

Coolalinga and Fred's Pass

RURAL ACTIVITY CENTRE

AREA PLAN

2023



Version	Amendment No.	Date Published	Details
1	8 (NTPS 2020)	10.3.2023	Introduction of the Area Plan for the Coolalinga and Freds Pass Rural Activity Centre

This Area Plan is part of the Strategic Framework

Area Plans establish a more detailed level of guidance than regional and subregional land use plans.

The role of this Area Plan includes:

- to advance the policy objectives of higher order land use plans;
- respond to constraints and land suitability; and
- respond to local character, needs and aspirations of the community.

This Area Plan, providing the most detailed level of guidance, prevails over higher order strategic planning policies and strategic land use plans.

As well as land use plans and concepts; statements of policy are included as planning principles.

Each planning principle is supported by objectives and acceptable responses that provide more detailed direction and serve as policy. These terms are further explained below:

Planning Principles provide policy to guide development and are supported by a brief explanation to set the context of each principle. Planning Principles are consistent with higher level policy.

Objectives are the desired outcomes of a Planning Principle, often given in relation to a place. A rezoning or development application must demonstrate how the objectives will be met.

Acceptable Responses identify potential standards which will contribute to the achievement of the objectives. A departure from the acceptable responses can be considered only where:

- an alternative solution that achieves the objective is provided; and
- the alternative solution demonstrates an equal or higher standard than the acceptable response.

The Rezoning of Land

Zoning is not changed by this Area Plan. The Area Plan indicates where land use may change in the future and provides a framework to inform consideration of requests to rezone land or alter land use.

This Area Plan does not remove the need to apply to the Minister responsible for administering the *Planning Act 1999* to rezone land; nor preempt the Minister's decision on a request to rezone land. Decisions regarding rezoning or development proposals will be informed by this Area Plan and servicing requirements.

Rezoning of land is dependent on the availability of services. Applications to rezone land should include advice from relevant service authorities and Litchfield Council.

Existing Zoning and Existing Use Rights

This Area Plan does not prevent the use of land consistent with its current town plan zone or consistent with a planning permit or existing use rights that have not been extinguished. This Area Plan may specify additional requirements for a development in accordance with an existing zone.

Supplementary Material

This Area Plan is supported by a Land Capability and Needs Assessment report. Referral to this document is recommended to assist with interpretation of the policy in the Area Plan.

Area Plan for the Coolalinga / Freds Pass Rural Activity Centre

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Area Plan for the Coolalinga / Freds Pass Rural Activity Centre

Context

The Litchfield Subregional Land Use Plan 2016 discusses the Coolalinga and Freds Pass Rural Activity Centre and its two distinct areas. Coolalinga being the commercial centre in a process of transition with some capacity for urban residential growth; and Freds Pass providing organised recreation for a regional catchment and Crown land for education and other community uses.

The Subregional Plan also promotes the old North Australian Railway corridor as public open space and an active transport 'spine' connecting the two areas.

The Land Use Concept plan included in the Subregional Plan has been superseded by this Area Plan, but a copy is provided in the Land Capability and Needs Assessment reference document. The Land Use Concept identified opportunities to increase the diversity of housing options within the rural activity centre.

Areas adjacent to the commercial precinct can accommodate moderate growth with the provision of an interconnected local road network, reticulated sewerage and upgraded water supply. This growth will support local businesses and community facilities that serve the surrounding rural area.

Areas transitioning to the surrounding rural living localities can support rural residential opportunities.

Purpose

This Area Plan is to guide the development of land within the Coolalinga / Freds Pass Rural Activity Centre. The proposed land use changes cater for future population growth, and support the efficient delivery of infrastructure and ongoing viability of the commercial centre. The Area Plan provides a focus for growth and development, relieving pressure from the wider rural living area.

Vision Statement

The Coolalinga / Freds Pass Rural Activity Centre will become a conveniently accessible, interconnected and diverse service centre with a unique and defining rural character.

Coolalinga will continue to grow as a successful commercial and social activity centre that reflects the rural setting with development of appropriate scale and character.

Freds Pass will continue to improve its capacity to support outdoor sports and recreation, education and other community uses that provide for the local and subregional community.

Plan Structure

Plan 1 shows the form and natural drainage pattern of the landscape and along with environmentally sensitive areas. The geographical context and transport connections of the activity centre are also indicated.

Plan 2 shows a land use structure to meet community and government needs for the activity centre, and also serves as a compilation plan for the more detailed concept plans.

Planning principles 1 to 5 apply generally to development within the rural activity centre.

The Area Plan is divided into four sub areas and two focus areas, associated with specific planning principles 6 to 13.

Objectives of these principles are actions that will achieve the outcome described by the principle. Acceptable responses are standards or measures of the objective. Alternate responses of an equal or higher standard or outcome may also be considered.

Locality of the Coolalinga and Freds Pass Rural Activity Centre

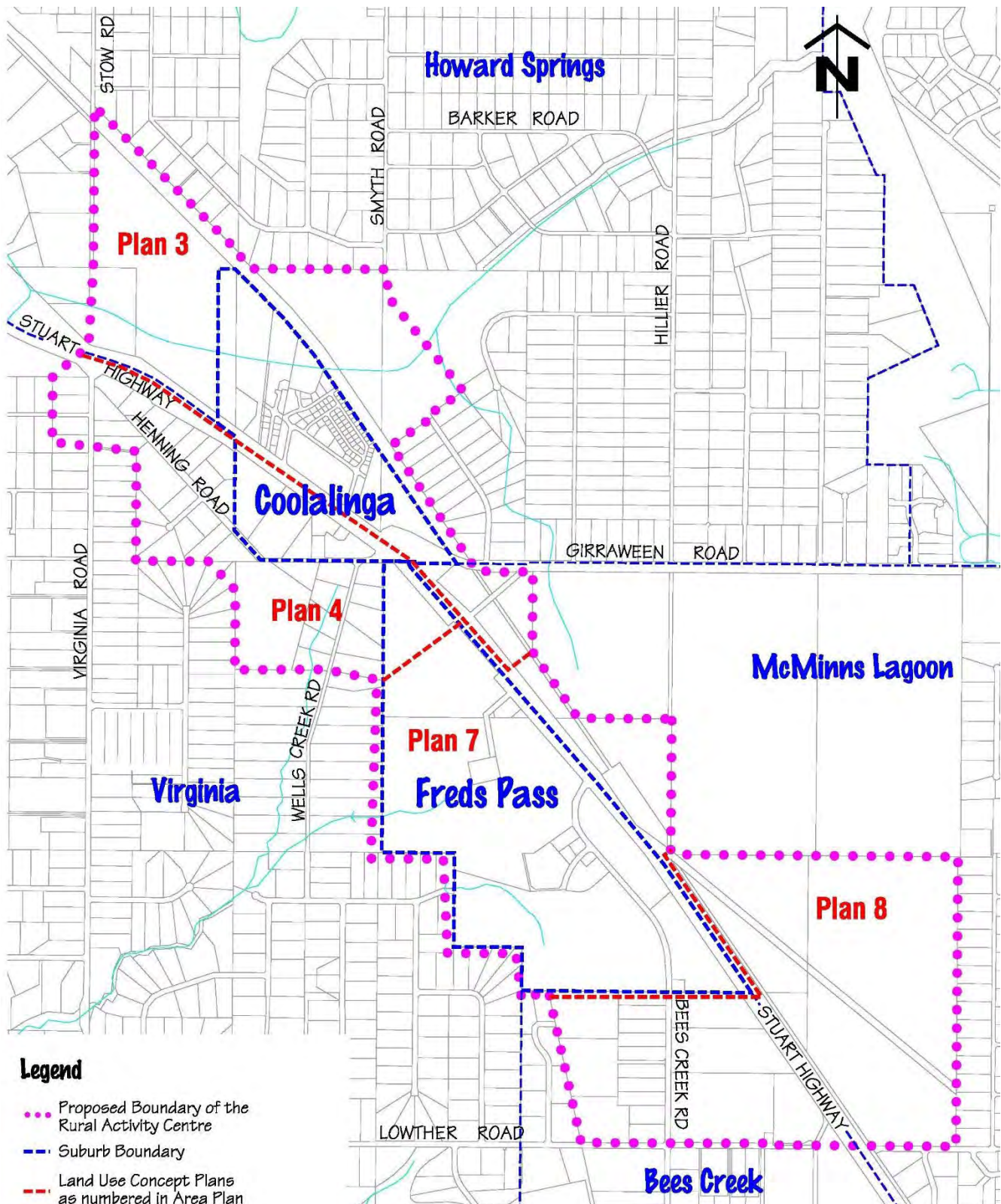
Locality

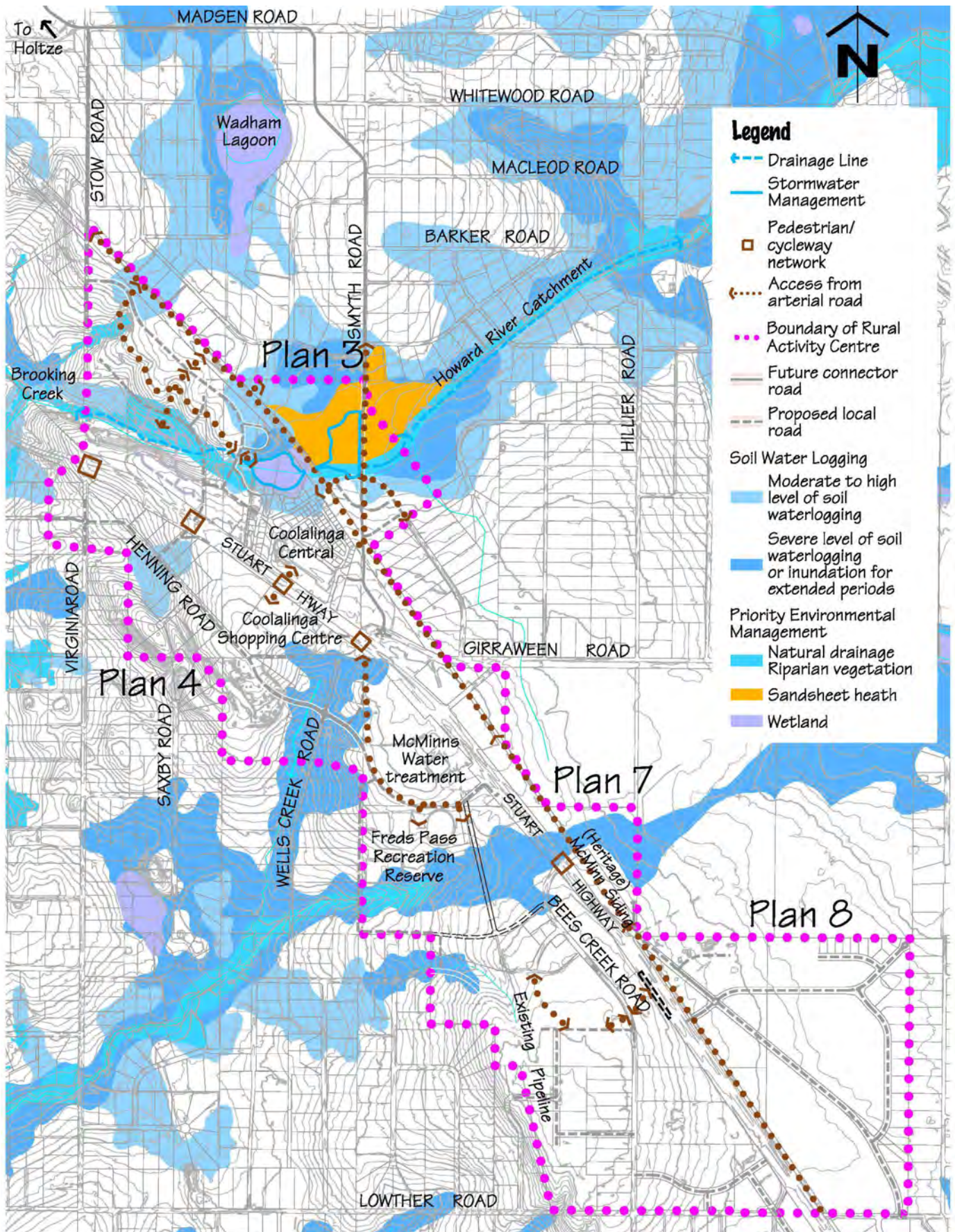
The Coolalinga and Freds Pass Rural Activity Centre encompasses the whole suburbs of Coolalinga and Freds Pass as shown below, and includes transition areas into adjacent localities.

Compilation of Plans

The boundary of the Rural Activity centre encompasses just over six kilometres of the Stuart Highway and, for clarity, the Area Plan is compiled of four sub areas along the Stuart Highway.

The arrangement of the four land use concept plans 3, 4, 7 and 8 for these sub areas is shown below.





Plan 1 Local Context, Landscape and Natural Constraints

PLANNING PRINCIPLES for the Rural Activity Centre

The natural environment

1. Minimise detrimental impacts of development on the environment

The landscape and natural environment contributes to the rural character and amenity of the activity centre. Development must have regard to the natural environment, especially by protecting the natural drainage system, retaining native vegetation, and maintaining habitat for native wildlife where possible.

Objective	Acceptable Land Use and Development Response
1.1 Minimise impacts of development on Priority Environmental Management areas.	<ul style="list-style-type: none"> i. Development includes measures to minimise adverse impacts on Priority Environmental Management (PEM) areas shown in Plan 1 on page 4. ii. Native vegetation outside the PEM areas is retained wherever practical for visual amenity, corridors of wildlife habitat, and as passive public open space.
1.2 Maintain and manage natural waterways and drainage flows.	<ul style="list-style-type: none"> i. Stormwater drainage systems are integrated with the natural system and designed to minimise modification or disturbance to the natural system. ii. The discharge of concentrated stormwater will not exceed pre-development flows and complies with the requirements of the relevant government agencies. iii. Pollutants or nutrients in stormwater and associated weed growth is managed to comply with the requirements of the relevant government agencies. iv. Development addresses existing stormwater drainage issues.

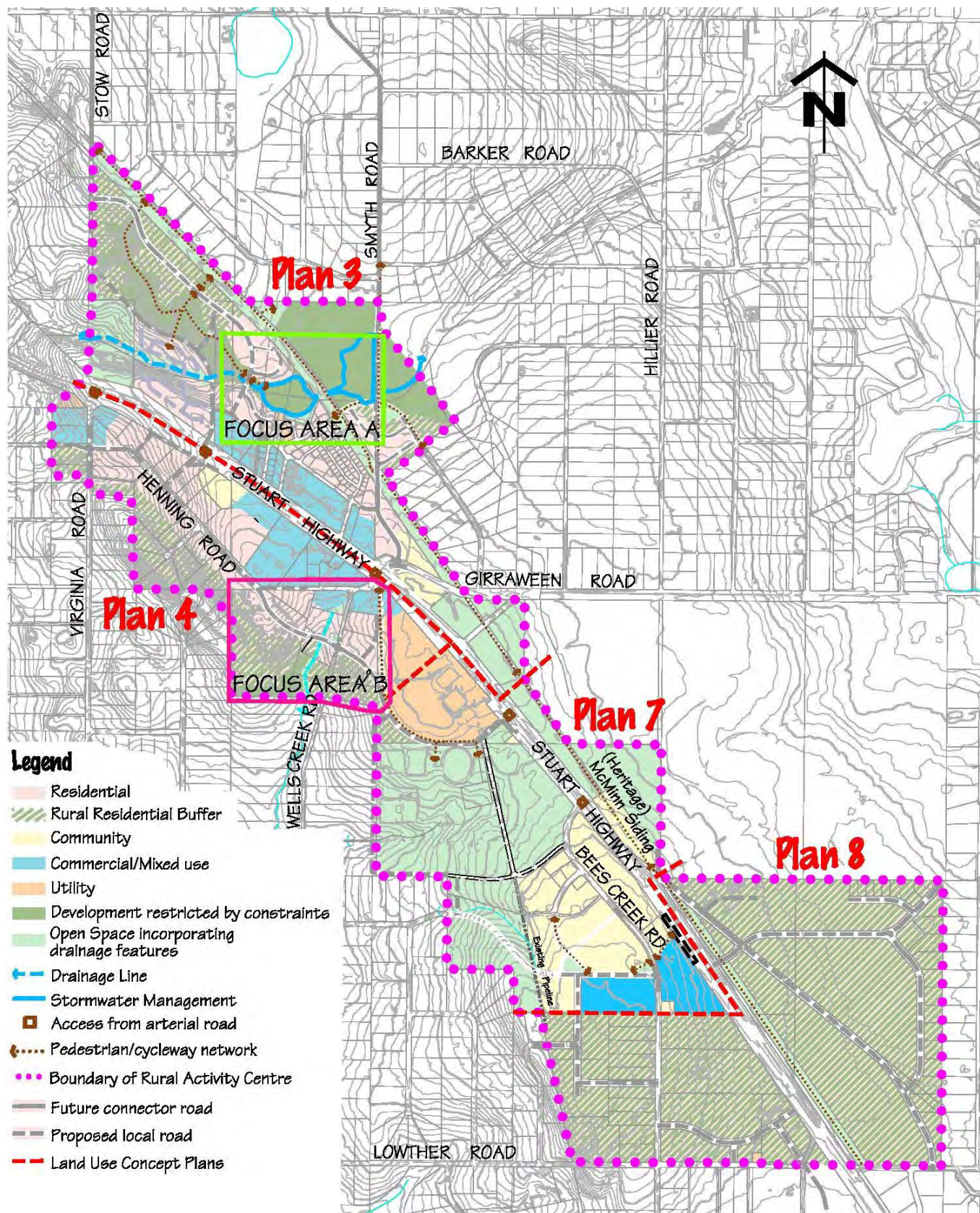
Movement and Transport

2. Provide a coordinated, efficient and interconnected transport network

Strategic transport connections are supported, including the future extensions of Stow Road and Smyth Road to Coolalinga. In time, these road corridors will connect Coolalinga to the Palmerston Regional Hospital and to Howard Springs respectively. In addition, the proposed arterial road improvements through Coolalinga will assist in connecting local area traffic across the Highway, while maintaining the arterial function of the Stuart Highway.

Active transport is encouraged by providing for footpaths, bicycle ways and bridle paths; as well as planning for an interconnected local road network to improve route choice and access options for all modes of transport.

Objective	Acceptable Land Use and Development Response
2.1 Protect the role of the Stuart Highway as a link in the national highway network	<ul style="list-style-type: none"> i. All intersections and individual accesses to the Stuart Highway and its service roads are approved by the responsible Northern Territory Government agency. ii. Development is not to occur within the Stuart Highway road reserve unless approved by the responsible road authority.
2.2 Facilitate the sub-regional transport network	<ul style="list-style-type: none"> i. Development facilitates strategic connector roads from the activity centre to the broader region, especially the extensions of Smyth Road and Stow Road from Howard Springs to Coolalinga which will support active and public transport.
2.3 Enhance the local road network to facilitate safe and convenient movement through and around the Activity Centre	<ul style="list-style-type: none"> i. Subdivision provides for an interconnected road network that: <ul style="list-style-type: none"> • supports efficient access and route choices; • prioritises the safety of pedestrians and cyclists; and • facilitates strategic links as identified in this Area Plan (refer plans 3 to 8). ii. Development provides local area traffic management to moderate traffic speed and improves pedestrian safety and access to the commercial centre, public open space and community facilities. iii. Development provides for and prioritises the safety of pedestrians and cyclists. iv. A Traffic Impact Assessment accompanies development that would contribute significant additional traffic in the local road network.
2.4 Preserve the role of service roads to connect the local and arterial road networks	<ul style="list-style-type: none"> i. Service roads maintain their role as a connection between the arterial road network and the local road network. ii. Access to development along the Stuart Highway is via the local road network where possible so that the higher function of the service roads is maintained.
2.5 Provide for convenient and accessible public transport	<ul style="list-style-type: none"> i. Development identifies and preserves viable public transport corridors through the activity centre and connecting to the Coolalinga Bus Interchange. ii. Where applicable, development provides for bus stops and taxi ranks.



Plan 2 Land Use Structure

The Rural Activity Centre

3. Support a successful and diverse activity centre to meet the needs and aspirations of the community

The Coolalinga/Freds Pass Rural Activity Centre provides a range of commercial, community and recreational opportunities that support the surrounding rural community and provides facilities for the broader region. The locality also has WWII and North Australian Railway (NAR) heritage. This Area Plan supports a diverse commercial centre that will continue to provide for the needs of rural residents and visitors.

Objective	Acceptable Land Use and Development Response
3.1 To facilitate Coolalinga as a viable subregional commercial centre and an attractive gateway to Litchfield.	<ul style="list-style-type: none"> i. Development within the Rural Activity Centre responds to climate and the rural setting through building design, scale, and street landscaping. ii. Commercial development extends the nature and range of services provided to the local community, the Litchfield subregion and visitors to the area. iii. Appropriate buffers and transitions are provided between incompatible land uses and to the rural living area adjacent to the Rural Activity Centre. iv. Roads and public thoroughfares of the Rural Activity Centre provide a visually appealing environment sympathetic to the climate and rural locality. v. Development provides for landscaping in public spaces on private and government land that will contribute to the visual amenity of the Stuart Highway.
3.2 Provide for active transport such as walking, cycling and horse riding.	<ul style="list-style-type: none"> i. Commercial development areas, public infrastructure and public open spaces are connected to each other and residential areas by active transport corridors. ii. The North Australia Railway (NAR) land is developed as a 'green corridor' through the Rural Activity Centre supporting active transport. iii. A shared bicycle path is extended to Howard Springs via Smyth Road. iv. Development contributes to a network of footpaths, cycleways and bridle trails that provide a safe walking and riding environment for the community.
3.3 Enhance public and private amenity.	<ul style="list-style-type: none"> i. Provisions are included for street tree planting for shade over footpaths, and to enhance the visual amenity of the streetscape. ii. Urban subdivision includes accessible public open space that is consistent with the relevant NT Planning Scheme provisions and contributes to public amenity.
3.4 Recognise and celebrate the locality's WWII and railway heritage.	<ul style="list-style-type: none"> i. Sattler Airstrip is developed as tourist node, incorporating interpretative signage and a visitor and cultural information centre. ii. The local road, pedestrian and bicycle path network design reflects historical airstrip taxiways where safe and practical to do so. iii. Development respects and references the history of the NAR railway corridor. iv. Development responds to the heritage values of the site or adjacent land.
3.5 Provide for community facilities in appropriate locations.	<ul style="list-style-type: none"> i. The design and development of community facilities and meeting spaces are multipurpose in nature to encourage use by a variety of user groups. ii. Community facilities are close to other community services and infrastructure.
3.6 Access to public transport is safe and convenient.	<ul style="list-style-type: none"> i. Footpaths, wayfinding measures, and traffic management at conflict points are provided to ensure safe and convenient pedestrian access to the Coolalinga Bus Interchange. ii. Facilities for public transport, including bus stops, are included in new development as required by the relevant public authority.
3.7 Increase permeability across and through the Rural Activity Centre, particularly in the commercial area.	<ul style="list-style-type: none"> i. A pedestrian crossing provides a safe active transport corridor between the two commercial precincts on either side of the Stuart Highway. ii. Urban residential development is provided within a convenient walking distance (approximately 400m) of the commercial area. iii. A pedestrian/cyclist connection is provided between Coolalinga and Freds Pass, having regard to the safety of pedestrians, cyclists and road users, and to minimise impacts on the amenity of any adjoining residential properties.

Residential growth and housing choice

4. Provide for growth and housing choice compatible with the future role of Coolalinga and Freds Pass

The *Litchfield Subregional Land Use Plan 2016* identifies the need for an additional 500 dwellings within the rural activity centres of Litchfield in the near term. This Area Plan for Coolalinga and Freds Pass seeks to encourage a range of housing choices that cater for different life stages, including smaller lots that are more affordable and can provide lower-maintenance living within walking distance of local services.

Additional areas of urban residential development within the activity centre will increase housing choice, underpin the provision of reticulated services and community infrastructure, and will support a greater variety of retail and commercial services.

The transition model at Figure 1 is intended to accommodate rural residential lots and minimise the impacts of urban land uses on existing rural living areas, thus protecting the rural character of the locality.

Objective	Acceptable Land Use and Development Response
4.1 Support housing choices in appropriate locations	<ul style="list-style-type: none"> i. Residential density is not increased on land affected by flooding, biting insects, contaminated land or other constraints to residential land uses. ii. The urban design and engineering for residential development responds to the site's physical constraints and attributes, and shows how potential adverse impacts on the site's environmental values will be avoided. iii. Urban residential development is located in residential areas shown in this Area Plan, with higher densities located inside the walkable catchment area. iv. Other than for retirement living (refer objective 4.4), the minimum site area for each single dwelling is 800m² for residential development outside the indicated walkable catchment (refer to Plans 3 and 4).
4.2 Promote a sequence of residential density in the rural activity centre by providing a transition of residential lot sizes	<ul style="list-style-type: none"> i. A transition of residential density is achieved by subdivision design that: <ul style="list-style-type: none"> • locates Zone SD (Single Dwelling Residential) lots, of no less than 800m², next to areas of Zone RR (Rural Residential) so that, in effect, only two Zone SD lots share a boundary with any one Zone RR lot; and • locates Zone RR (Rural Residential) lots, no less than 4000m², to transition from the urban core to the activity centre boundary so that, in effect, only two Zone RR lots share a boundary with any one Zone RL (Rural Living) lot. <p>Figure 1 illustrates a transition model of residential lot sizes from the commercial centre to the existing rural area.</p> ii. Multiple dwelling developments are within the indicated walkable catchment and generally limited to two storeys. iii. Rural residential development outside the Rural Activity Centre must comply with the requirements of the <i>Litchfield Subregional Land Use Plan</i>, and, for the purpose of this Area Plan, "close proximity to community facilities" means 500m, measured as travelled, from the boundary of the rural activity centre.
4.3 Provide public open space	<ul style="list-style-type: none"> i. Informal recreation is encouraged through the provision of play and exercise equipment and public open space. ii. Useable public open space is provided in accordance with the communal and open space requirements of the NT Planning Scheme.
4.4 Facilitate retirement living	<ul style="list-style-type: none"> i. A subdivision and development for the purpose of retirement living may have a residential density consistent with Zone MD (Multiple Dwelling Residential), subject to meeting the residential density transition requirements at 4.2. ii. A development for the purpose of retirement living is consistent with principles 4.1 (Accessibility) & 4.2 (Neighbourhood Character) of the NT Government's Northern Territory Compact Urban Growth Policy 2015.
4.5 Provide visual buffers and noise attenuation to arterial roads	<ul style="list-style-type: none"> i. Residential development adjacent to the Stuart Highway is provided with appropriate sound attenuation measures. ii. The use of noise attenuation barriers includes vegetation screening to enhance visual amenity. iii. A transition of non-residential land uses is provided to separate residential development from exposure to arterial traffic noise.

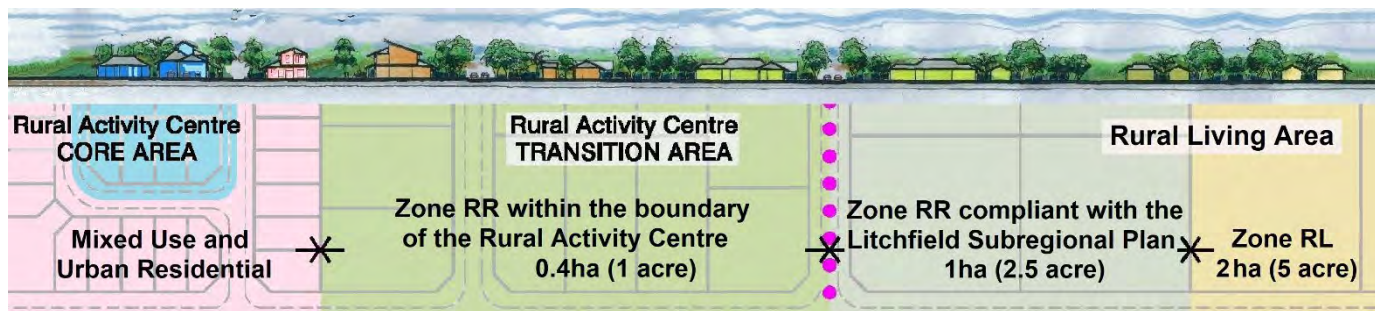


Figure 1: Transition model for residential lot sizes for rural activity centres

Essential Infrastructure

5. Provide reticulated services to the Coolalinga / Freds Pass Rural Activity Centre

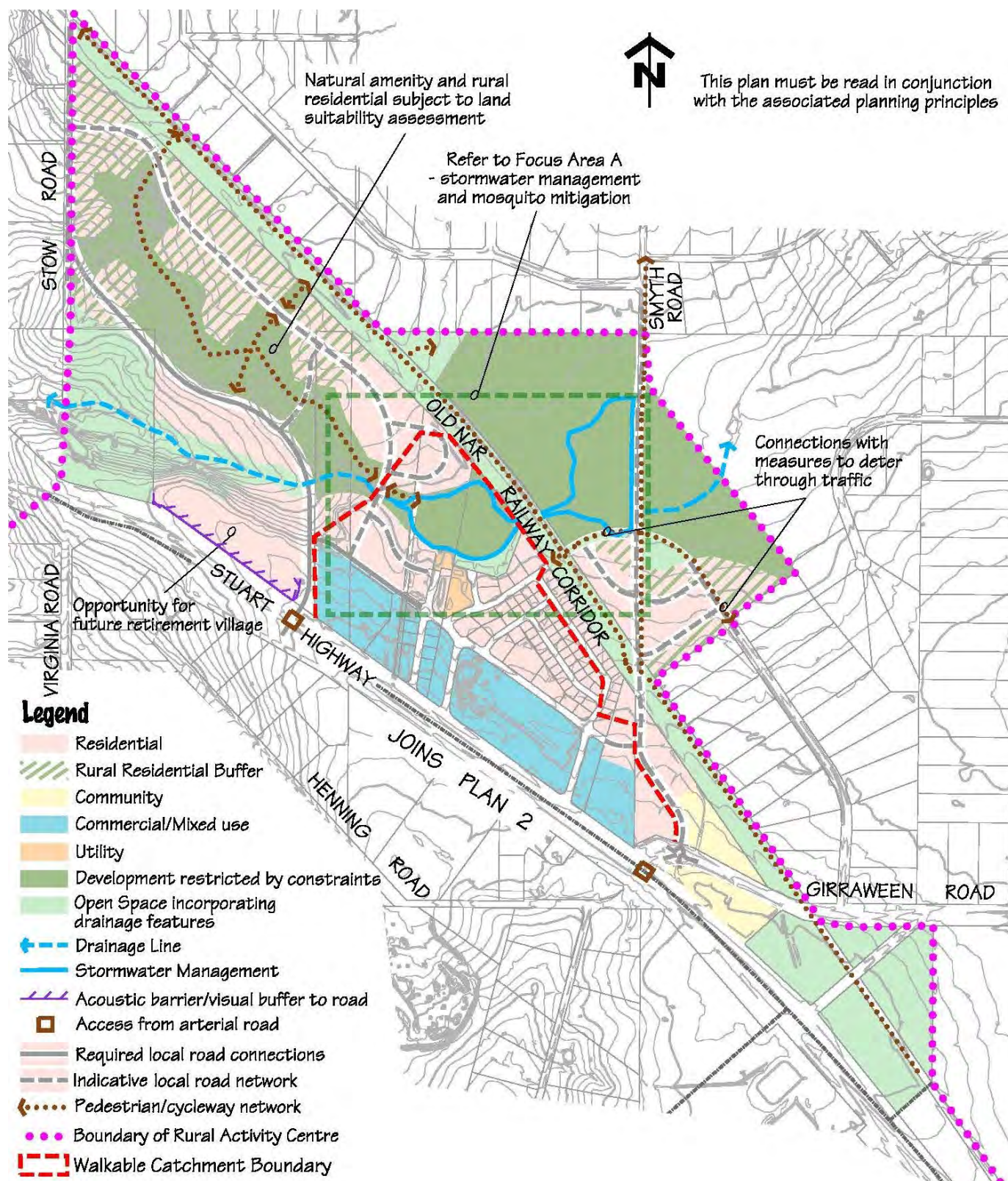
The provision of urban utilities is essential for growth in the Coolalinga / Freds Pass Rural Activity Centre.

In particular, reticulated sewer and water are required to support urban development and protect groundwater quality and capacity. This will help to sustain the viability of rural properties reliant on groundwater.

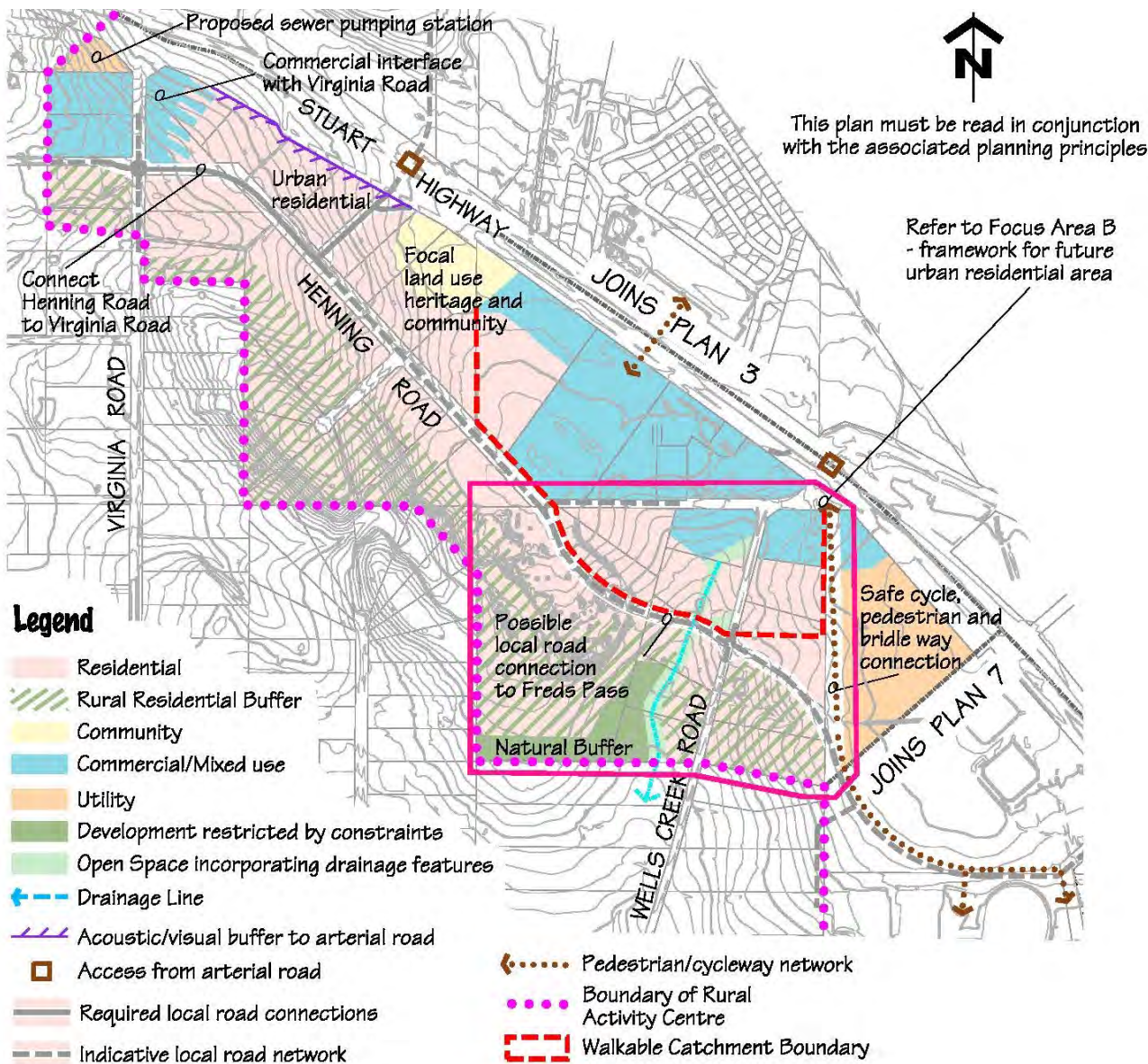
To ensure the sequential and cost-efficient provision of infrastructure, the following objectives require an Infrastructure Plan for Coolalinga and Freds Pass and a mechanism to coordinate the design, development and funding contribution for infrastructure upgrades.

Objective	Acceptable Land Use and Development Response
5.1 Provide urban utilities to minimise adverse impacts on groundwater systems.	<ul style="list-style-type: none"> i. All new residential lots and commercial uses are connected to the reticulated water supply. ii. Existing properties that rely on informal water supply lines are to connect to the reticulated system when it becomes available. iii. Dwellings on lots less than 4000m² and all commercial uses are connected to a reticulated sewerage system. iv. Dwellings on lots of 4000m² or greater are connected to either environmentally sensitive on-site effluent disposal systems or the reticulated sewerage system. v. Sewage pumping stations are situated to efficiently service the commercial and urban residential land within the activity centre.
5.2 Require developers to contribute to the funding of required road connections, utilities and trunk services.	<ul style="list-style-type: none"> i. Trunk infrastructure for reticulated services is incorporated into the engineering design for development. ii. Infrastructure for the rural activity centre is provided and funded in accordance with an approved infrastructure contribution plan, to fund the construction of road connections, utilities and trunk services required by this Area Plan.
5.3 Manage stormwater in the rural activity centre	<ul style="list-style-type: none"> i. Development is consistent with the stormwater management requirements of the responsible government authority.
5.4 Support interim uses and development that preserve the future opportunities identified in this Area Plan until trunk infrastructure is developed	<ul style="list-style-type: none"> i. The site is in Zone FD (Future Development) and developed in accordance with the provisions of that zone; OR ii. Interim land uses and development do not diminish the future opportunity identified this Area Plan, and are: <ul style="list-style-type: none"> • not a subdivision or use that would frustrate the intent of the Area Plan; • compatible with adjacent land uses; and • approved under a term-limited development permit.

LAND USE CONCEPTS AND PLANNING PRINCIPLES FOR COOLALINGA



Plan 3 Land Use Concept for Coolalinga north of the Stuart Highway



Plan 4 Land Use Concept for Coolalinga south of the Stuart Highway

Planning principles 6, 7 and 8 apply to land within the rural activity centre shown on Plans 3 and 4

Coolalinga commercial centre	
6. Support an attractive, safe and sustainable commercial centre in Coolalinga	
The Coolalinga commercial centre will continue to develop to support the rural catchment and passing trade; and opportunities will be taken to provide visual amenity and develop a sense of place.	
Objective	Acceptable Land Use and Development Response
6.1 Support the viability of commercial land uses	<ul style="list-style-type: none"> i. Commercial premises are developed to support a wide range of businesses. ii. Urban density residential land is developed within convenient walking distance of the commercial land uses.
6.2 Support public safety, amenity, and activity in public places	<ul style="list-style-type: none"> i. Commercial development provides active interfaces with the public domain and incorporates the principles of the <i>Community Safety Design Guide</i>. ii. Opportunities are taken to provide amenity to public spaces through, for example, shade tree planting and seating etc.
6.3 Include heritage and support place making	<ul style="list-style-type: none"> i. Identified heritage is reflected in urban design and the treatment of the public domain to interpret the story of Coolalinga.

Urban services in Coolalinga

7. Provide infrastructure to support urban development within Coolalinga

This planning principle should be read in conjunction with general planning principles 1 to 5.

The provision of urban utilities, especially reticulated sewerage and town water is essential to support growth in Coolalinga without impacting on local groundwater. Development will not source water from the local aquifer and wastewater will be managed to not create a contamination risk to groundwater. Any downstream impact of urban stormwater drainage must be managed with reference to objective 1.2 and the requirements of focus area A.

To ensure the sequential and cost-effective provision of infrastructure, a District-level Infrastructure Plan for Coolalinga will be required to coordinate the design, development and funding contribution for infrastructure upgrades.

Objective	Acceptable Land Use and Development Response
7.1 Provide urban utilities without causing any risk to groundwater systems	<ul style="list-style-type: none"> i. Reticulated water is provided to all new lots. ii. Reticulated sewerage is provided to all residential lots less than 4000m². iii. Reticulated sewerage is provided to all commercial and industrial lots in Coolalinga, including lots currently serviced by on-site wastewater systems.
7.2 Provide stormwater drainage without adversely impacting on the environment	<ul style="list-style-type: none"> i. Development augments the network of urban roads, urban drainage, public open space and natural drainage areas in order to minimise adverse impacts on the natural drainage system. ii. Development is consistent with any relevant stormwater management strategy provided by the responsible government agency.
7.3 Provide public open space to support urban development	<ul style="list-style-type: none"> i. Development is accompanied with public open space in compliance with the requirements of the Planning Scheme, either by <ul style="list-style-type: none"> a) providing public open space as part of the development, or by b) showing that appropriate public open space is available in the locality. ii. Public open space encourages informal recreation, and provides appropriate play and exercise equipment.

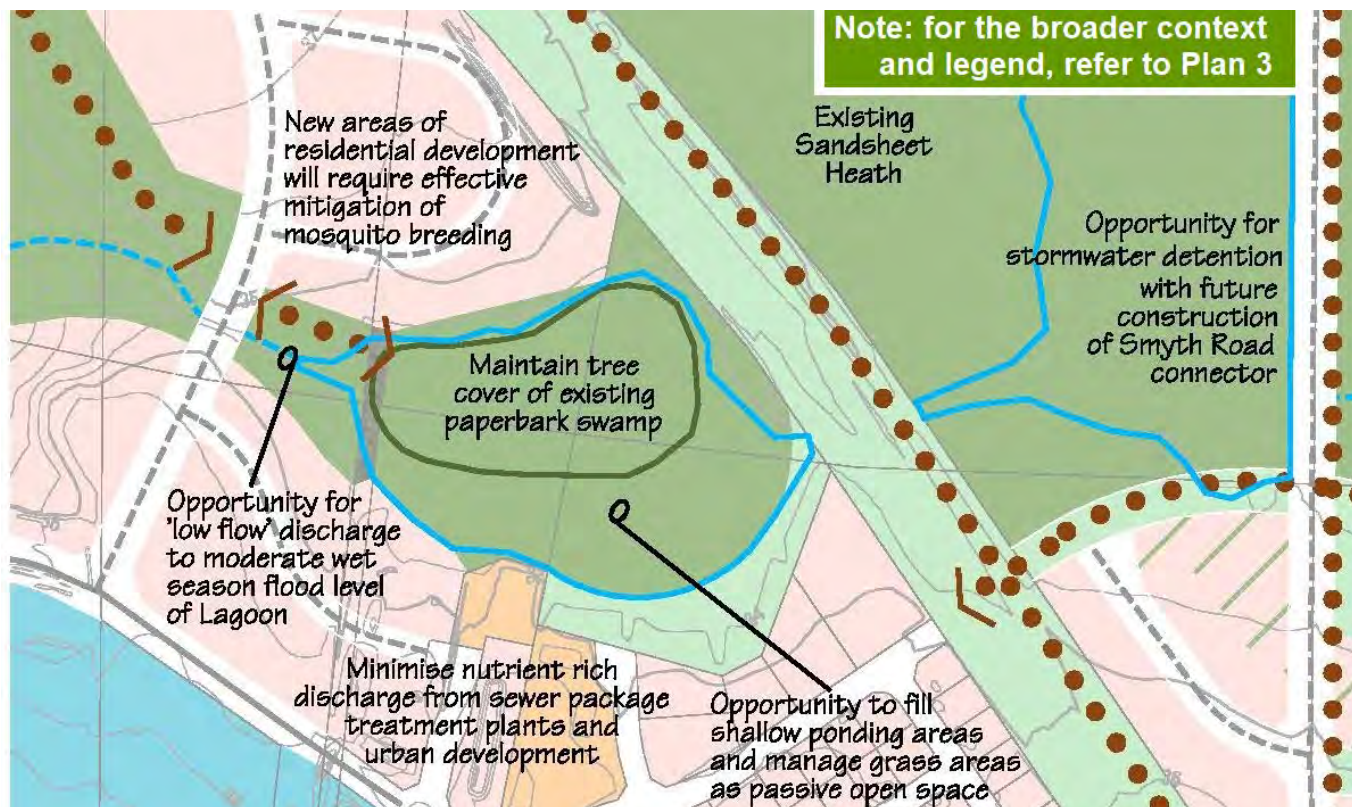
Interconnected local road network in Coolalinga

8. Provide a safe and connected network for vehicular traffic and active transport

Further to planning principle 2, connecting local area traffic across the Stuart Highway and within the local areas either side of the Highway, is important to support the national arterial function of the Stuart Highway.

The local road networks within Coolalinga will be extended with development to both complement the access points to the Stuart Highway, and to increase route choices for access into the adjacent rural living areas. Extension of the local road networks will provide for public and active transport.

Objective	Acceptable Land Use and Development Response
8.1 The local road network in Coolalinga supports the role of the Stuart Highway	<ul style="list-style-type: none"> i. The local road network is extended to improve connections to the Stuart Highway in accordance with the local road network indicated in this Area Plan. ii. Development of land along the Stuart Highway is not directly accessed from the Stuart Highway, and access from the service lanes complies with the arterial road strategy as amended from time to time by the responsible road authority.
8.2 Local roads in Coolalinga and adjacent areas are extended into effective networks	<ul style="list-style-type: none"> i. Development demonstrates how opportunities to extend the local road network in keeping with this Area Plan are achieved. ii. Future local and subregional road interconnections are provided for. iii. Development demonstrates efficient connections to the local road network.
8.3 Local roads provide safe networks for active transport	<ul style="list-style-type: none"> i. Development includes footpaths and cycleways that connect to the existing network and provide connections for future extensions of the network. ii. Pedestrian crossing points are provided at appropriate locations to support safe access to and within the active transport network.



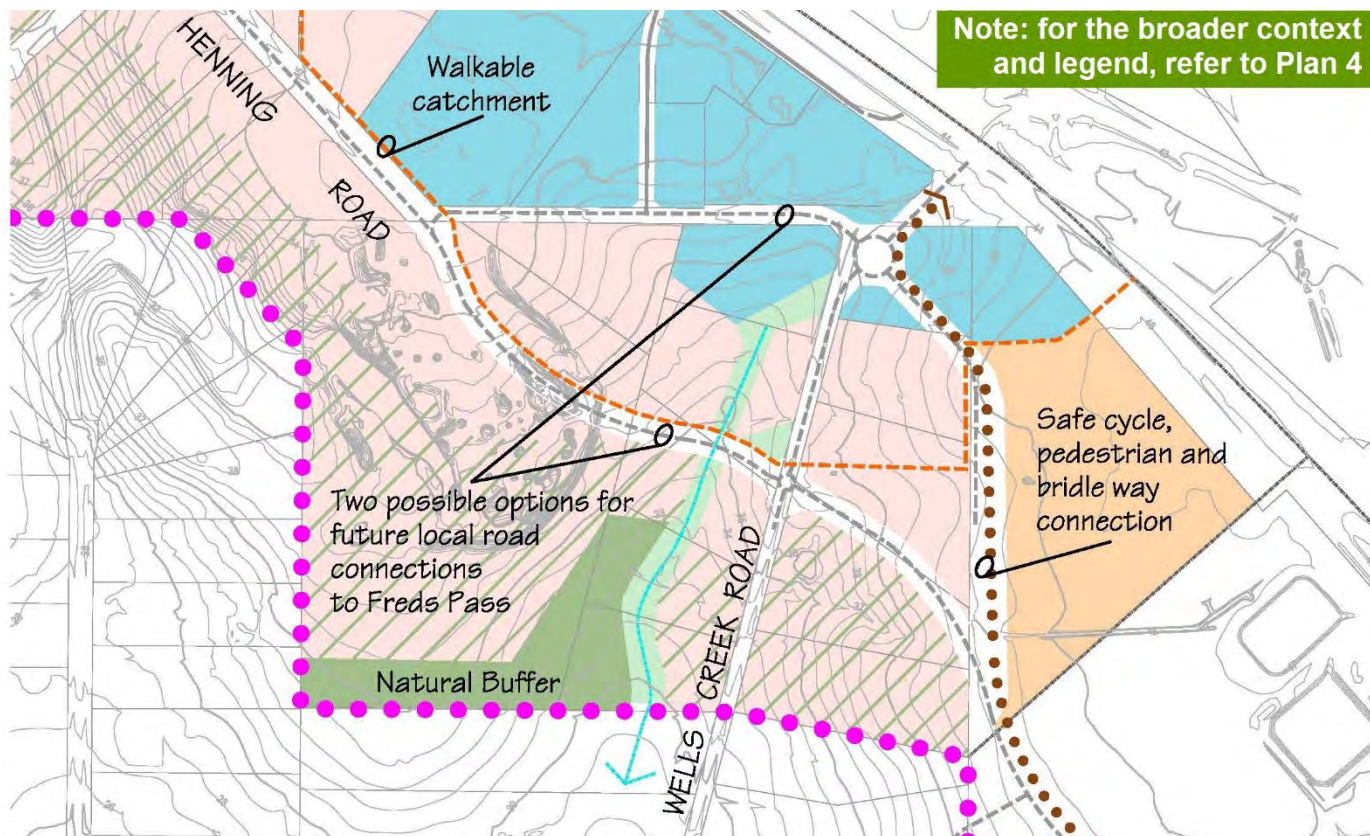
Plan 5 Focus Area A – Stormwater Management and Mosquito Mitigation

Mosquito mitigation

9. Focus Area A - Manage stormwater drainage and mitigate mosquito breeding

The seasonal lagoon in the north-western corner of Coolalinga is a natural wetland habitat which drains across a sandsheet heath to the east. Urban development must have regard to how it interacts with and impacts on this natural feature and associated drainage lines. The retention of native vegetation, which is predominantly a paperbark swamp, can both maintain habitat for native wildlife, and minimise mosquito breeding by mitigating weed growth and providing access for predatory native fish.

Objective	Acceptable Land Use and Development Response
9.1 Retain the wetland native vegetation of the seasonal lagoon	i. Native vegetation is retained for its role in shading the seasonal waterbody and minimising weed growth; and thereby maintaining access for native fish to mosquito larvae.
9.2 Maintain and manage the seasonal lagoon for its stormwater detention function and management of drainage flows	i. A proposed stormwater drainage system is integrated with the natural system and designed to minimise changes to, or impact on the receiving environment. ii. The discharge of concentrated stormwater does not exceed pre-development flows and complies with the requirements of the relevant government agencies. iii. Pollutants or nutrients in stormwater and associated weed growth are managed to comply with the requirements of the relevant government agencies.
9.3 Mitigate against mosquito breeding	i. A strategy and associated works to manage mosquito breeding in the paperbark swamp is established prior to any development of adjacent land for residential land uses. The mosquito management strategy and associated works will: <ul style="list-style-type: none"> • accord with advice from the government agency responsible for medical entomology; • minimise any impact on natural systems; and • be compatible with recreation uses of the immediate area.



Plan 6 Focus Area B – Opportunity for Future Urban Residential Development

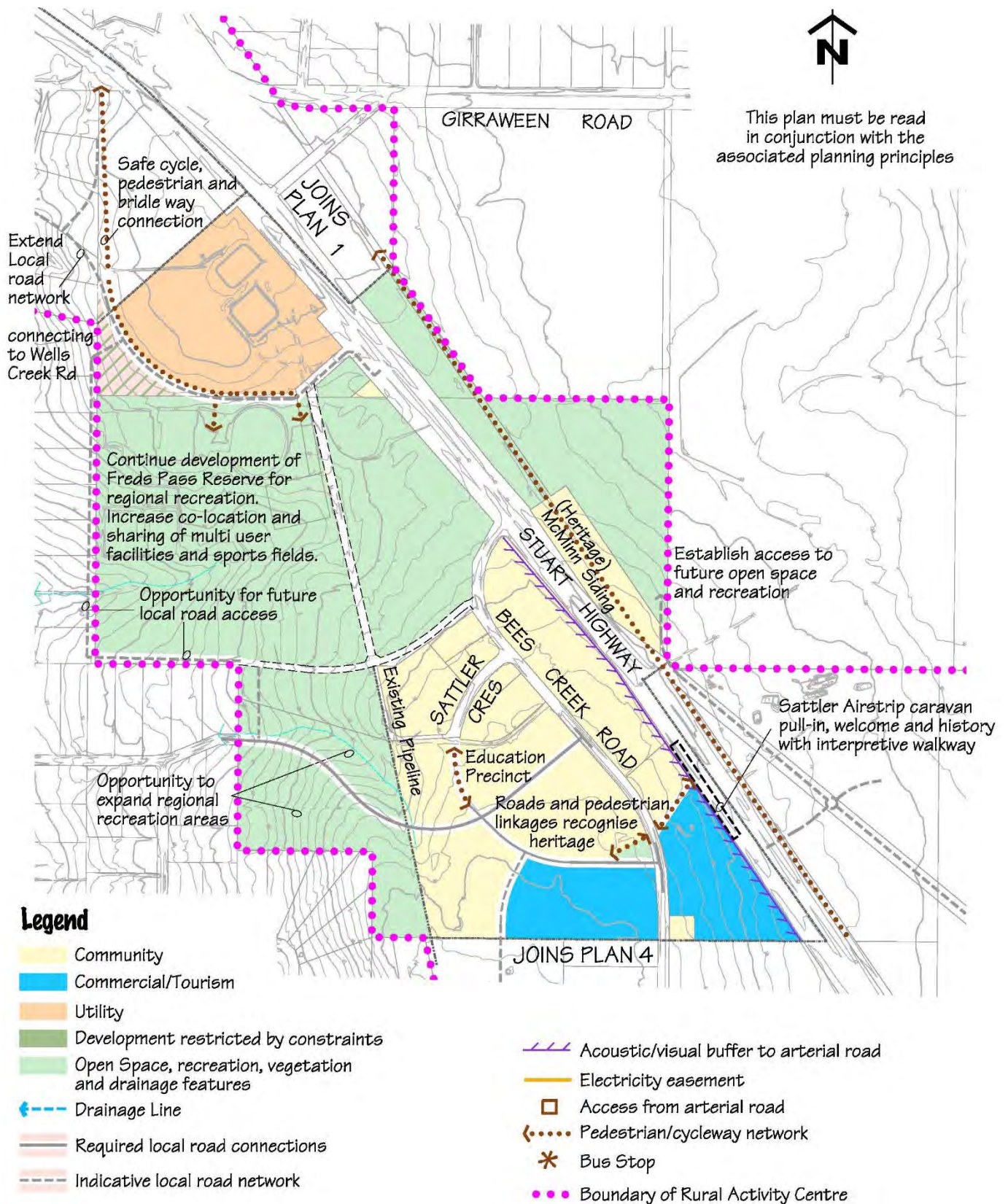
Future urban residential development

10. Focus Area B – Amend this Area Plan to include a framework for future residential development

The supermarket, shops and businesses north of Henning Road underpin the potential for urban residential development south of Henning Road that would benefit from the convenience of the existing shopping centre. Future redevelopment of this area also holds the opportunity to connect the local road network through to Freds Pass and provide a safe active transport corridor, especially for children, to the education and sporting facilities. Plan 4 identifies this area of land as being within a walkable catchment of the shops, but resident's views on the proposed change in land use are mixed, and hence a framework for future detailed planning is provided.

Objective	Acceptable Land Use and Development Response
10.1 An orderly planning framework is provided to guide future urban residential land uses	<ul style="list-style-type: none"> i. A detailed framework provides for the development of this focus area. This plan is to include an implementation strategy for local roads and supporting services. ii. The plan identifies one or more options, including alternate alignments, for a local road connection from Henning Road to Freds Pass. iii. The plan is adopted into this Area Plan to provide certainty for directly affected land owners and residents.
10.2 A transition of residential density is provided from the commercial centre to rural living areas	<ul style="list-style-type: none"> i. Urban residential development is within the indicated walkable catchment ii. Higher density residential development is identified along Henning Road opposite the Coolalinga shopping centre. iii. Rural residential development is provided as a transition from the walkable catchment to the rural living area to the south. iv. Subdivision design incorporates the transition mechanisms at principle 4.
10.3 An interconnected local road network is provided for efficient access and to support active transport	<ul style="list-style-type: none"> i. The plan required at 10.1 for this focus area identifies a local road network that: <ul style="list-style-type: none"> • provides for efficient access to future residential development; and • maximises the opportunity for private land to be developed. ii. The plan required at 10.1 identifies a viable active transport network that: <ul style="list-style-type: none"> • utilises local roads and dedicated active transport corridors, and • supports an active transport connection to Freds Pass reserve.

LAND USE CONCEPTS AND PLANNING PRINCIPLES FOR FRED'S PASS



Plan 7 Fred's Pass

Planning principles 11 and 12 apply to land within the rural activity centre shown on Plan 7

Freds Pass – sport and recreation	
11. Ensure that Freds Pass Sport and Recreation Reserve continues to provide a sports and recreation facility that meets the needs of the subregion and region	
Freds Pass Sport and Recreation Reserve is a subregional facility that also serves the broader Darwin region. The Area Plan acknowledges this role and seeks to enable the Reserve to continue to develop into a high level sporting and recreational facility.	
Objective	Acceptable Land Use and Development Response
11.1 To continue the role of Freds Pass as a regional facility for sports and recreation	<ul style="list-style-type: none"> i. The Freds Pass Sport and Recreation Reserve is used as the central sporting and recreational facility in the Litchfield subregion and Greater Darwin region. ii. The management and future development of Freds Pass Sport and Recreation Reserve is appropriately defined in a master plan. iii. User groups of Freds Pass Sport and Recreation Reserve implement opportunities to share existing and future facilities to capitalise on investment and to minimise the environmental footprint of the Reserve. iv. Existing facilities are upgraded, and new facilities built, to a standard that enables national and international competition, as required to service the needs of the subregional community.
11.2 To facilitate expansion to meet essential sporting and recreation needs	<ul style="list-style-type: none"> i. Applications to develop available Crown land demonstrate how opportunities to share existing and proposed facilities will be realised. ii. Applications to develop new facilities respond to Concept Plan 7, and provide local road connections and extend the active transport network.

Freds Pass – education, aged care and tourist accommodation	
12. Ensure that community and commercial uses in Freds Pass are appropriate for the locality	
The community and tourist commercial areas of Freds Pass serve the subregion and include Crown land that may be made available for compatible development. There is an expectation that education will be a strong theme with some opportunities for other community uses such as aged care. The opportunity for tourist accommodation is retained in a location that is convenient to Coolalinga and to offer accommodation options during major events at Freds Pass Sport and Recreation Reserve.	
Objective	Acceptable Land Use and Development Response
12.1 To continue the role of Freds Pass for community uses, especially education, and for tourist accommodation	<ul style="list-style-type: none"> i. The Freds Pass community area is used for education and compatible community uses such as aged care and the provision of community services ii. Development proposals, especially for education, demonstrate how opportunities to share existing and proposed facilities will be realised iii. Development proposals, including for tourism, are consistent with Plan 7 and provide connections to the local road and active transport networks.



-  Rural Residential Buffer
-  Utility
-  Development restricted by constraints
-  Open Space, vegetation and outdoor recreation
-  Required local road connections
-  Indicative local road network
-  Access from arterial road
-  Pedestrian/cycleway network
-  Boundary of Rural Activity Centre

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Planning principle 13 applies to land within the rural activity centre shown on Plan 8

Transition area	
13. Ensure that land uses in this area provide a transition from Freds Pass to rural living areas	
<p>This area, immediately south of Freds Pass, is identified as a transition area from the recreation and community land uses of Freds Pass to the rural living areas of Bees Creek and McMinns Lagoon. This area, being only a short distance from the facilities of the activity centre, is considered ideal for rural residential development. The transition mechanism at planning principle 4 will minimise adverse impacts on established rural amenity.</p> <p>Continuation of existing community uses is supported providing these uses have no impact on residential amenity.</p>	
Objective	Acceptable Land Use and Development Response
13.1 To provide for rural residential development	<ul style="list-style-type: none"> i. A rural residential proposal demonstrates compliance with Planning Principle 4 of this Area Plan. i. Development proposals are consistent with Concept Plan 4 and provide for interconnected local roads connections and the active transport network.
13.2 To allow conditional continuation of community uses on Section 2284 Bees Creek Road	<ul style="list-style-type: none"> i. Any community use proposal for land subject to Plan 8 is only for Section 2284 and is ancillary to the existing community purpose. ii. A proposal to expand the existing community use demonstrates that the proposal will have no adverse impact on the amenity of adjacent land for rural residential purposes. iii. The continuation of community uses on Section 2284 does not preclude or compromise the future use of this site for rural residential development.