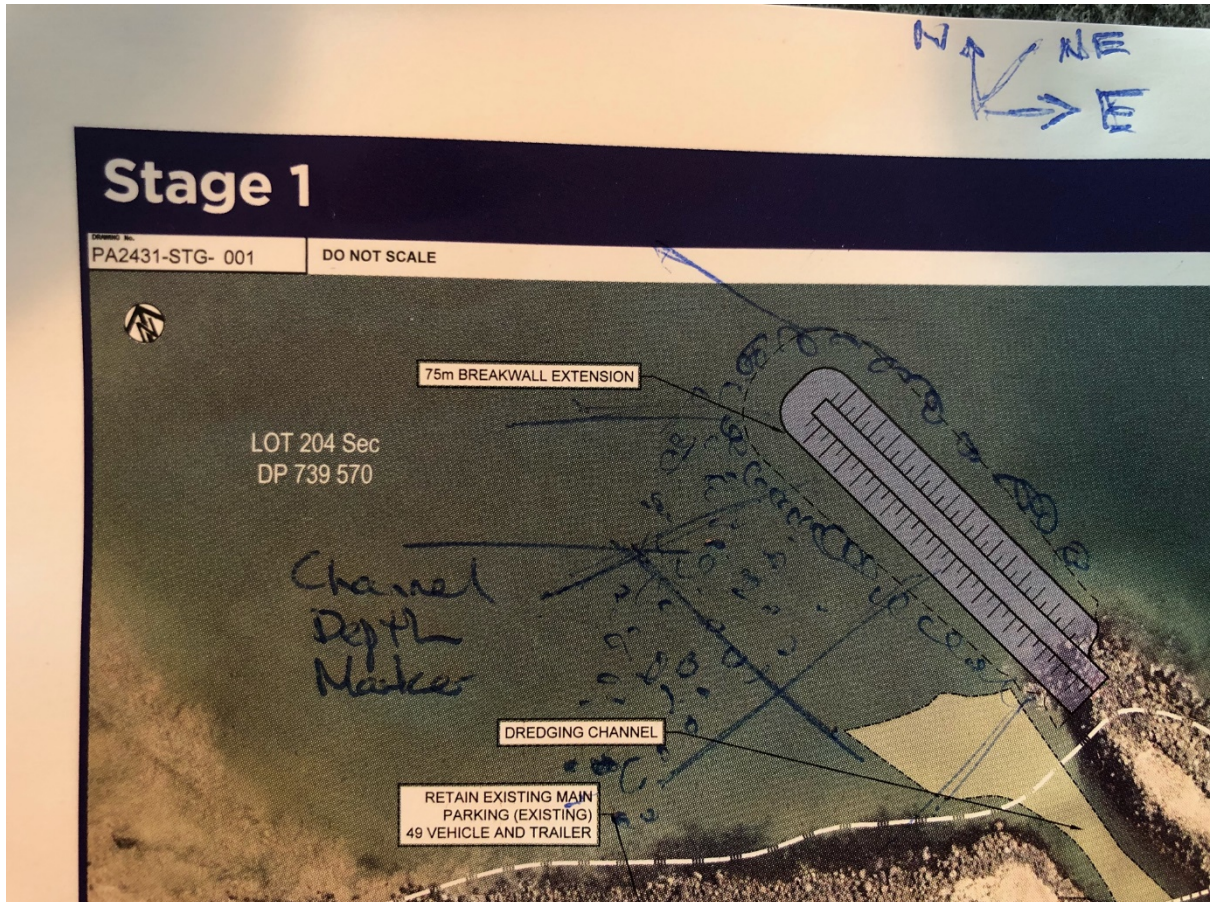
I have trained for SLS in the harbour weekly for over the last 30 plus years and have a first hand understanding of the the history of how large swells/waves and currents impact on sand movement in the harbour and build up of sand at the entrance of the boat ramp. The swells and currents experienced in the harbour particularly the large north easterly, easterly and south easterly swells move the currents and sand in a clockwise direction in the harbour. These conditions will continue to result in build up of sand on the lee side of the proposed 75m break wall extension as the swell/waves wrap around the end of the break wall. If a safe navigational water level is not maintained by Council in the channel, the boat ramp will still remain unsafe to vessels.

To ensure the safety of vessels entering/exiting the boat ramp the risk to user needs to be measured. The following items are proposed :

1. Channel depth marker on the lee side of the extended break wall showing a minimum depth on a marker post eg. - 2m
2. Service level agreement with Council to ensure a proactive program whereby a minimum depth is maintained in the channel eg - 2m.

If the frequency of maintenance of the depth in the channel is left to be managed by Council, it will continue to be undertaken as an ad-hoc, least cost approach in response to public complaints, near misses and incidents. This approach is not acceptable as it fails to control the risks. The approach needs to be a proactive approach to ensure the risk to boat ramp users is controlled.

Attached is a sketch showing the proposed sand build up, wave patterns, channel depth marker.



Regards

## Submission 12

Good Evening

Looking at both Stage 1 & Stage 2 plans, I would like to clarify the following?

1. Fish Cleaning areas...location and drainage/ waste disposal proposed ? ( The existing tables and surrounding area is a public health hazard )
2. Boat wash down bays?...as Coffs is a very busy tourist ramp ,it's worthwhile having an area to flush motors and wash down the boat etc,after fishing
3. Car Park configuration.....drive through car and trailer parking is I believed essential as backing into parking spaces with a boat trailer before dawn,will cause a lot of problems for all users.

Looking forward to commencement of the works....Cheers

## Submission 13

Good Morning,

I'm writing because I find this advertising material somewhat ridiculous. Let me explain, I really believe that those designing a boat ramp anywhere be experts in the field, sadly I have discovered those who design for Coffs Harbour are somewhat lacking in expertise as has been evidenced by our past experience of watching the deplorable lack of knowledge or application of that knowledge to the original design and the subsequent 'revamps'.

Many years ago before the ramp was built my husband was completing a boating course with a very experienced local sailor, they sat one afternoon on the jetty after an outing and the old sailor (no not an architect or marine engineer) shared his wisdom. He said the chosen location was 'wrong' and that they will find it is continually filling up with sand. He went further to explain the dynamics of sand shift along the coast, saying Coffs was a surge harbour and that the sand was continually moving up the coast being washed into the harbour and around the inside of the harbour from the south. Well at the time we thought maybe right maybe wrong, but we were wrong to doubt his wisdom as over the years we have watched buckets of money being thrown at the ramp 'located in the wrong spot'. Sand being pumped out, boats being damaged, new little walls being built but to no avail.

We are curious and amused that once again the process is starting all over again I say that but I must add that we are saddened when we think about the huge financial cost of wrong decisions from those we expect to have technical knowledge and expertise. We wonder how you justify your position, or once the money is allocated and spent and all the hand clapping and congratulations on 'new innovation' and beautiful siteworks are finished does it simply become someone else's problem. For a while those who use the ramp will hail its facilities and it will look good, but will you have really understood how to work with 'mother nature' once again we will wait and see.

We hope for your sake and ours that this will be a technical work that really does showcase your knowledge of the ocean, the sand drift and the particular needs of Coffs 'harbour.

Recreation fishing, well boating in many forms is one of the highlights of our area and the need for a safe workable boat ramp is understood by all who use the ramp.

We wish you success and look forward to seeing if what you produce is a work of excellence and something that time will show you to be a workman worthy of praise.

## **Submission 14**

Project Manager

Dear Sir/madam

I have looked at the limited information made available and believe that what you wish to accomplish at the boat ramp by extending the eastern rock wall 70 metres will fail to solve the problem and will most probably make it worse. I have had over 30 years experience with sand movement, removal and beach replenishment on the Australian coast. The predicted influx of sand is calculated at 200000 m3 per year into outer harbour, the overall depth of harbour has reduced by over 6 metres in the last 20 years, the harbour needs dredging back to original depths for your project to be successful.

## **Submission 15**

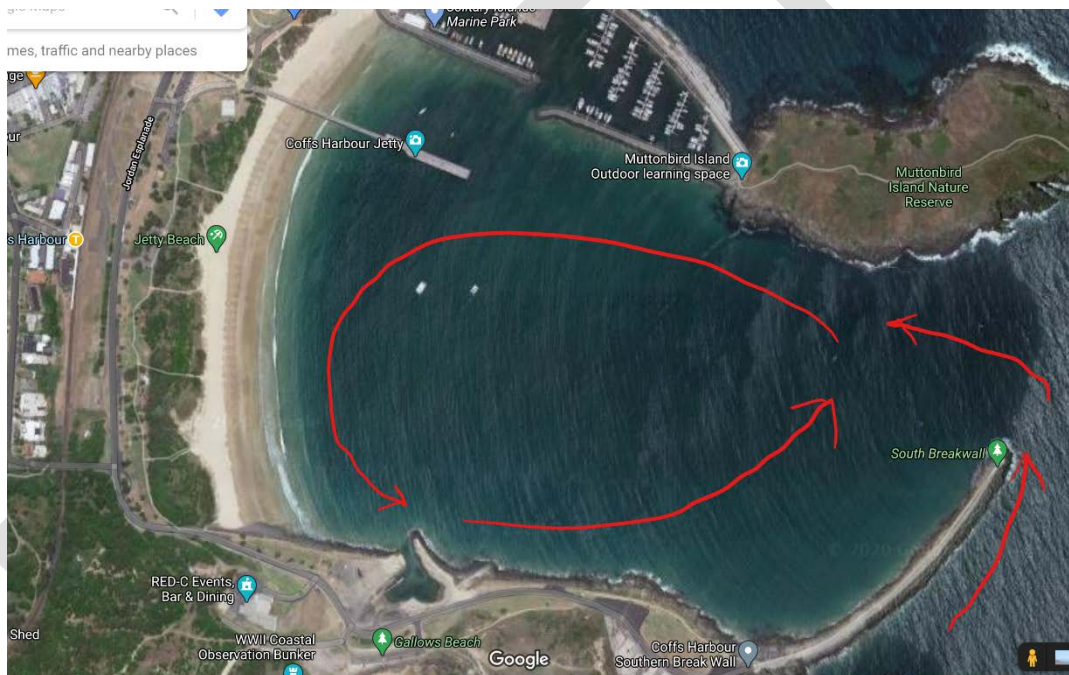
To Whom it may concern



My name is \_\_\_\_\_ and I am a local surfer and beachgoer in Coffs Harbour for 20 Years

I may not have any degrees in engineering, Hydrology or recognised expertise in this field, but as a surfer I have been a primary observer of sand movement in the Coffs Harbour area as this is key to finding good surf.

I believe that extending the breakwall for the boat ramp inside the harbour will actually catalyse the problem of sand build up in the Harbour. This is due to the way the sand actually moves from the open ocean into the Harbour itself. It comes in from a north east direction through the heads of the harbour and swirls around in a vortex in an anticlockwise direction and then is caught by the existing boat ramp wall and building up. Extending the wall will only catch more sand and fill up the boat ramp at a faster rate. (image below is sand movement within harbour)



## Submission 16

Dear Sir/Madam<

I would like to voice my concerns about the amount of that is proposed to be wasted on this facility.

Since the day it was built it has proven to be a money pit. Having watched this ramp and all the modifications, rebuilding and ongoing maintenance for over 40 years it is time to realise this boat ramp is built on the wrong side of the harbour. The inner harbour on that south side is a magnet for swells of any size, particularly during large swell events when the entrance to the boat ramp becomes a prime surf spot. Today it has 5-6 foot waves breaking across the entrance.



So far I believe the 'bowl' which allows boats to wait during launching/retrieval has been enlarged three times, each one said to have been a great solution. The protecting rock wall has also been enlarged using rocks and at an earlier time using giant submerged sandbags. All attempts to provide a safe permanent ramp have failed. Even now a council excavator regularly dredges the entrance to the ramp at a cost of approx \$100,000 per year. However as any four year old can testify, you can't dig holes in wet sand and expect them to stay. Of course the holes soon fill in again.

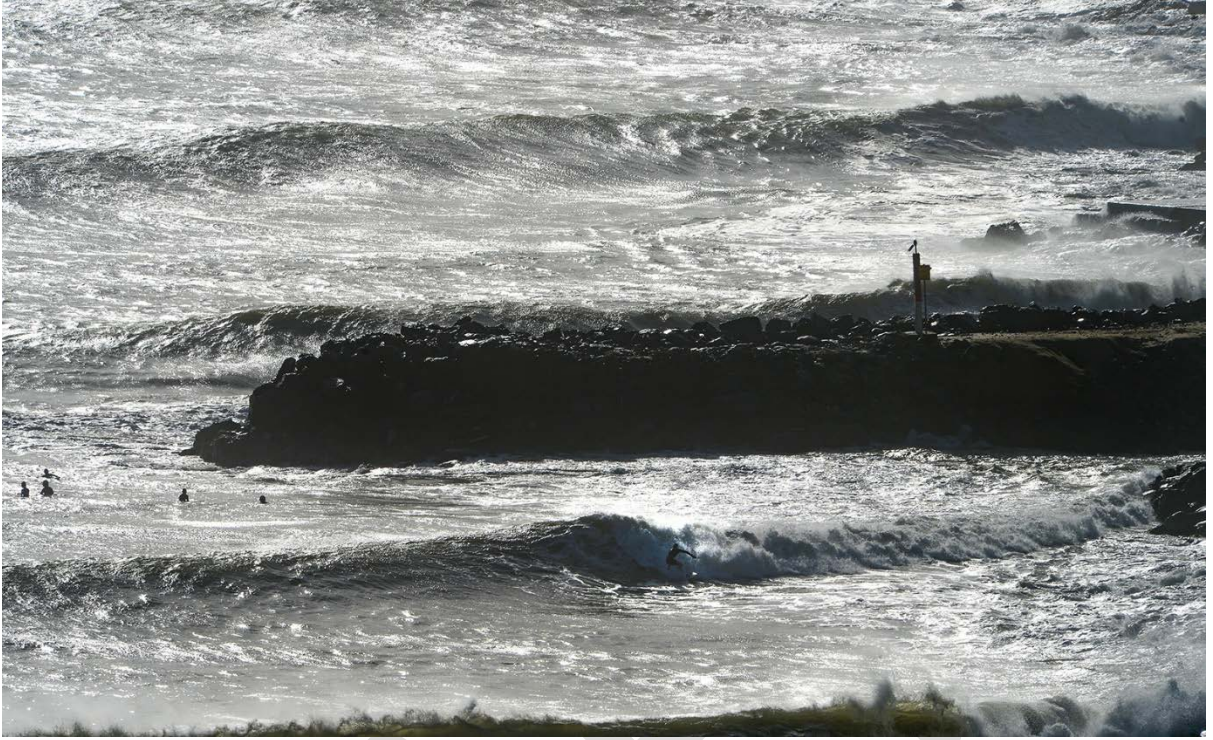
The entire harbour has been silting up for decades due to entrapping the south to north sand flow and inside the harbour the underwater drift of sand is right past the entrance to the boat ramp, taking a line to the southwest corner of the harbour before heading north along Jetty Beach. The current plan (I believe) to extend the boat ramp rock wall by another 75m will only move the problem to another spot. A couple of decent storms or large swells will see the silting problem reappear. That the area around the boat ramp needs some beautification is welcome but to think the siltation of the ramp will be fixed by throwing more money at it is a dream. Please see the attached photos (not mine) of the ramp area in swell conditions to confirm my thoughts. The first pic shows a wave hitting the back of the existing wall and the second is from inside the boat ramp area with a mountain of dredged sand in the foreground. Bear in mind these photos are taken INSIDE the harbour!

Thanks,











## Submission 17

Seasons greetings

Thanks for making it possible to suggest some input into the design of our boat ramp. Every thing I mention here is common sense to an experienced boater,(or should be), especially if well travelled. QLD has some well thought out practical ramps, but here in NSW we seem to just never get it right.

**Instead of having multiple interests having input into decision making,, you must stop trying to please everyone !**

**This is a rigging/ launching and trailer parking area 100% FIRST. ....Not a general wander around rubbernecking recreation area. Its DANGEROUS to mix the two.**

My credentials are that I am an original boat user/ launcher here in Coffs (50yrs of launching experience. The first ramp 'locals' built was near the old slipway!!)

**FIRSTLY I feel the proposed designed ramp and sea wall/ dredged area are both 'the best we can do/ hope for now', BUT..... the access /parking and toilet, public paths are going to end up a potential dangerous area around a boat ramp and need a 'start again' design re-think.**

**YOU have the ability to make something BETTER and SAFER for launching trailer able boats in Coffs.** (Its the bigger boats for open water ops and average sized trailer sailers you aren't allowing for at all, and its an important point. You claim allowance for the 12.5 mtr (thats 41 !) 'design vehicle' can manoeuvre around the proposed parking bays, in and out. YOU try doing that in real life. You can launch a jet ski/ runabout without problems almost anywhere. But Coffs is a rough water open ocean waterway and many bigger power boats and trailerable yachts need to use this regularly).

**SO before the usual 'modern' pigeon hole 'Woolworths' parking lot fiasco is forced upon us** (and not work), please consider these points, as the parking/ access/ exit road/



toilet/ public access and 'beautification' bits (paths, gardens/ shrubs etc) are all wrong. **They may look wonderful on paper** with cute with little gardens, curbing and entrance 'viewing' area near the proposed toilet, but are almost farcical.

**That point overlooking the entrance** should have no viewing hinderance if possible to being able to 'run up the stairs' to check there's no other big boats entering from outside as your about to commit to entering the narrow surging entrance in a big boat yourself. (the traffic gets heavy there on busy days).

**\*\* Number 1... No walking/ bike path in (or near) the car park. So the toilet should be put further west of where the fish cleaning site now.....**You are building/ designing a **BOAT LAUNCHING/ PARKING AREA**, not a recreational area for everyone. (We don't park our boats in the public picnic/ playgrounds further along!) Mixing "fitness walking" mothers pushing prams etc (usually with headphones on paying no attention to their surroundings) OR bicycle riders. **(Usually taking NO notice of what's around them!) A boat trailer manoeuvring/ parking area is NO place to invite/ lure general public access.** 150 +boats get put in here on a busy day. (It gets very busy and will only get more so) I've witnessed near misses at the ramp over the years with wandering people. (eg : one, where a fool with 2 kids pushing his bike behind my big rig as I was backing down the ramp ! I didn't see them until they 'popped' out and someone called out ).

**The general public should be dissuaded from entering the parking / launching area.... (Not invited to walk/ pedal through it, its a dangerous idea)**

**MANY RIGS ARE BIGGER than your 'average' example and bulky to manoeuvre with poor visibility.** Other boaters know the problems but the general public often **wouldn't understand.** Would you consider it fine to put a cycle / walking path through a busy Semi trailer manoeuvring area. Theres no difference with manoeuvring trailer boats, especially inexperienced drivers tied after a day out fishing etc.

**\*\* No. 2...No tight twisty access roads** with 90 + % tight corners and tyre tearing cement 'curbs'. Its hard enough to manoeuvre in a parking area without unnecessary cramping the access. (No matter how neat and pretty it looks on the artists drawings! Its a trailer manoeuvring area and most people dont manoeuvre that well, leading to scrapes etc).

**\*\*No. 3... Parking bays should always be drive in drive out. (strait through).** Not drive in reverse out. Most boaters are 2 people. While one holds the boat at the pontoon (Surge animation), the other runs up and solo brings the 4x4 and trailer around to the ramp ASAP. (Ramp is busy). Reversing a trailer 'blind' out of a bay solo is a guarantee for a dangerous bang especially with the angles and tightness on the proposed design. Most rigs will be 4x4 and when parked tight together you can't see if someone approaching. (Car or people). Nose in is a 'Woolworths' carpark idea unsuitable for boats. Most modern Caravan parks are now mostly drive through parking for this reason. Common sense!.

**\*\* No. 4... Dual ENTRY and EXIT 'access'. (An Exit where the one is now in front of the ramp.** Your moving it for ?? safety reasons? The road there is not a highway. Yet you propose the really dangerous idea to put a walkway/ cycle path strait through/ across the boat trailer manoeuvring area. Who comes up with these ideas???. **Access with no or as few tight turns as possible is important. Its obvious the 'designer' of the existing proposed entrance/ exit has never towed anything big, if anything.** It will end up a traffic snarl when ever its busy and will only, again, get worse.

**\*\*No. 5...Boat Rigging areas shouldn't be jammed in along side the 'busy' access road or a public pathway. (spectators) Theres nowhere safe to rig a yacht here .**

(1 1/2 hr + to raise and rig a big mast safely?) before launching. (10-12mtr mast being raised beside an access road and/or a public 'spectator' pathway. **Really dangerous idea.** Having a rigging spot only wide enough to park the actual rig is ok on paper but makes rigging dangerous as well ( difficult and dangerous for boaters to walk/work around the boat and will mean people with **big boats will just have to park 'on the ramp itself' to rig up as they do now. (1 hr ++ blocking one ramp).** (Trailer yachts are 2.4mtr wide and the rigs length is are 13 +metres long ??? This means they will not be able to or it will be very difficult to manoeuvre into a busy ramp area, (You need calm weather for launching a trailer yacht, so the ramp will always be busy on these days) There's a 'proposed pretty garden' blocking off the existing Exit/ access road which just enables that manoeuvre now. There are several boats already here in town and as the marina is filling they are going to need the ramp more and more.

**\*\*No. 6... Boat ramps should NEVER have overhead power lines anywhere.** (Even big power boats have long VHF/ HF aerials aside from the obvious yacht masts)

**\*\* No. 7... ' No single car entry signs'.... everywhere..... 'sightseeing' or parking** (a frustrating problem now)

I am not an old 'whinger', having never before written into anything like this, but I am hoping the important points I have pointed out from very long experience, will help to stop building a very 'pretty' but impractical tax payer funded white elephant again. **Its first and foremost supposed to be an 'open ocean water', all weather launching / parking facility.** (Not an 'as well as' facility. Don't loose the plot !!).

Sincerely

## Submission 18

Hello

Please find below some of the concerns that i have listed in relation to the planned upgrade of Coffs Harbour Ramp

I can be contacted on this email or on 0419278240 if you have any questions and/or require any clarification

Regards

I am writing in regard to the current plan to upgrade Coff harbor Boat ramp that have been advertised on the following link

<https://www.rms.nsw.gov.au/projects/01documents/coffs-harbour-boat-ramp/coffs-harbour-boat-ramp-pa2341-stg-002.pdf>

I believe that the proposed modifications are dangerous and going to get someone killed.

As such I would like to discuss this with someone so that I know my concerns were considered seriously and simply not shelved as a 'tick box' that is required for developments to take place.

To Substantiate my claims please consider the following comments I have in relation to navigation danger's, traffic flow and pedestrian welfare that this plan will ignore and/or increase

Ignoring the sandbar does not make it go away

The main concern by ramp users over the last 10+ years has been the issue of silting up of the harbor and the boat ramp Harbor entrance.

There are countless videos on the web that show the dangers of this as people are forced out of their boats in order to 'walk their boat' across the shallow water.

Here is one video where you can see people putting themselves in danger of being crushed, run over or cut up by their propellor's.

<https://www.youtube.com/watch?v=vQRpLK8b-Fo>

(Note that this footage is not on a rough day and I would expect that the dangers would increase substantially should the swell increase.)

Your plan does nothing to remedy this danger and as such I believe is an act of negligence on councils' part as they are turning a blind eye to the dangerous situation. Putting it simply you are putting people at risk as they leave the area on a high tide and find that changed conditions hazardous only when its too late for them to navigate away.

I can only presume that your response will include a comment about the digger pulling out the sand and I think that the consensus is that this is no longer working due to the buildup of sand in the main harbour filling the hole quicker than the current diggers digging schedule is. Even if by some miracle it were somehow to change and become successful, all it does is create a single hole just before the sand bar as the digger can only reach so far.

To substantiate my claim, have a look at this picture of the ramp entrance that was taken today (19<sup>th</sup> of December). I would like to highlight that this is not sand build up from the recent storm's as it has been like this for several weeks now.



By not fixing this issue you are

- Putting people's lives in danger
- Decreasing the available hours that the ramp can be successfully used which will create a 'peak hour' as users will only be able to use the ramp safely at the top of the tide.

Now let's look at the other parts of the plan that either make no sense or increase the dangers for the user's who are on land.



## Congestion

The boat ramp has a pre-dawn peak hour that generally coincides with Mackerel season and/or a fishing comp.

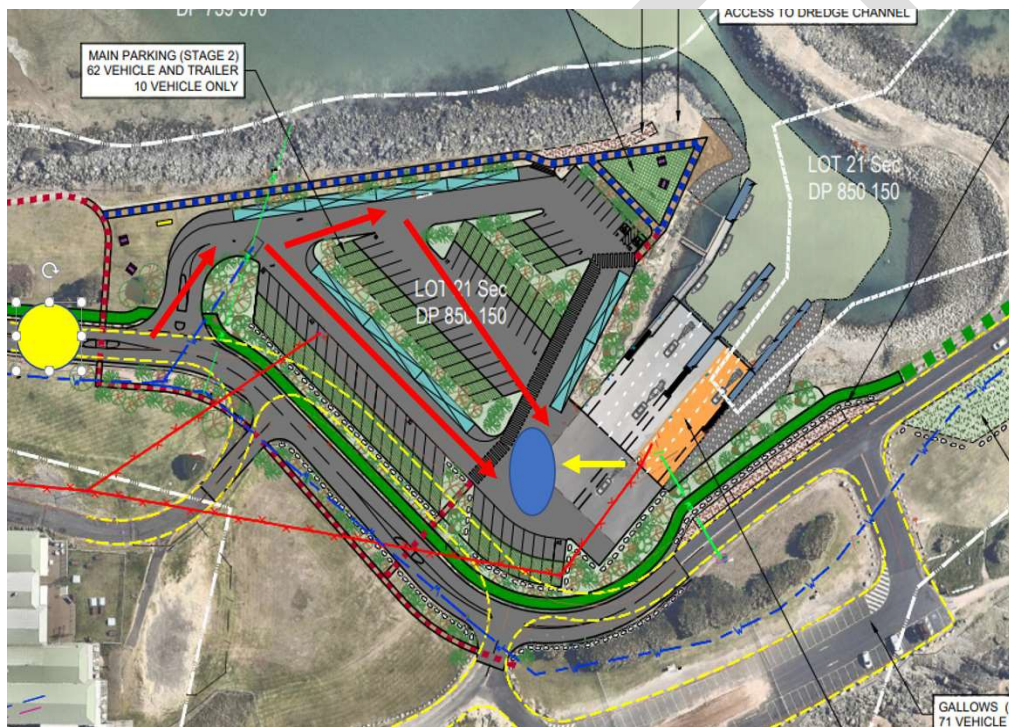
During these times the lineup of waiting boats could stretch as far back as Jordan Esplanade and Camperdown Street.

I know this as I fish every competition and use the ramp nearly every week during this time.

Even with this high level of traffic, it only takes around 10 minutes to get to the ramp to launch from the Camperdown intersection as the current three lanes on the ramp provide enough thoroughfare for both experienced and inexperienced boat user's to maintain traffic flow.

But your plan has a 'funneling effect' that will split and re-group traffic in several area's. It will also make the use of trailer parking unavailable during these times and add to wait times and frustration.

To highlight my concern please see the following diagram



See how Traffic will naturally 'split' when entering the ramp area into two lines as indicated by the red arrow's and then converge into the area indicated by a blue dot.

To add further confusion and traffic chaos the trailers leaving the ramp (indicated by the yellow arrow) will also converge on this spot.

These unloaded trailers will then not be able to reverse into the available spaces in the two rows of parking directly in front as there will be a bank up of entering traffic blocking all spot's i.e the red arrows are lines of waiting trailers

In addition, people are going to prep their boats on the pad in front of the ramp which will add more calamity and danger to the situation.

Finally, all this is happening in the pre-dawn peak hour i.e in the dark so the risk of running someone over is significantly increased

Reversing trailers are dangerous

Sitting for a few hours at any ramp in NSW will show you just how dangerous it is.

Most of the accidents and dangerous situations occur when people are backing a trailer due to limited visibility and inexperience.

By having 'garden's' between parking spaces you are forcing people to reverse which is going to increase the risk of accidents and deaths.

Your design here is taking a functional area and making it dangerous and unusable.

Note in the following diagram. If you reversed the angle of spaces and removed the gardens you would have an area that users could drive forward into.

Also note the space indicated by a red arrow cannot be used by any trailer over 4 meters as cars with trailers simply cannot turn that sharply.



Remove the middle pontoon as it will add congestion

Have a look at the Soldiers point boat ramp based in Nelson Bay and you will see that having a middle pontoon adds to congestion

To describe what happens then consider the diagram



What happens is people will occupy these spots to use the amenities and kiosk.

So once any boat ties up into the positions indicated as 'Boat 1' or 'Boat 3' you would have effectively shut down these lanes.

Once any boat ties up to the positions indicated as 'Boat 2' and 'Boat 4' then again you have shut down these lanes as its very difficult to get a boat into this area so that they are lined up to a waiting submerged trailer i.,e boats do not turn or park the same way a car does and a submerged trailer takes up one of your indicated boat spaces.

Can I suggest you remove this pontoon and just extend the new one that you are building on the southern side. This will then allow users with crew to drive on and off the middle lanes whilst giving ample pontoon space for those that need to tie up and park their car.





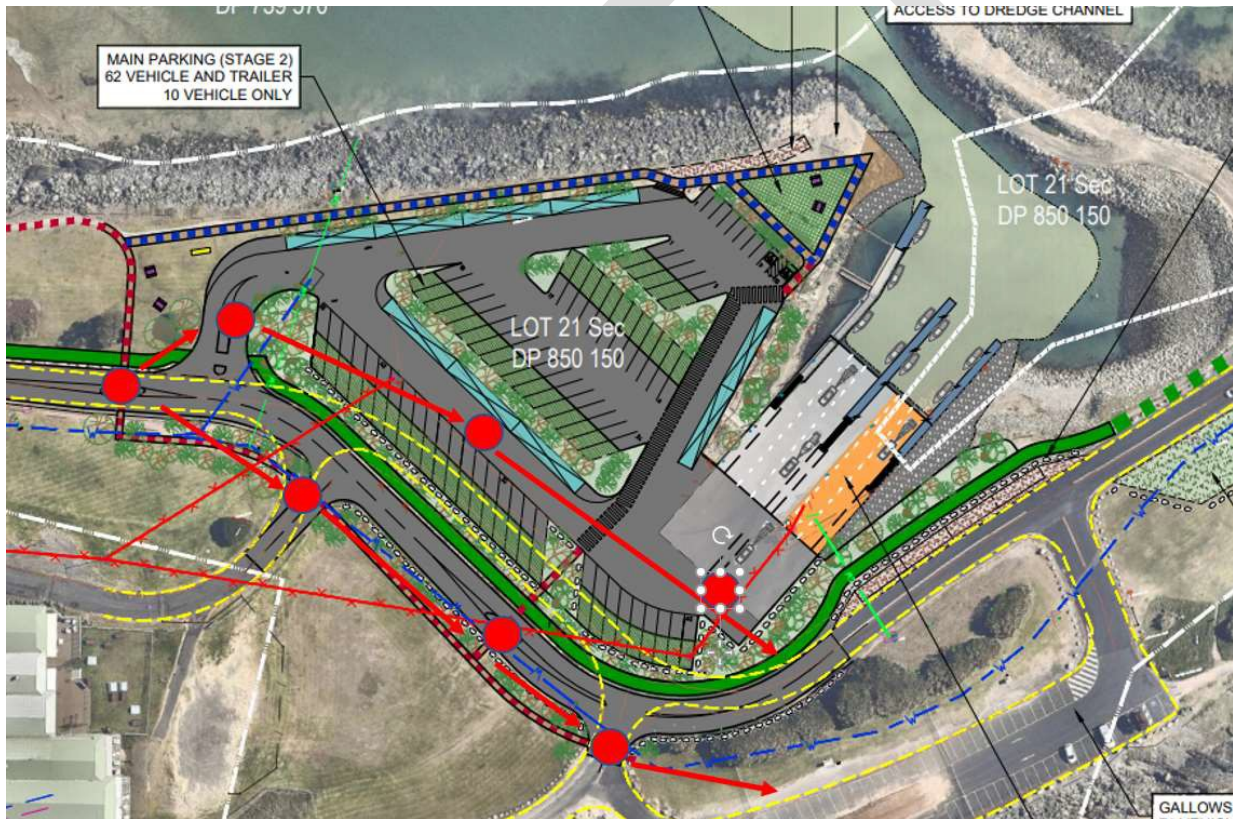
## Pedestrian access

People do not follow signage and I am yet to meet anyone who when walking near the ocean would want to be directed away from it.

Below red arrows show you the path's that a pedestrian will take to get to gallows beach or the south breakwall. Simply put they will cut across the area and into a high (reversing) traffic zone. (We already see this happening today)

The red dots are the main area's that I see people getting run over as you are making them cross area's near blind bend's, near (but not on) intersections and generally putting them in harms way.

Having the cycle way in this area only increases the complexity and dangers of driving in this area with a trailer



Millions and millions of dollars and still a silted-up ramp

By using the digger, you are just making a hole that will still silt up out of reach of its boom



Area indicated in red will be the new sandbar. It is going to be 5 meters north of the current one.

Your plan also does not indicate how you intend on stopping the whole boat ramp harbor from silting up.

Please consider the previous youtube footage of people nearly getting crushed or runover by boat's. Is this what you really want to ignore?

So how do you fix it?

I think you need to relook at the core issue's here around the sand buildup and functionality of the area. You can do this easily by

- 1) Put in a full-time floating dredge like you did a few years ago. The digger is no longer effective, and the dredge made for a much safer channel
- 2) Keep the existing launch and prep area the same, just add a pontoon on the southern shore to give people more area to tie up on.
- 3) Put your garden's in a garden i.e somewhere else.

This is potentially the only safe ocean ramp for hundreds of Kilometer's. You should celebrate and promote that fact and the revenue it brings to the area. Instead your plan tries to ruin the functionality and safety by adding dangerous cosmetic's and liabilities.

- 4) Keep the main parking pad and access as it is and have overflow parking in front of the club as it has been
- 5) Think about increasing the number of single space car parks on the Gallows beach side of the ramp. This will decrease the temptation of car's taking up trailer spots

Other things you could consider

- 1) Keep the pedestrian access close to the water. You could build a tall bridge over the boat ramp entrance for both pedestrians and cyclists. This will keep them on the path (due to the aesthetics') and not force them through the carpark or across the main road
- 2) Move the Kiosk to Gallows beach, consider making this area an amenities and fish cleaning area (the fish scraps will also be further from the beach so the possibility of more beaching sharks scaring the tourists will be lessened)
- 3) Consider adding a lane on Jordan Esplanade for boats to line up in on high peak time's. This will allow other car's to pass safely to enjoy gallows beach and the break wall without being held up in traffic and/or be tempted to overtake the standing traffic on doublelines.

Finally thank you for reading this far.

I know it is hard to get negative feedback but I think that this plan has focused more of making the area pretty at the expense of the safety of all user's who will frequent the area.

We are blessed with having the only structure like this for hundreds of kilometers so let's not ruin it and/or worse kill someone for aesthetics'

I look forward to hearing from you

Regards

## **Submission 19**

Hi, do i see it correct, the trailer parking is going to be back in / back out rather than drive through??

Thats seems like a backwards step for a regional boat ramp with such a high traffic level.

Kind regards

## **Submission 20**

Hello

Below is my submission of idea for coffs harbour boat ramp to be relocated to the current dry dock at marina drive, also included is idea for moving marina Drive, relocating Coffs Harbour Yacht Club, and the Co Op and knocking down the shops called latitude and rebuilding on the southern side.

Thank You



