The Northern Territory Planning Commission is now commencing Stage 2 of the Area Planning process for the Humpty Doo Rural Activity Centre. The release of a draft Area Plan, including Planning Principles is the outcome of five weeks of community consultation and supporting infrastructure studies undertaken in early 2018.

The draft Area Plan as been developed in response to community feedback, as well as advice from Litchfield Council, service authorities and NT Government agencies. The Humpty Doo Community Advisory Group, representing local residents and Litchfield Council, has also provided valuable input into the draft Area Plan.

The draft Area Plan presents an opportunity for the community to consider the potential areas of change within the rural activity centre boundary, as well as planning for future traffic management options for aligning the future north to south connector road through Humpty Doo.

This is a long term plan for future land use within the Humpty Doo Rural Activity Centre. Once completed, the Area Plan will help maintain the existing amenity of the rural area by ensuring the provision of adequate services to support growth within the boundaries of the activity centre, while helping to protect the broader rural area from ad hoc development.

We encourage you to consider the draft Planning Principles within the Area Plan and review the activity centre boundary and concept plan.

We welcome your comments and encourage you to make a submission on the draft Area Plan and associated Planning Principles, which will be recommended to the Minister for Infrastructure, Planning and Logistics as a proposed Planning Scheme Amendment.
HAVE YOUR SAY ON THE BOUNDARIES FOR THE HUMPTY DOO RURAL ACTIVITY CENTRE

Inclusion Areas A & B are proposed to extend the draft boundary of the Humpty Doo Rural Activity Centre.

Area A
This inclusion would provide opportunity to:
- manage stormwater runoff
- connect Collard Road to Hayball Road
- extend the cycleway network

Area B
This inclusion would provide opportunity to:
- manage existing stormwater problems
- manage seasonal waterlogging
- close Power Road, and connect Caldwell Road through to Kennedy Road
- extend a cycleway to Kennedy Road
- close Power Road to allow future upgrade to Hayball Road intersection

Exclusion Areas C, D & E are proposed to reduce the draft boundary of the Humpty Doo Rural Activity Centre.

Area C
This exclusion would retain the Crown Land in its natural state, but would limit the opportunity for rural residential development and extension of the proposed connector road.

Area D
This exclusion is in response to community comment that this locality is too remote from Humpty Doo Centre.

Area E
This exclusion has also been proposed to minimise the boundary. Exclusion from the Area Plan will leave this area without policy to guide future development.
PLANNING PRINCIPLES

A set of Planning Principles to support the Humpty Doo Rural Activity Centre Area Plan has been drafted in conjunction with the Area Plan. Once finalised, these principles will form part of the Area Plan in the NT Planning Scheme.

The Planning Principles are structured to provide an overarching statement of policy, including context and background to that statement. Each Planning Principle is supported by a set of objectives and acceptable responses that provided more detailed information and direction.

These terms are further explained below:

**Planning Principles** provide policy to guide development and are supported by a short explanation to set the context of each principle. Planning Principles must be addressed when applying to rezone or develop land subject to an Area Plan. They should also be consistent with higher level policy, such as the Darwin Regional Land Use Plan and the Litchfield Subregional Land Use Plan.

**Objectives** are the desired outcome of a Planning Principle, often given in relation to a place. A proponent must demonstrate how a proposal will meet each objective.

**Acceptable Responses** describe specific and practical actions to achieve the associated objectives.

An introduction to the Planning Principles included in the draft Area Plan is provided in this booklet.

A copy of the Area Plan in full, including the Planning Principles, objectives and acceptable responses, is available to view on the web at www.planningcommission.nt.gov.au.

1. **Minimise detrimental impacts of development on the natural environment**

   The natural environment and drainage features contribute to the rural character and amenity of Humpty Doo. Development must have regard to how it interacts with the natural environment, and any impacts it may have. The retention of native vegetation, for example, can have important roles in reducing stormwater runoff, maintaining habitat for native wildlife, as well as providing a visual and acoustic buffer between land uses.

   This principle seeks to protect and enhance the functions of the natural environment for the continued enjoyment of the community.

2. **Maintain an active, safe and sustainable commercial centre**

   Humpty Doo is the commercial and recreational gateway to Kakadu National Park. It provides a range of commercial, community and recreation opportunities that support the community and provide for visitors.

   This principle seeks to sustain a range of businesses that continue to provide for both the local market and for visitors.

3. **Provide for housing choice compatible with the future role of Humpty Doo**

   The Area Plan for the Humpty Doo Rural Activity Centre seeks to encourage a range of housing choices that cater for different life stages, including smaller lots that are more affordable and can provide lower-maintenance living within walking distance of local services.

   The opportunity to include a modest amount of urban residential development within the Humpty Doo Rural Activity Centre Core Area will increase housing choice, underpin the provision of reticulated services and community infrastructure, and support a wider variety of retail and commercial services.

   The transition area is intended to accommodate smaller rural residential lots and minimise the impacts of the urban core on existing rural residents, thus protecting the rural character of the broader area.

4. **Provide reticulated services to the Humpty Doo Rural Activity Centre**

   The existing Humpty Doo commercial centre is serviced by reticulated water, sewerage and electricity. The upgrading and expansion of these urban utilities is essential for growth in the Rural Activity Centre. In addition, upgrades to reticulated sewer and water are required to avoid impacts on groundwater quality and capacity.

   To ensure the sequential and cost-effective provision of infrastructure, an infrastructure plan for Humpty Doo is required as well as a mechanism to coordinate the design, development and funding contribution for infrastructure upgrades.

5. **Support social infrastructure that meets the needs and aspirations of the community**

   The Humpty Doo Rural Activity Centre provides for a number of community facilities such as schools, community centres and health clinics.

   This Area Plan supports the multi-function use of existing facilities as well as identifying suitable locations for expanding community facilities within the activity centre to meet the needs of the future population.

6. **Provide a coordinated, efficient and interconnected transport network**

   In response to growth in the Humpty Doo Rural Activity Centre, there is an increasing need to improve connectivity between the Rural Activity Centre, its surrounds and the subregion.

   This Area Plan seeks to protect and cater for strategic transport corridors, which includes subregional connector roads. Objectives associated with this principle also seek to encourage an active transport network that provides for pedestrian and bicycle paths, bridle paths, as well as provision of an interconnected local road network to improve route choice and access options for the community.
The diversity of commercial land uses in the Humpty Doo centre is a resource for the community. The Area Plan seeks to support the commercial centre by providing opportunity for expansion immediately west of the existing commercial area, and by proposing a local road network for more convenient access.

This land use reflects Planning Principle 3 and supports housing choice within the Rural Activity Centre, in particular the average residential density within the ‘walkable catchment’ is proposed at 12 dwellings / ha. This allows for a mix from 800 m² lots in Zone SD (Single Dwelling) to smaller lots in Zone MD (Multiple Dwellings) closer to the commercial centre. There is also a requirement for a transition of lot sizes, as illustrated above.

With its schools, medical consulting rooms and other community facilities, Humpty Doo caters for many needs of rural families. The Area Plan includes more than enough community land to allow for the provision of a wider range of community services over time.

The industrial land in Humpty Doo provides both a service and an employment opportunity for the community. The supply of further land for industrial development is enabled by the availability of reticulated urban services.

The Area Plan anticipates that areas of public open space will be developed within the activity centre. As well as urban parks within residential development, there is the future opportunity for broader areas for passive recreation.

The Area Plan identifies areas where development is restricted by constraints such as flooding and seasonal waterlogging.

The Area Plan identifies the waste water treatment site including odour buffers required to other land uses. Humpty Doo’s reticulated sewerage system is an asset that sets it apart from the other rural activity centres.

These areas are an opportunity to provide a rural lifestyle choice on smaller lots that are part of the transition to the urban centre.

This is land in a key location for the future development of the activity centre. The highest and best use of the site is still being considered by government in consultation with the community.

The Area Plan identifies local roads that will be needed in the future to support an interconnected network of local roads.

The Area Plan proposes local road connections that are needed for access, but not needed on a specific alignment.

The Area Plan will determine the boundary of the activity centre. Community comment is being sought on parts of the boundary that were raised for amendment during Stage 1 consultation.

This boundary, often referred to as the ‘walkable catchment’ encloses the area considered to be within walking distance of commercial and community facilities and therefore suitable for higher intensity residential development.
HOW THE AREA PLAN WILL BE USED

The Area Plan provides a decision-making framework to inform future rezoning and development decisions and gives guidance, certainty and confidence to residents, property owners and decision makers, and helps us plan for the future.

Area Plans DO NOT automatically rezone land. Any applications for rezoning must be made through the Minister for Infrastructure, Planning and Logistics.

HOW AREA PLANS ARE PREPARED

The Humpty Doo Rural Activity Centre Area Plan is being prepared in accordance with the process outlined below:

Stage 1
Information gathering and analysis, including community engagement.

Stage 2
Prepare a draft Area Plan in response to initial community feedback and other assessments in Stage 1.
Community engagement on the draft Area Plan.

Stage 3
Finalisation of the Area Plan by the NT Planning Commission and formal exhibition of the Area Plan to amend the NT Planning Scheme to include the Area Plan by the Minister.

We are now in Stage 2 of the consultation process.


Stage 2 allows further comment and input into the draft Area Plan, which has been prepared by taking into account community feedback and background investigation from Stage 1.

Stage 3 will involve recommending a final Area Plan to the Minister for formal exhibition and a Planning Scheme Amendment.

HOW TO GET INVOLVED

Your thoughts, comments, questions and feedback will be considered by the Planning Commission as it works to finalise the Humpty Doo Rural Activity Centre Area Plan.

Check the NT Planning Commission website to view the draft Area Plan in full, find event details, and have your say on the future of Humpty Doo.

Visit: www.planningcommission.nt.gov.au
Say Hello! Check the website for event details
Write to us ntpc@nt.gov.au
Talk to us on 08 8924 7540
Understanding the Draft Planning Principles

A set of Planning Principles to support the Humpty Doo Rural Activity Centre Area Plan has been drafted in conjunction with the Area Plan. Once finalised, these principles will sit alongside the Area Plan in the NT Planning Scheme.

The Planning Principles are structured to provide an overarching statement of policy, including context and background to that statement. Each Planning Principle is supported by a set of objectives and acceptable responses that provide more detailed information and direction. These terms are further explained below:

Planning Principles provide policy to guide development and are supported by a short explanation to set the context of each principle. Planning Principles must be addressed when applying to rezone or develop land subject to an Area Plan. They should also be consistent with higher level policy, such as the Darwin Regional Land Use Plan and the Litchfield Subregional Land Use Plan.

Objectives are the desired outcome of a Planning Principle, often given relation to a place. A developer must demonstrate how a proposal will meet each objective.

Acceptable Responses describe specific and practical actions to achieve the associated objectives.

<table>
<thead>
<tr>
<th>PLANNING PRINCIPLES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Minimise detrimental impacts of development on the natural environment</strong></td>
</tr>
</tbody>
</table>

The natural environment contributes to the rural character and amenity of Humpty Doo, the natural drainage systems and the provision of habitat for native wildlife. Development must have regard to how it interacts with the natural environment, and any impacts it may have. The retention of native vegetation, for example, can have dual roles in maintaining habitat for native wildlife, but also providing a visual and acoustic buffer between land uses.

This principle seeks to protect and enhance the functions of the natural environment for the continued enjoyment of the community.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Acceptable Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retain native vegetation for public open space and wildlife habitat.</td>
<td>i. Development is designed to limit clearing of native vegetation on rural residential lots.</td>
</tr>
</tbody>
</table>
| Maintain and manage natural waterways and drainage flows | i. The design and engineering of development responds to the site’s physical constraints and adequately demonstrates how potential adverse impacts on the site’s environmental values will be avoided.  
ii. A proposed stormwater drainage system for urban and rural residential lots is to be integrated with the natural system and designed to minimise modification or disturbance to the receiving environment.  
The discharge of concentrated stormwater does not exceed pre-development flows. |
<table>
<thead>
<tr>
<th>Management of stormwater minimises to transmission of weeds and pollutants.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote Edwin’s Creek and Horns Creek / Woodside Reserve as natural features of the activity centre.</td>
</tr>
<tr>
<td>i. Development of land that drains into Edwin’s Creek and Horns Creek/Woodside Reserve includes measures to protect the environmental values, natural amenity and drainage function of those waterways.</td>
</tr>
<tr>
<td>ii. Use of land around Woodside Reserve should include areas for passive recreation.</td>
</tr>
<tr>
<td>Maintain the rural character and visual amenity in and around the rural activity centre.</td>
</tr>
<tr>
<td>i. Retention of native vegetation within front setbacks.</td>
</tr>
<tr>
<td>ii. Landscaped street verges and public spaces provide shading for pedestrian and bike networks.</td>
</tr>
<tr>
<td>iii. Retention or re-establishment of native vegetation along the Arnhem highway with support of the responsible authority.</td>
</tr>
</tbody>
</table>

2. **Maintain an active, safe and sustainable commercial centre**

Humpty Doo is a commercial and recreational gateway to Kakadu National Park. It provides a range of commercial, community and recreation opportunities that support the community and provides for visitors.

The planning principles seek to sustain and provide opportunities for a range of businesses that continue to provide for both the local market and for visitors.

<table>
<thead>
<tr>
<th>Objective</th>
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<tbody>
<tr>
<td>Support the viability of local businesses.</td>
<td>i. A diverse range of commercial premises provide support for a variety of businesses.</td>
</tr>
<tr>
<td>ii. Urban density residential development within a convenient walking distance (400m) of the commercial centre.</td>
<td></td>
</tr>
<tr>
<td>Encourage public amenity and activity in public spaces.</td>
<td>i. Shade trees planted in public spaces and on private and public land.</td>
</tr>
<tr>
<td>ii. Trees are planted within Car parks associated with non-residential uses to provide shade and to mitigate against heat.</td>
<td></td>
</tr>
<tr>
<td>iii. Commercial areas include continuous awnings for shade and shelter from the rain to encourage pedestrian movement.</td>
<td></td>
</tr>
<tr>
<td>Facilitate Humpty Doo as a gateway to Kakadu National Park.</td>
<td>i. Development is of a nature and scale that provides the services needed to support residents and visitors.</td>
</tr>
</tbody>
</table>

3. **Provide for housing choice compatible with the future role of Humpty Doo**

The Area Plan for the Humpty Doo Rural Activity Centre seeks to encourage a range of housing choices that cater for different life stages, including smaller lots that are more affordable and can provide lower-maintenance living within walking distance of local services.

The opportunity to include a modest amount of urban residential development within the Humpty Doo Rural Activity Centre Core Area will increase housing choice, underpin the
provision of reticulated services and community infrastructure, and support a wider variety of retail and commercial services.

The transition area is intended to accommodate smaller rural residential lots and minimise the impacts of the urban core on existing rural residents, thus protecting the rural character of the broader area.

<table>
<thead>
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</table>
| Support housing choices in appropriate locations. | i. Urban residential lots are not located on land affected by flooding, biting insects or other constraints to residential land uses.  
ii. Urban residential lots within 400m walking distance of the commercial centre.  
iii. Suburban Residential lots in the Humpty Doo Rural Activity Centre have a minimum of 800m². |

Promote a sequence of residential density in the rural activity centre by providing a transition of residential lot sizes. | i. Subdivision design provides a transition of residential lot sizes such that:  
o. Rural Residential lots with a minimum lot size of 4 000m² provide a buffer between the commercial and suburban residential area, and Rural Living lots;  
o. No more than two suburban residential lots are to share a boundary with any one Rural Residential lot; and  
o. No more than two Rural Residential lots are to share a boundary with any one Rural Living lot. |

4. **Provide reticulated services to the Humpty Doo Rural Activity Centre**

Parts of the Humpty Doo rural Activity Centre is serviced by reticulated water, sewerage and electricity. The upgrading and expansion of urban utilities is for essential for growth in the Humpty Doo Rural Activity Centre. In particular, upgrades to reticulated sewer and water are required to reduce current impacts on groundwater quality and capacity. This will help to sustain viability of rural properties that are reliant on groundwater.

To ensure the sequential and cost-effective provision of infrastructure, the following objectives require an Infrastructure Plan for Humpty Doo and a mechanism to coordinate the design, development and funding contribution for infrastructure upgrades.

<table>
<thead>
<tr>
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</tr>
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</table>
| Provide domestic utilities to minimise adverse impacts on groundwater systems. | Water  
i. New suburban residential and rural residential lots and commercial uses are connected to the reticulated water supply.  
Sewerage |
ii. Residential lots under 4 000m² and all commercial uses are to be connected to reticulated sewerage.

iii. Encourage the installation of environmentally sensitive on-site effluent disposal systems for residential lots over 4 000m² as an alternative to traditional septic tanks.

Provide utilities and trunk services sequentially and cost effectively to service proposed development.

<table>
<thead>
<tr>
<th>Objective</th>
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</tr>
</thead>
<tbody>
<tr>
<td>i.</td>
<td>Trunk infrastructure for reticulated services is incorporated into engineering design for development.</td>
</tr>
<tr>
<td>ii.</td>
<td>Infrastructure is provided and funded in accordance with an approved infrastructure plan for the Humpty Doo Rural Activity Centre; or The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority; and the proponent demonstrates how the required infrastructure will be paid for.</td>
</tr>
<tr>
<td>iv.</td>
<td>Subdivisions may be deferred or refused if utilities and trunk services are not provided as required by this area plan, the NT Planning Scheme, or another service authority. For example: A new ground level water tank and an additional elevated water tank adjacent to the existing tank to efficiently service the commercial and urban residential land within the activity centre.</td>
</tr>
</tbody>
</table>

5. Support social infrastructure that meets the needs and aspirations of the community

The Humpty Doo Rural Activity Centre provides for a number of community facilities such as schools, community centres and health clinics.

This Area Plan seeks to maximise the use of existing facilities as well as identifying suitable locations for expanding community facilities within the activity centre to meet the needs of the future population.

<table>
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<tbody>
<tr>
<td>i.</td>
<td>Multipurpose community facilities encourage use by a variety of user groups.</td>
</tr>
<tr>
<td>ii.</td>
<td>Suburban residential subdivision is consistent with the requirements of the NT Planning Scheme for the provision of useable public open space, footpaths and bicycle paths.</td>
</tr>
<tr>
<td></td>
<td>Green spaces are connected to each other and the built environment to form a network of active transport corridors</td>
</tr>
</tbody>
</table>

6. Provide a coordinated, efficient and interconnected transport network

In response to growth in the Humpty Doo Rural Activity Centre, there is an increasing need to improve connectivity between the Rural Activity Centre, its surrounds and the subregion.

This Area Plan seeks to protect and cater for strategic transport corridors, which includes a subregional connector road. Planning principles also seek to encourage an active transport network that provides for pedestrian and bicycle paths, bridle paths, as well as the provision
of an interconnected local road network to improve route choice and access options for the community.

<table>
<thead>
<tr>
<th>Objective</th>
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</thead>
<tbody>
<tr>
<td>The role of the Arnhem Highway as a national highway is protected.</td>
<td>i.  The Arnhem Highway forms part of the national highway network and provides a logistical link to the rest of the Northern Territory and Australia</td>
</tr>
<tr>
<td></td>
<td>ii. All intersections and individual accesses to the Arnhem Highway are to be approved by the Northern Territory Government agency responsible for administering Main Roads</td>
</tr>
<tr>
<td></td>
<td>iii. No development is to occur within the Arnhem Highway road reservation (including service roads) unless approved by the Northern Territory Government agency responsible for administering Main Roads</td>
</tr>
<tr>
<td>The Humpty Doo Rural Activity Centre facilitates a subregional transport network.</td>
<td>i. Development has regard for strategic connector roads from Humpty Doo to the broader rural area.</td>
</tr>
<tr>
<td></td>
<td>ii. Subregional road connections are to provide support for the expansion of public transport services.</td>
</tr>
<tr>
<td>The local road network facilitates movement through and around the Rural Activity Centre, and is safe and convenient for all users</td>
<td>i. Subdivision provides for an interconnected road network that:</td>
</tr>
<tr>
<td></td>
<td>o Supports efficient access and route choices;</td>
</tr>
<tr>
<td></td>
<td>o Prioritises the safety of pedestrians and cyclists; and</td>
</tr>
<tr>
<td></td>
<td>o Does not compromise the ability to develop strategic links as indicated on the area plan.</td>
</tr>
<tr>
<td></td>
<td>ii. Development provides for traffic management measures that reduce the speed of traffic to improve pedestrian safety and access to the commercial centre, public open space and community facilities.</td>
</tr>
<tr>
<td></td>
<td>iii. The upgrading of existing local roads provides for and prioritises the safety of pedestrians and cyclists.</td>
</tr>
<tr>
<td></td>
<td>iv. A Traffic Impact Assessment accompanies any development that contributes to the proposed local road network.</td>
</tr>
<tr>
<td>Provide a shared walking / cycling network that encourages active transport by promoting safe and efficient links between schools, public open spaces and other public facilities.</td>
<td>i. Suburban residential subdivision is consistent with the requirements of the NT Planning Scheme for the provision of useable public open space, footpaths and bicycle paths.</td>
</tr>
<tr>
<td></td>
<td>ii. Green spaces are connected to each other and the built environment to form a network of active transport corridors.</td>
</tr>
</tbody>
</table>
Thank you for opening Stage 2 consultation on the Humpty Doo Rural Activity Centre Area Plan and for providing Council with the opportunity to respond.

Council raises the following comments on the Stage 2 consultation material:

Planning Principles
The proposed planning principles are generally supported, as in most cases the principles are quite broad, are based on good planning theory, and are quite similar to the principles included in the Howard Springs Rural Activity Centre Area Plan and proposed for the Coolalinga/Freds Pass Rural Activity Centre Area Plan.

While there is a specific planning principle related to social infrastructure, it is considered that the objectives and acceptable responses for this principle could be further developed given the abundance of community purpose land in Humpty Doo.

It is also considered that the “acceptable responses” to the planning principles relating to retention and protection of vegetation near the Arnhem Highway corridor could be strengthened to reflect the community’s support for maintaining a green corridor along the Arnhem Highway. This would support the enhancement of visitor’s experience of the highway as the entrance to visitors of Kakadu and surrounding areas. In particular, Council would support the requirement for a heavily vegetated green corridor along the property boundaries adjacent the Arnhem Highway, as requiring native vegetation only is not likely to create a vegetated screen for the streetscape.

The planning principles are currently silent on whether there is an area that would be considered within “close proximity” under the Litchfield Subregional Land Use Plan (LSLUP) to act as a one-hectare transition zone between the Area Plan boundary and the existing two hectare rural living lots. Discussions within the Community Advisory Group (CAG) have repeatedly advised that the proposed Humpty Doo Area Plan boundaries are wide and that no additional area of “close proximity” should be included. This must be stated within the planning principles for clarity, as it is currently unclear in the LSLUP and will remain so unless stated explicitly. However, with no close proximity transition area, it is noted that the diagram to Principle 3 is inaccurate and should be amended.

Boundaries
Council has concerns with the presentation of the potential options for changes to the boundaries of the Area Plan. The material is presented in such a manner that it would not adequately inform the community to determine their view of the boundary considerations. In order to facilitate honest and transparent consultation on these areas, all positive and negative aspects of each area should be detailed so that the public can make an informed judgement of the worth of each potential boundary change.

Council’s comments relating to each Area are outlined below.

**Area A**
- The information does not to mention that the Northern Territory Planning Commission (NTPC) have yet to determine from Power and Water Corporation whether this area can be serviced by reticulated water, which is a requirement for the reduced lot size available within the Area Plan boundary.
- It is unclear how the inclusion of this area would better manage stormwater runoff than the existing condition as stated in the information. Council currently has no known issues with stormwater management of this area.
- It is unclear how inclusion of this area would allow additional opportunities for the cycleway network that do not exist in all other areas of the Area Plan.

The inclusion of Area A cannot be supported until more information is provided on these aspects.

**Area B**
- Including, at a minimum, the parcel directly to the north of the connection to Kennedy Road into the boundary would provide a transition of smaller parcels fronting a new road rather than placing a new road along the entire of 240m length of a single 2ha rural living lot’s side boundary.
- The identified closure of Power Road would resolve a number of transportation issues with the alignment of Power Road in its current location, including the dangerous unsignalized cross intersection with Hayball Road.

The inclusion of Area B can be supported.

**Area C**
- The entire area is currently within Zone CN (Conservation), and it is unclear how removing this area from the boundary could limit the opportunity for rural residential development.
- If the land is suitable for rural residential development, it should not be in a conservation zone and no information has been provided to Council or the public related to why the land may no longer be required for conservation.
- Many proposed roads outside the confines of the Area plan boundary are shown as part of the adopted Howard Springs Rural Activity Centre Area Plan and other roads are proposed as part of this Area Plan that are outside the Area Plan boundaries, so it is unclear why having Area C outside the Area Plan boundaries would limit the opportunity for an extension of the proposed connector road.

Support can be given for exclusion of this area if it is suitable only for conservation purposes, as the Area Plan is unlikely to provide any further protection for the area and as roads and pathways can still be shown through the area if designed in a manner sensitive to the environment.
However, if the land is not needed for conservation purposes, more information on how that conclusion was reached would need to be reviewed prior to having a full understanding of how the land may be able to be used.

**Area DT**
- The CAG members indicated to NTPC that this area was too far from the centre of Humpty Doo for this area to be considered part of a “centre”.
- The commentary should note that including this area would lead to sprawl and excluding it would concentrate development around a walkable centre.
- The CAG recommended the boundary to run along property lines in a slightly amended location (specifically, along the western property boundary of the parcels immediately adjacent the southern portion of Produce Road between Arnhem Highway and Strangways Road).

Council fully supports exclusion of Area D, though the preference is for the boundary to run along property lines, as in all other areas of all other Area Plans. Any land not suitable for development will always remain constrained land, irrespective of an Area Plan boundary.

**Area E**
- The commentary of “exclusion from the Area Plan will leave this areas without policy to guide future development” is not considered to be accurate and may raise negative feelings toward excluding this area.
- All areas of the Northern Territory that have zoning have guidance for future development and this area is also guided by the policies within the Litchfield Subregional Land Use Plan and Darwin Regional Land Use Plan.
- Leaving the area out of the Area Plan boundary would mean that the area must develop within the parameters of its current rural living zone and would not leave it without policy guidance.
- The existing uses on the site that may not be in compliance with the current zone would not be required to cease but would be required to seek permission to expand, as they are also currently required to do.
- Including this area within the Area Plan could potentially give some protection for a green border along the Arnhem Highway if the planning principles relating to this are strengthened.

Due to concerns relating to the inclusion of Area D and E potentially creating a ribbon development, support for exclusion of Area E can be given as it is more desirable to limit the overall development to the “centre” at this point than to allow for additional spreading of residential development away from the centre core.

All points above are essential information for the public to have access to in order to be able to make informed decisions about whether or not these areas should end up within the Area Plan boundaries. These reasons have all been discussed at a minimum of two CAG meetings and confirmed by the members in attendance and requested to be recorded in the minutes. It is unclear why these details have been left out and why the information included does not fully represent the discussions had by the CAG.

Finally, for the map shown to accompany the above discussion, there is a dotted red line that is not defined by any legend. It is unclear what this line is intended to represent.
Roads on Land Use Map
The proposed road layouts on this map do not match the proposed road layouts on the map on the previous page. This is very confusing and makes it difficult for Council to develop a coherent set of comments on roads.

Council objects to the depiction of the connection from Metcalfe Road to the Arnhem Highway appearing approximately in the middle of Council’s parcel at 320 Arnhem Highway. The NTPC has heard repeatedly from the community, a Council resolution, and Council’s engineering staff that the preferred option from an economic, planning, and engineering standpoint for this road connection is to be at the existing intersection with Freds Pass Road. The connection as shown now – with both an intersection at Metcalfe Road and an intersection at Freds Pass Road – cannot feasibly work from a traffic modelling standpoint. Logistically, there is not enough room to manoeuvre traffic safely for these two connections to exist, in particular for road trains and heavy vehicles that travel the Arnhem Highway. Therefore, at least one of the connections must change. Council is unable to accept or support an Area Plan for Humpty Doo unless there is an agreement in line with Council’s resolution for a four-way signalised intersection at the existing intersection of Freds Pass Road and Arnhem Highway. Urgent feedback is sought from NTPC on why an alternative alignment continues to be proposed.

On the land use map, there is a new road shown parallel to Hayball Road that is approximately one parcel width away from Hayball Road. This road has not been discussed at any previous meetings with Council or the CAG. As it is assumed that the NT Government would expect Council to eventually take over these local roads, a more robust understanding of the purpose of a duplicate road to add to Council’s assets is requested. Further, it appears this proposed road alignment runs through the former landfill site, which requires extensive rehabilitation. Measures and responsibility for rehabilitation should be discussed to determine the feasibility of this option.

There is a road on the land use map that shows a new connection from Goode Road into the industrial area. While Council requested a connection roughly in this location, it is noted that the connection shown here requires a right turn into the industrial area. The road Council proposed consisted of only one left turn into the industrial area. Limiting right turns is important as the road will be expected to service road trains and right turns will impede traffic and introduce dangerous turning situations.

It is requested that more information should be provided on the proposed alignment of any roads within the industrial area and be reviewed with Council to determine suitability for servicing the area prior to inclusion on the Area Plan.

Land Uses Proposed
This map provides a mostly clear representation of the expected future land uses within the Area Plan; however, a few clarifications are required.

There is a large “white” area to the east of Hayball Road. The colour white is not defined in the legend and the intended land use of this area is unclear.

There is a new rural residential area shown to the south of the existing industrial area. This is a new development not raised at any previous CAG meetings, meetings with Council, or public meetings. This area is currently within Zone CN (Conservation); if this area is no longer suitable for conservation, then more information should be provided on why. Further, the area is shown as “buffer rural residential” and it is considered that there may be a need to buffer rural residential development from the adjoining existing light industry development to the north. It is questionable whether those two areas should go side by side. Also, the new road proposed to
link the Stuart Highway to the industrial area goes through the rural residential area; this road will be expected to carry a large volume of heavy vehicle traffic, including road trains, and it is not ideal for those vehicles to travel along roads designed for rural residential use.

The background information provided during Stage 1 has not provided an assessment of the amount of light industrial land required for the rural area. As this is only area where light industry land is permitted, it is considered than an assessment of the amount of light industrial land truly required for the rural area should be undertaken and the results incorporated into the Area Plan.

Anecdotally, there have recently been multiple requests for additional industrial land in the rural area, including requests for larger lot light industry land. Recent enforcement activities have revealed many light industry businesses illegally operating on rural living blocks and these businesses are requiring relocation. It is desirable to keep these businesses in the rural area, on appropriately zoned land, to service the rural community. It is also noted that the Minister recently saw fit to rezone a large parcel of land in the southern part of Litchfield Council’s municipality for light industry uses as there were no parcels of light industry land large enough to suit the proposed uses available outside of East Arm.

There are areas of Crown land noted as “public open space” and “constrained open space” that have not been raised at any previous Area Plan discussions. Without discussion or advice otherwise, Council expects that any NT Government land that is turned into park space would continue to be owned and managed by the NT Government.

Conclusion
Thank you for the opportunity to provide the above comments. Council looks forward to seeing the additional information discussed in the comments above and having further discussions with the NTPC on the expected outcomes of the Area Plan. If you require any further discussion, please contact me on 08 8983 0600.

Yours faithfully

Nadine Nilon
Director Infrastructure and Operations