

**DEVELOPMENT CONSENT AUTHORITY
DARWIN DIVISION**

NORTHERN TERRITORY PLANNING SCHEME 2020

AGENDA ITEM: 1 **MEETING DATE:** 19/06/2026 **FILE:** PA2026/0148

APPLICATION PURPOSE: Subdivision to create 13 lots (Northcrest Stage 7F)

SUBJECT SITE: Part Section 7349 Hundred of Bagot

ZONE: FD (Future Development)

SITE AREA: 1105000 m²/ 11.05000 ha (subdivision area of 5.4ha)

APPLICANT Cunnington Rosse Town Planning and Consulting
Director – Brad Cunnington and Gerard Rosse
Senior Planning Consultant – Rory Mackay

**PERSONS ON WHOSE
BEHALF THE
APPLICATION IS MADE
LANDOWNER** Landowner

DCOH Land Pty Ltd – Director Shane Dignan

**ANY PERSON WITH AN
AGREEMENT TO ACQUIRE
AN INTEREST IN THE
LAND** None

1. PROPOSAL

The application seeks consent for subdivision to create 13 lots at Section 7349, Hundred of Bagot (the site). The site has an area of 110.5ha and the proposed development is located on a 5.4ha part of the site (herein referred to as the development site) also known as Northcrest Stage 7F. The development site is located in Zone FD (Future Development) pursuant to the NT Planning Scheme 2020 (NTPS 2020).

The application was submitted by Rory Mackay of Cunnington Rosse Town Planning and Consulting, on behalf of the landowner DCOH Land Pty Ltd.

The proposed subdivision seeks to create 13 lots comprising:

- Five lots intended for future Zone LMR (Low Medium Density Residential), ranging in size from 985m² to 1,597m².
- Two lots intended for future Zone MR (Medium Density Residential), ranging in size from 3,243m² to 6,431m².
- Three lots to remain in Zone FD (Future Development) as part of the future Secondary Activity Centre (Precinct 1A) identified in the Berrimah Farm Planning Principles and Area Plan (BFPPAP), ranging in size from 4,641m² to 13,500m².

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- Three public open space lots intended for future Zone PS (Public Open Space), ranging in size from 836m² to 2,316m².

Access is provided from the existing road network via Hereford Court. The internal road layout includes:

- Extension of Hereford Court – 20m wide Urban Residential Collector Road.
- 16m Urban Residential Minor Roads (Road 1 and Road 2).

A locality plan, photographs of the pink signs and a copy of the application are provided at **Bookmarks A, B and C** respectively.

Following the exhibition period, Development Assessment Services (DAS) requested that the applicant provide a written response regarding how the proposed subdivision is consistent with the principles and intent of the Area Plan, and how it will not prejudice the implementation of the Area Plan. The applicant provided an email response, and this is provided at **Bookmark G**.

2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

An application is required for planning permission as the proposal is *Impact Assessable*, pursuant to Clause 1.8(1)(c)(ii) (When development consent is required) of the NTPS2020, as the application is for the subdivision of land other than that included at Clause 1.8(1)(b)(iii).

Zone FD (Future Development)				
Development	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Subdivision to create 13 lots (Northcrest Stage 7F)	<i>Impact assessable</i>	3.5 LPA – Land In Proximity to Airports	N/A	6.2.1 Lot Size and Configuration for Subdivision in Zones LR, LMR, MR and HR 6.2.2 Lots Less Than 600m ² for Dwellings-Single 6.2.3 Site Characteristics for Subdivision in Zones LR, LMR, MR and HR 6.2.4 Infrastructure and Community Facilities for Subdivision in Zones LR, LMR, MR and HR 6.5.1 Subdivision in Zone FD

3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should approve the application subject to conditions on the development permit as specified at section 7 of this report.

4. BACKGROUND

The development site is located within the BFPPAP which provides the strategic framework for the staged development of the Northcrest estate. Development within Northcrest is well advanced, with multiple residential stages completed, under construction, or approved. While residential development has progressed across the locality, key components of the planned commercial, community and public open space network identified in the BFPPAP are yet to be fully delivered. This application forms part of the ongoing residential subdivision of the estate.

The development site is situated in the northern central portion of the Northcrest locality, directly south of Stuart Highway. It is bound by planned and emerging residential areas to the west and south, with existing commercially zoned lots located to the west. The development site is connected to the broader Northcrest road network and is intended to integrate with future pedestrian, cyclist and infrastructure links envisaged under the BFPPAP.

Surrounding land comprises a mix of completed, approved and future residential stages, together with planned open space and infrastructure corridors that support the orderly development of the wider locality.

A copy of the BFPPAP is provided at **Bookmark D**.

Most recently, on the development site, DP24/0241 was issued on 17 December 2024 for the purpose of subdivision to create 11 lots and a building setback plan. Endorsed plans have not been issued.

The site has the following relevant planning history:

Sr.no	Permit	Date of Issue	Purpose
1.	PSA 472	3/03/2017	To amend the NT Planning Scheme by replacing clause 14.1.4 and the diagram to this clause (Berrimah Farm Planning Principles and Area Plan)
2.	DP17/0057	9/03/2017	Subdivision to create 144 lots, in accordance with the attached schedule of conditions and the endorsed plans.
3.	DP17/0087	9/03/2017	Building envelope plan
4.	DP17/0349	15/09/2017	Sales office building and temporary car parking area
5.	PSA 484	7/11/2017	To rezone Section 7349 Hundred of Bagot from Zone FD to Zones SD, MD, MR, C, SC and PS
6.	DP17/0087A	10/11/2017	Vary Condition 2 of Development Permit DP17/0087 for the purpose of altering the locations of the zero lot lines by removing the zero lot lines along the common boundary of lot pairs (116 and 117, 118 and 119, 122 and 123, 124 and 125, 128 and 129, and 130 and 131) and aligning the zero lot line on the eastern boundary of each lot.
7.	DP18/0081	3/04/2018	Subdivision to create 145 lots in four stages
8.	DP18/0089	27/03/2018	Building envelope plan
9.	DP18/0081A	3/09/2018	Vary Conditions 1, 3, 6, 18, 20, 21 and notes 8 and 10 of Development Permit DP18/0081 for the purpose of amending the wording.
10.	DP18/0089A	14/09/2018	Vary Condition 1 of Development Permit DP18/0089 to allow a side setback reduction on one side only from 1.0m to 0.9m for dwellings (subject to further conditions),
11.	PSA 529 and DP19/0224	26/09/2019	Concurrent: Rezone from Zone FD to Zone SC and a development proposal for three warehouses in three single storey buildings, office in a four storey building, plus ground level car parking.
12.	DP20/0024	13/01/2020	Subdivision to create one lot and road reserve in two stages
13.	DP20/0042	23/01/2020	Subdivision to create three lots.

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14.	PSA 548	17/03/2020	Rezone 2 lots subdivided by DPs 2020/0042 and 2020/0024 from Zone FD to Zone SC.
15.	DP20/0306	9/11/2020	Subdivision to create 11 lots and a building envelope plan (Northcrest Stage 3C)
16.	DP20/0307	9/11/2020	Building envelope plan
17.	PSA 9	5/02/2021	Rezone subdivided lots from FD to LMR
18.	DP18/0081B	8/04/2021	Vary Condition 10 of DP18/0081A to divide Stage 2 into 2 sub-stages, and reconfigure road adjoining Lots 279 and 280
19.	DP21/0186	26/06/2021	Changes to DP18/0081A to alter the lot areas of 36 lots in Stage 2 and boundary alignment between sub-stages 2A and 2B.
20.	PSA 56	29/07/2022	Amendment - Berrimah Farm Planning Principles and Area Plan
21.	PSA 58	6/02/2024	Amendment - Rezone land from Zone MR and Zone FD to Zone LMR and PS
22.	DP23/0027	14/02/2023	Subdivision to create 21 lots including two public open space lots (Stage 3D)
23.	DP24/0077	9/04/2024	Subdivision to create 36 lots and building setback plan (Northcrest Stage 4B)
24.	DP24/0078	10/04/2024	Subdivision to create 24 lots and building setback plan (Northcrest Stage 5D)
25.	DP24/0161	7/08/2024	Subdivision to create 55 lots and building setback plan (Northcrest Stage 4C)
26.	DP23/0027A	18/06/2024	To vary Condition 8 of Development Permit DP23/0027 for the purpose of staging the subdivision in two stages
27.	DP24/0235	31/10/2024	Subdivision to create 935 lots in 21 stages over 10 years
28.	DP24/0241	17/12/2024	Subdivision to create 11 lots and a building setback plan (Northcrest Stage 7F)
29.	DP24/0278	29/01/2025	Subdivision to create 62 lots in 2 stages and building setback plan [Stages 5A and 5B]
30.	DP2024/0402	4/03/2025	Subdivision to create 61 lots and a building setback plan (Northcrest Stage 4D, 4E and 4F)
31.	DP2025/0009	13/03/2025	Subdivision to create 43 lots and a building setback plan (Northcrest Stage 5C and 5D)
32.	PSA 131	7/07/2025	Rezone from FD (Future Development) to LMR (Low to Medium Density Residential) and C (Commercial)
33.	PSA 141	5/09/2025	Rezone land from FD (Future Development) to LMR (Low to Medium Density Residential) and include a building setback plan in Schedule 9 (Stage 4C)
34.	DP2024/0209	11/10/2025	Subdivide to create 5 lots [Stage 11] and Rezone from zone FD (Future Development to Specific Use Zone (SD))
35.	DP2024/0402A	17/12/2025	To vary Condition 8 of DP2024/0402 for the purpose of reconfiguration of lots and boundaries of sub-stages 1 and 2
36.	DP2026/0097	18/05/2026	Subdivision to create 46 lots (Stage 4F)

5. PUBLIC EXHIBITION

The application was placed on public exhibition for a period of two weeks. No public submission was received under section 49(1) of the *Planning Act 1999*.

6. MATTERS TO BE TAKEN INTO ACCOUNT (SECTION 51 OF THE PLANNING ACT 1999)

Pursuant to Section 51(1) of the *Planning Act 1999*, a consent authority must, in considering a development application, take into account any of the following relevant to the development:

(a) *any planning scheme that applies to the land to which the application relates*

The Northern Territory Planning Scheme 2020 (NTPS 2020) applies to the land and subdivision to create 13 lots (Northcrest Stage 7F) requires consent under clause 1.8 (When development consent is required). It is identified as Impact Assessable under clause 1.8(1)(c)(ii); therefore, the Strategic Framework (Berrimah Farm Planning Principles and Area Plan), overlay clause 3.5 (LPA – Land in Proximity to Airports), the zone purpose and outcomes of clauses 4.17 Zone PS (Public Open Space) and 4.27 Zone FD (Future Development), and clauses 6.2.1 (Lot Size and Configuration for Subdivision in Zones LR, LMR, MR and HR), 6.2.2 (Lots Less Than 600m² for Dwellings-Single), 6.2.3 (Site Characteristics for Subdivision in Zones LR, LMR, MR and HR), 6.2.4 (Infrastructure and Community Facilities for Subdivision in Zones LR, LMR, MR and HR) and 6.5.1 (Subdivision in Zone FD), need to be considered.

The application has been assessed against the above-mentioned provisions of NTPS 2020. It is found that the proposal complies with the relevant requirements, a copy of the technical assessment is provided at **Bookmark E** and discussed below.

Clause 1.10(4) of the NTPS 2020 states that “*in considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*

1. *any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;*
2. *any Overlays and associated requirements in Part 3 that apply to the land;*
3. *the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and*
4. *any component of the Strategic Framework relevant to the land as set out in Part 2.”*

An assessment of clause 1.10 (4) is provided below.

Part 2 – Strategic Framework

I. Berrimah Farm Planning Principles and Area Plan (BFPPAP):

As identified in the Berrimah Farm Planning Principles and Area Plan (BFPPAP), the development site is earmarked for a future **Secondary Activity Centre (Precinct 1A)** with a maximum building height of **10 storeys**, and adjoining **Medium Density Residential (MR)** development with a maximum building height of **6 storeys**.

The assessment establishes that the subdivision complies with the key applicable planning principles, as assessed in detail below:

- Principle 1(a) requires that *development should minimise the off-site impacts of concentrated stormwater by managing the magnitude, quality and duration of stormwater runoff to ensure that the capacity of downstream infrastructure is not exceeded and that the quality of stormwater does not unreasonably impact the receiving environment.* The application responds to this through an Engineering Design Report prepared by ADG Engineers, which confirms that stormwater from Stage 7F will be managed through underground drainage infrastructure and overland flow paths integrated with the wider Northcrest stormwater network and regional detention basin system.

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Land Development Unit (LDU) of the Department of Lands, Planning and Environment (DLPE) has requested the inclusion of a condition precedent requiring the preparation of an updated Stormwater Management Plan confirming the connection of existing and proposed stages to the regional stormwater detention system and updated detention basin information. In addition, LDU also requested a general condition that stormwater drainage infrastructure be designed and constructed in accordance with the Berrimah Farm Subdivision Development Guidelines.

In addition to above, the Land Management Unit of the Department of Lands, Planning and Environment (DLPE) also requested a condition precedent requiring the preparation and implementation of an Erosion and Sediment Control Plan.

The above principle is addressed by application of above recommended conditions to any development permit issued.

- **Principle 1(b)** requires that development *accords with the Defence (Areas Control) Regulations 1989*. The site is subject to the Defence (Areas Control) Regulations 1989, under which structures exceeding 45m in height require approval. The proposal is for subdivision only and does not include any building works. The application was circulated to the Department of Defence and no concerns were raised. Any future development of the lots will be subject to separate assessment and will be required to comply with the applicable requirements at that time.
- **Principle 1(e)** requires the creation of a *safe and diverse urban residential environment*. The proposed subdivision includes Lots 414A, 414B and 414C, which are proposed to remain within Zone FD and comprise the land identified as the future Secondary Activity Centre (Precinct 1A) under the BFPPAP. The subdivision also provides land intended for future MR and LMR zoning immediately south of the future SAC, consistent with the density hierarchy envisaged by the Area Plan. The proposal creates a variety of lot sizes ranging from approximately 836m² to 13,500m² and includes public open space lots integrated with the broader Northcrest open space network. Access to the subdivision is provided via Hereford Court, which connects to Panquee Boulevard and the broader Northcrest road network.
- **Principle 1(f)** requires the *provision of an interconnected pedestrian and cyclist network*. The proposed subdivision incorporates an interconnected road network that integrates with the broader Northcrest Estate road system. The Statement of Effect advises the proposed road network will provide pedestrian and cycling connectivity to existing and future pedestrian and cycle connections within Northcrest. The subdivision includes public open space lots and land identified for the future Secondary Activity Centre (SAC), facilitating future connections between residential areas, public open spaces and the future SAC.

The Land Development Unit (LDU) has requested updated subdivision masterplan documentation, including a Streets and Pathways Masterplan confirming pathway connections between stages, to ensure the subdivision integrates with the broader Northcrest estate. The LDU has also recommended conditions requiring pedestrian corridors and associated infrastructure to be designed and constructed in accordance with the Berrimah Farm Subdivision Guidelines.

The above principle is addressed by application of above recommended conditions to any development permit issued.

- **Planning Principles 1(g) and 1(h)** relates to the design and development of a Secondary Activity Centre and seeks to ensure that the Secondary Activity Centre is developed as an integrated, community-focused and pedestrian-friendly centre that provides coordinated

public spaces, connectivity, urban design outcomes and a mix of land uses to serve the surrounding community.

The application proposes the subdivision of the land identified as the future Secondary Activity Centre (Precinct 1A) under the BFPPAP into 3 lots (Lots 414A, 414B and 414C). The lots are proposed to remain within Zone FD (Future Development), and the application does not include built form development of the Secondary Activity Centre.

The proposed creation of 3 lots (remaining Zone FD) is directly for the purpose of a Secondary Activity Centre. As the lots are to remain in Zone FD, this ensures the requirements of the BFPPAP remain applicable to the design of the future public open space lot and the design of the secondary activity centre. A future application will be required to re-zone the land to an appropriate zone for a secondary activity centre (i.e Zone CB or Specific Use Zone) and also subdivide the land to provide an open space lot in the Secondary Activity Centre.

Notwithstanding the above, the proposed subdivision of the Secondary Activity Centre into separate titles may create challenges in achieving the coordinated delivery of public spaces and integrated urban design outcomes envisaged by the BFPPAP, as future development of individual lots may occur independently, potentially compromising the delivery of a cohesive and integrated Secondary Activity Centre.

It is also noted that the proposed subdivision does not clearly identify the location or extent of this urban public space and whether it will be wholly contained within one lot or across multiple lots. This creates uncertainty as to how the public space will serve the Secondary Activity Centre as a whole.

In this context, the DCA may wish to query how the proposed subdivision does not prejudice the future development of the land envisaged in the BFPPAP.

Part 3 – Overlays

Clause 3.5 LPA – Land in Proximity to Airports (LPA Overlay)

The development site is affected by the LPA Overlay and is located within the ANEF 20–25 contour on the Darwin 2043 ANEF map.

The purpose of clause 3.5 LPA is to “*Identify areas which may be subject to additional amenity impacts and/or restrictions due to its proximity to an airport, and ensure that the use and development of land in these areas:*

- a) *minimises the detrimental effects of aircraft noise on people who reside or work in the vicinity of an airport;*
- b) *does not result in any new use or intensification of development on land that would prejudice the safety or efficiency of an airport;*
- c) *does not result in any new use or intensification of development that would jeopardise the curfew free operation of the Territory’s airports (where applicable); and*
- d) *retains the non-urban character of the land.”*

The assessment establishes that the proposal complies with the requirements of the overlay noting:

- No issues were raised by the Darwin International Airport (DIA) or the Department of Defence.

- Advice from the Airport Development Group (ADG) confirms that siting of residential buildings in ANEF 20–25 contour is conditionally acceptable and future development within the site will be subject to aircraft noise and should be designed in accordance with AS 2021 – Acoustics, Aircraft Noise Intrusion, Building Siting and Construction.
- Federal regulations and other standards (AS 2021 – 2000) are applicable to the provision of external lighting within a flight path and building design.
- The proposed subdivision is unlikely to naturally attract birds and bats.

Part 4 – Zones

Clause 4.27 Zone FD – Future Development

The purpose of Zone FD is to *“identify an area that is intended for future rezoning and development in accordance with the Strategic Framework. Development is limited to a level that will not prejudice future development or is compatible with planned future purposes.”*

The proposed subdivision creates 7 residentially zoned lots capable for accommodating low to medium density residential development, 3 future development zoned lots intended to accommodate a future Secondary Activity Centre and 3 open space lots.

As discussed above, the future Secondary Activity Centre is proposed to be accommodated on 3 separate lots which is to remain in Zone FD ensuring the requirements of the BFPPAP remain applicable to the design of the future public open space lot and the design of the secondary activity centre. The overall subdivision is reasonably consistent with the relevant strategic framework provisions.

The requirements of Zone MR, LMR, PS and FD are considered in Part 6 below.

Part 6 – Subdivision and Consolidation Requirements

Pursuant to the editor’s note to Clause 6.1. (Preliminary) states *“Editor’s note: Refer to the Northern Territory Subdivision Development Guidelines (NTSDG) in Schedule 5 for best practice engineering design and construction standards for important Public Infrastructure such as streets and pathways, public open space and landscaping, stormwater drainage, and utility services. The NTSDG set out the minimum design standards required by Relevant Authorities to facilitate clearance of conditions imposed on any Development Permit issued under the Planning Act 1999, and should therefore be used as a point of reference as part of a land subdivision”*

Relevant Authority is defined under the NTSDG as *“Means, for a component of Public Infrastructure constructed as part of the Development Works, any governmental, semi-governmental, public, statutory body, statutory corporation or government owned corporation, entity, department or authority that is intended to accept handover of, own and maintain that Public Infrastructure after Practical Completion. Includes Service Authority and Local Authority as applicable.”*

The NTSDG have been used as a point of reference as part of the proposed subdivision application, noting the application has been circulated to relevant service authorities and the local government council, and no conditions or notes in relation to the NTSDG were raised. Although at the time of exhibition (and circulation of the application to service authorities and the local government council) the editor’s note did not form part of the NTPS 2020.

In addition, Zone PS is not mentioned within Part 6 (Subdivision Requirements) of the NTPS2020, and pursuant to the editors to clause 6.1 (Preliminary), any subdivision application

should instead respond to the relevant zone purpose and outcomes of Zone OR (Organised Recreation) and Strategic Framework (BFPPAP).

Clause 4.17 Zone PS – Public Open Space

The purpose of clause is to “*Retain and enrich open space areas for public use and enjoyment, and the enhancement of public amenity.*”

The proposed open spaces (three lots) will enrich the amenity of the surrounding area and primarily cater for the informal recreation needs of the community. The proposed subdivision seeks to facilitate the future development of residential lots, which will rely on the provision of open spaces within the immediate locality.

Part 6 of the NTPS2020 has been considered and it is found that the proposal complies with the relevant requirements, an assessment is provided below:

Clause 6.5.1 Subdivision in Zone FD

The purpose of this clause is to “*provide for the subdivision of land in Zone FD in a manner that will not prejudice the intended ultimate subdivision and future development of the land envisaged in the strategic framework*”.

The proposal does not comply with subclause 6.5.1(3), as the minimum lot size of 50ha is not achieved, however, subclause 6.5.1(4) states “*despite sub-clause 3, subdivision may create lots consistent with the intended future zoning if it:*

- a) *complies with the relevant subdivision requirements of the intended future zone;*
- b) *is generally in accordance with an area plan or other relevant component of the strategic framework; and*
- c) *services are, or can be, made available to that land.”*

It is considered that the requirements of subclause 4 are met, and therefore no variation is required to either subclause 3 or 4, for the following reasons:

- In response to subclause 4(a), the proposed subdivision is considered to comply with the relevant subdivision requirements of the intended future zones as assessed below.
- In response to subclause 4(b), the proposed subdivision proposed subdivision creates 7 residentially zoned lots capable for accommodating low to medium density residential development, 3 future development zoned lots intended to accommodate a future Secondary Activity Centre and 3 open space lots. As discussed above, the future Secondary Activity Centre is proposed to be accommodated on 3 separate lots which is to remain in Zone FD ensuring the requirements of the BFPPAP remain applicable to the design of the future public open space lot and the design of the secondary activity centre. The overall subdivision is reasonably consistent with the relevant strategic framework provisions.
- In response to subclause 4(c), service authority comments indicate that the proposed subdivision is able to be adequately serviced, subject to permit conditions. These permit conditions are referenced in section 8 of this report

Clause 6.2.1 (Lot Size and Configuration for Subdivision in Zones LR, LMR, MR and HR)

The requirements of this clause are as follows:

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

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 16m (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)

- “5. Land is to be subdivided in accordance with Table A to this clause.
6. Lots are to conform with the building envelope requirements in Table B to this clause.
7. Lots have sufficient area and appropriate dimensions to provide for the proposed density of developments including dwellings, vehicle access, parking and ancillary buildings.
8. There are no battle-axe lots.
9. Lots are oriented to allow dwellings to take advantage of environmental conditions such as prevailing breezes and sunlight.
10. Lots are connected to reticulated services.
11. Potential land use conflicts are minimised by taking account of the visual and acoustic privacy of residents.
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.”

The assessment establishes that the proposed subdivision complies with the requirements of Clause 6.2.1, for the following reasons:

- The proposed LMR lots range from 985m² to 1,597m² and exceed the minimum 300m² lot size. The proposed MR lots are 3,243m² and 6,431m² and exceed the minimum 800m² lot size.
- All proposed LMR and MR lots are greater than 600m² and are capable of accommodating the required 17m x 17m building envelope.
- The proposed MR and LMR lots have sufficient area and dimensions to accommodate the intended future residential density, including vehicle access, parking and ancillary structures.

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- No battle-axe lots are proposed. All lots have direct frontage to a public road.
- The lot configuration and road frontage allow future dwellings to be designed to respond to environmental conditions.
- All lots will be connected to reticulated water and sewer infrastructure.
- The proposed subdivision is part of the Berrimah Farm 'Northcrest' residential development; therefore, no potential land use conflicts are expected.
- The proposed MR and LMR lots are located in close proximity to public open space lots (Lots 411 and 404) and the public open space adjoining Lot 414C. The lots are also adjacent to the future Secondary Activity Centre, which is intended to provide community facilities and services. The lots are integrated with the Northcrest road network and are not located within a cul-de-sac.

In relation to Clause 6.2.2 (Lots Less Than 600m² for Dwellings-Single) there are no lots proposed to be less than 600m² in area and therefore the requirements of this clause are not relevant to the proposed development.

Clause 6.2.3 (Site Characteristics for Subdivision in Zones LR, LMR, MR and HR)

The requirements of this clause are as follows:

- 2. Avoid the development of land of excessive slope, unstable or otherwise unsuitable soils (e.g. seasonally waterlogged) and 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.*
- 4. Retain and protect significant natural and cultural features.*
- 5. Avoid development of land affected by a 1% AEP flood or storm surge event.*
- 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 assessment establishes that the proposed subdivision complies with the requirements of Clause 6.2.3, for the following reasons:

- The Engineering Design Report confirms that the earthworks strategy follows the natural contours of the land, with allotments graded to fall towards the road reserve at a minimum 1% fall. Stormwater is to be managed in accordance with the broader Northcrest drainage network, and no unsuitable land has been identified for subdivision.
- No residential lots less than 600m² are proposed and therefore subclause 3 is not applicable.
- No significant natural and cultural features have been identified, noting the identified WWII Heritage Site is located outside of the development site area. The Aboriginal Areas Protection Authority has advised that a Section 24B application is currently under assessment. This matter is addressed through the standard condition applied on permit.
- No part of the subdivision is identified as being affected by a 1% AEP flood or storm surge event.
- No natural drainage lines or significant vegetation requiring retention within the subdivision have been identified.

Clause 6.2.4 (Infrastructure and Community Facilities for Subdivision in Zones LR, LMR, MR and HR)

The requirements of this clause are as follows:

2. Provide a high level of internal accessibility and external connections for pedestrian, cycle and vehicle movements.
3. Provide links to schools, commercial facilities and public transport services.
4. Provide traffic management to restrain vehicle speed, deter through traffic and create safe conditions for all road users.
5. Incorporate street networks capable of accommodating safe and convenient bus routes with stops within a 400m radius of a majority of dwellings.
6. Provide for connection to reticulated services.
7. Provide a minimum of 10% of the subdivision area as public open space which: ensures the majority of dwellings are within 400m walking distance of a neighbourhood park;
 - a) incorporates recreational open space in larger units available for active leisure pursuits;
 - b) is unencumbered by drains and has sufficient flat area for informal recreation; and
 - c) is designed to provide a safe environment for users by allowing clear views of the open space from surrounding dwellings or passing vehicles.

The assessment establishes that the proposed subdivision complies with the requirements of Clause 6.2.4, for the following reasons:

- The proposed roads provide both pedestrian and cyclist connections throughout the site and connect to the Secondary Activity Centre and public open spaces.
- The proposed subdivision provides links to schools, commercial facilities and public transport.
- All dwellings are within 400m walking distance of open space.
- All lots will be connected to reticulated services.
- The proposed subdivision comprises an area of 15,439m² that is proposed to be MR and LMR and proposes 4069m² of public open space. Therefore, public open space makes up 26.4% of the proposed residential subdivision area.

- (b) any proposed amendments to such a planning scheme:**
- (i) that have been or are on exhibition under Part 2, Division 3;**
 - (ii) in respect of which a decision has not been made under Part 2, Division 5; and**
 - (iii) that are relevant to the development proposed in the development application**

There are no other proposed amendments to the Northern Territory Planning Scheme 2020 which affect this proposal.

- (c) an interim development control order, if any, in respect of the land to which the application relates**

There are no interim development control orders relevant to the site.

- (d) an environment protection objective within the meaning of the Waste Management and Pollution Control Act 1998 that is relevant to the land to which the application relates**

There are no environmental protection objectives relevant to the land.

- (e) any submissions made under section 49, and any evidence or information received under section 50, in relation to the development application**

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The application was placed on public exhibition for a period of two weeks, between 8 May 2026 and 22 May 2026. No public submissions were received under section 49(1) of the *Planning Act 1999*.

(f) a matter that the Minister has, under section 85, directed it to consider in relation to development applications generally

The Minister has made no direction in relation to the application.

(h) the merits of the proposed development as demonstrated in the application

The merits mentioned in Statement of Effect is reproduced as follows:

The proposed subdivision has merit and is consistent with the DRLUP which recognises the role of the Berrimah Farm locality for infill development and is consistent with the Area Plan as it will facilitate future mixed-use commercial and residential development of the subject precinct of Northcrest Estate. The lots to be created as part of this subdivision respond to the physical characteristics of the land and does not detrimentally impact on surrounding land. Overall, the proposed subdivision will be integrated with current and future infrastructure, community services and facilities. This includes connections to reticulated services, existing roads and public open space; and the provision of new roads, footpaths and open spaces.

(j) the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development

The proposed subdivision comprises 13 lots on a 5.4ha part of the site. The subdivision will be serviced by reticulated water, sewer, stormwater, road and power infrastructure, with stormwater from the site managed through the broader Northcrest stormwater network and regional detention system.

The BFPPAP identifies the northern portion of the development site as the future Secondary Activity Centre (Precinct 1A), with adjoining land identified for medium density residential development and associated public open space. The proposed subdivision is generally consistent with intended future zoning and is considered capable of supporting the future development.

Further, no concerns have been raised by the Development Coordination, Land Resource Division of the Department of Lands, Planning and Environment (DLPE) in relation to land capability and has also not identified any constraint to subdivision.

(k) the public facilities or public open space available in the area in which the land is situated and the requirement, if any, for the facilities, or land suitable for public recreation, to be provided by the developer

The proposed subdivision includes the creation of 3 open space lots, which equates to 4069m² (7.5%) of the development site area. The proposed subdivision comprises an area of 15,439m² that is proposed to be in Zone MR and Zone LMR and therefore public open space makes up 26.4% of the proposed residential subdivision area.

As the Secondary Activity Centre lots are to remain in Zone FD, this allows an integrated approach to the design of the future additional public open space lot identified in the BFPPAP. A future application will be required to re-zone the land to an appropriate zone for a secondary

activity centre (i.e Zone CB or Specific Use Zone) and also subdivide the land to provide an additional open space lot in the secondary activity centre.

(m) the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and the requirement, if any, for those facilities, infrastructure or land to be provided by the developer for that purpose

The application was placed on public exhibition for a period of two weeks, between 8 May 2026 and 22 May 2026. The comments received from service authorities are as follows:

In relation to the editor's note to Clause 6.1. (Preliminary) in relation to the *Northern Territory Subdivision Development Guidelines (NTSDG) in Schedule 5 for best practice engineering design and construction standards for important Public Infrastructure such as streets and pathways, public open space and landscaping, stormwater drainage, and utility services*. The application has been circulated to relevant service authorities and the local government council, and no conditions or notes in relation to the NTSDG have been recommended to be applied to any development permit issued. Although it is noted that at the time of exhibition (and circulation of the application to service authorities and the local government council) the editor's note did not form part of the NTPS 2020.

Local Authority:

The site is not located within a local government area. As such, the application was circulated to the Land Development Unit (LDU), which is a division of the Department of Lands, Planning and Environment (DLPE), and who has responsibility for managing local roads, parks, and stormwater infrastructure within the Northcrest development.

1. Land Development Unit (LDU) – Bookmark F1

The Land Development Unit (LDU) raised no objection, subject to conditions being applied to any development permit to address the following:

- Updated subdivision masterplan in accordance with Berrimah Farm Subdivision Guidelines (including roads, stormwater, servicing, public open space and lighting).
- Dilapidation report for affected public infrastructure.
- Construction Traffic Management Plan.
- Traffic Impact Assessment.
- Engineering design approvals (Permission to Use).
- Design and construction of roads, stormwater and access infrastructure to LDU standards.
- kerbs crossovers
- Road safety audit prior to issue of part 5.
- Road reserve

The conditions and notes as specified by LDU are recommended to be applied to the permit to address the above requirements.

Service Authority:

2. Power and Water Corporation (Water Services) – Bookmark F2

Power and Water (Water Services) noted that an amended hydraulic master plan is being prepared to address discrepancies between the previous endorsed master plan allocation and the current application. The amended plan is expected to be submitted separately.

Further, Power and Water (Water Services) provided comments in relation to provision and upgrade of water and sewer services, servicing arrangements for individual lots, protection of existing easements, and coordination prior to construction.

Standard conditions and notes are recommended to be applied to the permit to address the above requirements.

3. Power and Water Corporation – (Power Services) – Bookmark F3

Power and Water (Power Services) provided standard comments in relation to provision of underground electricity reticulation, compliance with high voltage master planning requirements, detailed power servicing design, establishment of appropriate easements, and connection approvals for the subdivision.

Standard conditions and notes are recommended to be applied to the permit to address the above requirements.

4. Darwin International Airport (Airport Development Group) – Bookmark F4

Airport Development Group (ADG) advised that the site is located within the 20–25 ANEF contour, where residential development is conditionally acceptable subject to appropriate noise attenuation in accordance with AS2021. ADG noted that the site will experience aircraft noise during both day and night and requested that future development incorporate appropriate noise attenuation measures.

ADG further advised that the proposal does not raise significant concerns regarding airport operations. The site is located outside building-generated windshear and turbulence assessment areas, outside the 6km airport lighting compliance limit, and future building heights are unlikely to impact protected airspace. However, crane operations during construction may require separate approval.

ADG also advised that the site lies within Wildlife Hazard Management Area B and that future development should avoid creating wildlife attractants in accordance with NASF guidelines.

Standard conditions and notes are recommended to be applied to the permit to address the above requirements.

5. Transport and Civil Infrastructure (TCI) of the Department of Logistics and Infrastructure (DLI) – Bookmark F6

TCI raised no objection, subject to the following comments and requirements being addressed:

- All works within or impacting Stuart Highway to be in accordance with DLI standards.
- Obtain approval/permit prior to undertaking any works within the Stuart Highway road reserve.

- Construction Traffic Management Plan.
- No direct access to Stuart Highway.
- Measures to prevent tracking or dropping of material onto the road network.
- Stormwater runoff management to prevent discharge onto Stuart Highway.
- Stormwater drainage
- Fencing along Stuart Highway in accordance with DLI requirements.
- Compliance with AS3671 – road traffic noise intrusion.
- Provision of signage, including property identification and floodlighting requirements.

The conditions and notes as specified by TCI are recommended to be applied to the permit to address the above requirements.

6. Development Coordination, Land Resource Division of the Department of Lands, Planning and Environment (DLPE) – Bookmark F7

The application was assessed by the relevant divisions within DLPE and the following comments from each Division/Unit have been provided:

Land Management Unit requested standard conditions and notes be applied in relation to the preparation and implementation of an Erosion and Sediment Control Plan (ESCP).

Weed Management Branch requested standard note be applied in relation to the *Weeds Management Act 2001*.

Environment and Heritage division advised:

- A search has found that there are no recorded Aboriginal or Macassan archaeological places and objects within the subject site, and the likelihood of unrecorded Aboriginal or Macassan archaeological places existing has been assessed as unlikely. No physical survey work is required for this proposed impact.
- The Heritage Branch has provided advice on multiple stages of the development, most recently on 20 April 2026. To best meet the obligations under the Heritage Act 2011, the proponent should continue to adhere to their Heritage Management Plan.
- The search has found that there are nominated, provisionally declared or declared heritage places or objects within the subject site.

Environment Regulations advised the proposal does not appear to trigger the licensing requirements of an Environment Protection Approval (EPA) under the Waste Management and Pollution Control Act 1998 (WMPC Act). In addition advised of obligations under the WMPC Act including management of dust, noise, erosion and sediment control, storage, site contamination and waste management.

Crown Land Estate (Land and planning Division) conveyed that the application was *reviewed*, and they had no comments to provide in relation to the proposal.

Standard conditions and notes are recommended to be applied to the permit to address the above requirements.

7. Aboriginal Areas Protection Authority (AAPA) – Bookmark F8

The Aboriginal Areas Protection Authority (AAPA) reviewed the application and raised no objection, noting that a Section 24B application under the Northern Territory Aboriginal Sacred Sites Act 1989 has been lodged and is currently under assessment.

AAPA requests that the applicant obtains the relevant Authority Certificate prior to commencement of works.

A standard note is recommended to be applied to the permit to address the above requirements.

8. Medical Entomology Branch (Department of Health) – Bookmark F9

The Medical Entomology Branch advised there are no Medical Entomology comments.

The application was circulated to the Department of Defence, Survey Land Records (DLPE), Telstra, or NBN Co and no comments received.

(n) the potential impact on the existing and future amenity of the area in which the land is situated

The proposal generally accords with the layout depicted within the BFPPAP and is considered unlikely to adversely impact the area or alter community expectations for the development site. The proposed subdivision is considered to achieve appropriate levels of mixed-use amenity.

Conditions and advisory notes have been recommended on the permit, to address potential impacts to local amenity as a result of the construction works (sediment control, stormwater, construction noise, vehicle access, reticulated services etc.).

(p) the public interest, including (if relevant) how the following matters are provided for in the application:

(i) community safety through crime prevention principles in design;

(ii) water safety;

(iii) access for persons with disabilities

The open spaces proposed in the subdivision demonstrates a community safety through crime prevention principles in design including by maximising views between roads and open space areas, the lighting of main parks, providing logical/direct path connections, and by identifying that the understorey of vegetation will be cleared where existing vegetation is to be retained to allow for clearer view

The *Disability Discrimination Act* (DDA) is the primary legislation in Australia, addressing discrimination against people with disabilities. AS 1428' Design for Access & Mobility' includes a suite of standards that are applicable to pedestrians. The primary focus of the standard considers the requirements of people who may have a mobility disability or vision impairment.

It is the responsibility of the proponent and local authority to consider that streets and open space networks respond to the DDA and Building Code of Australia in terms of access for persons with disability. Details such as surface treatments (tactile ground surface indicators), gradient, ramps to the roadway or lower surface and dimensions are relevant to the pedestrian access to provide access for all.

(pa) for a proposed subdivision or consolidation of land in a Restricted Water Extraction Area – whether the subdivision or consolidation complies with the restrictions of sections 14A and 14B of the Water Act 1992 and the requirements of section 14C(1) of that Act;

The proposed subdivision falls outside the boundary delineated for Restricted Water Extraction Area.

- (q) *for a proposed subdivision of land on which a building is, or will be, situated – whether the building complies, or will comply, with any requirements prescribed by regulation in relation to the building (including, for example, requirements about the structural integrity and fire safety of the building)*

Not applicable to this application.

- (r) *any potential impact on natural, social, cultural or heritage values, including, for example, the heritage significance of a heritage place or object under the Heritage Act 2011*

There are no known natural, social, cultural or heritage values associated with the subject site.

- (s) *any beneficial uses, quality standards, criteria, or objectives, that are declared under section 73 of the Water Act 1992*

The following declared beneficial uses apply to the subject land for Darwin Harbour:

- Aquaculture, environment, cultural, rural stock and domestic.

It is the responsibility of the developer and landowner to ensure that land use does not result in a contravention of the *Water Act 1992*.

- (t) *other matters it thinks fit*

No other matters are raised for consideration by the consent authority.

Section 51(2) of the *Planning Act 1999*

If a development proposal is required to be referred to the NT EPA under Part 4, Division 3 of the Environment Protection Act 2019, the consent authority must not make a decision under this Division in relation to a development application for the proposal unless:

- (a) *the NT EPA has determined that an environmental impact assessment is not required under that Act for that proposal; or*
(b) *if the NT EPA has determined that an environmental impact assessment is required – an environmental approval has been granted under that Act for the proposal and the decision is consistent with that approval; or*
(c) *the Environment Protection Act 2019 otherwise permits the making of the decision.*

it is noted that the Environment Division did not raise any concerns with this application, and that it is not considered to be of scale or intensity that would reasonably require the preparation of any environmental reports or impact statements under the *Environmental Protection Act 2019*.

7. RECOMMENDATION

That the Development Consent Authority pursuant to section 53(a) of the *Planning Act 1999*, consent to the application to develop Part Section 7349, Hundred of Bagot for the purpose of subdivision to create 13 lots subject to the following conditions:

CONDITIONS PRECEDENT

1. Prior to the endorsement of plans and prior to commencement of works (including site preparation works), updated standalone Subdivision Masterplan documentation must be prepared in accordance with the Berrimah Farm Subdivision Development Guidelines and submitted to and approved by the Land Development Unit (LDU), to the satisfaction of the consent authority. The updated documentation must reflect the current Stage 7F lot layout and relevant adjoining stages, and must confirm the interconnection of infrastructure between stages. The documentation must include, where relevant:
 - a) Streets and Pathways Masterplan, including current pathway connections between stages;
 - b) Stormwater Management Plan, including the connection of existing and proposed stages to the stormwater detention system and updated detention basin/flood extent information
 - c) Public Open Space Masterplan
 - d) Street and Public Lighting Masterplan
2. Prior to the endorsement of plans and prior to the commencement of works (including site preparation works), a Traffic Impact Assessment (TIA) must be prepared in accordance with the Berrimah Farm Subdivision Development Guidelines and submitted to and approved by the relevant road authority, to the satisfaction of the consent authority.
3. Prior to the commencement of works (including site preparation works), a Dilapidation Report must be prepared for all existing public infrastructure that may be affected by the development works, in accordance with the Berrimah Farm Subdivision Development Guidelines, and submitted to and approved by the LDU, DLPE, to the satisfaction of the consent authority.
4. Prior to the commencement of works (including site preparation works), a Construction Traffic Management Plan (CTPM) must be prepared and submitted to and approved by the LDU (DLPE) and Transport and Civil Infrastructure (TCI) of the Department of Logistics and Infrastructure (DLI), to the satisfaction of the consent authority.
5. Prior to the commencement of construction works (including site preparation works), the developer must obtain Permission to Use for all detailed design documentation, including engineering design drawings, reports and specifications for all proposed works, from the relevant authority to the satisfaction of the consent authority.
6. Prior to the commencement of works (including site preparation works), a Type 2 Erosion and Sediment Control Plan (ESCP) must be developed in accordance with the Department of Lands, Planning and Environment Erosion and Sediment Control Plan (ESCP) procedures. The ESCP must be certified by a Certified Professional in Erosion and Sediment Control (CPESC). The ESCP must be submitted for acceptance prior to the commencement of any earth disturbing activities (including clearing and early works) to Development Assessment Services via email: das.ntg@nt.gov.au. Please refer to notation 1 for further information.

GENERAL CONDITIONS

7. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
8. The works carried out under this permit shall be in accordance with the Construction Traffic Management Plan (CTMP).
9. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, sewerage facilities, electricity services and telecommunication services to each lot shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
Please refer to notations 1, 3 and 4 for further information.
10. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
11. All existing and proposed easements and sites for existing and required utility services must be vested in the relevant authority for which the easement or site is to be created.
12. All existing and proposed easements and sites for existing and required utility services must be vested in the relevant authority for which the easement or site is to be created on the plan of subdivision submitted for approval by the Surveyor General.
13. All proposed and affected roads, streetlights, stormwater drainage, pedestrian corridors, access crossovers/ driveways and streetscaping must be designed and constructed in accordance with the Berrimah Farm Subdivision Guidelines to the technical requirements of the LDU, DLPE, and to the satisfaction of the consent authority. All approved works constructed are at the developer's expense.
14. Any disturbance to existing Public Infrastructure is to be rehabilitated to the technical requirements of the LDU, DLPE, to the satisfaction of the consent authority.
15. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of LDU, DLPE, to the satisfaction of the consent authority.
16. All proposed roads to be created on the plan of subdivision submitted for approval by the Surveyor General must be dedicated to the relevant Northern Territory or local government authority.
17. Should the certified Type 2 ESCP require amendment, the revised ESCP must be certified by a suitably qualified and experienced professional and submitted to Development Assessment Services (via email: das.ntg@nt.gov.au).
18. All works relating to this permit must be undertaken in accordance with the certified Type 2 ESCP.
19. At completion of works, certification must be provided by a suitably qualified and experienced professional regarding satisfactory implementation of permanent erosion and sediment control measures and site stabilisation. This certification must be submitted to Development Assessment Services via email: das.ntg@nt.gov.au. Permit Notes: nt.gov.au
20. Prior to the issue of Part 5 clearance, a Stage 3 and 4 Road Safety Audit is to be prepared by a suitably qualified traffic engineer in accordance with the Austroads Document Guide

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to Traffic Management Part 12: Traffic Impacts of Developments shall be submitted to and approved by LDU, DLPE, to the satisfaction of the consent authority.

21. Surface stormwater run off from the development site onto the Start Highway road is not permitted. Accordingly, stormwater shall be wholly contained within the site and discharged into the stormwater drainage system to the standards and approval of the TLI (DLI) (where it impacts on the NTG controlled road reserves), the Crown Land Management Division (where it impacts on Crown land or a drainage easement in favour of the Territory), to the satisfaction of the consent authority. Stormwater design plans submitted for approval shall provide details of site levels and existing downstream drainage infrastructure.

Notes

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
2. All developers, including owner-builders, are required to comply with Commonwealth telecommunications requirements. Under Commonwealth law, developers are generally required to provide fibre-ready pit and pipe in their developments at their expense. Developers may be able to access an exemption from these arrangements in some circumstances. For more information visit www.infrastructure.gov.au/tind
3. If you choose nbn to service your development, you will need to enter into a development agreement with nbn. The first step is to register the development via <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments.html> once registered nbn will be in contact to discuss the specific requirements for the development. Nbn requires you to apply at least 3 months before any civil works commence. All telecommunications infrastructure should be built to nbn guidelines found at <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments/builders-designers.html>
4. A "Permit to Work Within a Road Reserve" will be required from LDU before the commencement of any works within the road reserve.
5. Upon completion of any works within or impacting upon existing or proposed road reserves, the road reserves shall be rehabilitated to the technical requirements of LDU (or relevant council) and returned to its original condition as documented in the dilapidation report.
6. The Department of Defence has advised that the subject site is constrained by building height controls that protect airspace near RAAF Base Darwin to ensure the safety of aircraft on approach, departure and low-flying man. Any structures higher than 15 metres or 45 metres above ground level (AGL) require approval under the Defence (Aviation Area) (DAA) Regulations.
7. Any organic waste and/or storage of commercial bins must be handled appropriately to minimise bird activities.

8. Transport and Civil Infrastructure (TCI) of the Department of Logistics and Infrastructure (DLI) advise that :

- i. All proposed work (including the provision or connection of services) within, or impacting upon the Stuart Highway road reserve shall be designed, supervised and certified on completion by a practising and registered civil engineer, and shall be in accordance with the standards and specifications of TCI, DLI, to the satisfaction of the consent authority.

Design documents must be submitted to TCI for road agency approval, irrespective of approvals granted by other authorities e.g. Power & Water Corporation (PWC). No works within, or impacting upon the NTG road reserves are to commence prior to gaining road agency approval.

Note that a development permit issued under the *Planning Act* is not an approval for access onto a Territory Road. Approval for access to be taken from, or constructed within the NTG controlled road reserve rests solely with TCI, DLI as the approving road authority. The developer its contractor or service provider is required to obtain a "Permit to Work within the NTG

- ii. The clearing and future use of the land, including any noise attenuation measures, shall not be detrimental to the drainage of the Stuart Highway road reserve through the blocking of offset drains, natural drainage channels or overland flow.
- iii. Any new road reserves (distributor, collector or local roads) created via this subdivision shall be vested with the relevant local authority and shall be noted on the survey plan as such.
- iv. Where unfenced, the Stuart Highway frontage is to be appropriately fenced in accordance with the Departments standards and requirements to deter unauthorised vehicular and/or pedestrian movement. Gates are not to be provided in the fencing.
- v. The installation of any services or service connections within the Start Highway road reserve is subject to TCI, DLI approval. All service related works are to be contained within the appropriate nominal service corridor (refer standard drawing CS-3001).
- vi. The finish of any Prime Identification sign, if erected, shall be such that, if illuminated, day and night readability is the same and is of constant display (i.e. not flashing or of variable message). The sign shall be positioned:
 - a. so as not to create sun or headlight reflection to motorists; and
 - b. be located entirely (including foundations and aerially) within the subject Lot.
- vii. Advertising signage including temporary or permanent, e.g. 'A' frame, vehicle or trailer mounted, etc. shall not be erected or located within the Stuart Highway road reserve.
- viii. Any floodlighting or security lighting provided on site is to be shielded in a manner to prevent the lighting being noticeable or causing nuisance to Stuart Highway traffic.

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- ix. The developer, its contractor or service provider is required to obtain a “Permit to Work within the NTG Road Reserves” prior to the commencement of any works within the Stuart Highway road reserve.
- x. Direct access shall not be permitted to the subject subdivision from the Stuart Highway road reserve. All access arrangements shall be via the internal local road network.
- xi. No temporary access for construction purposes shall be permitted from the Stuart Highway road reserve. Construction and delivery vehicles shall not be parked on the Start Highway road reserve.
- xii. The loads of all trucks entering and leaving the site of works are to be constrained in such a manner as to prevent the dropping or tracking of materials onto streets. This includes ensuring that all wheels, tracks and body surfaces are free of mud and other contaminants before entering onto the sealed road network.

The use of shaker screens/ rubble pads to remove loose material from trucks prior to entering the road network is a requirement. Where tracked material on the road pavement becomes a potential safety issue, the developer will be obliged to sweep and clean material off the road.

- xiii. The developer shall consider the Department’s Policy “Road Traffic Noise on NTG controlled roads” and have carried out, in accordance with AS3671 Road Traffic Noise Intrusion - Building Siting and Construction, an assessment by a suitably qualified person of the development’s present and predicted future exposure to road traffic noise levels. Where required, the developer shall provide appropriate noise attenuation measures to the satisfaction of the Chairman, Development Consent Authority. All noise attenuation works deemed necessary, e.g. building materials and design, lot layout or noise barriers, shall be wholly contained within the subject Lot (including foundations) and carried out and maintained at full cost to the developer.
9. The Department of Lands, Planning and Environment Erosion and Sediment Control Plan (ESCP) procedures as updated available at: <https://depws.nt.gov.au/land-management>
 10. Darwin International Airport advises that separate requests for assessment and approval must be submitted to Darwin International Airport and the Department of Defence NT for any cranes used during construction that will infringe on either the Obstacle Limitation Surfaces (OLS) or Procedures for Air Navigation Services – Operations (PANS-OPS) surfaces for Darwin Airport.
 11. A suitably qualified and experienced professional in erosion and sediment control as defined by the International Erosion Control Association (IECA) Australasia - <https://austieca.com.au/esc-certification/suitably-qualified-professional>.
 12. Information regarding erosion and sediment control can be obtained from the IECA Best Practice Erosion and Sediment Control 2008 books available at <https://austieca.com.au/home> and Land Management Factsheets available at <https://nt.gov.au/environment/soil-land-vegetation>. For further advice, contact the Development Coordination Branch: (08) 8999 4446.

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13. All land in the Northern Territory is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to owners and occupiers of land regarding declared weeds. Section 9 general duties include the requirement to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading. There are additional duties including a prohibition on buying, selling, cultivating, moving or propagating any declared weed and the requirement to notify the Weed Management Branch of a declared weed not previously present on the land within 14 days of detection. Should you require further weed management advice contact the weed management branch on (08) 8999 4567 or weedinfo@nt.gov.au.
14. There are statutory obligations under the *Waste Management and Pollution Control Act 1998* (the Act), that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority website at <http://ntepa.ntg.gov.au/waste-pollution/guidelines/guidelines>.

The Act, administered by the Northern Territory Environment Protection Authority, is separate to and not reduced or affected in any way by other legislation administered by other Departments or Authorities. The Environment Operations Branch of the Environment Division, DLPE may take enforcement action or issue statutory instruments should there be noncompliance with the Act.
15. The Aboriginal Areas Protection Authority recommends that the permit holder obtain a new Authority Certificate to indemnify against prosecution under the Northern Territory Aboriginal Sacred Sites Act 1989. For advice on how to obtain a certificate please contact the Aboriginal Areas Protection Authority.
16. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the Northern Territory Building Act 1993 before commencing any demolition or construction works.
17. Any proposed works which fall within the scope of the Construction Industry Long Service Leave and Benefits Act 2005 must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on 08 8936 4070 to determine if the proposed works are subject to the Act.
18. All new roads, including alterations and extensions to existing roads, are required to be named under the *Place Names Act 1967*. You should immediately make an application to the Place Names Committee to commence the road naming process. Contact the Place Names Unit on (08) 8995 5333 or place.names@nt.gov.au. Further information can be found at www.placenames.nt.gov.au.

REASONS FOR THE RECOMMENDATION

1. Pursuant to section 51(1)(a) of the *Planning Act 1999*, the consent authority must take into consideration the planning scheme that applies to the land to which the application relates.

The Northern Territory Planning Scheme 2020 (NTPS 2020) applies to the land and subdivision to create 13 lots (Northcrest Stage 7F) requires consent under clause 1.8 (When development consent is required). It is identified as Impact Assessable under clause 1.8(1)(c)(ii); therefore, the Strategic Framework (Berrimah Farm Planning Principles and Area Plan), overlay clause 3.5 (LPA – Land in Proximity to Airports), the zone purpose and outcomes of clauses 4.17 Zone PS (Public Open Space) and 4.27 Zone FD (Future Development), and clauses 6.2.1 (Lot Size and Configuration for Subdivision in Zones LR, LMR, MR and HR), 6.2.2 (Lots Less Than 600m² for Dwellings-Single), 6.2.3 (Site Characteristics for Subdivision in Zones LR, LMR, MR and HR), 6.2.4 (Infrastructure and Community Facilities for Subdivision in Zones LR, LMR, MR and HR) and 6.5.1 (Subdivision in Zone FD), need to be considered.

The application has been assessed against the above-mentioned provisions of NTPS 2020 and it is found that the proposal complies with the relevant requirements.

Clause 1.10(4) of the NTPS 2020 states that “*in considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*”

1. *any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;*
2. *any Overlays and associated requirements in Part 3 that apply to the land;*
3. *the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and*
4. *any component of the Strategic Framework relevant to the land as set out in Part 2.”*

An assessment of Clause 1.10(4) is provided below.

Part 2 – Strategic Framework

I. **Berrimah Farm Planning Principles and Area Plan (BFPPAP):**

As identified in the Berrimah Farm Planning Principles and Area Plan (BFPPAP), the development site is earmarked for a future **Secondary Activity Centre (Precinct 1A)** with a maximum building height of **10 storeys**, and adjoining **Medium Density Residential (MR)** development with a maximum building height of **6 storeys**.

The assessment establishes that the subdivision complies with the key applicable planning principles, as assessed in detail below:

- Principle 1(a) requires that *development should minimise the off-site impacts of concentrated stormwater by managing the magnitude, quality and duration of stormwater runoff to ensure that the capacity of downstream infrastructure is not exceeded and that the quality of stormwater does not unreasonably impact the receiving environment*. The application responds to this through an Engineering Design Report prepared by ADG Engineers, which confirms that stormwater from Stage 7F will be managed through underground drainage infrastructure and overland flow paths integrated with the wider Northcrest stormwater network and regional detention basin system.

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Land Development Unit (LDU) of the Department of Lands, Planning and Environment (DLPE) has requested the inclusion of a condition precedent requiring the preparation of an updated Stormwater Management Plan confirming the connection of existing and proposed stages to the regional stormwater detention system and updated detention basin information. In addition, LDU also requested a general condition that stormwater drainage infrastructure be designed and constructed in accordance with the Berrimah Farm Subdivision Development Guidelines.

In addition to above, the Land Management Unit of the Department of Lands, Planning and Environment (DLPE) also requested a condition precedent requiring the preparation and implementation of an Erosion and Sediment Control Plan.

The above principle is addressed by application of the abovementioned conditions to the development permit.

- **Principle 1(b)** requires that development *accords with the Defence (Areas Control) Regulations 1989*. The site is subject to the Defence (Areas Control) Regulations 1989, under which structures exceeding 45m in height require approval. The proposal is for subdivision only and does not include any building works. The application was circulated to the Department of Defence and no concerns were raised. Any future development of the lots will be subject to separate assessment and will be required to comply with the applicable requirements at that time.
- **Principle 1(e)** requires the creation of a *safe and diverse urban residential environment*. The proposed subdivision includes Lots 414A, 414B and 414C, which are proposed to remain within Zone FD and comprise the land identified as the future Secondary Activity Centre (Precinct 1A) under the BFPPAP. The subdivision also provides land intended for future MR and LMR zoning immediately south of the future SAC, consistent with the density hierarchy envisaged by the Area Plan. The proposal creates a variety of lot sizes ranging from approximately 836m² to 13,500m² and includes public open space lots integrated with the broader Northcrest open space network. Access to the subdivision is provided via Hereford Court, which connects to Panquee Boulevard and the broader Northcrest road network.
- **Principle 1(f)** requires the *provision of an interconnected pedestrian and cyclist network*. The proposed subdivision incorporates an interconnected road network that integrates with the broader Northcrest Estate road system. The Statement of Effect advises the proposed road network will provide pedestrian and cycling connectivity to existing and future pedestrian and cycle connections within Northcrest. The subdivision includes public open space lots and land identified for the future Secondary Activity Centre (SAC), facilitating future connections between residential areas, public open spaces and the future SAC.

The Land Development Unit (LDU) has requested updated subdivision masterplan documentation, including a Streets and Pathways Masterplan confirming pathway connections between stages, to ensure the subdivision integrates with the broader Northcrest estate. The LDU has also recommended conditions requiring pedestrian corridors and associated infrastructure to be designed and constructed in accordance with the Berrimah Farm Subdivision Guidelines.

The above principle is addressed by application of above mentioned conditions to the development permit.

- **Planning Principles 1(g) and 1(h)** relates to the design and development of a Secondary Activity Centre and seeks to ensure that the Secondary Activity Centre is developed as an integrated, community-focused and pedestrian-friendly centre that provides coordinated public spaces, connectivity, urban design outcomes and a mix of land uses to serve the surrounding community.

The application proposes the subdivision of the land identified as the future Secondary Activity Centre (Precinct 1A) under the BFPPAP into 3 lots (Lots 414A, 414B and 414C). The lots are proposed to remain within Zone FD (Future Development), and the application does not include built form development of the Secondary Activity Centre.

The proposed creation of 3 lots (remaining Zone FD) is directly for the purpose of a Secondary Activity Centre. As the lots are to remain in Zone FD, this ensures the requirements of the BFPPAP remain applicable to the design of the future public open space lot and the design of the secondary activity centre. A future application will be required to re-zone the land to an appropriate zone for a secondary activity centre (i.e Zone CB or Specific Use Zone) and also subdivide the land to provide an open space lot in the Secondary Activity Centre.

Notwithstanding the above, the proposed subdivision of the Secondary Activity Centre into separate titles may create challenges in achieving the coordinated delivery of public spaces and integrated urban design outcomes envisaged by the BFPPAP, as future development of individual lots may occur independently, potentially compromising the delivery of a cohesive and integrated Secondary Activity Centre.

It is also noted that the proposed subdivision does not clearly identify the location or extent of this urban public space and whether it will be wholly contained within one lot or across multiple lots. This creates uncertainty as to how the public space will serve the Secondary Activity Centre as a whole.

In this context, the DCA may wish to query how the proposed subdivision does not prejudice the future development of the land envisaged in the BFPPAP.

Part 3 – Overlays

Clause 3.5 LPA – Land in Proximity to Airports (LPA Overlay)

The development site is affected by the LPA Overlay and is located within the ANEF 20–25 contour on the Darwin 2043 ANEF map.

The purpose of clause 3.5 LPA is to *Identify areas which may be subject to additional amenity impacts and/or restrictions due to its proximity to an airport, and ensure that the use and development of land in these areas:*

- e) *minimises the detrimental effects of aircraft noise on people who reside or work in the vicinity of an airport;*
- f) *does not result in any new use or intensification of development on land that would prejudice the safety or efficiency of an airport;*
- g) *does not result in any new use or intensification of development that would jeopardise the curfew free operation of the Territory's airports (where applicable); and*
- h) *retains the non-urban character of the land.*

The assessment establishes that the proposal complies with the requirements of the overlay noting:

- No issues were raised by the Darwin International Airport (DIA) or the Department of Defence.
- Advice from the Airport Development Group (ADG) confirms that siting of residential buildings in ANEF 20–25 contour is conditionally acceptable and future development within the site will be subject to aircraft noise and should be designed in accordance with AS 2021 – Acoustics, Aircraft Noise Intrusion, Building Siting and Construction.
- Federal regulations and other standards (AS 2021 – 2000) are applicable to the provision of external lighting within a flight path and building design.
- The proposed subdivision is unlikely to naturally attract birds and bats.

Part 4 – Zones

Clause 4.27 Zone FD – Future Development

The purpose of Zone FD is to *identify an area that is intended for future rezoning and development in accordance with the Strategic Framework. Development is limited to a level that will not prejudice future development or is compatible with planned future purposes.*

The proposed subdivision creates 7 residentially zoned lots capable for accommodating low to medium density residential development, 3 future development zoned lots intended to accommodate a future Secondary Activity Centre and 3 open space lots.

As discussed above, the future Secondary Activity Centre is proposed to be accommodated on 3 separate lots which is to remain in Zone FD ensuring the requirements of the BFPPAP remain applicable to the design of the future public open space lot and the design of the secondary activity centre. The overall subdivision is reasonably consistent with the relevant strategic framework provisions.

The requirements of Zone MR, LMR, PS and FD are considered in Part 6 below.

Part 6 – Subdivision and Consolidation Requirements

Pursuant to the editor's note to Clause 6.1. (Preliminary) states *“Editor's note: Refer to the Northern Territory Subdivision Development Guidelines (NTSDG) in Schedule 5 for best practice engineering design and construction standards for important Public Infrastructure such as streets and pathways, public open space and landscaping, stormwater drainage, and utility services. The NTSDG set out the minimum design standards required by Relevant Authorities to facilitate clearance of conditions imposed on any Development Permit issued under the Planning Act 1999, and should therefore be used as a point of reference as part of a land subdivision”*

Relevant Authority is defined under the NTSDG as *“Means, for a component of Public Infrastructure constructed as part of the Development Works, any governmental, semi-governmental, public, statutory body, statutory corporation or government owned corporation, entity, department or authority that is intended to accept handover of, own and maintain that Public Infrastructure after Practical Completion. Includes Service Authority and Local Authority as applicable.”*

The NTSDG have been used as a point of reference as part of the proposed subdivision application, noting the application has been circulated to relevant service authorities and the local government council, and no conditions or notes in relation to the NTSDG were

raised. Although at the time of exhibition (and circulation of the application to service authorities and the local government council) the editor's note did not form part of the NTPS 2020.

In addition, Zone PS is not mentioned within Part 6 (Subdivision Requirements) of the NTPS2020, and pursuant to the editors to clause 6.1 (Preliminary), any subdivision application should instead respond to the relevant zone purpose and outcomes of Zone OR (Organised Recreation) and Strategic Framework (BFPPAP).

Clause 4.17 Zone PS – Public Open Space

The purpose of clause is to *“Retain and enrich open space areas for public use and enjoyment, and the enhancement of public amenity.”*

The proposed open spaces (three lots) will enrich the amenity of the surrounding area and primarily cater for the informal recreation needs of the community. The proposed subdivision seeks to facilitate the future development of residential lots, which will rely on the provision of open spaces within the immediate locality.

Part 6 of the NTPS2020 has been considered and it is found that the proposal complies with the relevant requirements, an assessment is provided below:

Clause 6.5.1 Subdivision in Zone FD

The purpose of this clause is to *“provide for the subdivision of land in Zone FD in a manner that will not prejudice the intended ultimate subdivision and future development of the land envisaged in the strategic framework”*.

The proposal does not comply with subclause 6.5.1(3), as the minimum lot size of 50ha is not achieved, however, subclause 6.5.1(4) states *“despite sub-clause 3, subdivision may create lots consistent with the intended future zoning if it:*

- d) complies with the relevant subdivision requirements of the intended future zone;*
- e) is generally in accordance with an area plan or other relevant component of the strategic framework; and*
- f) services are, or can be, made available to that land.”*

It is considered that the requirements of subclause 4 are met, and therefore no variation is required to either subclause 3 or 4, for the following reasons:

- In response to subclause 4(a), the proposed subdivision is considered to comply with the relevant subdivision requirements of the intended future zones as assessed below.
- In response to subclause 4(b), the proposed subdivision proposed subdivision creates 7 residentially zoned lots capable for accommodating low to medium density residential development, 3 future development zoned lots intended to accommodate a future Secondary Activity Centre and 3 open space lots. As discussed above, the future Secondary Activity Centre is proposed to be accommodated on 3 separate lots which is to remain in Zone FD ensuring the requirements of the BFPPAP remain applicable to the design of the future public open space lot and the design of the secondary activity centre. The overall subdivision is reasonably consistent with the relevant strategic framework provisions.

Item 1

- In response to subclause 4(c), service authority comments indicate that the proposed subdivision is able to be adequately serviced, subject to application of relevant permit conditions.

Clause 6.2.1 (Lot Size and Configuration for Subdivision in Zones LR, LMR, MR and HR)

The requirements of this clause are as follows:

Zone	Minimum Lot Size
<i>LR in greenfield areas identified for compact urban growth in the strategic framework</i>	<i>Average of 600m² and no smaller than 450m²</i>
<i>LR other than greenfield areas identified for compact urban growth in the strategic framework</i>	<i>800m²</i>
<i>LR, MR, HR and lots for residential buildings in Zone T</i>	<i>800m²</i>
<i>LMR</i>	<i>300m²</i>

Lot Size	Minimum Building Envelope Requirement
<i>300m² to less than 450m²</i>	<i>7m x 15m (exclusive of any boundary setbacks or service authority easements)</i>
<i>450m² to less than 600m²</i>	<i>8m x 16m (exclusive of any boundary setbacks or service authority easements)</i>
<i>600m² and greater</i>	<i>17m x 17m (exclusive of any boundary setbacks or service authority easements)</i>

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

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

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

8. There are no battle-axe lots.

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

10. Lots are connected to reticulated services.

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

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.”

The assessment establishes that the proposed subdivision complies with the requirements of Clause 6.2.1, for the following reasons:

Item 1

- The proposed LMR lots range from 985m² to 1,597m² and exceed the minimum 300m² lot size. The proposed MR lots are 3,243m² and 6,431m² and exceed the minimum 800m² lot size.
- All proposed LMR and MR lots are greater than 600m² and are capable of accommodating the required 17m x 17m building envelope.
- The proposed MR and LMR lots have sufficient area and dimensions to accommodate the intended future residential density, including vehicle access, parking and ancillary structures.
- No battle-axe lots are proposed. All lots have direct frontage to a public road.
- The lot configuration and road frontage allow future dwellings to be designed to respond to environmental conditions.
- All lots will be connected to reticulated water and sewer infrastructure.
- The proposed subdivision is part of the Berrimah Farm 'Northcrest' residential development; therefore, no potential land use conflicts are expected.
- The proposed MR and LMR lots are located in close proximity to public open space lots (Lots 411 and 404) and the public open space adjoining Lot 414C. The lots are also adjacent to the future Secondary Activity Centre, which is intended to provide community facilities and services. The lots are integrated with the Northcrest road network and are not located within a cul-de-sac.

In relation to Clause 6.2.2 (Lots Less Than 600m² for Dwellings-Single) there are no lots proposed to be less than 600m² in area and therefore the requirements of this clause are not relevant to the proposed development.

Clause 6.2.3 (Site Characteristics for Subdivision in Zones LR, LMR, MR and HR)

The requirements of this clause are as follows:

- 2. Avoid the development of land of excessive slope, unstable or otherwise unsuitable soils (e.g. seasonally waterlogged) and 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.*
- 4. Retain and protect significant natural and cultural features.*
- 5. Avoid development of land affected by a 1% AEP flood or storm surge event.*
- 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 assessment establishes that the proposed subdivision complies with the requirements of Clause 6.2.3, for the following reasons:

- The Engineering Design Report confirms that the earthworks strategy follows the natural contours of the land, with allotments graded to fall towards the road reserve at a minimum 1% fall. Stormwater is to be managed in accordance with the broader Northcrest drainage network, and no unsuitable land has been identified for subdivision.
- No residential lots less than 600m² are proposed and therefore subclause 3 is not applicable.
- No significant natural and cultural features have been identified, noting the identified WWII Heritage Site is located outside of the development site area. The Aboriginal Areas Protection Authority has advised that a Section 24B

application is currently under assessment. This matter is addressed through the standard condition applied on permit.

- No part of the subdivision is identified as being affected by a 1% AEP flood or storm surge event.
- No natural drainage lines or significant vegetation requiring retention within the subdivision have been identified.

Clause 6.2.4 (Infrastructure and Community Facilities for Subdivision in Zones LR, LMR, MR and HR)

The requirements of this clause are as follows:

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

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

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

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

6. Provide for connection to reticulated services.

7. Provide a minimum of 10% of the subdivision area as public open space which: ensures the majority of dwellings are within 400m walking distance of a neighbourhood park;

d) incorporates recreational open space in larger units available for active leisure pursuits;

e) is unencumbered by drains and has sufficient flat area for informal recreation; and

f) is designed to provide a safe environment for users by allowing clear views of the open space from surrounding dwellings or passing vehicles.”

The assessment establishes that the proposed subdivision complies with the requirements of Clause 6.2.4, for the following reasons:

- The proposed roads provide both pedestrian and cyclist connections throughout the site and connect to the Secondary Activity Centre and public open spaces.
- The proposed subdivision provides links to schools, commercial facilities and public transport.
- All dwellings are within 400m walking distance of open space.
- All lots will be connected to reticulated services.
- The proposed subdivision comprises an area of 15,439m² that is proposed to be MR and LMR and proposes 4069m² of public open space. Therefore, public open space makes up 26.4% of the proposed residential subdivision area.

2. Pursuant to section 51(1)(j) of the *Planning Act 1999*, the consent authority must take into consideration the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development.

The proposed subdivision comprises 13 lots on a 5.4ha part of the site. The subdivision will be serviced by reticulated water, sewer, stormwater, road and power infrastructure, with stormwater from the site managed through the broader Northcrest stormwater network and regional detention system.

The BFPPAP identifies the northern portion of the development site as the future Secondary Activity Centre (Precinct 1A), with adjoining land identified for medium density residential development and associated public open space. The proposed subdivision is generally consistent with intended future zoning and is considered capable of supporting the future development.

Further, no concerns have been raised by the Development Coordination, Land Resource Division of the Department of Lands, Planning and Environment (DLPE) in relation to land capability and has also not identified any constraint to subdivision.

3. Pursuant to section 51(1)(n) of the Planning Act 1999, the consent authority must take into consideration the potential impact on the existing and future amenity of the area in which the land is situated.

The proposal generally accords with the layout depicted within the BFPPAP and is considered unlikely to adversely impact the area or alter community expectations for the development site. The proposed subdivision is considered to achieve appropriate levels of mixed-use amenity.

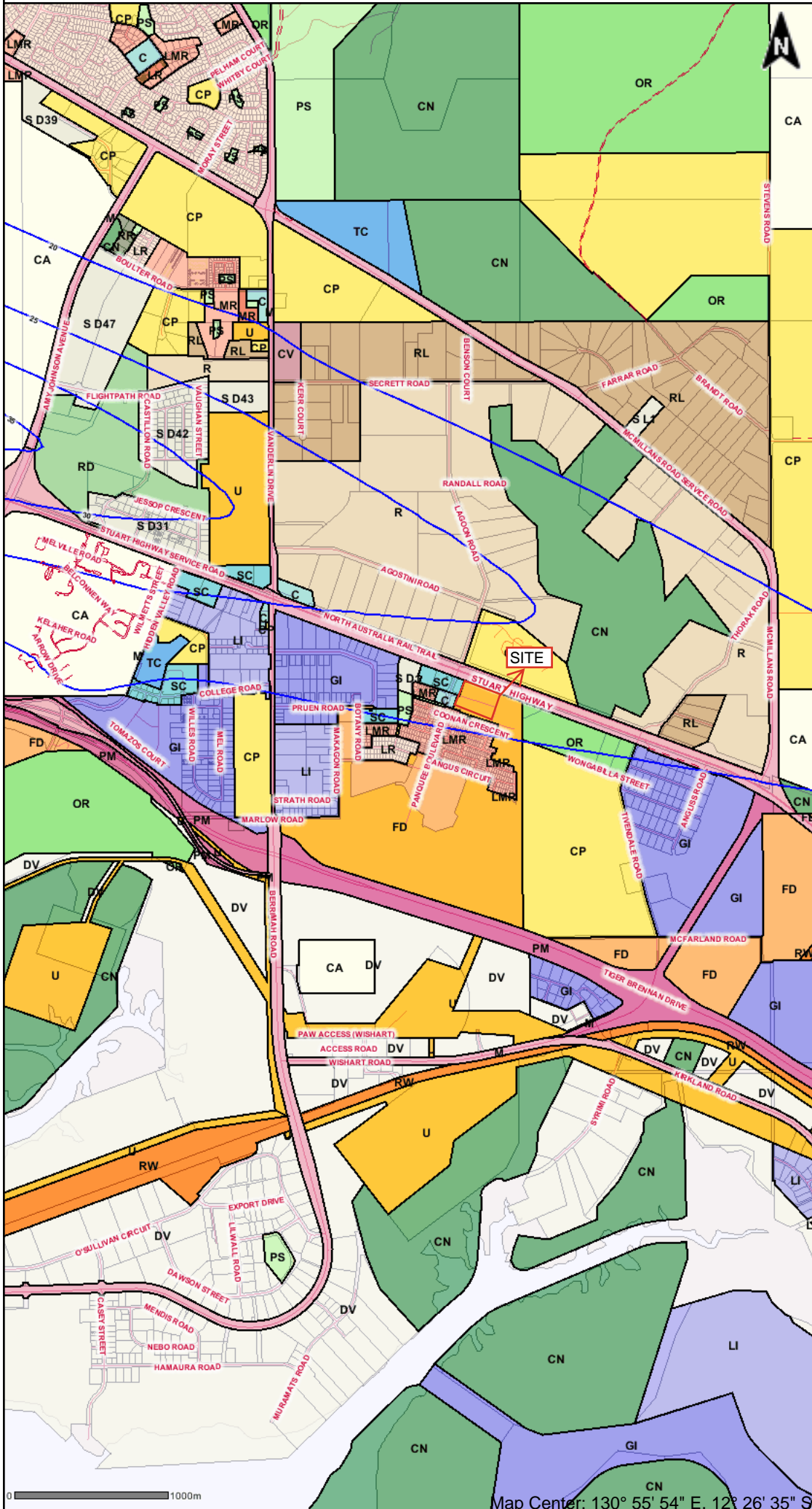


AUTHORISED:

.....
**SENIOR PLANNER - URBAN DIVISION
DEVELOPMENT ASSESSMENT SERVICES**

Locality Plan: Part Section 07349 Hundred of Bagot

Legend

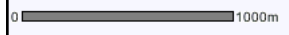


- General Lines
- ANEF Darwin 2043
- 2043
- Land Subject to Flooding
- Town Planning Zones
- A - Agriculture
- CV - Caravan Park
- CB - Central Business
- C - Commercial
- CL - Community Living
- CP - Community Purpose
- CN - Conservation
- DV - Development
- RR - Rural Residential
- GI - General Industry
- HT - Heritage
- HR - High Density Residential
- H - Horticulture
- LI - Light Industry
- M - Main Road
- MR - Medium Density Residential
- LMR - Low-Medium Density Residential
- CA - No Planning Scheme Controls
- OR - Organised Recreation
- PM - Proposed Main Road
- PS - Public Open Space
- RW - Railway
- RD - Restricted Development
- R - Rural
- RL - Rural Living
- SC - Service Commercial
- LR - Low Density Residential
- S - Specific Use
- TC - Tourist Commercial
- U - Utilities
- WM - Water Management
- FD - Future Development
- RJ - Residential Jabiru
- PSJ - Public Open Space Jabiru
- ORJ - Organised Recreation Jabiru
- CJ - Commercial Jabiru
- SCJ - Service Commercial Jabiru
- TCJ - Tourist Commercial Jabiru
- CPJ - Community Purpose Jabiru
- FDJ - Future Development Jabiru
- IJ - Industrial Jabiru
- MJ - Main Road Jabiru
- UJ - Utilities Jabiru

- Road Labels
- Road Centrelines
- Highway
- Other Road
- Cadastre
- Coastline

Bottom Left: 130° 54' 26", -12° 27' 22"
 Top Right: 130° 57' 21", -12° 25' 47"
 Approximate Scale: 1:36,000
 Datum: GDA 1994
 Data for information purposes only
 - accuracy not guaranteed
 N.T. Land Information System
 Copyright Northern Territory of Australia

Map Center: 130° 55' 54" E, 12° 26' 35" S











CUNNINGTON ROSSE
Town Planning & Consulting

Statement of Effect

SUBDIVISION TO CREATE 13 LOTS – NORTHCREST STAGE 7F

SECTION 7349 HUNDRED OF BAGOT (0 MAKAGON ROAD, BERRIMAH)

April 2026

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Document Control

Author	Rory Mackay
Version	1.1
Date	29 April 2026

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1.0 Introduction

Cunnington Rosse Town Planning and Consulting have been engaged by DCOH Land Pty Ltd to prepare, lodge and manage a Development Application for subdivision of Part Section 7349 Makagon Road, Berrimah, Hundred of Bagot to create 13 lots and roads (Northcrest Stage 7F).

The site is located within Zone FD (Future Development) under the Northern Territory Planning Scheme 2020 (the Planning Scheme). Pursuant to **Section 5** of the *Planning Act 1999* (the Act) the proposal constitutes a subdivision and therefore requires a Development Permit. **Clause 1.8(1)(c)(ii)** of the Planning Scheme identifies subdivision as an *Impact Assessable* form of development.

This report outlines the nature of the subject land and locality, the existing site conditions, the proposed development, and provides an assessment against the relevant provisions of the Planning Scheme and **Section 46(3)** of the Act. The report is to be read in conjunction with the following attachments:

- Attachment A:** Subdivision Plan
- Attachment B:** Future Zoning Plan
- Attachment C:** Engineering Design Report
- Attachment D:** Northcrest Estate Staging Plan

2.0 Site and Locality

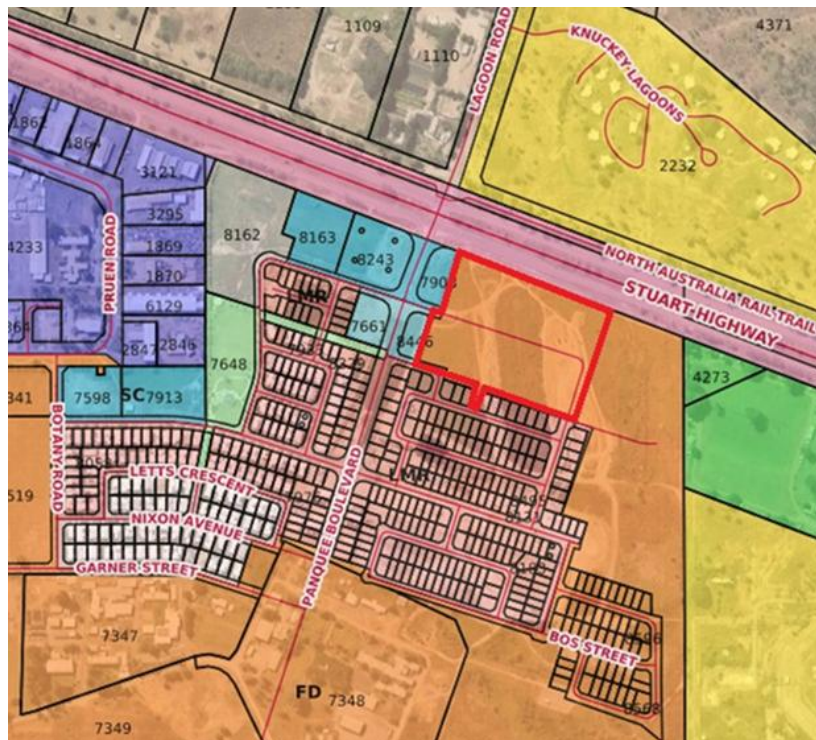
2.1 Site

The site is identified and described in **Table 1** and **Image 1** below.

Table 1: *Site details.*

Parcel	Section 7349 Hundred of Bagot
Title Reference and Land Tenure	Section 7349 - Crown Lease Term 2544
Landowner	DCOH Land Pty Ltd
Land Area	5.4Ha portion of Section 7349 which is 110.5Ha in total area
Easements	Electricity, Water Supply and Communications easements
Zone	FD (Future Development)

Figure 1: Site location (red) and surrounding land use zoning.



The subject site is a portion of Section 7349 Hundred of Bagot that forms part of the Northcrest Estate in Berrimah, which is guided by the Berrimah Farm Planning Principles and Area Plan (the Area Plan). Specifically, part of the site is identified by the Area Plan as a future secondary activity centre. Currently, the subdivision area is located within Zone FD (Future Development) of the Planning Scheme. The proposed subdivision represents Stage 7F of the Northcrest Estate and is to be connected to reticulated services and bound by the existing constructed street network. This includes the Stuart Highway to the north, Hereford Street and existing allotments to the west, Braham Street and Coonan Street to the south and undeveloped land to the east.

2.2 Locality

In terms of land use zoning, the site adjoins other Northcrest Estate land in Zone SC (Service Commercial) and Zone C (Commercial) to the west, land in Zone LMR (Low Medium Density Residential) to the South and further undeveloped land in Zone FD (Future Development) to the east. The site is located adjacent to the Stuart Highway Arterial Road Corridor to the north and is 5km southeast of the Darwin Airport, 10km east of the Darwin CBD and 7km northwest of the Palmerston CBD.

3.0 Planning History

The site has the following planning history relevant to this application:

- Development permit DP24/0241 was issued on 17 December 2024 for an 11-lot subdivision of the site generally consistent with the area of this subject subdivision application. This subdivision application is made in lieu of this development permit, as the intent of future development of the site has been amended to reflect the latest amendment to the Area Plan.
- The Area Plan was introduced into the Northern Territory Planning Scheme 2007 (the 2007 Scheme) on 3 October 2014 through Amendment 357. This Area Plan has been amended four subsequent times since, including most recently on the 26 March 2026 to, amongst other matters, provide more flexibility in the built-form design of the secondary activity centre (dwelling densities) which forms part of the subject subdivision site.
- Several subdivision stages of the Northcrest Estate have been approved and realised in recent years and are now largely developed into a combination of residential and commercial lots. The following table provides a summary of the development permits issued to date.

Permit / PSA	Date of issue	Purpose / Development Detail
DP17/0057	09/03/2017	Subdivision to create 144 lots, in accordance with the attached schedule of conditions and the endorsed plans
DP17/0087	09/03/2017	Building Envelope Plan
DP17/0349	15/09/2017	Sales office and car parking area
PSA 484	08/11/2017	To rezone Section 7349 Hundred of Bagot from Zone FD to Zone SD, MD, MR, C, SC and PS
DP18/0081	03/04/2018	Subdivision to create 144 Lots in four stages

DP18/0089	27/03/2018	Building Envelope Plan (Stages 2, 4A and part Stage 3A)
PSA 529 and DP19/0224	21/08/2019	Concurrent: Rezone from Zone FD to Zone SC and a development proposal for three warehouses in three single storey buildings, office in a four-storey building, plus ground level car parking
DP20/00024	25/11/2019	Subdivision to create one lot and road reserve in two stages
DP20/0042	23/01/2020	Subdivision to create three lots
PSA 548	03/03/2020	Rezone 2 lots subdivided by DPs 2020/0042 and 2020/0024 from Zone FD to Zone SC
DP20/0306	08/09/2020	Subdivision to create 11 lots and a building envelope plan (Northcrest Stage 3C)
DP20/0307	08/09/2020	Building envelope plan
PSA 9	27/11/2020	Rezone subdivided lots from FD to LMR
DP18/0081B	17/03/2021	Vary Condition 10 of DP18/0081A to divide Stage 2 into 2 sub-stages, and reconfigure road adjoining Lots 279 and 280
DP21/0186	25/05/2021	Changes to DP18/0081A to alter the lot areas of 36 lots in Stage 2 and boundary alignment between sub-stages 2A and 2B
PSA 56	25/07/2022	Amendment – Berrimah Farm Planning Principles and Area Plan
PSA 58	23/06/2022	Amendment – Rezone land from Zone MR and Zone FD to Zone LMR and PS
DP23/0027	06/01/2023	Subdivision to create 21 lots including two public open space lots (Stage 3D)
DP24/0077	09/04/2024	Subdivision to create 36 lots and building setback plan (Northcrest Stage 4B)
DP24/0078	10/04/2024	Subdivision to create 24 lots and building setback plan (Northcrest Stage 5D)
DP24/0161	07/08/2024	Subdivision to create 55 lots and building setback plan (Northcrest Stage 4C)

DP24/0235	31/10/2024	Subdivision to create 935 lots in 21 stages over 10 years and a building setback plan for each stage
DP24/0241	17/12/2024	Subdivision to create 11 lots and a building setback plan (Northcrest Stage 7F)
D24/0402	04/03/2025	Subdivision to create 61 lots and a building setback plan (Northcrest Stage 4D, 4E, and 4F)
DP24/0278	29/01/2025	Subdivision to create 62 lots in two stages and building setback plans (Northcrest Stage 5A and 5B)
DP25/0009	13/03/2025	Subdivision to create 43 lots and a building setback plan (Northcrest Stage 5C and 5D)
PSA 131	07/07/2025	Rezone from FD (Future Development) To LMR (Low to Medium Density Residential) and C (Commercial)
PSA 141	05/09/2025	Rezone land from FD (Future Development) to LRM (Low Medium Density Residential) and include a setback plan in Schedule 9 (Stage 4C)
PSA 164	26/03/2026	Amend the Berrimah Farm Planning Principles and Area Plan
PSA 165	30/03/2026	Rezone from FD (Future Development) to Zone LMR (Low Medium Density Residential)

Table 2: Development approval history of Northcrest

4.0 Proposed Development

The development seeks to create 13 lots via subdivision within a 5.4Ha of portion of the Northcrest Estate. The site area is currently located within Zone FD (Future Development). The subdivision layout is identified in Figure 2 below and **Attachment A**, with lot sizes and future zoning within the subdivision varying, with the largest lot being of 1.35Ha and the smallest lot (public open space) being of 836m².

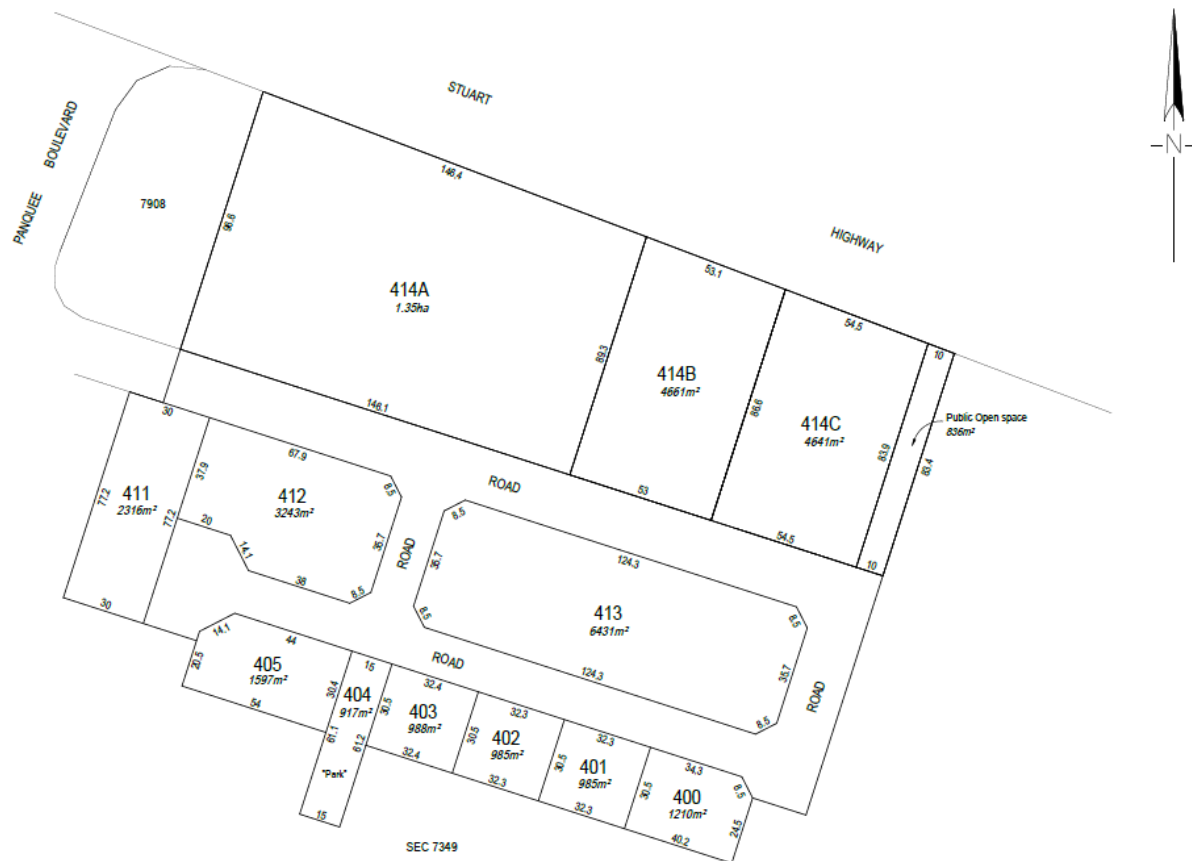


Figure 2: Excerpt of subdivision plan.

The development proposal is for a subdivision only, however the proposed zoning (to be rezoned at a future date) of the lots to be subdivided is as follows and as depicted in **Attachment B**:

- 3 lots to remain within Zone FD of 10,350m², 4661m² and 4641m² respectively. These lots will contain the Secondary Activity Centre of the Northcrest Estate, including a supermarket, retail shopfronts, high density mixed-use commercial and residential development, and open space area in accordance with the Area Plan.
- 2 lots to be contained within Zone MR (Medium Density Residential) of 3243m² and 6431m² respectively, which are to contain medium density residential apartments.
- 5 lots to be contained within Zone LMR (Low-Medium Density Residential) of 985m² to 1597m², which are to contain terrace townhouse grouped dwellings.
- 3 lots to be located within Zone PS (Public Open Space) of 917m², 2,316m², 836m², which are to contain soft landscaped open spaces.

The proposed subdivision also includes a continuation of a local road network loop partially constructed to date, ending in a cul-de-sac, located towards the south-west boundary of the proposed subdivision. The lots created as part of Stage 7F will be accessed via the Hereford Street, which adjoins Panquee Boulevard located towards the west of the subject site. No direct road access is proposed to the north to the adjacent Stuart Highway. All lots will be connected to reticulated water, sewer and electricity utilising trunk infrastructure already installed to service the Northcrest Estate as detailed in **Attachment C**. All lots will be rezoned at a later date (likely at the time of titles) to the previously identified zones to enable future built form development of each lot at a later time.

5.0 Section 46(3)(a) - NT Planning Scheme

5.1 Nature of the Development

In accordance with **Clause 1.8(1)(c)(ii)**, the proposed subdivision is an *Impact Assessable* form of development.

In accordance with **Clause 1.10(4)**, when considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:

- a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;*
- b) any Overlays and associated requirements in Part 3 that apply to the land;*
- c) the guidance provided by the relevant zone purpose and outcomes in Part 4; and*
- d) any component of the Strategic Framework relevant to the land as set out in Part 2.*

In accordance with **Clause 1.10(5)**, the consent authority may consent to a proposed use or development that is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:

- a) the purpose and administration clauses of the requirement; and*
- b) the considerations listed under Clause 1.10(3) or 1.10(4).*

As outlined below in this report, the proposed subdivision generally complies with the relevant requirements set out in Parts 3 and 6 of the Scheme.

5.2 Strategic Framework

The Darwin Regional Land Use Plan (DRLUP) and Berrimah Farm Planning Principles and Area Plan (Area Plan) are applicable to the site.

Darwin Regional Land Use Plan

The DRLUP identifies the site for Urban / Peri Urban land use in the Land Structure Plan at Page 13. The DRLUP further identifies Berrimah Farm as a potential site for infill development at Page 15.

Berrimah Farm Planning Principles & Area Plan

The Area Plan provides the detailed guidance for the development of the Northcrest Estate. For the subject site it identifies the land for both mixed use commercial and residential development. Specifically, the northern portion of the site area, adjacent the Stuart Highway has been identified for a mixed-use development comprising residential and commercial land uses to form a secondary activity centre.

The proposed subdivision will facilitate the future built-form development of the site in accordance with the density and design principles prescribed in the Area Plan and will be accessed from the internal road network of Northcrest Estate. The intended land use zones within the subdivision area are shown in **Attachment B**. The dwelling density requirements of the Area Plan vary in each precinct within Northcrest Estate and this is reflected in the proposed future zoning of the subdivision area, which does not exceed these thresholds of the Area Plan. Nonetheless, it is noted that this application is a subdivision only and includes no built-form development. The rezoning and development format over the proposed lots is indicative only and will be subject to future separate applications.

The planning principles of the Area Plan are listed and addressed below for the subject subdivision:

1. *Future development within the Berrimah Farm locality is to:*
 - a. *minimise the off-site impacts of concentrated stormwater by managing the magnitude, quality and duration of stormwater runoff to ensure that the capacity of downstream infrastructure is not exceeded and that the quality of stormwater does not unreasonably impact the receiving environment.*

A stormwater engineering assessment of the subdivision undertaken by ADG is provided at **Attachment C** and demonstrates the proposal will minimise off-site impacts of concentrated stormwater.

- b. *accord with the Defence (Areas Control) Regulations 1989.*

The proposed subdivision with no built-form development will not compromise the *Defence (Areas Control) Regulations 1989*.

- c. appropriately present the WWII Heritage Site and provide access to the general public.*

The proposal is not within immediate proximity to the WWII Heritage Site identified within the Area Plan and will not restrict access to this site in the future.

- d. mitigate the impacts of noise associated with aircraft, traffic and industrial land uses to provide a high quality of amenity for future residents by creating visually appealing solutions through the use of architectural design, landscaping and other techniques.*

The site adjoins the Stuart Highway; however, mitigation of noise impacts on future residents of the lots to be created will form part of future assessments for built-form development-applications on the site.

- e. create a safe and diverse urban residential environment that:*

- i. is structured around a Secondary Activity Centre;*

The site includes lots for the Northcrest Estate secondary activity centre and future residential development will support the function of this centre.

- ii. is generally developed to a maximum of six storeys in height where directly accessible by the road network and adjacent to the Secondary Activity Centre and reduces in height and density with distance from the centre;*

Although not forming part of this subdividing application, preliminary design concepts of built-form development of the lots intended for MR zoning located directly south of the secondary activity centre are up to six-storeys (compliant with the height threshold of the Area Plan); and reduce in height and density with distance from the centre.

- iii. comprises a variety of lot sizes and housing types;*

The proposed subdivision of land to be rezoned to Zones MR and LMR will facilitate future multiple dwellings and grouped dwelling development.

- iv. provides high quality adaptable public spaces and open space areas that are usable for both passive and active recreation; and*

The proposed subdivision includes the creation of three public open space parcels to offset the built-form development of the site area and provide passive and active recreation opportunities for future occupants.

- v. *has an interconnected local road network that distributes the anticipated traffic flow within the site and integrates with the surrounding road network through appropriate intersection design.*

The proposed subdivision provides for the road network extension of the internal Northcrest Estate local roads to provide vehicle access to each lot to be created as supported by the Engineering Design Report from ADG Engineers at **Attachment C**.

- f. *create a pedestrian and cyclist network that:*
 - i. *traverses the site to create a loop suitable for exercise and commuting;*
 - ii. *provides safe connections to the bike path on the northern side of the Stuart Highway at the stage of development at which construction of the Stuart Highway intersection is complete; and*
 - iii. *provides connections between the Secondary Activity Centre, adjacent sites and other public spaces including active and passive public open space.*

The proposed road network proposed will provide pedestrian and cycling connectivity to connect to existing and future pedestrian and cycle connections of Northcrest Estate.

Principles 1(g) to 1(k)

These planning principles relate to specific development requirements within the secondary activity centre and other areas not applicable to this application. While this subdivision includes the creation of three lots with the secondary activity centre, the built-form development of these lots and assessment of these specific requirements will form part of future development applications.

2. *Any future rezoning, development or use, where community purpose land is adjacent to land within Zone LI (Light Industry) or Zone GI (General Industry) must take into account and address potential environmental impacts and risks associated with the interface, and if rezoning is proposed, the zone must provide that all development proposals on this rezoned land require consent.*
3. *Any rezoning of Secondary Activity Centre land 1A (adjacent to Stuart Highway) must take into account and address the achievement of Planning Principles (g) and (i).*
4. *Any future rezoning, development or use, of land identified as '7' on the Area Plan must address potential environmental impacts, risks and appropriate separation distances associated with the interface to Zone LI (Light Industry) or Zone GI (General Industry).*

The subject development application is for the subdivision of land and does not propose any rezoning, therefore the above planning principles 2-4 of the Area Plan are not applicable for this assessment.

5.3 Zoning

5.3.1 – Zone FD (Future Development)

Purpose

Identify an area that is intended for future rezoning and development in accordance with the Strategic Framework. Development is limited to a level that will not prejudice future development or is compatible with planned future purposes.

The development adheres to the strategic framework and development intended for the site being the Area Plan as detailed above.

Zone Outcomes

1. *Subdivision and development responds to the Strategic Framework, and does not compromise existing or planned or future development or infrastructure through its location and operation.*

The proposed subdivision responds to the strategic framework and development intended for the site being the Area Plan as detailed previously.

2. *Subdivision and development demonstrates that it does not prejudice the intended ultimate subdivision and future development.*

The proposed subdivision does not prejudice the intended ultimate subdivision and future development by aligning with the intent of the strategic framework for the site being the Area Plan as detailed previously.

3. *Subdivision and development demonstrates that infrastructure can be provided and funded in accordance with an approved plan for infrastructure and will be to a standard that satisfies the requirements of the responsible service authority.*

Specific detail on service infrastructure for this subdivision is included at **Attachment C** to demonstrate that infrastructure can be provided and funded in accordance with an approved plan for Northcrest Estate infrastructure.

4. *Interim development that is time limited may be established to ensure the land remains available for future development in accordance with the Strategic Framework.*

No interim development forms part of this subdivision application, therefore this outcome is not applicable for assessment.

5. *Dwelling-community residence, dwelling-independent and home based business are provided with an appropriate level of services and infrastructure.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

6. *Development:*

(a) supports the needs of the immediate community;

(b) is of a scale and intensity compatible with the character and amenity of the area;

(c) minimises impacts on sensitive environments;

(d) avoids adverse impacts on the local road network; and

(e) is managed to minimise unreasonable impacts to the amenity of surrounding land.

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

7. *Development does not impose unsustainable demands on surface water and groundwater.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

8. *Subdivision design is informed by land suitability assessment to confirm the land is able to support the intended future development.*

The Area Plan considered land suitability matters at the time of inclusion into the Planning Scheme and therefore no land suitability assessment is not required for this urban engineered subdivision.

9. *Development is provided with an appropriate level of services and infrastructure. If reticulated sewerage is unavailable, lots are suitable for the on-site disposal of effluent in a manner that does not pollute ground or surface waters.*

All created lots are to be connected to reticulated electricity, telecommunications, water and sewer services.

10. *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 subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

5.3.2 – Zone LMR (Low-Medium Density Residential)

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.

The proposed subdivision will create five fully serviced lots intended for LMR zoning which range in size from 985m² to 1597m² to provide for terrace townhouses that will contribute to the streetscape and residential amenity, and support community services and facilities of Northcrest Estate.

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 proposed subdivision to create future LMR zoned lots will subsequently facilitate low to medium density dwelling development on a portion of the site.

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

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

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

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

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.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

- 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.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not explicitly applicable for assessment. However, it is noted the proposed lots sizes, orientation and varied width to depth ratios will enable building design, site layout and landscaping to provide a sympathetic interface to the adjoining public spaces, privacy from neighbouring land, and attractive outdoor spaces within each created LMR zoned lot.

- 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.*

An efficient pattern of land use will be delivered with all future LMR zoned lots to be connected to reticulated services, integrated with existing transport networks, and provided with access to open space and community facilities.

5.3.3 – Zone MR (Medium Density Residential)

Zone Purpose

Provide for a range of mid-rise housing options close to community facilities, commercial uses, public transport or open space, where reticulated services can support medium density residential development.

The proposed subdivision provides for future fully serviced MR lots intended for apartment style developments, within and adjacent to the secondary activity centre. These lots will be in proximity to public open spaces and nearby opportunities for public transport.

Zone Outcomes

- 1. Predominantly medium density residential developments generally not exceeding four storeys.*

The proposed subdivision to create future MR zoned lots will subsequently facilitate medium density apartments on a portion of the site.

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

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

3. *Residential care facilities are of a scale and operated in a way that is compatible with the character and amenity associated with medium density residential development.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

4. *Non-residential activities, such as child care centre and community centre:*

- 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 surrounding road network; and*
- e. *Are managed to minimise unreasonable impacts on the amenity of surrounding residents.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

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

The subject development application is for the purpose of subdivision; therefore, this outcome is not explicitly applicable for assessment. However, it is noted the proposed lots sizes, orientation and varied width to depth ratios will enable building design, site layout and landscaping to provide a sympathetic interface to the adjoining public spaces, privacy from neighbouring land, and attractive outdoor spaces within each created MR zoned lot.

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

An efficient pattern of land use will be delivered with all future MR zoned lots to be connected to reticulated services, integrated with existing transport networks, and provided with access to open space and community facilities.

5.3.4 Zone PS – Public Open Space

Zone Purpose

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

The proposed subdivision to create three future PS zoned lots will enhance the amenity for adjoining and nearby Northcrest Estate residents, especially those of the future medium and high density residential built-form proposed across the site.

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.*

The proposed public open space of the subdivision will increase the amenity of the Northcrest Estate by providing opportunities for passive and active recreation of occupants. The proposed subdivision seeks to facilitate the future development of apartments and units, which will rely on this provision of open spaces within the immediate locality.

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.*

No interim development forms part of this subdivision application, therefore this outcome is not applicable for assessment.

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.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

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 publicly-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 system; and*
- e. Minimise unreasonable impacts on the amenity of surrounding residential land.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

- 5. Development avoids any adverse impacts on ecologically important areas within or nearby the zone.*

The subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

- 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 subject development application is for the purpose of subdivision; therefore, this outcome is not applicable for assessment.

5.4 Subdivision Requirements

5.4.1 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.**
- 2. The consent authority must not consent to a subdivision in Zone LMR that is not in accordance with Table A to this clause.*

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.*
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.*

Requirements

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

The proposed subdivision provides for a mix of future LMR zoned lot sizes ranging from 985m² to 1597m² and two MR zoned lots of 3243m² and 6431m² respectively, which comply with Table A of this clause, noting no minimum lot is stipulated for Zone MR lots.

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

Each of the intended future LMR and MR zoned lots of the proposed subdivision comply with the building envelope requirements in Table B for a 17m x 17m building envelope for lots 600m² and greater.

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

Each of the intended future LMR and MR zoned lots of the proposed subdivision comply with design aspects of this clause, including building envelopes and road widths to ensure they have sufficient area and dimensions to provide for the intended density and form of future residential development.

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

No battle-axe lots are proposed by the subject subdivision.

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

Each of the intended future LMR and MR zoned lots of the proposed subdivision are oriented to allow future dwellings to take advantage of environmental conditions such as prevailing breezes and sunlight, including consideration of sizing and width to depth ratios.

10. *Lots are connected to reticulated services.*

Each of the intended future LMR and MR zoned lots of the proposed subdivision will be connected to reticulated electricity, telecommunications, water and sewer services.

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

No land use conflicts are envisaged on the site with the proposed subdivision to facilitate a mixed-use development comprising commercial and residential land uses. The lot sizes, access and orientation of the future lots be zoned LMR and MR have been designed to ensure that potential land use conflicts are minimised by taking account of the visual and acoustic privacy of residents. This includes the internal orientable of lots to the proposed road where possible to minimise any potential land use conflict with surrounding sites.

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.*

The subject land is located within close proximity to a bus stop, located along the Stuart Highway. This stop is serviced by Routes 8 and 9, which connect Darwin and Casuarina Square to Palmerston. The proposed subdivision includes three lots designated as public open space. The lots intended for LMR and MR zoning are not primarily accessed by a cul-de-sac.

5.4.2 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 proposed subdivision is of an engineered site not subject to such land constraints as detailed in **Attachment C**.

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 proposed subdivision is of an engineered site not subject to such land constraints as detailed in **Attachment C**.

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

No known natural or cultural features exist on the site.

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

The proposed subdivision is of an engineered site not subject to such land constraints as detailed in **Attachment C**.

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 proposed subdivision is of an engineered site not subject to such environmental considerations as detailed in **Attachment C**.

Overall, the proposed subdivision provides lots suitable for urban residential purposes (on those intended to be zoned LMR & MR) that respond appropriately to the physical characteristics of the land and does not detrimentally impact on surrounding land.

5.4.3 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 provides for pedestrian, bicycle and vehicle movements via proposed roads, footpaths within, and connections with the wider road network of Northcrest Estate.

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

The proposed subdivision facilitates internal Northcrest and wider links to schools, commercial facilities and public transport services of Darwin.

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

The proposed subdivision provides roads that comply with relevant subdivision standards to ensure suitable traffic management occurs to control vehicle speed, deter through traffic and create safe conditions for all road users and pedestrians.

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

The proposed subdivision incorporates a local road network capable of accommodating safe and convenient bus routes with stops within a 400m radius of a majority of dwellings.

6. *Provide for connection to reticulated services.*

The proposed future LMR and MR zoned lots of the subdivision are to be connected to reticulated electricity, telecommunications, water and sewer services.

7. *Provide a minimum of 10% of the subdivision area as public open space which:*
 - a. *ensures the majority of dwellings 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 dwellings or passing vehicles.*

Although the proposed subdivision includes three public open space parcels that would not equate to 10% of the subdivision area, the subdivision integrates with and adjoins the greater Northcrest estates public open space provision and network provided as part of earlier and future stages.

Overall, the proposed subdivision will be integrated with current and future infrastructure, community services and facilities. This includes connections to reticulated services, existing roads and public open space; and the provision of new roads, footpaths and open spaces.

5.4.4 Clause 6.5.1 Subdivision in Zone FD

Purpose

Provide for the subdivision of land in Zone FD in a manner that will not prejudice the intended ultimate subdivision and future development of the land envisaged in the strategic framework.

Administration

- 1. The consent authority may consent to a subdivision that is not in accordance with sub-clauses 3 or 4, only if it is satisfied the subdivision is consistent with the purpose of this clause.*
- 2. An application for subdivision in accordance with sub-clause 4 must include a proposed zoning plan that identifies the intended future zoning.*

Requirements

- 3. The minimum lot size is 50ha.*
- 4. Despite sub-clause 3, subdivision may create lots consistent with the intended future zoning if it:*
 - (a) complies with the relevant subdivision requirements of the intended future zone;*
 - (b) is generally in accordance with an area plan or other relevant component of the strategic framework; and*
 - (c) services are, or can be, made available to that land.*

The proposed subdivision of current FD zoned lots will create lots less than the 50Ha threshold stipulated in this clause. However, this can be supported in this instance as this report has detailed that the proposed subdivision meets the requirements of the intended zones, is consistent with the applicable Area Plan, and all created lots can be connected to reticulated electricity, telecommunications, water and sewer services.

6.0 Section 46(3)(b) – Interim Development Control Order

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

7.0 Section 46(3)(c) – Referral to the NT EPA

Section 48 of the *Environmental Protection Act 2019* (EPA Act) requires a project be referred to the NT Environmental Protection Authority for assessment if it has the potential to have a significant impact on the environment or meets a referral trigger. For the reasons contained within this report, referral under the EPA Act is not likely to be required.

8.0 Section 46(3)(d) – Merits of Proposed Development

The proposed subdivision has merit and is consistent with the DRLUP which recognises the role of the Berrimah Farm locality for infill development and is consistent with the Area Plan as it will facilitate future mixed-use commercial and residential development of the subject precinct of Northcrest Estate. The lots to be created as part of this subdivision respond to the physical characteristics of the land and does not detrimentally impact on surrounding land. Overall, the proposed subdivision will be integrated with current and future infrastructure, community services and facilities. This includes connections to reticulated services, existing roads and public open space; and the provision of new roads, footpaths and open spaces.

9.0 Section 46(3)(e) – Subject Land, Suitability of Development and Effect on Other Land

Section 2 of this report details the subject land and its locality, and **Section 5** considers the potential impact on surrounding land. Given the nature of the subject land and surrounding locality, the proposed subdivision is considered suitable.

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

The proposed subdivision includes the provision of three lots intended for public open spaces, in addition to existing open space areas provided as part of earlier stages of the Northcrest Estate.

11.0 Section 46(3)(g) – Public Utilities and Infrastructure

The proposed lots of the subject subdivision can be connected to reticulated electricity, telecommunications, water and sewer services.

12.0 Section 46(3)(h) – Impact on Amenity

The site is identified in the applicable strategic framework for a mixed-use commercial and residential development, which forms part of a secondary activity centre. The proposed greenfield subdivision will protect and maintain the amenity of land in the Northcrest Estate for these desired land use purposes and facilitate the future built form development of such to establish the character of this precinct.

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

Section 51 of the Act requires the consent authority to consider whether the proposal is in the public interest with specific consideration given to (where relevant) how the application addresses community safety through crime prevention principles in design, water safety, and access for persons with disabilities.

In response to these matters:

- the land is to be connected to reticulated water supply and will therefore not impact on water security; and
- it is understood the subdivision will be required to comply, where applicable, with the access requirements outlined in **Section 23** (Access to Premises) of the *Disability Discrimination Act 1992*;

More broadly, the proposed subdivision is of a consistent nature and expected outcome for the locality. The proposal is in the public interest in that it will facilitate the delivery of the Northcrest Estate secondary activity centre, along with a variety of housing types and commercial offerings to the market that are provided with reticulated services and associated infrastructure.

14.0 Section 46(3)(ja) – Restricted Water Extraction Area

The subject property is not located within a declared Restricted Water Extraction Area under the *Water Act 1992*.

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

The site is vacant with no existing buildings, accordingly, **Section 46(3)(k)** is not applicable for assessment.

16.0 Section 46(3)(l) – Development of Scheme Land

The application does not comprise the subdivision of land under a unit titles scheme. Accordingly, **Section 46(3)(l)** is not applicable for assessment.

17.0 Conclusion

The proposal is for the subdivision of 13 lots at Sections 7349 Hundred of Bagot being part of the Northcrest Estate in the locality of Berrimah. The site is located within Zone FD of the Planning Scheme and the proposed subdivision represents Stage 7F of Northcrest Estate's development.

Subdivision is considered by the Planning Scheme to be an *Impact Assessable* form of development and as such a Development Permit is required. This application has been prepared in accordance with **Section 46(3)** of the Act and includes an assessment of the proposal against the Scheme. The proposal:

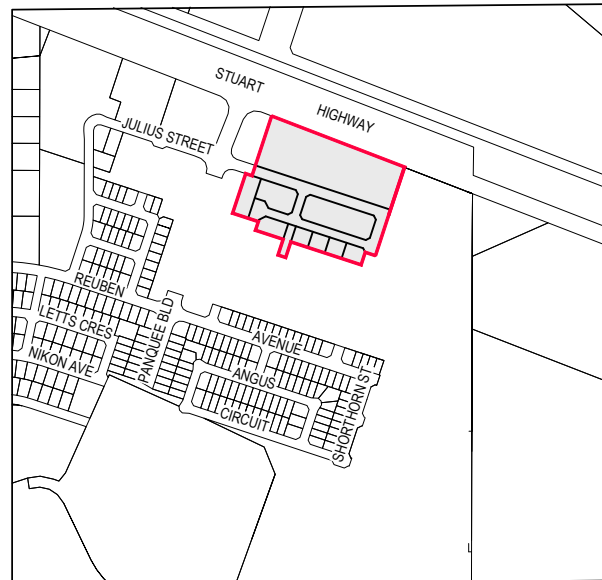
- is consistent with the DRLUP which recognises the role of the Berrimah Farm locality for infill development;
- is consistent with the relevant Area Plan planning principles as outlined in the above report;
- will facilitate the development of the Northcrest Estate secondary activity centre as identified in the Area Plan; and
- complies with the relevant subdivision provisions of the Planning Scheme.

In addition, the proposal is considered unlikely to impact on the amenity of the immediate and surrounding locality and will facilitate the delivery of commercial and housing lots to the market that are provided with reticulated services and associated infrastructure. On this basis, the proposed subdivision is suitable for a development permit.



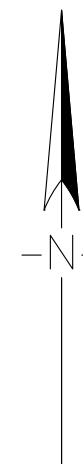
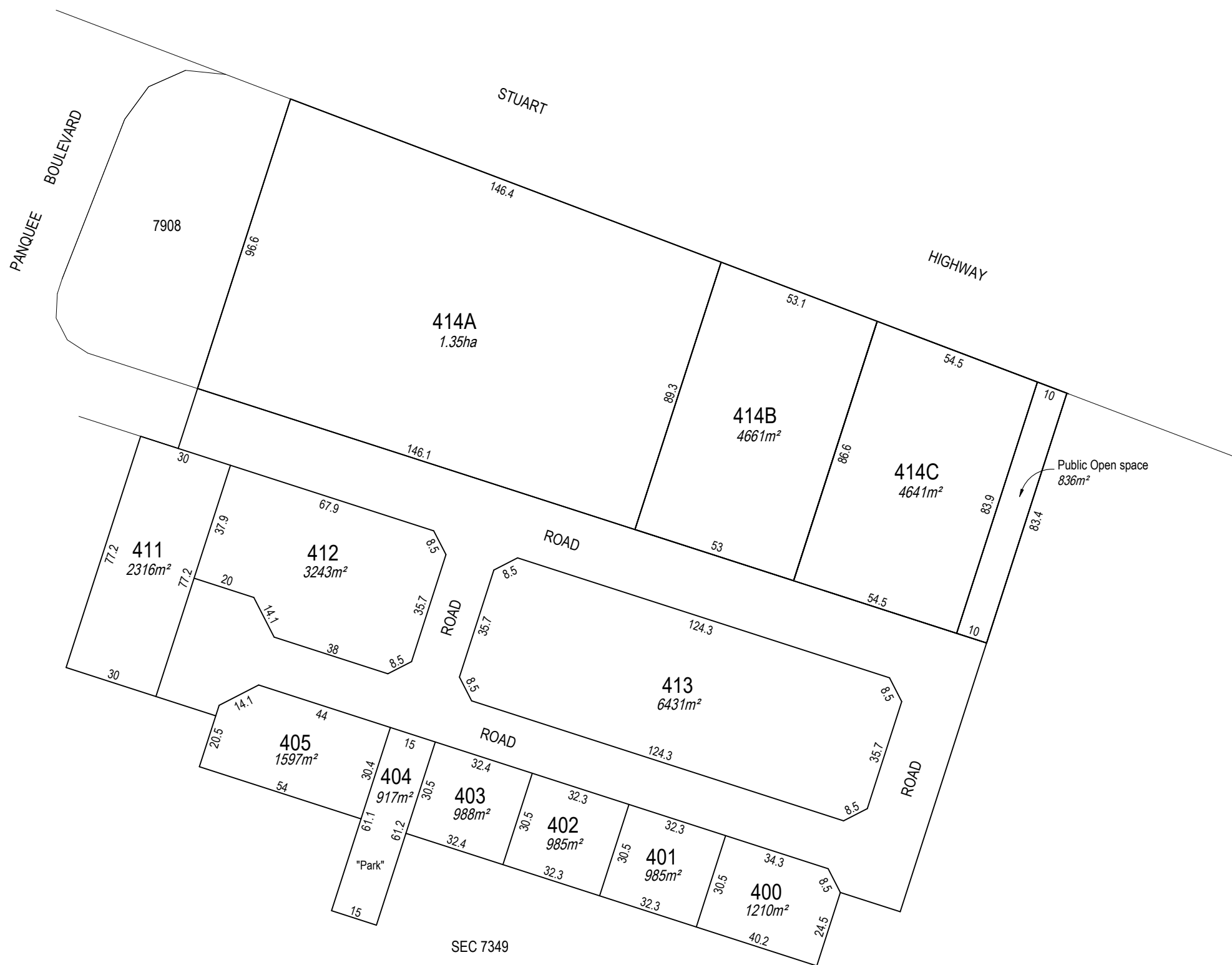
Rory Mackay
Cunnington Rosse Town Planning and Consulting

April 2026



LOCATION DIAGRAM

Not to Scale



Note
 Easements should be confirmed with the current Certificate of Title
 Areas and dimensions (including easements) are subject to survey
 Area of part stage 7F = 5.4ha
 Balance Area of Section 7349 = 95.9ha



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**SECTION 7349, HUNDRED OF BAGOT
 NORTHCREST**

DEVELOPMENT APPLICATION - STAGE 7F

Client: **DCOH LAND PTY LTD**

Licensed Surveyor:
 Date:

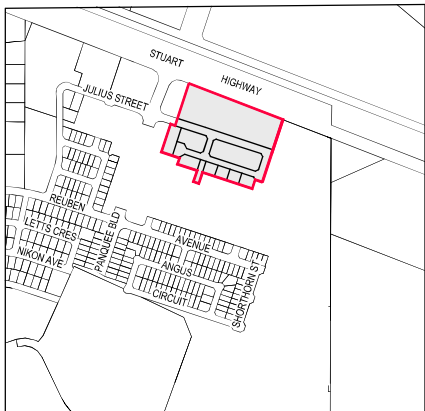
Drawn by: LC
 Date: 19/11/2025
 Cad File: 9492-107-R03.DWG

Scale: 1:1500 (A3)

Datum:

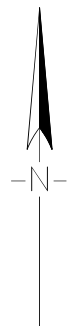
Drawing No:

25/9192/107-R03



LOCATION DIAGRAM

Not to Scale



Note
 Easements should be confirmed with the current Certificate of Title
 Areas and dimensions (including easements) are subject to survey
 Area of part stage 7F = 5.4ha
 Balance Area of Section 7349 = 95.9ha

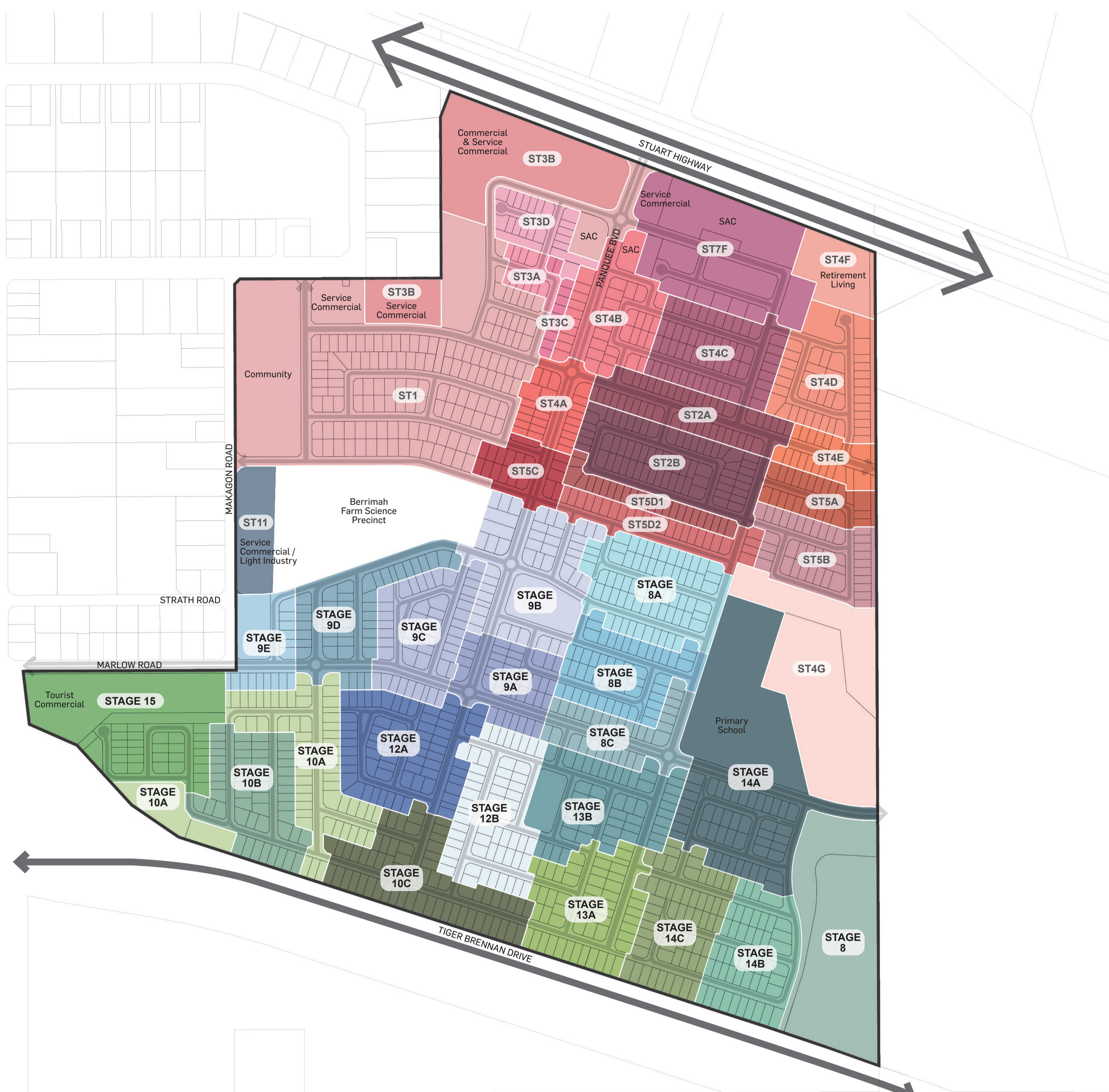


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SECTION 7349, HUNDRED OF BAGOT NORTHCREST		Scale: 1:1500 (A3)
DEVELOPMENT APPLICATION - STAGE 7F		Datum:
Client: DCOH LAND PTY LTD		Drawn by: LC
		Date: 19/11/2025
		Cad File: 9492-107-R03.DWG
		Drawing No: 25/9192/107-R03



LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- STAGE 8A** PROPOSED STAGE
- ST1** STAGE BY OTHERS

- | | | | |
|--|-----------|--|-----------|
| | STAGE 1 | | STAGE 8 |
| | STAGE 2A | | STAGE 8A |
| | STAGE 2B | | STAGE 8B |
| | STAGE 3A | | STAGE 8C |
| | STAGE 3B | | STAGE 9A |
| | STAGE 3C | | STAGE 9B |
| | STAGE 3D | | STAGE 9C |
| | STAGE 4A | | STAGE 9D |
| | STAGE 4B | | STAGE 9E |
| | STAGE 4C | | STAGE 10A |
| | STAGE 4D | | STAGE 10B |
| | STAGE 4E | | STAGE 10C |
| | STAGE 4F | | STAGE 11 |
| | STAGE 4G | | STAGE 12A |
| | STAGE 5A | | STAGE 12B |
| | STAGE 5B | | STAGE 13A |
| | STAGE 5C | | STAGE 13B |
| | STAGE 5D1 | | STAGE 14A |
| | STAGE 5D2 | | STAGE 14B |
| | STAGE 7F | | STAGE 14C |
| | | | STAGE 15 |

Northcrest – Stage 7F

Berrimah, Northern Territory

Design Report

DCOH Land Pty Ltd

16 July 2025



DOCUMENT VERIFICATION

Job Title **Northcrest – Stage 7F**

Job Number 20172.014

Document Title Design Report

DOCUMENT CONTROL

Date	Document	Revision No.	Author	Reviewer
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APPROVAL FOR ISSUE

Authority	Name	Signature	Date
Author	Harris Davidson		16 July 2025
Reviewer	Sam Warner		16 July 2025

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APPENDICES

- Appendix A** Stage 7F Allotment Layout Plan
- Appendix B** Stage 7F Survey
- Appendix C** Northcrest As Constructed Drawings
- Appendix D** Stage 7F Detailed Design Drawings
- Appendix E** Northcrest Darwin Transport Assessment Report
- Appendix F** Major Storm Event Flood Mapping

1 INTRODUCTION

1.1 Background

ADG Engineers (Aust.) Pty Ltd was engaged by DCOH Land Pty Ltd to prepare an Engineering Services Report to support the Development Application for Stage 7F of the Northcrest subdivision. Northcrest is a mixed-use subdivision at Section 7348 and 7349, Berrimah NT. The Northcrest development covers approximately 179 hectares and is split into multiple stages. Stage 7F, outlined in red in Figure 1, is 5.9 hectares, is in the north-eastern corner of the Northcrest Northern Precinct. The stage comprises of one (1) commercial allotment, five (5) High Density Residential (HR) allotments, five (5) Multiple Dwelling (MD) allotments, two (2) Public Open Space allotments and three (3) roads.

Refer to Appendix A for the Stage 7F subdivision layout plan.



Figure 1 – Development Site for Stage 7F

1.2 Scope

The scope of design for Stage 7F includes the design and documentation of:

- ▶ Internal road network inclusive of geometric and pavement design, traffic control devices, street furniture and footpaths and driveways.
- ▶ Stormwater drainage
- ▶ Water reticulation
- ▶ Sewer reticulation
- ▶ Earthworks
- ▶ Erosion and sediment control during and post construction

Note: All electrical and communications design is to be completed by a certified electrical design consultant whilst all landscaping will be provided by a qualified landscape architect.

1.3 Available Information

The following information was available and used in the development of this report and the preliminary engineering drawings for the proposed development:

- ▶ Allotment Layout for the Stage 7F as prepared by Earl James & Associates (Appendix A);
- ▶ Topographical Survey prepared by Earl James & Associates ref 9492-1P dated 29 September 2017 (Appendix B);
- ▶ ADG Water and Sewer Masterplan dated 27 June 2025 (Ref: 20172.006 C R005 Rev 00);
- ▶ ADG Stormwater Masterplan dated 25 July 2024 (Ref: 20172.006 C R003 Rev 00);
- ▶ Stormwater Drainage Strategy prepared by Aurecon dated 16th October 2018 (Ref: 253863);
- ▶ Design documentation & corresponding design surface models prepared by Aurecon for the Northern Precinct and adjoining stages (Appendix C);
- ▶ Google Earth and Nearmap location data for the site;
- ▶ Site specific information/details (photos, videos, written observations and measurement data) from site inspections completed by ADG Engineers (Aust.) Pty Ltd;
- ▶ Berrimah Farm Subdivision Guidelines, standard drawings and policies;
- ▶ Northern Territory Government (NTG) Subdivision Guidelines, standard drawings and policies;
- ▶ Northern Territory Planning Scheme;
- ▶ Australian Standards including: AS1742 Manual of Uniform Traffic Control Devices
- ▶ Austroads guidelines including:

- Guide to Road Design Part 3: Geometric Design
 - Guide to Road Design Part 5, 5A, 5B: Drainage
 - Guide to Road Design Part 6: Roadside Design, Safety and Barriers
 - Guide to Pavement Technology Part 2: Pavement Structural Design
 - Guide to Road Design Part 4A: Unsignalised and Signalised Intersection
- ▶ Rainfall data obtained from the Bureau of Meteorology (BOM)

1.4 Existing Site

The subject site is predominantly undeveloped comprising of vacant land with material stockpiles present. The stockpiles will be removed as part of the proposed subdivision works. The site is bound by:

- ▶ Stuart Highway to the north;
- ▶ Stage 4B (stage designed but had not been constructed at the time of compiling this report) to the south-west;
- ▶ Stage 4C (stage designed and under construction at the time of compiling this report) to the south-east; and
- ▶ Future Stages 4E and 4F (stage concept designed but not built at the time of compiling this report) to the east.

There is an existing 1.4m wide electrical supply easement located along the northern boundary of the stage. This easement is in favour of the High Voltage overhead electrical line located north of the site. There is an existing open drain which traverses through the site. As part of the development of the stage, this drain will be backfilled. Additionally, a temporary water cart fill point and advertisement signage are currently located on-site. These temporary installations will be removed prior to the commencement of construction to ensure clear access and compliance with development requirements. Refer to the Existing Features Plan (drawing 1002) in Appendix D for further information.

2 BULK EARTHWORKS

The earthworks strategy for the development was to follow the natural contours of the land with the intention of achieve a cut and fill regime that aligns with the earthworks masterplan for the Northcrest estate. The earthworks design has been developed in accordance with the Berrimah Farm Subdivision Guidelines and previous earthworks documentation and models by Aurecon (refer to Appendix C). The design ensures all allotments are graded to fall towards the road reserve along the allotment frontage at a minimum 1% fall.

Based on the available survey data, Stage 7F will result in a surplus of cut material. This excess material will be stockpiled off-site in a designated area identified by the developer. The stockpile location should be selected to minimize transport distances and avoid disruption to ongoing civil works. Existing material stockpiles currently on-site will also be reviewed and incorporated into the overall earthworks strategy. These may be relocated to the designated stockpile area or blended with new material, subject to quality testing and suitability for reuse.

The requirement for retaining walls has been minimised as part of the design, with batters the preferred option in lieu of retaining walls. Batters along the side and rear boundaries of the allotments have been limited to a maximum height and slope of 0.7m and 1(V):2(H) respectively. Batters on the frontage of allotments have been designed to have a maximum height and slope of 0.5m and 1(V):6(H) respectively. Batters within public open space have been designed to have a desirable maximum slope of 1(V):6(H) with an absolute maximum slope of 1(V):4(H). All batter slopes shall be inspected and approved by a qualified Geotechnical Engineer with certification of long-term stability being provided by geotechnical prior to Practical Completion

The allotments located along the Stuart Highway boundary (Lots 414A, 414B and 414C) include a minor internal batter that slopes down toward the Stuart Highway road reserve. This battering is necessary to manage the transition in levels between the private allotments and the adjacent public road corridor. However, due to the absence of detailed survey data in this area, the existing ground levels and the precise interface between the allotment boundaries and the road reserve remain unconfirmed. To ensure accurate design and grading, it is essential that this area be surveyed in detail prior to commencing earthworks activities. The survey will confirm the extent and gradient of the batter, as well as the existing levels within the road reserve, allowing for proper integration with the overall site design and compliance with relevant authority requirements

A retaining wall has been proposed along the western boundary of Lot 411. Retaining has been proposed in this location to facilitate the proposed grading of Stage 7F and as to not disturb the existing neighbouring titled allotment to the west. The retaining wall and associated footing is to be wholly contained within the public open space allotment and will become an Authority asset once Northcrest is handed over to a Council. The wall is proposed to be a blockwork wall with a fence placed on top.

An existing open channel has been identified within the development footprint of Stage 7F. As part of the proposed works, this channel will be decommissioned and infilled. Prior to the commencement of infill operations, a geotechnical assessment will be undertaken by a suitably qualified engineer to evaluate the condition of the existing drainage infrastructure. The existing drain batters will be benched in accordance with industry best practices to ensure proper interlocking of fill material and to enhance long-term geotechnical performance. All earthworks and filling activities will be executed in compliance with relevant standards and guidelines, including AS 3798 – Guidelines on Earthworks for Commercial and Residential Developments, and applicable environmental management protocols.

Refer to the detailed design drawings in Appendix D for details.

3 ROADWORKS & ACCESS

3.1 Traffic Assessment Report

The hierarchy of the internal road network has been assigned based on the Northcrest Darwin Traffic Assessment Report prepared by Urbis dated November 2023. Refer to Appendix E for further information.

3.2 Road Hierarchy

Stage 7F comprises of three (3) internal roads. One road is an extension of the existing Hereford Court. Hereford Court is a Collector Road, and this road class shall be maintained through Stage 7F. The remaining two (2) internal roads, Road 1 and Road 2, are proposed to be Minor Streets in accordance with the road hierarchy plan prepared by Urbis. The road reserve and carriageway widths have been assigned based on the requirements of the Berrimah Farm Subdivision Guidelines and are summarised in Table 1.

Table 1 - Road Reserve Widths

Road Name	Berrimah Farm Guidelines Road Class	Road Reserve Width (m)	Roadway Width (m)	Verge Width (m)	Typ. Max. no. of allotments
Road 1 & Road 2	Urban Residential – Minor	16.0	7.0	2 x 4.5m	30
Hereford Court	Urban Residential – Collector	20.0	11.0	2 x 4.5m	60

*Hereford Court is an extension of an existing road.

3.3 Geometric Design

The geometric design of all roads within the development has been designed in accordance with the Berrimah Farm Subdivision Development Guidelines and the Austroads Guide to Road Design Part 3: Geometric Design and Austroads Guide to Road Design Part 4A: Signalised and Unsignalised Intersections. All roads within Stage 7F shall be urban roads with an asphalt surface, two-way cross fall, and kerbing on both sides. The proposed design criteria adopted has been summarised within Table 2.

Table 2 - Road Design Criteria

Parameter	Suggested Standard/ Value	Comment
Design Speed	60 km/hr	As per Austroads Guide to Road Design Part 3: Geometric Design
Posted Speed	50 km/hr	As per Austroads Guide to Road Design Part 3: Geometric Design
Design Vehicle	Service Vehicle (8.8m)	As per NT Subdivision Development Guidelines
Check Vehicle	Single Unit Truck / Bus (12.5m)	As per NT Subdivision Development Guidelines

Parameter	Suggested Standard/ Value	Comment
Stopping Sight Distance	62m	As per Austroads Guide to Road Design Part 3: Geometric Design
Horizontal Curve	Minimum length: 70m Minimum radii: 49m	As per Austroads Guide to Road Design Part 3: Geometric Design. The development does not meet these criteria however the departure is justified due to the need to maintain lot yield and subdivision efficiency. The road serves a low-speed residential environment, where tighter curves are acceptable and enhance traffic calming.
Vertical Curve	Minimum length: 30m	As per Austroads Guide to Road Design Part 3: Geometric Design
Minimum Kerb Radii	10m	As per NT Subdivision Development Guidelines

3.4 Pavement Design

3.4.1 Design Traffic

The pavement designs have been carried out based on the minimum design traffic as per the NT Subdivision Guidelines as summarised below in Table 3.

Table 3 - Design Traffic

Road Class	Residential Design Traffic (ESA)
Minor	8.0×10^3
Urban Residential – Collector	5.0×10^5

3.4.2 Pavement Structural Design

The structural design of the road pavements has been developed in accordance with the Berrimah Farm Subdivision Development Guidelines and the Austroads Guide to Road Design Part 2: Pavement Structural Design. The pavement design has been developed based on the Empirical Design method as described in Austroads Guide to Pavement Technology Part 2: Pavement Structural Design. A design CBR of 15% has been adopted for the subgrade as recommend by Golder Associates in the Geotechnical Site investigation report (Ref: 1533240-003-R-Rev1). All pavements are flexible pavements with minimum asphalt thicknesses adopted from Table 14 of the NT Subdivision Development Guidelines. The NT Subdivision Guidelines were referenced in this instance as the Berrimah Farm Subdivision Guidelines do not indicate minimum pavement and asphalt thickness. Note, the in-situ subgrade CBR shall be tested and confirmed prior to construction of pavement layers. A summary of the pavement design is provided in Table 4.

Table 4 - Pavement Design Summary

Road	Subgrade	Subbase	Base	Wearing Surface
Road 1 & Road 2	150mm Compacted to 95% MMDD	-	150mm FCR Compacted to 100% MMDD	Prime and 30mm Asphalt
Hereford Court	150mm Compacted to 95% MMDD	-	200mm FCR Compacted to 100% MMDD	Prime and 40mm Asphalt
Hereford Court & Road 1	150mm Compacted to 95% MMDD	-	200mm FCR Compacted to 100% MMDD	Prime and 50mm Asphalt
Hereford Court & Road 2	150mm Compacted to 95% MMDD	-	200mm FCR Compacted to 100% MMDD	Prime and 50mm Asphalt

3.5 Intersection Design

The intersection design is based on the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersection. Both intersections within the stage have been designed as a standard T-intersection for a local road network.

The proximity of the proposed bus stop to the intersection of Hereford Court and Road 2 has been identified as a potential conflict point, particularly with right-turn movements from Road 2. To mitigate this risk and enhance intersection safety, a central traffic island is proposed at the intersection. This island is designed to physically restrict right-turn movements, thereby enforcing a left-out only configuration for vehicles exiting Hereford Court. This treatment will reduce conflict points near the bus stop, improve traffic flow, and support safer pedestrian movements. Additional signage and line marking will be implemented to clearly communicate the movement restrictions and ensure driver compliance.

3.6 Bus Bay

A bus bay consisting of two bays has been incorporated into the design along Hereford Court to support public transport access and improve traffic flow in line with the Public Transport requirements of the Traffic Assessment Report by Urbis. The bus bay has been designed in accordance with the Northern Territory Government (NTG) Standard Drawing CS3733, which outlines the required dimensions, layout, and safety features for bus stop infrastructure. It is noted the bus shelter shall be installed at a later date once the bus route is established and operational.

The inclusion of the bus bay ensures that buses can stop without obstructing through traffic, enhancing both safety and operational efficiency. It also supports future public transport servicing of the subdivision and aligns with NTG infrastructure planning guidelines.

3.7 Footpaths

Footpaths have been provided in accordance with the minimum requirements outlined in the Berrimah Farm Subdivision Guidelines. A summary of the footpaths proposed for each road is provided in Table 5. The footpaths shall be concrete and constructed as per the details shown on the Berrimah Farm Subdivision Guidelines standard drawing USG008.

Table 5 - Pavement Design Summary

Road	SDG Road Class	Footpath
Hereford Court	Collector	1 x 2.5m 1 x 1.5m
Road 1 & Road 2	Minor Street	1 x 1.5m

3.1 Cul-de-sacs

Stage 7F has a single cul-de-sac at the end of Road 1. The cul-de-sac has been designed with a minimum 10m radii to facilitate the turning of a garbage truck. Note the Berrimah Farm Subdivision Guidelines recommended a minimum 9m radii from kerb to kerb which was thought to be too small of a turning radius to facilitate the design vehicle completing a U-turn in a single turning manoeuvre.

3.2 Driveways

Due to the large size of the allotments within this stage, no driveways are proposed to be constructed as part of the subdivision works. Provision has been made as part of the design to ensure that a driveway can be accommodated on at least one allotment boundary without clashing with proposed services and associated infrastructure. The driveways for each allotment shall be constructed as part of the development for each allotment. Driveways shall be in accordance with the requirements of the Berrimah Farm Subdivision Guidelines and associated standard drawing USG005.

3.3 Traffic Control Devices

The intersections of Road 1 and Road 2 and Road 1 and Hereford Court are to be line marked with a hold line (give way line) and central unbroken line on the minor road. Street name signs are proposed at each intersection, on the major road on the opposite side to the intersection with the minor road. The intersection of Hereford Court and Road 2 is proposed to have outline marking around the traffic island and chevron marking on the inside of the curve for the left out onto Hereford Court along with a hold line and give way sign and left only sign mounted on the same pole. A keep left sign is proposed on the traffic island.

As Hereford Court is a Collector Road, central line marking has been proposed. The majority of the road shall be marked with a barrier line apart from at the 90-degree corner in the northeast which shall have an unbroken line. The unbroken line is placed at an offset from the road centreline to accommodate the curve widening. A single yellow line is proposed on the edges of the curve to delineate a no parking zone through the curve.

The proposed bus stop shall be line marked and signed as per the requirements shown on the NTG standard drawing CS-3733. It is noted the bus shelter shall be installed at a later date once the bus route is established and operational.

3.4 Temporary Turn Arouds

Hereford Court will tie in with the existing stub connections on both extents of the stage development. As such no temporary turnarounds have been proposed.

4 STORMWATER DRAINAGE

4.1 Design Basis

The proposed stormwater drainage system for Stage 7F has been developed in accordance with the following documents:

- Stormwater Masterplan prepared by ADG dated (Ref: 20172.006 C R003 Rev 00)
- Stormwater Drainage Strategy prepared by Aurecon dated 16th October 2018 (Ref: 253863)
- Berrimah Farm Development Guidelines
- NT Subdivision Development Guidelines

The stormwater system has been designed to collect and discharge minor storm flows via an underground drainage network, including the provision of individual lot drainage infrastructure, while the major storm system has been designed to convey flows via overland flow paths (within the road reserve and public open space) to the lawful point of discharge.

4.2 Lawful Point of Discharge (LPD)

Runoff generated throughout Stage 7F will be managed regionally within the Northcrest municipality and shall ultimately discharge stormwater to Basin 1 located in the Southern Precinct of Northcrest. Two (2) formal points of discharge are available for Stage 7F. Table 6 provides a summary of the post-development Lawful Points of Discharge.

Table 6 - Proposed Point of Discharge

LPD ID	Description
A	An existing DN750 inground stormwater line located within Hereford Court west of the development
B	An existing DN1200 inground stormwater line located within Hereford Court (Labelled as Julius Street on the Aurecon Stage 4C drawings) south-east of the development.

The connection points are shown in the Stage 7F Detail Design Drawings in Appendix D.

4.3 Design Storm Events

The design storm events have been adopted based on the requirements for residential catchments as specified in the Berrimah Farm development Guidelines and in accordance with the Stormwater Masterplan.

- Minor Storm Event – 5% Annual Exceedance Probability (AEP)
- Major Storm Event – 1% AEP

4.4 Design Criteria

The design criteria outlined in Table 21 and 22 of the NT Subdivision Development Guidelines, as summarised in Table 7, has been adopted for the drainage design of Stage 7F. Both the NT Subdivision Development Guidelines and the Berrimah Farm Subdivision Guidelines outline comparable criteria for stormwater management. However, the NT Subdivision Guidelines have been adopted as the primary reference in this

instance based on the NT Guidelines' clearer articulation of stormwater flow expectations, including hydraulic performance standards, infrastructure design parameters, and compliance requirements for conveyance.

Table 7 - Minor and Major Design Storm Flow Criteria

Application	Minor Storm Criteria	Major Storm Criteria
Minor and Access Streets	<p>Flows must not overtop kerbs</p> <p>Flow width \leq 2.5m from kerb</p>	<p>Flow contained in Road Reserve boundaries.</p> <p>Longitudinal flows criteria:</p> <p>Depth \leq 300mm</p> <p>Product of depth (m) and velocity (m/s) \leq 0.4 m²/s</p> <p>Transverse flows criteria:</p> <p>Depth \leq 200mm in roadway and max 150mm above crown</p> <p>Product of depth (m) and velocity (m/s) \leq 0.3 m²/s</p>
Public Open Space and Drainage Reserves	<p>Flow to be contained in formal drain section</p> <p>Flow velocity < scour velocity</p>	<p>Flow must be contained in formal drainage section and comply with the requirements of Table 25 – Open Drain Design Criteria as outlined below</p> <p>Minimum base width of 2.0m</p> <p>Maximum batter of 1:6 desirable with 1:4 absolute.</p> <p>Minimum grade 0.5% desirable with 0.3% absolute.</p> <p>Maximum flow depth 750mm</p> <p>Maximum velocity to not exceed scour velocity (<1m/s)</p> <p>Free board the greater of 300mm, 20% of channel depth or the velocity head</p> <p>Maximum Depth x Velocity of 0.4m²/s.</p> <p>Low flow drains to be present where the low flow drain must have:</p> <p>Defined invert to prevent waterlogging</p> <p>Impervious in nature to prevent weed and vegetation growth</p> <p>Designed to accommodate dry season flows</p> <p>Scour protection provided adjacent the impervious low flow drain, with adequate hydraulic roughness to control low flow velocities.</p> <p>In addition to the above, the following must also be considered:</p> <p>Min 300mm freeboard to allotment boundaries.</p> <p>Open Spaces used to attenuate flows and/ or convey major flows must meet appropriate safety measures and approved by the relevant authority.</p>

4.5 Drainage Analysis

4.5.1 Design Methodology

The drainage design of Stage 7F has been completed using 12D drainage modelling software. The drainage design routes the drainage through the underground pipe system and considers the overland flows within the roadway and kerb. Surface routing modelling has also been completed as part of the master planning to determine the major storm flow levels and overland flow paths. Site specific rainfall data, obtained from the Bureau of Meteorology, has been used throughout the drainage analysis.

4.5.2 Catchment Definition

Catchment areas were defined and measured using AutoCAD, contour surface data and known cadastral boundaries. The Stage 7F Detail Design Drawings in Appendix D includes the catchment plan (Drawing 2003).

4.5.3 Minor Storm Analysis

The drainage design for the minor storm has been completed based on the design criteria described in Section 4.4. The longitudinal section drawings for the drainage network (refer to Drawing DRG-2000 to DRG-2002) shows the hydraulic grade line (HGL) within the network for the minor storm event. The HGL is located below the proposed design surface and a minimum 150mm freeboard is provided to all structures. A summary of the drainage calculations for network are provided on Drawing DRG-2004.

A kerb flow check has been completed using the 12D model to determine the flow widths within the kerb and gutter and confirm that the flow widths are below the maximum specified in the design criteria contained within Section 4.4. Refer to the catchment plan on Drawing DRG-2003 for kerb flow widths.

4.5.4 Major Storm Analysis

As part of the Northcrest Stormwater Drainage Masterplan, modelling of the 1% AEP storm was completed to check flow paths and ensure allotments were not inundated by flood waters during the major storm event. To achieve this, detailed analysis was conducted using the 12D drainage model, which incorporates surface topography, pit and pipe networks, and catchment hydrology. Supplementary modelling was also completed using industry-standard software packages such as Hydraflow and TUFLOW, allowing for both hydraulic and hydrodynamic simulation of stormwater flows.

These checks confirmed that the major storm flows are effectively conveyed within the designated road reserve corridors without encroaching onto private allotments. The modelling also validated that the proposed drainage infrastructure—including pits, pipes, and overland flow paths—meets the required capacity and performance criteria under extreme rainfall conditions. Refer to Appendix F for the Major storm flood mapping.

This approach ensures compliance with local authority standards and provides a robust framework for flood risk mitigation across the development.

4.5.5 Stormwater Quantity Analysis

As discussed in the Stormwater Drainage Masterplan prepared by ADG dated 22nd March 2024 a detention basin is proposed as the end of line treatment measure for stormwater quantity management for the Northern Precinct of Northcrest. The sizing and design of the detention basin is discussed within the Stormwater Drainage Masterplan.

5 SEWER & WATER DEMANDS

The number of equivalent persons (EP) was used to calculate the demand rates of the proposed water and sewerage reticulations. The proposed EP for the development was calculated based on the proposed allotment layout and applying EP rates as outlined in the PWC NT Supplements to WSAA Codes (2002). Table 8 provides a summary of the EP calculations for the proposed development.

Table 8 - Proposed EP

Lot	Quantity	Unit	EP multiplier	Total EP
400 (MD)	0.115	ha	45/ha	5.175
401 (MD)	0.101	ha	45/ha	4.545
402 (MD)	0.101	ha	45/ha	4.545
403 (MD)	0.101	ha	45/ha	4.545
404 (Park)	0.092	ha	80/ha	7.360
405 (MD)	0.160	ha	45/ha	7.200
411 (Park)	0.232	ha	80/ha	18.560
412 (HR)	0.324	ha	280/ha	90.720
413 (HR)	0.643	ha	280/ha	180.040
414A (Shopping Centre)	1.440	ha	280/ha	403.200
414B (HR)	0.464	ha	280/ha	129.92
414C (HR)	0.462	ha	280/ha	129.36
415 (HR)	0.477	ha	280/ha	133.560
Total EP				1,118.73

6 SEWER

New sewer connections have been proposed for each residential allotment within the development. The sewer network has been designed to ensure reliable servicing and future asset integration, in accordance with the WSAA Sewerage Code of Australia and the Northern Territory Supplement to the WSAA Code.

A DN375 trunk sewer extension has been proposed along the eastern verge of Hereford Court extending to Stuart Highway via the eastern boundary of Lot 414C, within a 6-metre-wide easement. This trunk main is a strategic infrastructure component designed to support future development north of the Stuart Highway. The upstream end of the trunk sewer will be capped, with an allowance of 2,500 Equivalent Persons (EP), as stipulated in the Project Development Agreement, ensuring capacity for long-term growth and integration with broader regional infrastructure planning.

To service the site, proposed DN150 sewer reticulation mains have been extended from the proposed trunk main continuing through the southern verge of Road 1 and the northern verge of Hereford Court. These mains form the internal reticulation network, providing direct connection points for each proposed lot. The internal DN150 reticulation mains have been designed to accommodate current and future flows, with appropriate grades, access chambers, and allotment connection points. Upon completion of construction and successful commissioning, this internal network will be handed over to Power and Water Corporation (PWC) as a public asset.

Refer to the detailed design plans in Appendix D for the proposed layout of the internal sewer network and the connection point.

7 WATER

A new water reticulation network has been proposed for installation throughout the development stage to ensure reliable and compliant water supply to each proposed allotment. The reticulation system has been designed to meet Power and Water Corporation (PWC) standards and will provide suitable connection points for residential water services.

The proposed network will consist of an extension of the existing DN300 PVC water main located to the west of the site, aligned to the northern and western verges of Hereford Court to terminate at the designated Stage 4C boundary, allowing for future integration with subsequent development stages. A DN150 reticulation main will be installed within the southern verge of Road 1 to connect to an existing termination point located at the common boundary of Stage 7F and Stage 4B. A DN150 reticulation main has been proposed within the western verge of Road 2 to loop the abovementioned mains.

The alignment and sizing of the reticulation mains are in accordance with the Water and Sewer Masterplan prepared by ADG. The water mains have been looped throughout the development to support water quality and public health outcomes. This arrangement will help prevent stagnation, reduce the risk of bacterial growth, and maintain chlorine residuals within the network. The arrangement will also improve operational flexibility and redundancy, allowing for maintenance or emergency isolation without disrupting supply to large areas.

Each individual property connection has been designed in accordance with the relevant PWC Standard Drawings. While the reticulation infrastructure and the property connection assembly will be installed as part of the civil works, lot owners will be responsible for installing the meter to the property connection assembly in accordance with PWC requirements.

The proposed reticulation alignment and connection point for each proposed allotment is shown in the detailed design plans in Appendix D.

8 ELECTRICAL AND COMMUNICATIONS

The design and layout of electrical and communications infrastructure required to service future residential allotments throughout Stage 7F will be developed and documented by the electrical consultant. This will include the planning of power supply connections, street lighting, telecommunications cabling, and any associated conduits or pits necessary to support future development. The consultant will ensure that the infrastructure complies with relevant standards and regulations. On receipt of this information, ADG will engage the electrical consultant to coordinate these utility services with the civil and hydraulic works.

9 LANDSCAPING

The design and layout of all landscaping elements, including park infrastructure / furniture, planting schemes, verge treatments, and any associated urban design features, will be developed and documented by the appointed landscape architect. The landscape architect will ensure that all proposed works comply with relevant local authority standards and urban design principles.

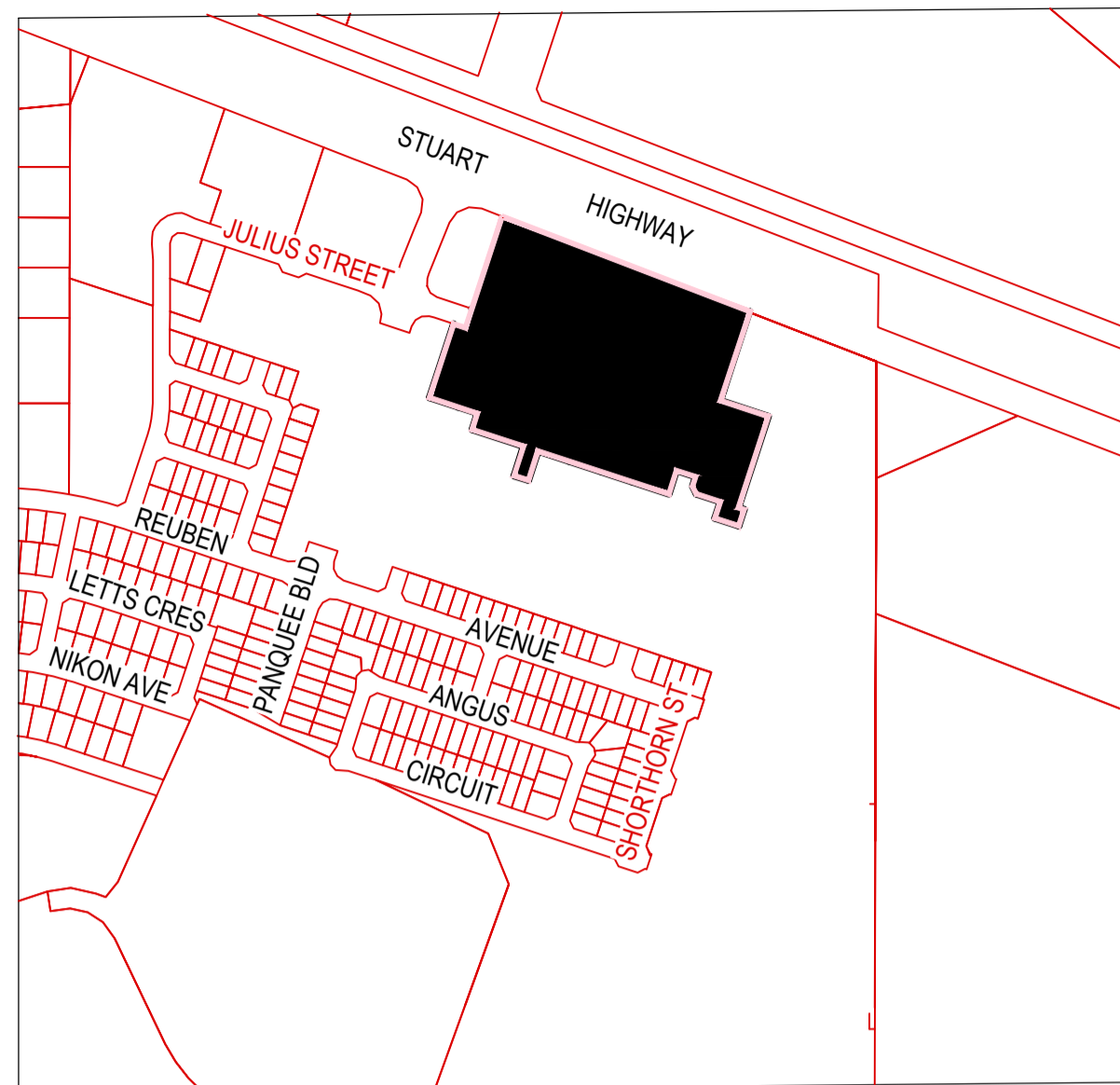
Upon receipt of the landscape design documentation, ADG will engage with the landscape consultant to coordinate the landscaping elements with the broader civil and hydraulic design packages. This coordination will ensure that all services and infrastructure are integrated seamlessly, avoiding conflicts and ensuring constructability.

10 CONCLUSION

ADG Engineers have undertaken an engineering services assessment for Stage 7F of the proposed Northcrest subdivision. Stage 7F can be adequately serviced by all essential infrastructure through the installation of new infrastructure and connection to existing infrastructure. The works discussed within this report are subject to detailed design and authority approval. The design of all infrastructure shall be completed in accordance with all relevant authority guidelines/standards. Detailed engineering documentation shall be submitted to and approved by all relevant authorities prior to commencement of works onsite.

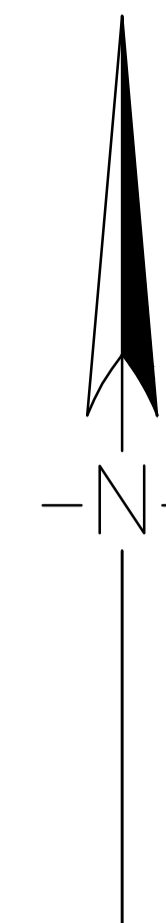
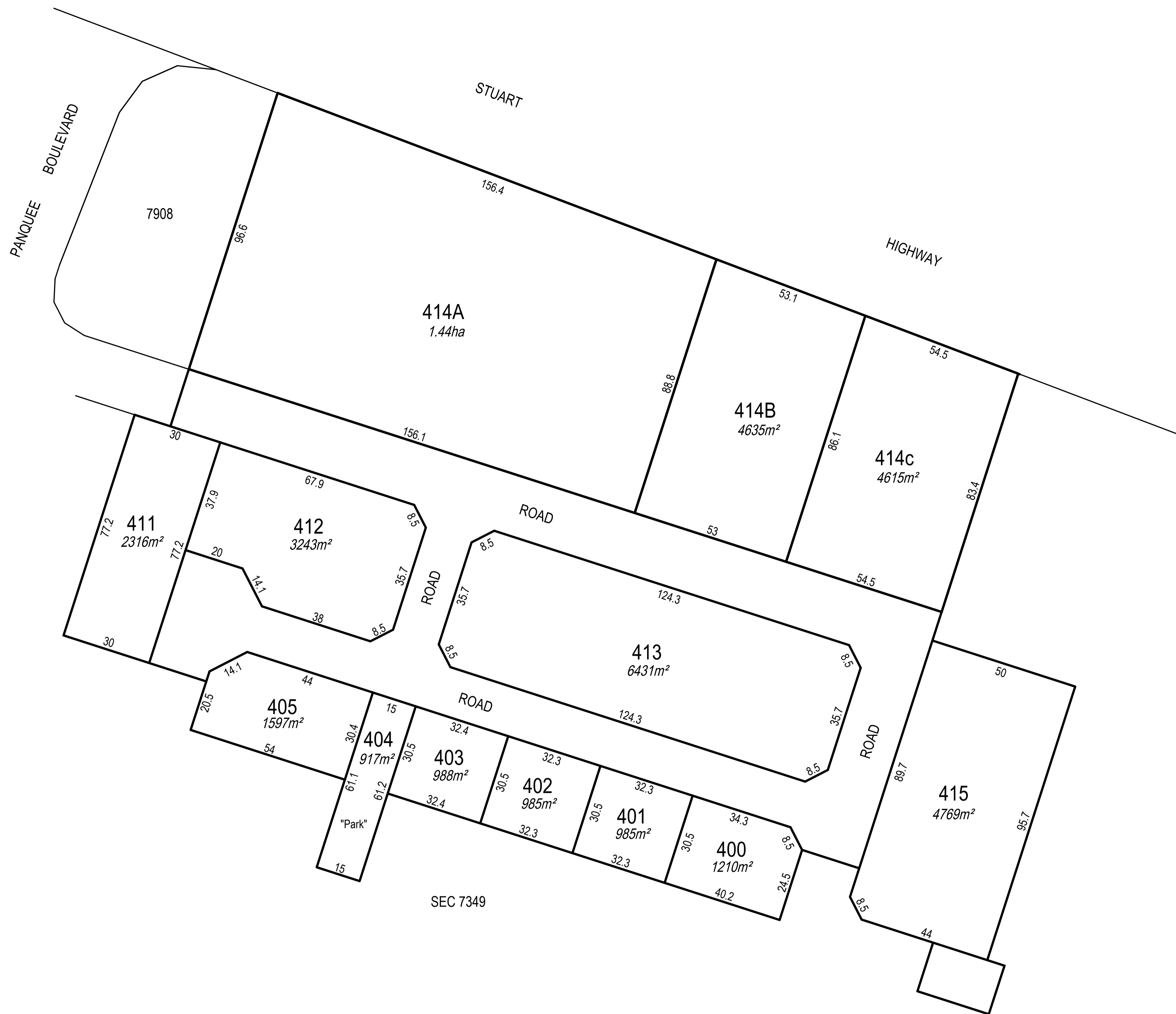
Appendix A

Stage 7F Allotment Layout Plan



LOCATION DIAGRAM

Not to Scale



Note
 Easements should be confirmed with the current Certificate of Title
 Areas and dimensions (including easements) are subject to survey
 Area of part stage 7F = 5.9ha
 Balance Area of Section 7349 = 95.4ha



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**SECTION 7349, HUNDRED OF BAGOT
 NORTHCREST**

DEVELOPMENT APPLICATION - STAGE 7F - REVISION 2

Client: **HALIKOS DEVELOPMENTS**

Scale: 1:1500 (A3)

Licensed Surveyor:
 Date:

Datum:

Drawn by: LC
 Date: 30/01/2025
 Cad File: 9492-107-R02.DWG

Drawing No:
25/9192/107-R02



Appendix B Stage 7F Survey

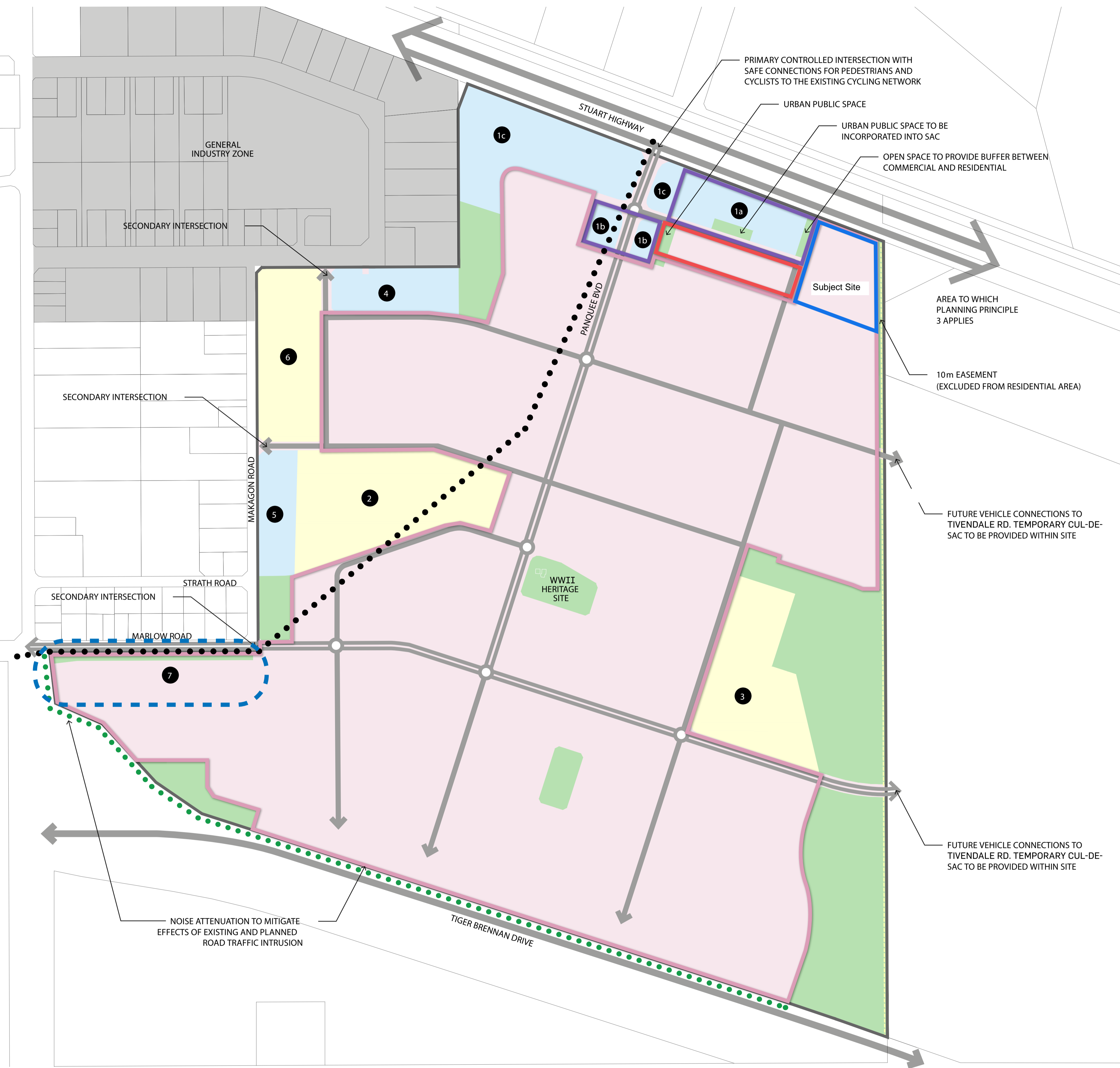
Berrimah Farm Planning Principles and Area Plan

Version	Amendment No.	Date Published	Details
1	357 (NTPS 2007)	3.10.2014	Introduction of the Berrimah Farm Planning Principles and Area Plan
2	472	3.3.2017	Omits and replaces the Berrimah Farm Planning Principles and Area Plan
3	3 (NTPS 2020)	30.10.2020	Minor alterations for consistency with the NT Planning Scheme 2020
4	56	29.07.2022	Planning proposal to make minor amendments
5	164	26.03.2026	Alterations and updates for consistency with subdivision approvals and removal of retirement facility and Tourist Commercial land

1. Future development within the Berrimah Farm locality is to:
 - (a) minimise the off-site impacts of concentrated stormwater by managing the magnitude, quality and duration of stormwater runoff to ensure that the capacity of downstream infrastructure is not exceeded and that the quality of stormwater does not unreasonably impact the receiving environment.
 - (b) accord with the Defence (Areas Control) Regulations 1989.
 - (c) appropriately present the WWII Heritage Site and provide access to the general public.
 - (d) mitigate the impacts of noise associated with aircraft, traffic and industrial land uses to provide a high quality of amenity for future residents by creating visually appealing solutions through the use of architectural design, landscaping and other techniques.
 - (e) create a safe and diverse urban residential environment that:
 - i. is structured around a Secondary Activity Centre;
 - ii. is generally developed to a maximum of six storeys in height where directly accessible by the road network and adjacent to the Secondary Activity Centre and reduces in height and density with distance from the centre;
 - iii. comprises a variety of lot sizes and housing types;
 - iv. provides high quality adaptable public spaces and open space areas that are usable for both passive and active recreation; and
 - v. has an interconnected local road network that distributes the anticipated traffic flow within the site and integrates with the surrounding road network through appropriate intersection design.
 - (f) create a pedestrian and cyclist network that:
 - i. traverses the site to create a loop suitable for exercise and commuting;
 - ii. provides safe connections to the bike path on the northern side of the Stuart Highway at the stage of development at which construction of the Stuart Highway intersection is complete; and
 - iii. provides connections between the Secondary Activity Centre, adjacent sites and other public spaces including active and passive public open space.
 - (g) create a Secondary Activity Centre that:
 - i. is a safe, vibrant, street-based environment and provides commercial and retail uses of a size catering to the local population catchment;
 - ii. provides for a high-quality urban design space, promoting facilities and services within walkable distances to medium density residential development;
 - iii. provides a pedestrian-friendly environment with direct and convenient access to high frequency public transport services;

- iv. provides safe and direct access for pedestrians and cyclists to the main/major bus stop;
 - v. includes an urban public space that provides a focus for community gathering and events;
 - vi. provides for commercial, retail, restaurants, licensed clubs, entertainment, business uses, hotels, and medical services opportunities at ground level
 - vii. Provides connectivity to medium density residential adjacent to the center;
 - viii. locates the highest densities of development around community spaces and within convenient access to public transport facilities;
 - ix. allows traffic to move through the centre efficiently;
 - x. provides off-street parking behind buildings, totally or partially screened from the street;
 - xi. provides on-street car parking where appropriate;
 - xii. provides footpaths adjacent to ground floor commercial and retail uses that are sufficiently wide to encourage street life such as alfresco dining outside restaurants, food carts and retail kiosks as appropriate;
 - xiii. provides shade and shelter for pedestrians; and
 - xiv. provides landscaping to soften the pedestrian environment.
- (h) promote a community focused, integrated and engaging Secondary Activity Centre through:
- i. provision of convenient pedestrian links between public transport and urban public space and shops;
 - ii. activation of the street by locating a sleeve of smaller retail tenancies in front of large format retail stores;
 - iii. location of anchor stores and entertainment uses to encourage pedestrian flow past smaller specialty shops;
 - iv. incorporation of appropriate traffic calming measures to manage traffic behaviour;
 - v. provision of good quality, safe, comfortable, and engaging public spaces that create a sense of place; and
 - vi. encouragement of property title arrangements, including unit titles schemes, that include open or integrated spaces at ground level to ensure cohesive and well-maintained community and trading spaces; and
 - vii. buildings and uses are designed to have a clearly defined pedestrian entry which is legible particularly where multiple uses occur.
- (i) create a multi-user research precinct that:
- i. contains multi-storey office and shared use facilities including laboratories for use by Government and private organisations;
 - ii. provides an active frontage to the surrounding road network or allows compatible ancillary uses to provide an active frontage to the surrounding road network; and
 - iii. preserves the large trees and established vegetation that currently creates well shaded communal areas between buildings.
- (j) create education facilities that are located on identified public transport routes.
- (k) Create a high aesthetic and amenity commercial precinct, Precinct 1B, adjacent to the Secondary Activity Centre and Stuart Highway that:

- i. is designated and sited to respond to adjoining land uses and street frontages;
 - ii. provides appropriate landscaping to integrate with the streetscape and promotes pedestrian movements;
 - iii. provides for commercial uses such as showroom, vehicle sales, service station, drive through fast food and similar, drive through liquor stores, offices and mini storage;
 - iv. medical centres, childcare centres, food premises and shop uses are accessed generally within 150m of the Secondary Activity Centre; and
 - v. does not include any residential uses.
2. Any future rezoning, development or use, where community purpose land is adjacent to land within Zone LI (Light Industry) or Zone GI (General Industry) must take into account and address potential environmental impacts and risks associated with the interface, and if rezoning is proposed, the zone must provide that all development proposals on this rezoned land require consent.
3. Any rezoning of Secondary Activity Centre land 1A (adjacent to Stuart Highway) must take into account and address the achievement of Planning Principles (g) and (i).
4. Any future rezoning, development or use, of land identified as '7' on the Area Plan must address potential environmental impacts, risks and appropriate separation distances associated with the interface to Zone LI (Light Industry) or Zone GI (General Industry).



- LEGEND:**
- SITE BOUNDARY
 - HEIGHT CONTROLLED AREA
Height Controlled by Defence (Areas Control) Regulations 1989
 - MAJOR ROADS
Potential Bus Routes, Cycleways & Pedestrian Links
 - 10m EASEMENT
Excluded from Residential Area
 - SECONDARY ACTIVITY CENTRE
Precinct 1A Maximum Height: 10 Storey
 - ZONE MR - MEDIUM DENSITY RESIDENTIAL
Maximum Height: 6 Storey
 - ZONE LR (LOW DENSITY RESIDENTIAL) and ZONE LMR (LOW-MEDIUM DENSITY RESIDENTIAL)
Maximum Height: 2 Storey
 - RESIDENTIAL
 - COMMERCIAL
 - COMMUNITY
 - GENERAL INDUSTRY ZONING
 - OPEN SPACE
Incorporating Drainage Features, Natural Habitat and Recreational Opportunities
 - BUFFER / FENCING TREATMENT AREAS
To Tiger Brennan Drive
 - 1a SECONDARY ACTIVITY CENTRE DEVELOPMENT - AREA TO WHICH PLANNING PRINCIPLE 3 APPLIES
SECONDARY ACTIVITY CENTRE CONSISTING OF RESTAURANTS, FOOD PREMISES, RETAILING (INC. LARGE FORMAT STORES), ENTERTAINMENT, LICENSED CLUBS, BUSINESS USES, HOTELS MOTELS, AND MEDICAL SERVICES
 - 1b SECONDARY ACTIVITY CENTRE DEVELOPMENT
SECONDARY ACTIVITY CENTRE CONSISTING OF RESTAURANTS, FOOD PREMISES, RETAILING (INC. LARGE FORMAT STORES), ENTERTAINMENT, LICENSED CLUBS, BUSINESS USES, HOTELS MOTELS, AND MEDICAL SERVICES
 - 1c COMMERCIAL USES SUCH AS SHOWROOM, VEHICLE SALES, SERVICE STATION, DRIVE THROUGH FAST FOOD AND SIMILAR, DRIVE THROUGH LIQUOR STORES, OFFICES, MINI STORAGE
 - 2 COLLECTION OF GOVERNMENT, PRIVATE RESEARCH, COMMERCIAL BASED ORGANISATIONS AND SUPPORTING USES
 - 3 EDUCATION FACILITIES (5 ha)
 - 4 SPECIALIST COMMERCIAL SUCH AS: INDOOR LEISURE, RECREATIONAL AND SPORTS FACILITIES, MEDICAL CLINICS, SHOWROOMS, OFFICES, HOTELS, MOTEL, TOURIST ACCOMMODATION, SERVICE STATION AND MINI STORAGE
 - 5 OFFICE, PARK, STORAGE AND ANCILLARY PURPOSES, RESEARCH INSTITUTIONS
 - 6 AREA TO WHICH PLANNING PRINCIPLE 2 APPLIES
 - 7 AREA TO WHICH PLANNING PRINCIPLE 4 APPLIES

BERRIMAH FARM AREA PLAN

Technical Assessment PA2026/0148

TECHNICAL ASSESSMENT OF PROPOSED DEVELOPMENT AGAINST RELEVANT PROVISIONS OF THE NORTHERN TERRITORY PLANNING SCHEME 2020

Application No:	PA2026/0148
Lot number:	7349, Makagon Road Berrimah
Town/Hundred:	Hundred of Bagot
Zone:	Future Development (FD)
Site Area:	1105000 m ²
Proposal:	Subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F)
Plans used for assessment:	Statement of Effect, Proposed Subdivision Plan, Engineering Design Report, Conceptual Future Zoning Plan and other application support material
Date assessment finalised:	11 June 2026

The proposed development requires consent under the Northern Territory Planning Scheme 2020 as described in the below table:

Proposed Zoning:				
<ol style="list-style-type: none"> 1. Zone FD (Future Development), 2. Zone Mr (Medium Density Residential) 3. Zone LMR (Low Medium Density Residential) 4. Zone PS (Public Open Space) 				
Use	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Subdivision	Impact Assessable	3.5 LPA - Land in Proximity to Airports	N/A	6.2.1 Lot Size and Configuration for Subdivision in Zones LR, LMR, MR and HR 6.2.2 Lots Less Than 600m ² for Dwellings-Single 6.2.3 Site Characteristics for Subdivision in Zones LR, LMR, MR and HR 6.2.4 Infrastructure and Community Facilities for Subdivision in Zones LR, LMR, MR and HR 6.5.1 Subdivision in Zone FD

An assessment of the relevant clauses are summarised in the tables below:

Part 3 Clauses (Overlays)	Compliance		
	Yes	No	N/A
3.5 Land in Proximity to Airports			
Part 6 Clauses – Subdivision and Consolidations Requirements	Compliance		
	Yes	No	N/A
6.2.1 Lot Size and Configuration for Subdivision in Zones LR LMR MR and HR			
6.2.2 Lots Less Than 600m ² for Dwellings-Single			
6.2.3 Site Characteristics for Subdivision in Zones LR LMR MR and HR			
6.2.4 Infrastructure and Community Facilities for Subdivision in Zones LR LMR MR and HR			
6.5.1 Subdivision in Zone FD			

1.8 When development consent is required

- (c) *Impact Assessable* – use and development that requires the exercise of discretion by the consent authority to determine if it is appropriate given the location of the **site** and the potential impacts on surrounding uses, and if it accords with the Strategic Framework.
- Use and development of land requires **consent** and is *Impact Assessable* when any of the following apply:
- i. it is shown as *Impact Assessable* on the relevant assessment table in Part 4;
 - ii. **it is for the subdivision of land other than that included at Clause 1.8(1)(b)(iii); or**
 - iii. it is identified as *Impact Assessable* in Clause 1.9; or
 - iv. it is a *Prohibited* development which relates to a **heritage place** as set out in Clause 1.10(7)(b); or
 - v. a provision of this Planning Scheme expressly requires assessment as *Impact Assessable*.

1.10 Exercise of Discretion by the Consent Authority

4. In considering an application for a use or development identified as *Impact Assessable* the consent authority must take into account all of the following:
 - (a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;
 - (b) any Overlays and associated requirements in Part 3 that apply to the land;
 - (c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and
 - (d) any component of the Strategic Framework relevant to the land as set out in Part 2.
5. The consent authority may **consent** to a proposed use or development that is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:
 - (a) the purpose and administration clauses of the requirement; and
 - (b) the considerations listed under Clause 1.10(3) or 1.10(4).
6. When consenting to the use or development of land, the consent authority may impose a condition requiring a higher standard of development than is set out in a requirement of Parts 3, 5 or 6 if it considers it necessary to the achievement of the Strategic Framework, the purpose of the overlay or the zone, or it considers it is otherwise necessary to do so.

This is a technical assessment of the proposal against the requirements of the Northern Territory Planning Scheme 2020 (NTPS2020) and is no indication of whether or not approval will be given by the consent authority.

OVERVIEW

The application proposes the subdivision of part Section 7349, Hundred of Bagot (Northcrest Stage 7F), Berrimah, to create 13 lots and roads over an area of approximately 5.4ha in accordance to the table below:-

Description	Area (m ²)	Proposed Future Zoning
400	1,210	Zone LMR
401	985	Zone LMR
402	985	Zone LMR
403	988	Zone LMR
404	917	Zone PS
405	1,597	Zone LMR
411	2,316	Zone PS
412	3,243	Zone MR
413	6,431	Zone MR
414A	13,500	Zone FD
414B	4,661	Zone FD
414C	4,641	Zone FD
Public Open Space (west to the 414C)	836	Zone PS



2. STRATEGIC FRAMEWORK

Darwin Regional Land Use Plan (DRLUP) 2015:

The Darwin Regional Land Use Plan applies to the site. Subdividing land identified as Urban / Peri-Urban Residential under the DRLUP. The Key urban and peri-urban residential objectives include:

- 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 localities 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 an appropriate protection and maintenance of natural and conservation areas
 - Is climactically appropriate and avoids the creation of heat islands

Assessment

- The proposal creates a range of lot sizes intended to accommodate future low-medium density and medium density residential development, contributing to the ongoing supply of residential land within the Darwin urban area. The subdivision provides opportunities for a mix of future housing types through the creation of lots intended for future LMR and MR zoning. In addition, the northern

portion of the site comprises three lots that are proposed to be retained within Zone FD and are intended to accommodate the future Secondary Activity Centre.

- The subdivision will utilise existing road infrastructure and will be connected to reticulated services, supporting the efficient provision of infrastructure. The proposal also includes public open space lots integrated with the wider Northcrest open space network.
- The proposal is a subdivision only and does not include built-form development. Detailed design matters, including landscaping, climate-responsive design and protection of natural or cultural features, will be addressed through future development applications.

As evident from above, the proposal is considered consistent with the relevant urban and peri-urban residential objectives of the Darwin Regional Land Use Plan.

Notwithstanding the above, Clause 2.2(4) of the NTPS 2020 provides that Area Plans prevail over higher-order land use plans to the extent of any inconsistency. The proposal is therefore assessed below against the Berrimah Farm Area Plan.

Berrimah Farm Planning Principles and Area Plan (BFPPAP)

The site is located in the BFPPAP. The BFPPAP establishes a further level of detailed guidance, including concepts, for the future development of particular localities, neighbourhoods, focus areas or streets.

An assessment of how the proposed subdivision responds to the Berrimah Farm Planning Principles and Area Plan is as follows: -

Sr. No.	Planning Principle	Assessment
1(a)	<i>minimise the off-site impacts of concentrated stormwater by managing the magnitude, quality and duration of stormwater runoff to ensure that the capacity of downstream infrastructure is not exceeded and that the quality of stormwater does not unreasonably impact the receiving environment.</i>	<p>COMPLIES</p> <p>The application includes an Engineering Design Report prepared by ADG Engineers for Northcrest Stage 7F.</p> <p>The report confirms that stormwater runoff from the subdivision will be managed through a combination of underground drainage infrastructure and overland flow paths integrated with the wider Northcrest stormwater network. The report states that the proposed stormwater system has been designed to convey minor storm events through underground drainage, while major storm events will be accommodated within road reserves and public open space areas. Stormwater from stage 7F will ultimately discharge into the existing regionally managed stormwater network and detention basin system located in the southern precinct of Northcrest, which services the Northcrest Estate.</p> <p>In addition, the Land Development Unit (LDU) has requested the inclusion of a condition on the permit stating that stormwater drainage</p>

		<p>infrastructure be designed and constructed in accordance with the Berrimah Farm Subdivision Development Guidelines and to the satisfaction of the consent authority. The LDU has also requested the preparation of an updated Stormwater Management Plan confirming the connection of existing and proposed stages to the regional stormwater detention system and updated detention basin information.</p> <p>Furthermore, the Land Management unit, Land Resource Division (Land Resources), has also recommended conditions requiring the preparation and implementation of an Erosion and Sediment Control Plan.</p>
1(b)	<i>accord with the Defence (Areas Control) Regulations 1989.</i>	<p>COMPLIES</p> <p>The site is in the area subject to the Defence (Areas Control) Regulations 1989 and structures higher than 45m require approval.</p> <p>The proposal is for a subdivision to create 13 lot only and does not include any buildings works. The application was circulated to the Department of Defence; however, no response was received.</p> <p>Any future development of the lots will be subject to separate assessment and will be required to comply with the applicable requirements at that time.</p>
1(c)	<i>appropriately present the WWII Heritage Site and provide access to the general public.</i>	<p>NOT APPLICABLE</p> <p>The WWII Heritage Site identified in the Berrimah Farm Area Plan is not located within the subject site. The proposed subdivision does not impact the access to the heritage site.</p>
1(d)	<i>mitigate the impacts of noise associated with aircraft, traffic and industrial land uses to provide a high quality of amenity for future residents by creating visually appealing solutions through the use of architectural design, landscaping and other techniques.</i>	<p>NOT APPLICABLE</p> <p>The proposal is for subdivision only and does not include any buildings works. Accordingly, matters relating to architectural design, landscaping and building treatments to mitigate noise are not applicable at this stage.</p> <p>Advice from Airport Development Group and the Department of Defence confirms that future development may be subject to noise attenuation requirements, which can be addressed at the building stage.</p>

		<p>Further, the site is affected by the Land in Proximity to Airports (LPA) Overlay. Accordingly, aircraft noise impacts are considered under Clause 3.5 of the Overlay and are discussed further in this assessment report.</p>
<p>1(e)</p>	<p><i>create a safe and diverse urban residential environment that:</i></p> <ul style="list-style-type: none"> <i>I. is structured around a Secondary Activity Centre;</i> <i>II. is generally developed to a maximum of six storeys in height where directly accessible by the road network and adjacent to the Secondary Activity Centre and reduces in height and density with distance from the centre;</i> <i>III. comprises a variety of lot sizes and housing types;</i> <i>IV. provides high quality adaptable public spaces and open space areas that are usable for both passive and active recreation; and</i> <i>V. has an interconnected local road network that distributes the anticipated traffic flow within the site and integrates with the surrounding road network through appropriate intersection design.</i> 	<p>COMPLIES</p> <ul style="list-style-type: none"> i. The proposed subdivision includes the land (retained as FD Zone) identified for the future Secondary Activity Centre (Precinct 1A) in the Berrimah Farm Area Plan, comprising Lots 414A, 414B and 414C. The subdivision also provides MR and LMR lots immediately south of the future Secondary Activity Centre, consistent with the Area Plan's intended urban structure centred around the Secondary Activity Centre. ii. The proposed subdivision provides a transition in land use intensity from the future Secondary Activity Centre to medium density residential development and then to low-medium density residential development. Lots 412 and 413 are intended for future MR zoning, while Lots 400, 401, 402, 403 and 405 are intended for future LMR zoning, consistent with the density hierarchy envisaged by the Area Plan. iii. The subdivision creates a variety of lot sizes ranging from approximately 836m² to 1.35ha and includes land intended for future commercial, medium density residential, low-medium density residential and public open space purposes, supporting a range of future development outcomes. iv. The proposal includes three public open space lots comprising Lots 411, 404 and the public open space lot adjoining Lot 414C. These lots contribute to the broader Northcrest open space network and provide opportunities for future passive and active recreation. v. The proposed subdivision incorporates a continuation of the Northcrest local road network, including roads to service the future Secondary Activity Centre, MR lots and LMR lots and public open space lots. Access to the subdivision will be provided via Hereford Street, which connects to

		Panquee Boulevard and the broader Northcrest road network.
1(f)	<p><i>create a pedestrian and cyclist network that:</i></p> <ul style="list-style-type: none"> <i>I. traverses the site to create a loop suitable for exercise and commuting;</i> <i>II. provides safe connections to the bike path on the northern side of the Stuart Highway at the stage of development at which construction of the Stuart Highway intersection is complete; and</i> <i>III. provides connections between the Secondary Activity Centre, adjacent sites and other public spaces including active and passive public open space.</i> 	<p>COMPLIES</p> <p>The proposed subdivision incorporates an interconnected road network that will integrate with the broader Northcrest Estate road system. The Statement of Effect indicates that the proposed road network will provide pedestrian and cycling connectivity to existing and future pedestrian and cycle connections within Northcrest. The subdivision also includes public open space lots and land for the future Secondary Activity Centre, facilitating future connections between residential areas, public open spaces and the Secondary Activity Centre.</p>
1(g)	<p><i>create a Secondary Activity Centre that:</i></p> <ul style="list-style-type: none"> <i>I. is a safe, vibrant, street-based environment and provides commercial and retail uses of a size catering to the local population catchment;</i> <i>II. provides for a high-quality urban design space, promoting facilities and services within walkable distances to medium density residential development;</i> <i>III. provides a pedestrian-friendly environment with direct and convenient access to high frequency public transport services;</i> <i>IV. provides safe and direct access for pedestrians and cyclists to the main/major bus stop;</i> <i>V. includes an urban public space that provides a focus for community gathering and events;</i> <i>VI. provides for commercial, retail, restaurants, licensed clubs, entertainment, business uses, hotels, and medical services opportunities at ground level</i> <i>VII. Provides connectivity to medium density residential adjacent to the center;</i> <i>VIII. locates the highest densities of development around community spaces and within convenient access to public transport facilities;</i> <i>IX. allows traffic to move through the centre efficiently;</i> 	<p>CAN COMPLY WITH FURTHER CLARIFICATION</p> <p>The planning principle relates to the design and development of a Secondary Activity Centre.</p> <p>The application only proposes to subdivide the Secondary Activity Centre land (identified as Precinct 1A in the Berrimah Farm Area Plan) into three lots (Lots 414A, 414B, and 414C) does not include built form development of the Secondary Activity Centre.</p> <p>Planning Principles 1(g) and 1(h) relate to the creation of a Secondary Activity Centre that is integrated, street-based, pedestrian-friendly, and community-focused.</p> <p>The plan does not demonstrate how the future centre will function as an integrated precinct across those lots, including how internal pedestrian movement, vehicle access, public spaces, and shared urban design outcomes will be coordinated.</p> <p>In particular, the Area Plan identifies an urban public space to be incorporated into the Secondary Activity Centre. The submitted subdivision plan does not clearly identify the location or extent of this urban public space, or whether it will be wholly contained within one lot or divided between Lots 414A and 414B.</p>

	<ul style="list-style-type: none"> X. <i>provides off-street parking behind buildings, totally or partially screened from the street;</i> XI. <i>provides on-street car parking where appropriate;</i> XII. <i>provides footpaths adjacent to ground floor commercial and retail uses that are sufficiently wide to encourage street life such as alfresco dining outside restaurants, food carts and retail kiosks as appropriate;</i> XIII. <i>provides shade and shelter for pedestrians; and</i> XIV. <i>provides landscaping to soften the pedestrian environment.</i> 	<p>This creates uncertainty as to how the public space will serve the Secondary Activity Centre as a whole.</p> <p>Further, subdivision of the Secondary Activity Centre into separate titles may create challenges in achieving the coordinated delivery of public spaces and integrated urban design outcomes envisaged by the Area Plan, as future development of individual lots may occur independently, potentially compromising the delivery of a cohesive and integrated centre.</p>
1(h)	<p><i>promote a community focused, integrated and engaging Secondary Activity Centre through:</i></p> <ul style="list-style-type: none"> I. <i>provision of convenient pedestrian links between public transport and urban public space and shops;</i> II. <i>activation of the street by locating a sleeve of smaller retail tenancies in front of large format retail stores;</i> III. <i>location of anchor stores and entertainment uses to encourage pedestrian flow past smaller specialty shops;</i> IV. <i>incorporation of appropriate traffic calming measures to manage traffic behaviour;</i> V. <i>provision of good quality, safe, comfortable, and engaging public spaces that create a sense of place; and</i> VI. <i>encouragement of property title arrangements, including unit titles schemes, that include open or integrated spaces at ground level to ensure cohesive and well-maintained community and trading spaces; and</i> VII. <i>buildings and uses are designed to have a clearly defined pedestrian entry which is legible particularly where multiple uses occur.</i> 	<p>Accordingly, the DCA may seek clarification from the applicant demonstrating how the subdivision of the Secondary Activity Centre land into Lots 414A, 414B and 414C will achieve the intent of integrated development along with Planning Principles 1(g) and 1(h), and ensure that future development of the Secondary Activity Centre is not prejudiced by the proposed lot configuration.</p>
1(i)	<p><i>create a multi-user research precinct that:</i></p> <ul style="list-style-type: none"> I. <i>contains multi-storey office and shared use facilities including laboratories for use by Government and private organisations;</i> 	<p>NOT APPLICABLE</p> <p>The proposed development is for subdivision only and does not include any research or commercial precinct development.</p>

	<p>II. <i>provides an active frontage to the surrounding road network or allows compatible ancillary uses to provide an active frontage to the surrounding road network; and</i></p> <p>III. <i>preserves the large trees and established vegetation that currently creates well shaded communal areas between buildings.</i></p>	<p>Therefore, this principle is not applicable to the proposed subdivision.</p>
1(j)	<p><i>create education facilities that are located on identified public transport routes.</i></p>	<p>NOT APPLICABLE</p> <p>The planning principle relates to the provision of education facilities. The proposed development is for subdivision only and does not include any education facility.</p> <p>Accordingly, this requirement is not applicable.</p>
1(k)	<p><i>Create a high aesthetic and amenity commercial precinct, Precinct 1B, adjacent to the Secondary Activity Centre and Stuart Highway that:</i></p> <p>I. <i>is designated and sited to respond to adjoining land uses and street frontages;</i></p> <p>II. <i>provides appropriate landscaping to integrate with the streetscape and promotes pedestrian movements;</i></p> <p>III. <i>provides for commercial uses such as showroom, vehicle sales, service station, drive through fast food and similar, drive through liquor stores, offices and mini storage;</i></p> <p>IV. <i>medical centres, childcare centres, food premises and shop uses are accessed generally within 150m of the Secondary Activity Centre;</i></p> <p>V. <i>does not include any residential uses.</i></p>	<p>NOT APPLICABLE</p> <p>The principal relates to precinct 1B, which is not a part of proposed subdivision.</p>
2	<p><i>Any future rezoning, development or use, where community purpose land is adjacent to land within Zone LI (Light Industry) or Zone GI (General Industry) must take into account and address potential environmental impacts and risks associated with the interface, and if rezoning is proposed, the zone must provide that all development proposals on this rezoned land require consent.</i></p>	<p>NOT APPLICABLE</p> <p>The proposed subdivision does not involve such an interface or rezoning of community purpose land adjoining industrial zones.</p>
3	<p><i>Any rezoning of Secondary Activity Centre land 1A (adjacent to Stuart Highway) must take into account and address the achievement of Planning Principles (g) and (i).</i></p>	<p>NOT APPLICABLE</p> <p>The proposed subdivision does not involve rezoning or development of land within the Secondary Activity Centre.</p>

4	Any future rezoning, development or use, of land identified as '7' on the Area Plan must address potential environmental impacts, risks and appropriate separation distances associated with the interface to Zone LI (Light Industry) or Zone GI (General Industry).	<p>NOT APPLICABLE</p> <p>This requirement applies to land identified as '7' on the Area Plan. The subject site is not identified within this area.</p>
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CAN COMPLY WITH FURTHER CLARIFICATION

3. 5 Overlay LPA - Land in Proximity to Airports

Purpose

Identify areas which may be subject to additional amenity impacts and/or restrictions due to its proximity to an airport, and ensure that the use and development of land in these areas:

- a) minimises the detrimental effects of aircraft noise on people who reside or work in the vicinity of an airport;
- b) does not result in any new use or intensification of development on land that would prejudice the safety or efficiency of an airport;
- c) does not result in any new use or intensification of development that would jeopardise the curfew free operation of the Territory's airports (where applicable); and
- d) retains the non-urban character of the land.

Administration

- 1. This Overlay applies to land that is within Zones RL, R, A, CP, CN, RD, WM and FD and subject to the Australian Noise Exposure Forecast (ANEF) 20-unit value contour line or greater as defined on the **ANEF maps produced by the Department of Defence**.
- 2. The use and development of land subject to this Overlay requires consent.

Requirements

- 3. In determining an application for the development of land the consent authority is to have regard to the 'Building Site Acceptability Based on ANEF Zones' (Table 2.1) in AS 2021 - 2000.
- 4. Lighting associated with development on land within flight approach paths is to ensure it does not to prejudice the safe operation of an airport.
- 5. The use and development of land is not to be of a nature that attracts birds or bats to an extent that prejudices the safe operation of an airport.

Assessment:

The subject site is affected by the Land in Proximity to Airports (LPA) Overlay and is located within the ANEF 20-25 contour as identified on the ANEF maps (2043) produced by the Department of Defence.

The application was referred to Darwin International Airport, which advised that future development within the site should consider aircraft noise impacts and be designed in accordance with AS 2021, Acoustics, Aircraft Noise Intrusion, Building Siting and Construction.

The proposal is for subdivision only and does not include any building works or land uses that would prejudice the safe or efficient operation of the airport. Accordingly, matters relating to building design, noise attenuation, lighting and potential bird attractants are not triggered at this stage and can be appropriately addressed as part of future development applications.

COMPLIES

4.3 Zone LMR - Low-Medium Density Residential

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 **dwelling-single**, associated **dwelling-independent**, **dwelling-group** and **dwelling-multiple** predominantly of two **storeys** or less, on a range of lot sizes that respond to changing community needs.
2. **Home based businesses** and **dwelling-community residence** are conducted in a manner consistent with residential **amenity**.
3. **Residential care facilities** are of a scale and conducted in a way that maintains the residential character and **amenity** of the zone.
4. Non-residential activities such as **community centres**:
 - (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.
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.
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.

Assessment:

The proposed subdivision results in a mix of lot sizes that accord with the required zoning for the site.

The proposed subdivision creates five lots intended to be zoned LMR (Lots 400, 401, 402, 403 and 405), with lot sizes ranging from 985m² to 1,597m². The lots are capable of accommodating a range of low-rise housing options in accordance with the purpose of the zone.

The lots will be connected to reticulated water, sewer, power and stormwater services and are integrated with the Northcrest road network. The subdivision also provides access to public open space and the future Secondary Activity Centre.

Outcomes 2, 3, 4 and 5 are not applicable to the proposed subdivision.

COMPLIES

4.4 Zone MR – Medium Density Residential

Zone Purpose

Provide for a range of mid-rise housing options close to community facilities, commercial uses, public transport or open space, where reticulated services can support medium density residential development.

Zone Outcomes

1. Predominantly medium density residential developments generally not exceeding four **storeys**.
2. **Home based businesses and dwellings-community residence** are operated in a manner consistent with residential **amenity**.
3. **Residential care facilities** are of a scale and operated in a way that is compatible with the character and **amenity** associated with medium density residential development.
4. Non-residential activities, such as **child care centre and community centre**:
 - (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 surrounding road network; and
 - (e) are managed to minimise unreasonable impacts on the **amenity** of surrounding residents.
5. Building design, **site layout and landscaping** provide a sympathetic interface to the adjoining public spaces and to adjoining lots, and provides privacy and attractive outdoor spaces.
6. An efficient pattern of land use with all lots connected to reticulated services, integrated with existing transport networks and with convenient **access** to open space, community and educational facilities.

Assessment:

The proposed subdivision results in a mix of lot sizes that accord with the required zoning for the site.

The proposed subdivision creates two lots intended to be zoned MR with areas of 3,243m² (Lot 412) and 6,431m² (Lot 413). The lots are located adjacent (South) to the future Secondary Activity Centre and are capable of accommodating medium density residential development in accordance with the purpose of the zone.

The lots will be connected to reticulated water, sewer, power and stormwater services and are integrated with the Northcrest road network, with convenient access to public open space and the future Secondary Activity Centre

Outcomes 2, 3, 4 and 5 are not applicable to the proposed subdivision.

COMPLIES

4.17 Zone PS – Public Open Space

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.

Assessment:

The proposed open spaces will enrich the amenity of the surrounding area and primarily cater for the informal recreation needs of the community. The proposed subdivision seeks to facilitate the future development of residential lots, which will rely on the provision of open spaces within the immediate locality.

A condition precedent will require a landscape plan to be submitted for the design of the open space lots.

COMPLIES

4.27 Zone FD - Future Development

Zone Purpose

Identify an area that is intended for future rezoning and development in accordance with the Strategic Framework. Development is limited to that level that will not prejudice future development or is compatible with planned future purposes.

Zone Outcomes

1. Subdivision and development responds to the Strategic Framework, and does not compromise existing or planned or future development or infrastructure through its location and operation.
 2. Subdivision and development demonstrates that it does not prejudice the intended ultimate subdivision and future development.
 3. Subdivision and development demonstrates that infrastructure can be provided and funded in accordance with an approved plan for infrastructure and will be to a standard that satisfies the requirements of the responsible service authority.
 4. Interim development that is time limited may be established to ensure the land remains available for future development in accordance with the Strategic Framework.
 5. Dwelling-community residence, dwelling-independent and home based businesses are provided with an appropriate level of services and infrastructure.
 6. Development:
 - a. supports the needs of the immediate community;
 - b. is of a scale and intensity compatible with the character and amenity of the area;
 - c. minimises impacts on sensitive environments;
 - d. avoids adverse impacts on the local road network; and
 - e. is managed to minimise unreasonable impacts to the amenity of surrounding land.
 7. Development does not impose unsustainable demands on surface water and groundwater.
 8. Subdivision design is informed by land suitability assessment to confirm the land is able to support the intended future development.
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9. *Development is provided with an appropriate level of services and infrastructure. If reticulated sewerage is unavailable, lots are suitable for the on-site disposal of effluent in a manner that does not pollute the ground or surface water.*
10. *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.*

Assessment:

The proposed subdivision divides the land identified as the future Secondary Activity Centre (Precinct 1A), which is proposed to remain within Zone FD, into three separate lots. The assessment of consistency with the Strategic Framework is discussed earlier in this report (refer to assessment under Area Plan). Further, the proposal generally aligns with the strategic intent of establishing medium and low-medium density residential development around the Secondary Activity Centre. The subdivision will be serviced by planned road, water, sewer, stormwater, and power infrastructure, and will integrate with the broader Northcrest road network through Hereford Street and surrounding stages.

Relevant service authorities, including Power and Water Corporation, the Land Development Unit and the Department of Infrastructure, Planning and Logistics, were referred the application and have provided advice confirming that infrastructure, including roads, stormwater, power, water and sewer services, can be provided to the required standard, subject to conditions.

The proposal is for subdivision only and will be connected to reticulated services, therefore, matters relating to unsustainable demands on surface water are not triggered. Outcomes 4, 5 and 10 are not applicable to the proposed subdivision.

In view of the above, the proposal complies with the zone's purpose and its relevant outcomes.

COMPLIES

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

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.

Sr.no.	Requirement	Assessment
5	<i>Land is to be subdivided in accordance with Table A to this clause.</i>	COMPLIES The proposed LMR lots range from 985m ² to 1,597m ² and exceed the minimum 300m ² lot size. The proposed MR lots are 3,243m ² and 6,431m ² and exceed the minimum 800m ² lot size.
6	<i>Lots are to conform with the building envelope requirements in Table B to this clause.</i>	COMPLEIS All proposed LMR and MR lots are greater than 600m ² and are capable of accommodating the required 17m x 17m building envelope.
7	<i>Lots have sufficient area and appropriate dimensions to provide for the proposed density of developments including dwellings, vehicle access, parking and ancillary buildings.</i>	COMPLIES The proposed MR and LMR lots have sufficient area and dimensions to accommodate the intended future residential density, including vehicle access, parking and ancillary structures.
8	<i>There are no battle-axe lots.</i>	COMPLIES No battle-axe lots are proposed. All lots have direct frontage to a public road.
9	<i>Lots are oriented to allow dwellings to take advantage of environmental conditions such as prevailing breezes and sunlight.</i>	COMPLIES The lot configuration and road frontage allow future dwellings to be designed to respond to environmental conditions.
10	<i>Lots are connected to reticulated services.</i>	COMPLIES The Statement of Effect and service authority advice confirm that all lots will be connected to reticulated water and sewer infrastructure.
11	<i>Potential land use conflicts are minimised by taking account of the visual and acoustic privacy of residents.</i>	COMPLIES The proposed MR and LMR lots are located within a planned residential and mixed-use precinct in accordance with the Berrimah Farm Area Plan. Future built form will be assessed separately.
12	<i>Where there are lots for medium and higher density residential development, those lots are:</i>	COMPLIES The proposed MR and LMR lots are located in close proximity to public open space lots (Lots 411 and

<p>(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.</p>	<p>404) and the public open space adjoining Lot 414C. The lots are also adjacent to the future Secondary Activity Centre, which is intended to provide community facilities and services. The lots are integrated with the Northcrest road network and are not located within a cul-de-sac.</p>
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COMPLIES

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.

Assessment:

All proposed lots exceed 600m² in area. Accordingly, the requirements of this clause are not relevant to the proposed development.

NOT APPLICABLE

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.

Sr.no.	Requirements	Assessment
2	<p>Avoid the development of land of excessive slope, unstable or otherwise unsuitable soils (e.g. seasonally waterlogged) and natural drainage lines.</p>	<p>COMPLIES</p> <p>The Engineering Design Report confirms that the earthworks strategy follows the natural contours of the land, with allotments graded to fall towards the road reserve at a minimum 1% fall.</p> <p>Stormwater is to be managed in accordance with the broader Northcrest drainage network, and no unsuitable land has been identified for subdivision., and no unsuitable land has been identified for subdivision.</p>
3	<p>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</p>	<p>NOT APPLICABLE</p> <p>No residential lots less than 600m² are proposed.</p>

	<i>on-site stormwater structures, retaining walls and the like is minimised.</i>	
4	<i>Retain and protect significant natural and cultural features.</i>	<p>COMPLIES</p> <p>No significant natural and culture feature has been identified within the subdivision. The WWII Heritage Site is not located within the subject land.</p> <p>The Aboriginal Areas Protection Authority has advised that a Section 24B application is currently under assessment. This matter can be addressed by applying a standard condition to the permit.</p>
5	<i>Avoid development of land affected by a 1% AEP flood or storm surge event.</i>	<p>NOT APPLICABLE</p> <p>No part of the subdivision is identified as being affected by a 1% AEP flood or storm surge event.</p>
6	<i>Retain and protect natural drainage lines and any distinctive landform features or stands of natural vegetation and incorporate them into public open space.</i>	<p>NOT APPLICABLE</p> <p>The land under subdivision has been previously cleared. No natural drainage lines or significant vegetation requiring retention within the subdivision have been identified.</p>

COMPLIES

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.*

Sr.no	Requirements	Assessment
2.	<i>Provide a high level of internal accessibility and external connections for pedestrian, cycle and vehicle movements.</i>	<p>COMPLIES</p> <p>The proposed subdivision incorporates a continuation of the Northcrest road network, including roads servicing the future Secondary Activity Centre, residential lots and public open space. Access is provided via Hereford Street, which connects to Panquee Boulevard and the broader Northcrest road network. The Statement of Effect confirms that the proposed road network will provide pedestrian and cycling connectivity to existing and future networks within Northcrest.</p>

<p>3.</p>	<p><i>Provide links to schools, commercial facilities and public transport services.</i></p>	<p>COMPLIES</p> <p>The subdivision is connected to the broader Northcrest road network, which provides access to the identified primary school, Secondary Activity Centre and commercial areas within Northcrest. Existing bus stops are located along Stuart Highway, with future public transport infrastructure (bus stand) identified within the estate (as per the Northcrest master plan).</p> <p>The site is also connected to the existing bus stops via the internal road network, including Panquee Boulevard, which facilitates access to public transport.</p>
<p>4.</p>	<p><i>Provide traffic management to restrain vehicle speed, deter through traffic and create safe conditions for all road users.</i></p>	<p>COMPLIES</p> <p>The proposed internal road network is in accordance to the area plan and the Northcrest master plan.</p> <p>The Land Development Unit has recommended conditions to address detailed road design, crossovers/driveways, and streetscaping to the required standard, which will be applied to the permit.</p>
<p>5.</p>	<p><i>Incorporate street networks capable of accommodating safe and convenient bus routes with stops within a 400m radius of a majority of dwellings.</i></p>	<p>COMPLIES</p> <p>The subdivision connects to Panquee Boulevard (30m collector road) and the broader Northcrest road network, which is capable of accommodating future bus routes. The masterplan identifies an indicative bus stop along Panquee Boulevard, which is expected to service the all lots within a 400m catchment.</p>
<p>6.</p>	<p><i>Provide for connection to reticulated services.</i></p>	<p>COMPLIES</p> <p>The Statement of Effect and service authority comments confirm that all lots will be connected to reticulated water and sewer infrastructure, with services provided in accordance with relevant authority requirements</p>
<p>7.</p>	<p><i>Provide a minimum of 10% of the subdivision area as public open space which:</i></p> <p><i>a. ensures the majority of dwellings are within 400m walking distance of a neighbourhood park;</i></p>	<p>COMPLIES</p> <p>For the purpose of this assessment, the subdivision area has been taken as the total area of the proposed MR and LMR lots (15,439m²).</p>

	<p>b. incorporates recreational open space in larger units available for active leisure pursuits;</p> <p>c. is unencumbered by drains and has sufficient flat area for informal recreation; and</p> <p>d. is designed to provide a safe environment for users by allowing clear views of the open space from surrounding dwellings or passing vehicles</p>	<p>The proposed subdivision provides approximately 4,069m² (0.41ha) of public open space, comprising POS Lots 404, 411, and 414C. The public open space is distributed throughout the subdivision and is located adjacent to the proposed residential lots, ensuring the majority of future dwellings are within walking distance of a parks.</p> <p>The proposed public open space equates to 26.4% of the residential subdivision area, exceeding the minimum 10% requirement of this clause.</p>
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COMPLIES

6.5.1 Subdivision in Zone FD

Purpose

Provide for the subdivision of land in Zone FD in a manner that will not prejudice the intended ultimate subdivision and future development of the land envisaged in the strategic framework.

Administration

1. The consent authority may **consent** to a subdivision that is not in accordance with sub-clauses 3 or 4, only if it is satisfied the subdivision is consistent with the purpose of this clause.
2. An application for subdivision in accordance with sub-clause 4 must include a proposed zoning plan that identifies the intended future zoning.

Sr. No.	Requirement	Assessment
3	<i>The minimum lot size is 50ha.</i>	<i>The intended zoning is MR, LMR and PS with the secondary activity centre lot remaining FD that does not comply with the minimum lot size of 50ha.</i>
4	<p>Despite sub-clause 3, subdivision may create lots consistent with the intended future zoning if it:</p> <p>a) Complies with the relevant subdivision requirements of the intended future zone.</p> <p>b) Is generally in accordance with an area plan or other relevant component of the strategic framework.</p> <p>c) Services are, or can be, made available to that land.</p>	<p>a) As assessed earlier in this report, the proposed MR and LMR lots comply with the relevant subdivision requirements of Clauses 6.2.1, 6.2.3 and 6.2.4.</p> <p>b) The subdivision is generally in accordance with the Berrimah Farm Area Plan and Strategic Framework. A detailed assessment against the Strategic Framework has been undertaken earlier in this report.</p> <p>c) The Statement of Effect, Engineering Design Report and service authority comments confirm that reticulated water, sewer, stormwater, road and power infrastructure can be provided to the land, subject to conditions.</p>

COMPLIES

Planning Coordinator
Development Assessment Services
GPO Box 1680
DARWIN NT 0801

Land Development
Level 5 Energy House
18-20 Cavenagh Street
DARWIN NT 0800

Postal Address
GPO Box 1680
DARWIN NT 0800

T 08 8924 7361
F 08 8924 7044
E jasmine.husson@nt.gov.au

File Ref: 2026/0205-0001~0002

Dear Planning Coordinator,

**RE: PA2026/0148 - SUBDIVISION TO CREATE 13 LOTS AND A BUILDING SETBACK PLAN
(NORTHCREST STAGE 7F), SECTION 7349 HUNDRED OF BAGOT**

The Land Development Unit (LDU) of the Department of Lands, Planning and Environment, as the interim local authority, has reviewed the following PA2026/0148 planning documents for the purpose of Subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F) for Section 7349, Hundred of Bagot:

- Statement of Effect: Subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F) (Cunnington Rosse Town Planning & Consulting)
- Attachment A: Subdivision Plan (Stage 7F 2.0)
- Attachment B: Future Zoning Plan V1.1
- Attachment C: Engineering Design Report (part 1 and part 2)
- Attachment D: Northcrest Estate Staging Plan

LDU notes that the information submitted is generally suitable for the assessment of Stage 7F. However, the supporting masterplans contained within the Engineering Design Report do not appear to reflect the current subdivision layout and staging information shown on Attachment A Subdivision Plan. In particular, the masterplans appear to show older layouts or inconsistent information relating to staging boundaries, public open space, lot densities, pathway connections and the Stage 4F lot layout. The referenced flood extents also do not appear to show the updated detention basins.

LDU requests the following matters be considered for inclusion on the Development Permit:

Conditions Precedent

- Prior to the endorsement of plans, updated standalone Subdivision Masterplan documentation must be prepared in accordance with the Berrimah Farm Subdivision Development Guidelines and submitted to and approved by the Land Development Unit (LDU), to the satisfaction of the consent authority. The updated documentation must reflect the current Stage 7F lot layout and relevant adjoining stages, and must confirm the interconnection of infrastructure between stages. The documentation must include, where relevant:
 - Streets and Pathways Masterplan, including current pathway connections between stages;

- Stormwater Management Plan, including the connection of existing and proposed stages to the stormwater detention system and updated detention basin/flood extent information
- Public Open Space Masterplan
- Street and Public Lighting Masterplan
- Prior to the commencement of works, a Dilapidation Report must be prepared for all existing public infrastructure that may be affected by the development works, in accordance with the Berrimah Farm Subdivision Development Guidelines, and submitted to and approved by the LDU, to the satisfaction of the consent authority.
- Prior to the commencement of works, a Construction Traffic Management Plan (CTMP) must be prepared and submitted to and approved by the LDU, to the satisfaction of the consent authority.
- Prior to the endorsement of plans and prior to the commencement of works, a Traffic Impact Assessment must be prepared in accordance with the Berrimah Farm Subdivision Development Guidelines and submitted to and approved by the relevant road authority, to the satisfaction of the consent authority.
- Prior to the commencement of construction works, the developer must obtain Permission to Use for all detailed design documentation, including engineering design drawings, reports and specifications for all proposed works, from the relevant authority.

General Conditions

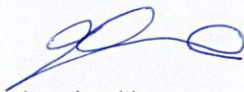
- All proposed and affected roads, street lighting, stormwater drainage, pedestrian corridors, access crossovers/driveways and streetscaping must be designed and constructed in accordance with the Berrimah Farm Subdivision Development Guidelines, to the technical requirements of the LDU, and to the satisfaction of the consent authority. All works are to be undertaken at the developer's expense.
- Prior to the issue of Part 5 clearance, the developer must provide written confirmation to the LDU, in the form of plans or drawings, demonstrating that all lots less than 600m² intended for single dwellings allow for future vehicle access via a single driveway that is not constrained by street infrastructure, including power, water, sewer or stormwater infrastructure. The plans must demonstrate the ability to accommodate a 3.5-metre-wide driveway on each lot in accordance with Planning Scheme Clause 5.2.4.5.
- All kerb crossovers and driveways approved under this permit must be designed and constructed to the technical standards of the LDU, to the satisfaction of the consent authority.
- Prior to the issue of Part 5 clearance, a Stage 3 and Stage 4 Road Safety Audit must be prepared by a suitably qualified traffic engineer in accordance with Austroads Guide to Traffic Management, Part 12: Traffic Impacts of Developments, and submitted to and approved by the LDU, to the satisfaction of the consent authority.

Notes

- A Permit to Work within a road reserve will be required from LDU before the commencement of any works within the road reserve.
- Upon completion of any works within or impacting upon existing or proposed road reserves, the road reserves shall be rehabilitated to the technical requirements of LDU, or the relevant council, and returned to its original condition as documented in the dilapidation report.
- LDU's review of the application has identified inconsistencies between the submitted Engineering Design Report masterplans and the current Stage 7F layout documentation. Updated masterplans should be provided to confirm that infrastructure, staging boundaries, public open space, pathway connections, stormwater detention and flood extent information are current and coordinated with the broader Northcrest subdivision staging.

Should you have any further queries please contact the Land Development Unit via email at land.development@nt.gov.au.

Yours sincerely,



Jasmine Husson
Executive Director Land Development Unit

28 May 2026



Container No: LD055/7349

DLPE - Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Samay Chandhiok

RE: PA2026/0148 - Section 07349 Hundred of Bagot - Makagon Rd, Berrimah NT - Subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F)

In response to your letter of the above proposal for development application purpose, Power and Water Corporation Water Services advises the following with reference to water and sewer enquiries:

It is noted that there is a significant discrepancy between previous endorsed master plan allocation and current application. Water Services have reached out the developer who advised their hydraulic consultant is currently updating the master plan, with the amended plan due to be submitted by mid-June 2026.

1. Only a single water and sewer service is permitted for each proposed individual lot. All new services are constructed by the developer, at no cost to Power and Water.
2. The developer may need to upgrade the existing water and sewer service and should contact Services Development prior to start of construction.
3. The existing water easement is still required. Structures must not be located on or over a water supply or sewerage easement, or where no easement exists such as within a road reserve without obtaining the prior written approval of Power and Water.
4. Power and Water advises that the Water and Sewer Services Development Section (Developer.Concierge@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) must be contacted via email a minimum of 1 month prior to construction works commencing.

If you have any further queries, please contact the undersigned on 08 9463 2089, or email waterdevelopment@powerwater.com.au

Yours sincerely

Craig Thomas

Craig Thomas
Services Development

05 June 2026

cc: Rory Mackay
email: rory@crtpc.com.au

Phone 1800 245 092

Web powerwater.com.au

Record No: D2026/136274

Container No: NE055/7349

Your Ref: PA2026/0148

Samay Chandhiok
Development Assessment Services
GPO Box 1680
Darwin NT 0810

Dear Samay

Re: Part Section 7349 (Northcrest Subdivision Stage 7F) Makagon Road Berrimah Hundred of Bagot

In response to your letter of the above proposal for the purpose of subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F), Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. The Developer (DCOH Land Pty Ltd) shall be responsible for the design and installation of adequate underground electricity reticulation to each of the newly created lots in accordance with PWC's NP020 - Guidelines for Developers of Subdivision and Electricity Infrastructure.
2. DCOH shall comply with specific advice on High Voltage Master Plan requirements assessed by Power Services – Demand Planning group in servicing the whole Northcrest subdivision areas.
3. DCOH's engaged electrical consultant shall submit detailed power servicing design drawings to PWC for construction approvals on:
 - Appropriate high voltage back-boned cable extension;
 - Underground high voltage distribution cable extension and low voltage reticulation networks for the Northcrest subdivision Stage 7F;
 - Current standard One-Pillar-per-Two-Lot subdivision design for underground low voltage reticulation as per NP041 - Guidelines for Electrical Design Consultants; and
 - Street light design for the subdivision shall be in accordance with current NP027 - Construction and Connection of Streetlight Assets.
4. DCOH shall apply for a Negotiated Connection application for Stage 7F under the Australian Energy Regulator (AER) compliance process.
5. PWC shall check and approve the power servicing design drawings for construction by DCOH's engaged accredited electrical contractor and carry out final connection works at applicable cost under the AER assessment process.
6. Appropriate electricity easements for substations/pillars shall be surveyed and registered to the Land Titles Office by DCOH at no cost to PWC.

If you have any further queries, please contact the undersigned on 8924 5729 or email:

PowerDevelopment@powerwater.com.au

Yours sincerely



Thanh Tang
Manager Distribution Development

13 May 2026

POWER AND WATER CORPORATION

GPO Box 1921, Darwin NT 0801 | ABN 15 947 352 360

22 May 2026

Development Assessment Services
Department of Lands, Planning and Environment
GPO Box 1680
Darwin NT 0801
das.ntg@nt.gov.au

Submission uploaded direct to NT Government ILIS

Dear Development Assessment Services,

RE: PA2026/0148 Section 07349 Hundred of Bagot, Makagon Rd, Berrimah – Northcrest Stage 7F subdivision

Thank you for your email of 8 May 2026, with reference to online exhibition material and the opportunity for Airport Development Group (ADG) to provide comment.

ADG notes the Statement of Effect describes the proposal as a subdivision to create 13 lots and roads at Part Section 7349 Hundred of Bagot, forming Stage 7F of the Northcrest estate. ADG understands this application is intended to replace the previous Stage 7F subdivision plan approved in 2024, to reflect recent amendments to the Berrimah Farm Principles and Area Plan.

The Statement of Effect indicates that this application is a subdivision only, with the proposed zoning (to be rezoned at a future date) comprising: Zone FD (Future Development), Zone MR (Medium Density Residential), Zone LMR (Low-Medium Density Residential) and Zone PS (Public Open Space).

ADG offers the following comments for Development Assessment Services' consideration:

1. Location in relation to the airport

Darwin International Airport is a joint-user operation with the Department of Defence (RAAF Base Darwin).

The site lies approximately 6.9km from the aerodrome reference point. The site is approximately 4,645 metres east of the Runway 29 threshold (following the extended runway centreline) and 620 metres south of the extended runway centreline.

2. Aircraft noise considerations

Aircraft noise, like all types of noise, is subjective. What might be of no concern and acceptable to one person may cause annoyance and be unacceptable to another.

The close proximity of the Northcrest site to Darwin International Airport / RAAF Base Darwin means that aircraft noise will be experienced at this location.

Inappropriate residential infill development around Darwin International Airport in areas where aircraft noise is unavoidable – including Northcrest and Berrimah North – has the potential to seriously limit the current and future viability of the airport, resulting in unnecessary constraints on airport operations and negatively impacting community amenity due to the effects of aircraft noise.

3. Assessment against National Airports Safeguarding Framework (NASF)

Guideline A – Managing impacts of aircraft noise (ANEF)

The Australian Noise Exposure Forecast (ANEF) is used in accordance with Australian Standard AS2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction (AS2021) to guide land use planning and development consent decisions.

As Darwin International Airport is a joint-user airport with RAAF Base Darwin, it is required to have a joint military–civil ANEF. The endorsed joint military–civil 2043 ANEF and associated noise metrics were developed to inform the preparation of the Darwin International Airport 2023 Master Plan.

ADG offers the following comments on the proposed subdivision in relation to the current joint military-civil 2043 ANEF:

- The entire Stage 7F site lies within the 20-25 ANEF contour.
- AS2021 Table 2.1 (Building site acceptability based on ANEF zones) states that siting of residential buildings in this contour is 'conditionally acceptable'.

ADG notes the Statement of Effect advises on page 12 that “mitigation of noise impacts on future residents of the lots to be created will form part of future assessments for built-form development applications on the site.”

As such, should the subdivision application be approved, ADG requests that a condition be included requiring all future development on the site to be constructed to achieve appropriate noise attenuation in accordance with AS2021.

Guideline A – Managing impacts of aircraft noise (N-contour system)

AS2021 recognises that the 20 ANEF and 25 ANEF zones do not capture all high noise affected areas around an airport, and the ANEF contours are not necessarily an indicator of the full spread of noise impacts. Aircraft noise doesn't simply stop at the 20 ANEF contour. As such, Darwin International Airport has incorporated the NASF Guideline A recommendation of additional complementary methods of describing aircraft noise, in particular the frequency-based measure of the N-contour system. These are published in the 2023 Master Plan which is publicly available on the Darwin International Airport website.

The N-contour system is a complementary aircraft noise metric that shows the potential number of aircraft noise events above a certain decibel on an average day. It is more explanatory than the ANEF system because it shows noise in a way that a person perceives it – as a number of single aircraft movement events per day above a certain noise level.

- 2043 joint military–civil N70 chart

The entire Stage 7F site lies within the joint military–civil N70 contours:

- The proposed lots to be zoned LMR lie in the 5 events contour, indicating these lots will be subject to up to 5 aircraft noise events above 70dB(A) on an average day in 2043.
- The proposed lots to be zoned MR lie in the 5-10 events contour, indicating these lots will be subject to between 5 and 10 aircraft noise events above 70dB(A) on an average day in 2043.
- The proposed lots to be zoned FD lie across the 5-10 and 10-20 events contours, indicating that these lots will be subject to between 5 and 20 aircraft noise events above 70dB(A) on an average day in 2043.

A 70-decibel outside noise will generally be experienced as a 60-decibel event inside a residence with the windows open. Sixty decibels is the sound level that will disturb a normal conversation or activities, such as watching television.

- 2043 civil night N60 chart

The entire Stage 7F site lies within the civil night N60 contours:

- All proposed lots (zoned LMR, MR, FD) lie in the 10-20 events contour, indicating these lots will be subject to between 10 and 20 aircraft noise events above 60dB(A) on an average night between 11pm and 6am in 2043.

A 60-decibel noise outside a residence will be experienced as a 50-decibel noise level inside and is likely to be more disturbing during sleeping hours.

The N70 and night N60 contours described above demonstrate the proposed subdivision will experience aircraft noise throughout the day and night.

Guideline B – Building-generated windshear and turbulence

The site lies outside the assessment footprints for building-generated windshear and turbulence.

Guideline C – Wildlife hazard management

Surrounding land uses can have the potential to attract problem wildlife species to the airport, increasing the risk of strike incidences. Wildlife strikes and/or avoidance can cause major damage to aircraft and/or compromise aircraft safety. There must be no site activity that attracts birds and wildlife that could create a hazard for aircraft operations.

The Statement of Effect indicates the proposed lots zoned PS (Public Open Space) are to contain soft landscaped open spaces to enhance the amenity for adjoining and nearby residents.

In accordance with NASF Guideline C, the Stage 7F site lies within the defined wildlife management Area B (within 3-8km of the airport). The NASF Wildlife Hazard Management Action Table indicates recreation land use types like parks and playgrounds are considered a 'moderate' wildlife attraction risk and in Area B are assigned the action 'Mitigate'.

Guideline E – Lighting in the vicinity of the airport

The site lies outside the 6km radius lighting compliance limit of the airport.

Guideline F – Safeguarding airspace

Airspace around leased federal airports such as Darwin is protected under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. As Darwin is a joint-user airport with RAAF Base Darwin the *Defence Regulations 1996* also apply.

ADG has assessed this proposal against the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation – Operations (PANS-OPS) surfaces for Darwin International Airport:

- The Ground RL at the site is around 37m AHD.
- The Statement of Effect indicates that preliminary design concepts of built-form development of the lots intended for MR zoning within the proposed subdivision are intended to be up to six-storeys (compliant with the height threshold of the Area Plan). The building heights reduce away from the secondary activity centre.
- The subdivision falls under the Conical Surface of the OLS (approx 110 to 135m AHD). It is unlikely future developments of 6 storeys in height will have an effect on the prescribed airspace.
- Crane operations used during construction may infringe the OLS or PANS-OPS surface

Should you have any queries regarding ADG's comments, feel free to contact me at planning@adgnt.com.au.

Yours sincerely,



Victoria Moore
Regulatory & Planning Manager

Samay Chandhiok
Development Assessment Services
GPO Box 1680
Darwin NT 0801

T 08 8999 4412

File reference
DDL2012/0985-04-0433~0003
TCI Project No: 2026-0029

Dear Samay

**Re: DARWIN – NORTHCREST STAGE 7F SECTION 7349 HUNDRED OF BAGOT - 0 MAKAGON ROAD,
BERRIMAH – SUBDIVISION TO CREATE 13 LOTS AND A BUILDING SETBACK PLAN – DCOH –
CUNNINGTON ROSSE TOWN PLANNING & CONSULTING**

I refer to the Development Assessment Services' correspondence of 8 May 2026, regarding Planning Application PA2026/0148 on subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F).

I am pleased to advise that Transport and Civil Infrastructure (TCI), Department of Logistics and Infrastructure (DLI) has no objections in principle to the above mentioned Subdivision, subject to the following comments and requirements:

1. All proposed work (including the provision or connection of services) within, or impacting upon the Stuart Highway road reserve shall be designed, supervised and certified on completion by a practising and registered civil engineer, and shall be in accordance with the standards and specifications of TCI, DLI.

Design documents must be submitted to TCI for road agency approval, irrespective of approvals granted by other authorities e.g. Power & Water Corporation (PWC). No works within, or impacting upon the NTG road reserves are to commence prior to gaining road agency approval.

Note that a development permit issued under the *Planning Act* is not an approval for access onto a Territory Road. Approval for access to be taken from, or constructed within the NTG controlled road reserve rests solely with TCI, DLI as the approving road authority.

2. The developer, its contractor or service provider is required to obtain a "Permit to Work within the NTG Road Reserves" prior to the commencement of any works within the Stuart Highway road reserve.
3. A Construction Traffic Management Plan (detailing all appropriate site management measures, including construction access, proposed haulage routes, vehicle types, protection of existing assets, protection of public access and a risk assessment) shall be submitted to TCI, DLI for consideration prior to commencement of any works.
4. Direct Access shall not be permitted to the subject subdivision from the Stuart Highway road reserve. All access arrangements shall be via the internal local road network.
5. No temporary access for construction purposes shall be permitted from the Start Highway road reserve. Construction and delivery vehicles shall not be parked on the Start Highway road reserve.
6. The loads of all trucks entering and leaving the site of works are to be constrained in such a manner as to prevent the dropping or tracking of materials onto streets. This includes ensuring that all wheels, tracks and body surfaces are free of mud and other contaminants before entering onto the sealed road network.

The use of shaker screens/ rubble pads to remove loose material from trucks prior to entering the road network is a requirement. Where tracked material on the road pavement becomes a potential safety issue, the developer will be obliged to sweep and clean material off the road.

7. Surface stormwater run-off from the development site onto the Start Highway road reserve is not permitted. The developer shall ensure that the stormwater run-off from the development site is collected to prevent uncontrolled discharge to adjoining lands through the provision of kerbing, transverse grated drains and inlet pits, or alternatively the site is to be graded to collect the run-off internally.

Accordingly, stormwater shall be wholly contained within the site and discharged into the local underground stormwater system to the standards and approval of TCI (where it impacts on the NTG controlled road reserves), the Crown Land Management Division (where it impacts on Crown land or a drainage easement in favour of the Territory). Stormwater design plans submitted for approval shall provide details of site levels and existing downstream drainage infrastructure.

8. The installation of any services or service connections within the Start Highway road reserve is subject to TCI, DLI approval. All service related works are to be contained within the appropriate nominal service corridor (refer standard drawing CS-3001).
9. Where unfenced, the Start Highway frontage is to be appropriately fenced in accordance with the Department's standards and requirements to deter unauthorised vehicular and/or pedestrian movement. Gates are not to be provided in the Stuart Highway fencing.
10. The developer shall consider the Department's Policy "Road Traffic Noise on NTG controlled roads" and have carried out, in accordance with AS3671 Road Traffic Noise Intrusion - Building Siting and Construction, an assessment by a suitably qualified person of the development's present and predicted future exposure to road traffic noise levels. Where required, the developer shall provide appropriate noise attenuation measures to the satisfaction of the Chairman, Development Consent Authority.

All noise attenuation works deemed necessary, e.g. building materials and design, lot layout or noise barriers, shall be wholly contained within the subject Lot (including foundations) and carried out and maintained at full cost to the developer.

11. The finish of any Prime Identification sign, if erected, shall be such that, if illuminated, day and night readability is the same and is of constant display (i.e. not flashing or of variable message). The sign shall be positioned:
 - i. so as not to create sun or headlight reflection to motorists; and
 - ii. be located entirely (including foundations and aerially) within the subject Lot.

Advertising signage including temporary or permanent, e.g. 'A' frame, vehicle or trailer mounted, etc. shall not be erected or located within the Start Highway road reserve.

12. Any floodlighting or security lighting provided on site is to be shielded in a manner to prevent the lighting being noticeable or causing nuisance to Start Highway traffic.
13. Stormwater drainage shall be wholly contained within the subdivisional area and appropriately discharged into a local underground stormwater system to the standards and approval of TCI, (where it impacts on the NTG controlled and reserves), the Crown Land Management Division (where it impacts on crownland or drainage easement in favour of the Territory). All proposed Lots fronting NTG controlled roads shall be graded such that the stormwater run-off from the properties is away from NTG controlled roads and is able to be collected within the development area and local stormwater system. The local underground stormwater drainage system shall provide adequate connection points for individual lot drainage along the downstream sides of each property catchment.

The stormwater drainage design submitted for road agency approval shall include an assessment of the potential increased stormwater run-off based on the full development potential of the proposed subdivisional area, and impact on the existing downstream stormwater drainage system. The developer must demonstrate that the proposed subdivision development will not increase flooding of existing properties and will meet Departmental standards for flooding of arterial public roads in a major storm event. The assessment report must also identify upgrades and/or retention facilities required to accommodate the increased flow.

14. Any new road reserves (distributor, collector or local roads) created via this subdivision shall be vested with the relevant local authority and shall be noted on the survey plan as such. The NTG will not accept new distributor, collector or local roads in existing local government areas.
15. The clearing and future use of the land, including any noise attenuation measures, shall not be detrimental to the drainage of the Stuart Highway road reserve through the blocking of offlet drains, natural drainage channels or overland flow. Alternative proposals to cater for the above may be considered by this Department.

Should you wish to discuss the above mentioned further, please contact TCI, DLI on telephone 8999 4412.

Please quote TCI Project No 2026-0029 in all correspondence.

Yours sincerely



Claire Brown
General Manager, Transport and Civil Infrastructure

12 / 05 / 2026

28 May 2026

Mr Samay Chandhiok
Development Assessment Services
Department of Lands, Planning and Environment
GPO Box 1680
DARWIN NT 0801

E DevelopmentAssessment.DLPE@nt.gov.au

T 08 8999 4446

Our Ref: DLPE2026/0160

Your Ref: PA2026/0148

Dear Mr Chandhiok

**Re: PA2026/0148 Subdivision to create 13 lots and a building setback plan
(Northcrest Stage 7F)**

The information provided for the above application has been assessed by the relevant divisions within the department, and the following comments are provided:

Land Resources Division

Land Management Unit

Based on a desktop assessment the Land Management Unit provides the following advice.

Due to the area of disturbance, and duration of works, it is recommended that preparation and implementation of an Erosion and Sediment Control Plan (ESCP) be included as a condition on the Development Permit, in accordance with the wording below.

Conditions Precedent:

1. Prior to the commencement of works, a Type 2 Erosion and Sediment Control Plan (ESCP) must be developed in accordance with the Department of Lands, Planning and Environment (DLPE) Erosion and Sediment Control Plan (ESCP) Procedures (Note 1).

The ESCP must be certified by a suitably qualified and experienced professional (Note 2) and must be submitted to Development Assessment Services (via email: das.ntg@nt.gov.au).

General Conditions:

1. Should the certified Type 2 ESCP require amendment, the revised ESCP must be certified by a suitably qualified and experienced professional and submitted to Development Assessment Services (via email: das.ntg@nt.gov.au).
2. All works relating to this permit must be undertaken in accordance with the certified Type 2 ESCP.

- At completion of works, certification must be provided by a suitably qualified and experienced professional regarding satisfactory implementation of permanent erosion and sediment control measures and site stabilisation. This certification must be submitted to Development Assessment Services via email: das.ntg@nt.gov.au.

Permit Notes:

- The DLPE Erosion and Sediment Control Plan (ESCP) Procedures factsheet is available at: <https://environment.nt.gov.au/rangelands/technical-notes-and-fact-sheets/land-management-technical-notes-and-fact-sheets>.
- A suitably qualified and experienced professional in erosion and sediment control as defined by the International Erosion Control Association (IECA) Australasia – <https://austieca.com.au/esc-certification/suitably-qualified-professional>.
- Information regarding erosion and sediment control can be obtained from the IECA Best Practice Erosion and Sediment Control 2008 books available at <https://austieca.com.au/home> and Land Management Factsheets available at <https://nt.gov.au/environment/soil-land-vegetation>. For further advice, contact the Development Coordination Branch: (08) 8999 4446.

Weed Management Branch

A desktop assessment of the Northern Territory (NT) Weeds Database for the application area, surrounding parcels and roads has revealed current and or previous data records of the following:

Common Name	Botanical Name	Declared
Gamba grass	<i>Andropogon gayanus</i>	Class B
Thatch grass	<i>Hyparrhenia rufa</i>	Class A
Mimosa	<i>Mimosa pigra</i>	Class B
Giant sensitive plant	<i>Mimosa pudica</i>	Class B
Lantana	<i>Lantana camara</i>	Class B
Perennial mission grass	<i>Cenchrus polystachios</i>	Class B
Sicklepod	<i>Senna obtusifolia</i>	Class B
Spinyhead	<i>Sida acuta</i>	Class B
Hyptis	<i>Mesosphaerum suaveolens</i>	Class B
Snakeweeds	<i>Stachytarpheta spp.</i>	Class B

All land in the NT is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to all persons, owners and occupiers of land regarding declared and potential weeds. General duties described in Division 1 of the WM Act include the requirement for owners or occupiers of land to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading.

Gamba grass and mimosa are subject to statutory weed management plans. Management obligations outlined in these plans are legally binding on all owners and occupiers. Management requirements and copies of the statutory weed management plans are available online¹.

Gamba grass, perennial mission grass and mimosa are declared weeds, Class B and are listed in the Darwin Regional Weeds Strategy 2021-2026 as a Category 2 – priority weed for strategic control.

Guidelines for the prevention of weed spread are outlined in '*Preventing Weed Spread is Everybody's Business*²', which highlights the areas of risk for all activities associated with weed spread. The document details the pathways through which weeds are spread and provides actions to reduce weed spread. Proponents seeking to develop land for any purpose should address these actions.

Further information regarding weed management requirements is available online³, or alternatively contact the Weed Management Branch for further advice on (08) 8999 4567.

Should this development application be approved, the Weed Management Branch recommends the following note to be included on the development permit:

Permit note:

All land in the Northern Territory is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to owners and occupiers of land regarding declared weeds. Division 1 general duties include the requirement to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading. There are additional duties including a prohibition on buying, selling, cultivating, moving or propagating any declared weed and the requirement to notify the Weed Management Branch of a declared weed not previously present on the land within 14 days of detection.

Gamba grass and mimosa are subject to statutory weed management plans. Management obligations outlined in these plans are legally binding on all owners and occupiers. Management requirements and copies of the statutory weed management plans are available online <https://nt.gov.au/environment/weeds/weed-management-planning>.

Information regarding weed management is available on the DLPE website: <https://nt.gov.au/environment/weeds>, or alternatively contact the Weed Management Branch for further advice on (08) 8999 4567.

Environment and Heritage Division

Heritage Branch

Advice for Aboriginal or Macassan archaeological places and objects

A search has found that there are no recorded Aboriginal or Macassan archaeological places and objects within the subject site, and the likelihood of unrecorded Aboriginal or Macassan archaeological places existing has been assessed as unlikely. No physical survey work is required for this proposed impact.

¹ <https://nt.gov.au/environment/weeds/weed-management-planning>

² https://denr.nt.gov.au/_data/assets/pdf_file/0011/257987/preventing-weed-spread.pdf

³ <http://www.nt.gov.au/environment/weeds>

The Heritage Branch has provided advice on multiple stages of the development, most recently on 20 April 2026. To best meet the obligations under the *Heritage Act 2011*, the proponent should continue to adhere to their Heritage Management Plan.

Advice for declared or Provisionally Declared heritage places and objects

The search has found that there are nominated, provisionally declared or declared heritage places or objects within the subject site.

Context of Heritage Branch Advice

The Heritage Branch administers the *Heritage Act 2011* and provides authoritative advice about obligations under the *Heritage Act 2011*, including steps to take to manage the impact of proposed work on Aboriginal and Macassan archaeological places and objects.

It is important that advice given by the Heritage Branch is followed. A failure to follow advice received from the Heritage Branch may be considered as evidence in an investigation if damage occurs to a declared heritage place, an Aboriginal or Macassan archaeological place or object.

Relevant parts of the NT's *Heritage Act 2011*

1. All provisionally declared and declared heritage places and objects are protected under the *Heritage Act 2011*;
2. All Aboriginal or Macassan archaeological places and objects are automatically protected - this includes places and objects not previously recorded;
3. Places and objects include an artefact or thing given shape by a person - examples include stone tools, stone arrangements, fish traps, rock art, modified trees, and shell middens;
4. Ancestral remains are also protected;
5. Underwater Cultural Heritage is protected, up to three nautical miles from the coast;
6. There is an obligation to notify of the discovery of Aboriginal or Macassan archaeological places or objects; and
7. Work carried out to a heritage place or object must follow the *Heritage Act 2011*.

Conditions of advice

This advice is based on the description of the works provided to the Heritage Branch. If the work expands or changes significantly seek further advice.

In preparing this advice, the Heritage Branch has referred to an archaeological database which includes information about Aboriginal and Macassan archaeological places and objects in the NT. The database only includes information about recorded archaeological places and objects. The fact that there are no archaeological places or objects recorded may be because there have been no archaeological surveys conducted in that particular area and is not necessarily an indication they do not exist.

Actions

The following actions have been taken in relation to the enquiry:

- A search of the Northern Territory Heritage Register;
- A search of the archaeological database for recorded archaeological places within the subject site;
- A search of the archaeological database for recorded archaeological places located within the proximity of the subject site;
- The extent of pre-existing ground disturbance;
- The scale and nature of the work proposed (major, moderate or minor);
- Areas identified as being excluded from the work footprint e.g. riparian buffers; and
- An assessment of the likelihood of unrecorded archaeological places existing within the subject site, based on landscape features, recorded archaeological places in the vicinity, and other predictive tools.

Further information can also be found on our website^{4,5}.

Environmental Regulation Division

Based on the information provided, the proposal does not appear to trigger the licensing requirements of an Environment Protection Approval (EPA) under the *Waste Management and Pollution Control Act 1998* (WMPC Act). Activities requiring authorisation are listed in Schedule 2 of the WMPC Act.

Under the WMPC Act, all persons have statutory obligations to take all reasonable and practicable measures to prevent or minimise pollution and environmental harm, and to reduce the amount of waste generated. This is known as the General Environmental Duty, set out in section 12 of the WMPC Act. The proponent is responsible for ensuring that their activities comply with these obligations.

Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority (NT EPA) website⁶.

The proponent is advised to take notice of this non-exhaustive list of environmental issues that should be considered to help satisfy General Environmental Duty:

1. **Dust:** The proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.
2. **Noise:** The proponent must ensure that noise levels from the premises comply with the latest version of the Northern Territory Noise Management Framework Guideline⁷.

If the proposal is situated where there are existing activities nearby that may already generate noise, please see the Guideline: Recommended Land Use Separation Distances⁸.

⁴ <https://nt.gov.au/property/building/heritage-properties/heritage-properties-building-works-and-development>

⁵ <https://nt.gov.au/leisure/arts-culture-heritage/visit-a-cultural-or-heritage-site/aboriginal-heritage-information>

⁶ <https://ntepa.nt.gov.au/publications-and-advice/environmental-management>

⁷ https://ntepa.nt.gov.au/_data/assets/pdf_file/0004/566356/noise_management_framework_guideline.pdf

⁸ https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/453192/guideline_recommended_land_separation_distances_oct.pdf

3. **Erosion and Sediment Control (ESC):** The proponent must ensure that pollution and/or environmental harm do not result from soil erosion.

ESC measures must be employed prior to and throughout the construction stage of the development. Larger projects should plan, install and maintain ESC measures in accordance with the current International Erosion Control Association (IECA) Australasia guidelines⁹.

Where sediment basins are required by the development, the NT EPA recommends the use of at least Type B basins, unless prevented by site specific topography or other physical constraints.

Basic advice for small development projects is provided by the NT EPA document: Guidelines to Prevent Pollution from Building Sites¹⁰.

4. **Storage:** Where an Environmental Protection Approval or Environmental Protection Licence is required, the proponent must act in accordance with that authorisation.

If an Environment Protection Approval or Environment Protection Licence is not required, the proponent must store liquids only in secure bunded areas in accordance with VIC EPA Publication 1698: Liquid storage and handling guidelines¹¹. Where these guidelines are not relevant, the storage must be at least 110% of the total capacity of the largest vessel in the area.

5. **Site Contamination:** If the proposal relates to a change of land use or if the site is known to be contaminated, a contaminated land assessment may be required in accordance with the National Environment Protection (Assessment for Site Contamination) Measure (ASC NEPM). The proponent is encouraged to refer to the information provided on the NT EPA website¹² and the NT Contaminated Land Guidelines¹³.

6. **Waste Management - Import and Export of Fill:** The proponent must ensure all fill imported or exported as part of the activity must be certified virgin excavated natural material (VENM) in accordance with the NSW EPA guidelines¹⁴.

All imported fill material must be accompanied by details of its nature, origin, volume, testing and transportation details. All records must be retained and made available to authorised officers upon request. The proponent should also consider the following NT EPA Fact Sheet: Illegal Dumping - What You Need to Know¹⁵.

7. **Odour or Smoke:** The proponent must ensure that nuisance odours or smoke are not emitted beyond the boundaries of the premises.

If the proposal is situated where there are existing activities nearby that may already generate odour or smoke, please see the Guideline: Recommended Land Use Separation Distances¹⁶.

⁹ <https://www.austieca.com.au/publications/best-practice-erosion-and-sediment-control-bpesc-document>

¹⁰ https://ntepa.nt.gov.au/_data/assets/pdf_file/0010/284680/guideline_prevent_pollution_building_sites.pdf

¹¹ <https://www.epa.vic.gov.au/about-epa/publications/1698>

¹² <https://ntepa.nt.gov.au/your-environment/contaminated-land>

¹³ https://ntepa.nt.gov.au/_data/assets/pdf_file/0020/434540/guideline_contaminated_land.pdf

¹⁴ <https://www.epa.nsw.gov.au/your-environment/waste/classifying-waste/virgin-excavated-natural-material>

¹⁵ https://ntepa.nt.gov.au/_data/assets/pdf_file/0008/285740/factsheet_illegal_dumping_what_you_need_know.pdf

¹⁶ https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/453192/guideline_recommended_land_separation_distances_oct.pdf

8. **Water:** The proponent must ensure stormwater is not polluted, refer to water management in the NT EPA guidelines to Prevent Pollution from Building Sites¹⁷.

If this activity requires the discharge of waste to water or could cause water to be polluted, then a waste discharge licence under the *Water Act 1992* may be required. Please refer to the Guidelines on Waste Discharge Licencing under the Northern Territory *Water Act 1992*¹⁸.

Lands and Planning Division

Crown Land Estate

Crown Land Estate has reviewed this application and has no comments to provide .

Should you have any further queries regarding these comments, please contact the Development Coordination Branch by email DevelopmentAssessment.DLPE@nt.gov.au or phone (08) 8999 4446.

Yours sincerely



Maria Wauchope
Executive Director Land Resources

¹⁷ https://ntepa.nt.gov.au/_media/waste-and-pollution/pdf/guidelines/guideline_prevent_pollution_building_sites.pdf

¹⁸ https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/950603/guidelines-waste-discharge-licensing.pdf



**Aboriginal Areas
Protection Authority**
protecting sacred sites across the territory

Development Assessment Services
DAS.NTG@nt.gov.au

Dear Development Assessment Services

PA2026/0148 – Section 07349 Hundred of Bagot – Subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F)

We refer to the above application for a development permit.

The Aboriginal Areas Protection Authority (AAPA) notes that Department of Logistics and Infrastructure an Authority Certificate over Section 07349 Hundred of Bagot (C2009/147)

The Authority has also received a Recorded Parties application from the Department of Logistics and Infrastructure to add DCOH Land Pty Ltd to the existing Authority Certificate (C2009/147). This application is currently being assessed by the Authority.

An Authority Certificate is based on consultation with custodians and provides clear conditions about what can and cannot be done in and around sacred sites. An Authority Certificate issued under the Sacred Sites Act will ensure the protection of sacred sites located on the land, providing both certainty and legal protection when conducting any development activity.

Background Information

AAPA is a statutory body responsible for overseeing the protection of Aboriginal sacred sites on land and sea across the Northern Territory.

The protection of sacred sites is recognised by the Northern Territory Government and the broader Territory community as an important element in the preservation of the Territory's cultural heritage, for the benefit of all Territorians. AAPA seeks to strike a balance between the protection of sacred sites and development in the Northern Territory.

Yours sincerely,

Jayde Manning
Ministerial and Policy Officer
11 May 2026

From: [Allan Warchot](#)
To: [Das NTG](#)
Subject: RE: "PA2026/0148 Section 07349 Hundred of Bagot" - New Application Submitted
Date: Friday, 8 May 2026 9:17:47 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Dear Assessment Officer

There are no Medical Entomology comments.

Kind regards

Allan

Allan Warchot

Advice and Control Officer
Medical Entomology - Centre for Disease Control
Public Health Division
NT Health

Building 19, Royal Darwin Hospital, 105 Rocklands Drive, Tiwi, NT 0810
GPO Box 41326, Casuarina, NT 0811

t. 08 8922 8337 **m.** **0477351537**
f. 08 8922 8820



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health.nt.gov.au



I acknowledge Aboriginal people as the Traditional Owners of the country I work on, and their connection to land and community. I pay my respect to all Traditional Owners, and to the Elders both past and present.

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From: Das NTG <Das.NTG@nt.gov.au>

Sent: Friday, 8 May 2026 7:35 AM

To: Allan Warchot <Allan.Warchot@nt.gov.au>

Subject: 'PA2026/0148 Section 07349 Hundred of Bagot' - New Application Submitted

Dear Department of Health - Medical Entomology Branch,

A new subdivision application has been received over:

- Section 07349 Hundred of Bagot, Makagon Rd, Berrimah NT

For the purpose of:

- Subdivision to create 13 lots and a building setback plan (Northcrest Stage 7F)

In accordance with the requirements of the Planning Act 1999, you are invited to review the [application](#) material through [ILIS](#) and provide written advice or comments no later than 22/05/2026.

You can request a longer submission period to provide advice or comment on this application if required, by emailing the project officer or das.ntg@nt.gov.au. Please include reasons in support of the extension.

If you have any enquiries, please feel free to contact Development Assessment Services Darwin, 8999 6046.

Kind Regards,
Development Assessment Services

From: [Rory Mackay](#)
To: [Samay Chandhiok](#)
Cc: [Madison Harvey](#)
Subject: Re: PA2026/0148 - Northcrest 7F Subdivision
Date: Wednesday, 10 June 2026 3:20:43 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image.png](#)

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Hi Samay,

Thanks for the update on this application.

CRTPC are having ongoing discussions with developer (DCOH) regarding the built-form development of the site in the near future, and I'll be able to elaborate on the latest available public information at the DCA Meeting where necessary.

Nonetheless, to assist with finalisation of your assessment please see below comments regarding the subdivision not jeopardising the intent of the Area Plan for the site. Please let me know if any clarification is required on this content.

Consistency with the Berrimah Farm Planning Principles and Area Plan

It is considered that the proposed subdivision is consistent with the principles and intent of the Berrimah Farm Planning Principles and Area Plan (Area Plan) and will not prejudice its implementation for the following reasons.

The Area Plan identifies the subdivision area for mixed-use commercial and residential development, including a secondary activity centre adjacent the Stuart Highway. The proposed subdivision directly facilitates this strategic outcome by creating a coherent lot layout that reflects the intended future zoning and anticipated intensity of development across the subject precinct of Northcrest Estate.

Specifically, the subdivision establishes a logical lot transition from land intended to accommodate a secondary activity centre with mixed-use commercial and residential outcomes, to medium density apartments and townhouses supported by public open space, and ultimately to lower density residential development within the wider Northcrest Estate. This graduated structure is consistent with the spatial hierarchy and interface management outcomes envisaged by the 2026 amended Area Plan.

The subdivision gives effect to the planning principles of the Area Plan by:

- providing a structured urban form centred on a secondary activity centre, supported by surrounding intended transitioning residential zoning and densities;
- delivering a diversity of lot sizes for future housing outcomes to enable a range

of dwelling types and building heights that transition from the secondary activity centre core;

- incorporating public open space to support amenity and recreation outcomes and provide a transition between current and future development density within and adjoining the subdivision area;
- extending and integrating the internal road, pedestrian and cycle network, consistent with the broader Northcrest Estate; and
- ensuring the land is fully serviced and supported by infrastructure.

Importantly, the proposal represents subdivision only, with no built-form development or rezoning enacted as part of this application. Future development of the lots, including building height, land use mix and mitigation of site-specific constraints such as noise, will be subject to separate development applications(s). This is an appropriate and orderly sequencing of approvals, and is consistent with the staged implementation approach contemplated by the Area Plan. In particular, the built-form development of the lots to be created within the identified secondary activity centre area will be required to address Planning Principles 1(e), 1(g) and (1h) of the Area Plan under the current and intended Future Development zoning of these proposed lots.

Accordingly, the subdivision will not prejudice implementation of the Area Plan because it:

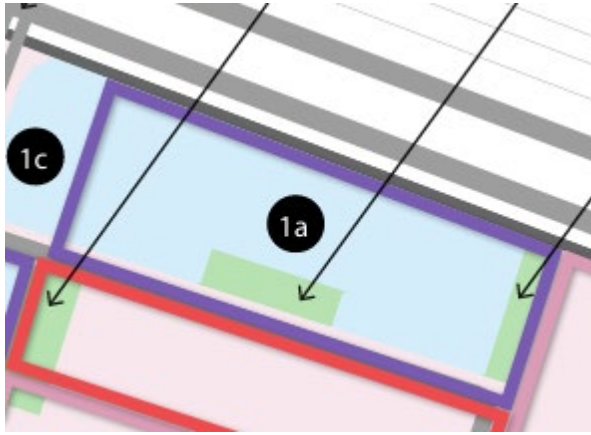
- maintains consistency with the intended land use structure and staging framework for the Northcrest Estate;
- does not pre-empt or constrain future development outcomes, retaining flexibility for future development applications;
- ensures subdivision design is aligned with intended future zoning and infrastructure provision; and
- supports the orderly and coordinated delivery of development in accordance with the applicable strategic framework.

For these reasons, the proposal is considered to positively implement the strategic intent of the Area Plan and facilitate its orderly delivery over time. It establishes an appropriate subdivision framework for future development without undermining the long-term land use, movement, open space or infrastructure outcomes envisaged for this precinct of Northcrest Estate.

Kind regards,

Rory Mackay

Senior Planning Consultant



In addition to the information provided in the Statement of Effect, could you please elaborate on how the proposed subdivision is consistent with the principles and intent of the Area Plan, and how it will not prejudice the implementation of the Area Plan.

This information would assist me in finalising the report. Please note that this is likely to be a point of discussion at the DCA meeting.

If you require any further clarification or information, please do not hesitate to contact me.

Regards

Samay Chandhiok

Senior Planner

Development Assessment Services

Department of Lands, Planning and Environment

Northern Territory Government

Level 1, Energy House, 18 – 20 Cavenagh Street, Darwin NT 0801

Ph. +61 88 999 6126

E-mail: Samay.Chandhiok@nt.gov.au

Website: www.nt.gov.au/dlpe



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From: Rory Mackay <rory@crtpc.com.au>

Sent: Tuesday, 9 June 2026 10:44 AM

To: Samay Chandhiok <Samay.Chandhiok@nt.gov.au>

Subject: PA2026/0148 - Northcrest 7F Subdivision

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Hi Samay,

I hope you had a good long weekend.

Just reaching out for an update on the above application on whether this will be determined under delegation or by the DCA given there were no public submission or nothing of concern raised by service authorities.

Please let me know if any further clarification is required to assist your assessment.

Kind regards,

Rory Mackay

Senior Planning Consultant

M: 0456 635 997 **E:** rory@crtpc.com.au **W:**

www.cunningtonrossetownplanning.com.au

A: Darwin Corporate Park, Unit 6, T212, 631 Stuart Highway, Berrimah **P:** PO Box 36004 WINNELLIE NT 0821



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