

**OBJECTION TO THE PROPOSAL TO AMEND NT PLANNING SCHEME**  
**REF: PA2024/0241**

The above proposed rezoning aims to facilitate multiple dwellings on separate lots, in accordance with the provisions of Zone LMR. It purports to comply with the NT Planning Scheme 2020 by being within the required proximity to a range of commercial, community, educational, public open space and recreation facilities, as well as a mix of residential and commercial zones within the immediate locality, making the subject land suitable for consideration of development consistent with Zone LMR. However, it does not give any indication as to what might end up on the site other than to say it's a 1310m<sup>2</sup> property that can be divided into 1 dwelling per 300m<sup>2</sup> lots. The proposal does not address potential numbers of people living there, potential traffic implications nor the impact on the amenity and community of the area of packing so much additional housing into the same space as the original LR zoning.

The rezoning submission misleads regarding the public open spaces and facilities it relies on to comply with NTPS2020. The areas might be within the required proximity but Aviator Park is in the centre of a busy commercial district (Fannie Bay Shopping Centre), has no community facilities, is not used for recreation purposes by the community and is surrounded by heavily trafficked roads. Fannie Bay Oval is on the other side of Dick Ward Drive, a main arterial road between the city, Nightcliff and the northern suburbs and is not a "quick walk" away. Neither Dick Ward Drive nor Aviator Park have safe crossings for people.

The Parap Pool is already heavily patronised by various clubs across Darwin generating significant traffic around the site in question as well as generating noise through public address systems during practice and competitions of which there are quite a few. The land next to the Pool, belongs the City of Darwin and although vacant is not a public park. Allen Park is a significant distance from the site and requires crossing Ross Smith Avenue, a major road and in this section it is subject to heavy merging traffic due to its proximity to major intersecting roads. To say the Fannie Bay coastline and its various clubs and activities is within the 400m of the site is a significant stretch of the facts.

The proposal states the site has high access to cycling, walking and public transport routes – it does not - Ross Smith Avenue and the surrounding side streets have standard narrow pavements and there are bus stops dotted along Ross Smith Avenue because it is a major connector and distributor road, including to Casuarina.

The submission does not address traffic issues and hazards that already exist in the locality of the proposal nor does it consider the additional impact by increasing residential density. The land proposed for rezoning is on the corner of Ross Smith Avenue and Giles Street.

Again, Ross Smith Avenue is a main arterial road, subject to heavy traffic, connecting Dick Ward Drive and the Stuart Highway. The two feeder roads Dick Ward Drive and East Point Road flow into Ross Smith Ave at the corner adjacent to the service station causing bottlenecks just before Giles Street. This major intersection lies between and is closer to the land being proposed for rezoning than the open spaces and community facilities used to support the submission. Additionally, Parsons Street is one of the main throughputs to access residences on the streets between Playford Street and Ross Smith Avenue. The residents in the Conigrave, Giles, Parsons, Brogan, Brown, Bleaser, Crush, Clancy, Cooper and Freer Streets are already unable to easily access or cross over Ross Smith Ave, particularly in peak times and are virtually jammed in and stuck as there are no other egresses. Additional driveways onto Ross Smith Ave or Giles Street will only add to this problem.

Although urban infill may address some of the housing issues faced by the community it is not sound policy to overpopulate and irrevocably impact and diminish the amenity of the existing community who have built lives around the existing residential homes in the inner city suburbs. The older, larger blocks were built to accommodate Darwin's tropical climate and in some cases are architecturally unique. Global warming and climate change are proving the wisdom of building to adapt to and accommodate climatic conditions for sustainable living. This point does not appear to have had any focus when the 2016 policies were developed and more latterly adopted. Nor has it been taken into account in the submission. Environmental scientists have raised concerns regarding the density of dwellings particularly solid structures contributing to climate change as they trap heat and with rising temperatures will be unliveable. The proposed rezoning falls right into these concerns.

Cramming people into 300m<sup>2</sup>/500m<sup>2</sup> blocks with living spaces that have limited immediate outdoor respite and are virtually sitting on their neighbours not only creates noise issues but also severe social issues. There is nowhere to go and in the case of this proposal there is the additional problem of being surrounded by arterial roads. The problem is already exemplified on the other side of Ross Smith Ave from the proposed rezoning site. 3 houses have been built on one site, 2 at ground level and the third a 2-story building. The houses are so close together they almost touch each other, they have high solid fences around them (not conducive to neighbourhood development) and the 2-storey building not only towers over the other two but almost sits on the pavement. Residents will have to navigate directly into Ross Smith Avenue traffic and the driveway is a danger to the many pedestrians (runners, children, cyclists, dog walkers) who already use the narrow footpath daily, its ability to access Ross Smith Ave will be affected by the immediacy of heavy Parapool traffic in the evenings and during meets and it will create additional access/merging problems for residents opposite crossing over into Ross Smith Ave to access East Point. The same issues will apply to the site in question.

As stated in the proposal there has been no community consultation, apparently not necessary. How is this conducive to apt tropical architecture, town planning and community development and meeting requirements of: 3

1. avoiding adverse impacts on the local road network;
2. managing to minimise unreasonable impacts to the amenity of surrounding residents.
3. ensuring that strategic planning reflects the wishes and needs of the community;
4. providing building design, site layout and landscaping that has a sympathetic interface to the adjoining public spaces and between neighbours, providing privacy and attractive outdoor spaces?
5. promoting the sustainable development of land;
6. maintaining the health of the natural environment and ecological processes;
7. protecting the quality of life of future generations;
8. assisting the conservation and enhancement of places, areas, buildings, other works and landforms that are of cultural, aesthetic, architectural or historical value?

In my street we have seen a resurgence of families with small children. They've been attracted by the big shady trees, the large safe yards to play in, green space and the outdoor/veranda, socially active style of living in appropriate tropical housing.

In summary: The proposed rezoning will exacerbate traffic issues already being experienced in the area, the proposal misleads on the availability of access to recreational and community spaces necessary for medium density housing around the proposed site and does not respect the amenity and community already existing in the area.

Signed

Helen Makrylos

[REDACTED]

[REDACTED]

P [REDACTED]

[REDACTED]

## OBJECTION TO THE PROPOSAL TO REZONE LOT 2959 93 Ross Smith Ave Fannie Bay NT 0820

The application to rezone Lot 2959, 93 Ross Smith Avenue is the next in a domino effect of the last 2 years which has reduced this area of Ross Smith Avenue to an overpopulated, over developed brown infield for the purposes of commercial gain.

Case in point is the recent rezone/redevelopment of the lot next door – 3 blocks were created out of 1 block and one of the residences is now on the market for not less than \$1.2M. This is profiteering by using the old residential suburb of Fannie Bay and its amenity and proximity to the “old Darwin” way of life. It’s not about affordable housing, or supporting and developing community or any of the other suggested outcomes of required of “future development planning” guidelines.

The Darwin Inner Suburbs Draft Needs Assessment as well as the 2015 Plan are guidelines for future development rather than legislation. As such the area which is proposed to be developed needs to take in a many more factors than the identified principles which are reiterated as being met in the proposal.

The subject area has a major intersection which is not people friendly nor does proximity to the proposed development support the societal/community development espoused in the planning guidelines. It is a traffic congested area poorly thought out and unable to support additional usage.

A long bow is being drawn as to the usability of sporting and community facilities being shown as within a 400m distance of the proposed redevelopment. In truth slap bang in the middle of the previously mentioned major intersection is a major feeder both to and from the city and the Northern Suburbs as well as one from Dick Ward Drive and to Woolner and to then the city. The assumption in the proposal *due to proximity of the site to Dick Ward Drive, most of the traffic movement to and from the site will predominantly occur via connection with Dick Ward Drive* doesn’t have a basis of reason – considering it’s on the opposite side of Ross Smith and directly absorbs traffic going from Parap, the Stuart Highway moving to and from the northern suburbs. Without doubt the proposal is going to add traffic to Ross Smith in some way.

There are few safe pedestrian accesses to the Fannie Bay Park, so called community amenity, and the park is surrounded by major traffic networks associated with the local shopping centre and background housing. It’s not used for sport or any other community activities as it’s unsafe for that type of activity and in fact only serves as a buffer within the traffic network.

The area of Ross Smith Ave which the proposal is within contains a Service Station which attracts and drives traffic flow through the Avenue. There are so many ingresses and egresses within a 200m distance on both sides of Ross Smith Avenue in the area of the proposal that traffic is concentrated in a way that is not safe to people using the area and congestion occurs further down Ross Smith Ave. Streets like mine (Brown Street) are being more and more locked down making it difficult to exit into Ross Smith Ave to go anywhere.

Additionally St John's Ambulance headquarters is further down Ross Smith Ave and is on constant call out – the additional traffic and egresses on to Ross Smith Ave, especially near the intersection create additional response problems for the services providing services across Darwin.

The proposal does not enhance the amenity of the area and is changing the nature of the suburb by allowing close knit development of 2 to 3 times the density normal to the area. Nor is it being constructed with a view to Climate Change or the needs of tropical living. The redevelopments to date barely have any air space between them and are so close together you can almost reach out and touch the neighbouring house.

The proposal is not providing a transition to the existing housing rather it's creating an abutment to it – lots of inappropriate dense housing versus traditional "old Darwin" houses.

The cycling paths and walkways referenced are the normal footpaths not especially designed infrastructure making the proposed development an added pressure rather than enhancement to what is currently available and heavily used.

Finally I'm wondering why the proposal is referencing eg Figure 4: *Satellite Image, 400m radius to 82 Ross Smith Avenue* and similar other 82 Ross Smith Ave references to support its proposal to redevelop 93 Ross Smith Ave. It does bring its assessments regarding the viability of 93 Ross Smith being redeveloped in to question

A handwritten signature in black ink, appearing to read 'H Jackson', enclosed in a light grey rectangular box.

Helena Jackson

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████████████████████

Mob: ██████████



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Darwin NT 0800

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Darwin NT 0801

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E [darwin@darwin.nt.gov.au](mailto:darwin@darwin.nt.gov.au)

Mr Amit Magotra  
Manager Urban Planning  
Department of Infrastructure, Planning & Logistics  
GPO Box 1680  
DARWIN NT 0801

Please Quote: PA2024/0241

6 December 2024

Dear Mr. Magotra

**Parcel Description:** Lot 2959 Town of Darwin  
93 Ross Smith Ave Fannie Bay

**Proposed Development:** Rezone from LR (Low Density Residential) to LMR (Low-Medium Density Residential)

Thank you for the development application referred to this office 22 November 2024 concerning the above.

The following issues are raised for consideration by the Development Consent Authority (Authority):

City of Darwin acknowledges that the Darwin Inner Suburbs Area Plan (DISAP) identifies the subject site as a potential area for change. As the proposed rezoning is consistent with the planning framework, City of Darwin raises no concerns with this application.

If you require any further information in relation to this application, please feel free to contact City of Darwin's Innovation Team on 8930 0300 or [darwin@darwin.nt.gov.au](mailto:darwin@darwin.nt.gov.au)

Yours sincerely

Signed by:  
  
D733BF799FDB2387

**ALICE PERCY**  
**GENERAL MANAGER INNOVATION**





**Phone** 1800 245 092  
**Web** powerwater.com.au

Record No: D2024/491419  
Container No: NE200/2959  
Your Ref: PA2024/0241

Andres Calvo  
Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Andres

**Re: Lot 2959 (93) Ross Smith Avenue Fannie Bay Town of Darwin**

In response to your letter of the above proposal for the purpose of rezoning from Zone LR (Low Density Residential) to Zone LMR (Low-Medium Density Residential) to facilitate dwelling-group development in future, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. PWC does not object the proposed rezoning provided that the landowner shall be responsible for establishing suitable underground power servicing requirements for the future development.
2. If the above proposed LMR rezoning application is granted, the landowner shall engage an accredited electrical consultant and contractor to design and construct the required underground power servicing compliance suitable for future development.

If you have any further queries, please contact the undersigned on 8924 5729 or email:  
[PowerDevelopment@powerwater.com.au](mailto:PowerDevelopment@powerwater.com.au)

Yours sincerely

A handwritten signature in blue ink, appearing to read "Thanh Tang".

Thanh Tang  
**Manager Distribution Development**

20 December 2024



Container No: LD200/2959

DPLE - Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Andres,

**RE: PA2024/0241 - Lot 2959 Town of Darwin - 93 Ross Smith Avenue Fannie Bay - Rezone from LR to LMR**

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:

1. The developer will need to upgrade the existing water and sewer service and should contact Services Development prior to start of construction.
2. The existing sewerage easement within Lot 2959 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.
3. All required works mentioned above must all be at according to Power and Water's Connection Code and at the developer's expense. Charges may be relevant for this development; a letter may be sent to the applicant outlining the fees and charges applicable for this development. All standard and quoted charges, as well as contribution charges will be valid for a period of 6 months from date of letter issue. As required, Power and Water will reassess the charges for the development.
4. Power and Water advises that the Water and Sewer Services Development Section ([waterdevelopment@powerwater.com.au](mailto:waterdevelopment@powerwater.com.au)) and Power Network Engineering Section ([powerdevelopment@powerwater.com.au](mailto: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 8995 5884, or email [waterdevelopment@powerwater.com.au](mailto:waterdevelopment@powerwater.com.au)

Yours sincerely,

A handwritten signature in cursive script that reads "L. Leyson".

Louise Leyson  
Services Development

16<sup>th</sup> December 2024



cc: Israel-Tshepo Kgosiemang – One Planning Consult  
email: [israel.k@oneplanningconsult.com.au](mailto:israel.k@oneplanningconsult.com.au)

**From:** [Craig Thomas](#) on behalf of [DevRoads NTG](#)  
**To:** [Andres Calvo](#)  
**Cc:** [Planning NTG](#); [DevRoads NTG](#)  
**Subject:** RE: "PA2024/0241 Lot 02959 Town of Darwin" - New Application Submitted  
**Date:** Friday, 22 November 2024 9:45:00 AM

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Hi Andres

Thank You for the email.

I refer to the Lands Planning' correspondence of 22 November 2024 regarding Planning Application PA2024/0241 on the rezoning of at Lot 02959 Town of Darwin from LR (Low Density Residential) to LMR (Low-Medium Density Residential)

I am pleased to advise that the Transport and Civil Services Division (TCSD), Department of Logistics and Infrastructure (DLI) has no objection in principle to the above mentioned change of zoning, as the subject lot is not adjoining the Northern Territory Government (NTG) controlled road.

Comments have been uploaded into ILIS.

Thank You

**Craig Thomas**

Technical Assessment Officer  
Corridor Management and Design, Transport & Civil Services  
Department of Logistics & Infrastructure

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The NT Government acknowledges the Aboriginal people and cultures of the land and country on which we work and live. We acknowledge the ongoing connection to culture, land, sea and community and pay our respects to Elders past and present and to emerging leaders.

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**From:** Planning NTG <Planning.NTG@nt.gov.au>  
**Sent:** Friday, November 22, 2024 5:11 AM  
**To:** DevRoads NTG <DevRoads.NTG@nt.gov.au>  
**Subject:** 'PA2024/0241 Lot 02959 Town of Darwin' - New Application Submitted

Dear Transport Safety and Services - DIPL,

A proposed planning scheme amendment to Rezone from LR (Low Density Residential) to LMR (Low-Medium Density Residential) at 93 Ross Smith Ave , Fannie Bay NT is to be subject to a 28 day public exhibition period, commencing 22/11/2024 and closing on 20/12/2024.

This application can be [viewed](#) and comments can be made through [ILIS](#) until 20/12/2024.

If you have an enquiries, please feel free to contact Lands Planning Darwin, 8999 8963.

Kind Regards,  
Lands Planning