TOWARDS AN AREA PLAN FOR THE HUMPTY DOO RURAL ACTIVITY CENTRE

Report on Stage 2 Community Consultation
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1. INTRODUCTION

The Northern Territory Planning Commission launched Stage 2 community consultation to prepare a draft Area Plan for the Humpty Doo Rural Activity Centre on 25 October 2018.

Stage 2 consultation was an opportunity for the community to provide comment on the draft Area Plan, including planning principles, which were informed by background investigations and community feedback received during Stage 1 consultation.

This report provides a summary of the activities undertaken and the feedback received during Stage 2 consultation. For a detailed review of Stage 1, please refer to the Stage 1 Consultation Report on the NT Planning Commissions' website at www.planningcommission.nt.gov.au.

1.1 The Study Area

The Humpty Doo Rural Activity Centre Area Plan study area as a whole has a population of 4 380 (ABS 2016) and lies within the surrounding localities of Howard Springs, Coolalinga, Bees Creek and Noonamah. The study area serves this population as a local commercial and community centre, while nearby Palmerston and Coolalinga provide for more specialist needs.

A high demand for urban growth is not expected within the Humpty Doo Rural Activity Centre but there is an opportunity for a moderate increase in the range of local commercial and housing options supported by reticulated water and sewerage services.

There is also opportunity to meet some of the future demand for residential land by enabling rural residential development within transition areas to the activity centre. The Study area for Humpty Doo is shown in Figure 1.

![Figure 2: Study Area proposed within Stage 2.](image-url)
1.2 The Draft Area Plan

The Humpty Doo Rural Activity Centre Area Plan will be a long term plan that will shape the future development of the land within the rural activity centre boundary. It is important to plan for the future of Humpty Doo in a way that maintains the amenity and lifestyle of the rural living area while providing for adequate services for future growth within the activity centre.

The Area Plan will provide for moderate growth in the Humpty Doo activity centre and help guide future rezoning and development decisions. Figure 2 below shows the concept Land Use Plan proposed as part of Stage 2 community consultation.

The objectives of the Area Plan are to support an overarching framework for future population growth in the Litchfield Municipality and to identify land to accommodate this growth in the long term. The Litchfield Subregional Land Use Plan provides this framework and currently identifies the Humpty Doo activity centre.

![Figure 2 - Concept Land Use Plan presented as part of Stage 2 community consultation.](image-url)
1.3 The Consultation Process

The Northern Territory Planning Commission adopted a three-stage engagement approach to the consultation process for Humpty Doo.

Stage 1 of the consultation process was an opportunity for information gathering and analysis, including community engagement. Consultation closed on 29 March 2018.

Stage 2 comprised the preparation and publication of a draft Area Plan. Informed by initial community feedback and other information obtained during Stage 1. Stage 2 will continue into 2020.

Stage 3 will be the finalisation of a draft Area Plan, which will then be recommended to the Minister for Infrastructure, Planning and Logistics as a proposed Planning Scheme Amendment.

Figure 3: Process for preparing the Humpty Doo Rural Activity Centre Area Plan.
2. CONSULTATION ACTIVITIES

Stage 2 community consultation sought community feedback on the Draft Area Plan and Draft Planning Principals. Stakeholders included:

- Humpty Doo residents
- Local businesses
- Litchfield Council
- Local Members
- Government agencies
- Special interest and community groups

2.1 Land Owners / Residents

A total of 1,990 flyers were mailed out to land owners in the Humpty Doo postcode to inform them of the Draft Area Plan and Draft Planning Principles and to encourage comments via submission, or by visiting one of the pop-up stalls or by attending the community information sessions.

Distribution of information and opportunities for community comment was facilitated by:

- print advertising in the NT News;
- a dedicated page on the NT Planning Commission website including times and dates of public displays, contact details to receive submissions and answer enquiries;
- pop-up stalls at the Freds Pass Markets, Coolalinga Central and Humpty Doo Shopping Centre; and
- community information sessions at the Humpty Doo Tavern.

On the 24 October 2018, an on-site meeting with the Metcalfe Road residents group took place to discuss their concerns of a future connector road, which relies on Metcalfe Road connecting to the Arnhem Highway.

2.2 Community Advisory Group

On 8 August 2018, staff from the Planning Commission as well as representatives from the Department of Infrastructure, Planning and Logistics, briefed the Community Advisory Group on options for the draft Area Plan. Advisory Group members contributed to refining the options for the Activity Centre boundaries as well as a future arterial road network to be included in the Stage 2 draft documents.

2.3 Litchfield Council

On 17 October 2018, the Planning Commission Chair Dr David Ritchie and departmental staff briefed Litchfield Council with regard to Stage 2 consultation and presented the documents for community comment.

2.4 Project Control Group

A Project Control Group (PCG) meeting was held on the 24 April 2018 to review the findings of Stage 1 consultation. A PCG subcommittee comprised of representatives from the Department of Infrastructure Planning and Logistics (DIPL) Lands Planning Division, DIPL Transport and Civil Services Division, DIPL Land Development Division and the Litchfield Council convened in July 2018 and has regularly met since then with meetings held throughout 2018 and 2019. The role of the PCG subcommittee is to address transport related issues for the Humpty Doo locality and is focusing on confirming regional road connections north/south of the Arnhem Highway.
2.5 Others

NT Government Departments, industry and community groups identified as stakeholders were provided with consultation materials, and invited to meet with Planning Commission representatives.

On Thursday 25 October 2018 the Planning Commission Chair Dr David Ritchie held a combined briefing with the Member for Goyder, Kezia Purick MLA, the Member for Nelson, Gerry Wood MLA and the Leader of the Opposition Gary Higgins, MLA.

2.6 Pop-up Stalls and Information Sessions

Humpty Doo land owners, residents and users of the activity centre had several opportunities to provide oral and written feedback to the Planning Commission and project team during Stage 2 consultation.

The Planning Commission held a number of pop-up stalls during October and November at the Freds Pass Market, Humpty Doo shopping complex and Coolalinga Central. There were two community information sessions held at the Humpty Doo Tavern which were well attended by members of the public.

During the consultation period over 250 people visited the pop-up stalls, 47 people came to the information sessions and 39 written submissions were received, not including special interest groups and key stakeholders.
3. SUBMISSIONS AND FEEDBACK

3.1 Feedback Summary of Comments and Written Submissions

Comments and submissions received during Stage 2 consultation from the residents and landowners are summarised in this section. The feedback received will inform preparation of the Area Plan and be addressed and considered within the draft Land Capability and Needs Assessment reference document that will accompany the finalised Humpty Doo Rural Activity Centre Area Plan. A draft Area Plan and the draft Land Capability and Needs Assessment will be presented to the community and stakeholders during Stage 2B consultation. This is scheduled to occur in early 2020.

3.2 Land Owners / Residential

**Boundary Area**

Refering to Figure 3 below, a large majority of respondents who commented on Area A were supportive of its inclusion into the boundary of the Humpty Doo Rural Activity Centre. This was evident by the large number of landowners within the area that provided submissions and statements suggesting that its inclusion would potentially provide them with the opportunity to subdivide their land in the future. It was also suggested that this may help abate the low level flooding issues at the bottom end of Collard Road. Residents would like to see the cycleway network extended as it would provide a safer area to exercise and ride bikes, eventually connecting to the community facilities.

There was significant support for Area B to be included in the boundary of the Rural Activity Centre. However, most of the residents who responded to area B would prefer to see Power Road upgraded rather than closed at the Arnhem Highway. The residents who reside near a proposed access road from Kennedy Road to Caldwell Road have some opposition to this, as they are of the impression that the road will negatively impose on their lots and their rural lifestyle.
It was agreed upon by all who commented on Area C that regardless of whether it is to be included or excluded, the natural bush land and Woodside Reserve should be retained and protected as conservation zone land.

It was agreed by most respondents to retain Area E within the Rural Activity Centre as there is currently semi-commercial businesses operating. Retaining it will give opportunity to guide future development. Some respondents thought it was too far from the town centre to warrant inclusion.

There were a number of submissions that supported the exclusion of Area D as it was deemed too remote from the Humpty Doo town centre and some of the land within that area was hindered by Edwins Creek. Their concern was that it would create an opportunity for land owners to reduce the lot size to 4 000m² and had the potential to change the character of the area along the Arnhem Highway this far out from the town centre. Equally, a number of respondents thought Area D should remain in the Area Plan boundary.

**Social Infrastructure**

Respondents would like to see more social infrastructure developed within the Rural Activity Centre with improved access to footpaths and shaded areas within walking distance of the town centre. The submissions identified a desire for a community centre to enable social activities to be undertaken especially during the wet season and it will be an opportunity for all ages to utilise. Other suggestions put forward by the community were:

- retirement village and supporting facilities;
- shaded park with BBQ/picnics facilities;
- a need to have facilities for children with special needs;
- recreational activities for children (encourages health and wellbeing);
- a swimming pool; and
- bike and walking tracks that link into and around the town centre.

**Lot Sizes**

Overall, respondents generally supported alternative housing options to the traditional 1ha and 2ha blocks in the rural area. For land located within the Activity Centre Core Area or town centre, there was support for smaller SD (Single Dwelling) and MD (Multiple Dwelling) housing options. This would provide residents with more affordable and manageable sized lots while remaining in the rural community.

For land located outside the core area and within the transition area, many respondents were in support of 4 000m² RR (Rural Residential) block size options. The 4 000m² lot sizes were viewed as more manageable than traditional 1ha and 2ha blocks and gives existing land owners the opportunity to subdivide.

There was however some opposition from respondents to smaller lot sizes (<1ha) in the Humpty Doo area as it was believed that Humpty Doo would lose its rural identity.

**Pedestrian and Cycle**

There is considerable support from respondents for the upgrade and extension of the current cycle ways within Humpty Doo and surrounding areas, in particular along the Arnhem Highway (Stuart Highway right through to the Humpty Doo pub) incorporating an opportunity for this to be duel use for cycling and walking.

The community would like to see the cycleway network extend into the adjoining rural centres, linking to Coolalinga and Howard Springs which will then enable access all the way through to Palmerston.
**Roads and Traffic**

Stage 2 consultation identified that the issue of the Arnhem Highway is still of prime concern for the community who believe that there is a need for traffic lights at key locations. A decision about the need for traffic lights will be informed by the transport study being undertaken by the Department of Infrastructure, Planning and Logistics. This study will also consider where options for the northern collector road will cross the Arnhem Highway.

There were suggestions for Power Road to be upgraded to allow connection between the Arnhem Highway and Girraween Road. Currently Power Road is unsealed and impassable during the wet season along a southern section of the road.

Hayball Road and Spencely Road were both presented in the area plans as options for a southern collector road. Comments on Hayball Road were if it extended south on its current alignment, the road would be built along the rear boundaries of existing residential blocks who currently back onto native bushland and would impede on their quality of living. Whereas Spencely Road will not impede on any residents and will better service traffic from the existing industrial area.

**Environment**

The community agreed that the natural environment and drainage features contributed to the rural character and amenity of Humpty Doo. They also provide essential ecological functions such as habitat for wildlife and aquifer recharge, so should be protected and the environmental values reflected in the land use planning principles.

**Out of Scope Feedback**

The Planning Commission received comments from the community that can’t be resolved by the Humpty Doo rural Activity Centre Area Plan. The comments and questions asked were:

- the need for a safe crossing on the Stuart Highway at Coolalinga;
- revitalise Wishart Siding as a stopping point for travelers, and put the old train back; and
- rejuvenation of Darwin and the rural area.
3.3 Special Interests and Community Groups

Community Advisory Group
The Planning Commission met with the CAG during preparation of the draft Area Plan. The group provided comment on topics that required further consideration by the community during Stage 2 consultation.

Boundary
Regarding the proposed boundary for the Humpty Doo Rural Activity Centre, the group supported the inclusion of areas A & B as part of Stage 2 consultation to allow for community comment. The group requested further information on the potential for reticulated water connections to area A before making a decision on their inclusion.

The CAG discussed Area C’s inclusion, suggesting its close proximity to the existing industrial area and sewage ponds restricted its land use. It was suggested the current Conservation (CN) zoning of land within Area C was appropriate in providing a buffer to the adjacent industrial and sewage facilities.

The CAG members supported removing Area D from Stage 2 consultation as it is too far removed from the Humpty Doo town centre. Edwin Creek was identified as an alternative natural boundary at a much better distance. The CAG also believed there were too many boundary options for the public to consider and removal of Area D would simplify the Area Plan.

The CAG held mixed views on including Area E as part of Stage 2 consultation. Currently semi-commercial businesses operate within Area E and suggestion was to include it to help guide future development in this area. This area is seen as needing to be retained for its rural character and as the gateway to Kakadu, alternatively, Area E was considered too far removed from the town centre. In conclusion the CAG agreed to retain Area E in the Stage 2 consultation to allow the community to comment.

The proposed boundary for the Humpty Doo Rural Activity Centre is spread a considerable distance east and west of the Humpty Doo town centre. For this reason the CAG were unsure if an Outer Transition Area was required. The Outer Transition Area proposes allowing blocks located immediately outside the Activity Centre boundary to subdivide to 1ha. This would provide a buffer and transition to existing 2ha lots further from the boundary, thus protecting the rural character of the broader area. The CAG will have the opportunity to review and discuss in detail the proposed Outer Transition Area prior to finalising the Area Plan.

Roads
The discussions on the southern collector road highlighted the existing capacity of Hayball Road to remove traffic from the town centre and assist with accommodating traffic from the industrial area. However, CAG members were of the opinion that Hayball and Spencely Roads may need an upgrade to handle additional traffic if expansion of the industrial area was to occur.

If Hayball Road was extended to the south along the current road reserve, it would see Hayball Road built along the rear boundaries of existing residential blocks who currently back onto native bushland. It was suggested the road be offset a distance from the existing block boundaries to provide some noise and visual buffer.
Goode Road was identified as facilitating the southern collector road options. If Goode Road was extended west to the Stuart Highway, Spencely Road or Hayball Road could extend south and intersect with it. This would provide a connection between the industrial and southern areas of Humpty Doo to the Stuart Highway. This could potentially reduce the need for heavy vehicles to use the Arnhem Highway or travel through a residential area. A connection between Spencely Road and the town centre would be required to ensure the town centre is not bypassed.

The discussion on the northern collector road location along the Arnhem Highway suggested that there was a need for a signalised intersection at the Freds Pass Road intersection and the option of extending Metcalfe Road to this location had merit. More information is sought to support a location for the northern collector road.

**Metcalfe Road Residents Group**

The Metcalfe Road Residents Group raised concerns on the potential effects of the northern subregional collector road being the extension of Metcalfe Road onto the Arnhem Highway in that this will impose on their rural lifestyle and the amenity of Humpty Doo. The residents sought additional discussion with the project team and provided a submission on outstanding matters that the group deemed not considered or unresolved.

The northern route for the subregional collector road is Metcalfe Road linking onto the Arnhem Highway adjacent to the Humpty Doo Village i.e. Freds Pass Road. The concerns raised by the group on this proposed connection are:

- the social impact and safety issues associated with turning an existing no-through road into a thoroughfare and a main arterial road;
- property values will reduce due;
- potential impacts on existing intersections further along the road network from the high volume of passing traffic;
- that upgrades will be required to Metcalfe Road to be able to transport heavy vehicles; and
- the increased volume of passing traffic.

There was support by the residents of Metcalfe Road that it would be better to utilise Power Road as the subregional collector road due to its direct connection between the Arnhem Highway and Girraween Road.

Other considerations put forward were:

- Metcalfe Lagoon upgraded to become a recreational reserve for public use;
- for Lot 2897 (Litchfield Council) to be considered for commercial purposes; and
- objection to residential lots being smaller than 1ha, as this detracts from the rural lifestyle.

**Taminmin College Board**

The Taminmin College Board provided comment on the proposed future subregional southern connector road shown running through Lots 368 and Lot 2553 to Dalgety Road.

Lot 2553 is known to the local community as Woodside Reserve and was agreed that Taminmin College manage the land as a natural resource area, transitioning into a horticulture & agriculture area over time. The College Board are concerned with the safety and wellbeing of the students if a public road were to be constructed through a teaching and learning resource.
3.4 Litchfield Council

Litchfield Council stated that they appreciated the opportunity to respond to Stage 2 consultation on the Humpty Doo Rural Activity Centre Area Plan. They raised the following comments.

**Planning Principles**

There are specific planning principles relating to social infrastructure, however it is considered that the objectives and acceptable responses could be further developed given the abundance of community purpose land in Humpty Doo.

The planning principles relating to retention and protection of vegetation could be strengthened to reflect the community’s support for maintaining a green corridor along the Arnhem Highway. This would support the enhancement of visitor’s experience of the highway as the entrance for visitors to Kakadu and surrounding areas. The planning principles have not identified whether there is an area for transition between the Area Plan boundary and the existing 2ha rural living lots.

**Boundaries**

Litchfield Council is seeking further information on the potential options for change to the boundaries of the Area Plan. The information presented does not adequately inform the community, as it should demonstrate the positive and negative aspects of each area detailed for potential change.

Area B is supported because it provides a transition of smaller parcels fronting a new road and assists with the identified closure of Power Road.

Litchfield Council is supportive of excluding Area D, though the preference is for the boundary to run along property lines.

Further information is sought before Litchfield Council will consider areas A, C and E for inclusion or exclusion from the proposed boundary.

Area A requires confirmation from Power and Water on whether it can service the area with reticulated water, which is a requirement for reduced lot sizes. The Council is unclear on how Area A's inclusion would better manage stormwater runoff and unaware of any stormwater management issues in the area. Clarification is also needed on how the inclusion of Area A would allow for additional cycle network opportunities that do not exist in other areas of the Area Plan.

It is unclear how the removal of Area C would limit the opportunity for rural residential development. If the land is suitable for residential lots, it needs to be discussed further as it is currently within a conservation zone. If this area is removed, how does this impact on the proposed southern connector road.

Area E has a number of commercial business in this location. If any further development is to occur this must be in accordance with the current zone, which is Zone RL (Rural Living). If included, this may give some protection to a green border along the Arnhem Highway on the proviso that the planning principles to this area are strengthened.
Roads
Council will not be able to form an opinion on the use of Metcalfe Road until an accurate traffic model is created. Council objects to the depiction of the connection from Metcalfe Road to the Arnhem Highway appearing approximately in the middle of Council’s parcel at 320 Arnhem Highway. This road provides no benefit to the Centre but removes developable land that Council could use for community benefit. The preferred option from an economic, planning, and engineering standpoint for this road connection is to be at the existing intersection with Freds Pass Road. Council’s resolution is for a four-way signalised intersection at the existing Freds Pass Road and Arnhem Highway Intersection and will not support the depicted proposal.

On the land use map, there is a new road shown parallel to Hayball Road that is approximately one parcel width away from Hayball Road. As it is assumed that the NT Government would expect Council to eventually take over these local roads, a more robust understanding of the purpose of a duplicate road to add to Council’s assets is required. Further, it appears this proposed road alignment runs through the former landfill site, which requires extensive rehabilitation. Measures and responsibility for rehabilitation should be discussed to determine the feasibility of this option.

More information needs to be provided on the proposed road alignments within the industrial area, in the context of determining its suitability for servicing the area prior to finalisation of the Area Plan.

Land Uses
Litchfield Council raises the issue that no background data assessment has been provided on the amount of future light industrial land required in the rural area. As Humpty Doo is currently the only place where light industrial land is permitted, Council suggest an assessment be undertaken to address this.

The land where Area C is shown is currently zoned conservation land and if this is no longer suitable for conservation, then more information should be provided to the community and advisory groups. The area is shown as ‘buffer rural residential’ and is considered that it would be a buffer from the adjoining existing light industry development to the north.

The crown land identified as ‘public open space’ and ‘constrained open space’ has not been previously raised or discussed during the consultation stages. Council expects that any crown land that becomes park space would continue to be owned and managed by the Crown.

Conclusion
Council look forward to seeing the additional information discussed in the comments above and having further discussions and consideration on the expected outcomes of the Area Plan.
3.5 Government Agencies

The following NT Government agencies and service authorities provided comments with respect to the project:

• Department of Local Government, Housing and Community Development
• Northern Territory Police, Fire and Emergency Services
• Territory Families
• Department of Education
• Department of Environment and Natural Resources
• Power and Water Corporation

Department of Local Government, Housing and Community Development

The Department of Housing and Community Development supports the draft Area Plan and notes that given the availability of public transport and employment opportunities within the subject area, the provision of a diverse range of housing options should be key consideration for the development of Humpty Doo.

This Department supports the initiative of providing for higher density residential development within a walkable distance of the Humpty Doo urban centre.

Northern Territory Police, Fire and Emergency Services

The Northern Territory Police, Fire and Emergency Services advised that an increase in residential development may impact on fire and rescues response capabilities.

Territory Families

Territory Families support the draft planning principles underpinning the draft Area Plan, which are consistent with this Agency’s vision to empower families and communities for a safe and better future and their goals, including to encourage and celebrate inclusive, diverse and connected communities.

Department of Education

The Department of Education stated that it shares the Taminmin College Board concern that the east west connector road, located on Section 2553, if constructed, will have detrimental effect on the Taminmin College’s ability to use the Woodside Reserve for educational purposes.
Department of Environment and Natural Resources

The Department of Environment and Natural Resources provided the following comments within the context of the Litchfield Priority Environmental Management (PEM).

Mapping indicates that there is significant area of sandsheet heath located within Section 2642 hundred of Strangways, which is currently within Zone CN (Conservation and Zone Li (Light Industry). The draft plan indicates that this zoning regime is likely to remain unchanged. Future development may impact the PEM area.

The wetland located in Section 1725, is within Zone CN (Conservation), Zone SC (Service Commercial), Zone CP (Community Purpose) and Zone SD (Single Dwelling Residential). The draft Area Plan does not indicate that this scenario will change. It is worth noting that future development in accordance with this area plan and existing zones may impact on the PEM area.

In relation to the wetland located within the north east portion of Section 3219, the draft plan identifies that there may be opportunity to connect Caldwell Road through to Kennedy Road, which would result in roadworks 100m south of the wetland. Any future road works will need to implement erosion and sediment controls to prevent potentials impacts to the wetland.

The western and southern portion of the Humpty Doo Rural Activity Centre falls within a ‘Threatened Vegetation Concentration Area’. Any future development within this area should consider potential environmental impacts.

No issues with the proposed boundary of the Rural Activity Centre for Humpty Doo.

The majority of the draft plan is within the Howard Water Allocation Plan (WAP) area, this plan is currently being developed and due to be declared in late 2019.

As new residential and commercial uses are connected to reticulated water and sewage, these lots pose no further risk to the groundwater resource. For any lots greater than 4000m$^2$ and rural lots where water supply is dependent on groundwater, it is recommended that those lots have an alternate back-up water supply (water tank/s) to mitigate any risk in availability of the groundwater resource.

The area identified within the Area Plan contains many land parcels that contain a suite of weeds declared under the Weeds Management Act 2001 (the Act). Most significant is gamba grass, which is subject to the Statutory Weed Management Plan. All landholders and managers must adhere to management obligations outlined in the plan.
**Power and Water Corporation**

Power and Water Corporation (PWC) stated that the development of an Area Plan for the Humpty Doo Rural Activity Centre is a welcome and positive initiative towards improved planning and development.

**Water Services**

In 2014, PWC was actively in discussions with the Department of Infrastructure Planning and Logistics (DIPL) and their engineering consultant in providing advice and input to the servicing strategy of the area. PWC requests that this strategy is reviewed and updated and takes into account population estimates and forecast. This study will inform network infrastructure requirements.

Humpty Doo sewer treatment facility uses irrigation to land as the disposal mechanism for the treated wastewater for the Humpty Doo catchment. The current sewer treatment area has 50,000m² available for disposal. If an increase in connections to the wastewater system in Humpty Doo is proposed, it is expected that a much greater volume of wastewater would be received.

Power and Water will continue to work with the Department of Infrastructure, Planning and Logistics to investigate staging opportunities for sewer treatment facilities and land.

Odour Buffer zones from the sewerage treatment facility should be shown on the area plan, for population increase and additional land this would have a 630m and 830m radius respectively from the inlet.

Overall, the restriction to inland wastewater disposal and the high costs of solving the issue needs to be acknowledged and planned for in the Humpty Doo Area Plan. Power and Water Corporation would like to see Area C be retained as conservation land to provide an odour buffer from the sewerage treatment facility.

**Power Services**

Power Services stated that to supply new development associated would require a 22kV feeder from the Strangways Zone Substation. In consideration of this further discussion is required to assist with planning for the future. A proposed new feeder will be within existing road corridors.
4. SUMMARY

The Litchfield Subregional Land Use Plan identifies the Arnhem Highway and Freds Pass Road intersection as a future road link between the Humpty Doo centre and areas to the north and south. It is proposed in the Litchfield Subregional Land Use Plan that Metcalfe Road in the future will be extended to the Arnhem Highway intersection and facilitate the northern collector road link. Opposition to this proposal from residents on Metcalfe Road during Stage 2 consultation has prompted the need for a review of the location of the north and south collector road connections with the Arnhem Highway. This will be further examined as part of the Humpty Doo Rural Activity Centre Local Roads Transport Strategy and the Arnhem Highway Duplication Planning Study, both of which are currently being prepared.

The retention and protection of native vegetation and the establishment of a native vegetation buffer bordering the Arnhem Highway needs further consideration on how this will be addressed in the planning principles. The implications it may have on the development of privately owned land needs to be considered and this will assist in defining the extent of the buffer.

The area to the west of the Humpty Doo Rural Activity Centre known as Area E may need further discussion prior to retaining this area within the proposed boundary of the Area Plan. This area includes the major signalised intersection of the Stuart Highway and Arnhem Highway and will put limits on any new road access points to existing blocks of land fronting the Arnhem Highway that wish to subdivide. Any subdivision to smaller blocks along this section of the highway will need to be undertaken in collaboration with adjoining land owners and planning of the group of lots as a whole in this area.

Feedback from Stage 2 community consultation on the draft Humpty Doo Rural Activity Centre Area Plan was generally constructive and highlighted the mixed views of the community on a broad range of topics from local residents and community groups.

Support

Key elements of the draft area plan and public suggestions that have gained support from respondents are:

- adjusting the activity centre boundary to include areas A, B, and retain areas C and E;
- removal of area D from the activity centre boundary;
- the opportunity for alternative housing options within the Activity Centre Core Area, that provides affordable and manageable housing while remaining in the community;
- additional social infrastructure such as shaded parklands, expanded and improved foot and cycle ways, sporting facilities, special needs kids facilities, a community hall and a place for retirees to live and remain within the community; and
- the retention of green corridors and natural bushland within the activity centre boundary to retain rural amenity; native wildlife; aiding stormwater runoff and allowing aquifer replenishment.

Some Opposition

Key elements of the area plan that have some opposition from respondents are:

- lots smaller than 1ha outside the Activity Centre Core Area; and
- the extension of Metcalfe Road to an intersection with the Arnhem Highway and Freds Pass Road.
5. NEXT STEPS

This report covers Stage 2 community consultation and engagement. The Planning Commission is currently seeking additional information to address concerns raised by key stakeholders and the community. Further investigations will continue on the location of the north/south collector road crossing of the Arnhem Highway.

It is anticipated that further consultation (Stage 2B) will be undertaken with the community on the outcomes of the Transport Strategy studies in the first half of 2020.

Stage 3 will involve finalisation of the Draft Humpty Doo Area Plan and recommendations to the Minister for Infrastructure, Planning and Logistics to consider exhibition of the Area Plan as a proposed amendment to the Planning Scheme.

Figure 5: Stages of engagement, showing Stage 3 as the next step for this project.