

## NT PLANNING COMMISSION HEARING

### PROPOSED NT PLANNING SCHEME AMENDMENT: PA2025/0161

Rezone part Lot 4806, Town of Darwin (133 Bagot Road, Ludmilla)  
Zone CL (Community Living) to Zone C (Commercial)

Agenda Item Number: **2**

Meeting Date: 7 May 2026

Attachment A – Exhibition Material

Attachment B – Submissions Received



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**Ellen Shannon**

Senior Planner,  
Lands Planning

# Report to the Planning Commission

This report is prepared under section 22 of the *Planning Act 1999*, and considers the submissions made in relation to the proposal.

## 1. GENERAL INFORMATION

<b>ADDRESS:</b>	Part Lot 4806, Town of Darwin (133 Bagot Road, Ludmilla)
<b>AREA:</b>	Lot area: 23.11 hectares Subject site area: 5 hectares
<b>CURRENT ZONE:</b>	Zone CL (Community Living)
<b>PROPOSED ZONE:</b>	Zone C (Commercial)
<b>PROPOSED LAND USE:</b>	Secondary activity centre containing commercial and community land uses
<b>APPLICANT:</b>	June D'Rozario of June D'Rozario & Associates
<b>LAND OWNER:</b>	Bagot Community Incorporated (Crown Lease in perpetuity)

## 2. LEGISLATIVE REQUIREMENTS

The Minister for Lands, Planning and Environment is responsible for determining proposals to amend the NT Planning Scheme 2020 (NTPS), including the rezoning of land. The *Planning Act 1999* (the Act) establishes requirements relating to the exhibition, consultation and reporting of proposed amendments to the NT Planning Scheme.

Under section 22(6), the Planning Commission must hold a hearing if submissions are received during the exhibition period, and the Chairperson is satisfied that a hearing would provide further useful information.

Under section 24 of the Act, the Planning Commission must provide to the Minister for Lands, Planning and Environment, a written report that addresses the issues raised in the submissions; the issues raised at the hearing and during any consultation; and any other matters the Commission considers the Minister should take into account when considering the proposal.

## 3. PROPOSAL

The application was lodged on 7 May 2025 and seeks to amend the NT Planning Scheme 2020 (NTPS) to rezone part of Lot 4806 (Bagot Community) from Zone CL (Community Living) to Zone C (Commercial) and amend the Darwin Mid Suburbs Area Plan to designate the site as a secondary activity centre.

The application seeks to facilitate the development of a secondary activity centre, with approximately 1.1 hectares of commercial and community land uses, including supermarket, small shops, fast food, service station, medical clinic, gymnasium, offices, childcare centre with associated car parking within Bagot Community.

Activity centres are locations where a mix of activities occur, for example, shops, offices, restaurants and residential. The Area Plan currently identifies an existing activity centre in the Nightcliff and Coconut Grove area and specialist and secondary centres around the Jape Homemaker Village and Rapid Creek Business Village, both also to the north of the site.

Lot 4806 is subject to a Crown Lease in Perpetuity (CLP) 840 to Bagot Community Incorporated. In 2015, Bagot Community Incorporated formed the opinion that they were insolvent and entered voluntary administration and a Deed Administrator was appointed. The Deed Administrator authorises lodgement of this application as a pathway to generate income for Bagot Community.

It's intended that the development will be carried out under a long term lease to a development entity.

A copy of the exhibition material, including the application is at **Attachment A**.

#### **4. SITE AND LOCALITY CONTEXT**

##### **Subject site**

The subject site is part of Lot 4806, Town of Darwin and is known as Bagot Community. It is situated on the western side of Bagot Road in the suburb of Ludmilla. Bagot Community has an area of 23.11 hectares and this application relates to a site of 5 hectares in area in the northern corner of Bagot Community adjoining Bagot Road.

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. The subject site is largely located within the 20-25 ANEF contour, with a small portion of the site to the north east located in the 25-30 ANEF contour. Some land uses are unacceptable in these contours with other uses conditionally acceptable.

A small portion of Bagot Community is affected by secondary storm surge however the portion of Bagot Community subject to this application is not affected by storm surge.

The Darwin Mid Suburbs Area Plan applies to the site and identifies it as part of the residential area.

Bagot Community was established in 1938 and is home to approximately 400 Aboriginal peoples. It consists of various community and residential buildings which are largely contained in the southern portion of the lot.

##### **Surrounding development**

Land surrounding the site is predominantly Zone LR (Low Density Residential). A small part of the residential area adjoining Bagot Road to the north of the site, between Bagot Community and Fitzer Drive, is zoned LMR (Low Medium Density Residential).

On the opposite side of Bagot Road is the Darwin International Airport/RAAF Base Darwin. The subject site is approximately 1.1 km west of the runway.

Approximately 400 metres to the north of the subject site is land zoned Specific Use Zone (SD37) at 213 Dick Ward Drive, Ludmilla. SD37 allows for a range of retail, commercial and industrial uses, subject to the preparation and approval of a master plan for the site.

In November 2025, a development application was lodged with the Department of Lands, Planning and Environment (DLPE) seeking approval for a mixed-use development comprising shops, restaurants and a service station accommodated within three single-storey buildings at 213 Dick Ward Drive, Ludmilla.

The development application was approved subject to conditions in accordance with Development Permit DP2025/0441 issued in March 2026.

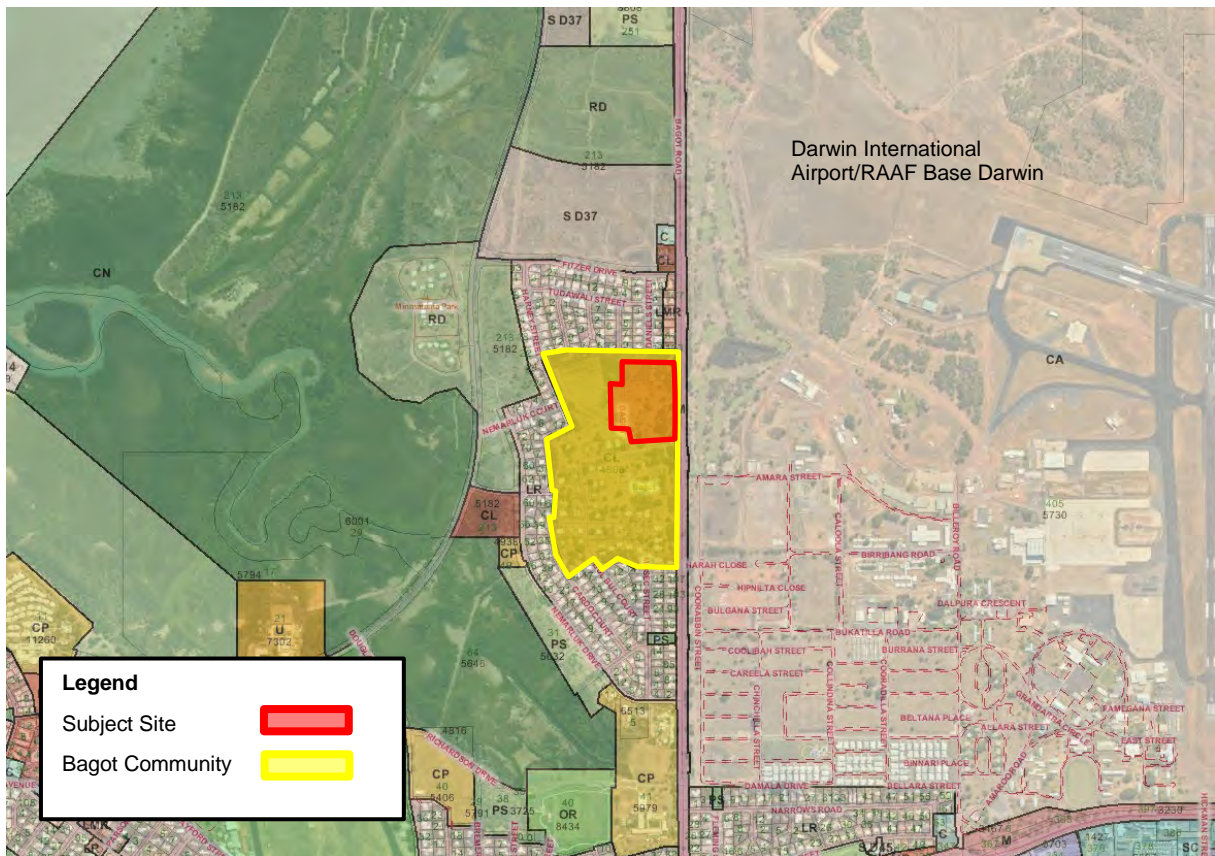


Figure 1: Location

## 5. EXHIBITION OF PROPOSAL

On 31 January 2026, the Minister for Lands, Planning and Environment determined under section 13(3)(a) of the Act to continue consideration of the proposed amendment by placing it on exhibition.

The proposal was on public exhibition for a period of 28 days, in accordance with the requirements of the Act. The exhibition closing date was 10 April 2026.

## 6. SUBMISSIONS

The following submissions and service authority comments were received during the exhibition period:

- 15 submissions were received from the public regarding this proposal. 3 of these submissions were template letters.
- Service authority responses were received from Power and Water Corporation, Airport Development Group, Transport and Civil Infrastructure (Department of Logistics and Infrastructure (DLI), Passenger Transport (DLI) and Development Coordination (DLPE).

A summary of the matters raised is provided below and the submissions are provided at Attachments **B1 – B21**.

### Public Submissions

A summary of the matters raised in the public submissions is provided below.

Submitter	Discussion Points
Maria Grujicic <b>(Attachment B1)</b>	<ul style="list-style-type: none"> <li>• The area plays an important role in stormwater absorption and increasing hard surfaces may alter the natural drainage function of the site and increase runoff into surrounding areas</li> <li>• Development may substantially change the character of the locality and result in increased traffic, noise and lighting impacts, loss of existing vegetation</li> <li>• The cultural and community context should be considered and ensure protection of community wellbeing, environmental values and culture</li> <li>• Zone C will allow for a wide range of uses that will permanently alter the landscape</li> <li>• Consideration should be given to whether the rezoning is in the long term public interest</li> </ul>
Georgie Sinclair <b>(Attachment B2)</b>	Requests the following matters be carefully considered: <ul style="list-style-type: none"> <li>• The flood risk and drainage role of this low-lying land</li> <li>• The loss of green space and wildlife habitat</li> <li>• The impact on the character and amenity of the surrounding area</li> <li>• The long-term suitability of this site for intensive commercial development</li> <li>• This area plays an important role in the local environment and community, and rezoning cannot be reversed</li> </ul>
Ciaran Abbey <b>(Attachment B3)</b>	Requests the following matters be carefully considered: <ul style="list-style-type: none"> <li>• The flood risk and drainage role of this low-lying land</li> <li>• The loss of green space and wildlife habitat</li> <li>• The impact on the character and amenity of the surrounding area</li> <li>• The long-term suitability of this site for intensive commercial development</li> <li>• This area plays an important role in the local environment and community, and rezoning cannot be reversed</li> </ul>
Barrie Collins <b>(Attachment B4)</b>	Requests the following matters be carefully considered: <ul style="list-style-type: none"> <li>• The flood risk and drainage role of this low-lying land, extra traffic and risk to pedestrian movement</li> <li>• The loss of green space and wildlife habitat. The area houses a large colony of rare, Ghost Bats and other bat species, birds, reptiles and other mammals.</li> </ul>

Submitter	Discussion Points
	<ul style="list-style-type: none"> <li>• The impact on the character and amenity of the surrounding area</li> <li>• The long-term suitability of this site for intensive commercial development</li> <li>• The area also has contaminated debris, namely asbestos</li> <li>• Emissions and noise, from jet aircraft, will also impact upon the area.</li> <li>• There are enough supermarkets within a few kilometres of the local area</li> <li>• Changes cannot be reversed</li> </ul>
<p>Sonja Pastor <b>(Attachment B5)</b></p>	<ul style="list-style-type: none"> <li>• Substantial shift in the intended use of land requires strategic justification, transparent planning rationale and evidence to support the proposal</li> <li>• The application does not provide a clear description of existing land use or explain how the proposed commercial centre would interact with or replace current uses</li> <li>• Some of the uses identified in the proposal, including small-scale retail and community services such as medical facilities or childcare, may already be allowed in the existing zoning and the application doesn't explain why these uses cannot be undertaken under the existing zoning</li> <li>• Application includes limited analysis of traffic and pedestrian impacts as well as the interface with surrounding residential areas</li> <li>• Designation of an activity centre normally requires evidence regarding catchment demand, impacts on existing centres, infrastructure capacity, and long-term land use planning objectives. The application does not provide this level of strategic assessment</li> <li>• Further justification and analysis should be required before such a rezoning could be considered.</li> </ul>
<p>Nick Kirlew (Plan - Planning Action Network Inc) <b>(Attachment B6)</b></p>	<ul style="list-style-type: none"> <li>• The justification explaining the lack of similar services in this catchment is limited</li> <li>• The application states the community is under threat of losing its land and no proof of the threat has been provided. It's expected this loss would be legally complex or impossible</li> <li>• Detailed economic modelling has not been provided and hasn't considered nearby recent developments of a similar nature, being the recently approved development of a similar nature at Kulalak which is less than 1 km away</li> </ul>

Submitter	Discussion Points
	<ul style="list-style-type: none"> <li>• Past land excisions do not justify the need for the development, and are not a planning consideration</li> <li>• Limited evidence to justify the point that there will be no impact on surrounding areas and residents in terms of traffic, parking and economic impacts.</li> <li>• The traffic assessment does not appear to model the combined traffic load of both 133 Bagot Road and the approved Kulaluk development</li> <li>• There is a lack of detailed modelling showing how increased impervious surfaces (car parks) will affect flooding or storm surge vulnerability for the wider Bagot Community. Given the high ground the community is located on its likely all stormwater and surface runoff will discharge directly onto the Ludmilla Creek mangroves</li> <li>• Recent PPlan reports and Landcare NT data identify Ludmilla Creek (the direct recipient of runoff from 133 Bagot Road) as the last natural, non-channelised tidal creek system in Darwin's mid-suburbs.</li> <li>• The site forms part of the 'green spine' in the mid-suburbs and loss of vegetation will result in canopy loss and increased urban heat</li> <li>• ANEF 25 contour covers a majority of the site and childcare centres and schools are not acceptable in this contour</li> <li>• PPlan requests that the Authority refuse this application until the mentioned issues are resolved and outstanding information be provided</li> </ul>
<p>Tim &amp; Rubia Stanaway <b>(Attachment B7)</b></p>	<ul style="list-style-type: none"> <li>• Existing intersection on Bagot Road is unsafe and difficult and will worsen and further endanger residents and roads users if rezoning is approved</li> <li>• Impacts on residential amenity because of noise, lighting, traffic and waste collection disturbance</li> <li>• Supermarket proposed 400 metres away and two supermarkets so close together will place significant pressure on the local area</li> <li>• Removal of vegetation and open space will increase hard surfaces and result in increased heat</li> </ul>
<p>Boyd Sargeant <b>(Attachment B8)</b></p>	<ul style="list-style-type: none"> <li>• Bagot Community requires major investment in housing and essential infrastructure, with the 2017 Living on the Edge Town Camps Review identifying millions in upgrades and structural issues that rezoning does not address</li> <li>• Commercialisation of land to repay community debt is not a valid planning justification, and using the Planning Scheme to</li> </ul>

Submitter	Discussion Points
	<p>solve financial problems undermines the integrity of the planning system</p> <ul style="list-style-type: none"> <li>• The rezoning is considered “spot zoning” and inconsistent with orderly and proper planning, lacking a methodical, logical or strategic basis as required under the <i>Planning Act</i></li> <li>• The proposal conflicts with the Compact Urban Growth Policy, which seeks higher-density housing in well-serviced areas; instead, the development removes land suitable for future housing</li> <li>• The Darwin Mid Suburbs Area Plan (DMSAP) designates the site for residential use, and the proposal contradicts the Plan’s Vision, Goals and Principles, particularly the aim to increase housing diversity</li> <li>• A new secondary activity centre is unnecessary and unjustified and has not considered the proposed shopping centre with similar uses already exists 250 m away on SD37 land</li> <li>• No economic, retail or needs assessment has been provided, meaning the applicant has not demonstrated demand, market sustainability, or impacts on the established retail hierarchy</li> <li>• The proposal risks negative impacts on infrastructure, traffic safety, amenity and long-term planning outcomes, with no evidence provided to show these issues have been assessed or mitigated</li> <li>• The rezoning is not in the public interest, removes essential residential land, undermines strategic planning, and fails to demonstrate benefits that can already be delivered by the land nearby zoned SD37 for which a development proposal is currently under consideration</li> </ul>
<p>Nicholas Gouldhurst <b>(Attachment B9)</b></p>	<ul style="list-style-type: none"> <li>• Concerned about poor management of the future development like the existing petrol station/chemist located up the road from the site which has garbage across the site and unkempt driveway/vehicle access</li> <li>• Concerned about limited buffer to shield noise and garbage as well as heat from carpark and concrete</li> <li>• Concerned about management of pedestrian and vehicle traffic and associated noise</li> <li>• Landscaping buffer should be provided to minimise noise and visual impacts for the neighbouring dwellings</li> </ul>
<p>Hiltrud Kivelitz <b>(Attachment B10)</b></p>	<ul style="list-style-type: none"> <li>• Dusty, mud, air, noise and light pollution associated with construction and once built will impact neighbouring residents</li> <li>• Neighbouring residents will have views to ugly architecture and the back of commercial buildings</li> </ul>

Submitter	Discussion Points
	<ul style="list-style-type: none"> <li>• Value of surrounding homes will decrease due to the commercial development</li> <li>• Commercial developments are often poorly managed resulting in poor aesthetics and rubbish, and this will be no different</li> <li>• There are other areas more suitable for commercial development that will have less impact on residents</li> <li>• It's unclear if Aboriginal corporations who are stakeholders have been consulted on the project</li> <li>• Two large trees nearby the development risk being damaged or destroyed due to the development</li> <li>• Several photos provided to support submission</li> </ul>
<p>Helen Secretary <b>(Attachment B11)</b></p>	<ul style="list-style-type: none"> <li>• Supportive of the rezoning to resolve long standing debt</li> <li>• It will create employment opportunities and enhance access to retail, community and serviced based facilities for Ludmilla residents and potential enhanced pedestrian and traffic safety</li> </ul>
<p>Nancy Batenburg and Vanessa Kaye <b>(Attachment B12)</b></p>	<ul style="list-style-type: none"> <li>• The land is held as a Crown Lease in perpetuity for Aboriginal communal purposes and should not be commercialised as a solution to historical debt</li> <li>• Limited community support, with minimal backing from Bagot residents and nearby Ludmilla residents</li> <li>• Inadequate public engagement, and concerns about DCA processes due to what occurred at the DCA Hearing for the nearby Kulaluk development application</li> <li>• Bagot Community remains a significant and influential part of the Darwin Aboriginal population</li> <li>• Outdated and inaccurate planning framework, particularly reliance on the 2015 Darwin Middle Suburbs Plan based on old census data, which no longer reflects 2026 demographics, needs, or risks</li> <li>• Significant environmental and infrastructure risks, including unresolved PFAS contamination, storm surge, aircraft noise and height limitations, traffic impacts, loss of open space, and the need for major upgrades to electricity, sewerage, drainage, and transport networks</li> <li>• Lack of detail and strategic justification for the proposal, with no assessment of future community housing, support service or aged-care needs, and duplication of commercial services already planned for the nearby Kulaluk development</li> <li>• Consultation with NT Government is required to address the historical debt and unlikely the proposed rezoning and future development will rapidly resolve debts</li> </ul>

Submitter	Discussion Points
	<ul style="list-style-type: none"> <li>• Long term employment opportunities for Bagot Community residents is not guaranteed as part of the proposal.</li> </ul>
<p>Carolyn Marriott <b>(Attachment B13)</b></p>	<ul style="list-style-type: none"> <li>• Two supermarkets 500 metres apart is not good business practice and its more important to provide housing in this location</li> <li>• Proposing new traffic lights will impede Bagot Road from being fast and mostly unimpeded as the main throughfare from the city to the suburbs</li> <li>• There is limited space for the future righthand turning lane</li> <li>• The traffic study and noise guidelines referred to appear to be outdated and not relevant to the current situation, especially with the development of Lot 5182 having only very recently been passed</li> <li>• The array of bird species/wildlife need space to live and thrive therefore this green buffer should remain</li> </ul>
<p>Margaret Clinch <b>(Attachment B14)</b></p>	<ul style="list-style-type: none"> <li>• Will completely change the use of Bagot Community</li> <li>• There have been other occasions when an attempt was made to develop a shopping centre like the present one, in September 2016, but they have failed and been objected to by local residents</li> <li>• Will result in the loss of about one third of the Bagot Community's land. All communities like these need open space too</li> <li>• An activity centre as proposed could unsettle Aboriginal residents</li> <li>• Concerns with two activity centres close to each other</li> </ul>
<p>Anthony Whitfield (CEO, Larrakia Development Corporation) <b>(Attachment B15)</b></p>	<p>Supportive of the proposal for the reasons outlined below:</p> <ul style="list-style-type: none"> <li>• It will support a vibrant mixed-use precinct that provides a diversity of retail, business, and community services tailored to meet the needs of the surrounding Bagot Community and broader area</li> <li>• The rezoning aligns with the vision and mission of the Larrakia Development Corporation (LDC), which is dedicated to advancing the social, cultural, and economic wellbeing of the Larrakia people</li> <li>• The rezoning proposal represents a positive step towards enhancing the Bagot Community's social infrastructure and economic capacity, consistent with both the Northern Territory Planning Scheme objectives and the aspirations of the Larrakia people as represented by the Larrakia Development Corporation</li> </ul>

## Service Authority Comments (Attachments B16 to B21)

Comments received from Service Authorities are summarised in the table below.

Service Authority	Comments
Power and Water Corporation (Power) <b>(Attachment B16)</b>	<ul style="list-style-type: none"> <li>• No objection</li> <li>• The proponent shall be responsible for the design and installation of suitable underground power servicing requirements for the future development</li> <li>• The proponent shall engage an accredited electrical consultant and contractor to design and construct the underground power servicing requirements in consultation with PWC</li> </ul>
Power and water Corporation (Water) <b>(Attachment B17)</b>	<ul style="list-style-type: none"> <li>• No objections at the rezoning stage, although significant augmentations are required to downstream sewer trunk mains to support any future development of the subject site</li> <li>• Easements for future connections and associated mains on Lot 4806 may be required.</li> <li>• Existing trunk mains are at capacity, and the developer is required to upgrade approximately 460 meters of trunk sewer</li> <li>• Internal firefighting arrangements must be made to the satisfaction of NT Fire and Rescue Service.</li> <li>• The existing sewerage easements within Lot 4806 are 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.</li> <li>• Any required works mentioned must all be according to Power and Water's Connection Code and at the developer's expense.</li> </ul>
Airport Development Group <b>(Attachment B18)</b>	<ul style="list-style-type: none"> <li>• The close proximity of the site to Darwin International Airport / RAAF Base Darwin means that aircraft noise will be experienced at this location</li> <li>• 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</li> <li>• Airport Development Group (ADG) agrees with the applicant's assessment that most of the application site lies between 20-25 ANEF contour of the 2043 ANEF, and that a small part of the site in the north-eastern corner lies in the 25-30 ANEF contour</li> <li>• ADG supports the applicant's statement that all buildings can be located in areas below ANEF 25. ADG considers this an important planning control that should be included as a condition of approval</li> <li>• Although the rezoning is intended to enable a secondary activity centre, several land uses permitted under the Commercial Zone in the NT Planning Scheme 2020 are sensitive to aircraft noise and</li> </ul>

	<p>would therefore require appropriate positioning on the site (i.e. considered ‘unacceptable’ in greater than 25 ANEF contour) and suitable noise attenuation</p> <ul style="list-style-type: none"> <li>• Should the rezoning application be approved, ADG will assess any future development applications for the site in consideration of NASF Guideline A (windshear and turbulence), C (wildlife hazard management), E (lighting in the vicinity of the airport), F (safeguarding airspace)</li> <li>• The height of buildings are not likely to exceed 15 metres which is below the Obstacle Limitation Surfaces (OLS) for the Airport</li> <li>• Crane operations will require a separate application if they infringe OLS or PANS-OPS</li> </ul>
<p>Transport and Civil Infrastructure – Department of Logistics and Infrastructure</p> <p><b>(Attachment B19)</b></p>	<ul style="list-style-type: none"> <li>• No objections in principle.</li> <li>• The developer will be liable for costs to upgrade the surrounding road network infrastructure and stormwater drainage infrastructure within, or impacting upon, Northern Territory Government (NTG) controlled road reserves to cater for the development or land use following the rezoning of the land</li> <li>• The proposed future development has the potential to increase the intensity of the land use and result in higher volumes of traffic and stormwater run-off, which may exceed the capacity of existing infrastructure in NTG-controlled road reserves</li> <li>• The proposed left-in left-out accesses and service road should be relocated as far as possible from the Bagot Community Local Road and Bagot Road intersection to minimise traffic conflicts and improve safety. The left-in access design must also include a dedicated left-turn lane</li> <li>• A comprehensive traffic modelling and assessment will be required for the impacted road sections and intersections to identify upgrades required to accommodate increased traffic and to ensure safe pedestrian movements</li> <li>• Future development will need to ensure it will not create a hazard to public safety by worsening flooding of existing properties and emergency access along public roads in a major storm event</li> </ul>
<p>Passenger Transport - Department of Logistics and Infrastructure</p> <p><b>(Attachment B20)</b></p>	<ul style="list-style-type: none"> <li>• At this stage, this application should not impact public transport.</li> <li>• There are 4 bus stops within a 600 metre radius of the entrance to the Bagot Community</li> <li>• Given the distances from the entrance to the Bagot Community to the bus stops, there are no concerns regarding the development and vehicle access to the site</li> <li>• It may be appropriate to undertake a Traffic Impact Assessment to ensure that bus operations on Bagot Road and vehicle movements into and out of the Bagot Community are not negatively impacted</li> </ul>

<p>Development Coordination, Land Resources Division on behalf of DLPE</p> <p><b>(Attachment B21)</b></p>	<p><u>Lands and Planning Division</u></p> <ul style="list-style-type: none"> <li>Any variation of lease provisions, including the lease purpose, requires the approval of the Minister in accordance with the <i>Crown Lands Act 1992</i>.</li> </ul> <p><u>Environment and Heritage Division</u></p> <ul style="list-style-type: none"> <li>A search has found that there are no nominated, provisionally declared or declared heritage places or objects within the subject site. Several places on the lot have been previously nominated and been unsuccessful but may hold significance for Bagot Community. Consultation with Bagot Community will provide understanding of any cultural or historical values.</li> <li>The search has found that there are no recorded Aboriginal or Macassan archaeological places and objects within the rezoning footprint, and the likelihood of surface Aboriginal or Macassan archaeological places existing within has been assessed as unlikely.</li> <li>There is some risk of subsurface archaeological deposits and if they are identified during works, please contact the Heritage Branch immediately.</li> </ul> <p><u>Environmental Regulation Division</u></p> <ul style="list-style-type: none"> <li>The proponent is advised to take notice of the non-exhaustive list of environmental issues that should be considered to help satisfy General Environmental Duty required by <i>the Water Management and Pollution Control Act 1998</i> in relation to dust, noise, erosion and sediment control, storage, site contamination, waste management, odour and water pollution.</li> </ul>
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### Local Authority Submissions

The City of Darwin advised DLPE that they did not intend to lodge a submission.

### Recommendation

That under section 24 of the *Planning Act 1999*, the Planning Commission report to the Minister for Lands, Planning and Environment on the issues raised in submissions, issues raised at the hearing and any other matters it considers the Minister should take into account when considering the proposal.