

STATEMENT OF EFFECT – PORTIONS 1841, 1842 AND 1843 HUNDRED OF BAGOT

1. Introduction

This statement of effect accompanies an application for subdivision for the creation of 80 residential allotments, 1 public open space parcel and 1 remnant parcel (the remainder of 1843) as the first stage of the residential subdivision of the Malak and KOA Caravan Parks. The subject land, comprising three contiguous allotments at 440, 450 and 460 McMillans Road, Marrara, was rezoned from CV (Caravan Park) to LMR (Low-Medium Density Residential) and PS (Public Open Space) in accordance with a subdivision master plan in September 2021. The proposed development subject of this application, comprising the first of two stages and contained within the western area of the subject land, will enable the creation of 80 residential lots, public roads and open space, and will facilitate the ongoing use of the eastern portion of the land for existing residents, until such time as approvals are sought and works commence on stage 2.

Stage 1 of the subdivision will rely on the existing access and egress to McMillans Road, and will retain existing easements ensuring allotments are suitably sized and dimensioned to facilitate residential development depending on the constraints thereto (including easements, frontage to McMillans Road and lot layouts). An acoustic assessment has considered the acoustic impact to lots fronting McMillans Road, with recommendations regarding the provision of an acoustic barrier factored into the subdivision master plan, together with street and open space landscaping and road layout and design consistent with the Universal Subdivision Design Guidelines. The existing LMR Zoning and the range of lot sizes provides flexibility for a range of low and low-medium dwelling types, with an efficient road network providing for future road connections to stage 2.

The proposed development comprises the *division of land into parts available for separate occupation or use, by means of sale, transfer or partition; or lease, agreement, dealing or instrument purporting to render different parts of the land available for separate disposition or separate occupation*. Accordingly, the proposal constitutes a *subdivision* pursuant to **Section 5(1)** of the Northern Territory Planning Act, and is not excluded by way of **Section 5(2)** (exempt subdivisions), thus a Development Permit is required pursuant to **Section 44(b)** of the Act.

This report (and application) is to be read in conjunction with the following attachments:

Attachment A: Subdivision Master Plan and Layout Plans

Attachment B: Landscaping Master Plan

Attachment C: Servicing and Construction Report

Attachment D: Acoustic Assessment Report

Attachment E: Certifier Statement

Attachment F: Title Documents

2. Section 46(3)(aa) – Interested Parties

<i>Applicant / Town Planning</i>	Brad Cunnington, Cunnington Rosse Town Planning and Consulting Pty Ltd (on behalf of the proponent) / brad@crtpc.com.au / 0427 796 140
<i>Proponent</i>	George Tsirbas, Marrara Gardens Pty Ltd, Co/- KPMG, 18 Smith Street, Darwin NT 0800 / george.tsirbas@cerbis.com.au / 0417 859 496
<i>Civil Engineering</i>	Sam Warner, ADG Engineers (Aust) Pty Ltd, Suite G01, Manunda Place, 38 Cavenagh Street, Darwin NT 0800 / swarner@adgce.com / 0422 456 159
<i>Landscape Architecture</i>	Tony Cox, Clouston Associates, Level 5, 21 Knuckey Street, Darwin NT 0800 / tc@clouston.com.au / 0447 686 198
<i>Acoustic</i>	Chris Turnbull, Sonus Pty Ltd, 17 Ruthven Avenue, Adelaide SA 5000 / ct@sonus.com.au / 0417 845 720
<i>Building Certification</i>	Annette Joseland, AB Consulting (NT) Pty Ltd, 4/290 Whitewood Road, Howard Springs NT 0835 / annette@abconsultingnt.com.au / 0400 518 367

3. Subject Land

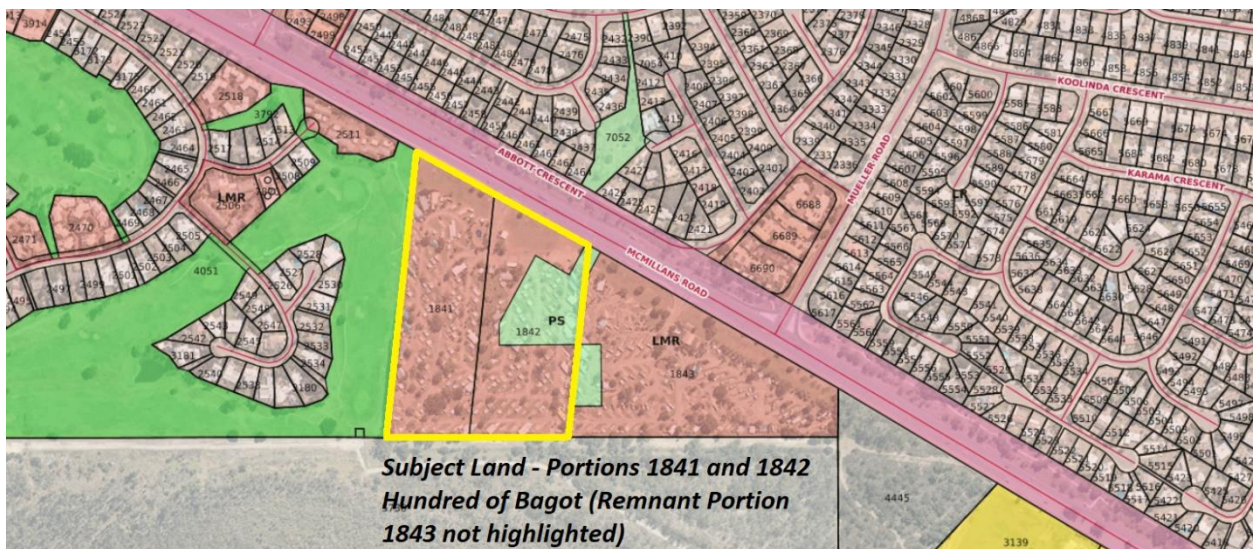


Figure 1: Subject Land – Portions 1841 and 1842 Hundred of Bagot, with remnant Portion 1843 immediately east

Address:

Portion 1841 Hundred of Bagot

Portion 1842 Hundred of Bagot

(Portion 1843 Hundred of Bagot – Remnant Parcel)

<i>Title Reference and Land Tenure:</i>	CUFT 842 859 Estate in Fee Simple (Freehold) CUFT 842 858 Estate in Fee Simple (Freehold) (CUFT 842 860 Estate in Fee Simple (Freehold))
<i>Landowner (relevant agency):</i>	Marrara Gardens Pty Ltd
<i>Land Area:</i>	3 hectares, 3,500m ² 3 hectares, 3,639m ² 4 hectares, 9,321m ²
<i>Easements:</i>	Sewerage Easement to the Power and Water Authority (1841, 1842 and 1843) Drainage Easement to the Northern Territory of Australia (1841 and 1842)
<i>Zones:</i>	LMR (Low-Medium Density Residential) / PS (Public Open Space)
<i>Relevant Approval History:</i>	PA2021/0055 – Planning Scheme Amendment to rezone from CV (Caravan Parks) to LMR (Low-Medium Density Residential) and PS (Public Open Space)

The subject land comprises Portions 1841, 1842 and 1843 Hundred of Bagot, situated at 440, 450 and 460 McMillans Road, Marrara, consisting of three contiguous allotments adjacent the southern side of McMillans Road. Stage 1 of the ultimate intended development across all three lots (ie the extent of development subject of this application) is contained within Portions 1841 and 1842, with 1841 adjacent the Darwin Golf Club to the west of the site.

The subject land has been developed for the purpose of two caravan parks, with the Malak Caravan Park across 1841 and 1842, and the KOA Caravan Park within 1843. The use of all parcels for the purpose of caravan parks has occurred since the land was originally sold and development in the mid 1970's, with site development consisting of caravan and camping areas, permanent vans and cabins, a number of which have been occupied on a permanent or semi-permanent basis for a number of years, and to which a number of improvements have been made, primarily by the occupants of individual sites. Separate left / right-in and left / right-out access from McMillans Road is provided to each caravan park, including dedicated turning lanes for both left and right-in movements, and broken median to provide for staged right-out movements.

The Malak Caravan Park includes an open lawn area between the McMillans Road boundary and the northern-most caravan / cabin sites, along with reception, amenities and service buildings, a swimming pool, sealed driveway and car parking areas and landscaping consisting of lawn areas and other landscaping. Drainage easements extend adjacent the eastern boundary of 1842 and part of the western boundary of 1841, with sewerage easements adjacent the southern boundaries of 1841 and 1842, and in the south-western corner of 1843. The land falls gradually from north to south, with stormwater discharge to the existing drainage areas to the south of the site. Average site gradient is approximately 0.6%.



Image 1: McMillans Road entrance to 1841 and 1842



Image 2: McMillans Road entrance to 1843

4. Locality

Figure 1 in **Section 3** of this report identifies the subject land and immediate locality. The broader locality consists of a mix of residential, community purpose (including short-term accommodation), recreational, commercial and open spaced land uses, including:

- To the east of the site, the Batten Road locality, including a range of community purpose uses such as social clubs, sporting facilities, religious premises and supported short-term accommodation (including the Yilli

Reung Housing Aboriginal Corporation YiSSA remote visitor accommodation and the Ausco Stayover managed accommodation village);

- To the north and east of the site, commencing from the northern side of McMillans Road, the residential suburbs of Karama and Malak, including established residential development at low and low-medium densities (with medium density development particularly around adjacent centres and public open space), education facilities, the Karama Shopping Centre and Malak Shops and a number of formal and informal open space and recreation areas, including the lineal open space and shared path adjacent the northern side of McMillans Road;
- To the west of the site, the Darwin Golf Club, including 18-hole golf course, club rooms and pro shop, commences directly adjacent the western boundary of 1841. The Northlakes residential estate intermixes with the golf course, with predominantly single dwellings with higher density development (consistent with Zone LMR) generally towards (and backing onto) McMillans Road. The Northlakes Shopping Centre includes a full-line supermarket, specialty shops and fast food premises; and
- To the south of the subject land is the RAAF Base Darwin / Darwin International Airport, with the land adjacent the subject site largely consisting of established native vegetation, information vehicle tracks and natural drainage lines forming part of the upper catchment of Rapid Creek, draining the Marrara Swamp into Rapid Creek.

The portion of McMillans Road wester of the entrance to 1843 contains a shared path with a public bus stop approximately 165 metres from the entrance to 1841 / 1842. A signalised pedestrian crossing provides access to the lineal open space, shared path and bus stop servicing the outbound leg of bus route 5. Bus route 5 services both sides of McMillans Road, and provides access between the Darwin CBD and Casuarina via Moil, Marrara, Berrimah and Winnellie.

5. Proposed Development

In accordance with the subdivision plans in **Attachment A**, this application seeks a development permit for subdivision to create 80 residential lots, a public park and public road network with trafficable roads, footpaths / shared paths, services and landscaping. Residential lots between 416m² and 1,846m² provide opportunities for a range of dwellings at low and low-medium densities in accordance with the recently established LMR Zone, with the extent and layout of public open space consistent with Zone PS. The development subject of this application seeks approval for the first stage of development only, with future residential development in stage 2 subject to further design works and discussions with various service authorities. Specifically, the proposed development comprises:

- 80 residential lots between 416m² and 1,846m². A range of lot sizes are provided to ensure housing flexibility and choice. Lots above 600m² will, subject to separate approvals, enable consideration for *dwellings-multiple*, however will be subject to built form layout and design requirements of the Planning Scheme. Lots adjacent the western boundary of 1841 (adjacent the Darwin Golf Club) have been increased in depth to provide a greater separation to adjacent golf course activities, accommodate the existing easement to the rear of these lots, and recognise the existing safety net along this boundary.

Similarly, albeit to a lesser extent, lots adjacent the southern boundary of the site have an increased depth reflecting the existing sewerage easement to the rear of these lots;

- Public open space in a single neighbourhood park of 6,160m². The area of the park in stage 1 includes two temporary turn-around areas at both the northern and southern ends of the park, providing areas for vehicles to manoeuvre without the need to provide a cul-de-sac. These roads will ultimately connect through to stage 2 (thus a cul-de-sac is unnecessary), at which time the turnaround areas will be absorbed into the public open space area, increasing the size of the park to 6,640m². The landscaping master plan in **Attachment B** provides an indicative design layout for the park, including a kick-around lawn space, pedestrian pathways, playground, shade structures, picnic area and natural bush space;
- Public road network including a combination of 15, 16 and 17 metre wide road reserves, each with 4.5 metres verge widths, road pavement and footpaths / shared paths in accordance with the Northern Territory Subdivision Design Guidelines and the City of Darwin variations thereto. Road reserve widths are based on the expected traffic volumes per the Subdivision Design Guidelines (as either an “access street”, “minor street” or “cul-de-sac”, as each case requires) identified in the internal road network assessment in **Attachment C**. The existing site intersection access will be retained, with the traffic assessment in **Attachment C** confirming “*the existing access arrangements will be able to adequately accommodate for the traffic generated by Stage 1 from an operation perspective*”; and
- Acoustic wall adjacent the rear / side boundaries of lots 1, 2, 7-13 in accordance with the acoustic assessment report in **Attachment D**. The wall will have a height of 2.3 metres above ground level, and will return around the western boundary of lot 1 and the boundaries of lots 2 and 7 adjacent the entry road. The wall will be masonry construction, with a rendered and painted finish, with a hardy *Ficus Pumila* planted within the retained vegetation strip (together with a 100mm mowing strip adjacent the verge). In addition to the McMillans Road wall, a 1.8 metre solid (colorbond or similar) fence will be erected along the rear boundary of the lots adjacent the existing western boundary of 1841.

Site and construction work include the extension of reticulated power, water and sewerage services into and throughout the subdivision, underground drainage infrastructure and urban cross-section roads in accordance with the design guidelines. Per the engineering and construction report in **Attachment C**:

- The earthworks strategy for the development seeks to follow the natural contours of the land with the intention of minimising the extent of cutting in rock while aiming to minimise the requirement for fill to be imported for the overall Marrara Gardens development. The conceptual earthworks design has been developed in accordance with the Northern Territory Subdivision Development Guidelines and ensures all allotments are graded to fall towards the road reserve along the allotment frontage;
- The requirement for retaining walls has been minimised as part of the design, with batters the preferred option. Batters have been designed in accordance with the Geotechnical Investigations report prepared by WANT Geotechnics dated 1st February 2022.
- The proposed internal road network for Stage 1 consists of a combination of access streets and minor roads. The internal road network is shown on the Functional Layout Plan. Access to Stage 1 is provided via connection to McMillans Road located to the north of the Marrara Gardens subdivision.

Additional connections to the stage will be made as part of the future Stage 2 development and will be designed and assessed as part of the Stage 2 development application.

- The hierarchy of the internal road network has been assigned based on the Internal Road Network Assessment prepared by SJ Traffic and the NT Subdivision Development Guidelines Section 4. Whilst the Internal Road Network Assessment denotes that only minor roads are required through the stage based on the proposed traffic volumes, road segments 1, 2, 3, 6, 7 and 11 as denoted in the Internal Road Network Assessment have all been increased to be equal to that of an access street with a road reserve width of 16m. Road segments 4 and 17 have also been increased to a width of 17m where the additional 1m has been taken up in the verge width. The increased road reserve and carriage way has been requested by the Client for amenity reasons.
- The existing intersection which currently exists from the KOA and Malak Caravan Park onto McMillans is proposed to be maintained for Stage 1 of the development. The use of the existing intersection to service the development of Stage 1 is supported by the traffic assessment completed. The existing intersection was designed with high speed approach angles and wider lanes to accommodate the turning movements of vehicles towing large caravans. It is proposed to modify the existing intersection to tighten up kerb radii at the intersection to promote vehicles to slow down on approach to the intersection. Minimum lane widths of 3.5m shall be maintained at the intersection and a turn path analysis of the tightened intersection has been completed to ensure the intersection sufficiently caters for the design vehicle (service vehicle of 8.8 metres) and the check vehicle (single unit truck/bus of 12.5 metres) in accordance with the Subdivision Development Guidelines;
- For Stage 1 of the Marrara Gardens subdivision, three temporary turn arounds will be required to facilitate the turnaround of a garbage truck and traffic at the stub roads for Roads 2, 3 and 4 as per the Functional Layout Plan. Given that these are temporary turn arounds that will be terminated following the construction of Stage 2, culs-de-sac have not been considered for the design. A turning path analysis of the temporary turnarounds has been completed to confirm the proposed turnarounds can adequately cater for the design vehicle. The temporary turnarounds shall be sealed with a single coat seal.
- The footpaths proposed for the Marrara Gardens are proposed to be designed in accordance with the NT Subdivision Guidelines Table 7 and City of Darwin's variation to the Subdivision Guidelines. For Minor Roads and Local Access roads, a single 1.5m wide footpath is required on one side of the road whilst for the shared path around the park and the pathway between McMillans Road and the park is proposed to be 2.5m wide. Due to the current footpath arrangement on McMillans Road two paths have been proposed at the entrance to Road 1 of the Marrara Gardens development to link these two paths into the development accordingly.
- Comparing the hydraulic pre-development demand against the post-development demand, there is a decrease in the demand generated from the site post development of the subdivision. This is expected as a caravan park typically generates more loading on a water and sewer network than a residential subdivision. Given the reduction in demand from the site, no water or sewer headworks are proposed for the site to cater for the proposed development;

- The design of the power and telecommunication networks shall be undertaken by an approved electrical designer in accordance with the Power and Water Corporation requirements. The design of the street lighting shall be undertaken in accordance with the NT Subdivision Development Guidelines and City of Darwin's requirements. The Marrara Gardens area falls within the current NBN Co fibre footprint hence NBN reticulation is to be installed throughout the proposed subdivision. The required telecommunications infrastructure for the Marrara Gardens shall be provided in accordance with NBN Co standards; and
- Stage 1 can be adequately serviced by all essential infrastructure through the installation of new infrastructure and connection to existing infrastructure. No onsite stormwater detention measures are proposed for the development as regional mitigation is provided downstream.

The engineering report notes an increase in post development stormwater discharge of approximately 5%. All stormwater generated from the development within stage 1 will discharge to the south of the site into the existing Commonwealth Government drain that ultimately discharges into Rapid Creek. The proposed development is located upstream of the existing Rapid Creek detention basin and flow control weir, and is within the contributing catchment for these devices, and as the proposed development has been catered for in these devices, no on-site detention or mitigation of flows is required.

6. Northern Territory Planning Scheme

The relevant provisions within the Northern Territory Planning Scheme (the Scheme) are referred to below.

6.1 Nature of Development

Section 5(1) of the Northern Territory Planning Act provides that:

- 1) *Subject to subsections 2), 3) and 4), in this Act, **subdivision** means the division of land into parts available for separate occupation or use, by means of:*
 - a) *Sale, transfer or partition; or*
 - b) *Lease, agreement, dealing or instrument purporting to render different parts of the land available for separate disposition or separate occupation.*

Accordingly, the proposal fits within the definition of *subdivision*, and requires a development permit pursuant to **Section 44(b)** of the Act.

The subdivision of land requires a development permit pursuant to **Section 44(b)** of the Northern Territory Planning Act. In accordance with **Part 1, clause 1.8** of the Planning Scheme, subdivision is identified as "Impact Assessable" Development.

Clause 1.11 of the Planning Scheme provides:

1. *This Planning Scheme does not prevent the use or development of unzoned land unless:*
 - a) *for **subdivision** or consolidation;*
 - b) *an Overlay specifically requires **consent**; or*
 - c) *an Interim Development Control Order specifically requires **consent**.*

Furthermore, **Clause 6.1** of the NT Planning Scheme identifies that *Unless otherwise specified by the Act, Regulations or the provisions of Part 1 of this Scheme the **subdivision** and consolidation of land requires **consent**.*

6.2 Part 2 - Strategic Framework

6.2.1 Darwin Regional Land Use Plan

The *Darwin Regional Land Use Plan* was prepared by the NT Planning Commission and incorporated into the Planning Scheme in 2015. The plan provides a vision, goals and intended outcomes for development of the Darwin Region, identifies regional opportunities and the intention for development into the medium and long term. The Land Use Structure on Page 13 of the Plan identifies the subject land as *Urban / Peri-Urban*.

Page 16 of the Plan provides the *Key Urban and Peri-Urban Residential Objectives*:

- *Identify sufficient suitable opportunities for residential development to ensure an ongoing supply of lots to meet market demand.*
- *Encourage a diverse range of dwelling types and residential localities to cater for changing demographics (including single person households and an ageing population), to meet increasingly diverse community aspirations and minimise the impacts of development on established localities.*
- *Focus urban and peri-urban development close to established areas or collocated in localities suitable for such uses to enhance the economic viability of required infrastructure.*
- *Encourage detailed design that:*
 - *recognises the contribution natural and cultural sites make to urban character*
 - *provides for appropriate protection and maintenance of natural and conservation areas*
 - *is climatically appropriate and avoids the creation of heat islands.*

In response to the key objectives, the proposed development contributes land for residential development to ensure an ongoing supply of housing, provides opportunities for a range of dwelling types on an under-utilised site with access to public transport, at densities consistent with access to commercial and community services within the

nearby local and neighbourhood centres (Malak, Northlakes and Karama). The development is able to be efficiently serviced with reticulated infrastructure, and is consistent with the nature and layout of residential development anticipated in the NT Planning Scheme.

Page 16 of the Plan identifies *Urban / Peri-Urban* to include:

- A variety of housing types;
- Retail and commercial;
- Community facilities and services;
- Sport, recreation and urban open space; and
- Natural and conservation areas.

Given the key objectives and commentary regarding development for Urban and Peri-Urban areas, along with the intended layout and land use outcomes, the proposal is consistent with the range of development and uses anticipated within the Darwin Regional Land Use Plan, and will not compromise the outcomes of the Land Use Plan objectives.

6.2.2 Compact Urban Growth Policy

The *Northern Territory Compact Urban Growth Policy* (CUGP) was introduced in 2015 as a policy document in (the then) **Schedule 2** of the Planning Scheme. **Clause 3.1** confirms the Policy applies to “higher density residential proposals in urban brownfield and greenfield localities throughout the Northern Territory”, and is used to assess the appropriateness of delivering higher density residential land uses. The Policy is used to guide the development of area plans, rezoning’s and development applications where higher density residential land uses are proposed. **Clause 5** provides a glossary of terms, and defines *higher density residential* as development:

Usually taller than two storeys in height and a neighbourhood density greater than 20 dwellings per hectare (or one dwelling per 300m² of site area or less).

The proposed development provides residential lots well above 300m², with only lots 600m² or above able to accommodate more than one dwelling (lots 1, 2, 14, 19, 26, 34, 43, 44, 45, 46 and 80). Based on the size of these lots and the maximum density rates in **Clause 5.4.1** of the Planning Scheme, the maximum number of dwellings able to be accommodated in the proposed subdivision is 98 dwellings, for an overall neighbourhood density of 1 dwelling per 14.6 hectares. In effect, the resultant dwelling numbers and neighbourhood density will be far lower as not all lots above 600m² will be, or be able to be, developed for *dwellings-multiple*. Accordingly the proposed density is well below the trigger for consideration of the Compact Urban Growth Policy.

6.3 Part 3 - Overlays

6.3.1 Clause 3.8 – Land Adjacent to a Designated Road

Purpose

Ensure that **access** to a designated road from adjacent land does not prejudice traffic safety or the integrity and operation of the infrastructure.

Administration

1. **Access** to a use or development or proposed use or development from a designated road identified on this Overlay requires **consent**.
2. Despite sub-clause 1, this Overlay does not apply where the agency responsible for the management of the designated road has provided written approval for the **access**.
3. The consent authority may only **consent** to an **access** to a use or development where the **access** complies with sub-clause 4.

Requirements

4. **Access** to a use or development or proposed use or development from an identified designated road and its assessed impacts to the road corridor must be in accordance with the requirements of the Agency responsible for the management of the designated road.

Approval for access to the Stuart Highway is required from the Transport and Civil Services Division of the Department of Infrastructure, Planning and Logistics (**Attachment D**). The design intent and access requirements for the development are addressed in the engineering report in **Attachment C**, and reflected in the subdivision layout plans.

6.4 Clause 4.3 – Zone LMR

Zone Purpose

Provide a range of low rise housing options that contribute to the streetscape and residential amenity in locations supported by community services and facilities, and where full reticulated services are available.

Zone Outcomes

1. A blend of dwellings-single, associated dwellings-independent, dwellings-group and dwellings-multiple predominantly of two storeys or less, on a range of lot sizes that respond to changing community needs.

The subdivision provides a range of lot sizes enabling the development of *dwellings-group*, *dwellings-single* and *dwellings-independent* in accordance with the design requirements applicable to Zone LMR.

2. *Home based businesses and dwellings-community residence are conducted in a manner consistent with residential amenity.*

Objective 2 will be a matter for consideration in the future development of the proposed lots.

3. *Residential care facilities are of a scale and conducted in a way that maintains the residential character and amenity of the zone.*

Objective 3 will be a matter for consideration in the future development of the proposed lots.

4. *Non-residential activities are limited to community centres that:
 - a) *support the needs of the immediate residential community;*
 - b) *are of a scale and intensity compatible with the residential character and amenity of the area;*
 - c) *wherever possible, are co-located with other non-residential activities in the locality;*
 - d) *avoid adverse impacts on the local road network; and*
 - e) *are managed to minimise unreasonable impacts to the amenity of surrounding residents.**

Objective 4 will be a matter for consideration in the future development of the proposed lots. No non-residential uses are referred to in the proposed subdivision.

5. *Building design, site layout and landscaping provide a sympathetic interface to the adjoining public spaces and between neighbours, provides privacy and attractive outdoor spaces.*

Subdivision layout includes a range of allotment sizes, all well above the minimum not size in Zone LMR, with the location and size of public open space ensuring equality of access for both the proposed and future development. The landscaping outcomes ensure attractive streets, public open space providing for a range of uses and an appropriate balance between acoustic and visual privacy for the northern-most lots and a visually attractive frontage to McMillans Road.

6. *An efficient pattern of land use with all lots connected to reticulated services, integrated with existing transport networks, and with reasonable access to open space and community facilities.*

All lots will be connected to reticulated services, with the engineering report confirming the ability for existing or upgraded service infrastructure to service the proposed development without major headworks upgrades. The site will rely on the existing, albeit modified, access to McMillans Road, originally designed for slow-moving and wide-turning vehicles towing caravans.

Future residents will have access to public transport services along McMillans Road, pedestrian infrastructure including the signalised McMillans Road crossing, direct access to public open space and access to community and commercial services and facilities commensurate with the nature of residential development provided.

6.5 Clause 4.17 – Zone PS

Zone Purpose

*Retain and enrich open space areas for public use and enjoyment, and the enhancement of public **amenity**.*

Zone Outcomes

1. **Public open space** enriches the **amenity** of the surrounding area and primarily caters for the informal outdoor recreation needs of the community.
2. Temporary or periodic uses, such as **markets** or outdoor entertainment events, that can be reasonably accommodated by the existing facilities and do not unduly impact on the **amenity** and character of the surrounding area.
3. Uses which are complementary to and support the use and enjoyment of open space, including **community centre, leisure and recreation** activities, **food premises-café/take away** and **food premises-restaurant**, may be established if of a scale and intensity that does not detrimentally impact on the **amenity** or integrity of the zone.
4. All development, including public infrastructure and **outbuildings**, is located, designed, operated and maintained to:
 - a) retain or enhance the character and **amenity** of the open space;
 - b) minimise encroachment on the publically-accessible open space in a way which would unreasonably reduce its function for informal recreation;
 - c) respond to the local climate, including minimising the ongoing consumption of energy and water;
 - d) integrate with natural systems; and
 - e) minimise unreasonable impacts on the **amenity** of surrounding residential land
5. Development avoids any adverse impacts on ecologically important areas within or nearby the zone.
6. Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.

The proposed neighbourhood park area is situated within Zone PS, and consistent with the requirements of **Clause 4.17**, will ensure the provision of public open space suitably designed and located to provide for public use and enjoyment of future residents. The park master plan identifies a range of areas including open, flexible space, playgrounds, shade and picnic facilities for both formal and informal activities, shared path access and landscaping. The layout, design and location of the proposed park is consistent with the Zone purpose and objectives, and ensures any future use of the neighbourhood park is able to be consistent with **Clause 4.17**.

6.6 Part 6 – Subdivision and Consolidation Requirements

6.6.1 Clause 6.2.1 – Lot Size and Configuration for Subdivision in Zones LR, LMR, MR and HR

Purpose

Ensure that subdivision of land for urban residential purposes creates lots of a size, configuration and orientation suitable for residential development at a density envisaged by the zone.

Administration

1. *The consent authority must not **consent** to a subdivision that reduces a lot size by an area greater than 5% of the minimum specified in Table A to this clause:*
 - a) *in Zone LR; or*
 - b) *in Zones LR and MR in Alice Springs and adjacent zoned areas.*

Not applicable.

2. *The consent authority must not **consent** to a subdivision in Zone LMR that is not in accordance with Table A to this clause.*

No variation to Table A is proposed.

3. *The consent authority may **consent** to a subdivision in Zone LR, MR or HR that is not in accordance with Table A to this clause only if it is satisfied that all lots created are consistent with the purpose of this clause and the zone purpose and outcomes.*

Not applicable.

4. *The consent authority may **consent** to a subdivision that is not in accordance with sub-clauses 5-12, only if it is satisfied the subdivision is consistent with the purpose of this clause and the zone purpose and outcomes.*

Refer below.

Requirements

5. *Land is to be subdivided in accordance with Table A to this clause.*

All proposed residential lots exceed 300m² (minimum lot size 416m²), well above the minimum lot size for development in Zone LMR.

6. *Lots are to conform with the building envelope requirements in Table B to this clause.*

Building envelopes are presented as combined building (per Table B) and setback envelopes in **Attachment A**, resulting in the following envelope requirements:

- **Lots less than 450m²:** Envelope of 10 metres by 22.5 metres, consisting of a 15 metre building length plus 6 metre front setback and 1.5 metre rear setback (for a total depth of 22.5 metres), and 7 metre building width plus 1.5 metre side setback plus 1.5 metre side setback (for a total width of 10 metres);
- **Lots 450m² – 599m²:** Envelope of 11 metres by 22.5 metres (12 metres by 22.5 metres for corner lots), consisting of a 15 metre building length plus 6 metre front setback and 1.5 metre rear setback (for a total depth of 22.5 metres), and 8 metre building width plus 1.5 metre side setback plus 1.5 metre side setback (2.5 metre secondary street setback for corner lots) (for a total width of 11 metres or 12 metres for corner lots); and
- **Lots 600m² and above:** Envelope of 20 metres by 24.5 metres (21 metres by 24.5 metres for corner lots), consisting of a 17 metre building length plus 6 metre front setback and 1.5 metre rear setback (for a total depth of 24.5 metres), and 17 metre building width plus 1.5 metre side setback plus 1.5 metre side setback (2.5 metre secondary street setback for corner lots) (for a total width of 20 metres or 21 metres for corner lots).

For the purpose of determining *primary* and *secondary street* access, the following has been assumed:

- Lots 1, 2 and 7 will not have access to other street frontages due to the proposed acoustic wall, and as such these boundaries (other than the primary street) will not meet the definition for *secondary street* (as no access will be possible);
- Lots 3-6 may exceed the *primary* and *secondary street* setback requirements irrespective of which street forms the *primary street* frontage; and
- A minimum lot width of 15.5 metres is required for lots 15, 21, 23, 69 and 70 to enable a *primary street* setback to be applied to the road fronting the longer boundary (6 metre *primary street* setback, 8 metre building width and 1.5 metre side boundary setback). All aforementioned lots exceed this width thus are able to apply a *primary street* setback to either (or both) road frontage.

Based on the above approach, and evident in the building envelope plans in **Attachment A**, all lots less than 600m² meet or exceed the minimum building and setback envelope requirements in **Clause 6.2.1**. With the exception of lots 14, 26, 44 and 45, all lots 600m² and over exceed the envelope requirements. Four building envelope variations are proposed as follows:

- 14: Lot 14 is a corner lot of 660m² that provides a building envelope between 14.15 and 19.8 metres wide and 25.5 metres deep.

- 26: Lot 26 is a large lot with a significant building envelope that, due to the shape of the allotment, includes minor encroachments to a 17 metre square building envelope at two corners. The encroachment is minor, with the lot utilised to facilitate a change in the road direction and increased in size to compensate. The building envelope is over 35 metres long, and the variation is unlikely to, in any way, compromise the development outcomes or suitability for residential development within the lot.
- 44: Lot 44 is a deep lot of 676m² that provides a building envelope between 13.63 and 16.02 metres wide and 22.39 metres deep.
- 45: Lot 45 is a 676m² lot adjacent the road curve radii that provides a building envelope between 14.66 and 21.77 metres deep and 17.095 metres wide.

The above lots, with the exception of lot 26, effectively adopt the building envelope requirements of the lower category (ie 450-599m² lots) rather than the larger 600m² envelope requirement given the lots are:

- Marginally above 600m² and respond to the angled existing lot boundary and easement (80);
- Are effectively smaller-type lots with a larger depth (thus pushing over 600m²) to correspond to the large easement adjacent the rear boundary (lots 44 and 45) and enable larger backyard space to compensate for the smaller building envelope; and
- Provide sufficient width (noting exceedance of the smaller lot-type envelope requirement) to enable residential development and use with the reduced width offset by an increase in the building envelope depth (in the case of lot 14, a 25.5 metre deep envelope rather than 15 metres).

It should be noted that all aforementioned lots could be reduced below 600m² thus would comply with the building envelope requirements, however in the interest of providing a range of lot sizes and typologies, seek to increase the size of lots to correspond to existing boundary, road or easement layouts without compromising the potential for future development. **Subclause 4** provides “*the consent authority may consent to a subdivision that is not in accordance with sub-clauses 5-12, only if it is satisfied the subdivision is consistent with the purpose of this clause and the zone purpose and outcomes.*” The purpose of **Clause 6.2.1** requires seeks to:

Ensure that subdivision of land for urban residential purposes creates lots of a size, configuration and orientation suitable for residential development at a density envisaged by the zone.

The proposed lots are at a density below that envisaged by the zone, are suitable for urban residential use and development (evident by compliance with the envelope requirements in the category below) and seek to further the zone objectives to provide for a *range of low-rise housing options*. Accordingly the proposed variations are considered appropriate.

7. *Lots have sufficient area and appropriate dimensions to provide for the proposed density of developments including dwellings, vehicle access, parking and ancillary buildings.*

Lots have sufficient area for dwellings, ancillary structures and residential activities per the building envelope requirements in **subclause 6** and the small lot design requirements per **Clause 6.2.2**.

8. *There are no battle-axe lots.*

No traditional battle-axe lots are proposed. Lot 46, in the south-western corner of the subject land, has a short access connection to the adjacent road, however is not a battle-axe lot proper, and has been designed as a larger lot recognising the layout and development constraints due to the easements within the site. The layout of lot 46 ensures the purpose of **Clause 6.2.1** in the size of lot 46, reflecting the presence of easements within the site, ensures an allotment outcome of suitable configuration, orientation and size to accommodate residential development in Zone LMR.

9. *Lots are oriented to allow **dwellings** to take advantage of environmental conditions such as prevailing breezes and sunlight.*

The lot layout achieves an appropriate balance between the need to reflect the layout of external site boundaries, and providing opportunities for lots to take advantage of prevailing breezes and sunlight. Lots 46-80 respond to the existing southern boundary of the site and the PS Zone within the central portion, and are suitably sized and dimensioned to enable design features to capture and direct NW – SE prevailing breezes. Lots 28-45 are ideally oriented to take advantage of prevailing breezes, with additional lot depth providing sufficient space for shading to mitigate impacts from western sun. Lots 3-6 and 14-27 are ideally oriented for access to prevailing breezes, whilst lots 1, 2 and 7-13 respond to the northern boundary and include suitable dimensions to provide more affordable housing options with acoustic treatment to McMillans Road.

10. *Lots are connected to reticulated services.*

All lots will be connected to reticulated services per the engineering report in **Attachment C**.

11. *Potential land use conflicts are minimised by taking account of the visual and acoustic privacy of residents.*

In accordance with the acoustic assessment in **Attachment D**, the proposal includes a 2.3 metre high acoustic wall along the McMillans Road frontage, with appropriate returns along the boundaries of lots 1, 2 and 7, and a 1.8 metre high solid fence adjacent the boundary shared with the Darwin Golf Club. The combination of the acoustic wall, solid fence together with the existing safety net adjacent the golf course, will ensure the visual and acoustic privacy of residents is protected.

12. *Where there are lots for medium and higher density residential development, those lots are:*

- a) *distributed in small groups serviced by public transport;*
- b) *in close proximity to **public open space** and with adequate **access** to community facilities and services; and*
- c) *not located in a cul-de-sac.*

No medium or high density areas are provided within the subject land or proposed subdivision. 11 lots over 600m² may, in theory and subject to future approvals, accommodate future *dwelling-multiple* development, including lots 1 and 2 accessed from a short cul-de-sac in the north-eastern portion of the subdivision. These lots are well within 400 metres of public open space, are in close proximity to McMillans Road ensuring good access to community and commercial services and facilities, as well as public transport. Whilst **subclause 12** is not directly applicable to the proposed subdivision (given the lack of medium and high density development), the distribution of potential *dwelling-multiple* lots within the subdivision is considered appropriate.

Table A to Clause 6.2.1: Lot Size and Configuration in Residential Subdivisions	
Zone	Minimum Lot Size
LR in greenfield areas identified for compact urban growth in the strategic framework	Average of 600m ² and no smaller than 450m ²
LR other than greenfield areas identified for compact urban growth in the strategic framework	800m ²
LR, MR, HR and lots for residential buildings in Zone T	800m ²
LMR	300m ²

Table B to Clause 6.2.1: Lot Size and Configuration in Residential Subdivisions	
Lot Size	Minimum Building Envelope Requirement
300m ² to less than 450m ²	7m x 15m (exclusive of any boundary setbacks or service authority easements)
450m ² to less than 600m ²	8m x 15m (exclusive of any boundary setbacks or service authority easements).
600m ² and greater	17m x 17m (exclusive of any boundary setbacks or service authority easements)

6.6.2 Clause 6.2.2 – Lots Less than 600m² for Dwellings-Single

Purpose

Ensure the subdivision of land to lots of less than 600m² will allow residential development that minimises impact on **amenity** and the functionality of the street infrastructure.

Administration

1. The consent authority must not **consent** to a subdivision that is not in accordance with sub-clauses 3 and 4.
2. An application must provide plans to demonstrate the requirements of sub-clause 4.

Requirements

3. Lots subject to this clause shall not have a boundary to any public road less than specified in the table to this clause.

The minimum road boundary length (for lots less than 600m²) are lots 10-12, 29, 37 and 39, with a single road frontage of 13 metres (excluding the McMillans Road frontage). Accordingly, no lot has a boundary length to a public road of less than 13 metres.

4. The **site** layout of lots subject to this clause is able to comply with the purpose of this clause and the development requirements for vehicle parking (5.2.4), **building setbacks** (5.4.3 and 5.4.3.3) and private open space (5.4.6).

In accordance with the building envelope plans in **Attachment A**, all residential lots less than 600m² comply with the combined building envelope requirements in **Clause 6.2.1** and the setback requirements in **Clause 5.4.3**. The ability to comply with the setback requirements of **Clause 5.4.3** similarly ensures the ability to comply with **Clause 5.4.3.3**, which reduces the required setbacks subject to specific provisions. Compliance with / exceedance of the minimum frontage requirements in accordance with **subclause 3** ensures the ability to comply with the car parking requirements of **Clause 5.2.4.5**, ensuring a 1.5 metres side offset, 3.5 metres driveway and no less than 8 metres continuous uninterrupted boundary length fronting the respective road boundary. Again evident in the building envelope plans, each lot with an area less than 600m² includes additional rear / side yard space outside of the combined building and setback envelopes, and all lots significantly exceed the 300m² minimum area. Accordingly, future development is able to provide private open space in accordance with **Clause 5.4.6**.

Table to Clause 6.2.2: Lots Less than 600m² for Dwellings-Single	
Range of Lot Size	Minimum length of any Boundary to a Public Road
300m ² to less than 450m ²	10m
450m ² to less than 600m ²	13m

6.6.3 *Clause 6.2.3 – Site Characteristics for Subdivision in Zones LR, LMR, MR and HR*

Purpose

Ensure that the subdivision of land provides lots suitable for urban residential purposes that respond appropriately to the physical characteristics of the land and does not detrimentally impact on surrounding land.

Administration

1. The consent authority may **consent** to a subdivision that is not in accordance with sub-clauses 2-6, only if it is satisfied the subdivision design is consistent with the purpose of this clause.

Requirements

2. *Avoid the development of land of excessive slope, unstable or otherwise unsuitable soils (e.g. seasonally waterlogged) and natural drainage lines.*

The subject land is not affected by seasonal inundation or other constraints that would impact its ability to be subdivided or to accommodate resultant residential development. Soils are capable of accommodating the proposed development, the land is relatively flat, and the subject land does not include any natural drainage lines.

3. *Ensure, by **site** selection or **site** grading, that areas intended for lots less than 600m² do not slope in excess of 2%, such that the need for on-site stormwater structures, retaining walls and the like is minimised.*

The bulk earthworks section in the engineering report confirms reliance on batters rather than retaining walls, with site selection and layout design enabling use of the existing contours to the greatest extent possible, minimising the need for cut and fill. Drainage surface contours (per the bulk earthworks layout plans) are generally between 1 and 2%, with stormwater infrastructure limited to public road reserves, the existing drainage easements and a single connection from the southern road to the discharge point to the south of the site.

4. *Retain and protect significant natural and cultural features.*

The subject land does not contain any significant natural or cultural features, and the stormwater discharge volumes within the design capacity of existing Rapid Creek detention facilities ensures no adverse impacts on receiving environments.

5. *Avoid development of land affected by a 1% AEP flood or storm surge event.*

The subject land is not affected by flooding or storm surge.

6. *Retain and protect natural drainage lines and any distinctive landform features or stands of natural vegetation and incorporate them into **public open space**.*

The subject land does not contain any natural drainage lines, distinct landform features or stands of natural vegetation.

- 6.6.4 *Clause 6.2.4 – Infrastructure and Community Facilities for Subdivision in Zones LR, LMR, MR and HR*

Purpose

Ensure that subdivision of land for residential purposes is appropriately integrated with infrastructure, community services and facilities.

Administration

1. *The consent authority may **consent** to a subdivision that is not in accordance with sub-clauses 2-7, only if it is satisfied the subdivision is consistent with the purpose of this clause.*

Requirements

2. *Provide a high level of internal accessibility and external connections for pedestrian, cycle and vehicle movements.*

The proposed subdivision includes public open space in accordance with the requirements of **Clause 6.2.4**, an integrated road network providing direct connection through to future stages (including integrating with the zoned areas of public open space in stage 2), with footpaths / shared paths provided to all internal roads and facilitating connection to existing infrastructure along both sides of McMillans Road. Whilst reliant on future stages to provide optimal internal accessibility, stage 1 in isolation ensures the majority of allotments are within 400 metres walking distance to McMillans Road (with only lots 55-58 and 59-63 beyond 400 metres, at a maximum of 465 metres). The road network, footpaths and landscaping ensures internal accessibility for pedestrians, cyclists and vehicles commensurate with the number of lots proposed.

3. *Provide links to schools, commercial facilities and public transport services.*

Access to community and commercial services and facilities is available via the internal road and footpath network providing a connection to McMillans Road.

4. *Provide traffic management to restrain vehicle speed, deter through traffic and create safe conditions for all road users.*

The proposed road layout avoids excessively long, straight or wide roads, passively managing vehicle speed, and ensures a clear and legible road layout ensuring safe conditions for road users.

It is noted that the City of Darwin, in their response to the Planning Scheme Amendment (PA2021/0055), provided:

“The main road of the estate and the access roads from McMillans Road, as well as the future connection to Batten Road are considered to be secondary collector roads, and are to be a minimum width of 21.6 metres.”

Further discussions with Council confirmed the above requirements is to facilitate through traffic from Amy Johnson Avenue to McMillans Road via the provision of a secondary collector road. This comment was based on the draft subdivision master plan (across both stages 1 and 2) submitted as part of the Planning Scheme Amendment, indicating a future connection to Batten Road. At this stage, the future connection to Batten Road is not resolved, and will be done so as part of a future application for stage 2 of the subdivision.

Despite this, it is necessary to consider the requirements of the Universal Subdivision Design Guidelines as they relate to road widths. The internal road network assessment in **Attachment C** indicates the access points to McMillans Road are likely to accommodate between 600 and 1,000 vehicle movements per day, whilst the road referred to in Councils submission (that may ultimately connect to Batten Road) will accommodate between 200 and 600 vehicles per day (upon completion of both stages of the subdivision). The roads within the subdivision have been designed accordingly, per the design requirements for *Minor Street/Cul-de-sac* and *Access Streets*. **Table 5** in **Clause 4.5.1** of the Guidelines stipulates the *Typical Max Annual Daily Traffic Volumes (VPD)*:

Table 5 – Street Hierarchy Selection Criteria - Category A				
Zoning	Street Type	Typical Max Annual Daily Traffic Volumes (vpd)	Typical Max No. of Dwellings	Typical Max Street Length (m)
Residential/ Mixed Use	Laneway (Set A Only)	n/a	10	140
	Minor Street/ Cul-de-sac	1,500	30	300
	Access Street	3,000	60	600
	Secondary Collector	5,000	300	As approved
	Primary Collector	10,000	400	As approved
Industrial	Access Street	n/a	50	1,000
	Collector	n/a	>50	As approved

Per the above, the expected volumes of all roads upon completion of both stages of the subdivision is well below 1,000vpd, well below the maximum of 1,500vpd for *Minor Street/Cul-de-sac* and 3,000vpd for *Access Street*.

Table 6 in **Clause 4.5.1** of the Guidelines stipulate the road reserve width for *Minor Street/Cul-de-sac* at 15 metres, and 16 metres for an *Access Street*. A *Secondary Collector* requires a 21.6 metre wide road reserve, for a maximum of 5,000vpd.

The requirement for the aforementioned roads to be designed / constructed as *Secondary Collector* roads far exceeds the VPD design volumes, will encourage (indeed facilitate) through-traffic contrary to that desired in **Clause 6.2.4**, in contrast to the low-speed residential nature of the subdivision, and undermine the road hierarchy by encouraging through-traffic on residential streets. Accordingly, the proposed road network has been designed in accordance with the Subdivision Design Guidelines and the Northern Territory Planning Scheme.

5. *Incorporate street networks capable of accommodating safe and convenient bus routes with stops within a 400m radius of a majority of dwellings.*

The subdivision will rely on bus services along McMillans Road. **Figure 2** below confirms the furthers distance within the subject land to the existing bus stop is 377 metres, thus all lots and resultant dwellings are within a 400 metre radius of the existing bus stop.

6. *Provide for connection to reticulated services.*

All lots will be connected to reticulated services.

7. Provide a minimum of 10% of the subdivision area as **public open space** which:

- a) ensures the majority of **dwelling**s are within 400m walking distance of a neighbourhood park;
- b) incorporates recreational open space in larger units available for active leisure pursuits;
- c) is unencumbered by drains and has sufficient flat area for informal recreation; and
- d) is designed to provide a safe environment for users by allowing clear views of the open space from surrounding **dwelling**s or passing vehicles.

Public open space is defined by the existing extent of PS areas. The total stage 1 subdivision area, including roads, is 6.7139 hectares, with the total subdivision area excluding roads equivalent to 5.001 hectares. The stage 1 public open space area is 6,160m², well in excess of 10% of the residential / open space subdivision area (12.3%), however it is noted that the neighbourhood park proposed in stage 1 will provide a significant portion of the stage 2 open space (together with the local parks in the stage 2 PS Zoned areas). All residential lots are within 400 metres walking distance of the proposed park, with space and facilities for active and passive recreation, clear sight lines from passing pedestrians and motorists, accessibility via the footpath / shared path network, and unencumbered by drainage infrastructure.

7. Section 46(3)(b) – Interim Development Control Order

There are no Interim Development Control Orders currently applicable to the subject land.

8. Section 46(3)(c) – Environment Protection Act, Waste Management and Pollution Control Act

Referral under the Environment Protection Act is not required. The proponent is aware of their obligations under the Waste Management and Pollution Control Act.

9. Section 46(3)(d) – Merits of Proposed Development

The proposed subdivision will provide additional serviced residential land for housing, readily accessible from the existing road network, in close proximity to public transport, community and commercial services and facilities. The subdivision includes an efficient local road network, public open space providing for a range of formal and informal recreational activities, and provides for future connection to stage 2 development to the east.

10. Section 46(3)(e) – Subject Land, Suitability of Development and effect on other land

Sections 3 and **4** of this report describe the subject land and surrounding locality. The subject land is suitably zoned, is not constrained by slope, seasonal inundation, aircraft noise, access or contamination that would otherwise prohibit or restrict residential development or use of the land, and is able to be serviced with reticulated infrastructure. Consideration has been given to the interface between the subject land and the adjacent Darwin Golf Club, and the proposed lots accommodate existing easements and service infrastructure. The proposed acoustic wall and associated design treatment ensure an appropriate balance between acoustic privacy and outward appearance, and the development is unlikely to unreasonably impact adjoining or surrounding land.

11. Section 46(3)(f) – Public Facilities and Open Space

The proposed development includes public open space in accordance with the requirements of the Planning Scheme, including open recreation areas, landscaping, play equipment, picnic facilities and shading. Future residents will have access to commercial and community services, recreation facilities and open space to the east, west and north of the site.

12. Section 46(3)(g) – Public Utilities and Infrastructure

All lots within the proposed subdivision will be connected to reticulated telecommunications, power, water and sewerage services, will be accessed from McMillans Road, and will integrate with existing drainage to discharge to the south of the site. Public utilities and infrastructure to be provided within, and relevant to, the subdivision is detailed in **Attachment C**.

13. Section 46(3)(h) – Impact on Amenity

The proposed subdivision consists of a brownfield site development, with earthworks designed to minimise the extent of cut and fill required. The proposal does not seek to clear existing natural vegetation areas or alter areas of high landscape or otherwise visual amenity. The development suitably integrates with surrounding land, includes streets and landscaping in accordance with the design guidelines, and achieves an appropriate balance between acoustic privacy and outward appearance of the site to McMillans Road. Accordingly, no unreasonable impact on amenity is expected.

14. Section 46(3)(j) – Benefit/Detriment to Public Interest

The proposal will increase the availability and range of residential land able to be serviced, in an accessible location and with access to community, commercial and recreational services and facilities in the broader locality. Design and construction works will provide a short-term benefit to the local economy.

15. Section 46(3)(k) – Compliance with the Building Act

The statement required by **Section 46(3)(k)** is included in **Attachment E** from AB Consulting (NT) Pty Ltd. The statement confirms that the proposed subdivision will not affect compliance with the Northern Territory Building Act or the National Construction Code / Building Code, providing that any retained residential buildings are a minimum of 900mm from allotment boundaries to ensure compliance with building fire safety requirements. All existing buildings within 1841 and 1842 will be demolished as part of the proposed subdivision, and all retained buildings in 1843 exceed 900mm from the stage boundary (noting the existing boundary between 1842 and 1843 is located closer to the existing buildings than the proposed stage boundary).

16. Section 46(3)(l) – Development of Scheme Land

The application does not comprise alterations to or the subdivision of land under a unit titles scheme. Accordingly **Section 46(3)(l)** is not relevant.

17. Conclusion

This application seeks a development permit for the subdivision of Portions 1841 and 1842 into 80 residential lots, one public open space parcel and a new public road network connecting to McMillans Road. The proposed subdivision is consistent with the Northern Territory Strategic Planning Framework and the Northern Territory Planning Scheme, with suitable variations where warranted. The development comprises the first of two stages, with further development over Portion 1843 (to the east of stage 1) allowing a staged transition for both construction works and land release, and to better facilitate the transition of existing residents and provide time for the identification of alternative accommodation. The subdivision is consistent with the anticipated density and allotment types in Zone LMR, with access to community, commercial and recreation services and facilities within Marrara and surrounding suburbs, and will increase the availability of serviced residential land for housing.



Brad Cunnington

Cunnington Rosse Town planning and Consulting

3 March 2022

