

General Public Submissions				
Submission	Detailed comment	Key Issue/s	Sentiment	Response
1	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
2	Unsustainable development that will impact coastal ecosystem and impact scenic and visual amenity. Objection to developments on Crown land.	Visual impact Crown land	Objection	The NTURA Rezoning is accompanied by a Visual Impact Assessment, which concludes 90% of the future development will not be visible in context of the coastline when viewed from Nine Mile Beach or from Foster. Post exhibition, building heights along the foreshore have been further reduced to 3 storeys, consistent with the DPE's draft Coastal Design Guidelines recommendation to further mitigate visual impacts.  An environmental buffer (approx. 200m from the mean high water mark) is proposed along the site's eastern boundary to ensure future development does not impact upon dunal vegetation or coastal processes.  The NTURA Rezoning is being sponsored by Landcom under a Project Delivery Agreement with NSW Crown Lands.
3	Will provide more Houses for growing population. Upgrades will need to occur to support development: double lanes on roads and better water system.	Housing Traffic and transport Infrastructure	Support	The NTURA Rezoning will deliver approximately 2,123 dwellings in a range of typologies to promote housing choice and affordability, consistent with the Hunter Regional Plan 2041.  The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local Planning Agreement (Local PA) Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.  Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.  Working in collaboration with TfNSW, Landcom's traffic consultant SCT has assessed current (2020 base model) and future (2040) traffic volumes on the Wallis Lake Bridge to project future traffic volumes. The analysis confirms that the Bridge's widening/duplication should be accelerated. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.  Landcom also proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.
4	Improve current infrastructure before developing more land on environment.	Environment	Objection	The NTURA Rezoning will provide key lead in infrastructure and social infrastructure to support the needs of the projected population. The proposed development footprint has been minimised to respond to the environmental setting, with 327 ha of land identified for ecological conservation.
5	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
6	Not enough jobs to suffice extra dwellings. Ruin the ecosystem. Not enough schools in the area to provide for children moving into new homes in the development proposal.	Employment Environment Education Services	Objection	The NTURA Rezoning aligns with the Hunter Region Plan 2036 and the draft Hunter Regional Plan 2041, supporting objectives to deliver new jobs and houses in North Tuncurry. The exhibited Market and Economic Assessment Report supports the proposed quantum of non-residential uses noting that demand for retail floor space generated by new residents is likely to result in 76 additional jobs within the Site.  The NTURA Rezoning is underpinned by a rigorously tested environmental conservation strategy that identifies significant areas of high conservation value that will be protected as part of the proposal.

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				The Department of Education has advised that Tuncurry Primary School and the Junior and Senior Campuses of the Tuncurry Secondary College are expected to have sufficient capacity to accommodate enrolment growth attributed to the future NTURA community. The land uses proposed to be introduced through the NTURA Rezoning would permit educational establishments with development consent should future demand warrant.
7	Ensure the region will have water supply, medical services and other infrastructure to support development proposed.	Infrastructure	Support	<p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities. The NTURA Rezoning is accompanied by a Utility and Infrastructure Servicing Report which confirms all services are available within the locality and have existing spare capacity.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
8	Forster/Tuncurry needs a hospital to accommodate current and growing population	Health services	Objection	The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry.. Landcom is not responsible for the delivery of health facilities. Notwithstanding this, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.
9	No infrastructure in place to support it. Concerns for environmental losses and sand island.	Infrastructure Environment	Objection	<p>The NTURA Rezoning will be supported by a range of infrastructure needs including community facilities, open space, traffic and transport improvements and utilities. Infrastructure will be delivered via a combination of monetary contributions, land dedication and works in kind.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The environment impacts of the NTURA Rezoning have been comprehensively assessed. The Proposal demonstrates the impacts will be avoided or mitigated (through the proposed development footprint) or managed (subject to successful implementation of the recommendations during future development applications and delivery of the development).</p>
10	Provide solutions for traffic exiting at Banksia Estate from Grandis Drive due to increased traffic at the Northern Parkway/Lakes Way/Grandis. High traffic times at peak times of day (schools finish/start times).	Traffic and transport	Neutral	<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>The introduction of a dedicated right turn lane on the Grandis Drive approach at The Lakes Way   Northern Parkway   Grandis Drive intersection is identified as a key upgrade proposed to be delivered by Council under the Section 7.11 Development Contributions Plan.</p> <p>Landcom will review and consider the performance of The Lakes Way   Northern Parkway   Grandis Drive intersection in more detail during the future development application to confirm the status of the identified upgrade. Any requirement for an upgrade attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p>

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				Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.
11	No hospital Only a one lane bridge.	Health services Traffic and transport	Objection	<p>The 2022-2023 NSW Budget commits \$20 million towards the Forster-Tuncurry Public Hospital.</p> <p>Landcom is not responsible for the delivery of health facilities. Notwithstanding this, the proposed B5 Business Development Zone, located in the south-western corner of the Site fronting The Lakes Way, permits health care facilities to be developed with development consent.</p> <p>Working in collaboration with TfNSW, Landcom's traffic consultant SCT has assessed current (2020 base model) and future (2040) traffic volumes on the Wallis Lake Bridge to project future traffic volumes. The analysis confirms that the Bridge's widening/duplication should be accelerated.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. While Landcom does not have a direct role in these approvals processes, Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge. Landcom will review and consider the performance of Wallis Lake Bridge in more detail during the future development application to confirm the status of the identified upgrade. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p>
12	Supports plan as long as native flora and fauna are protected. Supports proposed new houses to increase housing supply.	Ecology Housing	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
13	Supports development to boost local economy all year, not just during holidays.	Economy	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
14	Forster/Tuncurry infrastructure could not cope with this development. The Lakes Way is congested in peak times. The Bridge is difficult to navigate during the holidays. No local Public Hospital Forster is already overdeveloped. Tuncurry campus public school is already struggling to support growing population. Objects to development on Crown lands. Too many cars already drive on the beach Concerns for development being too close to rubbish tip Concerns for Koalas and native fauna's habitat.	Infrastructure Health services Overdevelopment Education services Crown land Ecology	Objection	<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge through the mechanism available under clause 6.1 of the Great Lakes LEP 2014.</p> <p>The Department of Education has advised that Tuncurry Primary School and the Junior and Senior Campuses of the Tuncurry Secondary College are expected to have sufficient capacity to accommodate enrolment growth attributed to the future NTURA community.</p> <p>The NSW Government's Hunter Regional Plan 2041 identifies the NTURA as a potential new urban release area to meet the housing needs of the Mid Coast area.</p> <p>While the Site adjoins the waste facility, future residential uses are separated well away from the facility.</p>

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				No evidence of resident populations of koalas have been found during fauna surveys undertaken over many years. Nonetheless, koalas have 'assumed' to be present on part of the Site on a precautionary basis, resulting in Landcom's proposed offset strategy as part of the broader conservation framework in accordance with relevant legislation.
15	Concerns for development impacts on environment. Concerns for traffic congestion on bridge. Hospital is struggling to support local population. Public school is struggling to support local population.	Environment Traffic and transport Infrastructure Health services Education services	Objection	<p>The NTURA Rezoning proposes to place 327 ha of land in permanent conservation.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge through the mechanism available under clause 6.1 of the Great Lakes LEP 2014.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. . Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The Department of Education has advised that Tuncurry Primary School and the Junior and Senior Campuses of the Tuncurry Secondary College are expected to have sufficient capacity to accommodate enrolment growth attributed to the future NTURA community.</p>
16	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
17	New Dual lanes into Tuncurry/Forster back to Failford Road. Need a dual lane bridge	Traffic and transport	Objection	<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Working in collaboration with TfNSW, Landcom's traffic consultant SCT has assessed current (2020 base model) and future (2040) traffic volumes on the Wallis Lake Bridge to project future traffic volumes. The analysis confirms that the Bridge's widening/duplication should be accelerated. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes</p>



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				Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfNSW to align with the SPA offer.
18	Tuncurry needs a public hospital and improved ambulance response times. Local roads and infrastructure need to be updated.	Health services Traffic and transport Infrastructure		<p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities. Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Working in collaboration with TfNSW, Landcom's traffic consultant SCT has assessed current (2020 base model) and future (2040) traffic volumes on the Wallis Lake Bridge to project future traffic volumes. The analysis confirms that the Bridge's widening/duplication should be accelerated. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfNSW to align with the SPA offer. Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p>
19	Infrastructure and services need improving before development should be approved. Concerns for increased traffic congestion during peak periods. Lack of healthcare services - long waits for appointments currently.	Infrastructure Traffic and transport Health services	Objection	<p>Landcom intends to enter into a Local PA with Council that supports a range of facilities to support the future development. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>

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				While Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.
20	Supports proposal if it is targeted for housing young families and not become an aged or retirement village. Supports larger block sizes and nothing under 400m2	Housing	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
21	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
22	Concerns for impacts on Koala and other fauna habitat. Concerns for increased congestion on The Lakes Way and at the Northern parkway Intersection.	Ecology Traffic and transport	Objection	<p>While koala sightings have been recorded directly south and east of the Site, no evidence of resident populations of koalas have been found during fauna surveys undertaken over many years. Nonetheless, koalas have 'assumed' to be present on part of the Site on a precautionary basis, resulting in Landcom's proposed offset strategy as part of the broader conservation framework in accordance with relevant legislation.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
23	Upgrade Lakes Way to dual lanes to Failford Road. New Bridge to Forster Build a new hospital	Traffic and transport Health services	Objection	<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p>
24	Supports plans for increasing housing supply	Housing	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
25	Proposal will increase pressure on road infrastructure. Will destroy surf breaks on the east coast, sand movements, dunes and coastal flows. Tuncurry is a dangerous beach and surf club is not recommended.	Traffic and transport Coastal processes	Objection	The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.

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	Money should be spent on town centre or develop behind banksia estate away from the dune ecosystem.	Other comments		<p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>In relation to dunes, the proposal introduces a 200m wide environmental buffer from the mean high water mark to ensure future development does not impact on dunal vegetation or coastal processes. The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study confirm that development undertaken in accordance with the NTURA Rezoning will not impact on surf breaks or coastal flows.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study also conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>The surf club is required to meet the future demands and has been proposed at Council's request.</p> <p>Landcom intends to enter into a Local PA with Council that supports a range of facilities to support the future NTURA community. The funding and delivery of local infrastructure and services elsewhere throughout the LGA (including the town centre and Banksia Estate) is Council's responsibility and should be captured through the existing Section 7.11 Development Contributions Plan/s and any other mechanisms Council may have negotiated with individual developers (such as Voluntary Planning Agreements, or VPAs).</p>
26	Development should not occur until improvements to bridge and intersection of Head Street/Reserve Road. It is not enough to only provide active transport solutions.	Traffic and transport	Neutral	<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>The TMAP also identifies the future active transport connections proposed to be delivered which are important for ensuring the NTURA Site will be integrated and linked to the wider community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
27	Money should be focused on revamping Tuncurry's main street. Concerns for developing on dunes and impacts on coastal sand movements.	Other comments Coastal processes	Objection	<p>The funding and delivery of local infrastructure and services elsewhere throughout the LGA (including the town centre) is Council's responsibility and should be captured through the existing Section 7.11 Development Contributions Plan/s and any other mechanisms Council may have negotiated with individual developers (such as VPAs).</p> <p>In relation to dunes, the proposal introduces a 200m wide environmental buffer from the mean high water mark to ensure future development does not impact on dunal vegetation or coastal processes. The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study confirm that development undertaken in accordance with the NTURA Rezoning will not impact on surf breaks or coastal flows.</p>



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				<p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p>
28	Improvements need to be made to Lakes way, Failford Road, the bridge.	Traffic and transport	Objection	<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA. The TMAP also identifies the future active transport connections proposed to be delivered which are important for ensuring the NTURA Site will be integrated and linked to the wider community.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
29	supports proposal, does have concerns for golf course renovations.	Golf course	Support	<p>Landcom welcomes the submitter's support for the NTURA Rezoning.</p> <p>The existing golf course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.</p>
30	Concerns over developments impact on environment Developers should look at high rises already existing and old bilo building for new developments instead. Improvements on Robert, Helen, Bruce streets.	Environment Housing Traffic and transport	Objection	<p>The environment impacts of the NTURA Rezoning have been comprehensively assessed. The Proposal demonstrates the impacts will be avoided or mitigated (through the proposed development footprint) or managed (subject to successful implementation of the recommendations during future development applications and delivery of the development).</p> <p>Landcom does not own or control other sites.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>



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31	New Hospital Improvements and upgrades on roads. Objection to developing on Lakes Way	Health services Traffic and transport	Objection	<p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
32	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
33	Improvements to existing infrastructure needs to occur before development. Increased dwellings will make areas busier.	Infrastructure	Objection	Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.
34	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
35	Concerns for habitat loss.	Ecology	Objection	The NTURA Rezoning is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments underpin the location and extent of the proposed development footprint and underpin a rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.
36	Concerns for Koala habitat loss and other native wildlife habitats. Community would be put under severe stress due in times of drought as no upgrades to water catchments since last drought have occurred. Community needs a new hospital.	Ecology Infrastructure Health services	Objection	<p>While koala sightings have been recorded directly south and east of the Site, no evidence of resident populations of koalas have been found during fauna surveys undertaken over many years. Nonetheless, koalas have 'assumed' to be present on part of the Site on a precautionary basis, resulting in Landcom's proposed offset strategy as part of the broader conservation framework in accordance with relevant legislation.</p> <p>The NTURA Rezoning is accompanied by a Utility and Infrastructure Servicing Report which confirms all services (including water) are available within the locality and have existing spare capacity. The NTURA Rezoning also proposes to introduce Water Sensitive Urban Design (WSUD) measures that will result in improvements to water quality and adopt potable water demand reduction strategies and identification of integrated options for water supply.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p>

General Public Submissions				
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				Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.
37	Concerns over clearing of habitat lands and destruction of scenic amenity.	Ecology Visual impacts	Objection	<p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments underpin the location and extent of the proposed development footprint and underpin a rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The NTURA Rezoning is predominantly low-scale and will not be overly dominant from key coastal views/vantage points or The Lakes Way. Taller building forms will be shielded by existing vegetation and will have a minimal impact on views. The exhibited Visual Impact Assessment concludes the scenic amenity will not be significantly impacted. Post exhibition, building heights have been further reduced to the equivalent of three storeys on the NTURA Site's eastern side to align with the DPE's draft Coastal Design Guideline recommendation to limit development to 3 storeys along the foreshore in coastal cities.</p>
38	Supports the proposal. Does have concerns about the potential rezoning of the Nine Mile (Tuncurry beach) in relation to beach access and 4WD access.	Other comments	Support	<p>Landcom welcomes the submitter's support for the NTURA Rezoning.</p> <p>The NTURA Rezoning does not propose to rezone Nine Mile Beach, nor does it propose any changes to existing formal arrangements for 4WD access.</p> <p>The NTURA Rezoning does however propose to formalise dedicated beach access trails to minimise impacts elsewhere along the foreshore. Landcom will work with Council to ensure beach access is maintained at all times whilst minimising conflict with other beach users.</p>
39	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
40	Concerns over traffic and road congestion. A new bridge needs to be developed.	Traffic and transport	Objection	<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant. Working in collaboration with TfNSW, Landcom's traffic consultant SCT has assessed current (2020 base model) and future (2040) traffic volumes on the Wallis Lake Bridge to project future traffic volumes. The analysis confirms that the Bridge's widening/duplication should be accelerated. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge through the mechanism available under clause 6.1 of the Great Lakes LEP 2014.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
41	Against putting development on Tuncurry golf course.	Golf Course	Objection	The existing golf course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.
42	Keep industrial area separate from other developments. Lighting in tress and buildings for the evening and waterfront attractions gives ambience.	Other comments	Support	The proposed IN1 General Industrial zone is separated from other uses and is proposed to be appropriately sited adjacent to the waste and resource management facility in the north western portion of the Site.

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	Supports proposal to improve lifestyle and destination of Tuncurry.			Public domain treatments such as lighting will be subject to future development applications, which will require the submission of a Public Domain Plan (PDP) that responds to key design principles including street trees and landscaping.
43	Improvements to existing infrastructure needs to occur before development. Increased dwellings will make areas busier.	Infrastructure	Objection	Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.
44	9 Mile Beach would be better suited as a conservation area. Forster/Tuncurry area will struggle to cope with that many new residents with lack of job opportunities. Need new hospitals. Improvements to existing roads and infrastructure.	Environment Employment Health services Traffic and transport	Objection	<p>Nine Mile Beach is not proposed to be rezoned and is not located within the proposed development footprint. The NTURA Rezoning does not preclude Nine Mile Beach from retaining its passive recreation use, complemented by appropriate levels of foreshore access.</p> <p>The NTURA Rezoning aligns with the Hunter Regional Plan 2041, supporting objectives to deliver new jobs and houses in North Tuncurry. The exhibited Market and Economic Assessment Report supports the proposed quantum of non-residential uses noting that demand for retail floor space generated by new residents is likely to result in 76 additional jobs within the Site. Approximately 50 jobs are expected to be generated by land uses accommodated within the 6.6 ha of light industrial land in the north west corner of the Site.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
45	Area desperately needs more or improved medical facilities and a public hospital. Current development in progress have not made adequate provisions for extra boats, cars and caravans parked in streets. Developer must be made to be responsible for upgrade of Lakes Way and Failford Rd. A dual carriageway across the lake from Tuncurry to Forster is necessary.	Health services Infrastructure Traffic and transport	Neutral	<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning makes adequate provision for onsite parking, which will be delivered as part of future development applications. On street boat and parking issues elsewhere throughout the LGA are Council's responsibility.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can</p>



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				<p>accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
46	<p>Towns infrastructure will not support new residents. Waiting times for doctors' appointments. New Hospital and services.</p> <p>New Bridge and upgrades to existing roads.</p> <p>Why are we not buying land of the one owner on the opposite side of the Lakes Way?</p> <p>Will this new development be affordable housing for young families?</p> <p>Does the town need a new golf course?</p>	<p>Infrastructure</p> <p>Health services</p> <p>Traffic and transport</p> <p>Affordable housing</p> <p>Golf course</p>	Objection	<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The NTURA Rezoning will deliver a minimum of 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. 10-15% of all residential development will also be provided as diverse housing across the Site (lower cost market housing, retirement housing) consistent with Landcom's Diverse Housing Policy.</p> <p>The existing golf course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.</p>
47	<p>Concerns of habitat loss and destruction with new development.</p> <p>Impact on pristine beach</p> <p>Increase traffic congestion on main road, bridge, and choke parking spaces.</p> <p>Town needs a new hospital and development will impact on already choked medical system.</p> <p>Tuncurry Woolworths will be over-burdened and its car park.</p> <p>Houses will be unaffordable for young families and</p>	<p>Ecology</p> <p>Coastal processes</p> <p>Traffic and transport</p> <p>Health services</p>	Objection	<p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments underpin the location and extent of the proposed development footprint and underpin a rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>Nine Mile Beach is not proposed to be rezoned and is not located within the proposed development footprint. The NTURA Rezoning does not preclude Nine Mile Beach from retaining its passive recreation use, complemented by appropriate levels of foreshore access.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of</p>



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	will be snapped up by rich retirees. Cheaper Housing needs to be planned in nabaic and Wingham regions.	Affordable housing		<p>the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning will deliver a minimum of 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. 10-15% of all residential development will also be provided as diverse housing across the Site (lower cost market housing, retirement housing) consistent with Landcom's Diverse Housing Policy.</p>
48	Affordable housing to be a priority in this development. Youth homelessness and renting are large issues in the Great lakes and Midcoast area. Loss of habitat and bushland. Concerns for erosion. Public transport service of the Lakeway is a must to reduce traffic issues. upgrades to existing road system due to potholes. consideration for project to not be another samesmae town centres such as huntlee - encourages urban design.	Affordable housing Housing Ecology Traffic and transport Urban design	Objection	<p>The exhibited Social Planning Report considers the existing and future demographic profile and implications for housing needs. In direct response, the NTURA Rezoning commits to delivering a minimum of 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. 10-15% of all residential development will also be provided as diverse housing across the Site (lower cost market housing, retirement housing) consistent with Landcom's Diverse Housing Policy. The remainder of the residential uses proposed within the development footprint will be a mix of housing typologies and tenures to meet the household needs of the future community throughout all stages of life.</p> <p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments underpin the location and extent of the proposed development footprint and underpin a rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p>

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				<p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>Landcom will liaise with TfNSW regarding short and long-term public transport options for the Site. The proposal also includes an extensive new network of pedestrian and cycle paths that will connect through to Tuncurry and Nine Mile Beach.</p> <p>Landcom's engagement of Hatch Roberts Day as a preeminent urban design firm that specialises in greenfield subdivisions has resulted in a well-considered master plan informed by a suite of technical reports that demonstrate the development footprint can be supported.</p>
49	Against rezoning due to environmental impacts.	Environment	Objection	<p>The proposal is supported by a range of technical studies and reports, which conclude there is capacity for the Site for the proposed range and intensity of uses. Furthermore, the development footprint has been minimised to respond to the environmental setting, with 327 ha of land identified for ecological conservation.</p>
50	<p>Against coastal development due to coastal erosion and inundation.</p> <p>Concerns development will impact upon littoral forest in the fringe of Forster Tuncurry that council protects.</p> <p>Concerns about potential flooding and sea level rising and tidal effects.</p> <p>What enquiry and information has council obtained as to the insurability of Council assets in the proposed development?</p> <p>What provision will be made to ensure ANY owner in the future will be unable to make ANY claim from flooding, tidal activity and sea level rising?</p>	<p>Coastal processes</p> <p>Ecology</p> <p>Flooding and sea level rise</p> <p>Hazards</p>	Objection	<p>Nine Mile Beach is not proposed to be rezoned and is not located within the proposed development footprint. The NTURA Rezoning does not preclude Nine Mile Beach from retaining its passive recreation use, complemented by appropriate levels of foreshore access. An environmental buffer (approx. 200m from the mean high water mark) is proposed along the eastern boundary to ensure future development does not impact upon dunal vegetation or coastal processes.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments underpin the location and extent of the proposed development footprint and underpin a rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The Site is not directly affected by flooding from the Lower Wallamba River in storm events up to and including the Probable Maximum Flood (PMF) and has been designed to provide floor levels above 1 in 500 year groundwater flooding levels. Stormwater is proposed to be managed through a number of large water management basins, which will be designed as a mix of ephemeral and open water zones and will perform detention, water quality, aesthetic functions and control groundwater levels. The proposed concept was peer reviewed by DHI on behalf of DPE, with DHI concluding the concept design is sufficient to inform the NTURA Rezoning. Detailed design will be undertaken as part of future development applications; however design development is already commencing in collaboration with Council and DPE.</p> <p>The potential impacts of flooding, tidal activity and sea level rise have been considered extensively in the exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study, both of which confirm that the</p>

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				development undertaken in accordance with the NTURA Rezoning will not be impacted or can appropriately respond over time (subject to successful implementation of the identified recommendations). Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning.
51	concerns of impact (noise) of new developments on its ratepayers and residents in immediate vicinity. Development should be moved to the east to create a noise buffer zone.	Noise	Objection	The exhibited Road Noise Assessment confirms future development within the proposed footprint is not expected to be impacted by noise impacts, nor is development undertaken in accordance with the NTURA Rezoning expected to give rise to adverse amenity impacts on future residents. The draft Development Control Plan provides design guidance to ensure that all future dwellings within the NTURA at risk of being noise affected due to their proximity to The Lakes Way can be built without the need for specific acoustic mitigation measures in building design.
52	Upgrades need to be made to the Lakes Way. Upgrades to bridge need to be made. 4WD access to 9 Mile beach need to be maintained.	Traffic and transport		<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge through the mechanism available under clause 6.1 of the Great Lakes LEP 2014.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>Landcom will liaise with TfNSW regarding short and long-term public transport options for the Site. The proposal also includes an extensive new network of pedestrian and cycle paths that will connect through to Tuncurry and Nine Mile Beach.</p> <p>The NTURA Rezoning proposes to formalise dedicated beach access trails to minimise impacts elsewhere along the foreshore. Landcom will work with Council to ensure beach access is maintained at all times whilst minimising conflict with other beach users.</p>
53	Too many small sized dwellings - objects to high density. Increase in Traffic on roads and bridge at Forster. Concerns for degradation of coastal regions and lack of trees and vegetation in residential areas. Concerns for overdevelopment.	Housing Traffic and transport Coastal processes Overdevelopment		<p>The exhibited Social Planning Report considers the existing and future demographic profile and implications for housing needs. The size, mix and number of dwellings proposed seeks to directly contribute to future housing demand arising from projected population growth and to meet the density targets identified within the Hunter Regional Plan 2041. In addition, the master plan which underpins the NTURA Rezoning proposes a range of lot types to cater for future household needs that will change over time. Future housing across the NTURA has also been specifically planned to provide an appropriate density that promotes orderly and efficient use of land that benefits from access to existing and future public open space and services, services and facilities and the established shopping, employment and recreational/leisure uses within the centres of Forster and Tuncurry.</p> <p>More specifically, the NTURA Rezoning features a small component of land capable of being developed as apartments. With a 20m height control, this translates to approximately 5 storeys. This is considered a sound response to providing higher density development closer to services and transport. The site-specific DCP will ensure high standards of architectural design are achieved at DA phase.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound</p>



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				<p>direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>Future DAs will be required to submit a Public Domain Plan that promotes high quality public domain and street tree outcomes.</p>
54	<p>Concerns current Infrastructure cannot support development.</p> <p>Increase in traffic congestion on roads and bridge</p> <p>Lack of public transport</p> <p>Strain on Health services - no emergency services.</p> <p>Strain on schools, day care</p>	<p>Infrastructure</p> <p>Traffic and transport</p> <p>Health services</p> <p>Education services</p>		<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p>



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				<p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The Department of Education has advised that Tuncurry Primary School and the Junior and Senior Campuses of the Tuncurry Secondary College are expected to have sufficient capacity to accommodate enrolment growth attributed to the future NTURA community. The land uses proposed to be introduced through the NTURA Rezoning would permit educational establishments with development consent should future demand warrant.</p>
55	Requests for any new development to occur only if additional medical and public hospital services are provided.	Health services		<p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities. Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p>
56	<p>Development will add to already heavy traffic load and high noise levels.</p> <p>Congested traffic is a hazard to nearby schools and general public.</p> <p>Objection to buildings located on foreshore - crucial environmental area for wildlife corridor.</p> <p>Sea Birds (Little Tern, Gannets, shearwaters etc.) use this area for migration, nesting and feeding.</p> <p>Land clearing will have significant impact on flora and fauna - vulnerable species on development site.</p> <p>heathlands and the mature eucalyptus enclaves should be retained - crucial for fauna species.</p> <p>Building Height proposed is not accepted - obstructing flight path.</p>	<p>Traffic and transport</p> <p>Foreshore development</p> <p>Ecology</p> <p>Building heights</p>		<p>The proposal is supported by a range of technical studies and reports, which conclude there is capacity for the Site for the proposed range and intensity of uses.</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfNSW to align with the SPA offer.</p> <p>An environmental buffer (approx. 200m from the mean high water mark) is proposed along the eastern boundary to ensure future development does not impact upon dunal vegetation or coastal processes.</p> <p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered migratory bird species and their nesting and feeding behaviours. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>Post exhibition, building heights have been further reduced to the equivalent of three storeys on the NTURA Site's eastern side to align with the DPE's draft Coastal Design Guideline recommendation to limit development to 3 storeys along the foreshore in coastal cities. The highest building forms are four storeys, which are located in very localised areas away from the immediate foreshore to minimise visual impact from Nine Mile Beach and surrounding areas.</p>
57	Offering bus services to support growth needs of Tuncurry-Forster.	Traffic and transport		Landcom will work with TfNSW to identify short and long-term transport options for the Site.

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58	Offering bus services to support growth needs of Tuncurry-Forster.	Traffic and transport		Landcom will work with TfNSW to identify short and long-term transport options for the Site.
59	Development appeals to tourists rather than residents. Main Street in Tuncurry requires modernisation. An arcade this is empty. Concerns about development on land and beach access.	Other comments		<p>The NTURA Rezoning has been designed to provide housing for the Forster Tuncurry community, including a range of housing options that support young couples, empty nesters and retirees. These housing types are proposed to respond to the exhibited Social Planning report which identifies the existing and future household needs, while delivering on Landcom's commitment to deliver an authentic and innovative coastal community with a genuine sense of place.</p> <p>Landcom is not responsible for the development of land in Main Street however, it is anticipated the future community established as a result of the NTURA Rezoning will generate new demand for retail and services in the area. The operation of the arcade is outside the scope of the NTURA Rezoning.</p> <p>Nine Mile Beach is not proposed to be rezoned and is not located within the proposed development footprint. The NTURA Rezoning does not preclude Nine Mile Beach from retaining its passive recreation use, complemented by appropriate levels of foreshore access. An environmental buffer (approx. 200m from the mean high water mark) is proposed along the eastern boundary to ensure future development does not impact upon dunal vegetation or coastal processes. An environmental buffer (approx. 200m from the mean high water mark) is also proposed along the eastern boundary to setback development from the most sensitive coastal areas. The master plan has also been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning.</p>
60	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
61	Infringing on wildlife and Koala habitat. Use cleared land and abandoned buildings first e.g., grassed area near Tuncurry Skate Park and old TAFE.	Ecology		<p>While koala sightings have been recorded directly south and east of the Site, no evidence of resident populations of koalas have been found during inspections undertaken by RPS. Nonetheless, koalas have 'assumed' to be present on part of the Site on a precautionary basis. This ensures that impacts to potential habitats will be offset as part of the broader conservation strategy to the site in accordance with relevant legislation.</p> <p>Landcom does not own or have access to other sites across the LGA that it could develop.</p>
62	Doesn't disapprove with upgrading of transport connections and new housing. Lack of footpaths in Tuncurry. Requests for upgrades to schools, shopping centres, hospitals, roads.	Traffic and transport Educational establishments	Neutral	<p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>The proposal also includes an extensive new network of pedestrian and cycle paths that will connect through to Tuncurry and Nine Mile Beach.</p> <p>The Department of Education has advised that Tuncurry Primary School and the Junior and Senior Campuses of the Tuncurry Secondary College are expected to have sufficient capacity to accommodate enrolment growth attributed to the future NTURA community. The land uses proposed to be introduced through the NTURA Rezoning would permit educational establishments with development consent should future demand warrant.</p>

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Submission	Detailed comment	Key Issue/s	Sentiment	Response
63	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
64	Supports improvements to drainage system and changes to golf course.	Infrastructure Golf course	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
66	Requests houses should not back onto the fire trails - main roadways should circumnavigate all housing and act as APZ and fire trials rather than take more vegetation. 4WD should be banned on beach for safety and bird conservation. Recommends that development should engage with MCC nurseries for suitability of plants for street planting. community needs an environmental awareness program for residents due to problems of cats and dogs on fauna populations in the area.	Bushfire Beach access Other comments	Neutral	The exhibited Bushfire Threat Assessment, which recommends APZs will be established in accordance with deemed to satisfy provisions of PBP 2006 (or as current at the time of assessment), has been reviewed by the RFS. Landcom has responded to the RFS' feedback and made some amendments to the master plan as outline in the covering Response to Submissions Report.  APZs are located within the development footprint and will generally be contained within perimeter road reserves and fire trails.  The NTURA Rezoning proposes to formalise dedicated beach access trails to minimise impacts elsewhere along the foreshore. Landcom will work with Council to ensure beach access is maintained at all times whilst minimising conflict with other beach users.  Street tree plantings and community environmental awareness are detail design issues. Future DAs will be required to submit a Public Domain Plan that promotes high quality public domain and street tree outcomes.  Pet management is a Council responsibility.
67	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
68	Ensure it provides higher percentage of affordable housing for families and affordable rental scheme. Affordable rental or purchase for women - homelessness is growing rapidly in area. Affordable housing for first nations families. How has the Department of Public Housing been included in this process?	Affordable housing	Neutral	The exhibited Social Planning Report considers the existing and future demographic profile and implications for housing needs. In direct response, the NTURA Rezoning commits to delivering a minimum of 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. 10-15% of all residential development will also be provided as diverse housing across the Site (lower cost market housing, retirement housing) consistent with Landcom's Diverse Housing Policy. The remainder of the residential uses proposed within the development footprint will be a mix of housing typologies and tenures to meet the household needs of the future community throughout all stages of life.  The DPE is responsible for engaging with State agencies during the statutory consultation and assessment processes.
69	Concerns that the development will destroy natural beauty	Environment	Objection	The environment impacts of the NTURA Rezoning have been comprehensively assessed. The Proposal demonstrates the impacts will be avoided or mitigated (through the proposed development footprint) or managed (subject to successful implementation of the recommendations during future development applications and delivery of the development).  The development footprint has been minimised to respond to the environmental setting, with 327 ha of land identified for ecological conservation and provide opportunity to register this land as Biodiversity Stewardship Sites ensuring long term conservation outcomes.
70	Community needs a new bridge and shopping centre. Will put more strain on roads, bridge shopping centre, street parking.	Traffic and transport Infrastructure	Objection	The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.  The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process.  Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.  Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land

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Submission	Detailed comment	Key Issue/s	Sentiment	Response
				<p>proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>The NTURA Rezoning provides a range of open spaces and community facilities that will be delivered to support the future community. Through the delivering of road network upgrades identified in Council's contributions plan, it has been determined there would be sufficient capacity within the network to accommodate traffic.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The provision of the local centre to service the convenience needs of future community will ensure no unnecessary burden on the viability of the existing Forster and Tuncurry shopping centres.</p>
71	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
72	<p>Object to height (12m) prefer one storey to reduce overshadowing</p> <p>Object to increased traffic - increases noise, dangerous to high school</p> <p>rethink location of the Business Zone to further north</p> <p>Support houses and shops development</p>	<p>Building height</p> <p>Traffic and transport</p> <p>Other comments</p>	Support	<p>The 12m height control is proposed to apply to the land zoned B5 Business Development to support the range of uses that will be permitted in that zone, and is consistent with Council's controls for similarly zoned land. The height control would support potential health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure. The majority of the Site is proposed to be subject to a maximum height limit of predominantly 8.5m (2 storeys).</p> <p>Future development applications will need to demonstrate that they do not result in unacceptable shadowing impacts. All future dwellings will be required to comply with the Site-Specific DCP, including solar access to Principal Private Open Space (PPOS).</p> <p>The NTURA Rezoning is accompanied by a Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022). These documents confirm Landcom's proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. Any requirement for new roads/intersections and upgrades attributed to the NTURA will be formalised through the Local PA Landcom intends to enter with Council and is expected to be met via a combination of works in kind (WIK) and dedication of land, as relevant.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
73	<p>Concerned for visual impacts on residential landowners opposite the proposed B5 zoned area</p> <p>12m height limit is too high</p> <p>Traffic impacts on Lakes Way need to be addressed</p> <p>- upgrade to double lanes and turning lane needs to be provided to get into the school</p>	<p>Visual impact</p> <p>Building height</p> <p>Traffic and transport</p>	Neutral	<p>The 12m height control is proposed to apply to the land zoned B5 Business Development to support the range of uses that will be permitted in that zone, and is consistent with Council's controls for similarly zoned land. The height control would support potential health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure. These uses typically require higher floor to floor heights (4-4.5m). The majority of the Site is proposed to be subject to a maximum height limit of predominantly 8.5m (2 storeys).</p> <p>The exhibited Visual Impact Assessment confirms that the NTURA Rezoning will not result in any adverse visual impacts. Notwithstanding this, future development applications will be required to consider visual impacts of development in the B5 Business Development Zone.</p> <p>The draft Development Control Plan also requires consideration of visual impacts and amenity through the development application process.</p> <p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound</p>



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				<p>direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
74	<p>Local commercial fisheries require access between break wall and black head - concerns that development will restrict access</p> <p>Concern about water quality impacts on fishing area - acid sulfate soil - will affect stock levels</p>	Other comments	Support	<p>The NTURA Rezoning does not preclude access for local commercial fisheries.</p> <p>The exhibited Integrated Water Cycle Management Strategy (IWCMS) confirms the NTURA Rezoning is generally consistent with Council's water quality improvement plans and when implemented will ensure that stormwater runoff does not adversely impact upon water-based ecological areas within the locality.</p>
75	<p>Traffic impacts impact on school safety concerns for industrial area opposite school</p> <p>12m Height for B5 zone is too high</p> <p>Land should be used for cheaper housing B5 uses, and activities (trucks) should not be located close to the school.</p> <p>Concerns that services (Woolworths) will be able to support extra demand</p>	<p>Traffic and transport</p> <p>Building height</p> <p>Other comments</p>	Objection	<p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. They also confirm that there are no safety risks associated with the nearby schools.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The 12m height control is proposed to apply to the land zoned B5 Business Development to support the range of uses that will be permitted in that zone, and is consistent with Council's controls for similarly zoned land. The height control would support potential health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure. These uses require typically higher floor to floor heights (4-4.5m). The majority of the Site is proposed to be subject to a maximum height limit of predominantly 8.5m (2 storeys).</p> <p>The land in question is not proposed to be zoned or used for industrial purposes. The location of the B5 Business Development Zone is considered to optimal location for the south eastern employment lands to facilitate uses that can act as an extension to the existing school, TAFE and other institutional uses immediately south of the Site. Any future use will require a development consent consistent with the permitted land uses (including health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure), and will need to be supported by a traffic impact assessment that considers (among other matters vehicular and truck movements (of proposed).</p> <p>There is capacity within the Tuncurry town centre for expansion of retail services.</p>
76	<p>Concerns for strain on current health services</p> <p>Walls Lake bridge is a traffic problem</p> <p>Parking is inadequate</p> <p>Concerns that council won't bring facilities to meet future needs to reduce traffic issue</p> <p>Public transport is inadequate</p> <p>Golf club recently built new clubhouse 9 months ago, proposal suggest relocation of clubhouse - waste of government funds</p>	<p>Health services</p> <p>Traffic and transport</p> <p>Golf course</p>	Neutral	<p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. They also confirm that there are no safety risks associated with the nearby schools.</p> <p>Landcom will liaise with TfNSW regarding short and long-term public transport options for the Site. The proposal also includes an extensive new network of pedestrian and cycle paths that will connect through to Tuncurry and Nine Mile Beach.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA. The existing golf</p>

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				<p>course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
77	<p>Concerns for B5 zone impacts on traffic near school - trucks too close to school</p> <p>Concerns for increased impacts on parking - at sports fields</p> <p>Bridge is an issue that needs to be addressed</p> <p>Consider a different zone rather than B5 to allow school to expand</p> <p>land proposed for B5 zone is habitat for black cockatoos</p> <p>Hospital capacity is a concern</p> <p>development will exacerbate traffic/health and other services.</p>	<p>Traffic and transport</p> <p>Health services</p> <p>Infrastructure</p>	Objection	<p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. They also confirm that there are no safety risks associated with the nearby schools.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>The location of the B5 Business Development Zone is considered to optimal location for the south eastern employment lands to facilitate uses that can act as an extension to the existing school, TAFE and other institutional uses immediately south of the Site. Any future use will require a development consent consistent with the permitted land uses (including health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure), and will need to be supported by a traffic impact assessment that considers (among other matters vehicular and truck movements (of proposed).</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p>
78	<p>Existing roads and bridge are already struggling</p> <p>Concerns about emergency services being able to access certain areas due to traffic.</p> <p>Forster-Tuncurry needs a new hospital</p> <p>Flooding also impacts the hospital</p>	<p>Traffic and transport</p> <p>Health services</p> <p>Flooding</p>		<p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. They also confirm that there are no safety risks associated with the nearby schools.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic</p>

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				<p>network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities. Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The Site is not directly affected by flooding from the Lower Wallamba River in storm events up to and including the Probable Maximum Flood (PMF) and has been designed to provide floor levels above 1 in 500 year groundwater flooding levels. Stormwater is proposed to be managed through a number of large water management basins, which will be designed as a mix of ephemeral and open water zones and will perform detention, water quality, aesthetic functions and control groundwater levels.</p>
79	<p>Forster Tuncurry Street network will collapse due to traffic impacts increased population will impact on facilities and services and town centre Request to expand golf course</p>	<p>Traffic and transport Infrastructure Golf course</p>	Objection	<p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. They also confirm that there are no safety risks associated with the nearby schools.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The existing golf course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.</p>
80	<p>Tuncurry golf course just got a new clubhouse built - why is there a new clubhouse being built. The 15th hole is the most picturesque on the course which will be lost in the new design.</p>	Golf course	Support	<p>The existing golf course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.</p>
81	<p>Concerns around pedestrian safety around the school, especially during start and finish times. Concerns about noise and activity around the school and housing backing Lakes Way from additional cars and especially heavy vehicles accessing B5 zone and housing development. The traffic flow from Grandis during peak times would require radical update of the intersection Requests for a pedestrian bridge to the school connecting Banksia Estate and such area.</p>	<p>Noise Traffic and transport Ecology</p>	Objection	<p>The exhibited Road Noise Assessment confirms future development within the proposed footprint is not expected to be impacted by noise impacts, nor is development undertaken in accordance with the NTURA Rezoning expected to give rise to adverse amenity impacts on future residents. The draft Development Control Plan provides design guidance to ensure that all future dwellings within the NTURA at risk of being noise affected due to their proximity to The Lakes Way can be built without the need for specific acoustic mitigation measures in building design.</p> <p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community..</p>



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	<p>Redirection of pedestrians to cross north across Grandis Parade, then east across The Lakes Way and finally south across Grandis Parade again, helping to minimise the delay caused at the intersection during peak times.</p> <p>Redirection of buses exiting the school grounds so that they encompass the school and exit via a modification link created to the current Parr Road.</p> <p>Current infrastructure needs updating such as: curb and guttering.</p> <p>Concerns for Koala population within the proposed development area.</p> <p>There are also Black Cockatoos that return yearly to nest in trees within the proposed development area. If a pair raises a chick successfully in a hollow, they will try and use the same hollow again next time they nest. All Black-Cockatoo species depend on nesting hollows to breed</p> <p>Eucalypt trees are the most favoured nest trees for Black-Cockatoos and Koalas.</p>			<p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer. Landcom intends to enter into a Local PA with Council that supports a range of facilities to support the future development. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>While koala sightings have been recorded directly south and east of the Site, no evidence of resident populations of koalas have been found during inspections undertaken by RPS. Nonetheless, koalas have 'assumed' to be present on part of the Site on a precautionary basis. This ensures that impacts to potential habitats will be offset as part of the broader conservation strategy to the site in accordance with relevant legislation.</p> <p>The NTURA Rezoning is supported by a Biodiversity Certification Assessment and Biodiversity Certification Strategy which as also considered the potential impacts, including species such as the Black Cockatoo and eucalyptus. The assessments conclude the NTUR Rezoning can be supported as it will achieve long-term conservation outcomes with 327 ha of land being placed in permanent conservation.</p>
82	<p>Recommends increasing walkable access to public space be a focus of the Master Plan's vision.</p> <p>Recommends using the term 'public space' when referring to open space, public facilities and streets.</p> <p>Recommends that the Master Plan references the NSW Public Spaces Charter to describe how its principles have been considered in the Master Plan.</p> <p>Section 4.7 Open space may be the best place to include this.</p> <p>recommends that the planning documents include context specific objectives, strategies and actions in line with the 10 principles of the Charter.</p> <p>the rezoning should ensure that there is no reduction in the quantum of open space, degree of accessibility achieved by the distribution of open space and the connectivity and accessibility provided by the network connections.</p> <p>The Master Plan should reference the Draft Greener Places Design Guide - including section 47.</p> <p>The Master Plan should reference the Great Public Spaces Toolkit - including section 4.10.3</p> <p>The Master Plan should promote inclusive public open space that is inviting to all ages, abilities and cultures. The Master Plan should reference the Everyone Can Play guidelines.</p>	Other comments	Support	<p>The vision for the NTURA Rezoning is to be a walkable, connected neighbourhood as is set out in the vision and reinforced through the principles and controls of the draft Development Control Plan.</p> <p>Landcom intends to dedicate all open space to Council, which will ensure it is public.</p> <p>The NTURA Rezoning is also supported by a robust Landscape Masterplan, which promotes a range of landscape objectives including improving the quantum and accessibility of open space on the Site. A series of landscape precincts are proposed, which will have their own unique cultural themes, distinctive landscape character and natural assets. Future development applications on the Site will be required to ensure open spaces are consistent with the envisaged landscape outcomes depicted in the Site-Specific DCP.</p> <p>Future DAs can address the draft Greener Places Design Guide, Great Public Spaces Toolkit and Everyone Can Play Guidelines when there is an appropriate level of detail to determine the use, curation and design of the proposed open spaces.</p>
83	<p>Concerned about coastal erosion</p> <p>Only one road in and out of town - improve on link road</p> <p>Lack of Health services, including hospital, which is</p>	Coastal processes	Objection	<p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study have considered the impacts of the NTURA Rezoning and confirmed that erosion is not a significant risk. An environmental buffer (approx. 200m from the mean high water mark) is proposed along the eastern boundary to ensure future development does not impact upon dunal vegetation or coastal processes.</p>

General Public Submissions				
Submission	Detailed comment	Key Issue/s	Sentiment	Response
	available on weekends, public holidays. Development will impact upon services	Traffic and transport Health services Infrastructure		<p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning is accompanied by a Utility and Infrastructure Servicing Report which confirms all services are available within the locality and have existing spare capacity.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p>
84	Confusion if the housing is backing directly onto APZ's or is there a main road/street between vegetation and housing. Recommends access roads to residential housing to be the buffer between the houses and the existing vegetation for fire protection. concerns over illegal dumping and clearing in vegetation areas.	Bushfire	Neutral	<p>APZs are proposed to be wholly accommodated entirely within perimeter and access roads.</p> <p>The exhibited Bushfire Threat Assessment has confirmed the proposed APZs comply with PBP 2006 requirements. Future development applications will need to reconfirm that the required APZs are being delivered.</p> <p>Proposed vegetation clearing will only occur within the development footprint.</p> <p>The NTURA Rezoning proposes a well considered neighbourhood design that promotes street activation and passive design to discourage illegal dumping.</p>
85	lack of infrastructure and services to support this development only a single lane road in and out of Tuncurry/Forster - which needs upgrading and new curbing long queues already occur on this single lane bridge	Infrastructure Traffic and transport Other comments	Objection	<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p>

General Public Submissions				
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	<p>individual disagrees with industrial and employment development being placed directly opposite the local senior and Tafe. Identifies a site at Grey Gum Rd for new industry instead or health services to be placed. Concerned that a large majority of residents weren't aware of this proposal - no mention on TV or radio, or letterbox drop.</p>			<p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>There has been extensive consultation with the community. The process has included the establishment of an inter-agency working group including two community information days and the establishment of a Community Reference Group (CRG).</p> <p>Additional drop-in sessions were held during exhibition of the NTURA Rezoning and provided an opportunity for the local community to learn about the proposal. The location and purpose of the proposed B5 Business Development Zone was discussed at these sessions and community members were advised that the is this part of the Site is proposed to facilitate uses that can act as an extension to the existing school, TAFE and other institutional uses immediately south of the Site. Any future use will require a development consent consistent with the permitted land uses (including health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure).</p>
85	<p>lack of infrastructure and services to support this development only a single lane road in and out of Tuncurry/Forster - which needs upgrading and new curbing long queues already occur on this single lane bridge individual disagrees with industrial and employment development being placed directly opposite the local senior and Tafe. Identifies a site at Grey Gum Rd for new industry instead or health services to be placed. Concerned that a large majority of residents weren't aware of this proposal - no mention on TV or radio, or letterbox drop.</p>	<p>Infrastructure Traffic and transport Other comments</p>	Objection	<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>There has been extensive consultation with the community. The process has included the establishment of an inter-agency working group including two community information days and the establishment of a Community Reference Group (CRG).</p> <p>Additional drop-in sessions were held during exhibition of the NTURA Rezoning and provided an opportunity for the local community to learn about the proposal. The location and purpose of the proposed B5 Business Development Zone was discussed at these sessions and community members were advised that the is this part of the Site is proposed to facilitate uses that can act as an extension to the existing school, TAFE and other institutional uses immediately south of the Site. Any future use will require a development consent consistent with the permitted land uses (including health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure).</p>
86	<p>Concerned over ecological impacts of the development -impacts upon coastal banksia Concerned over biodiversity offset ecologies being equivalent to the coastal banksia, where they will be located. Concerns over loss of habitat for migratory birds including black cockatoos Concerns over loss of habitat for threatened species</p>	<p>Ecology Health services Bushfire</p>		<p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as Black Cockatoos, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p>



General Public Submissions				
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	that need extensive ranges such as brush tailed phascogales and spotted tail quolls. what provisions will be made to protect wildlife from roadkill. what extra provisions will be put in place fir bushfire prone zone			The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.  Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.  The exhibited Bushfire Threat Assessment has confirmed the NTURA Rezoning complies or is capable of complying with applicable PBP 2006 requirements. Future development applications will need to reconfirm compliance.
87	Need to improve bridge size before development starts Also need hospital built before extra 8500 people move to area	Traffic and transport Health services	Neutral	The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.  Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.  The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.
88	Concerns over flood zone	Flooding	Objection	The Site is not directly affected by flooding from the Lower Wallamba River in storm events up to and including the Probable Maximum Flood (PMF) and has been designed to be above groundwater flooding levels.
89	Concerns over infrastructure and traffic flow Concerns over impacts of Koalas and echidnas Concerns over where the stormwater will go	Traffic and transport Ecology Stormwater	Objection	The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.  Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.  The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.  The ecological assessments have considered koalas and echidnas and have assessed the likely impacts to potential habitats, concluding that the proposed conservation strategy for the Site in accordance with relevant legislation achieves a satisfactory outcome.
90	Town is already overdeveloped	Other comments	Objection	The NSW Government's Hunter Region Plan 2036 and the draft Hunter Regional Plan 2041 identifies North Tuncurry as a potential new urban release area to meet the housing needs of the Mid Coast area.
91	Concern over access to beach without lifesaving structures	Beach access Bushfire	Neutral	The proposal has identified potential for several beach access trails to improve connectivity to Nine Mile Beach. The construction of lifesaving structures is outside the scope of the proposal.

General Public Submissions				
Submission	Detailed comment	Key Issue/s	Sentiment	Response
	Bushland surrounding the development will be danger during bush fires			The exhibited Bushfire Threat Assessment has confirmed the NTURA Rezoning complies or is capable of complying with applicable PBP 2006 requirements. Future development applications will need to reconfirm compliance.
92	Objection to B5 business development zone proximity to residences and TAFE, high school - will impact the already heavy vehicle and food pedestrian traffic	Other comments	Objection	The location and purpose of the proposed B5 Business Development Zone was discussed at these sessions and community members were advised that the is this part of the Site is proposed to facilitate uses that can act as an extension to the existing school, TAFE and other institutional uses immediately south of the Site. Any future use will require a development consent consistent with the permitted land uses (including health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure).
93	<p>Impact on natural environment</p> <p>Impact on migratory birds: ospreys, Pied Oysters catchers.</p> <p>Concerns over 14 endangered species on site</p> <p>increased dune traffic with increased population impacts on Koala Habitat</p> <p>impact of population density and sea change culture creating demands that could pressure council to change zoning height</p> <p>Concern that R3 zone will expand - making it not affordable for young families.</p> <p>Needs a new hospital</p> <p>The Lakes Way needs widening</p> <p>lack of infrastructure required to deliver the outcomes proposed by Landcom</p> <p>Concerns over potential for high rise along the dune area</p> <p>Concern over loss of open space</p> <p>No primary school has been planned to attract young families</p> <p>lower socio-economic families and young families cannot afford seaside location with designed small lots</p> <p>aging population with limited services and infrastructure to provide for this</p> <p>limited community consultation - limited information available for community</p>	<p>Ecology</p> <p>Affordable housing</p> <p>Health services</p> <p>Traffic and transport</p> <p>Education services</p> <p>Infrastructure</p> <p>Other comments</p>	Objection	<p>The environment impacts of the NTURA Rezoning have been comprehensively assessed. The Proposal demonstrates the impacts will be avoided or mitigated (through the proposed development footprint) or managed (subject to successful implementation of the recommendations during future development applications and delivery of the development).</p> <p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities. Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer</p> <p>Supporting infrastructure and services will be delivered through a Local PA between Landcom and Council. The NTURA Rezoning commits to delivering a minimum 7.5% of new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy.</p> <p>The proposal is accompanied by a Visual Impact Assessment, which concludes 90% of the future development will not be visible in context of the coastline when viewed from Nine Mile Beach or from Foster. The R3 Medium Density Zone is localised and would not be subject to expansion. Post exhibition, building heights along the foreshore have been further reduced to 3 storeys, consistent with the DPE's draft Coastal Design Guidelines recommendation to further mitigate visual impacts.</p> <p>The Department of Education has advised that Tuncurry Primary School and the Junior and Senior Campuses of the Tuncurry Secondary College are expected to have sufficient capacity to accommodate enrolment growth attributed to the future NTURA community. The land uses proposed to be introduced through the NTURA Rezoning would permit educational establishments with development consent should future demand warrant.</p>

General Public Submissions				
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				Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.
94	<p>Requests for social housing to be implemented</p> <p>The document should include the arrangements with the Tuncurry Country Club</p> <p>Recommends that the arrangements between Landcom and the NSW Department of Industry – Crown Lands and Water be added to the Statement of Intent</p> <p>Recommends that attachments 1-14 are included in the subject report</p> <p>Requests that significant amendments to the rezoning documentation can be made available to the public for final community consultation comments before the Minister consents to the NTURA rezoning</p>	<p>Social housing</p> <p>Crown lands</p> <p>Golf course</p> <p>Other comments</p>	Neutral	<p>Social housing is the responsibility of the Land and Housing Corporation. The NTURA Rezoning does however commit to delivering a minimum 7.5% of new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy.</p> <p>The arrangements between Landcom and Crown Lands are commercial in confidence.</p> <p>The existing golf course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.</p> <p>The Social Planning Report Addendum considers the 2021 Census data and concludes:</p> <ul style="list-style-type: none"> <li>Forster, Tuncurry and MidCoast LGA have older population profiles, higher rates of disability and long term health conditions, and smaller households with high proportions of lone persons and couples without children, compared with NSW. The population will grow to 2036 due to migration into these areas, and while growth is expected across all age groups, it will be particularly strong in older age groups. These areas are also relatively disadvantaged compared with NSW, with lower median weekly household income and higher unemployment.</li> <li>The existing and future population will generate relatively high demand for aged care, health, social and emergency services.</li> <li>The inclusion of diverse housing types, including affordable housing and housing that is flexible to meet different accessibility requirements, within the NTURA Rezoning will be critical and will support a more mixed and sustainable community. Additionally, the NTURA Rezoning will enable investment in health, aged care and employment uses and this will help meet the needs of the existing and future population.</li> </ul> <p>The submitter's requested amendment to the rezoning documentation are a matter for the DPE.</p>
95	<p>Concerns of overdevelopment</p> <p>concerns development will ruin character</p> <p>only a small number of people will benefit (economically)</p> <p>recommends 5-10% staged residential development would be acceptable with the rest to be used as public parkland</p> <p>local infrastructure will not cope</p> <p>Health services will not cope with increased population</p>	<p>Other comments</p> <p>Infrastructure</p> <p>Health services</p>		<p>The carrying capacity of the Site has been comprehensively assessed. The NTURA Rezoning demonstrates the impacts will be avoided or mitigated (through the proposed development footprint) or managed (subject to successful implementation of the recommendations during future development applications and delivery of the development).</p> <p>The development footprint has been minimised to respond to the environmental setting, with 327 ha of land identified for ecological conservation. The proposal will deliver approximately 2,123 dwellings in a range of typologies to promote housing choice and affordability, consistent with the Hunter Regional Plan 2041.</p> <p>Supporting infrastructure and services will be delivered through a Local PA between Landcom and Council, as well as payment of development contributions to key infrastructure items already outlined in Council's Contributions Plan.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities. Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p>



General Public Submissions				
Submission	Detailed comment	Key Issue/s	Sentiment	Response
96	<p>concerns of existing infrastructure</p> <ul style="list-style-type: none"> <li>- requests for new bridge</li> <li>- new hospital</li> <li>- upgrades to the Lakes Way main road</li> <li>- continuing work on Water Treatment Works</li> <li>- Sewer</li> <li>- transparency in Midcoast Council's thoughts on the proposal</li> <li>- this development should be located closer to Taree</li> <li>- closer links to rail and Public Hospital</li> </ul>	Infrastructure	Objection	<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer. The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>Council's submission is publicly available on the DPE website.</p>
97	<p>Tuncurry does not have adequate infrastructure</p> <p>Bridge needs upgrading</p> <p>lack of medical services already</p> <p>Tuncurry needs extra hospitals</p> <p>concerns of erosion</p>	<p>Infrastructure</p> <p>Traffic and transport</p> <p>Health services</p>	Objection	<p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p>
98	<p>Requests that the golf members and visitors rights are respected</p> <p>Requests that the golf course holes from 27-36</p>	Golf course	Support	<p>The existing golf course is proposed to be remodelled into a new 18-hole golf course to improve the playing experience of members through the introduction of a variety of new holes whilst still maintaining the existing character of the course. The remodelling of the golf course is still in concept stage, however Landcom will undertake future consultation with members of the Golf Club and its Board in due course.</p>
99	<p>Currently already limited public parking - B5 zoning will only make this worse.</p> <p>Forster-Tuncurry bridge is an issue. The Building of B5 will further block traffic on bridge.</p> <p>The building of B5 will also be a hazard for school</p>	<p>Other comments</p> <p>Traffic and transport</p>	Objection	<p>The location and purpose of the proposed B5 Business Development Zone was discussed at these sessions and community members were advised that the is this part of the Site is proposed to facilitate uses that can act as an extension to the existing school, TAFE and other institutional uses immediately south of the Site. Any future use will require a development consent consistent with the permitted land uses (including health, education and commercial uses which could take advantage of proximity to similar uses and the main road exposure).</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA</p>

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				can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.
100	requests for extension of submission	n/a	Neutral	Noted.
101	<p>Concern that the planning report have not demonstrated that development of the site would have acceptable impacts.</p> <p>Aspects of the masterplan and LEP provisions would result in scenic impacts or in contrary to Connecting with Country principles</p> <p>development is in contrary to SEPP No65 and SEPP Resilience and Hazards.</p> <p>draft development controls are incomplete.</p> <p>no strategic rationale for removal of high ecological quality vegetation at north-eastern corner</p> <p>to proceed with zoning of site must be guided by comprehensive analysis of traffic impacts and list of mitigation works</p> <p>development would exacerbate holiday traffic and congestion</p> <p>documents exhibited do not include detailed study of traffic and transportation.</p> <p>no timeframe for works undertaken on improving bridge</p> <p>stormwater will be discharged from the site into the Wallaba River estuary</p> <p>documents do not identify a funding mechanisms to ensure effective management of stormwater</p> <p>visual amenity and scenic quality of the North Tuncurry coastline would be compromised by multi-storey development</p> <p>draft development controls offer no guidance for industrial development</p> <p>concern for introducing native and exotic species that would be alien to character and nature of area</p> <p>draft controls demonstrate no mechanism to ensure suitable proportion of dwellings are affordable</p> <p>concerns for apartment design</p>	<p>Other comments</p> <p>Traffic and transport</p> <p>Stormwater</p> <p>Visual impacts</p> <p>Ecology</p> <p>Affordable housing</p>	Objection	<p>The proposal is supported by a range of technical studies and reports, which conclude there is capacity for the Site for the proposed range and intensity of uses.</p> <p>SEPP 65 and the Resilience and Hazards SEPP have been addressed in the covering Response to Submissions Report.</p> <p>The draft Development Control Plan has been updated to respond to feedback received during the consultation period.</p> <p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Clause 6.1 of the Great Lakes LEP 2014 requires satisfactory arrangements to be made for the provision of designated State public infrastructure (such as the Wallis Lake Bridge) before the subdivision of the NTURA can occur. Landcom acknowledges it will be required to contribute to regional road network improvements and has accordingly submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds. A draft local provision for inclusion in the Great Lakes Local Environmental Plan 2014 as part of the rezoning of the NTURA has also been developed in consultation with TfSNW to align with the SPA offer.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>The exhibited IWCMS is generally consistent with Council's water quality improvement plans and will ensure that stormwater runoff does not adversely impact upon water-based ecological areas within the locality.</p> <p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The NTURA Rezoning is accompanied by a Visual Impact Assessment, which concludes 90% of the future development will not be visible in context of the coastline when viewed from Nine Mile Beach or from Foster. Post exhibition, building heights along the foreshore have been further reduced to 3 storeys, consistent with the DPE's draft Coastal Design Guidelines recommendation to further mitigate visual impacts.</p> <p>Affordable housing will be provided in accordance with Landcom's Housing and Affordability and Diversity Policy. A minimum 7.5% of all new residential development will be provided as Affordable Housing.</p>
102	<p>development will not improve biodiversity outcomes</p> <p>- land should be set aside for conservation</p> <p>concern over critically endangered Midge Orchid on site and Koalas, Brush-tailed Phascogales, Long-nosed Potoroos.</p> <p>Areas proposed for biodiversity offsets are not secure- hazard lines for erosion</p> <p>insufficient attention to management of additional long-term impacts on threatened species on the site</p>	Ecology	Objection	<p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p>

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	- e.g., noise pollution, domestic pets etc. proposal does not comply with 2036 regional plan to protect and connect natural areas.			Less than 3% of known Tuncurry Midge Orchid Plants with the BCA area would be impacted by the project, with over 88% of the known on-site population to be protected.
103	Concerns housing will not be affordable - what mechanisms will be put in place to ensure land is accessible to local families? What provision has been made for educational facilities? Has there been consultation with catholic and independent schools in our region?	Housing Educational services	Support	Landcom is proposing to deliver at least 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. Furthermore, 10-15% of diverse housing is proposed to be catered towards lower cost market housing, retirement housing and other housing types that support housing choice.  The Department of Education has advised that Tuncurry Primary School and the Junior and Senior Campuses of the Tuncurry Secondary College are expected to have sufficient capacity to accommodate enrolment growth attributed to the future NTURA community. The land uses proposed to be introduced through the NTURA Rezoning would permit educational establishments with development consent should future demand warrant.
104	Concerns over impacts on flora and Fauna habitats - particularly endangered or threatened - impacts on wildlife corridors	Ecology	Objection	To ensure that appropriate long-term conservation outcomes are achieved, approximately 327 ha of land within the proposal (including 312 ha of mapped vegetation comprising Tuncurry Midge Orchid habitat and other ecologically valuable vegetation) would be placed in permanent conservation.
105	concerned over development on ocean side - damage of rising sea levels and having to provide services to move sand from residential streets. Concern for endangered flora and fauna species and Koala population Development will reduce amenity and lifestyle development will contribute to driving up housing prices - concern for affordable housing Does not want resort style developments for over 55's Concern for medical services - gaps are already closed, long waiting lists already concern for 4WD access to beach and impacts on fishermen's livelihoods creating a new business district will impact on already struggling small businesses	Coastal processes Ecology Affordable housing Health services Beach access Economy	Objection	The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes.  The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study also conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.  The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.  The NTURA Rezoning has been designed to provide housing for the Forster Tuncurry community, including a range of housing options that support young couples, empty nesters and retirees. Landcom is committed to delivering an authentic and innovative coastal community with a genuine sense of place. Landcom is proposing to deliver at least 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. Furthermore, 10-15% of diverse housing is proposed to be catered towards lower cost market housing, retirement housing and other housing types that support housing choice.  The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.



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				<p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning proposes to formalise dedicated beach access trails to minimise impacts elsewhere along the foreshore. Landcom will work with Council to ensure beach access is maintained at all times whilst minimising conflict with other beach users.</p> <p>Limited local convenience retail uses are proposed to complement the area and not be in competition with the existing retail areas. The location of the B2 Local Centre Zone has been carefully considered to limit the risk of oversupplying retail and employment generating land.</p>
106	<p>concerned over development on ocean side - damage of rising sea levels and having to provide services to move sand from residential streets. Concern for endangered flora and fauna species and Koala population</p> <p>Development will reduce amenity and lifestyle development will contribute to driving up housing prices - concern for affordable housing</p> <p>Does not want resort style developments for over 55's</p> <p>Concern for medical services - gps are already closed, long waiting lists already</p> <p>concern for 4WD access to beach and impacts on fishermen's livelihoods</p> <p>creating a new business district will impact on already struggling small businesses</p>	<p>Coastal processes</p> <p>Ecology</p> <p>Affordable housing</p> <p>Health services</p> <p>Beach access</p> <p>Economy</p>	Objection	<p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The NTURA Rezoning has been designed to provide housing for the Forster Tuncurry community, including a range of housing options that support young couples, empty nesters and retirees. Landcom is committed to delivering an authentic and innovative coastal community with a genuine sense of place. Landcom is proposing to deliver at least 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. Furthermore, 10-15% of diverse housing is proposed to be catered towards lower cost market housing, retirement housing and other housing types that support housing choice.</p> <p>The 2022-2023 NSW Budget commits \$20 million towards a new health facility in Forster-Tuncurry. A new ambulance station, currently under construction, is due for completion by early 2023 and will service the future NTURA community. It will enable NSW Ambulance paramedics to better meet the current and future demand for mobile emergency medical care in Forster and surrounding communities.</p> <p>Furthermore, while Landcom is not responsible for the delivery of health facilities, the land uses proposed to be introduced through the NTURA Rezoning would permit health services facilities with development consent should future demand warrant. The provision of future health services facilities would be subject to a provider/operator being interested at DA stage.</p> <p>The NTURA Rezoning proposes to formalise dedicated beach access trails to minimise impacts elsewhere along the foreshore. Landcom will work with Council to ensure beach access is maintained at all times whilst minimising conflict with other beach users.</p> <p>Limited local convenience retail uses are proposed to complement the area and not be in competition with the existing retail areas. The location of the B2 Local Centre Zone has been carefully considered to limit the risk of oversupplying retail and employment generating land.</p>

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107	Traffic congestion Parking, electricity, water, internet infrastructure is all susceptible to increased population Concern over rental crisis	Traffic and transport Infrastructure	Objection	<p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge through the mechanism available under clause 6.1 of the Great Lakes LEP 2014.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The NTURA Rezoning is accompanied by a Utility and Infrastructure Servicing Report which confirms all services (including water) are available within the locality and have existing spare capacity. The NTURA Rezoning also proposes to introduce Water Sensitive Urban Design (WSUD) measures that will result in improvements to water quality and adopt potable water demand reduction strategies and identification of integrated options for water supply.</p> <p>To help ease housing stress, Landcom is proposing to deliver at least 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy. Furthermore, 10-15% of diverse housing is proposed to be catered towards lower cost market housing, retirement housing and other housing types that support housing choice.</p> <p>Landcom proposes to enter into a Local PA with MidCoast Council which will facilitate funding and delivery of local and regional infrastructure needs to support the future North Tuncurry population. A combination of monetary contributions, land dedication and works in kind are proposed to facilitate delivery of new roads and traffic facilities and upgrades to the existing immediately adjoining network, open space and recreation uses, stormwater drainage, new community centre, new surf club and foreshore and beach access improvements.</p>
108	Concerns relating to the Traffic Management and Accessibility Report (TMAP) and Statement of Intent for Traffic related matters.	Traffic and transport	Neutral	<p>The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge through the mechanism available under clause 6.1 of the Great Lakes LEP 2014.</p> <p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
109	Concerns over degradation of environment The Worley Parsons Report: North Tuncurry Coastal Processes, Hazards and Planning Study dated the 6th of March 2019 and 'Eco Logical Australia 2022', lack reliable and current data. Concerns over threatened and endangered species on site and suggests data was obtained in winter when fauna animals are less active and therefore haven't been recorded as living on the site. Has questions about the BAM credits	Environment Coastal Processes Ecology	Objection	<p>The proposal is supported by a range of technical studies and reports, which conclude there is capacity for the Site for the proposed range and intensity of uses.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study also conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant</p>

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	Argues that the planned offsets will not improve or maintain biodiversity outcomes.			<p>hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>Eco Logical's response at <b>Appendix X</b> addresses the feedback regarding the BAM credits and the planned offsets. The response concludes:</p> <ul style="list-style-type: none"> <li>The assessment has been prepared in accordance with the BCAM 2011 (and its associated guidelines); there is no reference to age of survey data in any of the statutory guidelines relevant to the BCAM.</li> <li>Section 5.7.4 of the BCAR and the Statement of Commitments in Section 5.7 outline how the required offsets will be met including both on-site (providing for all impacts associated with Stages 1-12) and off-site offsets (Stages 13 onwards).</li> <li>These commitments and their timing were discussed with OEH/BCD extensively and BCD issued a letter in 2019 stating that all of the ecological issues raised by OEH had been addressed satisfactorily, including the Staging of credit retirement for Stages 1-12 and 13-25 and the options available to secure the residual off-site offsets for Stage 13 onwards.</li> <li>The commitments state that Stages 13 onwards will not commence until offsets have been secured and that these offsets may be secured by registering a BSA over land owned by MidCoast Council at Nabiac, and/or purchasing credits from the market place and/or from the Biodiversity Conservation Fund (BCF) following a request for a 'Statement of Reasonable Equivalence'.</li> <li>The BCAR does not need to provide any other certainty than the above, as the option to purchase credits from the BCF prior to commencing any stage is an option available to every proponent of a development application in NSW.</li> <li>This new option, introduced under the BC Act, applies to assessments under the TSC Act such as the NTURA, i.e. there is no longer a requirement for an application for Biodiversity Certification to demonstrate that all offset requirements have been secured prior to the Minister making a determination, so long as the offsets have been secured prior to the commencement of that stage of development (this is confirmed by the BCT issuing a certificate of credit retirement).</li> <li>No changes required to the Assessment Report</li> <li>The on-site offsets proposed are in perpetuity and not short term/temporary offsets, as suggested by Council. BCD sought legal advice regarding the 'in perpetuity' nature of conservation commitments on land subject to sea-level rise and was advised that such commitments met the requirements of BCAM. Regardless of this, the 'eastern' corridor largely comprises Vegetation Zone 13 which generates 'surplus' credits for the assessment and does not meet the 'like for like' credit requirements of the impacted vegetation types, has not been used to meet the offset requirements of the project and thus provide a 'buffer' to the rest of the on-site offset area. Similarly this area does not generate any species credits for TMO, Brush-tailed Phascogale or Eastern Pygmy Possum.</li> <li>The proposal is considered to meet an 'improve or maintain' outcome. The proposed conservation measures will permanently protect, manage and restore some 312 ha of forest and heathland on-site. The equivalence of a further 300-400 ha of off-site offsets will also be secured by either the registration of additional BSAs, purchase and retirement of either Biobanking or Biodiversity Offset Scheme credits or payment in to the Biodiversity Conservation Fund (following an application of 'reasonable credit equivalence') prior to the commencement of Stage 13.</li> </ul>
110	Reconsideration of Coastal Processes Hazards and Planning Study and the Biodiversity Credits proposed Concern over dangers of houses living on coast - storms and coastal erosion events	Coastal processes	Objection	The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes.
111	Raises concerns of environment degradation, threatened species, flora and fauna species. Concerns of that The Worley Parsons Report: North Tuncurry Coastal Processes, Hazards and Planning Study dated the 6th of March 2019 and 'Eco Logical Australia 2022', lack reliable and current data. Concerns of houses being subject to coastal	Environment Ecology Traffic and transport	Objection	<p>A two-stage approach is proposed to secure adequate ecosystem and species credits required under the BCAM. The first stage entails reliance on the credits attained through the on-site conservation area, whilst the second stage relies on Landcom securing appropriate off-site conservation outcomes to attain sufficient credits for the balance of the development to be completed. There are a number of options available to Landcom in order to establish off-site conservation measures.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of</p>



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	erosion. Concerns over safety and evacuation with bridge only being one lane.	Coastal Processes		<p>the 2100 hazard line. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p>
112	<p>Raises concerns of endangered flora and fauna species</p> <p>Concerns of that The Worley Parsons Report: North Tuncurry Coastal Processes, Hazards and Planning Study dated the 6th of March 2019 and 'Eco Logical Australia 2022', lack reliable and current data.</p> <p>Raises concerns and questions BAM credits</p> <p>Wants to be ensured that housing is affordable</p>	<p>Environment</p> <p>Ecology</p> <p>Affordable housing</p>	Objection	<p>A two-stage approach is proposed to secure adequate ecosystem and species credits required under the BCAM. The first stage entails reliance on the credits attained through the on-site conservation area, whilst the second stage relies on Landcom securing appropriate off-site conservation outcomes to attain sufficient credits for the balance of the development to be completed. There are a number of options available to Landcom in order to establish off-site conservation measures.</p> <p>The master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes.</p> <p>Landcom is proposing to deliver a minimum of 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy.</p>
113	n/a	n/a	Support	Landcom welcomes the submitter's support for the NTURA Rezoning.
114	<p>Concerned with impact on wildlife habitat and biodiversity</p> <p>Concerned with coastal erosion with development on foreshore with rising sea levels</p> <p>development is supported by outdated data in the Worley Parsons Report: North Tuncurry Coastal Processes, Hazards and Planning Study dated the 6th of March 2019.</p>	<p>Ecology</p> <p>Coastal processes</p>	Objection	<p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p>

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115	Suggests the houses be incorporated into existing vacant town spaces in Tuncurry Concerned for impacts on flora and fauna species No provisions made for accounting for the loss of carbon biomass of the coastal shrub and woodland Suggests coastal hazards assessment is based on outdated IPCC report rather than the most recent IPCC AR6 Misleading report - only 53% area is conservation rather than 60%.	Housing Ecology	Objection	The NSW Government's Hunter Regional Plan 2041 identifies North Tuncurry as a potential new urban release area to meet the housing needs of the Mid Coast area.  The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.  Impacts to native vegetation and areas of high conservation value are addressed via the avoid and minimise process undertaken in the development of a Master Plan for the site that considered multiple options to avoid and minimise impacts to the areas with the highest biodiversity values.
116	Junior and Senior Hawks club will support NTURA if: - timeline is provided for development for NT sporting Complex Master Plan - clubs representatives were involved in development of Nt sporting complex master plan - council provided guidance on funding for clubs to strategies future grant funding opportunities.	Other comments	Neutral	Council has previously advised Landcom that land for active open space need not be set aside within North Tuncurry as Council would prefer a contribution towards upgrading the existing North Tuncurry Sports Complex.  Landcom intends to enter into a Local PA with Council that will make provision for monetary contributions towards open space and recreation uses that can be utilised by the Junior and Senior Hawks.
117	Concerned for impacts on rezoning Crown Lands Concerned for natural bushland Concerned for overcrowded Lakes Way and bridge Infill empty shops in CBD of Tuncurry	Crown Lands Ecology Traffic and transport	Neutral	The NTURA Rezoning is being sponsored by Landcom under a Project Delivery Agreement with Crown Lands.  The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.  The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds  Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA. The proposal provides limited local convenience retail that seeks to complement the area and not be in competition with the existing retail areas. The location of the B2 Local Centre Zone has been carefully considered to limit the risk of oversupplying retail and employment generating land.
118	Crown land should be kept as open space or used for community projects Land clearing should not occur here It will spoil there area The roads cannot cope It will compromise protected, threatened and endangered species and the local ecosystem 2,100 homes is way too many for the site The pollution and runoff from the site will be detrimental to the local environment Investors will own most of the properties rather than owner occupiers	Crown lands Traffic and transport Ecology Other comments	Objection	The NTURA Rezoning is being sponsored by Landcom under a Project Delivery Agreement with Crown Lands.  The proposal is supported by a range of technical studies and reports, which conclude there is capacity for the Site for the proposed range and intensity of uses.  The exhibited Traffic Management and Access Plan (TMAP) and Response to Submissions (SCT, November 2022) confirm proposed intersection upgrades and new (internal) road infrastructure works, combined with those works/upgrades identified and planned for by Council in its Section 7.11 Development Contributions Plan, can accommodate future traffic volumes and will be adequate to meet the needs of the future community. The Wallis Lake Bridge is a TfNSW owned asset and any widening/duplication would require a business case and budget funding through the NSW Government Treasury process. Landcom acknowledges it will be required to contribute to the future widening/duplication of the Wallis Lake Bridge through the mechanism available under clause 6.1 of the Great Lakes LEP 2014.

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				<p>Additional analysis undertaken by SCT during the submissions period confirmed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA. Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA.</p> <p>Landcom has submitted a letter of offer in relation to a State Planning Agreement (SPA) to ensure adequate provision is made for the regional traffic network before development of certain land proceeds.</p> <p>The NTURA Rezoning's development footprint is approximately 256 ha which has been carefully minimised to ensure surrounding areas can be preserved for environmental conservation. It is supported by extensive biodiversity assessments completed over many years to quantify the ecological values of the Site and determine the potential impacts of the development. The assessments have considered the nesting and feeding behaviours of migratory bird species such as ospreys and Pied Oyster Catchers, koalas and other endangered and vulnerable species. The assessments conclude that the location and extent of the proposed development footprint can be supported subject to implementation of the rigorously tested environmental conservation strategy that identifies 327 ha of high conservation value that will be placed in permanent conservation.</p> <p>The draft Development Control Plan proposes guidance and controls to minimise the risk of pollution.</p> <p>Ownership is not a relevant matter for the purposes of the NTURA Rezoning.</p>
119	<p>Concerns over degradation of environment The Worley Parsons Report: North Tuncurry Coastal Processes, Hazards and Planning Study dated the 6th of March 2019 and 'Eco Logical Australia 2022', lack reliable and current data. Concerns over threatened and endangered species on site and suggests data was obtained in winter when fauna animals are less active and therefore have not been recorded as living on the site. Has questions about the BAM credits Argues that the planned offsets will not improve or maintain biodiversity outcomes.</p>	<p>Environment Ecology</p>	<p>Objection</p>	<p>A two-stage approach is proposed to secure adequate ecosystem and species credits required under the BCAM. The first stage entails reliance on the credits attained through the on-site conservation area, whilst the second stage relies on Landcom securing appropriate off-site conservation outcomes to attain sufficient credits for the balance of the development to be completed. There are a number of options available to Landcom in order to establish off-site conservation measures.</p> <p>The exhibited Coastal Processes, Hazards and Planning Study and Addendum Coastal Processes, Hazards and Planning Study conclude the NTURA Rezoning is consistent with the hazard line principles in that all development lots would be located landward of the 2100 hazard line and considers development control measures that ensure adaptability over time recognising a changing climate and the associated uncertainty. The data reported on in the 2019 Report, identified long term historical trends (over decades) and applied a conservative deterministic approach to the estimation of coastal hazards and their projections into the future. The resultant hazard planning line outcomes are consistent with the adopted Council CZMP and considered appropriate for rezoning purposes. Notwithstanding this, the master plan has been amended to reflect a 100 year coastal hazard risk (i.e.: 2125 rather than 2100), and better align with the DPE's draft Coastal Design Guidelines (2022). This has resulted in lower density uses in the 30m zone between the 2100 and 2125 and the coastal hazard lines moving 30 metres west. Refer to Section 4 of the Response to Submissions Finalisation Report for full details of amendments made to the master plan and consequentially NTURA Rezoning. Overall, the NTURA Rezoning has considered the overall development footprint relative to current and future coastal processes. Refinement of the coastal hazards to assist in appropriate siting of development types and extents will be considered at the time of application for development consent, using the latest available data and a probabilistic approach to defining the coastal hazards.</p> <p>Landcom is proposing to deliver a minimum of 7.5% of all new residential development as Affordable Housing consistent with Landcom's Housing and Affordability and Diversity Policy.</p>