

28 January 2025

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

Attention: Madison Harvey

Dear Madison

RE: Response to Submissions – PA2024/0392
At: Lot 03981 Town of Darwin (17 Harry Chan Avenue, Darwin City)

Cunnington Rosse Town Planning and Consulting have been engaged by the proponent in the above matter, being a development application for *Mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21 storey building including 4 levels of above ground level car parking*. The application was lodged in November 2024 and placed on public exhibition from 6 December until 20 December 2024. A total of 7 service authority and 20 public submissions were received in accordance with **Section 49** of the Northern Territory Planning Act.

In addition to the submissions received, Development Assessment Services within the Department of Lands, Planning and Environment requested additional information and a number of clarifications to the submitted application documents. This request, the further information provided in response, matters raised in the public and service authority submissions, and the applicants response thereto, are considered in this submission.

1.0 Further Information

Via request dated 16 January 2025, Development Assessment Services requested further information to enable assessment of the application to continue. The amended plan set attached hereto addresses the architectural components of the requested further information / clarification. The request items are included in italics below, with the applicant's response to each item contained immediately thereafter.

- *Update drawing DA-101 to show:*
 - *the entire site (noting that on the exhibited documents the northern corner is cut off from the plans).*

The full boundary extent of the development site shown in DA-003.

- *clarify if the sqm area table on drawing DA-001 is correct (noting that 2 different areas are identified).*

The table on DA-001 has been corrected to clarify the collective planting area within the proposed development at 757.5m², equivalent to approximately 16% of the total development area.

- *show locations of proposed lighting for all pedestrian walkways and cyclelinks.*

Public area lighting will be provided to the building edges and undercroft, with specific details to be provided during the design development phase. Annotations have been added to the amended plan set.

- *provide a response (either via amended design or written response) to confirm if the garden bed width along the southern boundary is large enough to support 9 trees of an identified height of 10 – 15m and if the building overhang would conflict with these trees?*

The project landscape architect, Clouston Associates, have confirmed that the selected species (*Horsefieldia Australiana*) within the proposed garden bed along the south-western boundary are suitable for the proposed location and layout design. The 9 trees identified are a medium sized tree selected due to their upright form (with existing examples having been established in nearby Liberty Square), with a canopy spread of 4-5 metres ensuring that the building overhang won't conflict.

- *Update drawing DA-103 to clarify if the balcony area associated with the City of Darwin chambers will be landscaped?*

DA-103 has been updated confirming the Level 2 balcony will comprise a planter box.

- *Update drawing DA-103 – DA – 106 to dimension the small car parking spaces and to clarify if the column encroaches into the southern corner car parking space at all levels. Can be addressed via permit conditions.*

The car parking table on DA-103 – 106 indicates the dimensions of the 2 proposed small car parking spaces (2.3m x 5.4m and 2.3m x 5.0m). Drawings have been updated to confirm that the columns do not encroach into the car parking spaces.

- *Update drawing DA-111 to annotate the proposed land use for the roof terrace.*

DA-111 has been updated to confirm the use of the roof terrace for *food premises*.

- *Provide a drawing which outlines the extent of area used for calculation of publicly accessible open space.*

DA-904 confirms the extent of publicly accessible open space at 830m², equivalent to approximately 17.7% of the development site area.

- *Update the elevation plans to show:*
 - *Dimensions of maximum building height, podium height and tower height as measured from ground level.*
 - *Dimension maximum ground level floor to ceiling heights as measured from ground level.*
 - *Dimension maximum height and materiality of screening associated with the proposed diesel tank and generator.*
 - *A schedule of the materials/finishes and colours of external walls, roofs, window frames and building trims.*

The amended architectural set includes building, podium and tower heights, ground floor level to soffit height dimension, generator screening height and type, and includes a schedule of materials and finishes.

- *On all applicable plans, annotate the proposed passive climate controls measures.*

The attached sustainability report addresses the building efficiency, including:

- NCC 2019 Section J Compliance;
 - 5.5 Star NABERS rating for Office Areas (base building);
 - High Performance Facade Systems;
 - Fully Electric Development (No Gas);
 - High Efficiency HVAC systems;
 - WELS rated hydraulic fittings; and
 - End of trip facility to promote sustainable transport methods.
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- *Provide a design statement prepared by a suitably qualified professional demonstrating how the proposed development meets the purpose and requirements of clause 5.9.2.8 Development in Gateway Locations.*

The architectural design statement is provided in **Attachment B**.

- *Provide an indicative operational statement for the proposed place of assembly in relation to:*
 - *hours of operation.*
 - *number of events.*
 - *maximum capacity of patrons.*
 - *any other relevant aspects of the day-to-day operations of the place of assembly.*

The *place of assembly* use on Level 2 of the proposed development will replace the existing City of Darwin Council Chambers and associated function areas within the existing Civic Centre building. The internal layout and fit-out of this space will be undertaken by the City of Darwin, and in addition to the chambers, is expected to include a large auditorium, lounge and waiting areas, separate conference and meeting rooms. In response to the above query, the City of Darwin has advised that the *place of assembly* space will provide for approximately 12-15 functions per month, between the hours of 8am and 10pm, with a maximum capacity (for the entirety of level 2) of 300 persons.

- *Provide a written response confirming how the proposed development, including the proposed car park land use, complies with the car parking requirements of Clause 5.9.2.11 Car parking spaces in Darwin City Centre (acknowledging the reductions available under Clause 5.9.2.12 Reduction in Car Parking Spaces in Darwin City Centre).*

Section 4.7.8 of the Statement of Effect submitted with the development application concluded that assessment against **Clause 5.9.2.11** and **5.9.2.12** results in an overall parking requirement of 225 car parking spaces, with a provision of 460 car parking spaces as part of the development. Whilst there are two distinct use definitions that will be applicable to the car parking levels (*car park* and *car parking area*), the distribution, ownership and allocation of car parking spaces for the City of Darwin, private office / commercial tenancies, and the public car park component are still being resolved between DCOH and the City of Darwin (noting the flexibility afforded by **Clause 3(I)** in **Schedule 3** of the Planning Scheme). Notwithstanding, the distribution, ownership and allocation of car parking spaces for the individual use elements will ensure that compliance with the car parking requirements under **Clause 5.9.2.11 / 5.9.2.12** are achieved.

To ensure the necessary allocation of car parking in accordance with the Northern Territory Planning Scheme for the Civic Centre, Council Chambers, library, private offices and other commercial tenancies as part of the approved development, the applicant will prepare a car parking management plan (CMP). This will also enable the resolution of car park allocation, distribution and ownership between the City of Darwin and DCOH. To ensure the CMP is approved by the consent authority and forms part of the development approval, it is requested the consent authority require the preparation, submission and approval of the CMP via a general condition of the development permit.

- Provide a written response confirming how the proposed publicly accessible open space meets the requirements of sub-clause 3(a) and 3(b) of Clause 5.9.2.9 Public Domain Contributions for Development on Large Sites.

Subclause 3 of **Clause 5.9.2.9** requires that A minimum of 10% of the site area is to be provided a publicly accessible open space that is designed to:

- (a) incorporate park furniture, display of art, lighting, shade structures and landscaping and interpretive information where appropriate; and
- (b) support a variety of passive uses, active recreation and events.

A total of 830m² public domain space is identified on the architectural plans, equivalent to 17.7% of the development site area. The public domain areas comprise the pedestrian plazas linking Harry Chan Avenue and the Esplanade to the primary building entrance, Civic Park and the future Civic Plaza.

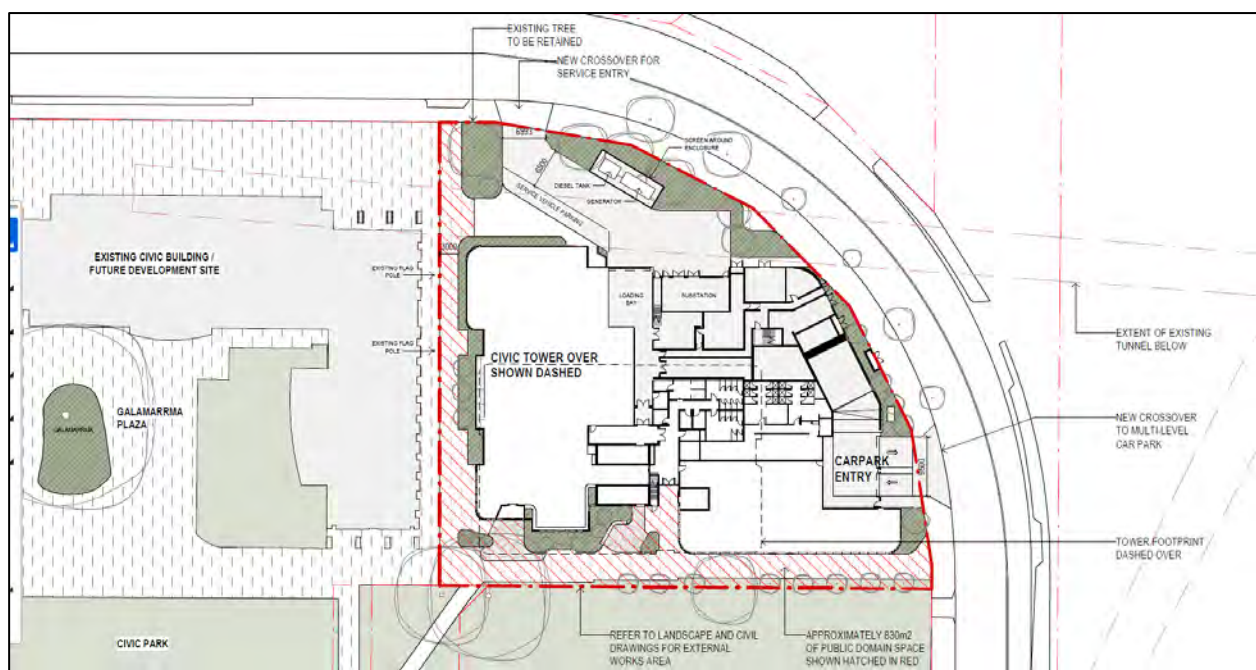


Figure 1: Public domain space (hatched red)

The identified public domain areas do not reflect the full extent of publicly accessible space within the proposed development, rather is limited to the extent that contributes to the public space in accordance with the purpose of **Clause 5.9.2.9**. The identified public domain space incorporates shading from the building awnings, lighting and landscaping (together with additional landscaping in other areas of the development) and provides sufficient space and opportunities for park furniture and art installations.

The open, active plazas integrate with the civic and ground level commercial frontages and the primary building entrance, providing walking and cycling connections through to Civic Park and the future Civic Plaza, opportunity for alfresco dining and community events (e.g. market stalls and public information events).

- *Provide a written response confirming how the location of the proposed book return 'avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines' in accordance with sub-clause 18 of Clause 5.5.15 Design in Commercial and Mixed Use Areas.*

The design, materials, lighting and landscaping of the book return and immediate surrounds will be critical to ensure the avoidance of potential entrapment areas, blind corners or other design outcomes that restrict sightlines and adversely affect community safety. These matters will be resolved through the detailed design process and it is requested the consent authority outline these requirements via a development permit condition.

2.0 Response to Submissions

Public submissions were received from:

- Greg Flint
- Diana Rickard and Greg Chapman
- Gill Abraham
- Graham Kirby
- Alicia Gregg
- Anu Daniel
- Allan C Garraway, Bishop Estate Pty Ltd
- Carolyn Whyte
- Karen Ralph, Australian Institute of Architects (NT)
- Neville Jones, Chung Wah Society
- Margaret Clinch
- Heather Ferguson
- Jeremy Howley

- Laurie Palfy, 28/1 Buffalo Court, Darwin City
- Janice Hills
- Jan Thomas
- Margie West
- Alistair Wyvill SC
- Nicholas Hannigan, Paspaley Group and Paspaley Pearls Properties Pty Ltd
- Olivia-Grace Hill, De Silva Hebron Barristers and Solicitors, on behalf of Geoff and Kerry Nourse

Service authority submissions were received from:

- NT Department of Logistics and Infrastructure – Transport and Civil Services Division
- NT Department of Lands, Planning and Environment
- Aboriginal Areas Protection Authority
- Airport Development Group
- Department of Defence
- Power and Water Corporation – Services Development
- Power and Water Corporation – Distribution Development
- City of Darwin

2.1 Public Submissions

The table below summarises matters raised in the public submissions, with the proponent’s response thereto.

Building Size	
Matters Raised	Response
<i>Buildings should be no more than 4 or 6 storeys, and located close together to provide shading to footpaths and public spaces. Largest building in surrounding area is 8 storeys high. Inappropriate for any high-rise within the area bounded by Harry Chan Avenue, the Esplanade, Herbert Street, Mitchell Street, Bennett Street and Smith Street.</i>	<p>The proposed development is consistent with the relevant components of the Planning Scheme, including the Strategic Framework, that apply to the design and scale of built form (with the exception of the minor setback and floor area variations to the requirements of Clause 5.9.2.2).</p> <p>Clause 5.2.1 of the Planning Scheme provides for <i>General Height Control</i>. The Clause stipulates that the height of buildings (other than Alice Springs) is to be in accordance with Table B to Clause 5.2.1. Table B identifies that <i>All uses</i> in Zone CB are subject to “<i>No height limit</i>”, providing a clear indication that development in this zone is not subject to height control in order to achieve the purpose of Clause 5.2.1:</p> <p style="text-align: center;"><i>“Ensure that the heights of buildings and structures are appropriate to the strategic and local context of the location and meet community expectations for development in the zone.”</i></p> <p>The CB Zone Purpose and Outcomes in Clause 4.10 clarify the function of land in Zone CB (as the commercial, cultural, administrative, tourist and civic centre for the surrounding region) and emphasise the importance of development being reflective of, and indeed maximising that function (Zone Outcome 1 requires development of a scale and intensity commensurate with the role and function of the CBD).</p>
<i>Large buildings with substantial separations (comprising concrete and bitumen) create heat islands.</i>	
<i>Smaller (maximum 5-6 storey) buildings provide greater opportunity for use of stairs and corresponding health benefits.</i>	
<i>Smaller buildings remain more accessible and functional during power outages.</i>	
<i>Building will be susceptible to cyclone damage. CBD Buildings in Cyclone prone areas should be no higher than 10 storeys. Proposed building contravenes NCC.</i>	
<i>Building is excessively bulky.</i>	
<i>Building size is inconsistent with surrounding 2-3, 8 and 9 storey buildings.</i>	

	<p>Building design and volumetric controls are provided in Clause 5.9.2.1 and 5.9.2.2, including to <i>ensure the siting and mass of buildings within the Darwin city centre promotes urban form that is of a scale appropriate to the locality</i>. The proposed development is assessed in detail against both clauses in the statement of effect.</p> <p>Broader design-related clauses seek to ensure development outcomes are sympathetic to the character of buildings in the immediate vicinity, designed and operated in a manner that is considerate of the character and amenity of surrounding uses, and incorporate innovative building design, site layout and landscaping that reduces the appearance of building mass relative to its surroundings.</p> <p>The broader requirements and Zone Outcomes above apply to building design, operation, site layout and landscaping and are not limited to building height. The Zone Outcomes in Part 4 provide guidance on the application of the requirements in Part 5 and the consideration of the development (refer Clause 1.10(4)), noting the development must be considered in its entirety. Critically, the considerations above do not limit development outcomes (including with regard to building height) to that comparable to existing development. Whilst the proposed building is taller than buildings in the immediate locality, the building design, site layout and landscaping incorporate a number of characteristics in response to the character of buildings, the amenity of surrounding uses and the appearance of building mass, including:</p> <ul style="list-style-type: none"> • Orientation of the lower level active building elements towards the south-west and north-west;
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	<ul style="list-style-type: none"> • Double-height activation to the primary facades; • Cantilevered podium levels drawing gaze to the portion of the building at podium level (0-25m above ground level); • Locating the tower footprint in the western portion of the site, maximising separation to existing residential and commercial buildings to the north and east, and responding to the Gateway overlay requirements towards Cavenagh Street; • Mid-tower plant enclosure providing a visual ‘break’ to the tower mass (relative to placing all plant within a roof-top plant enclosure); • Incorporating ground level building setbacks to the street frontages to enable landscaping, public furniture and interpretive signage; and • Colour and material palette reflective of the local setting. <p>The clear indication in Clause 5.2.1 that no height limits apply in Zone CB is an important factor in considering proposed building height. Together with the development response to design and volumetric requirements, broader building and site design requirements and Zone Outcomes, the proposed building furthers the intended role of Zone CB as the commercial, cultural, administrative, tourist and civic centre for the surrounding region, and is of a scale and intensity commensurate with that role and function</p>
<p><i>Building will block sunlight / overshadow surrounding buildings, trees and public space. Proposed building must not overshadow Christ Church Cathedral.</i></p>	<p>The shadow diagrams in DA-010 demonstrate the extent of overshadowing as a result of the proposed development at various times during the winter and</p>

	summer solstice. The extent of overshadowing is appropriate.
Building Design	
Matters Raised	Response
<i>Building design is dominated by above-ground car parking levels. Opportunities for harbour views are wasted on car parking levels. Car parking should be located underground, reducing the height of the building and improving design outcomes, or providing opportunity for more useable space.</i>	Per the architectural statement in Attachment B , The proposed building has been designed to provide an iconic home for the City of Darwin Council functions and community facilities. The design connects with the immediate civic context and with the broader Darwin community and locality, with the increased height of the building relative to surrounding development highlighting its Civic importance.
<i>Building is out of character with locality and will alter character of surrounding area. Surrounding area is predominantly residential.</i>	The proposed building is unique in that it has various edges of interaction within the site, allowing strong circulation and relationships to the surrounding buildings and features. The building orientates itself towards its principal point of arrival via Cavanagh Street, with the central lobby positioned on the corner of the site to connect to both the future Civic Plaza and Civic Park, linking directly to the Galamarrma, 'Tree of Knowledge'. The prominent podium accentuating the Civic functions towards the north-west provides a focal point at the south-eastern end of Cavenagh Street, providing a strong visual drawcard to the Civic Precinct and prominent backdrop to Galamarrma and the future Civic Plaza.
<i>Buildings in State / Civic Square precinct should be held to higher standard.</i>	
<i>Building is inappropriate within the Civic and State Square area, and out of character with Supreme Court, Christ Church Cathedral and Legislative Assembly buildings. High rise buildings should not be located in the State and Civic Square area.</i>	
<i>Unattractive / poor building design. Building design should match quality of Parliament House, Supreme Court, Art Gallery, Browns Mart, Administrator's Office, Cathedral.</i>	
<i>Building has no "old Darwin" character.</i>	The tower allows full 360 views of the surroundings, capturing the civic square, civic park and large ocean views to the North-East and South-East of the site. Articulation of key entry points and various edges of interaction allows strong circulation and relationships to the surrounding buildings and features. The lower car park facade consisting of bronze folded screens is inspired by the colour and textures of porcellanite

	<p>stone, which is unique to Darwin and forms the literal bedrock of the city. The folding screens are designed to create interest to the lower levels, providing separation from the glazed tower above.</p> <p>The building layout and design has occurred in accordance with the land use and development outcomes for the area set out in the Planning Scheme and the Area Plan, with site-specific design response to building orientation, building facades and activation against the Scheme purpose and administration components.</p>
<p><i>Development should include a children’s playground.</i></p>	<p>The development complies with the public open space requirements of the Planning Scheme. The provision of additional playground infrastructure is a matter for the City of Darwin, however it is likely that playground infrastructure would be more appropriate in the PS Zoned public open space in Civic Park.</p>
<p><i>All building services and loading bays front Harry Chan and the Esplanade. Industry standard to locate services either underground or internally within the building. Recent CBD Buildings including Charles Darwin Centre and Manunda Place (Non-Gateway Sites) have had to achieve these outcomes. Unattractive presentation that does not engage with street frontages.</i></p>	<p>The original statement of effect addressed the proposed building design and Harry Chan Avenue / The Esplanade interface in considerable detail. In response to the broader civic and community function to the west and south-west of the development site, and the location of the site at the north-eastern extent of the Civic and State Square Precincts, the proposal internalises the active frontage elements towards the north-west (towards the existing Civic Centre) and the south-west (towards lot 7795 and the proposed pedestrian plaza). This approach maximises the focal point towards the Gateway location at the sites’ Cavenagh Street frontage.</p> <p>Conversely, whilst the inactive and service elements are oriented towards the street frontages, the boundary setback to the Harry Chan Avenue and Esplanade frontages allows the provision of public furniture and landscaping to screen these elements to</p>

	<p>the street frontage, and ensure an appropriate interface with the northern and eastern building elevations. Per the original statement, the proposed development provides an alternative solution reflecting the established character and purpose of the site to ensure attractive, safe and functional pedestrian environment, activity and passive surveillance within the public realm. The additional architectural renders in Attachment C detail the building presentation to the street frontages.</p>
<p><i>Proposal is contrary to the Darwin Civic and State Square Master Plan with regard to shade structures, landscaping and shaded public space.</i></p>	<p>The Civic and State Square Master Plan is not part of the Northern Territory Planning Scheme’s Strategic Framework, and is not a reference or guideline document identified by the Planning Scheme. The concepts provided in the Civic and State Square Master Plan do not extend over the subject land (the development area) or the existing Civic Centre building.</p>
<p><i>Impact on character of Civic Park. Park will become overshadowed by individual building use, undermining inclusive identity for residents and visitors. COD has mandate to protect and preserve areas for collective benefit of all.</i></p>	<p>The proposed building enables the transition of built form onto the existing car park site, providing opportunity for additional public open and community space through the redevelopment of the existing Civic Centre into the anticipated Civic Plaza. Connectivity through the site, including linking the street frontages to Civic Park, will improve pedestrian permeability and further the function of Civic Park as a highly valued community space.</p>
<p><i>Current design undermines long-term vision for Civic and State Square precinct by abandoning overriding principle of public access through connecting greenspaces, and lacks sufficient detail to assess quality and effectiveness of future linkages with existing infrastructure and open space.</i></p>	<p>The proposed development improves pedestrian connectivity and public access by linking Harry Chan Avenue and The Esplanade to Civic Park via the proposed pedestrian plazas.</p>

Land Use/s	
Matters Raised	Response
<i>Query whether proposed land uses will seek liquor licences that allow consumption of alcohol without substantial food.</i>	The attainment and nature of potential liquor licences will be a matter for future tenancy occupants. The application seeks approval for land uses consistent with the definitions of community centre, office, car park, place of assembly and food premises. Pursuant to Clause 5.5.1 there is the potential for interchangeability between a number of land uses. Any alternative land uses will be subject to separate application/s to the Development Consent Authority.
<i>Query regarding commercial viability of proposed commercial premises and concern regarding additional competition with existing premises. Proposed café / food premises is unnecessary.</i>	The demand for or viability of commercial land uses and the potential for competition with existing development or land is not an applicable consideration under Part 5 of the Planning Act.
<i>Proposed development is presented as a civic centre and community-focussed building, however predominantly contains private floor space. Less than 20% of the building is for public use.</i>	The application documents seek a development permit for the purpose of an <i>integrated development comprising offices, community centre, place of assembly, car park and food premises in a 21 storey building with four above ground levels of car parking.</i> The Statement of Effect notes <i>the development comprises a mixed public-private development with the ground and lower levels to be occupied by the City of Darwin, and the office levels from level 10 up comprising private office tenancies.</i>
<i>Query regarding types of businesses to be accommodated in the proposed building.</i>	Occupation of commercial / non-COD floor space within the proposed building will be subject to securing tenants for the respective areas. Land use will be consistent with that identified in the application and/or the interchangeable uses under Clause 5.5.1 .

<p><i>Proposed building includes less space for Council offices and services, and no community function areas as previously proposed. Assembly space and community gathering area is excessive.</i></p>	<p>The office, place of assembly and library space is in accordance with the City of Darwin's requirements.</p>
<p><i>Query whether public car parking will be free outside of business hours? If not, proposal will result in a loss of free after-hours parking (existing parking on site).</i></p>	<p>Fees for public car parking are a matter for the City of Darwin and not directly applicable to an application for development permit under Part 5 of the Planning Act.</p>
<p><i>Subdivision of Civic Park results in uncertainty of future of Civic Park. Question potential future development of other areas, such as the ABC site or bus interchange and corresponding increased demand on infrastructure and public space. Query whether such developments should have priority over existing CB Zones. Potential risk of fragmenting public spaces.</i></p>	<p>The application relates to lot 3981 Town of Darwin, which includes Civic Park, however the proposed development area does not contain or encroach into Civic Park. No subdivision or fragmentation of Civic Park is proposed, required or will occur as a result of the proposed development. The application does not apply to other land, including the ABC building or the Darwin Bus Interchange. The proposed development has been assessed against the Zone CB Purpose and Outcomes (applicable to the development site), and found to be consistent therewith.</p>
<p><i>Development prioritises selective benefits rather than enhancing public amenities.</i></p>	<p>The proposed development includes a new public library, civic centre, community space, Council Chambers as well as private office areas and food premises tenancies. The arrangements between the City of Darwin and DCOH are not directly applicable to an application for development permit under Part 5 of the Planning Act.</p>
<p><i>New commercial development should be located on empty blocks to the north-west of Bennett Street.</i></p>	<p>Alternative location options are not applicable to the consideration of a proposed mixed use development in Zone CB. The consent authority is required to determine whether the proposed development is appropriate on the subject land taking into account the relevant matters identified in Section 51 of the Planning Act.</p>

Arrangement / Agreement Between COD and DCOH	
Matters Raised	Response
<i>Query regarding legitimacy of public / private partnership between Council and DCOH. Query regarding ownership / proportion of ownership arrangements; Query regarding operational agreements.</i>	Comments have been referred to the City of Darwin, however, are not directly applicable to an application for development permit under Part 5 of the Planning Act.
<i>Should be a guarantee to ensure revenue for COD from the private office space.</i>	
<i>Development will / may unduly benefit private sector partner at cost of COD.</i>	
<i>Query regarding how much money COD is contributing</i>	
<i>Allegations of impropriety in agreements between COD and DCOH.</i>	
<i>Disproportionate that COD will be responsible for 5 stories of car park and building operational space. This is inequitable in a 49 / 51% co-occupancy sharing agreement.</i>	
Energy Efficiency, Emissions and Environment	
Matters Raised	Response
<i>Significant carbon emissions and environmental cost of proposed building.</i>	The Sustainability Report in Attachment D confirms the preliminary design initiatives for the proposed development in relation to: <ul style="list-style-type: none"> • NCC 2019 Section J Compliance; and • 5.5 Star NABERS Energy Office Base Building Rating <p>In addition to the above requirements, information provided in the report details the design team's</p>
<i>Proposed size of building and extent of glazing is inconsistent with the development of a tropical city.</i>	

	<p>response to the five key areas of sustainability performance, being Energy, Water, Indoor Environmental Quality, Transport, and Climate Adaptation and Resilience.</p> <p>The size and design of the building has been addressed elsewhere in this response. Glazing will consist of high performance façade glazing in accordance with the recommendations in Attachment D.</p>
<p><i>Object to removal of established vegetation, including significant trees. Resultant reduction to green-space within the CBD.</i></p>	<p>The landscaping concept plans submitted with the original application detail new trees, shrubs and groundcover to replace existing trees removed to accommodate the proposed development. Existing high amenity trees in the northern and western corners of the development site will be retained and protected during development works.</p>
NT Planning Scheme / Central Darwin Area Plan	
Matters Raised	Response
<p><i>CDAP anticipates balanced approach to development that reflects tropical lifestyle. Proposed development is inconsistent with human-scale, community-oriented ethos envisioned for locality.</i></p>	<p>The development outcomes, objectives and acceptable responses applicable to the subject land are outlined in Sections 3 and 4 of the CDAP, and are considered in detail in the original statement of effect. Critically, the CADP seeks to guide the delivery of adequate community facilities to support the anticipated growth in resident, worker and visitor populations, and notes that the scale and quality of these facilities should be in proportion to Central Darwin’s role as the Territory’s foremost cultural, civic, entertainment, recreational and tourist centre. Providing development outcomes are consistent with the objectives, the CDAP does not preclude other land uses within the community purpose area identified on page 21 (noting that the Area Plan “<i>does not prevent</i>”).</p>

	<i>the use of land consistent with the current town planning zone that applies to a site” being Zone CB).</i>
<i>Proposed building does not comply with CDAP Clause 2.10 - Development on Gateway sites. Development has no distinctive architectural or other features of merit, does not make provision for vertical landscaping, and shows no activation along Harry Chan Avenue or The Esplanade frontages, being a low standard particularly for a Gateway site.</i>	The Gateway location is situated at the intersection of Cavenagh Street and Harry Chan Avenue, adjacent the north-western boundary of lot 3981. Whilst separated from the Gateway location, the development site nonetheless responds to Objective 2.10 to “Design new buildings to address prominent Gateway Precincts.” The design (also in response to Overlay Clause 3.13 and Clause 5.9.2.8) is consistent with the acceptable responses through the use of vertical elements, effective and visually appealing weather protection, and in addition to that provided in the development, enables further opportunity for public art and signage within the future public space. Vertical landscaping and activation are not referred to in Objective 2.10 , and the building frontages to Harry Chan Avenue and The Esplanade are facing away from the Gateway location.
<i>CDAP identifies Post Office Car Park and former Darwin Primary School site for new civic centre. Application does not address why those locations have not been considered. Identified locations are far more suitable.</i>	The CDAP identifies the former post office car park and Darwin Primary School sites within the “Education and Civic Precinct.” Such designation in no way limits the development of a new civic centre, Council administration offices, Chambers and library on the subject land.
<i>CDAP requires there be a necessity for the development. No demonstrated need for additional private office space given low population growth.</i>	The CDAP does not require development applications demonstrate the need / demand for development consistent with Zone CB.
<i>Proposed development should provide a similar standard of activation and access as the new CDU building on Cavenagh Street.</i>	Recently constructed development on lot 11248 does not apply specific design criteria or tests to development on the subject land.
<i>Development is contrary to CB Zone Outcome 8 - no consideration of the site’s street frontages, nor maximised pedestrian activity. The current design does</i>	Zone CB Clause 8 was addressed in detail in Section 4.5 of the original statement of effect.

<p><i>not enhance the streetscape. Development should provide high levels of activity and connectivity along all boundaries and roads.</i></p>	
<p><i>Development is contrary to Clause 5.5.16 (Active Street Frontages). Proposed landscaping does not provide a suitable nor reasonable outcome for a Gateway Site or State Square / Civic Square Building. Planning report does not address any of the 3 requirements under 5.5.16. Development will set precedent that only one side of a building needs to have active frontage, and that side does not need to face a street or a road. Street frontage will present a solid wall and service enclosures, with 'token' landscaping and 4 levels of car parking / metal louvres. Prominent road frontage will be rendered 'dead' by the proposal. Frontage should be cool, green and vibrant with people and activity.</i></p>	<p>Clause 5.5.16 is separate to the development requirements that apply to land adjacent a Gateway location, and the proposed variations to the Clause 5.5.16 requirements do not apply adjacent the Gateway location. The proposed development was assessed in detail against the purpose, administration and requirements of Clause 5.5.16 in Section 4.8.6 of the Statement of Effect.</p> <p>Contrary to concerns raised in the submission, the development proposes reorientation of the active frontage elements to face south-west and north-west, rather than to Harry Chan Avenue and The Esplanade. The reorientation responds to the immediate site surrounds, and the resultant activation is equivalent to 100% and 84% of the SW and NW development site boundaries, far exceeding the minimum 60% active frontage requirement per subclause 6. Accordingly, whilst seeking to vary the Clause 5.5.16 requirements to reorientate the active frontage elements internally, the proposed development provides significantly more active frontage than that required.</p>
<p><i>Development is contrary to Clause 5.5.16(5) - services on street level frontages. Service areas should be consolidated within the main building.</i></p>	<p>Service connections and access thereto is consolidated along the ground level northern building façade fronting Harry Chan Avenue and Esplanade. Services have been oriented along the site frontage to provide sufficient access for service authorities without having to accommodate access through the site, and to maximise ground level floor space for the library, food premises, front of house areas and amenities (including the extensive EOT facilities, toilets and parents room). Boundary setback to the Harry Chan Avenue and Esplanade frontages allows the provision of public furniture and landscaping to screen these</p>

	<p>elements to the street frontage, and ensure an appropriate interface with the northern and eastern building elevations. Refer Attachment C for additional architectural renders demonstrating the built form interface with Harry Chan Avenue and The Esplanade.</p>
<p><i>Development is contrary to Clause 5.5.17(6) - footpath awnings. Footpath awning should be provided along entire Harry Chan Avenue and Esplanade frontage.</i></p>	<p>Clause 5.5.17 is not applicable to the proposed development. Clause 5.5.15(17) applies to footpath awnings as part of the proposed development. As noted in the application, the internal orientation of active building components, and the inclusion of a building setback to the street boundaries to enable the provision of screen and shade landscaping within the street setback areas preclude the installation of footpath awnings to Harry Chan Avenue and the Esplanade frontages. Noting the internalisation of the active building components and the associated reasoning (to enable integration with Civic Park and the anticipated Civic Plaza), the development provides a <i>considered response to the established character of the streetscape</i> per the Administration requirements of Clause 5.5.15.</p>
<p><i>Multi-Zone (MZ) should not automatically convert to Central Business (CB)</i></p>	<p>MZ (Multi Zone) is not a zone within the Northern Territory Planning Scheme, rather an indication that multiple zones apply to different areas within the same parcel. Lot 3981 is overlain by two zones – Zone CB covers the existing Civic Centre and ground level car park, and Zone PS (Public Open Space) covers the area of Civic Park. The proposed development is located entirely within the portion of 3981 zoned CB, and no part of the proposed development encroached into Zone PS.</p>
<p><i>Proposals of this nature require higher compliance to ensure public value.</i></p>	<p>The proposed development has been assessed against the requirements of the Northern Territory Planning Scheme and the Central Darwin Area Plan.</p>

<p><i>Conflict with Clause 5.5.3 of the Planning Scheme (General Building and Site Design) - scale and intensity not in keeping with existing character of civic locality thus is an overdevelopment of the site; development interface with Civic and State Square Precinct has not been appropriately considered; lack of cohesion between proposed development, surrounding civic and historic buildings, and the park; sleek commercial tower does not reflect location and desired development outcomes; will create a precedent for future development on the subdivided site to create a series of potentially overdeveloped discontinuous built environments, not in keeping with Civic Park, Civic and State Square Precinct; Subdivision will enable overdevelopment of existing Council building and Civic Park, in turn out-building Brown's Mart and the Christ Church Cathedral; lack of planning for surrounding road network to accommodate additional traffic - significant increase from proposed development.</i></p>	<p>Clause 5.5.3 has been addressed in detail in the original statement of effect (Section 4.8.2). The objection confuses the wording of Clause 5.5.3 as applying a requirement for development to adopt a continuity of building size and land use intensity. No such requirement is applied by Clause 5.5.3.</p> <p>Speculation regarding impacts of future development not currently proposed or approved on nearby land is not applicable to consideration of the proposed development.</p> <p>The traffic impact statement submitted with the original application confirmed the capacity of the surrounding road network to accommodate the resultant increase in vehicle movements.</p>
Development Consent Authority	
Matters Raised	Response
<p><i>Development Consent Authority conflict of interest given COD's involvement in the proposed development.</i></p>	<p>Conflicts of interest are a matter for the Development Consent Authority.</p>
Amenity	
Matters Raised	Response
<p><i>Loss of privacy for nearby residential buildings.</i></p>	<p>The proposed building complies with (indeed exceeds) the setback requirements within Clause 5.9.2.2 to the northern and eastern elevations, maximising separation between the proposed tower level and the nearest residential land uses, and ensuring the achievement of the Clause 5.9.2.2 purpose to “Ensure the siting and mass of buildings within the Darwin city centre promotes urban form that is of a scale</p>

	<i>appropriate to the locality, and provides adequate separation to allow...reasonable privacy for residents."</i>
<i>Noise and amenity impacts from additional traffic, service vehicles, roof-top commercial premises, and potential security risks / anti-social behaviour of patrons.</i>	Potential amenity impacts are appropriately minimised through the application of the Planning Scheme, building design and proposed land uses, and will be subject to ongoing compliance including the Northern Territory Environment Protection Authority's Noise Management Framework.
<i>Impacts from reflective façade materials.</i>	Standard façade materials consisting of high performance glazing with coatings to reduce reflectivity will be utilised on the façade of the proposed building.
<i>Mix of proposed land uses will introduce late-night activity, noise and crowds and is incompatible with residential area.</i>	Land uses are consistent with those anticipated in Zone CB, and do not include any dedicated entertainment premises (e.g. <i>nightclub entertainment venue or bar-public</i>). Land uses, pedestrian entry and exit areas, and alfresco dining is well separated from the nearest residential land uses to the east and north of the site.
<i>Benefits from new civic centre and library are overshadowed by impacts to existing residents and businesses. Development prioritises civic and commercial outcomes at the expense of residents.</i>	Impacts on surrounding land uses, including residential development, are largely governed by the requirements of the Northern Territory Planning Scheme.
<i>Influx of workers and visitors will place undue strain on public infrastructure and services, degrading quality of living for existing residents.</i>	The servicing and traffic assessment reports submitted with the original application, and the submission from the Power and Water Corporation, confirm the ability for the proposed development to be serviced via reticulated infrastructure.
<i>Impact on events and activities at Browns Mart / Happy Yess and the Christ Church Cathedral.</i>	Concern regarding impacts from the proposed development on existing venues is unclear. The subject land is separated from both the Christ Church Cathedral and Happy Yess / Browns Mart, and no land

	uses potentially sensitive to reverse amenity impacts, such as residential uses, are proposed.
<i>No amenity benefits resulting from the proposal.</i>	Amenity impacts are addressed in Sections 4 and 11 of the statement of effect. The design of and uses within the proposed development mitigate adverse amenity impacts and provide amenity benefits.
COD Obligations	
Matters Raised	Response
<i>Query whether proposal has been approved by NT Legislative Assembly.</i>	Comments have been referred to the City of Darwin, however are not directly applicable to consideration of an application for development permit under Part 5 of the Planning Act.
<i>No agreement for development between Commonwealth Government, NT Government and City of Darwin elected members for new civic centre on subject land.</i>	
<i>Query consideration of Sister City / Friendship City arrangements in proposed development.</i>	
<i>Constructing additional car parking spaces contradicts intended reduced dependency on motor vehicle use.</i>	Car parking is provided as part of the proposed development in accordance with the requirements of the Planning Scheme and Planning Act.
<i>Query regarding role of Council and future function of building, including future needs of Council and representation of ratepayers. Cannot design a building without establishing future function.</i>	Comments have been referred to the City of Darwin, however are not directly applicable to consideration of an application for development permit under Part 5 of the Planning Act.
<i>New civic centre was identified for site of current CDU precinct, which is a more suitable location. Community unclear as to why Council did not proceed with new civic centre on CDU site.</i>	

<p><i>Current proposal is inconsistent with previous proposals put forward.</i></p>	<p>Comments have been referred to the City of Darwin, however are not directly applicable to consideration of an application for development permit under Part 5 of the Planning Act.</p>
<p><i>COD Civic functions should be provided in a stand-alone building.</i></p>	
<p><i>Object to spending ratepayers money on proposed development. Public money would be better spent elsewhere.</i></p>	<p>Comments have been referred to the City of Darwin, however are not directly applicable to consideration of an application for development permit under Part 5 of the Planning Act.</p>
<p><i>COD Car parking infrastructure funds must be spent on providing the additional number of car parking spaces that past shortfall contributions have accumulated. Spending of Car parking infrastructure fund on proposed development means car parking demand generated by the development is not met. If COD funds are spent on the development of car parking, and community has lost 225 car parking spaces as a result.</i></p>	<p>The expenditure of developer contributions for car parking are governed by Part 6 of the Planning Act and are a matter for the City of Darwin. Sufficient car parking (per 5.9.2.11 / 5.9.2.12) will be provided for the land use components included as part of the development.</p>
<p><i>COD has not justified their expenditure against the COD car parking infrastructure policy, thus inappropriate to commit funds to a private development.</i></p>	
<p><i>All car parking on site subsidised by Council, meaning Council will be subsidising car parking for the private development component.</i></p>	
<p><i>Council proposal impact on and competing with the Private sector.</i></p>	<p>Comments have been referred to the City of Darwin, however are not directly applicable to consideration of an application for development permit under Part 5 of the Planning Act.</p>
<p><i>Legality of Council funding / contributing to a commercial enterprise.</i></p>	
<p><i>Query as to how COD will obtain funds for their development contribution. COD has obligation to ensure parking levy funds are used to develop new parking infrastructure, not create competition in office space development.</i></p>	

<i>COD contribution amounts to public subsidisation of a private project, with no gain to the City.</i>	Comments have been referred to the City of Darwin, however are not directly applicable to consideration of an application for development permit under Part 5 of the Planning Act.
<i>Development proposal should be by way of a competitive design process.</i>	
Existing Civic Centre Building	
Matters Raised	Response
<i>Existing Civic Centre is adequate and fit for purpose. No need to demolish the existing Civic Centre.</i>	The demolition and redevelopment of the existing Civic Centre site (referred to as the future Civic Plaza) is a matter for the City of Darwin and is separate to the proposed development.
<i>Query whether sufficient consideration has been given to the waste of resources resulting from the demolition of the existing Civic Centre.</i>	
<i>Future plan for current civic centre site should be included as part of the proposal.</i>	
Consultation	
Matters Raised	Response
<i>Inadequate consultation regarding Councils decision to replace the existing Civic Centre.</i>	Exhibition and referral of the proposed development has occurred in accordance with Sections 47 and 48 of the Planning Act. Other consultation undertaken by or on behalf of Council is a matter for the City of Darwin, however is not directly applicable to the consideration of an application for development permit under Part 5 of the Planning Act.
<i>Inadequate timeframe for submissions on development application.</i>	
<i>2022 consultation was undertaken at the height of the COVID pandemic, and did not refer to building height. No further consultation undertaken.</i>	
<i>Timing of exhibition of development application (immediately prior to Christmas) limits the ability for people to provide feedback.</i>	

Traffic	
Matters Raised	Response
<i>Additional traffic will impact on congestion along Harry Chan Avenue and nearby streets / intersections.</i>	The Traffic Impact Statement (Attachment E to the original development application) addressed active and public transport, internal traffic arrangements, and external traffic impacts on the surrounding road network. The assessment concluded that access design and provision meets the relevant Australian Standards, parking areas comply with the relevant Australian Standards, and that the existing road network is capable of accommodating the resultant increase in vehicle movements.
<i>Single entry/exit points will create bottlenecks.</i>	
<i>Impact of additional traffic on pedestrian safety.</i>	
<i>Buildings should not bring any additional traffic into the area.</i>	
Heritage	
Matters Raised	Response
<i>Potential Impact on Galamarrma and WWII Oil Storage Tunnels. Concern regarding impact of development and whether heritage items will remain accessible to the public. Impact on Galamarrma as a result of shading and construction. More consideration of Galamarrma required in design. Building will dominate Galamarrma.</i>	The development site is well separated from Galamarrma / the Tree of Knowledge and any future works within this part of lot 3981 will need to consider the importance of the tree as a primary objective. Evident in the shadow diagrams in DA-010 in Attachment A , shading of Galamarrma is negligible.
<i>Impact on heritage and community value of Civic Square area. Multi-storey tower inappropriate in valued historic and community area.</i>	Building layout and design has been assessed against the Culture and Heritage Theme in Section 4 of the CDAP
<i>Chung Wah Society: Submission notes previous occupation and history of the area. Desire cooperative approach to any discovery of artefacts or objects pertaining to the prior occupation of the area by the Chinese community. Submission notes that Chinese occupation extended over a small portion of the site thus the prospect of any incidental discovery of significant Chinese related objects may be minimal, and that a detailed heritage / archaeological survey is not warranted. However, as construction involves</i>	The site landscaping concepts include opportunities for recognition of historically important items and land uses as part of the public space design outcomes. It is expected that this will be further developed as part of detailed design, including consultation with the Chung Wah Society.

<p><i>excavation, incidental discover is possible. The society expects to see the future development acknowledging the sites Chinese community history.</i></p>	
Application Format / Information	
Matters Raised	Response
<p><i>Application does not comply with Section 46(3) of the Northern Territory Planning Act, specifically: Does not nominate beneficiaries (S46(3)(aa)); SOE regurgitates planning policy with little or no application to the development, and no assessment (S46(3)(a)); Assumptions and insufficient demonstration as to whether a referral to the NTEPA is required (S46(3)(c)); No assessment provided to demonstrate the merits of the development (S46(3)(d)); No detailed assessment of the land's suitability for the proposed development (S46(3)(e)); Does not specify whether public utilities or infrastructure, or land for such, are to be provided by the developer (S46(3)(g)); No assessment of the potential impact on amenity (S46(3)(h)); and No assessment of benefit / detriment to public interest.</i></p>	<p>The relevant requirements of Section 46(3) of the Planning Act have been addressed in the application, including:</p> <ul style="list-style-type: none"> • The beneficiary details have been provided within the relevant response sections on DAO, the Northern Territory Governments' online development application lodgement program; • The Statement of Effect (Section 4) includes an assessment demonstrating how the proposed development will comply with any planning scheme that applies to the land (per S46(3a)); • A statement confirming that referral to the NTEPA is not required (S46(3c)). It is noted that the submission from De Silva Hebron confuses the reference to construction management with justification that referral to the NTEPA is not required; • The merits of the proposed development (S46(3d)). It is unclear why the submitter does not consider Section 7 of the statement of effect sufficient, other than its succinctness;

	<ul style="list-style-type: none"> • The land, suitability for the proposed development, and effect on other land (S46(3e)). These requirements are covered in detail throughout the statement of effect, including in response to the requirements of the Planning Scheme (Section 4), many of which apply to ensure development outcomes are consistent with land capability, and control or limit the impact of development on other land; • Public utilities and infrastructure per the submitted servicing report (S46(3g)); • Impacts on amenity (S46(3h)); and • Public interest benefits or detriments (S46(3j)), including the identified public interest matters in Section 51.
<p><i>Application doesn't disclose amount of COD contribution as required under the Act.</i></p>	<p>Financial contributions or arrangements between the beneficiaries are not applicable to consideration of the proposed development under Part 5 of the Planning Act.</p>

2.2 Service Authority Submissions

Aboriginal Areas Protection Authority (AAPA)	
Matters Raised	Response
<p><i>Recommend proponent apply for an Authority Certificate under NT Aboriginal Sacred Sites Act prior to undertaking any development activity or other work.</i></p>	<p>The submission on behalf of the Aboriginal Areas Protection Authority is noted.</p>
<p><i>Submission notes that there may be protected / sacred sites within lot 3981 that are not known to the Authority.</i></p>	

<i>Submission notes general processes, functions and penalties under the Aboriginal Sacred Sites Act</i>	
Department of Logistics and Infrastructure - Transport and Civil Services	
Matters Raised	Response
<i>No objection to proposal as development is not adjoining NTG controlled road.</i>	The submission on behalf of the Transport and Civil Services Division of DLI is noted.
Power and Water Corporation - Distribution Development (Power)	
Matters Raised	Response
<i>No objection to proposed development.</i>	The submission on behalf of PWC is noted. All PWC requirements can be addressed through standard conditions on any resultant development permit.
<i>Substation location accepted.</i>	
<i>Electrical design, construction, application, approval requirements.</i>	
<i>Requirements regarding registration of electrical and access easements.</i>	
City of Darwin	
Matters Raised	Response
<i>Note Councils role as landowner and applicant (beneficiary).</i>	The submission on behalf of the City of Darwin is noted.
<i>If approved, COD will ensure compliance with Council's standard policies and obligations under Planning Act and Local Government Act.</i>	

Department of Defence	
Matters Raised	Response
<i>Land is located in an area affected by structural height restrictions and bird strike.</i>	The submission on behalf of the Department of Defence is noted.
<i>Designs indicate development is below that which requires approval from Defence.</i>	The proponent is aware of the approval requirements for any permanent or temporary breach into the building height controls under the Defence (Aviation Area) Regulations. As noted in the submission, the maximum building height is below that which requires approval from the Department of Defence.
<i>Notwithstanding the above, any cranes, vegetation or other structures (including ancillary structures such as plant equipment, aerials etc) will require assessment and DAA approval from Defence.</i>	The building design plans demonstrate the internal management of waste to minimise access from vermin and birds and minimise the visual and other impacts from waste and service areas on surrounding land.
<i>Submission notes DAA approval is separate to any approval required under NT legislation.</i>	Private waste collection contractors will be responsible for the collection of waste from the identified refuse areas. The requirements identified in the submission can be addressed through standard waste management conditions to the satisfaction of the Department of Defence.
<i>Site is located in "Birdstrike B" Zone. Land uses that have the potential to attract wildlife should be avoided, and organic waste / storage of commercial bins may increase the risk of birdstrike to aircraft.</i>	
<i>Defence requests that any approval include appropriate advice to address management of organic waste (eg maximum storage on site and use of covered / enclosed bins).</i>	
Airport Development Group	
Matters Raised	Response
<i>Site is approximately 6.5km south-west of the aerodrome reference point, is outside of the 20 ANEF contour, the N70 contours and the N60 contours.</i>	The submission on behalf of the Airport Development Group is noted. The type, placement, height and use of construction cranes will be determined prior to / during the construction process and any required approvals will be obtained accordingly.
<i>Site is outside the assessment footprints for building-generated windshear and turbulence.</i>	

<p><i>No action required under the NASF Wildlife Hazard Management Action Table.</i></p>	
<p><i>Site lies outside of the 6km radius lighting compliance limit.</i></p>	
<p><i>Building will have no effect on Prescribed Airspace, however cranes used during construction may penetrate the Prescribed Airspace, and (if so) will be subject to separate application and approval.</i></p>	
<p><i>Submission notes that a hammerhead crane may be preferable to a tower crane.</i></p>	
<p>Department of Lands, Planning and Environment</p>	
<p>Matters Raised</p>	<p>Response</p>
<p><i>New civic centre and offices should acknowledge historical layers. Important to recognise and balance the diversity of the site and its historical setting through form, purpose and interpretation.</i></p>	<p>In accordance with the objectives outlined in Section 4 of the CDAP, the building design, scale and orientation provides a juxtaposition to the heritage items within and surrounding the subject land.</p> <p>The emphasis on the south-west and north-west active facades and integrated pedestrian plazas improve accessibility to important items, and provide the opportunity for greater public appreciation thereof.</p> <p>The site and development is well separated from heritage items further to the south and south-west. The building orientation facing inactive and service areas away from the nearest heritage items and areas of historical importance respects their value and allows the building to bookend the State Square Precinct rather than acting as an outlier. The building layout avoids directly overlying the existing oil tunnels, and retains the opportunity for future connectivity to recognise heritage values. The site landscaping</p>

	<p>concepts include recognition of historically important features as part of the public space design outcomes.</p>
<p><i>Tree of Knowledge (Galamarrma) and Christ Church Cathedral Heritage Precinct declared heritage places under the Heritage Act 2011 and are directly adjacent to the proposed development area. Development must ensure protection of these sites over the course of the works.</i></p>	<p>The development site is well separated from Galamarrma / the Tree of Knowledge and any future works within this part of lot 3981 will need to consider the importance of the tree as a primary objective. Likewise, the development site is separated from the Christ Church Cathedral heritage items, and construction management will need to ensure items are protected during construction works.</p>
<p><i>Development must engage and manage sub-surface Aboriginal and historical archaeological potential on site. Potential for historic wells and aboriginal archaeological material to be found on the site.</i></p>	<p>It is expected that a Heritage and Unexpected Archaeological Finds Management Plan will be developed in response to conditions, and implemented during site construction works.</p>
<p><i>Application to carry out works is required for any works to protected material discovered during works. Application requires evidence of consultation with relevant Aboriginal representative bodies, and other Aboriginal people as required, at all stages of the process.</i></p>	
<p><i>Project should adopt a "Heritage and Unexpected Archaeological Finds Management Plan" prior to any ground disturbance. Heritage Branch can give guidance on scope of works to address potential Aboriginal and historical archaeology.</i></p>	
<p><i>Chinese business and homes concentrated in area and formed heart of Chinatown. Development should reference this part of Darwin's history. Chung Wah Society may be important stakeholder in discussions regarding historical archaeological material on site and historical interpretation of Chinatown.</i></p>	<p>The site landscaping concepts include opportunities for recognition of historically important features and land uses as part of the public space design outcomes. It is expected that this will be further developed through detailed design, including consultation with the Chung Wah Society.</p>

<p><i>Development interacts with Traveller's Walk. Historic link from Traveller's Walk to Tree of Knowledge should be acknowledged in the development.</i></p>	<p>It is understood that the City of Darwin is investigating a future pedestrian connection to Traveller's Walk as part of a separate project.</p>
<p><i>Interpretation and recognition of WWII oil storage tunnels through landscaping should be further supported as the landscape component is developed.</i></p>	
<p><i>Licensing / Environmental Protection Approval does not appear to be triggered. Any land use component that triggers licensing or approval requirements will be subject to consideration under the Waste Management and Pollution Control Act.</i></p>	<p>The submission on behalf of the Environmental Operations division of the Northern Territory Department of Lands, Planning and Environment is noted.</p> <p>The proponent confirms the proposal, in its current form, does not trigger an environmental approval or licensing requirement. The proponent is aware of its obligations under the Waste Management and Pollution Control Act and will ensure all obligations are addressed as part of the construction management process and throughout the operation of the premises.</p>
<p><i>Statutory obligations under the NT Waste Management and Pollution Control Act including in relation to Dust, Noise, Erosion and Sediment Control, Water, Storage of Liquids and Materials, Site Contamination, Import / Export of Fill, Odour or Smoke.</i></p>	

I confirm my client and/or representative will be present in person to respond to matters relating to the proposed development at the relevant hearing of the consent authority. Please do not hesitate to contact the undersigned with any further queries on that contained herein.



Brad Cunnington

Cunnington Rosse Town Planning and Consulting

- Attachment A: Amended Architectural Set**
- Attachment B: Architectural Design Statement**
- Attachment C: Architectural Renders**
- Attachment D: Sustainability Report**

CITY OF
DARWIN



DCOH

Ca

ARCHITECTS

DARWIN CIVIC CENTRE REDEVELOPMENT
DA PACKAGE
JANUARY 2025

CAIRNS | BRISBANE | TOWNSVILLE | DARWIN
caarchitects.com.au

DARWIN CIVIC CENTRE

PROPERTY ADDRESS
17 Harry Chan Avenue, Darwin 0800

DEVELOPMENT ASSESSMENT	
TOTAL SITE AREA	4694.35m ²
TOTAL SITE COVER	3427.01m ² 73%

YEILD - ON SITE CAR PARKING

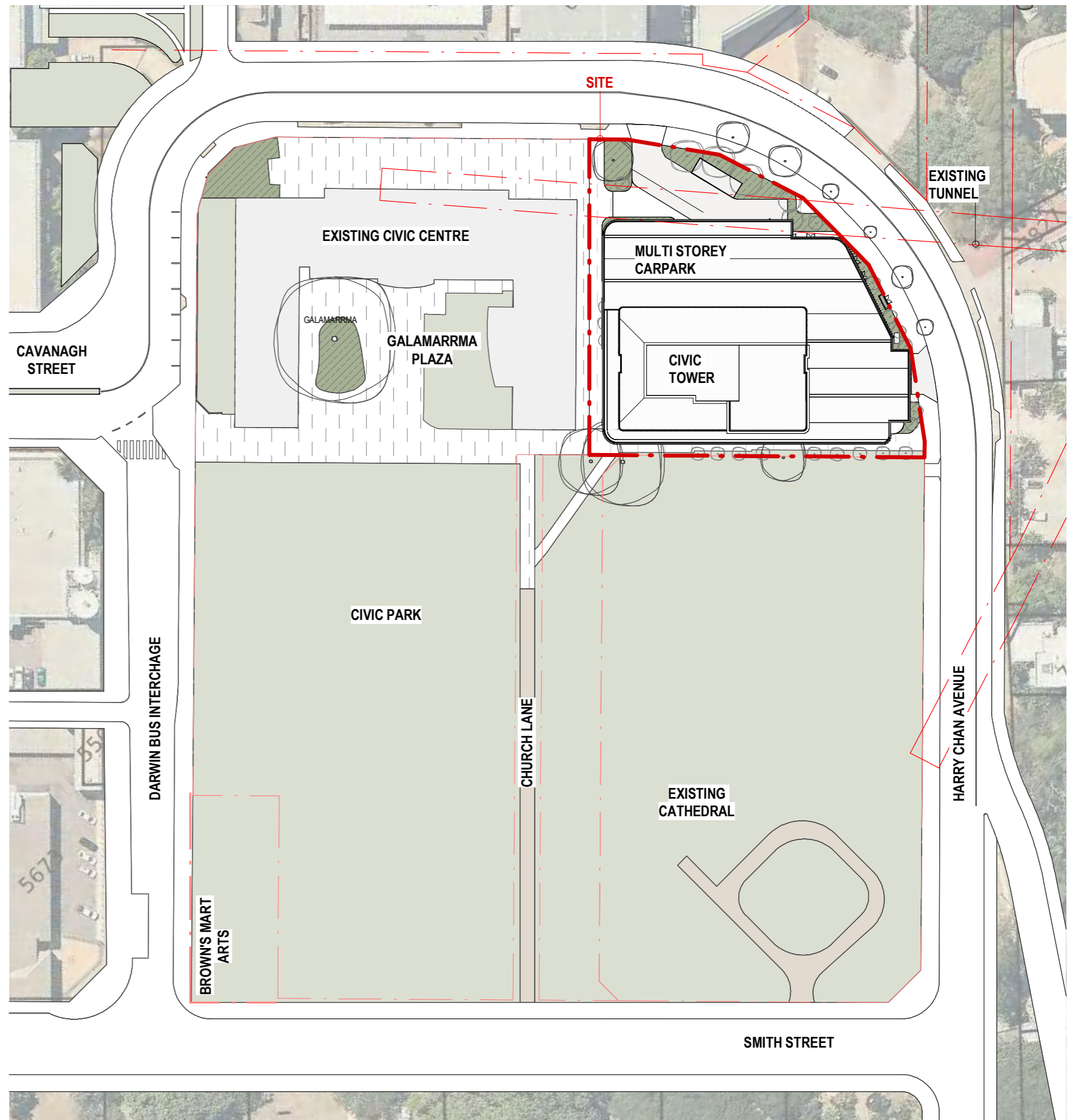
ACCESS TYPE	AMOUNT
Standard	448
Small Car	2
DDA	10
TOTAL	460

YEILD - ON SITE ADDITIONAL PARKING

TYPE	AMOUNT
Motorcycle Parks	16
Bike Parks (Excluding EOT)	25

TOWN PLANNING SUMMARY

ITEM	PROVIDED												
Site Cover	Total Site Cover / Total Site Area = 3427.01 / 4697.35 = 0.729 (73%)												
Parking	Total on site parks: 460 spaces												
Planting Area	Planting area = 757.5m ² / 4694.35m ² = 0.161 (16% Approx.)												
Public Domain Area	830m ²												
EOT Facilities (Based of NT Planning Scheme - Under 'Office Development')	Total NFA = 15469m ² Shower Spaces (1 per 1500m ²) = 15469m ² / 1500 = 10.3 Shower spaces (therefore 5 per F & M) Bicycle Spaces (1 per 300m ²) = 15469m ² / 300 = 51 Bike Spaces												
Amenities - Library (Class 9b), Based of NCC Facilities Calculator	Public Area = 529m ² Staff Area = 222m ² Amenities Calculation: <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Public</td> <td>7 (M) 9 (F)</td> <td>4 (M)</td> <td>5 (M) 5 (F)</td> </tr> <tr> <td>Staff</td> <td>1 (M) 1 (F)</td> <td>1 (M)</td> <td>1 (M) 1 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Public	7 (M) 9 (F)	4 (M)	5 (M) 5 (F)	Staff	1 (M) 1 (F)	1 (M)	1 (M) 1 (F)
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Public	7 (M) 9 (F)	4 (M)	5 (M) 5 (F)										
Staff	1 (M) 1 (F)	1 (M)	1 (M) 1 (F)										
Amenities - Chambers (Class 9b + 5), Based of NCC Facilities Calculator	Chambers Area = 764m ² Area Per Person: Town Hall + Chambers- 360m ² / 2 = 180 People Office- 406m ² / 10 = 40 People Amenities Calculation: <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>6 (M) 8 (F)</td> <td>4 (M)</td> <td>4 (M) 4 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Office	6 (M) 8 (F)	4 (M)	4 (M) 4 (F)				
	Closet Pan	Urinal	Basin										
Office	6 (M) 8 (F)	4 (M)	4 (M) 4 (F)										
Amenities - CoD Office (Class 5), Based of NCC Facilities Calculator	CoD Office Area = 976m ² Area Per Person: Public- 976m ² / 10 = 97.6 People Amenities Calculation: <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>3 (M) 4 (F)</td> <td>2 (M)</td> <td>2 (M) 2 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)				
	Closet Pan	Urinal	Basin										
Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)										
Amenities - DCOH Office (Class 5), Based of NCC Facilities Calculator	DCOH Office Area = 1013m ² Area Per Person: Public- 1013m ² / 10 = 101.3 People Amenities Calculation: <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>3 (M) 4 (F)</td> <td>2 (M)</td> <td>2 (M) 2 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)				
	Closet Pan	Urinal	Basin										
Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)										
Total Net Floor Area	15,469m ²												



Darwin Civic Centre Redevelopment

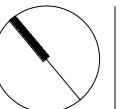
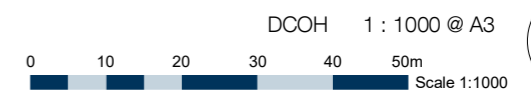


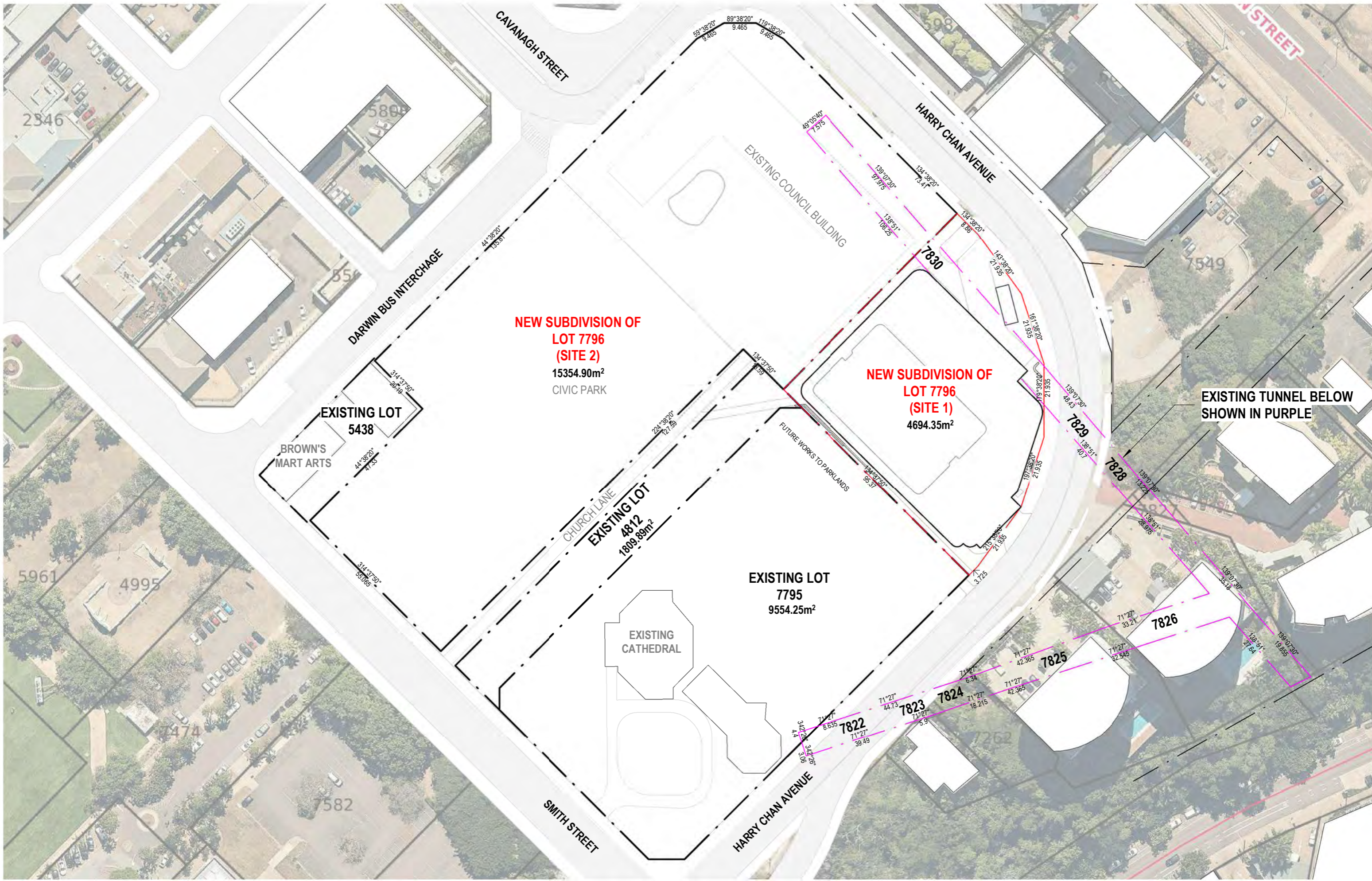
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Site Masterplan

2248_DA DA-001 Rev 5 22/01/2025 11:31:26 AM
Drawn: JH Check: CA AMENDED DA ISSUE





**NEW SUBDIVISION OF
LOT 7796
(SITE 2)**
15354.90m²
CIVIC PARK

**NEW SUBDIVISION OF
LOT 7796
(SITE 1)**
4694.35m²

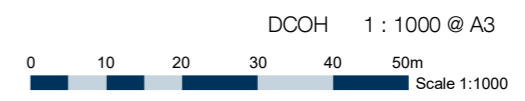
**EXISTING TUNNEL BELOW
SHOWN IN PURPLE**

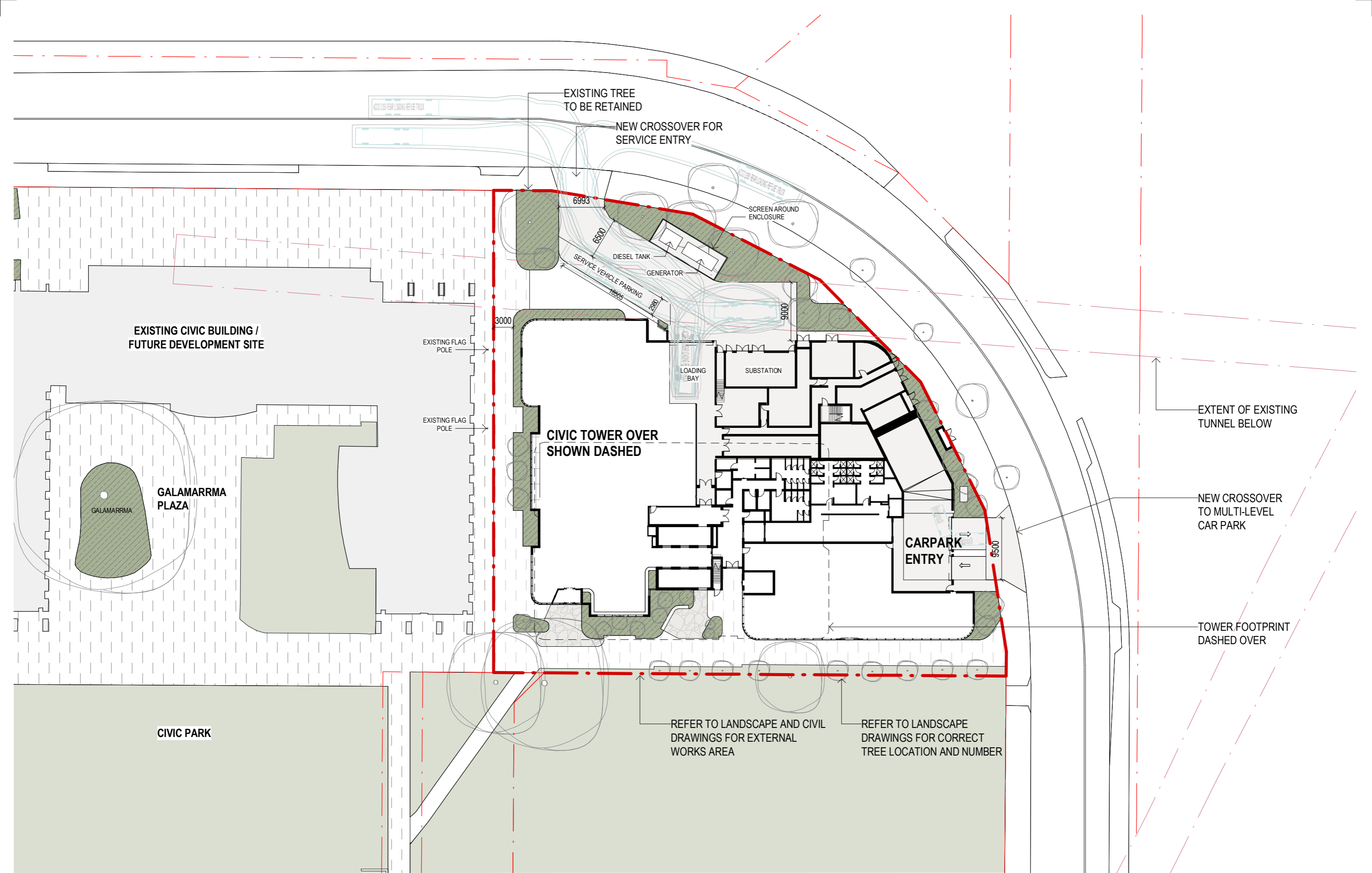
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Subdivision Plan
2248_DA DA-002 Rev 5 22/01/2025 11:31:54 AM
Drawn: FT Check: JH AMENDED DA ISSUE





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Redevelopment**



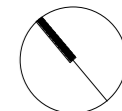
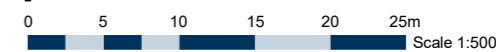
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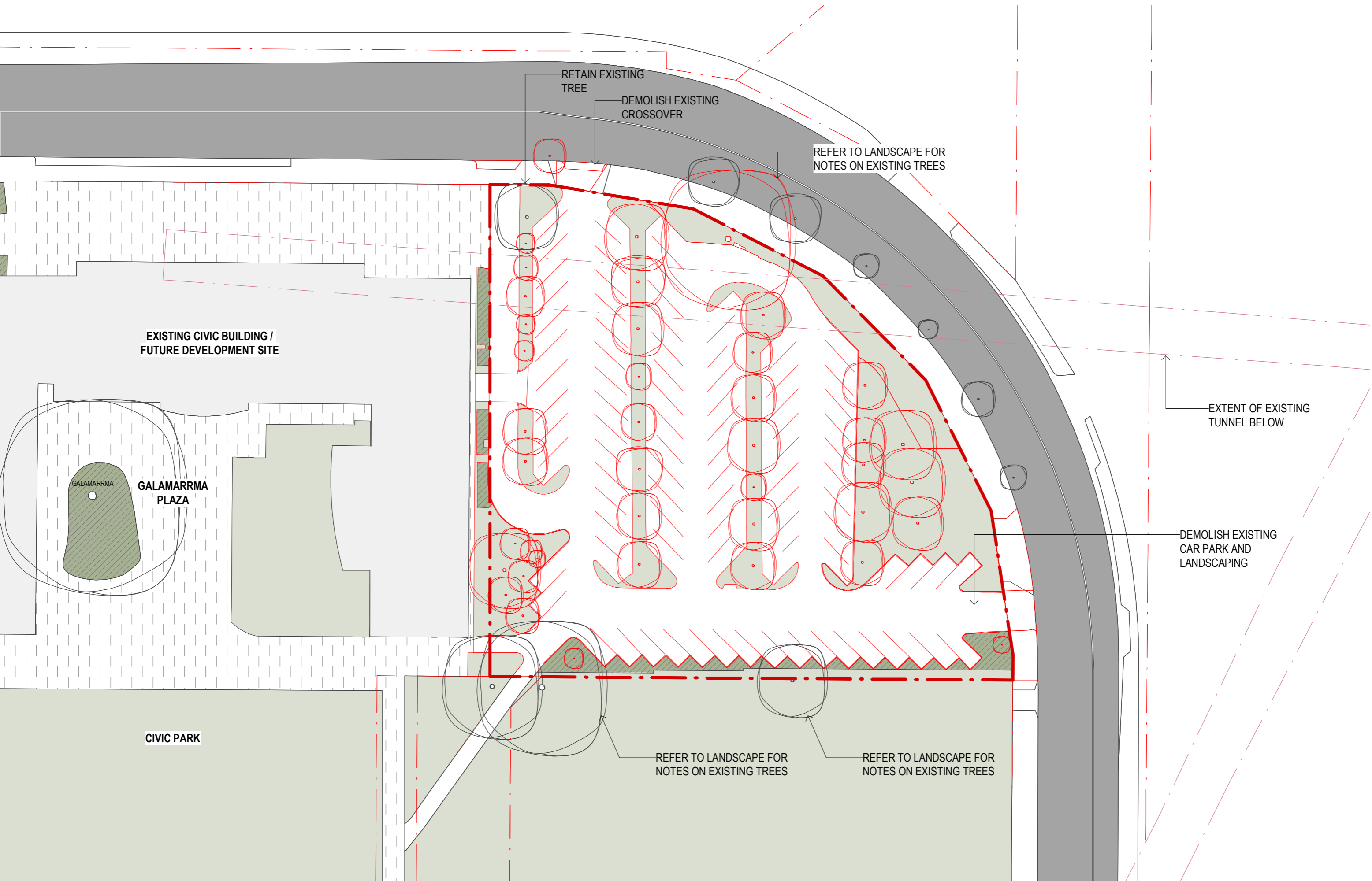
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Ground Level Site Plan - Proposed

2248_DA DA-003 Rev 5 22/01/2025 11:32:04 AM
Drawn: JH Check: CA AMENDED DA ISSUE

DCOH 1 : 500 @ A3





EXISTING CIVIC BUILDING /
FUTURE DEVELOPMENT SITE

GALAMARRMA
PLAZA

CIVIC PARK

RETAIN EXISTING
TREE

DEMOLISH EXISTING
CROSSOVER

REFER TO LANDSCAPE FOR
NOTES ON EXISTING TREES

EXTENT OF EXISTING
TUNNEL BELOW

DEMOLISH EXISTING
CAR PARK AND
LANDSCAPING

REFER TO LANDSCAPE FOR
NOTES ON EXISTING TREES

REFER TO LANDSCAPE FOR
NOTES ON EXISTING TREES



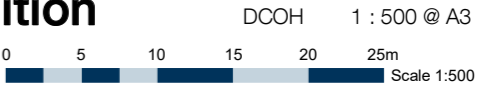
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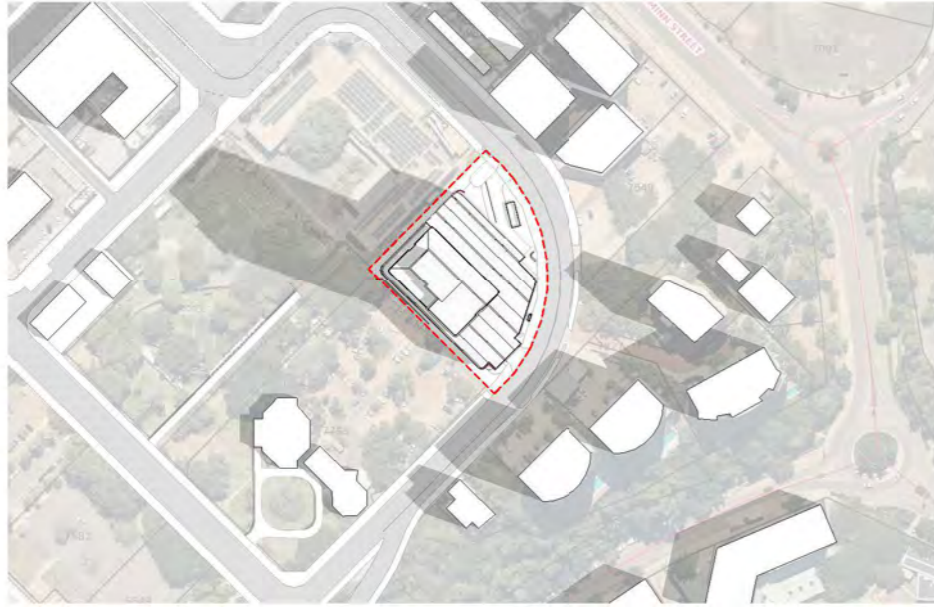
Site Plan - Existing + Demolition

2248_DA DA-004 Rev 5 22/01/2025 11:32:08 AM
Drawn: JH Check: CA

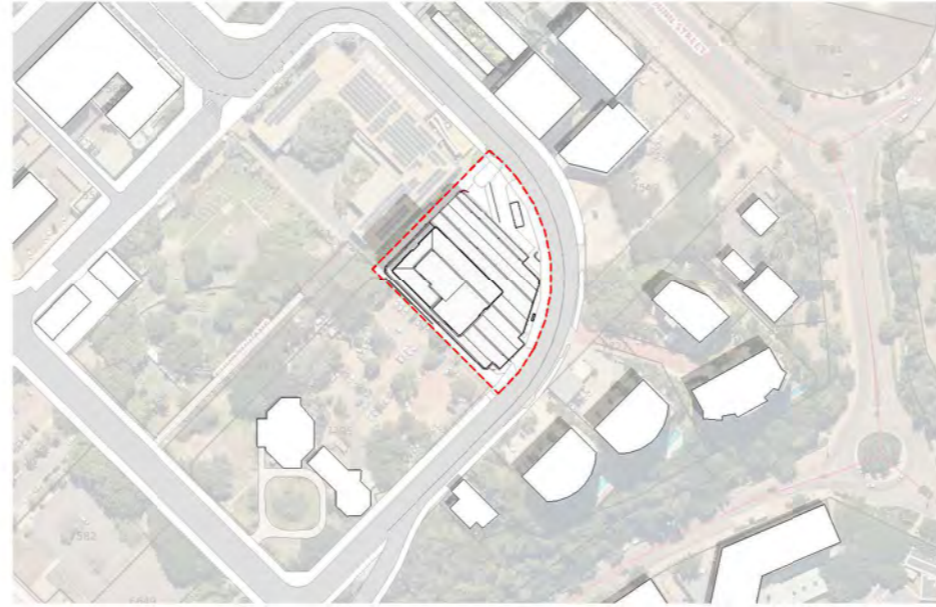
AMENDED DA ISSUE



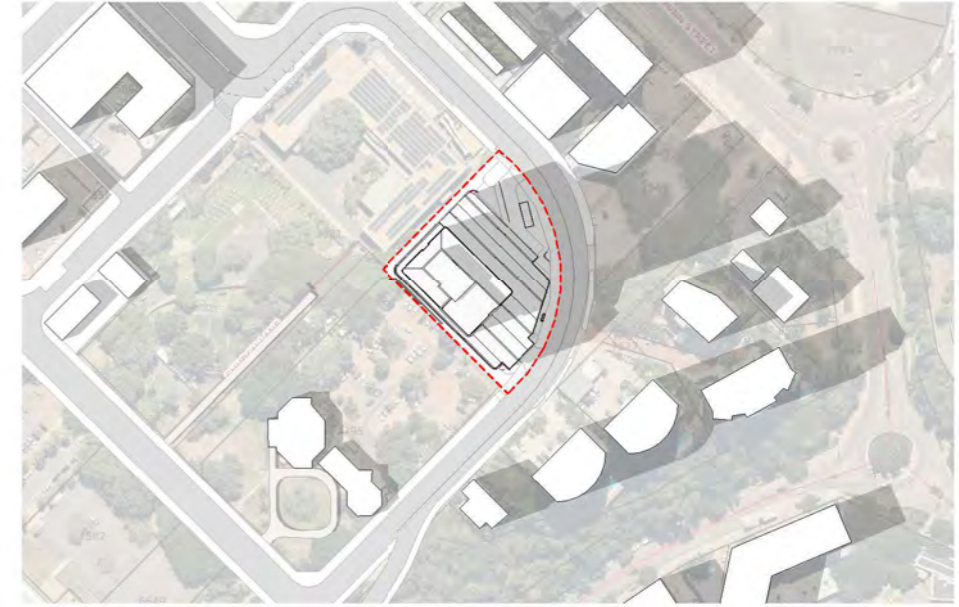
Summer Solstice - December



1 Site- Sun Study- Summer Solstice 9am
1 : 3500

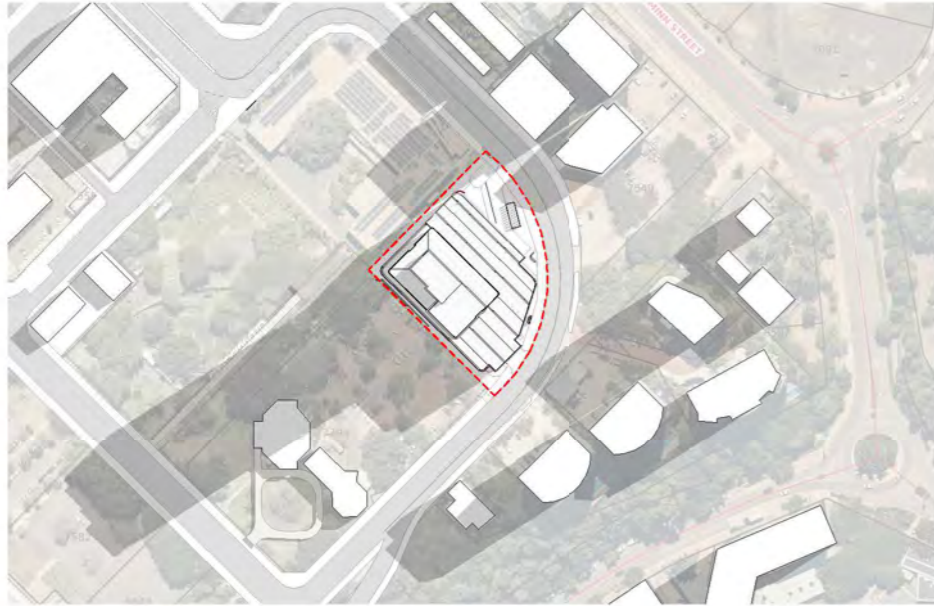


2 Site- Sun Study- Summer Solstice 12pm .
1 : 3500

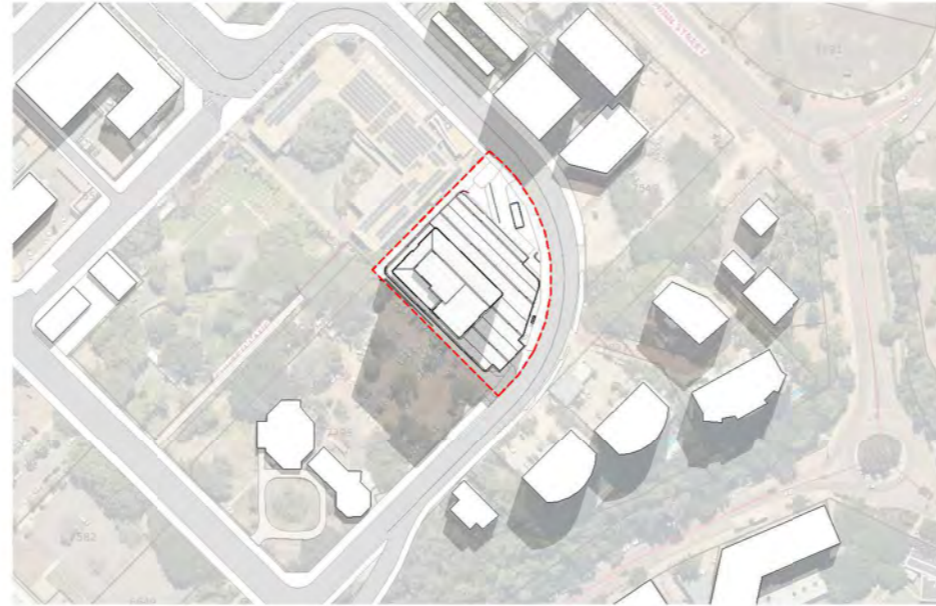


3 Site- Sun Study- Summer Solstice 5pm
1 : 3500

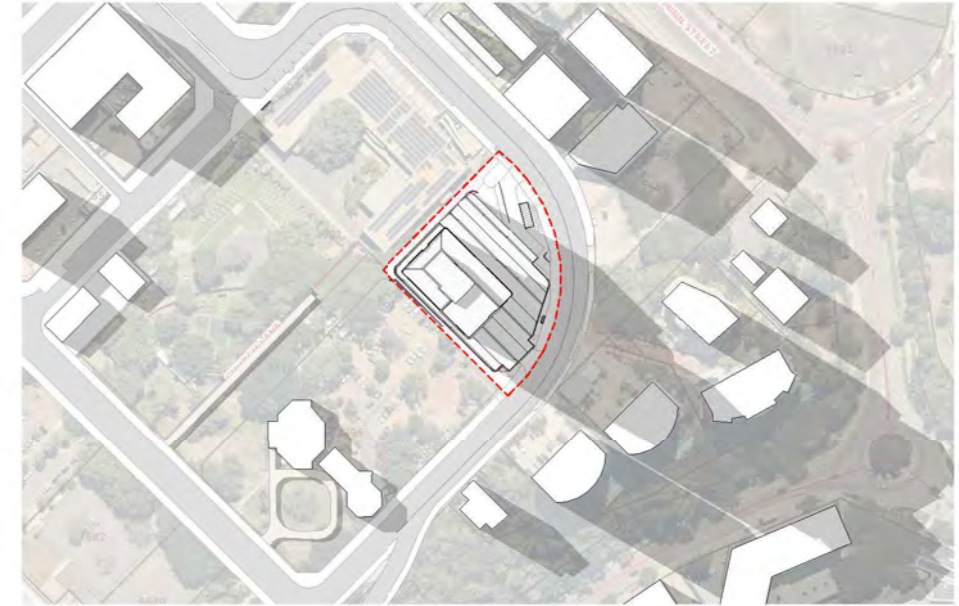
Winter Solstice - June



4 Site- Sun Study- Winter Solstice 9am
1 : 3500



5 Site- Sun Study- Winter Solstice 12pm
1 : 3500



6 Site- Sun Study- Winter Solstice 5pm
1 : 3500



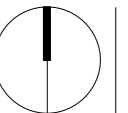
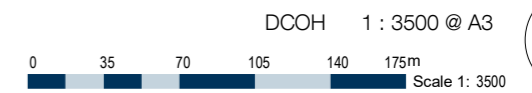
**Darwin Civic Centre
Redevelopment**

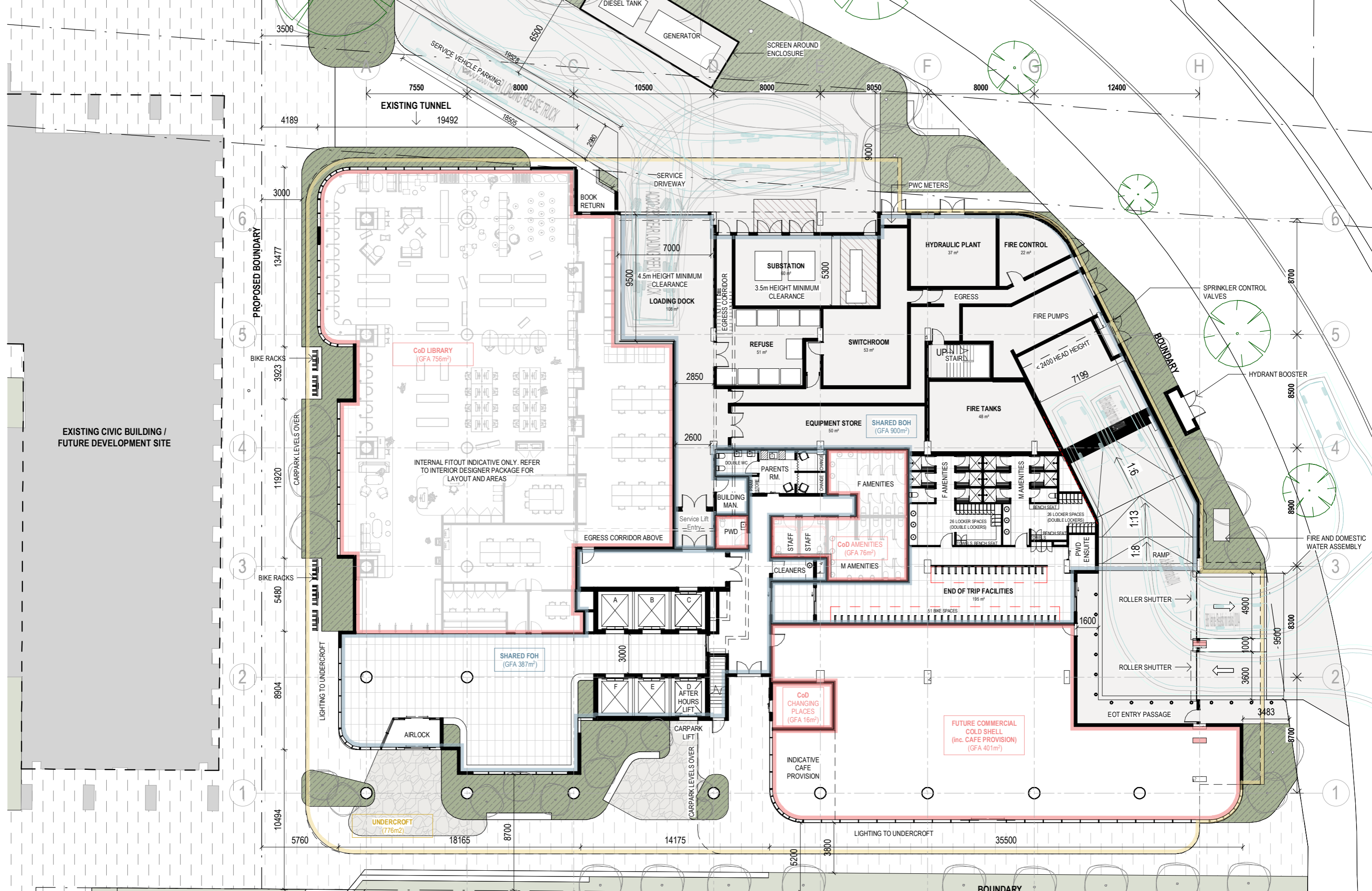
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Shadow Diagrams

2248_DA DA-010 Rev 5 22/01/2025 11:32:44 AM
Drawn: FT Check: JH AMENDED DA ISSUE





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Redevelopment**



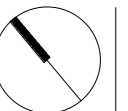
CA Architects

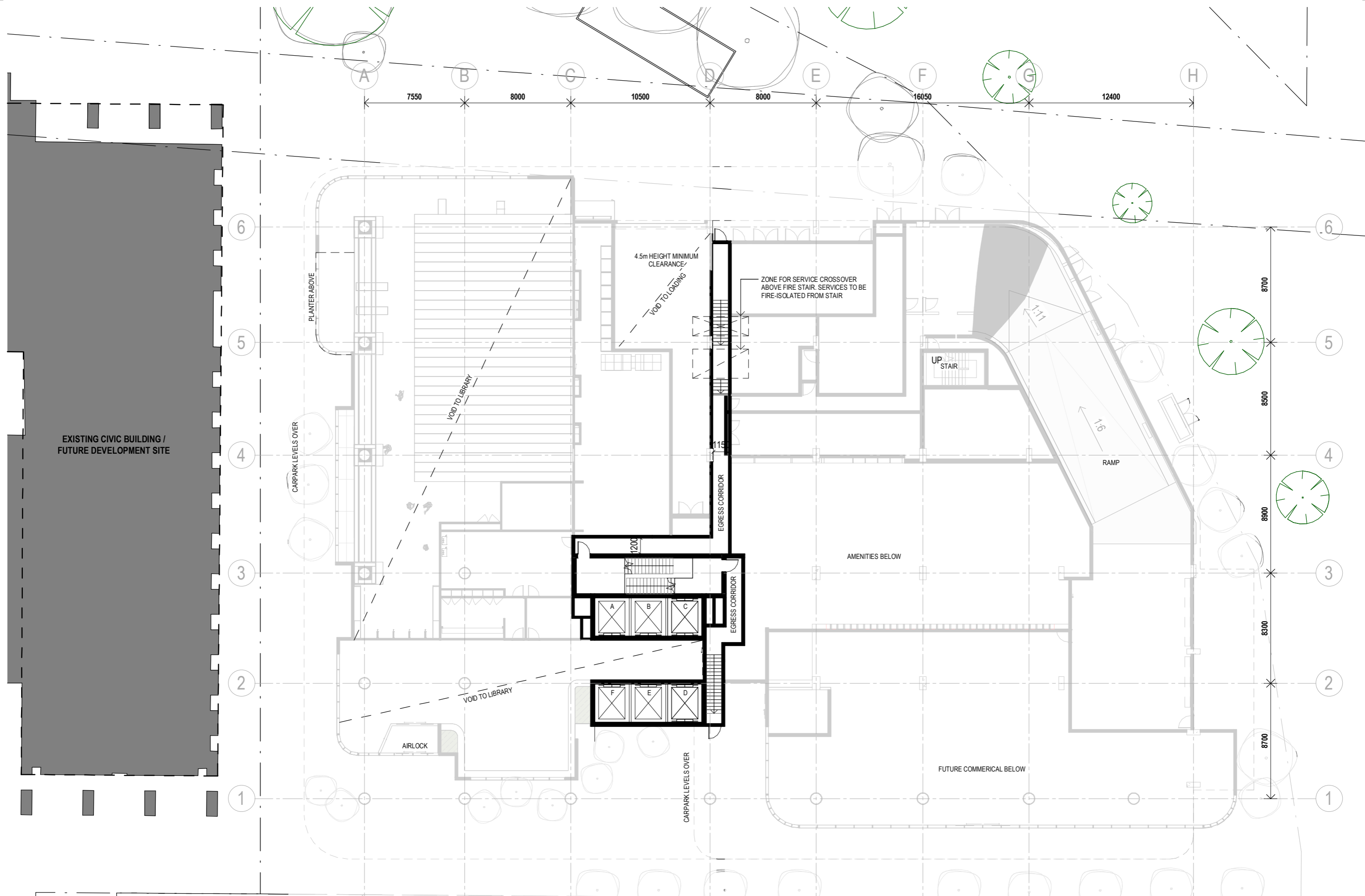
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Level 1

2248_DA DA-101 Rev 4 22/01/2025 11:32:53 AM
Drawn: FT Check: JH **AMENDED DA ISSUE**

DCOH 1 : 250 @ A3





**Darwin Civic Centre
Redevelopment**



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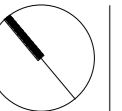
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Level 1.5

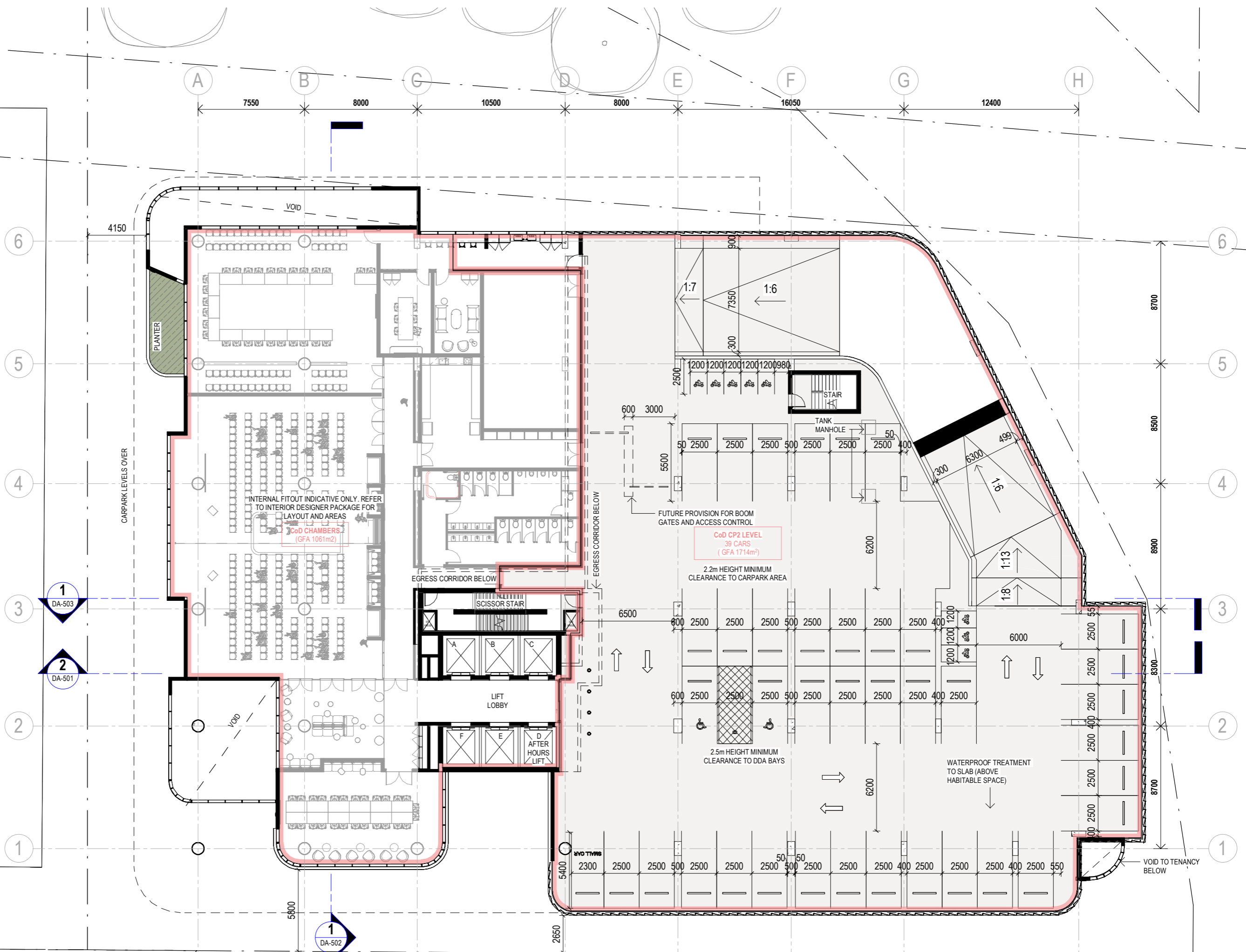
2248_DA DA-102 Rev 4
Drawn: FT Check: JH

22/01/2025 11:32:58 AM
AMENDED DA ISSUE

DCOH 1 : 250 @ A3



CARPARKING NUMBERS	
CAR PARK TYPE	NUMBER
Level 2	
2.3x5.4 - Small Car	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	36
	39
Level 3	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	100
	102
Level 4	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106
Level 5	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106
Level 6	
2.3x5.0 - Small Car (no wheel stop)	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	107
Grand total: 460	460



**Darwin Civic Centre
Redevelopment**



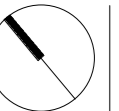
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Level 2 - CP / Chambers

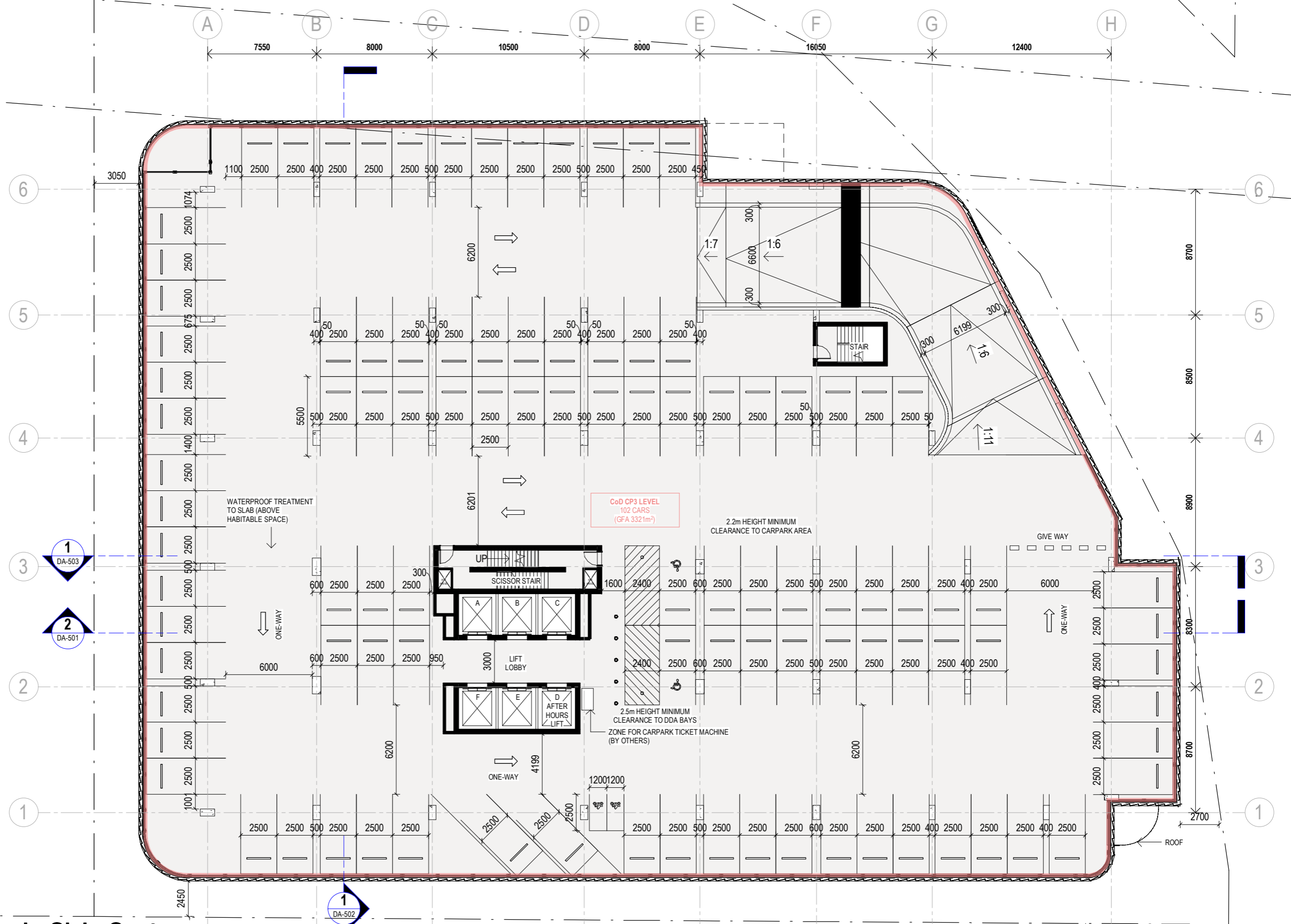
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Drawn: FT Check: JH AMENDED DA ISSUE

DCOH 1 : 250 @ A3



CARPARKING NUMBERS	
CAR PARK TYPE	NUMBER

Level 2	
2.3x5.4 - Small Car	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	36
	39
Level 3	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	100
	102
Level 4	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106
Level 5	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106
Level 6	
2.3x5.0 - Small Car (no wheel stop)	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	107
Grand total:	460



GENERAL NOTE:
2.2M CLEAR TO CARPARKS

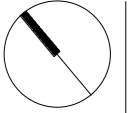
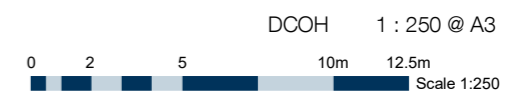
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Level 3 - CP
2248_DA DA-104 Rev 4
Drawn: FT Check: JH

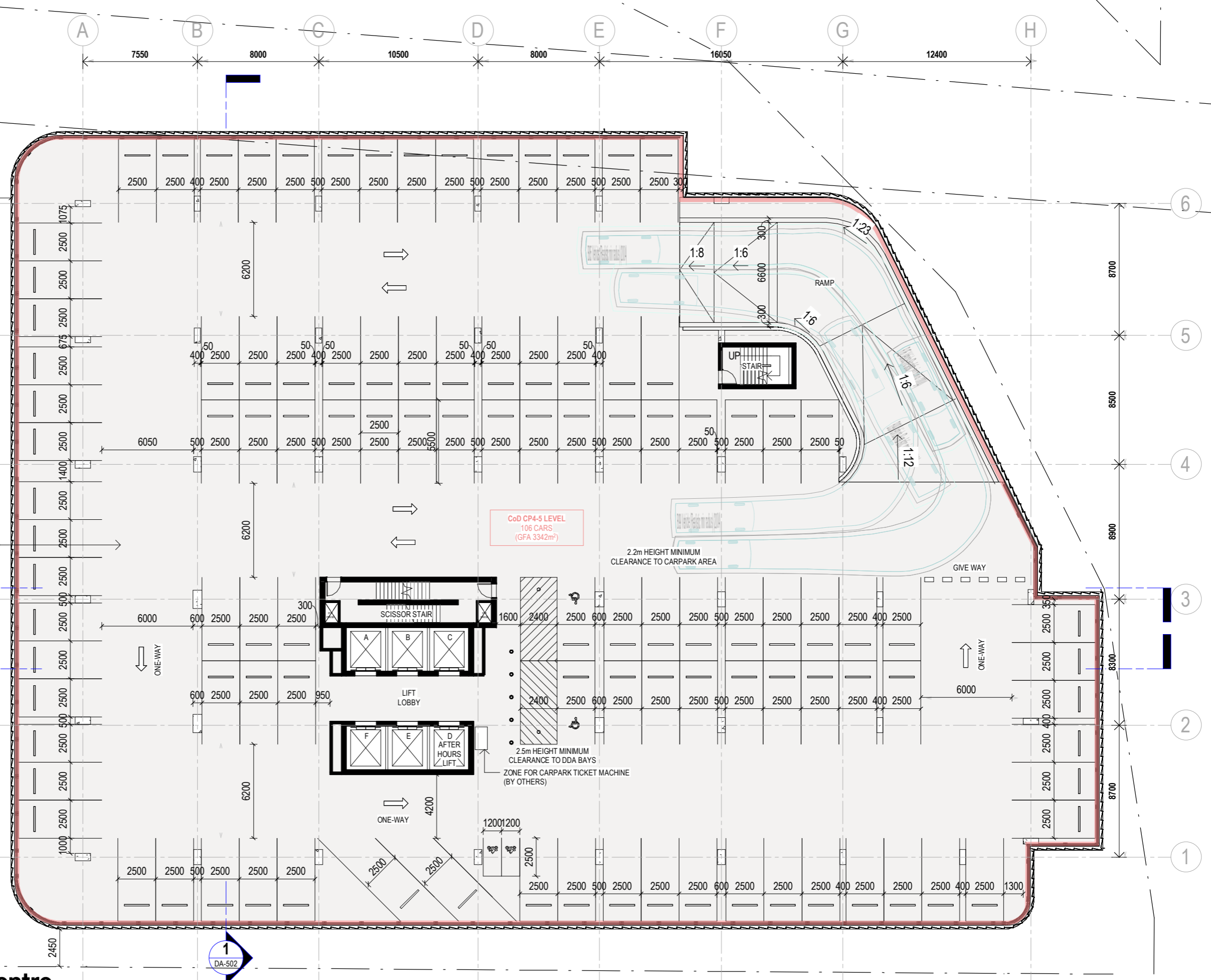
22/01/2025 11:33:09 AM
AMENDED DA ISSUE



DCOH 1 : 250 @ A3

CARPARKING NUMBERS

CAR PARK TYPE	NUMBER
Level 2	
2.3x5.4 - Small Car	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	36
	39
Level 3	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	100
	102
Level 4	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106
Level 5	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106
Level 6	
2.3x5.0 - Small Car (no wheel stop)	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	107
Grand total:	460



WATERPROOFING TREATMENT ABOVE HABITABLE SPACE

CoD CP4-5 LEVEL
106 CARS
(GFA 3342m²)

2.2m HEIGHT MINIMUM CLEARANCE TO CARPARK AREA

2.5m HEIGHT MINIMUM CLEARANCE TO DDA BAYS
ZONE FOR CARPARK TICKET MACHINE (BY OTHERS)

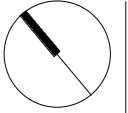
GENERAL NOTE:
2.2M CLEAR TO CARPARKS
CAR PARK DIMENSIONS STRINGS, TYPICAL FOR ALL FLOORS

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Level 4-5 - CP
2248_DA DA-105 Rev 4 22/01/2025 11:33:13 AM
Drawn: FT Check: JH
AMENDED DA ISSUE

DCOH 1 : 250 @ A3
0 2 5 10m 12.5m
Scale 1:250



CARPARKING NUMBERS

CAR PARK TYPE	NUMBER
---------------	--------

Level 2	
2.3x5.4 - Small Car	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	36
	39

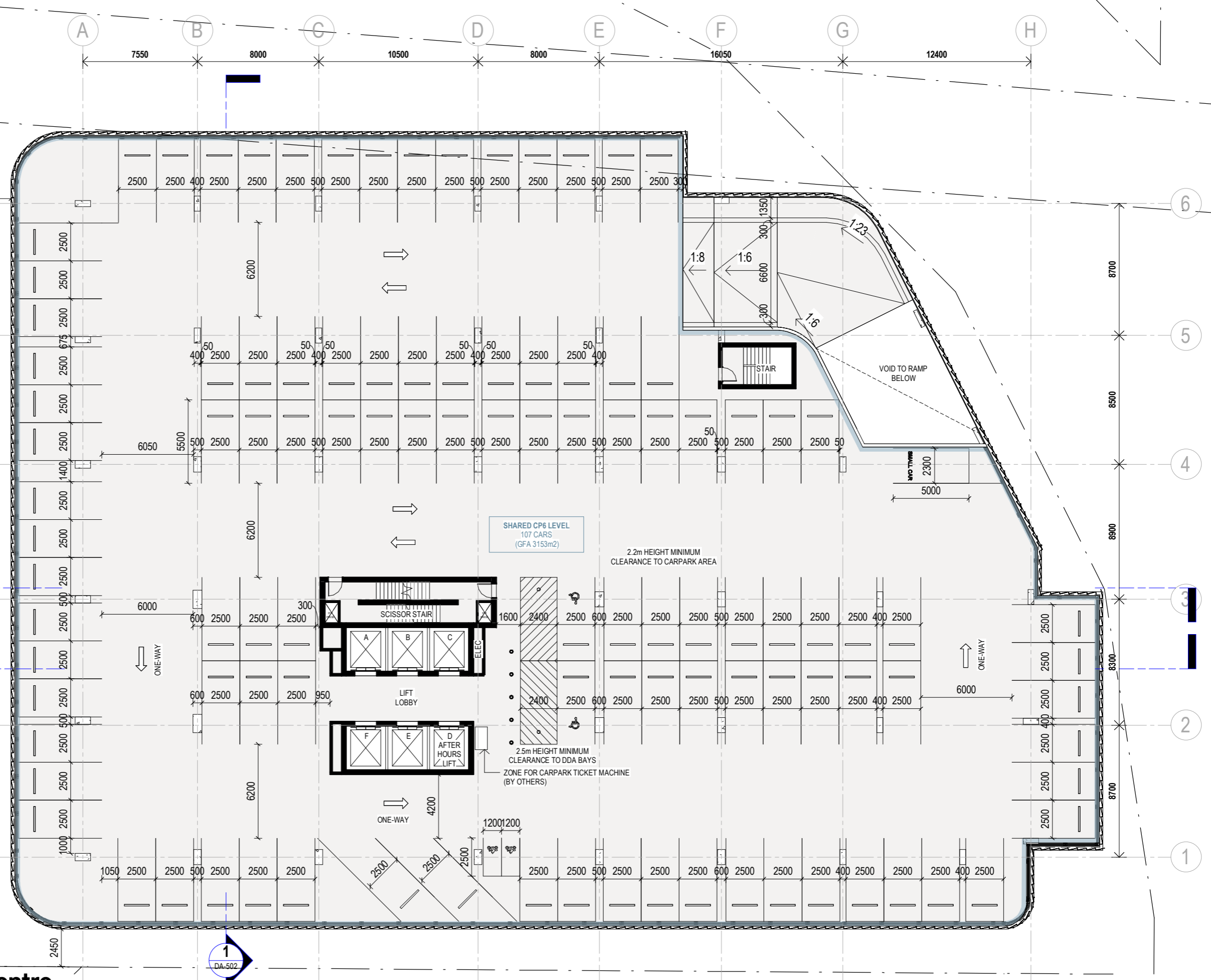
Level 3	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	100
	102

Level 4	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106

Level 5	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	106

Level 6	
2.3x5.0 - Small Car (no wheel stop)	1
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	104
	107

Grand total: 460 460



GENERAL NOTE:
2.2M CLEAR TO CARPARKS

**Darwin Civic Centre
Redevelopment**



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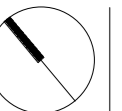
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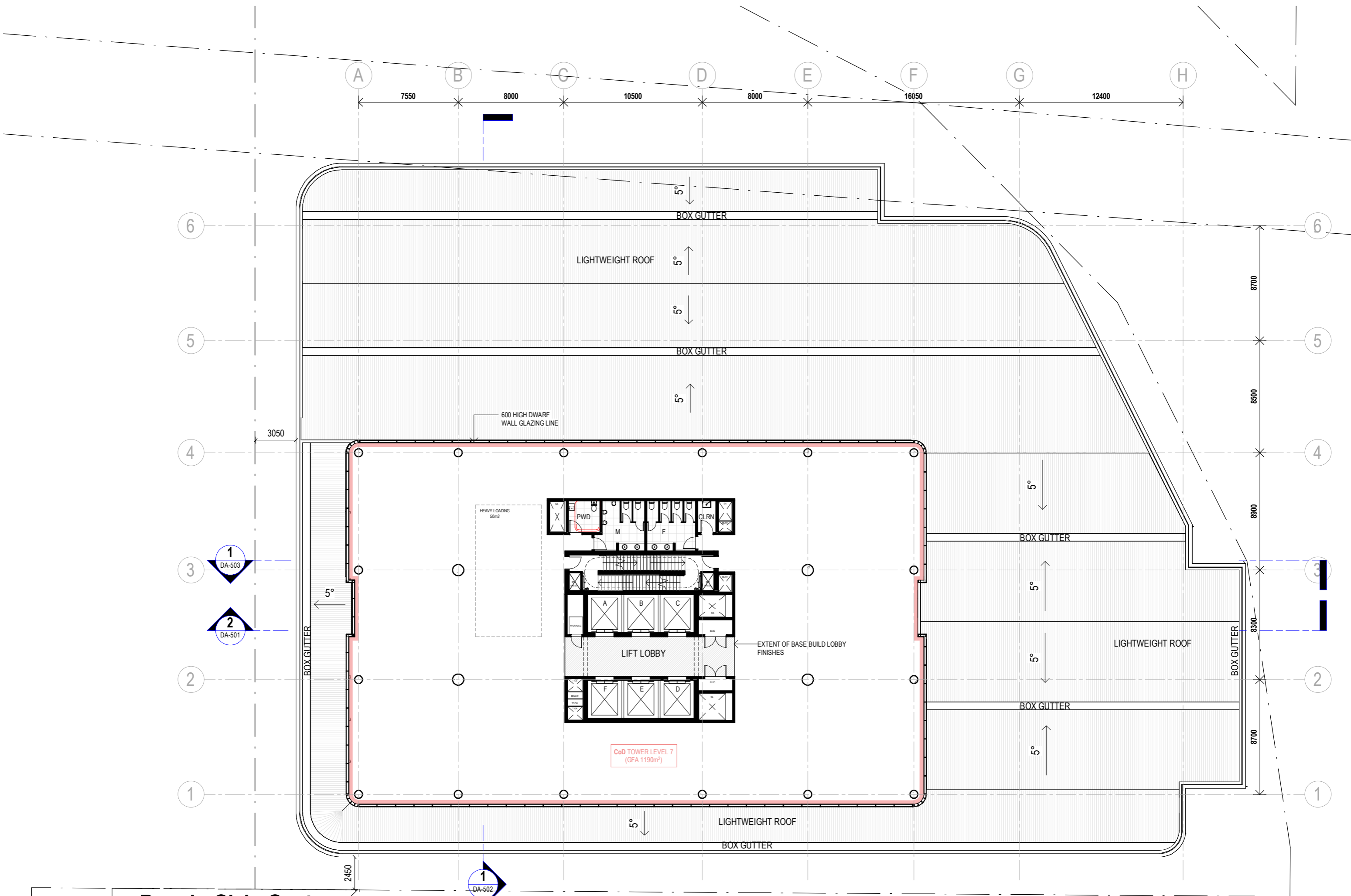
Level 6 - CP

2248_DA DA-106 Rev 4
Drawn: FT Check: JH

22/01/2025 11:33:18 AM
AMENDED DA ISSUE

DCOH 1 : 250 @ A3





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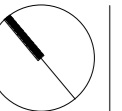


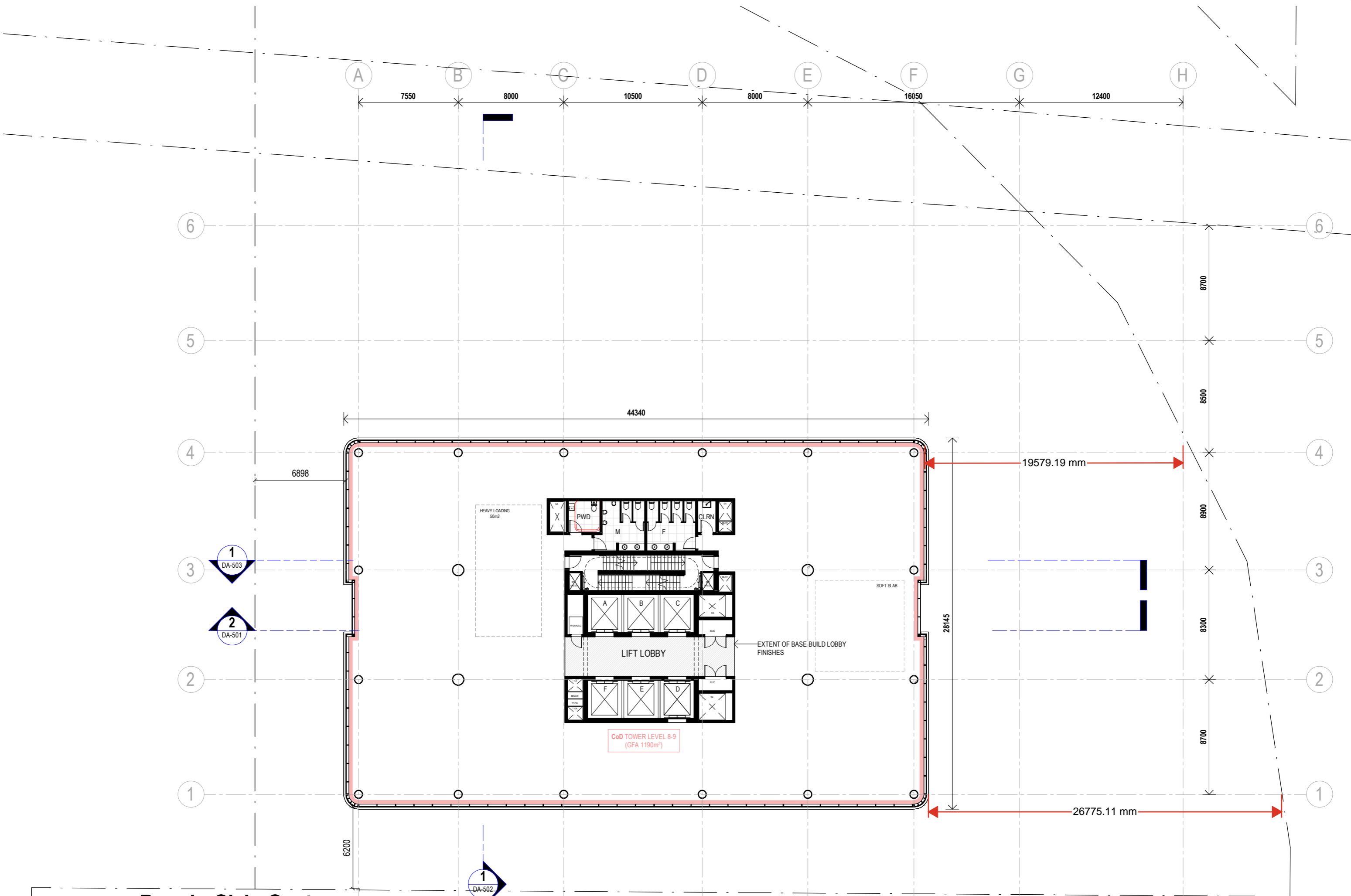
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Level 7 - CoD

2248_DA DA-107 Rev 4 22/01/2025 11:33:22 AM
 Drawn: FT Check: JH AMENDED DA ISSUE

DCOH 1 : 250 @ A3





**Darwin Civic Centre
Redevelopment**



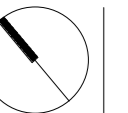
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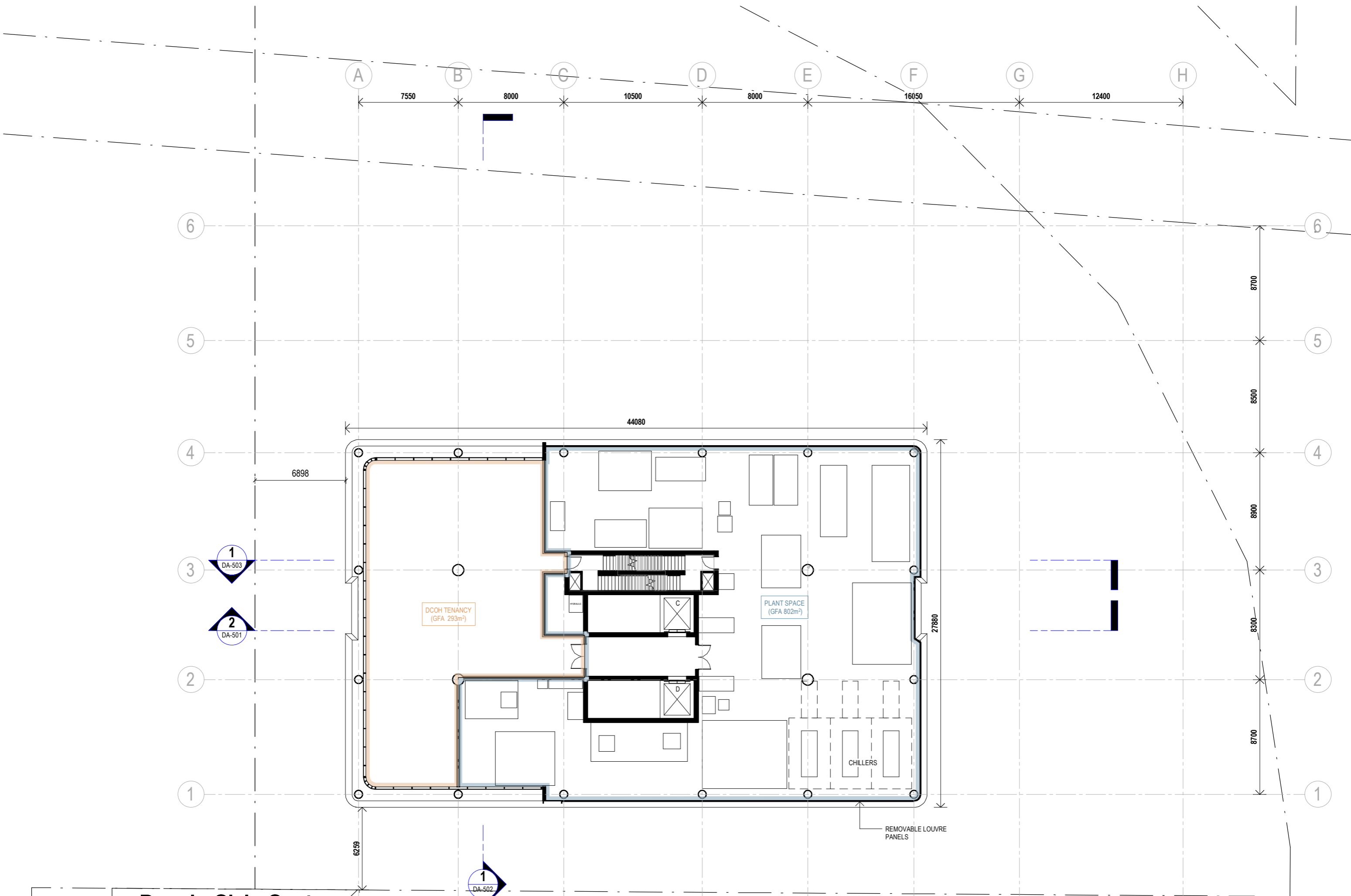
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Level 8-9 - CoD

2248_DA DA-108 Rev 4 22/01/2025 11:33:25 AM
Drawn: FT Check: JH AMENDED DA ISSUE

DCOH 1 : 250 @ A3





**Darwin Civic Centre
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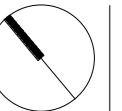
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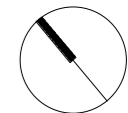
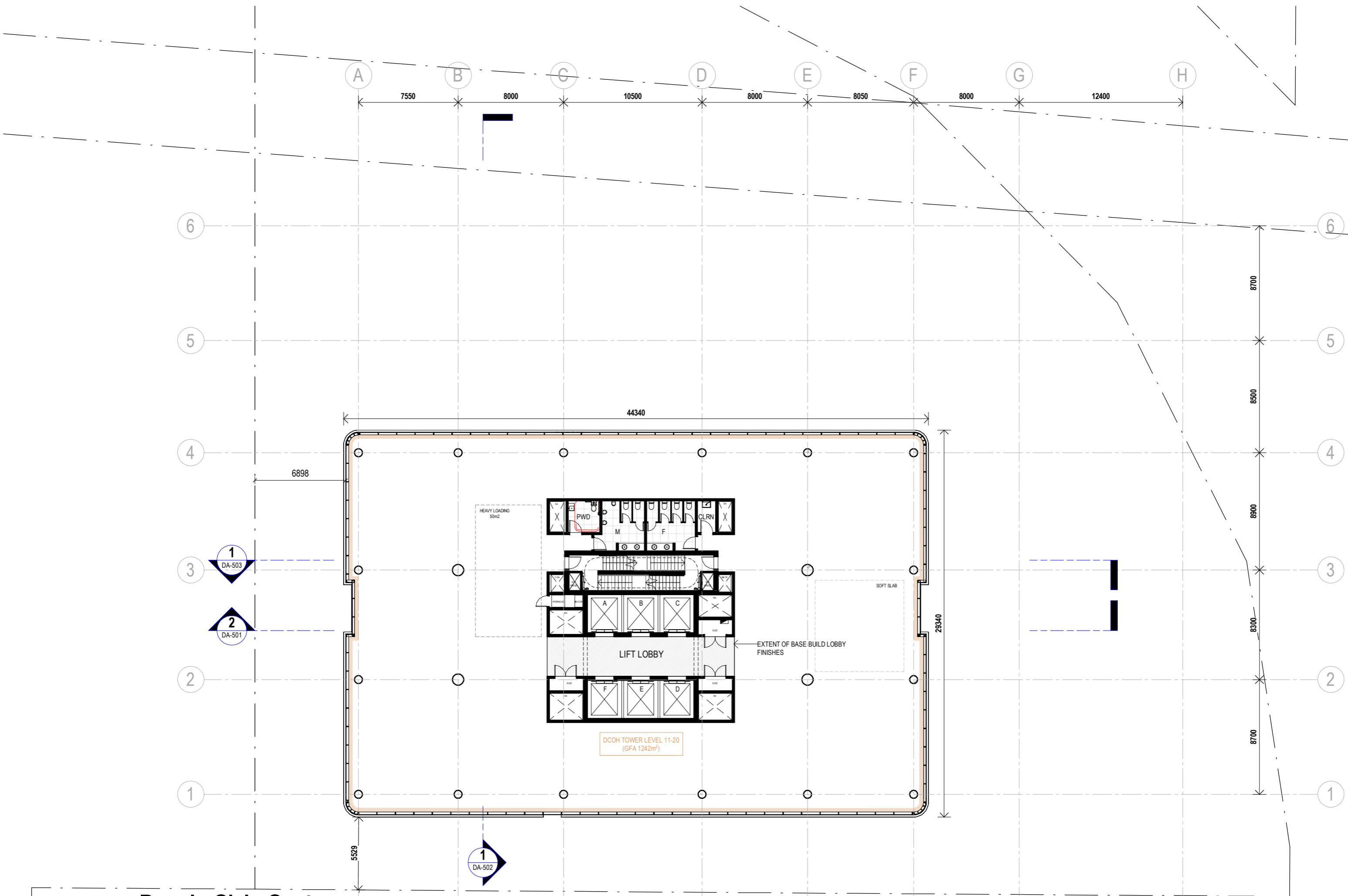
Level 10 - PLANT

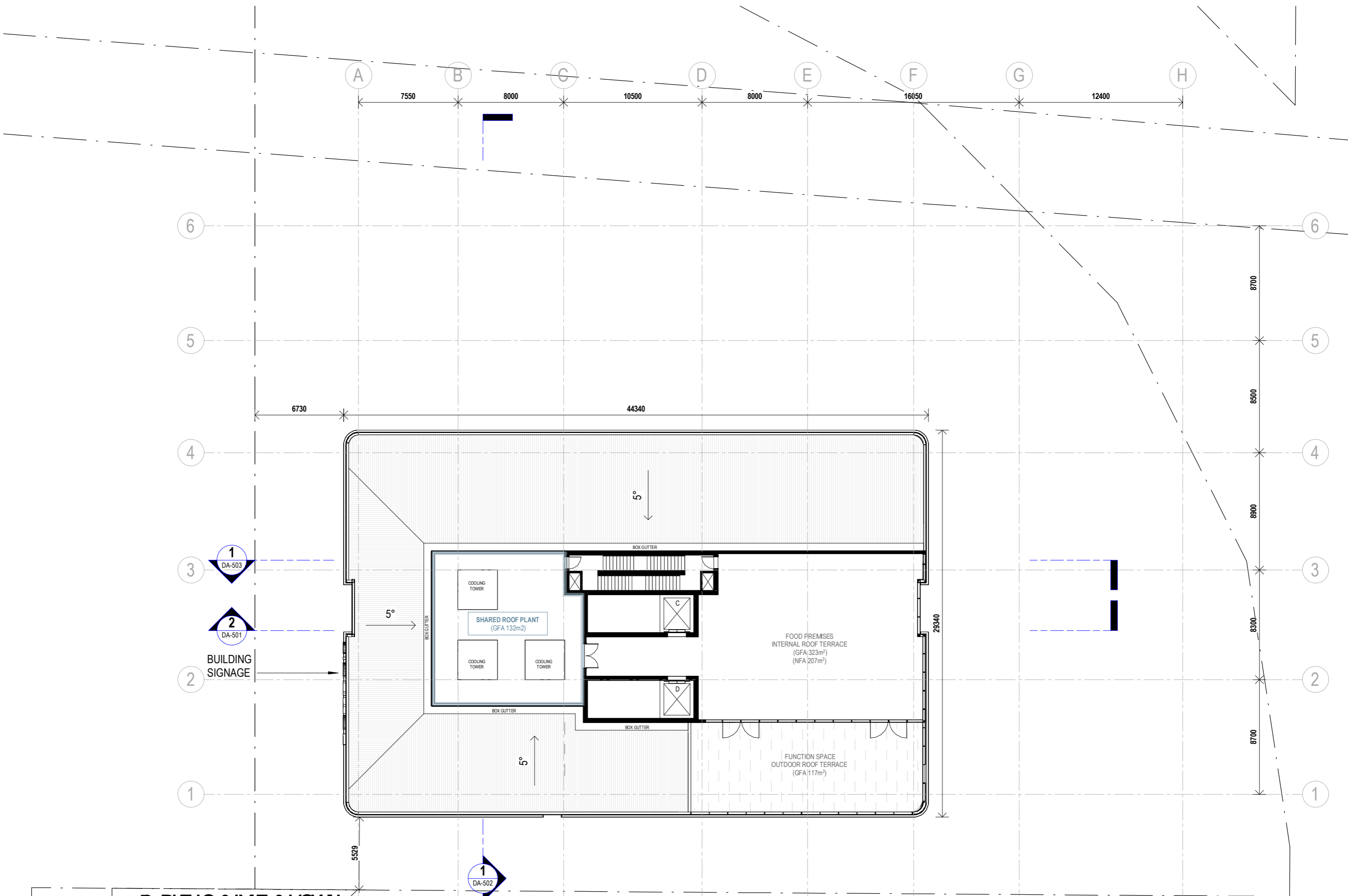
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AMENDED DA ISSUE

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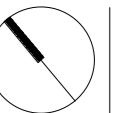
D DZ LQ & LYF & HQW
5 HG YH QSP HQW

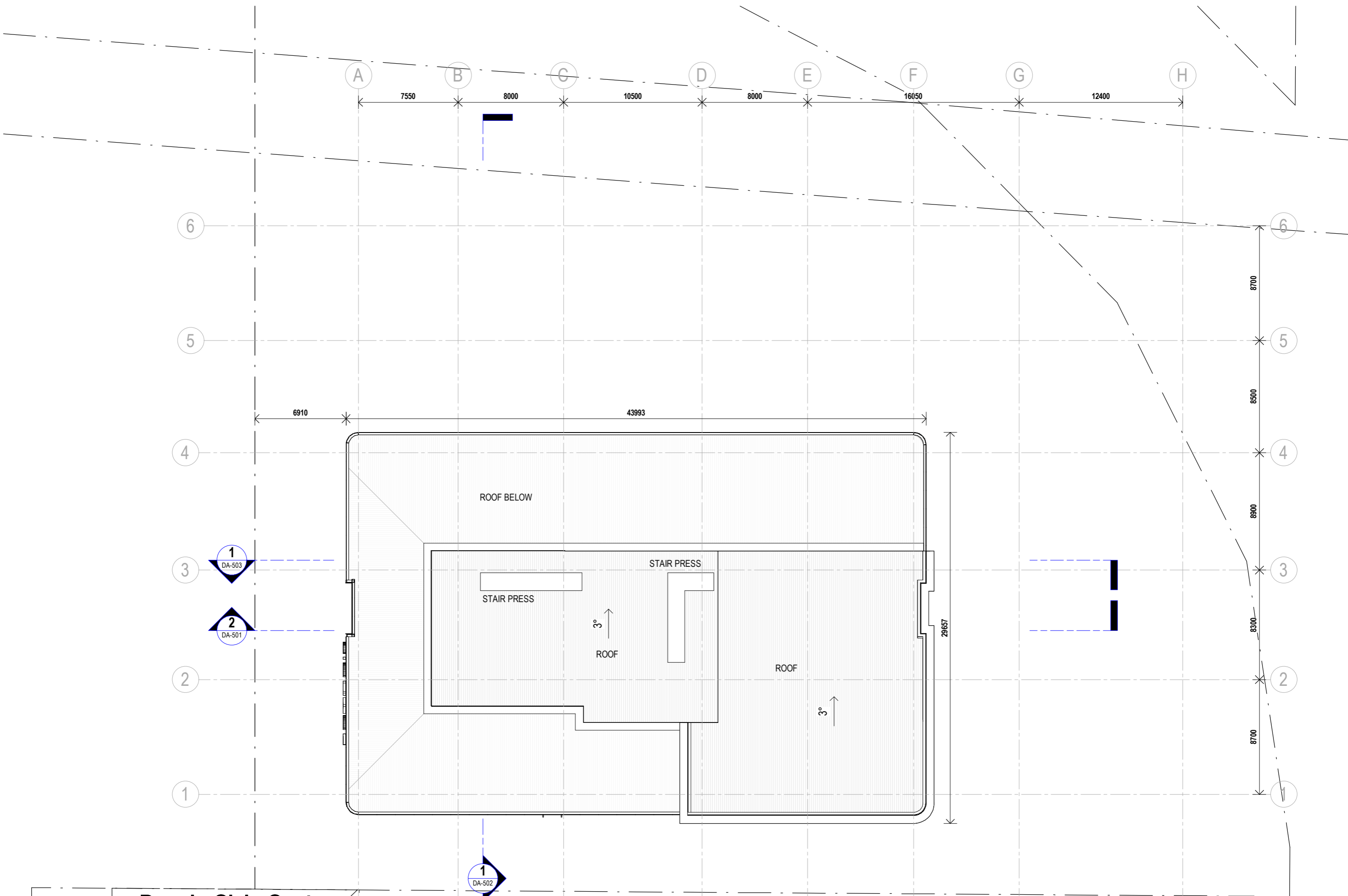


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HYHO 30QW5 RRI 7HUDFH
2248_DA DA-111 Rev 4 22/01/2025 11:33:36 AM
Drawn: FT Check: JH AMENDED DA ISSUE

DCOH 1:250 @ A3
0 2 5 10m 12.5m
Scale 1:250





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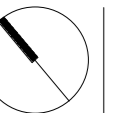
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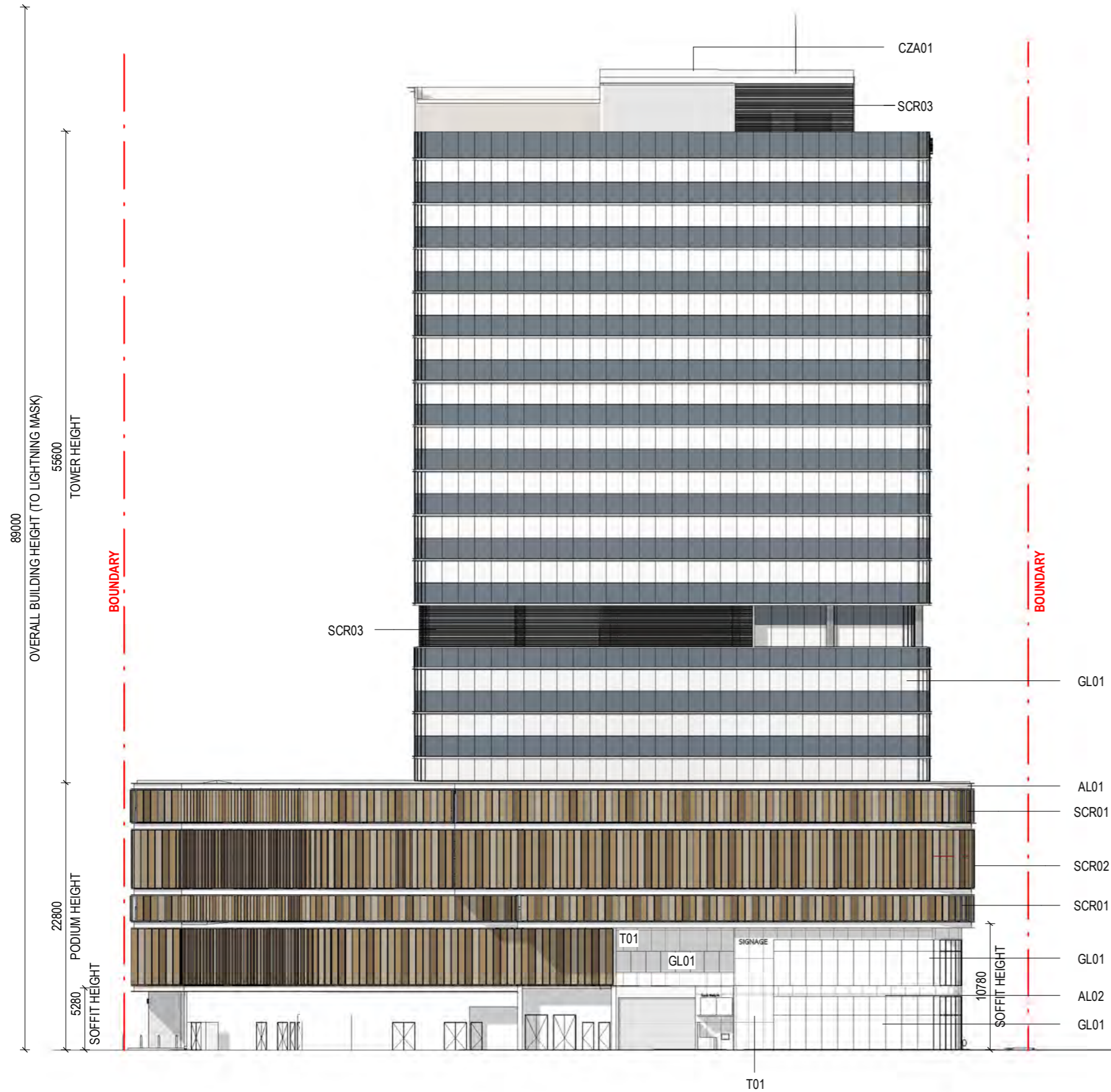
Level Roof

2248_DA DA-112 Rev 4
Drawn: FT Check: JH

22/01/2025 11:33:39 AM
AMENDED DA ISSUE

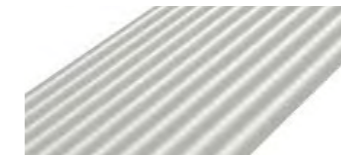
DCOH 1 : 250 @ A3





FINISHES LEGEND

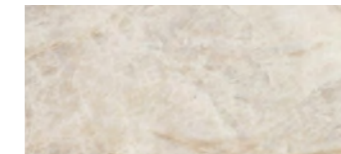
FINISHES LEGEND	DESCRIPTION/ MATERIAL
GL01	TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
SCR01	ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
SCR02	ALUMINIUM - DOUBLE LEVEL VERTICAL SCREEN
SCR03	ALUMINIUM - LOUVRED SCREEN
SCR04	ALUMINIUM- BATTEN SCREENING
T01	PREFINISHED WALL CLADDING
CZA01	COLOURBOND ROOF SHEETING
AL01	POWDERCOAT ALUMINIUM BUILDING TRIMS
AL02	POWDERCOAT ALUMINIUM WINDOW FRAMES



ROOF SHEETING
COLORBOND ROOF SHEETING
CZA01



TOWER GLAZING
HIGH PERFORMANCE BLUE-GREEN GLASS
GL01



WALL CLADDING
PREFINISHED PANELS
T01



CAR PARK SCREEN
POWDERCOAT ALUMINIUM
SCR01, SCR02



BUILDING TRIMS
POWDERCOAT ALUMINIUM
AL01



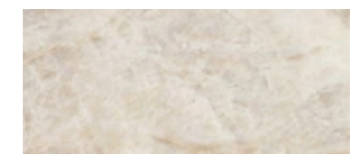
LOUVRED SCREEN
POWDERCOAT ALUMINIUM
SCR03



WINDOW FRAMES
POWDERCOAT ALUMINIUM
AL02



BATTEN SCREEN
POWDERCOAT ALUMINIUM
SCR04



WALL CLADDING
PREFINISHED PANELS
T01



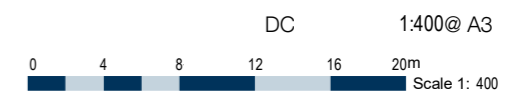
Darwin Civic Centre Redevelopment

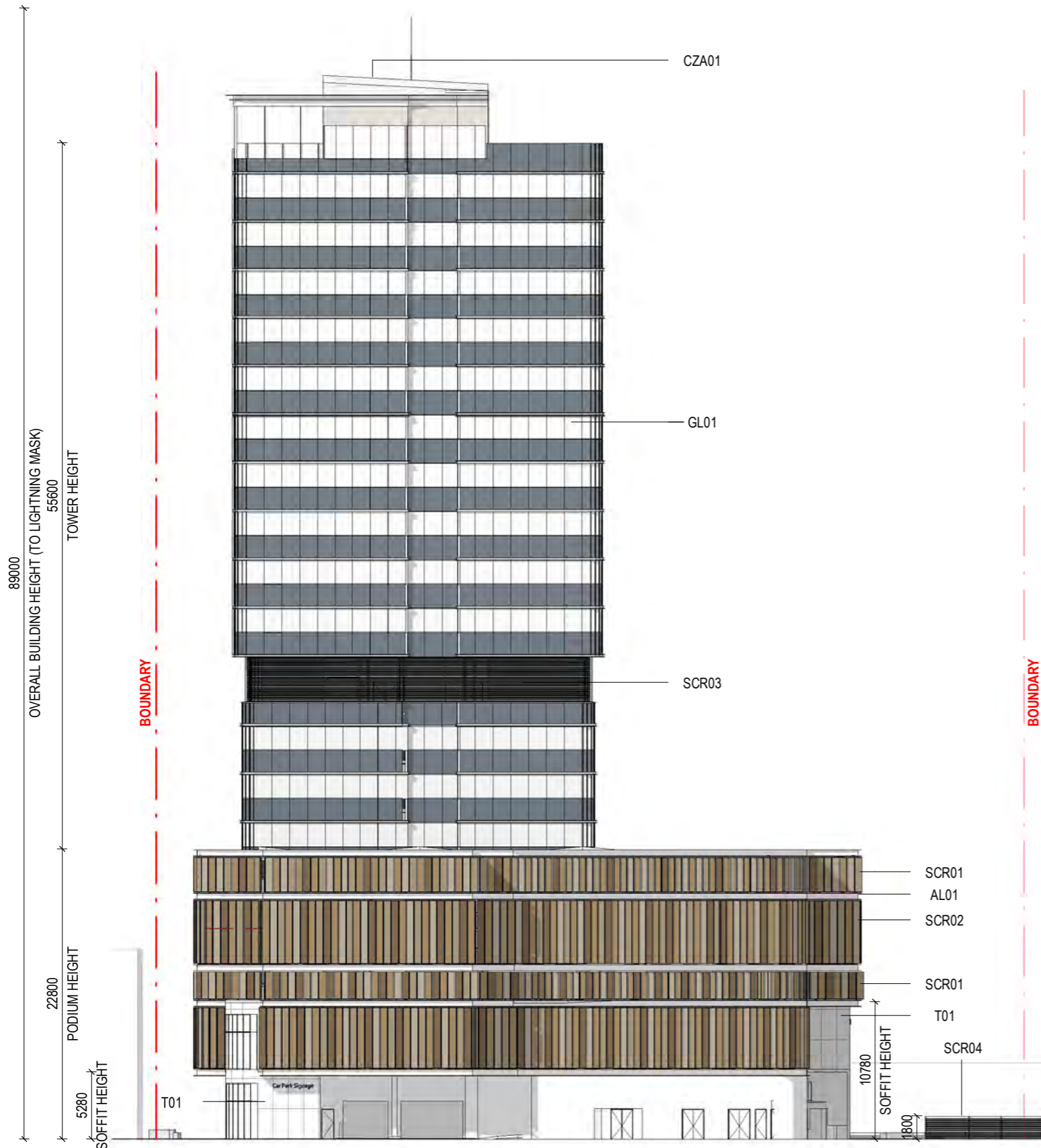
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North - East Elevation

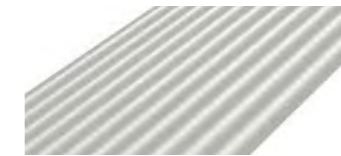
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FINISHES LEGEND

FINISHES LEGEND	DESCRIPTION/ MATERIAL
GL01	TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
SCR01	ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
SCR02	ALUMINIUM - DOUBLE LEVEL VERTICAL SCREEN
SCR03	ALUMINIUM - LOUVRED SCREEN
SCR04	ALUMINIUM- BATTEN SCREENING
T01	PREFINISHED WALL CLADDING
CZA01	COLOURBOND ROOF SHEETING
AL01	POWDERCOAT ALUMINIUM BUILDING TRIMS
AL02	POWDERCOAT ALUMINIUM WINDOW FRAMES



ROOF SHEETING
COLORBOND ROOF SHEETING
CZA01



TOWER GLAZING
HIGH PERFORMANCE BLUE-GREEN GLASS
GL01



WALL CLADDING
PREFINISHED PANELS
T01



CAR PARK SCREEN
POWDERCOAT ALUMINIUM
SCR01, SCR02



BUILDING TRIMS
POWDERCOAT ALUMINIUM
AL01



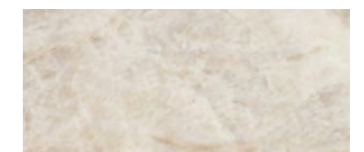
LOUVRED SCREEN
POWDERCOAT ALUMINIUM
SCR03



WINDOW FRAMES
POWDERCOAT ALUMINIUM
AL02



BATTEN SCREEN
POWDERCOAT ALUMINIUM
SCR04



WALL CLADDING
PREFINISHED PANELS
T01



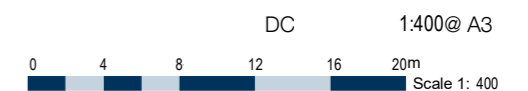
Darwin Civic Centre Redevelopment

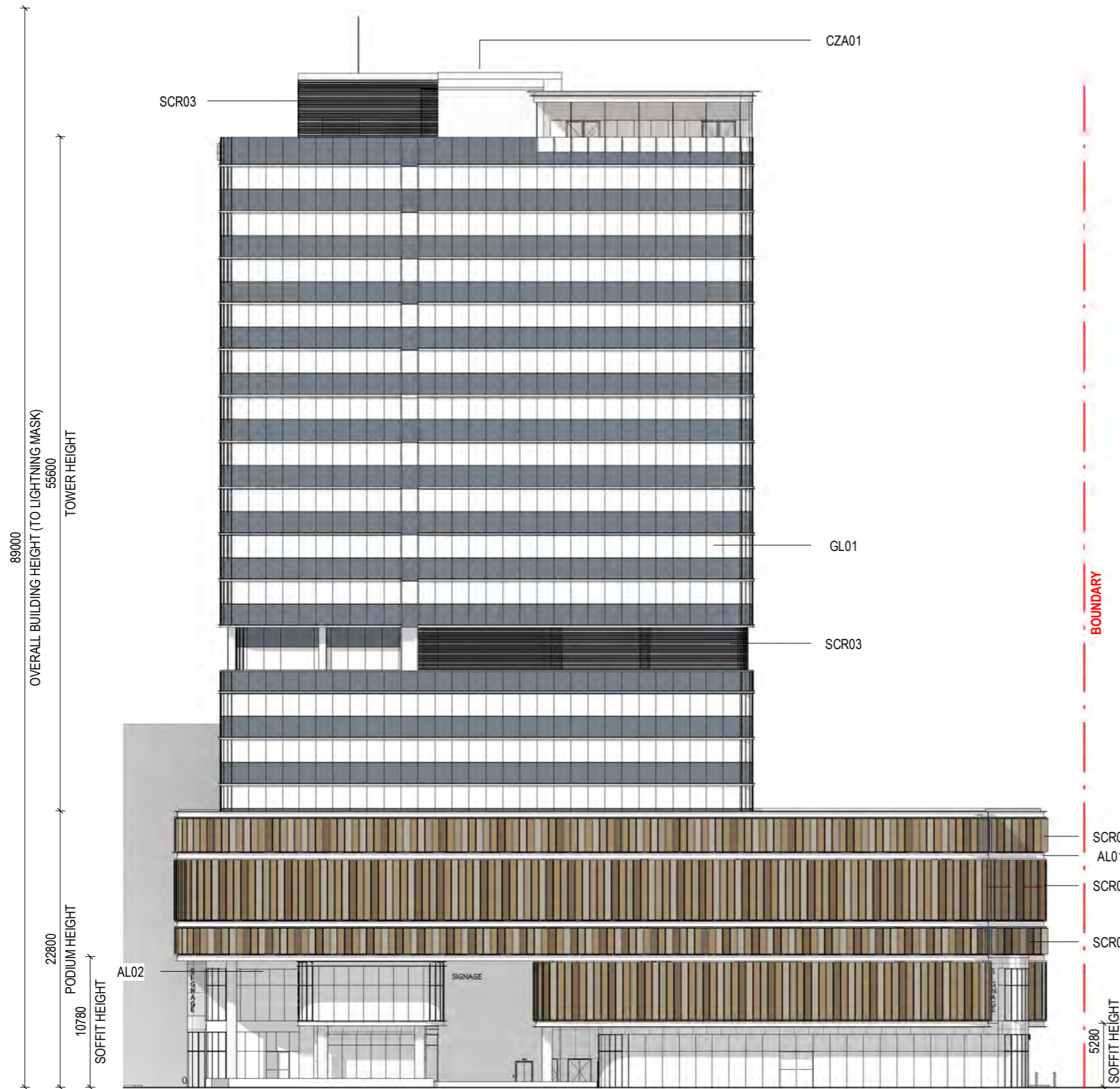
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South - East Elevation

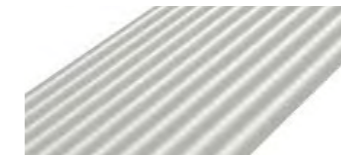
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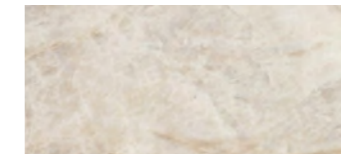
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GL01	TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
SCR01	ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
SCR02	ALUMINIUM - DOUBLE LEVEL VERTICAL SCREEN
SCR03	ALUMINIUM - LOUVRED SCREEN
SCR04	ALUMINIUM- BATTEN SCREENING
T01	PREFINISHED WALL CLADDING
CZA01	COLOURBOND ROOF SHEETING
AL01	POWDERCOAT ALUMINIUM BUILDING TRIMS
AL02	POWDERCOAT ALUMINIUM WINDOW FRAMES



ROOF SHEETING
COLORBOND ROOF SHEETING
CZA01



TOWER GLAZING
HIGH PERFORMANCE BLUE-GREEN GLASS
GL01



WALL CLADDING
PREFINISHED PANELS
T01



CAR PARK SCREEN
POWDERCOAT ALUMINIUM
SCR01, SCR02



BUILDING TRIMS
POWDERCOAT ALUMINIUM
AL01



LOUVRED SCREEN
POWDERCOAT ALUMINIUM
SCR03



WINDOW FRAMES
POWDERCOAT ALUMINIUM
AL02



BATTEN SCREEN
POWDERCOAT ALUMINIUM
SCR04



WALL CLADDING
PREFINISHED PANELS
T01



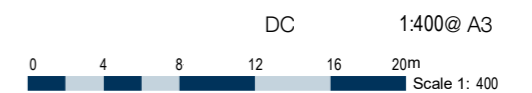
Darwin Civic Centre Redevelopment

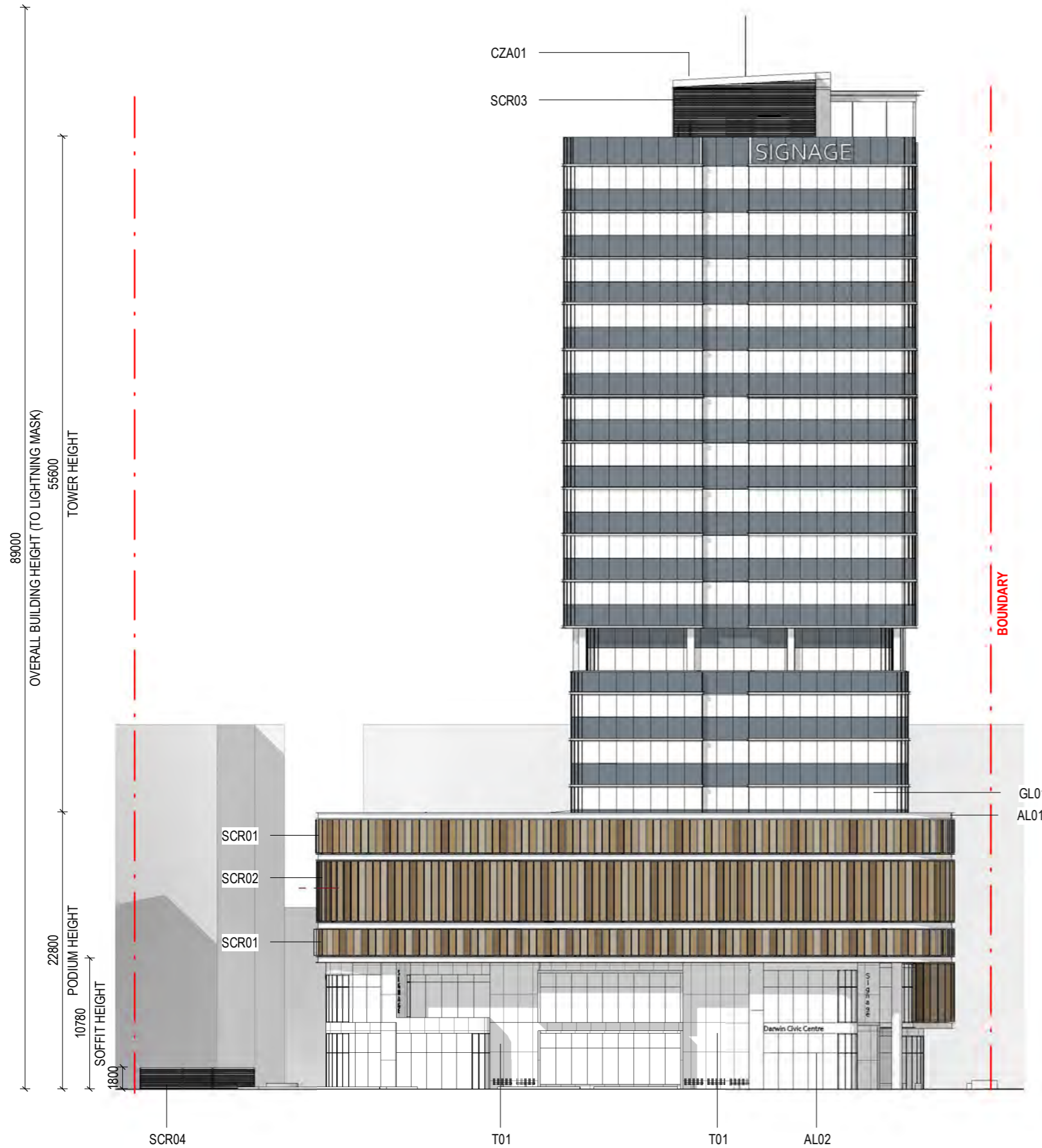
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South - West Elevation

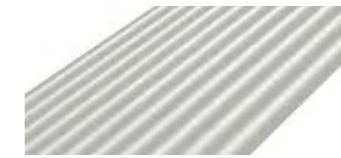
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FINISHES LEGEND

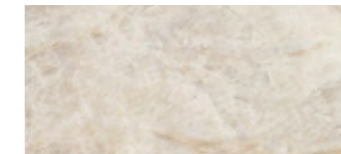
FINISHES LEGEND	DESCRIPTION/ MATERIAL
GL01	TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
SCR01	ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
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AL02	POWDERCOAT ALUMINIUM WINDOW FRAMES



ROOF SHEETING
COLORBOND ROOF SHEETING
CZA01



TOWER GLAZING
HIGH PERFORMANCE BLUE-GREEN GLASS
GL01



WALL CLADDING
PREFINISHED PANELS
T01



CAR PARK SCREEN
POWDERCOAT ALUMINIUM
SCR01, SCR02



BUILDING TRIMS
POWDERCOAT ALUMINIUM
AL01



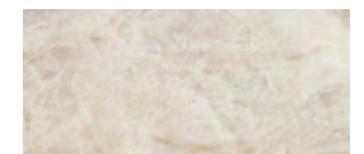
LOUVRED SCREEN
POWDERCOAT ALUMINIUM
SCR03



WINDOW FRAMES
POWDERCOAT ALUMINIUM
AL02



BATTEN SCREEN
POWDERCOAT ALUMINIUM
SCR04



WALL CLADDING
PREFINISHED PANELS
T01



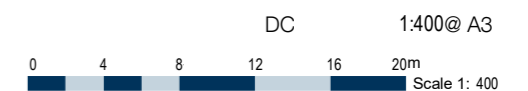
**Darwin Civic Centre
Redevelopment**

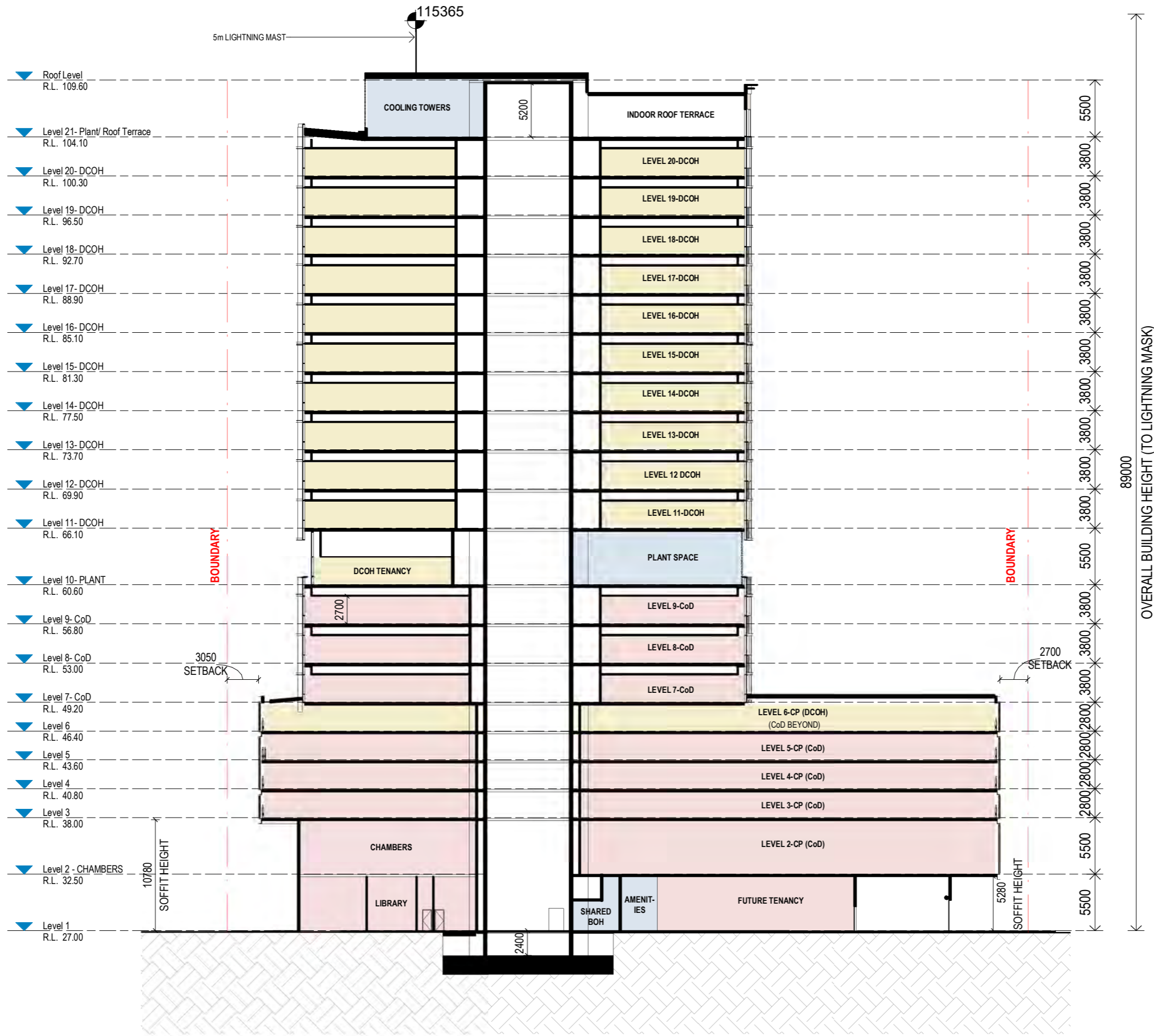
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North - West Elevation

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Darwin Civic Centre Redevelopment

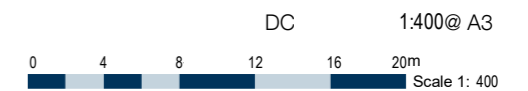


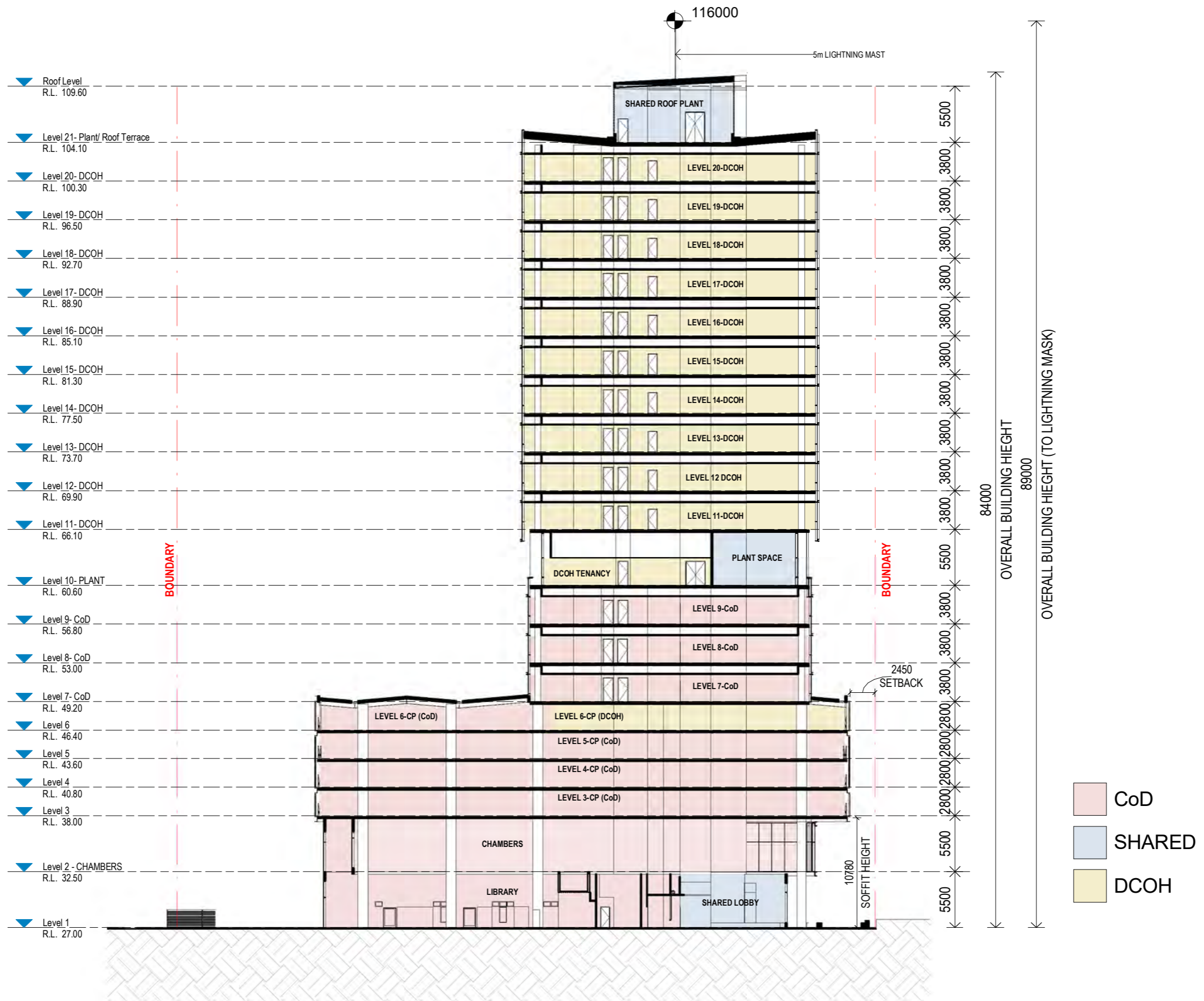
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Section - Long

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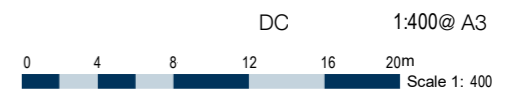


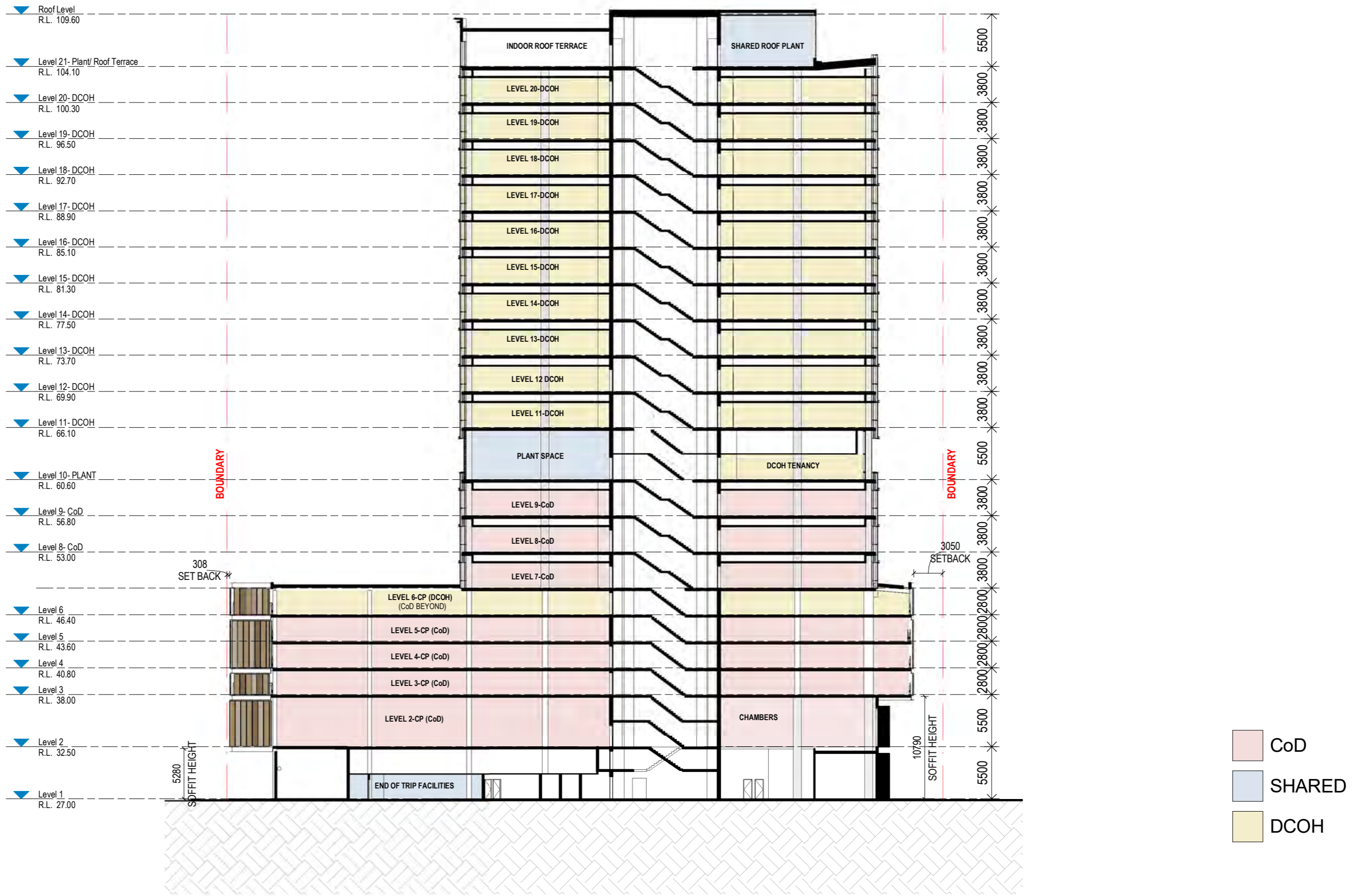
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Section - Short
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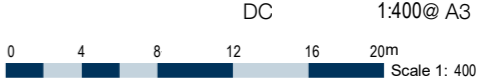


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Section - Long
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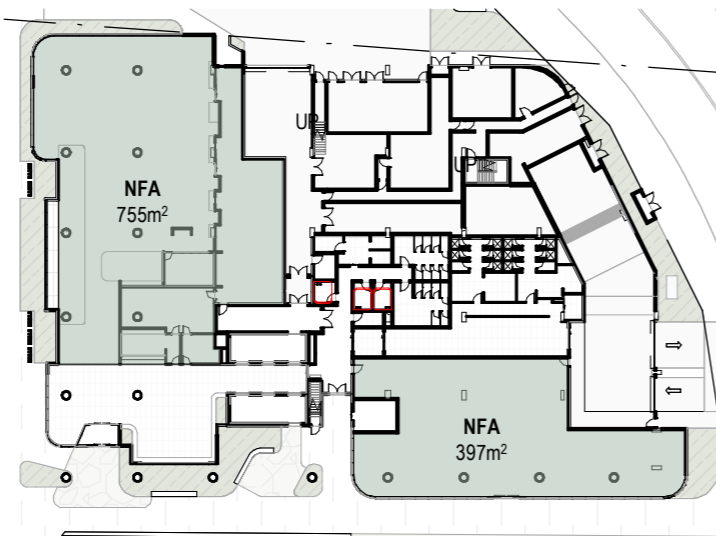
NET FLOOR AREA (NFA) - DEFINITION

*AS PER NORTHERN TERRITORY PLANNING SCHEME 2020

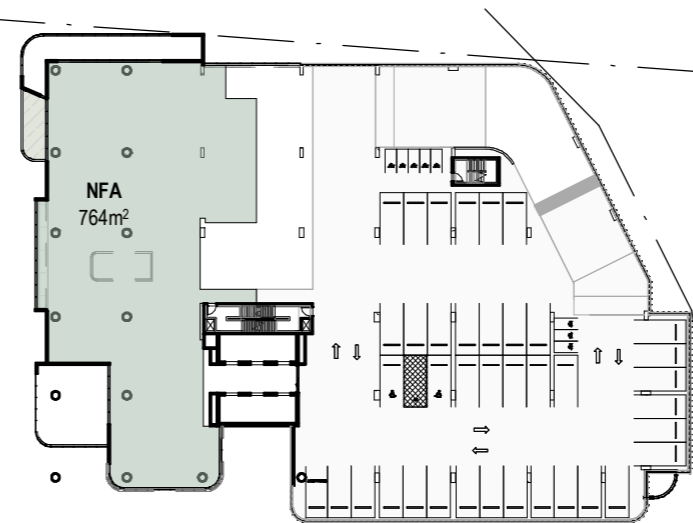
Measured from the internal surfaces of external walls and centerline of shared walls, excluding:
 - Vertical Circulation, cleaners, Amenities, Lift Lobbies, public space or thoroughfares, plant space, loading bays, car parking & access.

NET FLOOR AREA (NFA) - YEILD

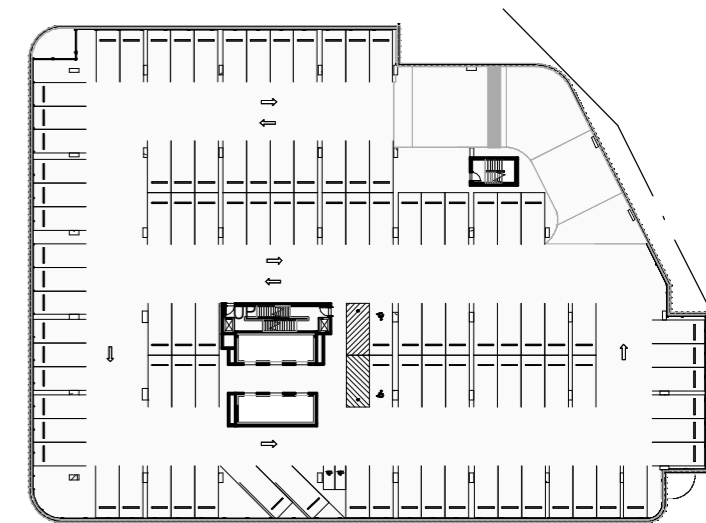
LEVEL	USE	NET FLOOR AREA
Level 1	Library + Commerical	1152m ²
Level 2	CP + Chambers	764m ²
Level 3	CP	0m ²
Level 4	CP	0m ²
Level 5	CP	0m ²
Level 6	CP	0m ²
Level 7	CoD Tenancy	976m ²
Level 8	CoD Tenancy	976m ²
Level 9	CoD Tenancy	976m ²
Level 10	Plant + DCOH Tenancy	288m ²
Level 11	DCOH Tenancy	1013m ²
Level 12	DCOH Tenancy	1013m ²
Level 13	DCOH Tenancy	1013m ²
Level 14	DCOH Tenancy	1013m ²
Level 15	DCOH Tenancy	1013m ²
Level 16	DCOH Tenancy	1013m ²
Level 17	DCOH Tenancy	1013m ²
Level 18	DCOH Tenancy	1013m ²
Level 19	DCOH Tenancy	1013m ²
Level 20	DCOH Tenancy	1013m ²
Level 21	Unallocated Hospitality	207m ²
TOTAL		15,469m²



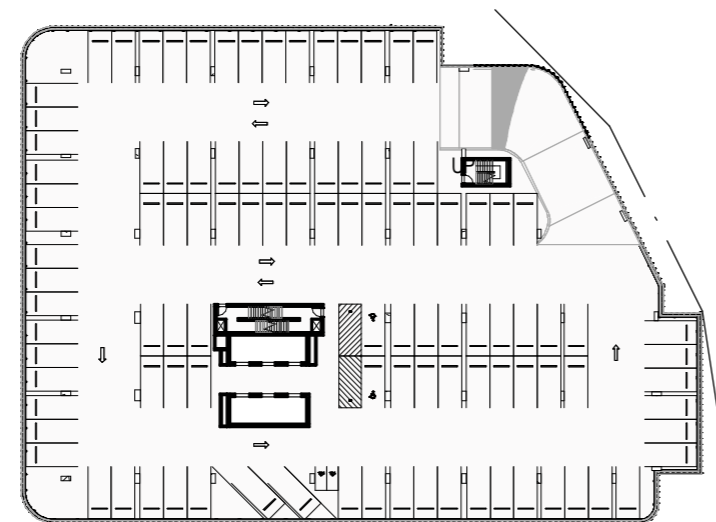
1 NET FLOOR AREA - Level 1
1 : 800



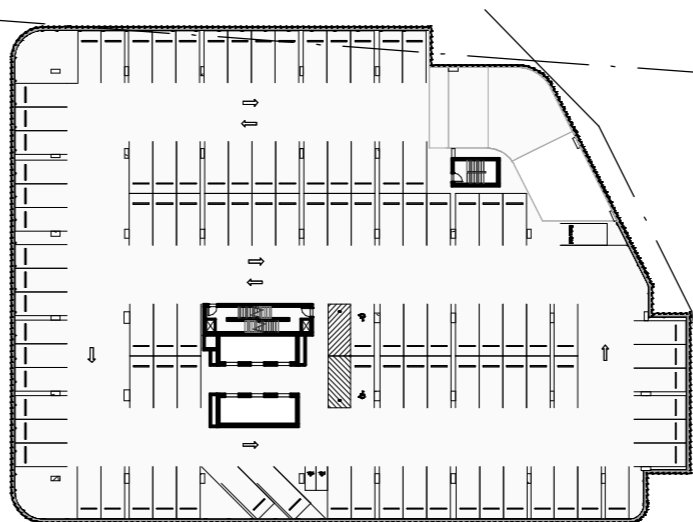
2 NET FLOOR AREA - Level 2- CP + Chambers
1 : 800



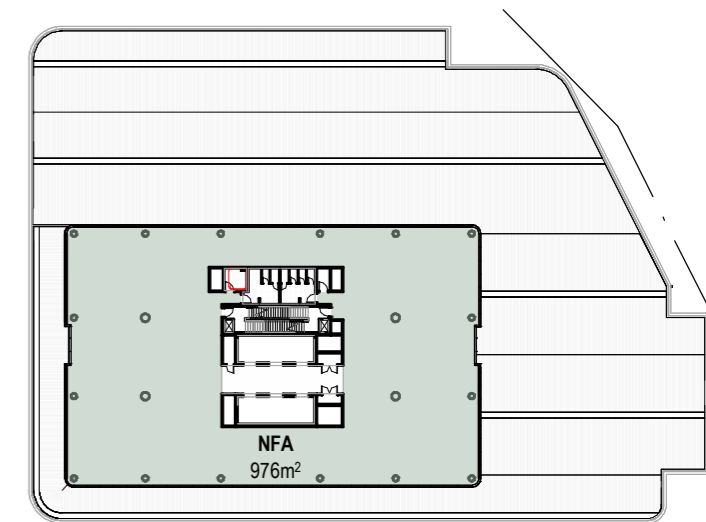
3 NET FLOOR AREA - Level 3- CP
1 : 800



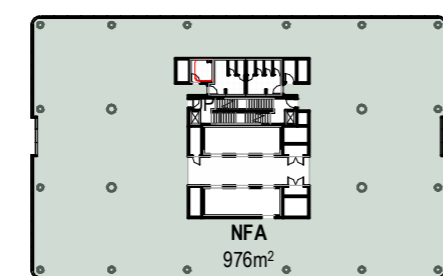
4 NET FLOOR AREA - Level 4-5- CP
1 : 800



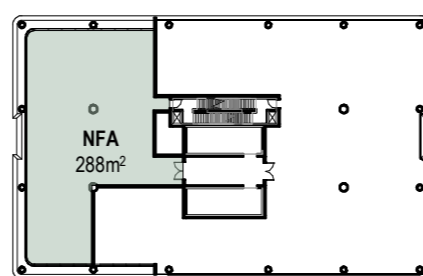
5 NET FLOOR AREA - Level 6- CP
1 : 800



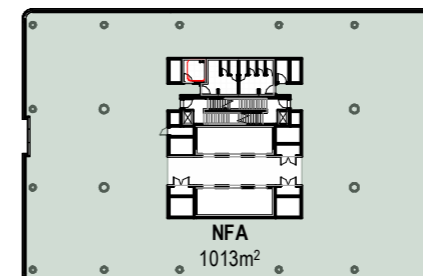
6 NET FLOOR AREA - Level 7
1 : 800



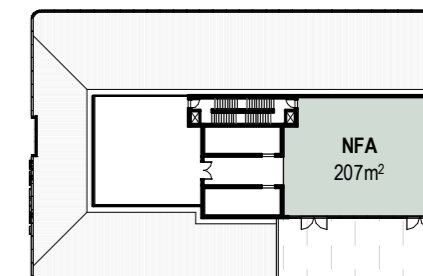
7 NET FLOOR AREA - Level 8-9 (CoD)
1 : 800



8 NET FLOOR AREA - Level 10 - PLANT
1 : 800



9 NET FLOOR AREA - Level 11-20- DCOH
1 : 800



10 NET FLOOR AREA - Level 21- Roof Terrace
1 : 800



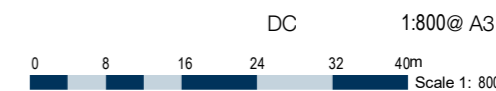
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Net Floor Area

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GROSS FLOOR AREA (GFA) - DEFINITION

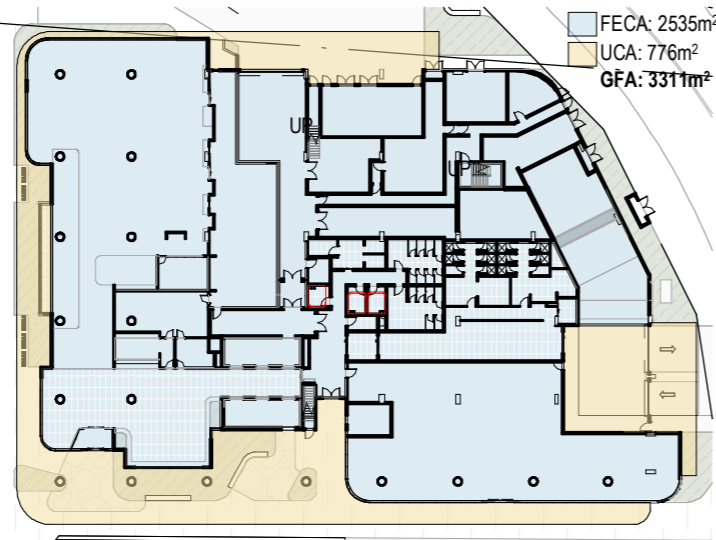
*AS PER METHODS OF AREA MEASUREMENT (THE UNIVERSITY OF ADELAIDE)

The sum of the 'Fully Enclosed Covered Area' (FECA) and the 'Unenclosed Covered Area' (UCA).

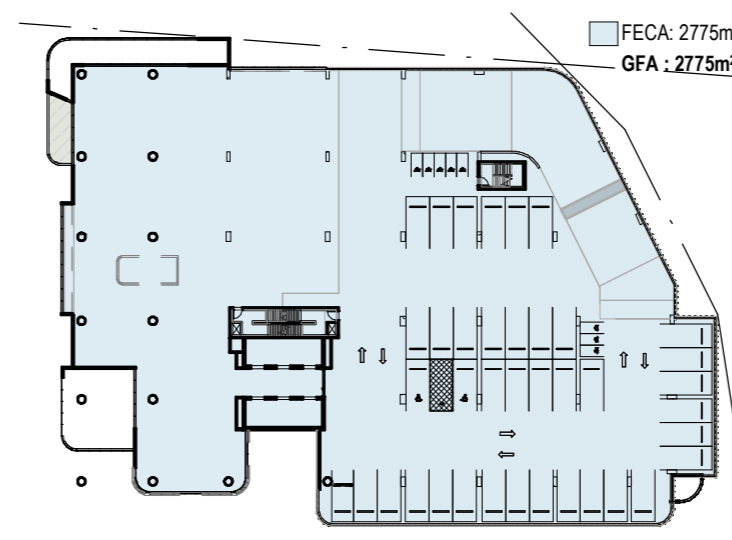
Measured from inside face of exterior walls

GROSS FLOOR AREA (GFA) - YEILD

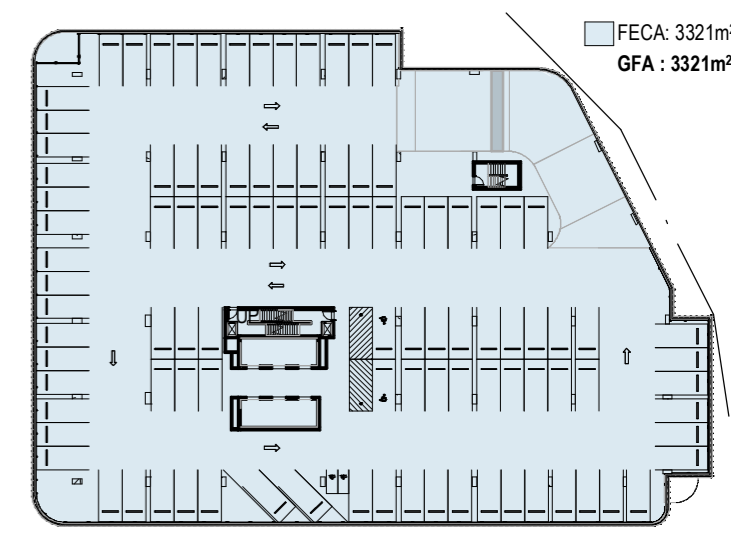
LEVEL	USE	GROSS FLOOR AREA
Level 1	Library + Commerical	3311m ²
Level 2	CP + Chambers	2775m ²
Level 3	CP	3321m ²
Level 4	CP	3342m ²
Level 5	CP	3342m ²
Level 6	CP	3153m ²
Level 7	CoD Tenancy	1190m ²
Level 8	CoD Tenancy	1190m ²
Level 9	CoD Tenancy	1190m ²
Level 10	Plant + DCOH Tenancy	1095m ²
Level 11	DCOH Tenancy	1242m ²
Level 12	DCOH Tenancy	1242m ²
Level 13	DCOH Tenancy	1242m ²
Level 14	DCOH Tenancy	1242m ²
Level 15	DCOH Tenancy	1242m ²
Level 16	DCOH Tenancy	1242m ²
Level 17	DCOH Tenancy	1242m ²
Level 18	DCOH Tenancy	1242m ²
Level 19	DCOH Tenancy	1242m ²
Level 20	DCOH Tenancy	1242m ²
Level 21	Unallocated Tenancy	573m ²
TOTAL		36920m²



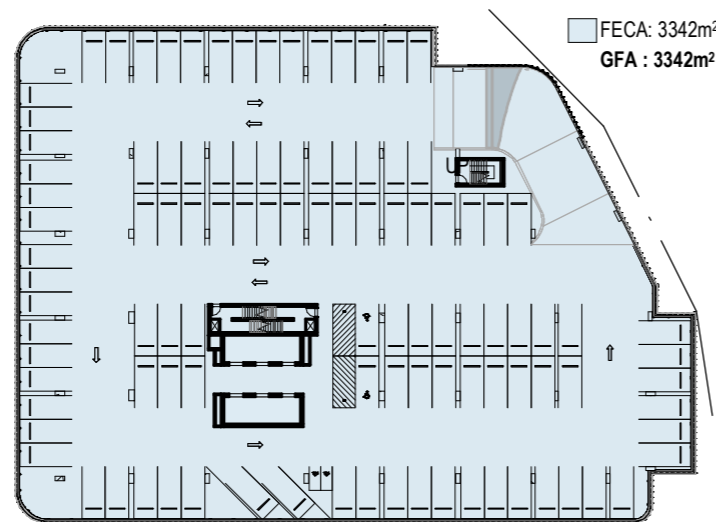
1 GROSS FLOOR AREA - Level 1
1: 800



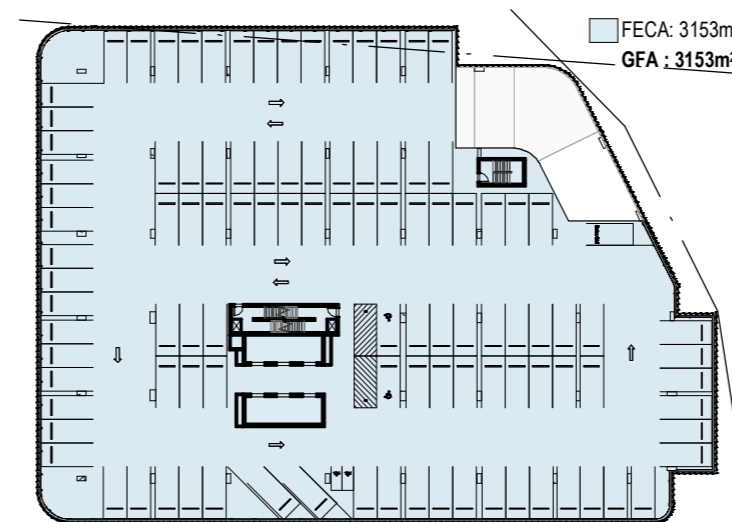
2 GROSS FLOOR AREA - Level 2- CP + Chambers
1: 800



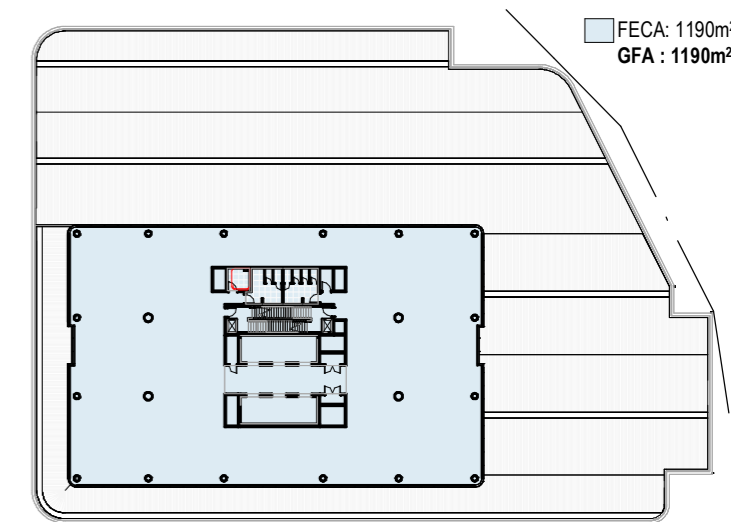
3 GROSS FLOOR AREA - Level 3- CP
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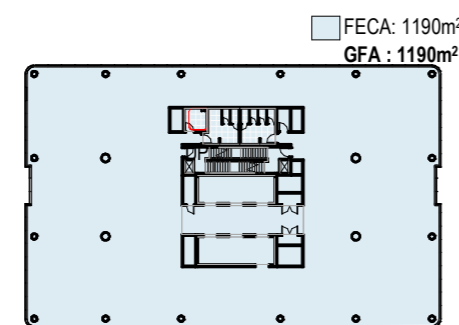
4 GROSS FLOOR AREA - Level 4-5- CP
1: 800



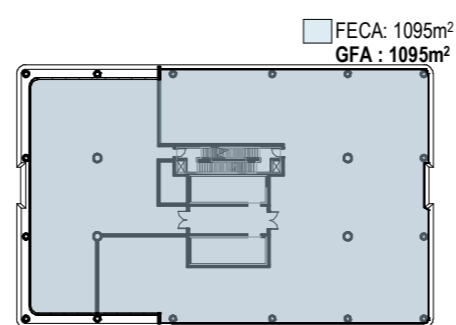
5 GROSS FLOOR AREA - Level 6- CP
1: 800



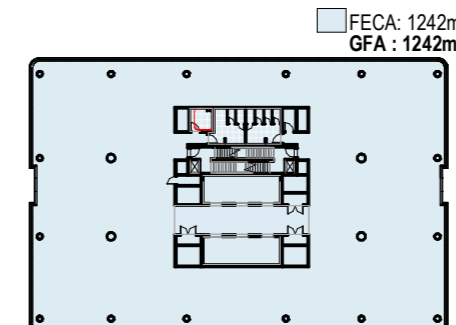
6 GROSS FLOOR AREA - Level 7
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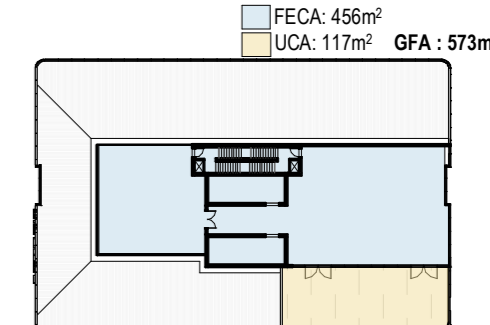
7 GROSS FLOOR AREA - Level 8-9 (CoD)
1: 800



8 GROSS FLOOR AREA - Level 10 - PLANT
1: 800



9 GROSS FLOOR AREA - Level 11-20- DCOH
1: 800



10 GROSS FLOOR AREA - Level 21- Roof Terrace
1: 800



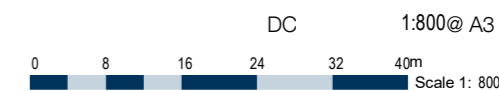
Darwin Civic Centre Redevelopment

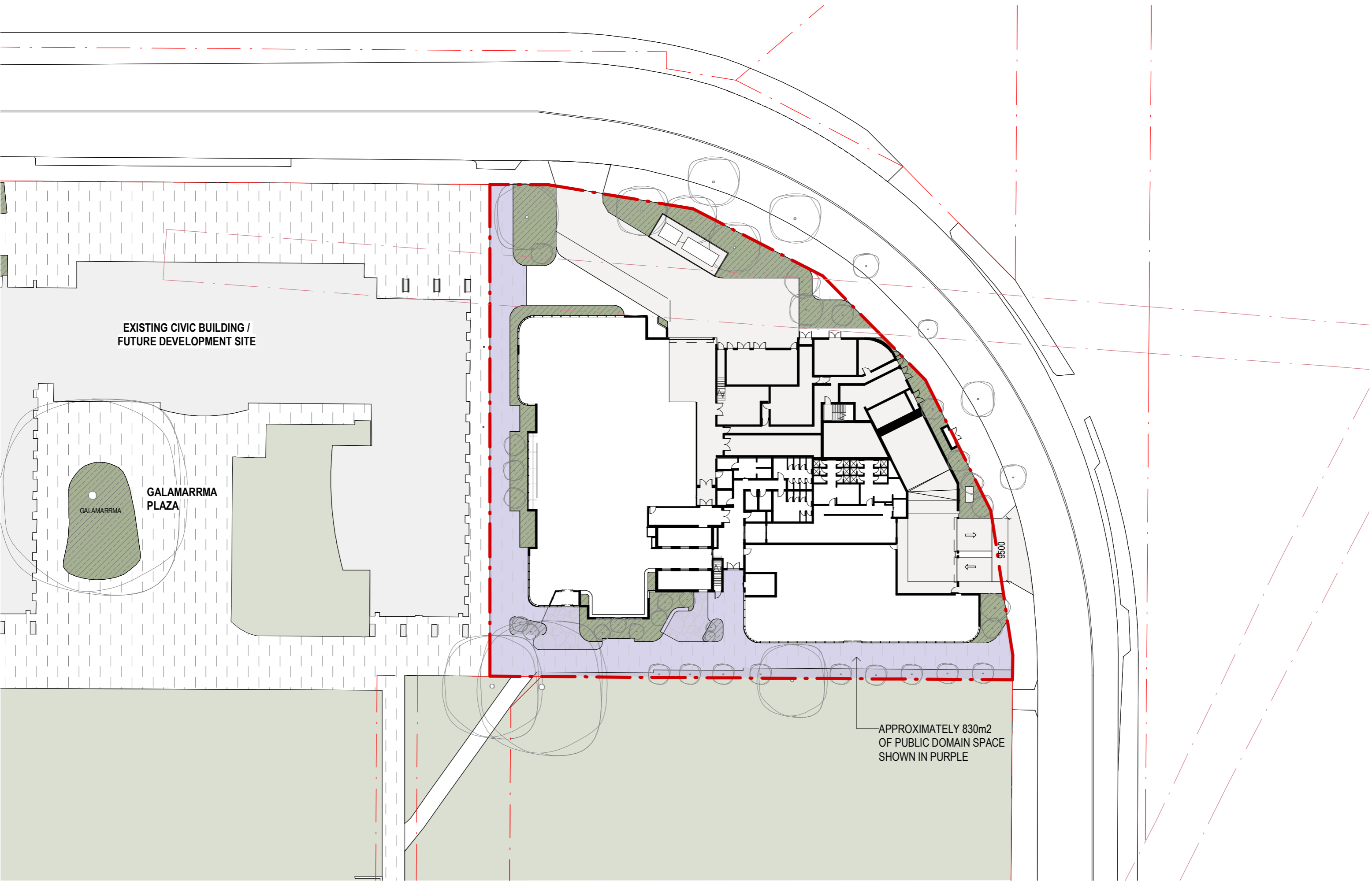
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Gross Floor Area

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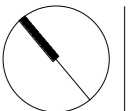
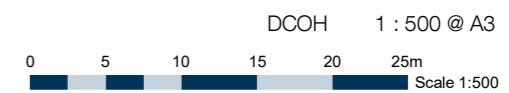
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**Ground Level Public Area
Circulation**

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Date 28th January 2025
Subject Darwin Civic Centre – Design Statement

Design Statement

The project vision is to provide an iconic home for the City of Darwin Council and community facilities. The design celebrates Darwin's unique character made up by its tropical environment, and connects with the immediate civic context and with the broader Darwin community and locality, with the increased height of the building relative to surrounding buildings highlighting the Civic importance of the building.

The proposed building is unique in that it has various edges of interaction within the site, allowing strong circulation and relationships to the surrounding buildings/ features. Crucially, the building orientates itself towards its principal point of arrival via Cavanagh St, with the central lobby positioned on the corner of the site to connect to both the civic square and the civic park, linking directly to the Galamarrma, 'Tree of Knowledge'. The prominent podium accentuating the Civic functions towards the north-west provides a focal point at the south-eastern end of Cavanagh Street, providing a strong visual drawcard to the Civic Precinct and prominent backdrop to Galamarrma and the future Civic Plaza.

The tower allows full 360 views of the surroundings, capturing the civic square, civic park and large ocean views to the North-East and South-East of the site. Articulation of key entry points and various edges of interaction allows strong circulation and relationships to the surrounding buildings/ features. The lower car park facade constructed from a variety of bronze folded screens is inspired by the colour and textures of the breathtaking porcellanite stone, which is unique to Darwin and the literal bedrock of the city. The folding screens are designed to create interest to the lower levels, separating from the highly glazed tower above. The simplicity of a glass tower will establish itself as an icon feature for the Darwin City Skyline.

Kind regards,
Carlo Amerio

Director – CA Architects
FRAIA

P 07 4031 6367
E reception@caarchitects.com.au

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SIGNAGE



DCOH

Darwin Civic Centre

Sustainability Report

December 2024

WSP

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MELBOURNE VIC 3000

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FAX: +61 3 9861 1144

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Darwin Civic Centre
Sustainability Report
DCOH



WSP

Level 11, 567 Collins St
Melbourne VIC 3000

Tel: +61 3 9861 1111
Fax: +61 3 9861 1144

wsp.com

REV	DATE	DETAILS
01	11/12/2024	Draft Sustainability Report

	Initials	Date	Signature
Prepared by:	RS	06/12/2024	
Reviewed and approved by:	SS	06/12/2024	

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TABLE OF CONTENTS

1	INTRODUCTION	2
1.1	PURPOSE	II
1.2	PROJECT DESCRIPTION	II
2	SUSTAINABILITY TARGETS	3
2.1	NATIONAL CONSTRUCTION CODE (NCC 2019)	3
2.2	NATIONAL AUSTRALIAN BUILT ENVIRONMENT RATING SYSTEM (NABERS)	3
3	SUSTAINABILITY INITIATIVES	5
3.1	ENERGY.....	5
3.2	WATER.....	6
3.3	INDOOR ENVIRONMENT QUALITY (IEQ)	6
3.4	TRANSPORT	7
3.5	CLIMATE ADAPTATION AND RESILIENCE	7
4	OPPORTUNITIES	8
5	CONCLUSION	8

1 INTRODUCTION

1.1 PURPOSE

The Sustainability Report has been prepared for DCOH as part of the sustainability assessment for the proposed Darwin Civic Centre. This report outlines the sustainability requirements for the project and the proposed sustainable design initiatives for integration into the design.

The project is required to meet the following sustainability targets:

- NCC 2019 Section J Compliance
- 5.5 Star NABERS Rating Energy for Office (Base Building)

The sustainability assessment undertaken for the project encompasses the following 5 key themes:

- Energy
- Water
- Indoor Environmental Quality (IEQ)
- Transport
- Climate Adaptation

1.2 PROJECT DESCRIPTION

DCOH and City of Darwin have provided funding to establish the Darwin Civic Centre which is a new 20 storey Class 5 office building, which includes, commercial offices spaces, car parking areas, public library, functions space and council chambers. The following ESD targets and initiatives outlined in this report highlight measures the development will incorporate beyond minimum practice.



Figure 1 Project site plan

2 SUSTAINABILITY TARGETS

2.1 NATIONAL CONSTRUCTION CODE (NCC 2019)

The NCC is Australia’s primary set of technical design and construction provisions for buildings. As a performance-based code, it sets the minimum required level for the safety, healthy amenity, accessibility, and sustainability of certain buildings. Section J of the 2019 NCC sets the minimum energy efficiency standards that buildings are required to meet.

The project is required to comply with NCC 2019 Section J requirements, where the building envelope requirements are as follows:

Table 2.1 Total system thermal performance targets

BUILDING FABRIC ELEMENT	MINIMUM TOTAL SYSTEM THERMAL PERFORMANCE TARGET
Roof Construction	R-value not less than 3.70 m ² .K/W
External Wall Construction (including any spandrel panels)	All walls: R-value not less than 1.0 m ² .K/W
Floor Construction	R-value not less than 2.00 m ² .K/W
External Glazing	High performance double glazing with low-e coating – exact performance TBC.

2.2 NATIONAL AUSTRALIAN BUILT ENVIRONMENT RATING SYSTEM (NABERS)

NABERS is a performance-based rating that measures the building’s energy consumption in a 12-month rating period to benchmark the building based on actual data. The project is targeting the following:

- 5.5 Star NABERS Energy Office Base Building Rating

The required minimum energy coverage for Base Building ratings is energy consumed in supplying building central services to office lettable and common spaces during the rating period. This energy coverage includes:

- Common-area lighting and power (e.g. lifts, lobbies, foyers, plant rooms and common-area toilets).
- Lifts and escalators.
- Air conditioning and ventilation, including:
 - Base Building services to meet normal requirements.
 - Centralised supplementary services provided for tenants (such as supplementary tenant condenser water loops)
- Supplementary services provided to ensure the premises are safe, lit and comfortable for office work, where there is no special tenant requirement.
- Exterior lighting.
- Generator fuel where it serves central services, including for fire suppression systems.
- Car park ventilation and lighting, where internal or external car parks are provided exclusively for tenants and visitors and spaces allocated for base building operations.
- Exterior signage that:

- is primarily used for identifying or advertising the building owners; or
 - displays the building name, even if unrelated to a tenant or building owner; or
 - is provided to a tenant by the building owner as a condition of lease.
- Sump pits and hydraulic pumping which serves the building. Since the rated area only applies to the base building, tenancy energy use must be excluded from the calculation.

The NABERS rating scope excludes the energy consumption associated with City of Darwin spaces that are not used for office such as the proposed council chambers, function space and library.

To accurately measure the base building energy a metering and monitoring strategy should be in place to exclude tenancy energy use. This includes separate metering for the following:

- | | |
|---|--|
| <ul style="list-style-type: none"> — Tenant (includes Council Office Areas) Metering: <ul style="list-style-type: none"> — Lighting — Supplementary HVAC — Other Tenant Energy Use — Base Building Metering: <ul style="list-style-type: none"> — Lighting — HVAC — Lifts — Domestic Hot Water Use — Other Base Building Energy Use | <ul style="list-style-type: none"> — Council Specialist Areas Metering: <ul style="list-style-type: none"> — Lighting — Supplementary HVAC — DHW — Other Specialist Area Energy Use — Car Parking Metering: <ul style="list-style-type: none"> — Lighting |
|---|--|



3 SUSTAINABILITY INITIATIVES

Sustainability initiatives have been identified in alignment with industry rating tools and standards. The project will implement a combination of initiatives to achieve the sustainability requirements and are considered best practice.

3.1 ENERGY

A Fully Electric Development

Shifting to electrification of the building can lead to significant reduction in carbon emissions. The concept of electrification involves eliminating gas connections to the development and replacing any gas appliances to an electric equivalent. The approach to electrification for this project includes:

- A heat pump unit for domestic hot water services
- High efficiency lighting and appliances
- Induction cooking and electric heating systems (if applicable - not currently part of design)

Glazing

Significant energy loss is attributed to large vision glazing areas with low glazing thermal performance. The building design incorporates increased spandrel zones with sills above floor level to reduce the extent of vision glazing while still providing occupant access to daylight and views.

Since thermal bridging occurs on the frames of the glazing elements, it is beneficial to use high performing windows to reduce energy loss and thereby reduce artificial heating and cooling of the space. It is recommended that thermally enhanced double glazing is proposed to the facility to increase the building fabric performance.

Heating, Ventilation and Airconditioning (HVAC) Systems

The HVAC system will be specified beyond minimum energy efficiency compliance requirements. The design will incorporate;

- High efficiency variable speed water cooled chillers
- Variable air volume air handling
- High efficiency pumps and fans with variable speed drives
- Ductwork and pipework designed to minimise pressure drop.
- Demand controlled ventilation to modulate fresh air as required to suit occupancy.

Energy Efficient Lighting and Automated Controls

Installing energy efficient lighting with automated sensors is an effective way of reducing the energy consumption. The maximum illumination power density (W/m²) of Part J6 of the National Construction code must be met or improved. Light Emitting Diode (LED) luminaires are low wattage, but can have high output, thereby using significantly less energy than its counter parts, without compromising the lighting quality. Providing scheduled occupancy control, automatic presence detection, absence detection and daylight harvesting to dim down the electric lighting in response to daylight admittance and allowing lighting to only operate when necessary, can significantly reduce lighting energy use.

Natural Ventilation – Car Parking Areas

Large carparking areas with active mechanical ventilation requirements can contribute to significant energy use. The building will utilise natural ventilation to the car park areas to further reduce ventilation energy use.

3.2 WATER

Water Efficient Fixtures and Fittings

Installing water efficient fixtures and fittings is a simple and effective way of reducing potable water consumption. The Water Efficiency Labelling Scheme (WELS) provides star ratings for fixtures based on their water efficiency.

Table 3.1 below shows the Green Star Buildings standard for WELS rating of water fixtures for the facilities. It is proposed that all fixtures and fittings will meet these WELS ratings to provide significant water savings.

Table 3.1 Green Star Building Water Fixture WELS Ratings

FIXTURE	WELS RATING	NOMIINAL PERFORMANCE TARGETS
Taps	5 Star	> 4.5 < 6 L/min
Toilets	4 Star	4.5 L per full flush and 3.0 L per half flush
Showers	3 Star	> 7.5 – 9 L/min
Dishwashers	5 Star	0.8L per place setting wash

3.3 INDOOR ENVIRONMENT QUALITY (IEQ)

Air Quality

Enhanced levels of indoor air quality improve the health and productivity of the occupants. The project will integrate appropriate filtration and Co2 control of ventilation to ensure adequate fresh air is supplied in line with varying building occupancy. sensors with real-time monitoring and appropriate filtration systems that can help minimise occupant exposure to pollutants.

Low-VOC Paints

Low volatile organic compound (VOC) products help reduce allergy causing toxins and contaminants present with the air in occupied spaces, allowing for a better indoor air quality. At least 95% of all internally applied paints will have low volatile organic compound (VOC) content in line with Green Star best practice benchmarks as summarised in the table below.

PRODUCT TYPE/ SUB-CATEGORY	MAX TVOC CONTENT (G/L OF READY-TO-USE PRODUCT)
Interior wall and ceiling paint, all sheen levels	16
Primers, sealers, and prep coats	65

3.4 TRANSPORT

Bike Parking and End of Trip (EoT) Facilities

Installation of bike parking spaces promotes the use of sustainable transport and reducing carbon emissions from vehicle use. Bike parking spaces will be installed for the building staff and visitors.

End of Trip Facilities (EOT) encourages the use of bikes to allow the rider to refresh after the trip. The EoT will be available for the staff, which will include a nominated locker and shower facilities.

3.5 CLIMATE ADAPTATION AND RESILIENCE

Urban Heat Island Effect

The proposed building will utilise heat reflective roofing finishes to reduce the amount of heat absorbed into surfaces which can contribute to the urban heat island effect. This is particularly important in Darwin where the ongoing impact of climate change will further increase temperatures and the impact of the urban heat island affect. Roofs will be selected with a three-year SRI (solar reflective index) of greater than 64 in line with best practice guidelines.

4 OPPORTUNITIES

The following sustainability initiatives have been identified as an opportunity to further enhance the ESD aspirations of the project. These items do not currently form part of the project.

Renewable Energy

Renewable energy systems reduce the reliance on the grid electricity and thereby reducing the annual carbon emissions of the building. There is opportunity to install a solar photovoltaic (PV) system on the upper roof area of the building, where it is not subject to overshadowing, maximising solar generation. The potential for inclusion of solar PV will be confirmed following energy modelling to support achieving the projects energy targets.

5 CONCLUSION

This report forms the preliminary design initiatives for the project Darwin Civic Centre in order of the following requirements:

- NCC 2019 Section J Compliance
- 5.5 Star NABERS Energy Office Base Building Rating

In addition to the requirements, information provided in the report details the design team's response to the five key areas of sustainability performance, Energy, Water, IEQ, Transport, and Climate Adaptation and Resilience.

Objection to the new Civic Centre high-rise building on Lot 03981 Town of Darwin 17 HARRY CHAN AVE DARWIN CITY

PA2024/0392

We object to this proposal for the following reasons:

1. It goes against the NCC cyclone code. CBD buildings in cyclone-prone areas should be no higher than 10 storeys high and designed and built to withstand high winds.
2. The digital model looks as if the real thing would sway in the wind and would also block sunlight from buildings and public areas surrounding it.
3. Has it been approved by the majority of NT Legislative Assembly members under the Local Government Act?
4. There has been no agreement signed between the Australian government, NT Government and City of Darwin councillors for a new Civic Centre to be built on lot 3981. Agreement was for the CDU city campus precinct.
5. The public/private contract is, according to the Lord Mayor 'unique'. Is it legitimate?
 - a. A comprehensive legal arrangement to iron out what entity will own and operate the new building is needed and
 - b. A firm guarantee must be undertaken to ensure revenue for the CofD from the proposed numerous private tenancies.
 - c. Without these, this 'development' could easily become a big win for the private developer and a serious deficit for the CofD.
6. The City of Darwin has diverse Sister and Friendship City arrangements that encourage open and transparent cultural, education and trade ideas to be exchanged. Were any of these shared ideas incorporated into the design of the high-rise building and additional Plaza?
7. The City of Darwin runs many ecological sustainability programs: <https://www.darwin.nt.gov.au/transforming-darwin/innovation/yourdarwin/cool-green-clean/environmental-sustainability> that are a source of pride for ratepayers and visitors – especially the solar panels on the Civic Centre and public swimming pool infrastructure. The CofD boasts of its low carbon emissions. Has any consideration been given to the huge waste of resources that demolishing the perfectly adequate and appropriately placed and designed Civic Centre will present?
8. Equally, the carbon emissions from the concrete alone will be enormous and at great environmental cost.

Consultation for this project has not been consistent or open. Do we really need a new Civic Centre – especially one that consists of a very dubious financial and ownership arrangement between the Lord Mayor of Darwin and a private investment group?

We can see an AUKUS coming on! The Public purse paying out big, a huge blowout of costs with no guarantee of a sustainable outcome.

With Respect,

Diana and Greg

Diana Rickard and Greg Chapman

From: [Carolyn Whyte](#)
To: [Das NTG](#)
Subject: Submission - PA2024/0392 - Development
Date: Sunday, 15 December 2024 1:43:11 PM

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Development Committee,

I would like to make a submission about the proposed development at Lot 03981 Town of Darwin, 17 HARRY CHAN AVE, DARWIN CITY.

A 21-story building has no place in the redevelopment of the State and Civic Square areas of Darwin City. It is out of keeping with the area, seems likely to displace some established trees and shade out others, and will greatly reduce the amenity of the environs. Furthermore, the proposed development image has to be in the running for the biggest eyesore in Darwin. Should it be built, it will stand as an appalling memorial to the approvers' lack of taste, until the next big cyclone.

I believe any development on the site should be no taller than four stories, should incorporate a cafe, shaded outdoor public benches, and a children's playground, and should be in sympathy with the Supreme Court and Legislative Assembly buildings. The high rises should be kept out of the State and Civic Square area. Glass monstrosities should not be allowed to shade out the other users of the precinct.

Kind regards,
Carolyn Whyte
6/14 Tipperary Court
Stuart Park NT

From: [Jan Thomas](#)
To: [Das NTG](#)
Subject: Objection to new city council building plan
Date: Monday, 16 December 2024 10:47:43 AM

Hello,

I object strongly to spending rate payers money on a new city council building. It should not be such a massive construction.

It looks like the main beneficiaries will be the builders.

There are so many other projects needed in Darwin (affordable housing) and projects that help residents and their families.

A big new council building is NOT what we all need.

Regards

Jan Thomas

Get [Outlook for Android](#)

From: el_gallo_azul
To: feedback@truenorthcomm.com.au; [Das NTG](#)
Subject: Darwin Civic Centre Redevelopment
Date: Monday, 16 December 2024 11:29:41 AM

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi there,

I've got nothing against the idea of redevelopment, though it seems completely unnecessary. The thing that is clear to me is that a 21-storey building is a continuation of the mistake we are making that started about 20 years ago in Darwin. Rather than have a handful of tall buildings separated by scalding hot bitumen and concrete, it makes a lot more sense to have no more than 6 storeys, and have the buildings close together in order to shade the footpath between them. This concept has worked for hundreds of years in cities and towns around the world, until we started to construct heat islands only one hundred years ago.

A 5- or 6-storey building also provides the convenient opportunity to use the stairs, for those people who are not interested in obesity, type 2 diabetes and joint complaints.

A little bonus is that the building remains functional during a power outage, which is necessary to plan for as long as we continue to use centralised generation.

Cheers,

Greg Flint

PO Box 642
Parap
NT 0804
Australia

[Real democracy! Of the people. By the people. For the people.](#)

Let's [democratise "democracy"](#)

email: el_gallo_azul@protonmail.com
SIP (**not** email): el_gallo_azul@sip.linphone.org
Landline +61 (0)8 8945 1725
Mobile +61 (0)428 279 021
Australian Central Standard Time (ACST) = UTC/GMT+9.5

Note: Phone calls received with no identification will not work. [To enable identification, use prefix *31# \(mobile phones\), 1832 \(analogue landline\), *65 \(NBN landline\).](#)

Enviado con el correo electrónico seguro de [Proton Mail](#).

From: [Anu D](#)
To: [Das NTG](#)
Subject: Submission for Application Ref: PA2024/0392
Date: Tuesday, 17 December 2024 9:41:15 AM

Hello,

This is to express my objection to the proposed “development” in the Civic Square area.

The civic square area holds historic value and is a beautiful, open setting where the Darwin community gathers, children play and is surrounded by venues like the Browns Mart theatre, Happy Yess and the Christ Church Cathedral. This site does not require to be marred by yet another high rise and this proposal does not seem to be based on cogent thought or informed reasoning.

If the powers that be in their wisdom consider it essential to erect yet another high rise comprising of offices, community centre, assembly space, food premises and a car park, there is ample space in and around Darwin city limits for this to be erected. For instance, a nearby setting which is more likely to invite more customers/tenants may be considered where parking is free.

I note that existing food premises, office spaces and similar high rise venues in Darwin city are barely able to retain adequate customers, as it is.

This proposed “development” is unnecessary in this setting and would do nothing more than mar an existing beautiful venue where the community gathers in an open setting. It would also pose a nuisance factor to those attending events at the Browns Mart theatre and Happy Yess; and gather for services at the Christ Church Cathedral.

I ask that this submission is considered, prior to progressing with this questionable “development”.

Anu Daniel

Ph: 89888526

GPO Box: 41326

Casuarina

NT-0811

Submission re Proposal PA2024/0392

Firstly, the proposed building is ugly.

It also looks vulnerable, being slender and very high. Weather challenges are increasing.

I expect there to be a considerable impact on the Tree of knowledge, not just during construction, but ongoing because of the tall shadow effect.

I really object to the domination effect-on adjacent accommodation and business buildings, the Anglican Cathedral, and the beautiful public space which is so important to a lot of community activity.

I wonder whether the shadow of such an edifice would affect the trees around.

I object to the food facility being an integral part of this building I think it detracts from the image of-the City of Darwin.

I think it more prestigious that the municipal offices be a stand-alone building- not affected by a tenancy which could vary in many ways.

The assembly space and community gathering is overkill.

The proposed building would cast a dominance over a beautiful area of public space which caters well for the community in a number of capacities. Please leave us to enjoy that by reducing the build to say, four to six stories maximum.

A handwritten signature in black ink, appearing to be 'J. Hill', located at the bottom left of the page.

Kaleb Thomas

From: jeremy.howley1 <jeremy.howley1@bigpond.com>
Sent: Tuesday, 17 December 2024 1:02 PM
To: Das NTG
Subject: Application Ref: PA2024/0392

To whom it may concern

The Darwin community is at risk of losing our beautiful civic square to yet another high rise, for no particular reason.

The civic square area holds historic value and is a beautiful, open setting where the Darwin community gathers, children play and is surrounded by venues like the Browns Mart theatre, Happy Yess and the Christ Church Cathedral. This site does not require to be marred by yet another high rise and this proposal does not seem to be based on cogent thought or informed reasoning. I note that existing food premises, office spaces and similar high rise venues in Darwin city are barely able to retain adequate customers, as it is.

If the powers that be in their wisdom consider it essential to erect yet another high rise comprising of offices, community centre, assembly space, food premises and a car park, there is ample space in and around Darwin city limits for this to be erected. For instance, a nearby setting which is more likely to invite more customers/tenants may be considered where parking is free.

This proposed "development" is unnecessary in this setting and would do nothing more than mar an existing beautiful venue where the community gathers in an open setting. It would also pose a nuisance factor to those attending events in the surrounding areas.

Thank you

Jeremy Howley
Sent from my Galaxy

Alicia Gregg

5/22 Harry Chan Avenue

Darwin CBD, NT

19 December 2024

To: The Consent Authority

Cunnington Rosse Town Planning and Consulting

Brad Cunningham

brad@crtpc.com.au

Subject: Objection to Development Proposal for 17 Harry Chan Avenue, Darwin City

Dear Brad,

I am writing to express my concerns and formally object to the proposed development at 17 Harry Chan Avenue, Darwin City. As a property owner and resident on Harry Chan Avenue, I have significant reservations about the potential negative impact this development will have on our local environment, lifestyle, and community.

While I recognise the importance of urban growth and infrastructure improvement, I find the scale, nature, and location of this proposal to be highly problematic for the following reasons:

1. Impact on Local Amenity

The proposed 21-storey development, including a civic centre, library, offices, and commercial spaces, is excessive for the area. Its height and bulk will overshadow surrounding properties and significantly alter the character of the neighbourhood. The loss of privacy for nearby residential buildings and noise disturbances from increased traffic, the roof top business noise and patron anti-social behaviour when arriving and leaving the location; and construction are major concerns.

I understand the original location for this building was where the new Charles Darwin University campus now lies on Cavenagh Street in the city. This would have been an ideal location as there are already such tall buildings in the immediate vicinity; central location and easy to access.

The sheer scale of this 21-storey mixed-use building is entirely out of character with the predominantly residential area surrounding it. The height, bulk, and density will not only dominate the streetscape but also overshadow nearby homes, significantly reducing natural light and privacy for properties like mine. The reflective façade and increased activity will lead to light and noise pollution, disrupting the quiet enjoyment of my home.

2. Incompatibility with Residential Living

The inclusion of a rooftop food venue and large-scale public facilities introduces the likelihood of late-night activity, noise, and crowds, which are incompatible with a residential neighbourhood.

Will these establishments, including the council function area, be seeking liquor licenses that allow consumption of alcohol without substantial food?

As a homeowner, I am concerned about the security risks associated with increased foot traffic and the potential for anti-social behaviour in the area from patrons visiting these establishments. To also introduce alcohol to the immediate vicinity will greatly increase the likelihood of the concerns I mentioned. The residents in this area have a right to feel safe in their homes.

There is an existing shop located at 22 Harry Chan Avenue which currently has a café. This location has struggled to retain a long-standing business. I am aware of at least four businesses unsuccessfully surviving at this location in the last 12 months. The new proposal will provide direct competition to the existing café.

What are the details of the types of businesses the excessive 10 stories of the proposed building are intended for? Or is there to be even more empty office spaces for lease within Darwin city?

3. Traffic Congestion and Parking Issues

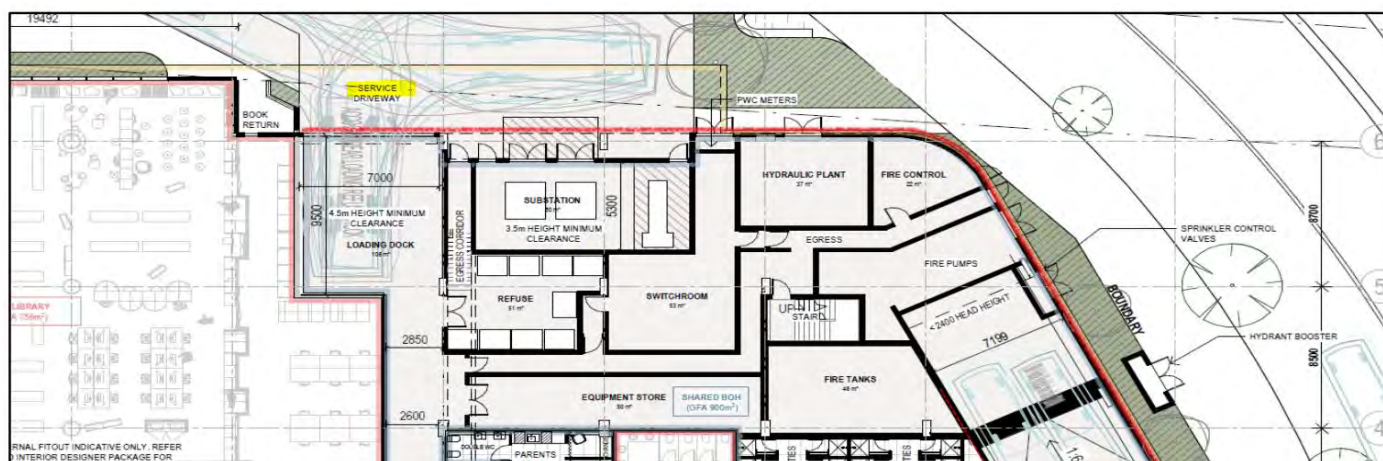
With 460 car parking spaces spread across multiple levels, the additional traffic load will exacerbate congestion on Harry Chan Avenue and adjacent streets, particularly during peak hours. The proposed single-entry and exit points on the Esplanade will create bottlenecks, further degrading the traffic flow and pedestrian safety.

Will the new carpark offer their parking spaces free to people outside of business hours? This proposal will mean a loss of many free outside of business hours parking, which currently is heavily utilised by people visiting the Waterfront for events. The loss of the free parking will impact the number of visitors.

As a resident, I am concerned that large amount of parking this proposal is offering will lead to traffic congestion, increased risk of accidents, and reduced pedestrian safety, particularly for families and older residents in the area.

There is only two ways to get to this location of which they are single lined roads which will get choked up by traffic very quickly. Is the council thinking about how to improve the access, the condition of the road, pedestrian safety, and consideration of existing residence and businesses?

Traffic chaos and noise disturbance from the service vehicles as the service driveway is directly opposite residential living is also a concern.



4. Environmental and Heritage Concerns

The removal of established trees and vegetation in the current car parking area is alarming. There are quite a few significant trees throughout the proposed location. It would be a real shame to also remove these trees after all the significant trees that have just been removed in the carpark behind the Local Court just along the road on Harry Chan. It is particularly concerning given the need to maintain green spaces in the city centre.

The site also contains culturally significant elements, including Galamarrma (Tree of Knowledge) and World War II oil storage tunnels. Despite assurances in the proposal, I remain unconvinced that the integrity and visibility of these heritage element will be adequately preserved during and after construction or remain accessible to the public.

5. Community Needs and Infrastructure Strain

Although the project includes a library and civic centre, these benefits are overshadowed by the disruption caused to existing residents and businesses. Furthermore, the expected influx of workers and visitors will place undue strain on public utilities, including water, electricity, and waste management systems. This will degrade the quality of living for current residents and create long-term challenges for the area.

6. Deviation from Character and Vision of the Darwin CBD

The Central Darwin Area Plan emphasises a balanced approach to development that reflects the tropical lifestyle of Darwin. The sheer scale of this proposal is inconsistent with the human-scale, community-oriented ethos envisioned for this locality.

The highest building in the immediate area is 8 stories high. What is the need for 21 stories?

7. Current Council building location

I understand the current Council building is to be demolished. But what is planned for the current building location?

I believe it is poor form to not include the plan for this location whilst expecting people to give an opinion on this proposal.

Conclusion

As a homeowner who values the unique character and liveability of this area, I urge the Consent Authority to reject; or significantly revise this proposal; or explore alternative locations that align with the scale and intensity of development appropriate for a city centre. A scaled-down development that is more in keeping with the local environment and the needs of residents would be a more appropriate approach.

This development, in its current form, prioritises commercial and civic ambitions at the expense of the rights and quality of life of residents like myself. I ask the Consent Authority to take these concerns seriously in its decision-making process.

Thank you for considering my concerns. I trust that the planning process will prioritise the interests of current residents and the sustainable development of our community.

Yours sincerely,
Alicia Gregg

alicia@informationbydesign.com.au

Kaleb Thomas

From: Gill Abraham <gillabraham@netspace.net.au>
Sent: Thursday, 19 December 2024 10:57 AM
To: Das NTG
Subject: proposed council centre redevelopment

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

To whom it may concern.

I am extremely disappointed by the short time frame given to examine the complex document and comment on this proposal. The timing of only 2 weeks just before Christmas is also troublesome, as many council rate payers are unable to contribute to the process as they are away, and or busy with family commitments or unable to delve in greater detail into the benefits and liabilities of the project.

Comments:-

On my initial reading it seems disproportionate that the council is responsible for 5 stories of carpark and building operational space.

This seems inequitable in a 49%/51 % co-occupancy sharing agreement.

It is also extremely disappointing that car parking is located in levels that attract amazing harbour views, and thus could be seen as valuable resources wasted on parking.

Why isn't underground parking integral to the design, thus dropping the total height of the building, or providing the council the opportunity to sublease 4 /5 floors of valuable real estate?

Regards
Gill Abraham

From: laurie.palfy@bigpond.com
To: [Das NTG](#)
Subject: building application PA2024/0392
Date: Friday, 20 December 2024 10:43:43 AM

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

With the short notice to provide comment on such a significant building application I trust you take into account my great concern regarding this application. What I have seen is a total inappropriate building for an area of quiet, calm reflective purposes and the ability to embrace the community with special events.

It appears there is less space for the Councils offices and services and there is no community function areas as previously proposed. This does not meet the original proposal put forward previously.

AMENITY is purely a word being used constantly to try and give the proposal merit. No matter how many times you say it, this construction does not bring amenity to the area.

It does not fit with the existing buildings, removes important vegetation and completely alters the actual AMENITY that Civic Park brings to the area.

I respectfully request that the application is rejected as unsuitable for the area, possible traffic control issues, not in the interest of the community and totally inappropriate design for the area.

I did try to download on your website but could not make it work. So please have this included in responses to the application PA2024/0392

Laurie Palfy
28/1 Buffalo Court Darwin
0418848731
Laurie.palfy@bigpond.com

Submission in relation to the proposed development of Lot 3981, Harry Chan Avenue, Darwin

I am a barrister practising at William Forster Chambers, 26 Harry Chan Avenue, directly opposite the site of the proposed development. Counsel Chambers (NT) Pty Ltd holds a lease of the first and second floors of the building at 26 Harry Chan Avenue and has done so since 2005. I am a director of that company along with a number of my colleagues. This objection is made on my own behalf only and not on behalf of William Forster Chambers or Counsel Chambers (NT) Pty Ltd.

I object to the proposed development. My reasons include:

1. It is not appropriate for there to be any high-rise development within the area bounded by Harry Chan Avenue, the Esplanade, Herbert Street, Mitchell Street, Bennett Street and Smith Street. This is the Territory's "State Square". All development needs to be in sympathy with and supportive of the amenity which such an area requires, as generally it is at the moment.
2. The building is of poor design. Any structure in this area should match the quality of the buildings which are there already – Parliament House, the Supreme Court, the new Art Gallery, Browns Mart, the old Administrator's Offices and the Cathedral. This manifestly does not.
3. An aspect of the poor design is that the proposed building is focused towards the north-west only. Its aspects on the side which will face our building do not adequately engage with the street-front, and are particularly unattractive with services and car park entrance dominating. Unlike the proposed building, all those buildings named in 2 above are attractive from all sides and particularly the relevant street frontage.
4. This will also significantly increase noise and other nuisance directly in front of our building, and our balcony and our second floor offices on the west side.
5. We should not be constructing buildings which will draw more traffic into this area.
6. Commercial development in Darwin should be on the large number of empty blocks in town to the north west of Bennett Street and not in this area.

I also note that, given the public importance of any development in this area, (a) there ought to have been extensive consultation with the public about this

proposal and (b) there ought to have been a competitive design process or similar to ensure as far as possible that the proposed building does justice to its position. Neither of these has happened. Those failures are reflected in the poor quality of the outcome. The Council itself should be setting an appropriately high standard for development in Darwin. It has not done so here.

For these reasons, and taking proper account of the matters set out in s 51(1) of *Planning Act 1999* (NT), the development permit should be refused.

A handwritten signature in black ink, appearing to read 'Alistair Wyvill'. The signature is written in a cursive, slightly slanted style.

Alistair Wyvill SC
20 December 2024



Paspaley Pearls Properties P/L

Level 20, 19 Smith Street
Darwin, NT 0800
19th December 2024

The Planning Authority Chair

Dr David Ritchie,
Northern Territory Planning Commission
Planning Assessments
Darwin, NT 0800

Dear Dr Ritchie and fellow Assessment Panel,

Re: Development Application for Lot 03981 Town of Darwin, 21 Story Building by Civic Park

On behalf of the Paspaley Group and Paspaley Pearls Properties Pty Ltd, we wish to formally object to the current draft of the Civic Building at Lot 03981, Town of Darwin. While we acknowledge the role of development in enhancing our community, this proposal raises issues that we believe require further evaluation and clarification.

Our concerns are categorised into three key areas, which are briefly summarized below.

1. Civic Park: A Shared Contract with the City

Recent Federal and State investments in Civic Park have significantly enhanced its value as a central and inclusive public space within Darwin City. This funding was intended to benefit the broader community by preserving the park's open, communal character and accessibility.

However, the proposed design for the new development risks altering this character in a way that diminishes its general public positioning. Rather than serving as a shared community asset, the park may come to be perceived as overshadowed for the use of a few select buildings. This shift undermines the inclusive identity that Civic Park represents for residents and visitors alike.

We believe as stewards of public spaces, Darwin City Council has a clear mandate to protect and preserve such areas for the collective benefit of all. Ensuring that Civic Park remains a space that embodies community values, maintaining public trust and honouring the investments made on behalf of the city.



2. Multi-zone (MZ) Should Not Automatically Convert to Central Business (CB)

The application limits their disclosed scope of activities too narrowly; speaking to a sub-division of a section without application of a local development plan (LDP) that fits this development within the overall City Planning structure.

We contend the proposal to subdivide Civic Park therefore introduces uncertainty about the Civic Park's future. For example would a future also involve redevelopments of nearby areas, such as the ABC site or the Bus Interchange, to introduce further high-rise buildings and place increased demands on infrastructure in the public open spaces in decades to come? Should these developments have priority over the existing CB zones? Without a cohesive vision, such developments risk fragmenting the City's public spaces.

Proposals of this nature require higher compliance standards and thorough public consultation to ensure they deliver public value. While an alternate MZ zone project that enhances public amenities—such as a creating new civic park—would warrant support, this application strategically does the opposite. It appears to prioritise selective benefits, detracting from the inclusivity the Civic Park represents.

3. Darwin City Council Parking Fund: Transparency and Market Access Requirements

The relationship between the Parking Levy and this specific development is unclear, particularly regarding if Darwin City Council's has increased opportunity directly or indirectly through application of these funds.

Critically, we believe the market lacks clear guidelines on how these funds may be used or accessed and we note until such time the Planning Commission and Darwin City Council who established and manage these funds have high fiduciary obligation to ensure to the public that the fundamental purpose of the levy is to develop new parking infrastructure capacity, not to create competition in office space development.

In conclusion, these three significant issues directly impact both community and private sector confidence in the development framework and its governance beyond the development itself. Maintaining high standards in planning and built form is crucial for preserving this confidence. We appreciate your consideration of these objections as part of the assessment process.

Yours sincerely,

Nicholas Hanigan

Director, Paspaley Pearls Pty Ltd & Paspaley Pearls Property Pty Ltd.

RESPONSE TO THE PROPOSED NEW DARWIN CIVIC CENTRE REDEVELOPMENT
PA2024/0392

Dear Sir/Madam

I refer to the proposed Development of the Darwin Civic Centre put forward for comment between 6th-20th December.

Initially in 2021, Darwin City Council (DCC) allocated \$30million towards the project as part of the Darwin City Deal. However, this redevelopment never eventuated. Then in May 2024, they proposed an affordable option with an increased \$41 million from \$61 million of its capital works budget towards the redevelopment of the existing Darwin Civic Centre, including community spaces such as a library and town hall, as well as \$26 million allocated for an expanded multi-level car park.

This is suddenly replaced in December by the proposal of a \$150million, 21-story building jointly- owned between a private businessman and DCC, with \$77 million allocated by Council based on cash reserves and **borrowings**. This is to be built on the space adjacent to the existing Council building.

Ironically there is only 3 weeks to comment on this radically new proposal, prior to Christmas when people are otherwise occupied or away. Therefore, it will not get the exposure or community input required.

Because of this, I would strongly urge you to extend comment until late February 2025 when most Territorians will be back at work, as this is a totally new and much more expensive proposal than previously proposed. I contacted two of the councillors in my Chan Ward about the proposed extension but received no reply.

There are numerous reasons that I, as a rate payer, object to.

- 1) Firstly a 21-story building is far too high and completely inappropriate to the surrounding area that has minimal development. It would negatively impact on the beauty and visibility of nearby iconic buildings such as the Administrator's Offices, Anglican Church, Government House and Darwin Parliament House.
- 2) In relation to this, I would imagine the Development Consent Authority needs to ensure the proposal does not impact on the real **amenity** the area and accords with the relevant zone purposes and outcomes.
- 3) Apart from several nearby 9 story blocks, most of the surrounding city buildings are around 2-3 stories high which is perfect for a small city like Darwin. Darwin needs to keep its unique character as a small city on the sea with sweeping views and breezes, and not become like any other anonymous, high-rise city in the world. Naturally the designers, CA architects are Brisbane based, so would have no knowledge of, or sensibility for the city.
- 4) The proposal is in total contradiction to the 2021 proposed Darwin Civic and State Square Masterplan. This includes the area of the Civic Centre to Parliament House plus a new Art Gallery, and has shade structures, landscaping and shaded public spaces 'to cool the city'. Even this well researched museum proposal by Troppo

architects has been criticised by two Court judges because of the 3-story building's close proximity to the Supreme Court and Parliament House. As part of their objection, one of the judges said; *The locating of the Art Gallery so close to those important buildings, and obliterating the view of the Administrator's offices, will detract from the formal status of the important institutions which those buildings house and represent.* **This argument is even more pertinent for the proposed 21-story Darwin Civic Centre.**

5) In a recent article 'What Challenges Does Urban Construction Face in Darwin?' by Marketing, March 20, 2024, they emphasise that: *'the Darwin City Deal places strong emphasis on implementing innovative strategies to cool and green the city. Given Darwin's tropical climate, these strategies are crucial for creating a comfortable and sustainable urban environment. By incorporating green infrastructure and sustainable design principles, Darwin will become a best-practice example of tropical urban living. They also acknowledge how essential this is in a climate of global warming.* So where does this glass-plated, high-rise sit with such concerns for a developing tropical city?

6) The timing is also terrible as Darwin is currently facing a population reduction, resulting in many buildings being empty and for lease in the CBD. The NT Property Council says in 2024, Darwin CBD already has the nation's highest vacancy rate — but they expect figures to worsen in the New Year. According to their research, 58,000 square metres of commercial office space lies vacant across the Darwin CBD with smaller retail and hospitality venues recording a vacancy rate of around 20 per cent (www.abc.net.au/news/2023-12-22).

There is a very real risk that such an ambitious building could remain half vacant or worse, which would impact on the viability of the dual-funding initiative proposed for this new building. It also makes a mockery of partner DCOH managing director Shane Dignan's tired old cliché, of this building 'growing the Territory'.

7) This, together with the projected temperature increase due to Global Warming, will exacerbate Darwin's population decline, as people increasingly move interstate. Because of the above, Global Warming impacts need to be considered by Council, along with the significant issue of greening the city.

In summary I totally reject the City Council's plans to develop this 21-story building and support the alternate plan cited in early 2023, to renovate the 3-story building on the existing site, with a car park as a modest money-making venture for \$30million. This plan will provide the necessary upgrading of Council's dated facilities, without plunging Council into debt. Interestingly the upgrade of parking spaces from 300 in the earlier proposal, to over 400 in the most recent one, are all subsidised by Council to the tune of \$40 million, with absolutely no contribution from their building partners. (Personally, I'm not sure why there are no plans to build the carpark underground like the one in nearby State Square, which again was built with a view to making the city a cooler and more public-friendly place and attraction).

Further, I'm not even sure of the legality of Council undertaking such an ambitious money-making partnership with its extra floorspace for lease, and cafeteria, that essentially turns a public asset into a commercial enterprise. This needs to be investigated by Council and DAS.

In short, it seems that the core values of the Darwin City Deal and Masterplan have been completely ignored by Darwin City Council's enthusiasm for this huge, boring, glazed building, that stands in stark contrast to the new 3 story MAGNT Art Gallery building to be built close by. And it's not stated anywhere I can find, how DCC is going to raise the extra money, of possibly around \$47 million of the \$77 million? Maybe much less, but I couldn't find the amount mentioned, which is a major concern to taxpayers.

I therefore urge Councillors to review the feasibility of this contentious, expensive proposal, when there is a good economically- viable alternative available that will be in keeping with Darwin's tropical ambiance.

Your sincerely

Margie West
21 Phoenix St

Thank you for the opportunity to respond to the City of Darwin redevelopment proposal.

It is disappointing but unfortunately not surprising that public awareness of this project has landed for consultation just 2 weeks before Christmas. A cynic would suggest that this timing is deliberate, when most people are preoccupied with school holidays and Christmas preparations, and not watching for major projects at a civic level for review.

I am an active citizen and CBD resident of Darwin with an interest in town planning and the impact planning has on the amenity of our city, our community and the environment. I am appalled at the design and intent of this project and would like to see it rejected outright.

While City of Darwin Council (council) claim effective public consultation, I was completely unaware of this project until this commercial contract's release this week. As far as I am aware, the redevelopment for council was as part of the City Deal that birthed the Charles Darwin University building. Council gifted the land and was to move into this building on completion. No further information has been forthcoming regarding this not happening or why. As a voting constituent I feel deceived.

The building design itself is a disaster. A mega-storey tower in the centre of our historic/civic precinct completely dismisses the value of the precinct. Bordered by Brown's Mart on one side, Government House, the Parliament, Supreme Court, Anglican Cathedral and Civic Park, this area contains all of our oldest and most beautiful buildings. The area extends along to the old town hall ruins and the stone buildings behind the bus depot – with the bus stop being an anomaly in this area of otherwise civic pride. Erecting a glass twenty-one storey tower so completely out of character and so dominating in this precinct demonstrates a shocking lack of awareness of the character of this important historic/civic area. The design, if built at all, needs to be at a maximum height of the Supreme Court and in the character of the surrounding buildings.

As a Cathedral worshipper, I am appalled at the shadow cast by this building's tower. The shadows cast in the winter fall completely over the cathedral just at the time when worshippers are present, shading the beautiful stained-glass windows. These windows are both an architectural and spiritual feature of the cathedral. I have many times pondered these windows as a form of prayer or meditation. The council building design must be altered so as not to shadow the cathedral.

I would like to see more made of the Tree of Knowledge as an historic landmark and more care taken of it. The story of the tree and its importance in the formation time of Darwin, should be promoted more and made a feature of. Last time I saw the sign under the tree, it was faded and covered in possum poo. Concerns include the shading of the Tree, and the complete dominance of the surrounding building rendering it insignificant. This area, if redeveloped at all, should be extended into Civic Park including the Tree of Knowledge as a feature, to create an appropriate cool garden for locals and visitors to enjoy. This whole precinct, from the Parliament to Harry Chan Drive at the existing council buildings, should be a featured historic, civic precinct for ALL the enjoy. It could contain low level designed cafes/restaurants and shaded walkways and gardens that we could be proud to enjoy as locals and display to visitors. The proposed tower is so inappropriate in this area and destroys the potential of the historic/civic precinct for the people.

In summary, the proposed redevelopment is a disaster for this specific area and a redesign is required to enable the retention of the character of the historic/spiritual/civic precinct.

Heather Ferguson

Submission re COD Proposal to build new Council Civic Building.

To Whom it may concern,

Consultation is not COD's strong point. The original consultation opportunity conducted 17 Feb. 2022 was totally unsatisfactory. The suggestions/opinions gathered at the Nightcliff swimming pool for example clearly showed that the public had no clue as to what was being asked of them. The consultation document was amateurish in the extreme, a trademark of COD consultations. My submission received no acknowledgement and no reply. Another signature of the COD which prides itself on transparency, accountability and communication.

The COD is a standard civic model raising money from rates and maintaining, improving and developing facilities for ratepayers - Parks, Pools and Parking. A function well described in Darwin's Greening Strategy 2030 documents, and currently being realised to improve the liveability of our rapidly warming city.

However, the fundamental civic processes of the COD, the 4 Wards, 12 elected Councillors and the Lord Mayor who consult with Ratepayers have been hijacked. Influential lobby groups of the Business, Property, Retail Sectors, Legal Profession, Developers, and well-connected, cashed-up members of the establishment are called unashamedly stakeholders.

Questions arising:

What will be the function of the COD building in years to come?

Does the COD have a fetish for car parks - no opportunity to build a carpark should be missed in the CBD, that is despite the '15 Minute City' being planned to reduce the dependency on motor vehicles.

How will the 'new' stakeholders be accommodated physically in the building?

Will the elected Councillors still exist in their present form?

What will be their role?

What accommodation will they need – Secretarial services,
Computer services?

How will they represent Ratepayers?

Will their representation of Ratepayers be further diminished as
the commercial activities of the COD increase?

I don't believe you can design a building without first establishing
its future function.

More research and consultation is necessary!

Yours sincerely

Graham Kirby

Mob: 0427398861

PS: Seasons Greeting to the reader and colleagues!



25 Woods Street, Darwin NT 0800
Postal Address: GPO Box 1801 Darwin NT 0801

Phones – Chung Wah Hall / Chinese Museum (08) 8941 0898 Email: admin@chungwahnt.asn.au
ABN: 13 537 639 176 (Registered for GST)

Development Consent Authority
GPO Box 1680
Darwin NT 0801

Re: PA 2024/0392 – Lot 03981, Town of Darwin

I wish to make a submission on behalf of the Chung Wah Society concerning the proposed development of Lot 03981, which will incorporate the City of Darwin's proposed civic centre.

The Society wishes to see a cooperative approach to any incidental discovery of artefacts or objects pertaining to the prior occupation of the area by the Chinese community. The development site, as well as the existing civic centre, is located within what was Darwin's Chinatown. Much of Chinatown in Cavenagh Street, between Bennett Street and The Esplanade, was destroyed by the military authority around 1943 during World War II. Following the war, in 1946, all freehold land in the Town of Darwin, including Chinatown, was compulsory acquired by the Commonwealth of Australia. This compulsory acquisition, in the interest of town planning, had a profound impact on the Chinese community, yet the bulk of this area remained vacant until the construction of the existing civic centre commenced in 1968.

A large part of the proposed civic centre site was vacant land in 1941 (former Lots 302 and 303 and Cavenagh Street roadway) but it does extend to the former Lot 304 then owned by CHIN Ack Gong (CHIN Toy family) containing betting, squash and barber shops. The development

site also extends to the front portions of Lot 403 (Yam Yan Grocer – CHIN Yam Yan family, then managed by Willie Pak Poy), Lot 404 (vacant) and Lot 405 (Fang Cheong Loong store – CHIN Toy family). The attached sketches depict this situation.

Any surface artefacts would have been removed long ago. Given the Chinese occupation extended over a small proportion of the development site, the prospect of any incidental discovery significant Chinese related objects may be minimal; a detailed heritage/archaeological survey is not warranted. However, construction will involve excavation, so there is a possibility of incidental discovery.

In responding the Culture and Heritage Theme from the Central Darwin Area plan, the proposal refers to the oil tunnels and Galamarrma/Tree of Knowledge without referring to the “Asian settlement” value. There is a reason the surrounding road is named Harry Chan Avenue. The Society expects to see the future development of Galamarrma Plaza and the new library acknowledging the sites Chinese community history.

Neville Jones

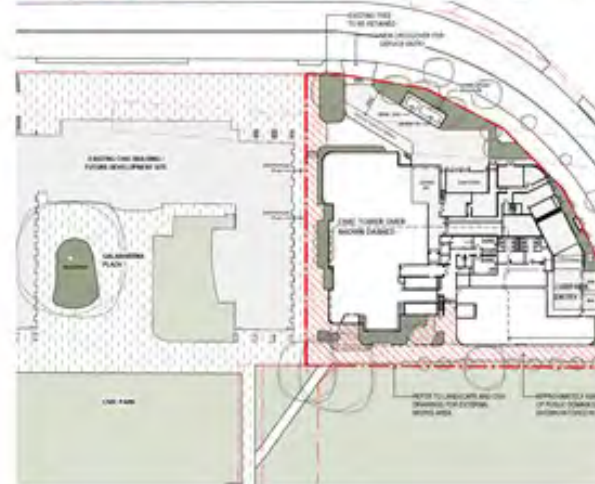
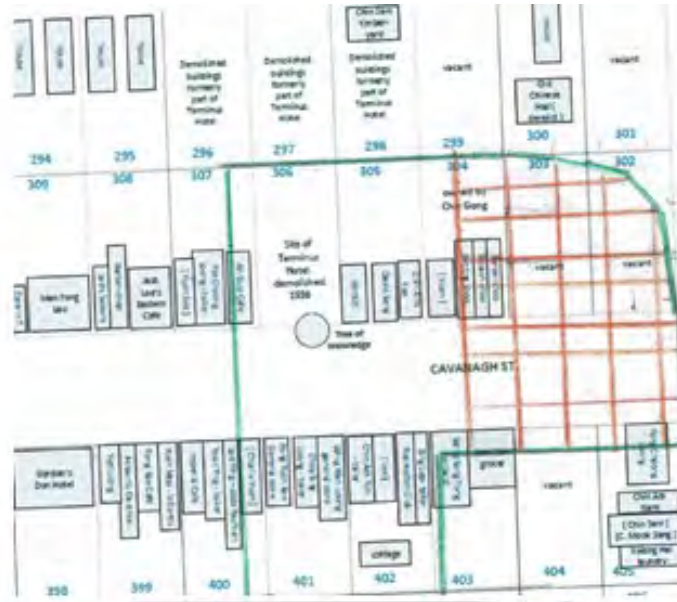
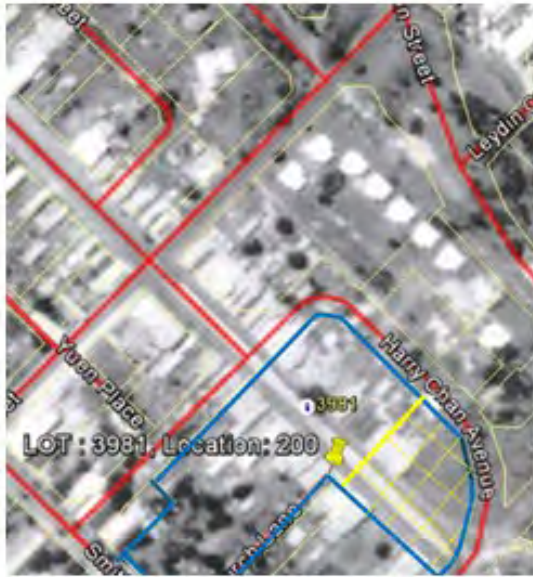
Neville Jones DipFamHist

Director

Northern Territory Chinese Mueum

20 December 2024

Sketch – Chinatown 1941 and Development proposal for Lot 3981, Town of Darwin





20 December 2024

**Development Assessment Services
Energy House
Level 1 18 - 20 Cavenagh Street
Darwin, Northern Territory 0801**
Via Email: das.ntg@nt.gov.au

Dear Sir/Madam,

**Re PA2024/0392 – Lot 3981 Town of Darwin
(17 Harry Chan Avenue)**

I am a director of Bishop Estate Pty Ltd. Bishop Estate Pty Ltd is the legal owner of Lots 7548 and 7549 (26 and 28 Harry Chan Avenue). These properties are adjacent to proposed development (PA2024/0392).

Please find as follows my submission on PA2024/0392:

1. State Square / Civic Precinct

All capital cities have a Civic and State Square Precinct. These precincts hold the fundamental institutions that underpins both our society and our democracy. Darwin's State Square and Civic Precinct contains: Parliament House, Administrators Residence and Office, the Northern Territory Supreme Court, Darwin Local Government, Darwin Art Gallery (presently under construction), significant heritage buildings (Old Town Hall, Old Court House, Police Station and Cells, and Browns Mart) and other Heritage Places. They all hold significant importance to the residents of the Northern Territory.

The standards for any building proposed to be built in the State Square and Civic Precinct must be very high to maintain / uphold the integrity of the Precinct. The Applicant's proposal, as it currently stands, does not meet that threshold. The Development Consent Authority should amend/reject this application to ensure that the interest of all Territorians are properly protected and respected.

2. Car Parking

In the early 1980's the West Lane Multi Storey Car Par was constructed in response to community requirements / expectations. This Car Park was fully funded by a "40-year Levy", commencing in 1983 on existing CBD Properties. For no good reason the City of Darwin has continued since 2023 to charge that "40 Year Levy" regardless that 40 years has passed.

Subsequent to 1983, New Building Developments were assessed by the Development Consent Authority and required, if applicable, to pay a "Car Parking Shortfall" to the City of Darwin calculated at a dollar amount (the cost of supplying a car park (land and building costs) x number of car park shortfalls). These dollar amounts (now many millions of dollars) have been paid to a separate City of Darwin Reserve Fund and to be used by City of Darwin to build for the Community the additional CBD Car Parks that the Developer had not built.

The City of Darwin and the Commercial Developer are technically complying with the car parking provisions/requirements in their application, including their seeking of car parking concessions from the Development Consent Authority. However, the City of Darwin, to the best of my knowledge, has or will withdraw many millions of dollars from the separate "Car Parking Shortfall Fund/Reserve" to assist with funding its proposed Development. This means in practical terms that the City of Darwin and the Commercial Developer's application is not providing the car parking "demand" generated by their development.

I will elaborate further.

City of Darwin have a fiduciary obligation to the community to provide the additional number of car parks that past shortfall contributions have accumulated in its “Car Parking Shortfall Fund/Reserve.”

By withdrawing/allocating funds from the City of Darwin’s “Car Parking Shortfall Reserve Fund” to pay for the building (including its car parking) the community does not gain the additional 225 car parks required (generated) for this proposed development.

I.e. the Number of Car Parks to be constructed by City of Darwin from its Car Parking Shortfall Reserve Fund prior to the approval of this Development Application is “X”. The Number of Car Parks to be constructed by City of Darwin should this Development be approved will be the original “X” less 225. The Community has lost 225 car parks as a consequence of the Development and in reality, a further 95 car parks as the Development is on an existing City of Darwin Car Park (Total 330 Car Parks).

The Community is the victim of the City of Darwin, which could possibly be a fraud on society and is at least unethical. The Development Consent Authority should ensure that it is not aiding and abetting such an outcome.

3. Gateway Site

The Central Darwin Area Plan (CDAP) identifies this as a Gateway Site. Clause 2.10 sets out the requirement for a Gateway Site. An extract of 2.10 is as follows:

2.10 Design new buildings to address prominent corners and 'Gateway Precincts.'	i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides: a) vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design; b) public art and signage within the design of buildings and related public spaces; and c) effective and visually appealing all-weather protection.
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The Applicant clearly has not met the requirement or intention of Clause 2.10 of the Central Darwin Area Plan.

The only Gateway Site that has been developed since commencement of CDAP is Charles Darwin University's City Campus (CDU). The CDU Building is a significantly more attractive and interestingly designed building. By comparison this application appears to be a mere basic office / unit complex design with no distinctive architectural or other features of merit.

The application does not appear to make any provision for vertical landscaping. One could question why this requirement is even in the NT Planning Scheme at all if it does not even apply to the higher standard Gateway Site?

The application shows no activation along Harry Chan Avenue and the Esplanade, which are the roads that access the site. This is a very low standard particularly for a Gateway Site. The CDU Campus has high levels of public access from all street frontages (Cavenagh, Woods, and Garramilla street). It also has pedestrian access from Woods Street to its Courtyard. Why hasn't the Applicant provided a similar standard of access and activation?

Leaving aside the additional Gateway location site requirements, the Applicant's proposal does not even meet the basic current standards of Office Buildings located in the Darwin Central Business District. This is evident especially with respect to the provisioning of building services (including loading bays) all along Harry Chan and the Esplanade. It is industry standard to locate these services either underground or internally within the building. Recent CBD Buildings including Charles Darwin Centre and Manunda Place (Non-Gateway Sites) have had to achieve these outcomes.

As the proposal stands, if a Gateway Site means so little to public amenity and activation, the Central Darwin Area Plan **should be amended** to remove the concept entirely as it seems to be approaching pointlessness and is promoting a lesser standard to what currently exists elsewhere in the Central Business District.

4. Zone Outcome: Item .8.

The Applicant has not met the requirements under item 8 (d) & (f):

“Development incorporates innovative building design, site layout and landscaping that:

- (d) maximises pedestrian activity along **primary street** frontages; and*
- (f) creates attractive outdoor spaces and enhances the streetscape.”*

The Applicant has not addressed nor provided any proper consideration of the site’s street frontages (Harry Chan Avenue and the Esplanade), nor maximised pedestrian activity. The current design does not enhance the streetscape in any meaningful way. Other recent buildings, such as the CDU City Campus provided high levels of activity and connectivity along all boundaries and roads. The Applicant should also be required to do the same.

5. Active Frontage - Clause 5.5.16 (Active Street Frontages)

The Applicant has not met the requirements under Clause 5.5.16:

“Provide a site-responsive interface between commercial buildings and the public domain that:

- (a) is attractive, safe and functional for pedestrians;*
- (b) encourages activity within the streetscape; and*
- (c) encourages passive surveillance of the public domain. “*

This has clearly not been met by the Applicant along any of the development’s street frontages (Harry Chan Avenue / The Esplanade). Nor does the proposed landscaping provide a suitable nor reasonable outcome for a Gateway Site or State Square / Civic Square Building.

The Applicant states that *“the retention of existing trees (where appropriate) and provision of new feature trees to the Harry Chan Avenue frontage will maximise amenity to the public realm and screen the loading and service areas. Dense tropical screen species will provide additional screening to the service areas and infrastructure fronting Harry Chan Avenue and the Esplanade.”*

The foregoing statement by the applicant does not meet any of the three requirements listed under clause 5.5.16. If this is approved by the Development Consent Authority it will set a new precedent that only one side of a building needs to have any active frontage, and that side does not need to face a street or a road.

If the Applicant’s proposal is decided by the Development Consent Authority that it meets the requirements of Active Frontages, then as a concept it will be redundant, repugnant and **should be removed from the Planning Scheme.**

6. Clause 5.5.16 - Subclause (5):

The Applicant has not met the requirements under Subclause (5):

“Services on street level frontages are to be limited to:

*(a) a single vehicle entry and exit point to and from the building (except on larger **sites** where additional access points are supported by a Traffic Study for the **site**);*

*(b) a direct single point of **access** to service equipment for all service authorities;*

(c) required fire egress; and

(d) required fire booster connection points. “

The Applicant is proposing a diesel tank, generator, service vehicle parking bays, substation, loadings bays amongst other services outside the building's footprint. The Applicant's proposal states that: "*Back of house areas include internal and external loading areas, refuse storage room, storage and mechanical / plant areas including substation, switchroom and fire tanks.*"

The diesel storage tank, generator, loading bays, substation, mechanical plant should be consolidated within the main multi-story car parking, which enters along the Esplanade. This change would then match the under-construction service / access of the Northern Territory Government's Art Gallery, being one access point from the Esplanade. This is just cheap and lazy designing that does not even meet the current standard for large office buildings in the Central Business District; let alone a building that is both a Gateway Site and located in the State Square / Civic Precinct.

In the Central Business District, loading bays, storage tanks, generators, etc are generally required to be underground or internally provisioned within the car park or building). This was/is the standard required for large office buildings (see Charles Darwin Centre and Manunda Place). Should this be approved by Development Consent Authority it will significantly lower the bar and set a poor precedent for future development applications and must be addressed.

7. Clause 5.5.16 - Subclause (6):

The Applicant has not met the requirements under Subclause (6):

*"Buildings are to provide a minimum of 60% of the length of each site boundary that fronts a **primary or secondary street, or public open space, as active street frontage...**"*

Clarification around the 60% requirement has been provided by the Northern Territory Government. "*The requirement of 60% applies to **all commercial frontages** that face **a primary or secondary street, or a public place, unless an alternative requirement is specified elsewhere in the Scheme or an Area Plan.**"* (Northern Territory Government – Active Street Frontage – Guidance Note).

The Applicant states that: “*Conversely, whilst **the inactive and back of house components are oriented towards the street frontage**, the boundary setback to the Harry Chan Avenue and Esplanade frontages allows the provision of public furniture and landscaping to screen these elements to the street frontage, and ensure an appropriate interface with the northern and eastern building elevations. Noting the guidance provided by subclause 2, the proposed development provides an alternative solution reflecting the established character and purpose of the site to ensure attractive, safe and functional pedestrian environment, activity and passive surveillance within the public realm.*”

The Applicant’s development clearly does not meet the requirement of Subclause (6). If the Applicant’s proposal is decided by the Development Consent Authority that it meets the requirements of Active Frontages, then as a concept it makes active street frontages redundant, repugnant and **should be removed from the Planning Scheme**.

8. 5.5.17 – Subclause (6) - Awnings

The Applicant has not met the requirements under Subclause (6):

“Buildings are to provide awnings for the length of the primary building frontage to a minimum of 3m wide.”

The Applicant states: “*The internal orientation of active building components, and the inclusion of a building setback to the street boundaries to enable the provision of screen and shade landscaping within the street setback areas preclude the installation of footpath awnings to Harry Chan Avenue and the Esplanade frontages.*”

The Applicant should fund and install a covered walk way along the footpath that fronts the development’s Harry Chan and Esplanade Frontage. This would be similar to the previous street awning that use to run along smith Street from the Waterfront to the Mall that was installed by the Northern Territory Government.

Furthermore, awnings were (retrospectively) installed by the Applicant at its Dragonfly public car park. It is absurd to have a public car park facility that is designed to attract people to park and walk to either the Mall or the Waterfront and not provided covered walkways.

If the Development Consent Authority approves the Applicant's current proposal, the requirement for awnings should be removed from the Planning Scheme. If a large public car park does not require an awning, it would be difficult to justify an awning for any other development in the Darwin Central Business District.

Conflict of Interest: Applicant & Development Consent Authority:

Part 8, Division 1 of the Planning Act (NT) 1999 provides for the creation and governance of the Development Consent Authority ("DCA").

Section 89 (a) & (b) of the Act provides that within a council area, the Minister must appoint: "*2 community members nominated by local government council...[and]...one alternate community member nominated by local government.* The remaining DCA division membership is comprised of 2 more specialist members (plus one Chair, and one Deputy Chair). These provisions lead to councils having significant representation on the DCA within their division (local government area).

Current Membership of Darwin Development Consent Authority:

Suzanne Philip (Chair)

Marion Guppy

Mark Blackburn (former Darwin City Council Employee – Executive)

Peter Pangquee (Darwin City Council)

Mick Palmer (Darwin City Council)

Jimmy Bouhoris - alternate for Pangquee & Palmer (Darwin City Council)

There is a significant and non-mitigatable conflict of interest with City of Darwin's control and involvement on the Development Consent Authority and its ability to assess its own Development Application.

Where there is potential for conflict of interest (real or perceived), previously independent bodies have played an oversight role to monitor and report abuses or conflict in the process. Will the Minister or Department be seeking the involvement of such an independent body for this application?

The only legislative provision that deals with Development Consent Authority conflicts is under Section 103 (Minutes) of the Planning Act. Subclause 103 (1A) (d) provide for the minutes to record whether any member declared a conflict of interest or abstained from voting. The foregoing is inadequate, completely unacceptable and does not provide any real oversight for conflict of interest management.

Furthermore, unlike the Northern Territory Government, Darwin City Council does not (or is not compelled to) adhere to the principles of competitive neutrality. This project/application and its funding will impact and compete with the private sector. Council assets (land) and funding (from Car parking reserves) will be deployed as part of this development application. Millions of dollars' worth of concessions are being sought by the Applicant, including Car Parking, which will ultimately have to be determined by the Development Consent Authority.

I would appreciate the opportunity to address the Development Consent Authority at the Hearing of this Application.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Allan C. Garraway', written in a cursive style.

Allan C. Garraway
Director
Bishop Estate Pty Ltd

Kaleb Thomas

From: Margaret Clinch <margaret.clinch@bigpond.com>
Sent: Friday, 20 December 2024 11:54 PM
To: Das NTG
Subject: PA2024/0392 Civic Centre Redevelopment

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

20.12.2024

Manager,
Development Assessment Services.

Dear Sir/ Madam,

I find the case for this building, and its parkland surrounds , severely lacking.
The Civic Centre Redevelopment proposal dated May 2022 is a far better proposal in so many ways.

(a) The narrow 21 storey building, a CBD tower, has no old Darwin character.

(b)
This thin tower would clash with important buildings like Parliament House, the Courts, Administrators Offices, and the Christ Cathedral.

(c)
Demolishing the existing City Council buildings would be wasteful.
They still have use in them, including a Council Chamber.

(d) Subdividing Lot 3981 ? and moving all the Civic Centre functions towards the Eastern Esplanade side is strange.

(e) Abandoning the old Tree of Knowledge (Circumference 8.8 metres/height 15.5 metres) to create Civic Plaza would probably cause its death.

(f)
The 21 building is partly Library, Council functions, public spaces, (COD 2928m²) not at all as many functions as the May 2022 Program.

(g) A carpark will be in buildings on the lower Eastern Esplanade side, with a capacity of 460 vehicles, and 16 motor cycles.

(h)

The building not best be a shared one, with the DCOH tenancy of 10,625 m2, having the top half levels.

(i) The building includes an unnecessary cafe (406 m2).

(j)

The proponents see this as a significant, as it brings a commercial element to what is an otherwise public CIVIC CENTRE.

(k)

The word AMENITY is repeatedly used without real meaning in this text. AMENITY is important in life.

WHAT DOES CIVIC MEAN ?

' Civic - Pertaining to a city or citizen
- the science of municipal and national life,
or service '

We need to get back on the right track
Margaret Clinch
Please acknowledge.



**Australian
Institute of
Architects**

CITY OF DARWIN CIVIC CENTRE AND OFFICES

Submission to the Development Consent Authority (Darwin Division)
Attention: Suzanne Philip. Email: Suzanne.philip@nt.gov.au
Submission issued
20 December 2024

Regarding PA 2024/0392

**City Of Darwin Civic Centre and Offices
Lot, 3981 Town of Darwin (17 Harry Chan Avenue, Darwin City)
Darwin City Town of Darwin.**

SUBMISSION BY

Australian Institute of Architects ABN 72 000 023 012
Level 16/Regus Centre, 19 The Mall Darwin 0800
+61 8 7969 6000
nt@architecture.com.au

Contact

Name: Karen Relph, NT Manager (Interim)
Email: karen.relph@architecture.com.au

PURPOSE

- This submission is made by the Australian Institute of Architects Northern Territory Chapter (the Institute) to provide comment on PA 2024/0392 City of Darwin Civic Centre and Offices, Lot 3981 Town of Darwin (17 Harry Chan Avenue, Darwin City), Darwin City, Town of Darwin
- At the time of this submission, the NT Chapter President is Miriam Wallace
- This submission has been written with contributions from members of NT Chapter and external contributions.

The NT Chapter of the Institute is supportive of many of the proposals made in the wider scheme for the area of land in question, presented by the applicant in their vision statement for the **City Of Darwin Civic Centre And Offices**.

Unfortunately, the timing of this application precludes the “deep dive” warranted in the review of a proposal of this scale and significance.

The immediate concerns we would like to be raised and addressed by the current proposal for the proposed building and subdivision are particularly in relation to clauses 55.3 and 5.5.16 of the NT Planning Scheme, as follows:

Clause 5.5.3 – General Building and Site Design.

- A. The scale and intensity of the development is not in keeping with the existing character of the civic locality and therefore at this time represents an overdevelopment of the site.
- B. The significance of the Civic and State Square precinct and how this development interfaces with this iconic place has not been appropriately considered in this application.
- C. The lack of cohesion between the city’s peak hierarchy of surrounding civic and historic buildings, the lush green park areas and the proposed scheme, in terms of planning, materials and form.
- D. The site is in heart of our beautiful, tropical city, and deserves a worthy, edifice with Darwin character as a civic structure. A sleek commercial tower is not an enduring public icon; nor a built environment reflecting the exciting, engaging and inclusive tropical place and lifestyle of Darwin.
- E. Giving consent to this proposal sets a precedence for future developments on the subdivided site to create a series of potentially overdeveloped, discontinuous built environments which are not “cool and green” in keeping with the current Civic Park, Civic and State Square precinct.
- F. The proposed sub-division is inappropriate as it paves the way to overdevelop the existing council building site and Civic Park, which would in turn build-out the historic Brown’s Mart and Christ Church Cathedral area.



Image 5: Civic Park and Church Lane from Smith Street



Image 6: Christ Church Cathedral from Smith Street

Images from the proposal Statement of Effect, page 11-12

- G. The lack of planning for the surrounding road network to accommodate the additional vehicle trips and associated traffic movements beyond this proposal; such that when the subdivided site is developed, the traffic load will be significantly increased.



Figure 5: Subject land (red border) per Clause 5.9.2 – Darwin City Centre

Image from page 37 of the Statement of Effect.

Clause 5.5.16 – Active Street Frontage.

The site edge which is the “eastern sweep” of Harry Chan Avenue currently presents the CoD ground level car park with some mature landscaping.

This is not ideal in terms of active street frontage, however, this street frontage is rendered far worse by the proposal, which will present a solid wall and service enclosures at ground level, with token landscaping, and four levels above of metal louvres which screen car parking and car park ramps.

This prominent sweeping edge of the site would be rendered dead by the proposal; we think it deserves cool and green and alive and vibrant with people and activity.

Summary:

To date, development of the civic precinct has been undertaken in accordance with the utmost care and treated as the most prestigious earth in the CBD. The current subdivision application undermines a consistent long-term vision. It abandons the overriding principle of public access through connecting greenspaces in the long term and lacks sufficient detail to assess the quality and effectiveness of future linkages with existing infrastructure and open space. In its current form the subdivision has potential to deliver a piece of land that may become overdeveloped and present a service wall as interface. Further detailed undertakings as to the future intentions for the subdivided site should be undertaken prior to any works commencing.

The Darwin public are deserving of a more considered response to the continued development of the City of Darwin Civic Centre and Offices.

The people of Darwin and the significance of place deserves a better, stronger collaboration between governments, developers, designers and community to achieve the delivery of a vibrant, connected space that enhances the character and opportunity of Darwin well into the future.

17 January 2025

Chair
Development Consent Authority
GPO Box 1680
Darwin NT 0801

47 Knuckey Street
Darwin NT 0800
Australia

GPO Box 488
Darwin NT 0801
Australia

PH: +61 8 8924 4944
FX: +61 8 8924 4933

Email Only: development.consentauthority@nt.gov.au

Dear Madam Chair

Lot 03981 Town of Darwin, 17 Harry Chan Ave, Darwin City – Submissions

We act for Geoff and Kerry Nourse who own residential premises at 22 Harry Chan Ave, Darwin City. Under s 49 of the *Planning Act 1999* (NT), our clients make this submission to the Authority regarding the application for the proposed Development Permit of Lot 03981 Town of Darwin.

Our clients oppose the granting of the permit on the grounds that:

1. legislative requirements have not been complied with;
2. planning criteria have not been satisfied;
3. cultural heritage and the amenity of the area would be destroyed by the development.

These failings, in sum, result in an application and application process that is superficial and perfunctory, paying only lip-service to the genuine planning process, and giving the impression of trying to slip the development past the people until the development have commenced. This has been evident from the beginning in the 'consultation process' over two years ago in the midst of the COVID-19 pandemic, to the superficiality of the application itself, and its lodgment and advertising just before Christmas. Yet to be disclosed is the total footprint of the development or the amount of rate payer money Darwin City Council is contributing.

1. Non-compliance with legislative requirements

The legislative requirements for development applications are governed by s 46(3) of the Act. The application does not comply with the following provisions of that section:

- **s 46(3)(aa)(iii)** – the application does not state if an agreement has been entered into that would allow an individual or body to acquire an estate or interest in the land to which the application relates.
- **s 46(3)(aa)(iv)** – the application does not state persons with an interest to which the application relates.
- **s 46(3)(a)** – the Statement of Effect attempts to demonstrate how the proposed development will comply with planning schemes at section 4, however, the application is fundamentally flawed. Section 4 of the Statement of Effect regurgitates planning policy with little to no application of policy to the development itself. There is no actual assessment. Such a superficial approach does not satisfy the requirements of s 46(3)(a).
- **s 46(3)(c)** – the Statement of Effect suggests that a referral is not required, as a Construction Environment Management Plan will be a "likely" requirement of any development permit. An assumption is not satisfactory to negate the requirement of s

46(3)(c). The development application does not specify why a referral to Northern Territory Environmental Protection Authority is not required. A 21-storey development has the potential to have a significant impact on the environment, and in the absence of tangible evidence, should be referred to the Northern Territory Environmental Protection Authority accordingly.

- **46(3)(d)** – the Statement of Effect provides 99 words to demonstrate the merits of the proposed development, not an assessment as required by s 46(3)(d).
- **46(3)(e)** – this provision is specific in requiring a ‘detailed’ assessment of the land's suitability for the purposes of the proposed development and the effect of development on that and other land and other land. Sections 2 and 4 of the Statement of Effect do not make a detailed assessment. It appears that the development application has confused the obligations under s 46(3)(a) and 46(3)(e) – they are separate and require individual analysis which is yet to be undertaken.
- **46(3)(g)** - the application does not specify whether public utilities or infrastructure are to be provided by the developer, or land is to be provided by the developer for the provision of public utilities or infrastructure.
- **46(3)(h)** – no assessment of the potential impact on the existing and future amenity of the area in which the land is situated is included.
- **46(3)(j)** – no genuine effort has been made to assess the benefit or detriment to the public interest of the development

2. Planning Failures

- 2.1. The development application sells the proposed skyscraper as a Civic Centre and community-focused building, yet upon examination, it becomes apparent that it is predominantly used for private purposes. Two floors, totaling 2,380 m², are being used for council offices, whereas ten floors, totaling 12,713 m², are for private use offices. It appears that less than 20% of the buildings is public. The building has an unknown, undisclosed total footprint that will inevitably steal public land in the civic quarter. The effect is to convert irreplaceable public land to private occupation by stealth.
- 2.2. The Central Darwin Area Plan governs the proposed development site. The plan refers to the building of a new Civic Centre stating: *“the Education and Civic Precinct Focus Area recognises the potential of the Post Office cark park and former Darwin Primary School for meeting civic and community development needs of Central Darwin...Large undeveloped or underdeveloped sites along Garramilla Boulevard present opportunities to integrate community facilities into a mixed use urban village”*. The development application does not address why those locations have not been explored nor utilised. Indeed, such locations would be far more suitable, given their surrounds, the relocation of Charles Darwin University, the distance from heritage sites and prominent infrastructure such as the Supreme Court and Parliament House. The proposed locality is completely ‘off-theme’ for the area, particularly considering that the tallest building nearby is eight levels.
- 2.3. The Central Darwin Area Plan requires there to be some form of necessity for the development. At present, there are about 15 vacant or partially vacant office buildings for lease in Darwin City. Whilst the Civic Centre may require a fresh building, there is certainly no need for eleven stories of private office space for a population that grew only 2% in 2024.
- 2.4. The City of Darwin states that they undertook an extensive community and stakeholder engagement process in 2022, input from which has been used to develop the proposed

development of the new Civic Centre's functional design brief. The 2022 consultation was at the height of the COVID pandemic when the populace was distracted and when the future of city centres was uncertain. It failed to mention the height of the building, arguably the key aspect of contention, causing the consultation to be redundant. No further consultation has been conducted and neither has there been any public promotion or discussion of the proposal. It has simply gone quiet for more than two years, before the application was slipped in just before Christmas 2024.

2.5. Darwin City Council has committed an unknown, undisclosed total amount of money (at least \$30 million from the parking reserve fund) to the development yet has not divulged on what grounds. The need for car parking is loosely suggested as a basis yet there is no evidence to suggest that car parking in the area is of concern. The over-arching policy objectives for car parking infrastructure in the City of Darwin relate to:

- (a) the City of Darwin's financial position;
- (b) appropriate infrastructure standards;
- (c) orderly development within the Policy Area; and
- (d) appropriate management of infrastructure.

Until Darwin City Council has justified their expenditure on the above grounds, it is inappropriate to commit what appears to be the majority of the Council's conservative infrastructure budget of \$61 million, funded by rate payers, to a mainly private development.

Working on estimate (because the information has not been disclosed as required under the Act), if Darwin City Council contributes \$77 million to the development and occupy 4500m² of the development, Darwin City Council will be expending \$17,111.00 per m². This is a horrendously expensive and unjustifiable cost of construction, that is indicative of "handshake deals" between Darwin City Council and a private developer. It amounts to public subsidisation of a private project, with no gain to the City.

2.6. Members of Darwin City Council are also members of the Development Consent Authority Board. This conflict of interest needs to be addressed, and disclosure made of how it was addressed.

3. Destruction of cultural heritage and amenity

3.1. The area to be dominated by the monolith is a unique and historically significant part of the Darwin City – in fact, of the Territory. It embraces the poignant shells of stone buildings lost in the bombing of Darwin, the unique A-frame cathedral, Town Hall Ruins, the Administrator's offices, Brown's Mart, and the Chinaman's Walk path. No other part of Darwin or the Territory houses such places of cultural heritage. Having this unnecessary alien monstrosity invading and overshadowing this area would destroy its 'soul' – it's quiet, irreplaceable uniqueness. Once lost, it can never be regained. The development application can only be described as entirely flawed, lacking in transparency and a reflection of the "old Darwin" approach to push a large and culturally destructive eyesore without proper consultation or compliance. The development application cannot be approved in its current format.

Yours faithfully



OLIVIA-GRACE HILL
SOLICITOR
DE SILVA HEBRON



Civic Centre
Harry Chan Avenue
Darwin NT 0800

GPO Box 84
Darwin NT 0801

P 08 8930 0300
E darwin@darwin.nt.gov.au

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

Please Quote: PA2024/0392

20 December 2024

Dear Mr Magotra

Parcel Description: Lot 3981 Town of Darwin
17 Harry Chan Avenue, Darwin City

Proposed Development: Mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21 storey building including 4 levels of above ground level car parking

Thank you for the development application referred to this office on 6 December 2024 concerning the above.

City of Darwin acknowledges its role as both the landowner and the applicant for the proposed development.

If the application is approved, City of Darwin will ensure compliance with Council's standard policies and obligations under the *Planning Act* and the *Local Government Act 2019*.

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

Yours sincerely

Signed by:

A65A96A72D06B0E2

ALICE PERCY
GENERAL MANAGER INNOVATION

darwin.nt.gov.au





Phone 1800 245 092
Web powerwater.com.au

Record No: D2024/477096
Container No: NE200/3981
Your Ref: PA2024/0392

Madison Harvey
Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Madison

Re: Lot 3981 (17) Harry Chan Avenue Darwin City Town of Darwin

In response to your letter of the above proposal for the purpose of a mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21-storey building including 4 levels of above ground level car parking, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. There is no object to the above proposed redevelopment of Darwin Civic Centre.
2. The proposed indoor substation location as shown on the attached CA Architects' drawing: 2248_DA DA-101 (Rev. 3), dated 22/11/2024 – Level 1 plan is accepted by PWC for DAS assessment process.
3. The Proponent (DCOH) shall engage an accredited electrical consultant and contractor (only with relevant fields of experience from the attached accreditation list) to design and construct the electricity network extension as required in consultation with PWC.
4. The engaged electrical consultant shall need to submit a Negotiated Connection application and AS-3000 maximum demand calculations under the Australian Energy Regulator (AER) compliance process to commence the power servicing interaction with PWC.
5. PWC shall check and approve the electrical design drawings for construction and carry out final connection work at applicable cost under the AER assessment process.
6. DCOH shall engage a licensed electrician to install internal electricity reticulation for the proposed 21-storey building development in accordance with the PWC's current NP018 Service and Installation Rules 2024 and NP010 Meter Manual.
7. DCOH shall be responsible for the cost of establishing the required electricity and Right of Way (ROW) easements on the Lot 3981 land title. Exact details of dimensions and locations of the electricity and ROW easements requirement shall be finalized when PWC approves the consultant's electrical design drawings.
8. DCOH shall provide the indoor substation building and comply to specific conditions as per the attached NP020 Guidelines for Developers of Subdivisions and Electricity Infrastructure - Section 13 "Large Customer with Indoor Substation".

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

Yours sincerely

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

Thanh Tang
Manager Distribution Development

20 December 2024

POWER AND WATER CORPORATION

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

Accredited Electrical Contractors and Design Consultants

Developer works – Gifted assets

This document provides a list of PWC-accredited external Electrical contractors and designers/consultants who may be able to perform a range of services associated with the installation of the electrical infrastructure.

Overhead Electrical Contractors

	Company name	Contact person	Phone No.	Email
1.	AA Electrical Services (NT)	Shelley Gray	0448 298 158	accounts@aaelectrical.com.au
2.	Coplink (NT)	Graham Copley	0409 842 598	coplink@bigpond.net.au
3.	Cowell Electric Supply (SA)	Aaron Jones	(08) 8629 2136	admin@cowellelectric.com.au
4.	Dec Installations (NT)	Robert Grahl	(08) 8947 7650	robert.grahl@dec.net.au
5.	Enerven (SA) - Company of SA Power Networks	Rod Mitchell	0427 580 219	rod.mitchell@enerven.com.au
6.	Espec (NT)	Peter Badkin	0491 148 543	info@espec.com.au
7.	Duits Electrical (NT)	Denham Hussies	0447 187 032	duits.electrical@outlook.com
8.	Mecnt Electrical Contractors (NT)	Sam Molloy	0427 055 165	sam@mecnt.com.au
9.	Mg Electrical Services (NT)	Euan Buntine	0427 271 424	euan.buntine@mgelectrical.com.au
10.	Nightcliff Electrical (NT)	Richard Johnston	0457 733 456	admin@nightcliffelectrical.com.au
11.	Norgroup (NT)	Damien Ridley	0427 040 078	damian@norgroup.com.au
12.	Northern Power Services (NT)	Gordon Jabour	(08) 8983 3388	admin@nps1.com.au
13.	NT Electrical Group (NT)	Brad Fullwood	(08) 8947 5500	admin@nteg.com.au
14.	NT Power Lines And Electrical (NT)	Robert Timms	0429 780 388	manager@ntpowerlines.com.au
15.	Aus Projects (NT) - Previous Power Project	Andrew Harvey	(08) 8972 2211	andrew@auspnt.com.au

Undergrounds Electrical Contractors

	Company name	Contact person	Phone No.	Email
1.	AA Electrical Services (NT)	Shelley Gray	0448 298 158	accounts@aaelectrical.com.au
2.	ABR Group (NT)	Adam Rykers	0414 863 874	adam.rykers@abrgroupnt.com.au
3.	Alenco (NT)	Nathan Drummond	0423 681 753	nathan@alencont.com.au
4.	Ampcontrol NT	Gareth Kruger	08 8947 5702	NTAdmin@ampcontrolgroup.com
5.	Centre Electrical Services (NT)	Steve Baskerville	0427 976 952	centreelectrical@bigpond.com
6.	Combined Electrical (NT)	Jeff Rees	(08) 8924 9700	Administration@combinedelectricalnt.com.au
7.	Coplink (NT)	Graham Copley	0409 842 598	coplink@bigpond.net.au
8.	Cowell Electric Supply (SA)	Aaron Jones	(08) 8629 2136	admin@cowellelectric.com.au
9.	Dec Installations (NT)	Robert Grahl	(08) 8947 7650	robert.grahl@dec.net.au
10.	Delta Electrics (NT)	Andrew Boller	(08) 8984 4033	reception@deltaelectrics.com.au
11.	Dice (Aust) NT	Terry Dent	(08) 8932 1109	info@diceaust.com.au
12.	Duits Electrical (NT)	Denham Hussies	0447 187 032	duits.electrical@outlook.com
13.	Enerven (SA) - Company Of Sa Power Networks	Rod Mitchell	0427 580 219	rod.mitchell@enerven.com.au
14.	Espec (NT)	Peter Badkin	0491 148 543	info@espec.com.au
15.	Kellyco Electrical Services (NT)	Don Kelly	0429 897 630	don@kellyco.net.au
16.	Kennelly Constructions (NT)	Shane Kennelly	0409 411 658	shane.kennelly@kennelly.com.au
17.	Mecnt Electrical Contractors (NT)	Sam Molloy	0427 055 165	sam@mecnt.com.au
18.	MG Electrical Services (NT)	Euan Buntine	0427 271 424	euan.buntine@mgelectrical.com.au
19.	Nightcliff Electrical (NT)	Richard Johnston	0457 733 456	admin@nightcliffelectrical.com.au
20.	Nilsen (NT)	Russell Cahill	(08) 8947 1134	nedarwin@nilsen.com.au
21.	Norgroup (NT)	Damien Ridley	0427 040 078	damian@norgroup.com.au
22.	Northern Power Services (NT)	Gordon Jabour	(08) 8983 3388	admin@nps1.com.au
23.	NRG Services (QLD)	Tim O'Neill	0498 989 048	tim.oneill@nrgservicesqld.com.au
24.	NT Electrical Group (NT)	Brad Fullwood	(08) 8947 5500	admin@nteg.com.au
25.	NT Power Lines And Electrical (NT)	Robert Timms	0429 780 388	manager@ntpowlines.com.au
26.	Aus Projects (NT) - Previous Power Project	Andrew Harvey	(08) 8972 2211	andrew@auspnt.com.au
27.	Top End Race (NT)	Jason Kleefsman	(08) 8946 5400	admin@topendrace.com.au

Disclaimer:

Power and Water disclaims all liability for any damage or financial loss arising from the use or reliance upon the above consultant and contractor credentials.

The Developer must carry out actual project checks from contractors' competency claims of specific fields of expertise prior to making appropriate decision for engagements. Specific fields of construction expertise are: overhead reticulation (up to 22kV), underground reticulation (up to 22kV), 11kV/22kV indoor ground level substation, 11kV/22kV indoor upper level substation, street lighting.

Electrical Design Consultants

	Company name	Contact person	Phone No.	Email
1.	AECOM Australia (NT)	James Jentz	0409 665 088	james.jentz@aecom.com
2.	AGA Consulting Engineers (NT)	Alek Gangur	0411 262 714	alekg@agaeng.com.au
3.	APD Engineering (NT)	Thomas King	0458 095 989	admin.nt@apdeng.com.au
4.	Ashburner Francis (NT)	Graham Heaslip	(08) 8942 0585	GrahamH@ashburnerfrancis.com.au
5.	Aurecon Australia (NT)	Clint Tevlin	0408 653 469	clint.tevlin@aurecongroup.com
6.	BCA Engineers (NT)	Scott Gill	0419 036 533	scottgill@bcaengineers.com
7.	BCEC (NT)	Bill Chin	0400 177 637	bill.chin@tpg.com.au
8.	Bestec (SA)	Claire Barber	(08) 8629 2136	cbarber@bestec.com.au
9.	Cell Engineering (NT)	Nathan Ting	0428 110 999	nathan.ting@celleng.com.au
10.	Clarence Consultants (NSW)	Matthew Karpik	(02) 6642 7239	matt@clarenceconsultants.com.au
11.	Enerven (SA) (Part of SA Power Networks)	Rod Mitchell	0427 580 219	rod.mitchell@enerven.com.au
12.	ERDS (QLD)	Shay Quinn	(07) 3518 3100	admin@erds.com.au
13.	GHD (NT)	Andrew Saxelby	(08) 8982 0150	andrew.saxelby@ghd.com
14.	GPA Engineering (SA)	Brian Bennett	(08) 8299 8300	Brian.Bennett@gpaeng.com.au
15.	HK Solutions (NT)	Richard Oppusunggu	0431 662 275	richard.oppusunggu@hksolutions.com.au
16.	Jacobs Group Australia (NT)	Andrew Brummitt	0403 839 439	andrew.brummitt@jacobs.com
17.	JDSI Consulting Engineers (WA)	Norman Mckendry	0438 638 222	norman.mckendry@jdsi.com.au
18.	Peracon Group (QLD) - Previously Lectel	Charlie Vella	0412 021 651	cvella@peracon.com.au
19.	Lucid (NT)	Sree Gavini	0414 041 985	sree.gavini@lucidconsulting.com.au
20.	MDA Consulting (Qld)	Maurice Duffill	(07) 3252 9560	info@mdaengineers.com.au
21.	NTBS Consulting Engineers (NT)	Karl Foran	(08) 8981 9888	karl@ntbsconsulting.com
22.	PCE (Power Control Engineers) (NSW)	Byrce Parker	0448 281 754	byrce.parker@pceng.com.au
23.	SMEC (Qld)	Terry McCauley	0457 821 034	Terry.McCauley@smec.com
24.	Trinamic Consultants (Sa)	David Wilson	(08) 8232 3737	davidw@trinamic.com.au
25.	Wallbridge Gilbert Aztec, WGA (NT)	Andrew McLeod	(08) 8941 1678	AMcLeod@wga.com.au
26.	WSP (NT)	Firouzeh Amanpoor	(08) 8980 5900	Firouzeh.Amanpoor@wsp.com

Disclaimer:

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The Developer must carry out actual project checks from consultants' competency claims of specific fields of expertise prior to making appropriate decision for engagements. Specific fields of design expertise are: overhead 11kV/22kV subdivision, underground 11kV/22kV subdivision, overhead 11kV/22kV servicing development, underground 11kV/22kV servicing development, 11kV/22kV indoor ground level substation, 11kV/22kV indoor upper level substation, overhead 66kV and above transmission lines, underground 66kV and above transmission lines.

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



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

Dear Development Assessment Services,

PA2024/0392 – Lot 03981 Town of Darwin, 17 Harry Chan Ave, Darwin City NT

We refer to the above application for a development permit.

Recommendation

The Aboriginal Areas Protection Authority (AAPA) **recommends that Mr Brad Cunnington apply for an Authority Certificate** in accordance with section 19B of the *Northern Territory Aboriginal Sacred Sites Act 1989* (the Sacred Sites Act) prior to undertaking any development activity or other work in Lot 03981 as there may be sites that are currently not known to the Authority. There is information on the AAPA homepage on how to apply for an [Authority Certificate](#).

In the absence of an Authority Certificate, a body corporate or an individual who undertakes work on a sacred site will be committing an offence against the Sacred Sites Act and may be subject to penalties of up to 400 penalty units or imprisonment for 2 years (or 2000 penalty units in the case of a body corporate). Additional offences under the Sacred Sites Act may also apply.

The applicant may want to apply for an Abstract of Records in the first instance. An Abstract of Records provides information on where sacred sites are known to exist so that they are not inadvertently damaged. However, an Abstract of Records is for general information purposes only and should not be relied upon by persons undertaking development activity as it is not a conclusive statement about the extent of sacred sites in the subject land. There is information on the AAPA homepage on how to apply for an [Abstract of Records](#).

Background Information

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

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

Yours sincerely,

Jayde Manning
Ministerial/Policy Officer
9 December 2024

cc: Mr Brad Cunnington – brad@crtpc.com.au

20 December 2024

Development Assessment Services

Department of Infrastructure, Planning and Logistics
GPO Box 1680
Darwin NT 0801
das.ntg@nt.gov.au

Submission uploaded direct to NT Government ILIS

Dear Development Assessment Services,

**RE: PA2024/0392 Lot 03981 Town of Darwin, 17 Harry Chan Ave, Darwin City
Mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21 storey building including 4 levels of above ground level car parking**

Thank you for your email of 6 December 2024, with reference to online exhibition material and the opportunity for Airport Development Group (ADG) to provide comment.

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

1. Location in relation to the airport

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

The site is approximately 6.5km south-west of the aerodrome reference point.

2. Assessment against National Airports Safeguarding Framework (NASF)

Guideline A – Australian Noise Exposure Forecast (ANEF)

- The site lies outside the 20 ANEF contour of the joint military–civil 2043 ANEF.
- The site lies outside the 2043 joint military–civil N70 contours.
- The site lies outside the 2043 civil night N60 contours.

Guideline B – Building-generated windshear and turbulence

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

Guideline C – Wildlife hazard management

Surrounding land use can have the potential to attract problem wildlife species to the airport, increasing the risk of aircraft strike incidences. Darwin International Airport is required to monitor and control the presence of wildlife on or in the vicinity of the airport in accordance with CASA regulations.

- The site lies within 13km of the Darwin International Airport aerodrome reference point.
- Following the NASF Wildlife Hazard Management Action Table, an office building in Area B (3-8km) requires 'No Action'.

Guideline E – Lighting in the vicinity of the airport

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

Guideline F – Safeguarding airspace

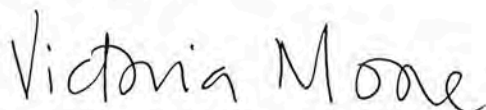
Airspace around leased federal airports such as Darwin is protected under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. As Darwin is a joint-user airport with RAAF Base Darwin the *Defence Regulations 1996* also apply.

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

- The site is at Conical Surface 143m AHD and PANS-OPS 152m AHD.
- Information within the Drawings / Statement of Effect indicates the building height including lightning mast to be 115.365m AHD, therefore no effect on Prescribed Airspace.
- However, cranes used during construction may penetrate the Prescribed Airspace and must be the subject of a separate application and approval process. There is 27m between the building and the Conical Surface. A hammerhead crane may be preferable to a tower crane.

Should you have any queries regarding ADG's comments, feel free to contact me at planning@adgnt.com.au or 08 8920 1931.

Yours sincerely,



Victoria Moore
Regulatory & Planning Manager



Australian Government
Department of Defence
Security and Estate Group

ID-EP-DLP&R/OUT/2024/BS62649892

Development Assessment Services
NT Department of Infrastructure, Planning and Logistics
GPO Box 1680
DARWIN NT 0801

Dear Sir/Madam

RE: PA2024/0392 - PROPOSAL FOR A 21-STOREY MIXED USE DEVELOPMENT, COMPRISING OFFICES, COMMUNITY CENTRE, PLACE OF ASSEMBLY, FOOD PREMISES AND CAR PARK AT 17 HARRY CHAN AVENUE, DARWIN, NORTHERN TERRITORY

Thank you for referring the abovementioned proposal to the Department of Defence (Defence) for comment. Defence understands that the application is for a 21-storey integrated development comprising offices, community centre place of assembly, food premises and car park at 17 Harry Chan Avenue, Darwin. The site is approximately 6.5 km south west of the runway at RAAF Base Darwin.

RAAF Base Darwin is of strategic importance and an enduring Defence base, being an operated and controlled airfield in close proximity to Darwin, Northern Territory. Defence is planning for future development of the base, including potential for new capabilities and functions, which may be jeopardised by incompatible development on nearby properties.

Defence has assessed the proposal as presented for any possible impact on the safety of flying operations at RAAF Base Darwin and notes that the site is located in an area affected by structure height restrictions and bird strike. Defence seeks to ensure that the long term viability of RAAF Base Darwin is not compromised by inappropriate development on surrounding land, as this has the potential to impact on Australia's Defence capability. On this basis, Defence would like to make the following comments.

Defence (Aviation Area) Regulations

Under the Defence (Aviation Area) (DAA) Regulations, the subject site is constrained by building height controls that protect airspace near RAAF Base Darwin to ensure the safety of aircraft on approach, departure and low-flying manoeuvres. The DAA requires Defence approval of any structure that may pose a hazard to military aviation within a radius of approximately 15 km of RAAF Base Darwin. This includes vegetation and man-made structures including ancillary structures such as plant equipment and aerials and temporary structures such as cranes.

In accordance with the Defence Aviation Area (DAA) mapping for the RAAF Base Darwin, the subject site is in an area where structures higher than 90 metres above ground level (AGL) require approval from Defence. While it is acknowledged that the information provided to Defence does not indicate that the proposed development will exceed 45 metres AGL, should any cranes, vegetation or structures (including ancillary structures such as plant equipment and aerals) associated with the proposed development exceed 90 metres AGL, then details must be provided to Defence for assessment and approval under the DAA.

Please note that DAA approval is separate to any approval that may be obtained under Northern Territory Legislation. Further information on the DAA Regulations, including the Defence (RAAF Base Darwin Defence Aviation Area) Declaration 2018 map is available through the following link <https://www.defence.gov.au/about/locations-property/defence-aviation-areas-regulation> to Defence's website.

Bird Strike

The subject site is located in an area mapped by Defence as "Birdstrike Zone B". In this area, certain land uses that have the potential to attract wildlife should be avoided, as they will potentially increase the risk for bird strike for aircraft operation from RAAF Base Darwin.

Organic waste and/or storage of commercial bins associated with proposed development might also be attractive to vermin and/or birds and will potentially increase the risk of bird strike operating from RAAF Base Darwin. Defence therefore requests that appropriate advice to the applicant be included in any approval which addresses the management of organic waste (such as maximum storage onsite and the use of covered/enclosed bins).

Should you wish to discuss the content of this advice further, my point of contact is Anthony Deutschmann at land.planning@defence.gov.au

Yours sincerely,

Timothy Hogan
Director Land Planning & Regulation
Department of Defence
(02) 5109 7933
Timothy.hogan2@defence.gov.au

17 December 2024

Ms Madison Harvey
Development Assessment Services
Department of Lands, Planning and Environment
GPO Box 1680
DARWIN NT 0801

Dear Ms Madison

Re: PA2024/0392 Mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21-storey building including 4 levels of above ground level car parking

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

Environment Division

Heritage Branch

There are three main areas the Heritage Branch would like to address:

1. Declared Heritage Places projected under the *Heritage Act 2011*;
2. Sub-surface Aboriginal and historical archaeological potential; and
3. Opportunities to draw on historic themes.

1. Declared Heritage Places

The proposed development on Lot 03981, Town of Darwin sits within a historically rich setting. The Tree of Knowledge (Galamarrma) and Christ Church Cathedral Heritage Precinct are declared heritage places under the *Heritage Act 2011* and are directly adjacent to the proposed development area. The role of the development will be to ensure the protection of these sites over the course of the works for the long-term use, appreciation and celebration of these places.

2. Sub-surface Aboriginal and historical archaeological potential

There is both an obligation under the *Heritage Act 2011* and an opportunity for this development to engage and manage the sub-surface Aboriginal and historical archaeological potential on site. The immediate development area has not been extensively developed in the past and presents a potential for historic wells and Aboriginal archaeological material to be found on this site.

Wells were an important water source for early settlers. There were a large number located throughout the town that were covered over after the second world war. Historic wells are known to be the location of significant archaeological deposits.

Aboriginal archaeological places and objects are automatically protected by the *Heritage Act 2011*. The discovery of this material could provide information about the way that Larrakia people lived in this area prior to its development as a city. Larrakia people traditionally lived all around this area and following colonial settlement were known to have a camp at the head of Smith and Cavenagh Street. Under the Act, an Application to Carry Out Works is required for any works to this protected material and requires evidence of consultation with relevant Aboriginal representative bodies, and other Aboriginal people as required, at all stages of the process.

Historical archaeological material discovered on site should be conserved for the community. Places like the civic centre have a role in balancing the representation and diversity of Darwin's history and could be considered a collection location for such material. Other institutions may have a shared interest in the archaeological potential and history of the site. The custodianship of archaeological material should be carefully considered.

Planning for the archaeological potential of the site not only shows a commitment to safeguarding the community's heritage, but also assists a project of this scale to be prepared to respond to any discovery of cultural heritage material during the works.

The Heritage Branch can give guidance for the development of a scope of works to address potential Aboriginal and historical archaeology on site. The expectation is the project adopts a fit for purpose 'Heritage and Unexpected Archaeological Finds Management Plan'. This should be in place prior to any ground disturbance and imbedded in the project's delivery of the City of Darwin civic centre and offices.

3. Opportunities to draw on historic themes

In addition to the declared heritage places, there are a number of historically significant themes across the development area.

Cavenagh Street in the past continued through to the Esplanade and occupied the southern boundary of the proposed development. Chinese businesses and homes were concentrated in this area and formed the heart of China Town. Any proposed development in this area would ideally reference this significant and enduring but visually lost part of Darwin's history. The Chung Wah Society who represents Chinese presence and history in Darwin may be an important stakeholder in the discussion around historical archaeological material on site and the historical interpretation of Chinatown.

The proposed development also intersects with Travellers Walk. Travellers Walk linked the wharf (a place of arrival) and later the Darwin railway station, and led directly into the town. Travellers following this walk would arrive at the Terminus Hotel, located on Cavenagh Street. The Terminus Hotel is no longer present but is marked today by the Tree of Knowledge, which stood in front of the Terminus Hotel. The link from Travellers Walk to the Tree of Knowledge should be articulated in the development.

The historically significant WWII oil tunnels run under Lot 03981, Town of Darwin. It is understood that the tunnel within the development area will be interpreted through landscaping. This should be further supported as the landscape component is developed.

The new City of Darwin civic centre and offices should acknowledge these historical layers that have endured and shaped our city and community. While the submission establishes some of this historical setting, it is important to recognise and balance the diversity of the site and its historical setting through form, purpose and interpretation.

Environmental Operations

The information provided regarding the proposal does not appear to trigger licensing requirements of an Environment Protection Approval under the *Waste Management and Pollution Control Act 1998* (WMPC Act).

Should the proponent collect, transport, store, recycle or treat listed wastes on a commercial or fee for service basis as part of the premises development, then an Environment Protection Approval or Licence will be required to authorise the activity under the WMPC Act. Any listed wastes generated during the construction or operation of the facility must be transported by an appropriately licensed waste handler to an appropriately licensed facility for treatment, recycling and/or disposal.

There are statutory obligations under the WMPC Act that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the WMPC Act, including the General Environmental Duty under section 12 of the WMPC Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the WMPC Act.

Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority (NT EPA) website¹.

To help satisfy the General Environmental Duty, the proponent is advised to take notice of the list of environmental considerations below. The list is not exhaustive, and the proponent is responsible for ensuring their activities do not result in non-compliance with the WMPC Act.

The WMPC Act, administered by the NT EPA, is separate to and not reduced or affected in any way by other legislation administered by other departments or authorities. The NT EPA may take enforcement action or issue statutory instruments should there be non-compliance with the WMPC Act.

A non-exhaustive list of environmental issues that should be considered to help satisfy the environmental duty are listed below.

1. **Dust:** The proposed activities have the potential to generate dust, particularly during the dry season. The proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.
2. **Noise:** The proponent is to ensure that the noise levels from the proposed premises comply with the latest version of the NT EPA Northern Territory Noise Management Framework Guideline available online².
3. **Erosion and Sediment Control (ESC):** The proponent must ensure that pollution and/or environmental harm do not result from soil erosion.

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

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

Basic advice for small development projects is provided by the NT EPA document: Guidelines to Prevent Pollution from Building Sites³ and Keeping Our Stormwater Clean⁴.

¹ <https://ntepa.nt.gov.au/publications-and-advice/environmental-management>

² https://ntepa.nt.gov.au/_data/assets/pdf_file/0004/566356/noise_management_framework_guideline.pdf

³ https://ntepa.nt.gov.au/_data/assets/pdf_file/0010/284680/guideline_prevent_pollution_building_sites.pdf

⁴ https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/284676/guideline_keeping_stormwater_clean_builders_guide.pdf

4. **Water:** If this activity requires the discharge of waste to water or could cause water to be polluted then a waste discharge licence under the *Water Act 1992* (NT) may be required. Please refer to the Guidelines⁵.
5. **Storage:** If an Environment Protection Approval or Environment Protection Licence is not required, the proponent should store liquids only in secure bunded areas in accordance with VIC EPA Publication 1698: Liquid storage and handling guidelines, June 2018, as amended. Where these guidelines are not relevant, the storage should be at least 110% of the total capacity of the largest vessel in the area.

Where an Environment Protection Approval or Environment Protection Licence is required, the proponent must only accept, handle or store at the premises listed waste, including asbestos, as defined by the WMPC Act, in accordance with that authorisation.

6. **Site Contamination:** If the proposal relates to a change of land use or if the site is contaminated, including as a result from historical activities such as cyclones, a contaminated land assessment maybe required in accordance with the National Environment Protection (Assessment for Site Contamination) Measure (ASC NEPM). The proponent is encouraged to refer to the information provided on the NT EPA website⁶ and the NT Contaminated Land Guidelines⁷.
7. **Waste Management - Import and Export of Fill:** The proposed activities have the potential to generate fill and/or involve the importation of fill for use on-site. Untested fill material may already be present on the site. All fill imported or generated and exported as part of the activity must either be certified virgin excavated natural material (VENM) or be sampled and tested in line with the NSW EPA Guidelines⁸.

All imported fill material must be accompanied by details of its nature, origin, volume, testing and transportation details. All records must be retained and made available to authorised officers, upon request. The proponent should also consider the following NT EPA fact sheets: How to avoid the dangers of accepting illegal fill onto your land⁹, and Illegal Dumping - What You Need to Know¹⁰.

8. **Odour or Smoke:** The proposed activities may have the potential to create odours and/or smoke. The proponent must ensure that nuisance odours or smoke are not emitted beyond the boundaries of the premises.

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

Yours sincerely



Maria Wauchope
Executive Director Rangelands

20 December 2024

⁵ https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/950603/guidelines-waste-discharge-licensing.pdf

⁶ <https://ntepa.nt.gov.au/your-environment/contaminated-land>

⁷ https://ntepa.nt.gov.au/_data/assets/pdf_file/0020/434540/guideline_contaminated_land.pdf

⁸ <https://www.epa.nsw.gov.au/your-environment/waste/classifying-waste/virgin-excavated-natural-material>

⁹ https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/285728/factsheet_avoid_danger_accepting_illegal_fill_to_your_land.pdf

¹⁰ https://ntepa.nt.gov.au/_data/assets/pdf_file/0008/285740/factsheet_illegal_dumping_what_you_need_to_know.pdf

28 January 2025

T 08 8999 5041

Development Assessment Services
Department of Lands, Planning and Environment
C/O Ms Madison Harvey
Madison.harvey@nt.gov.au

Dear Development Assessment Services,

**Re: PA2024/0392 Lot 03981 Town of Darwin – second submission by Heritage Branch,
Department of Lands, Planning and the Environment.**

Thank you for the opportunity to provide a second submission on this application.

On 19 December 2024 the Heritage Branch provided a submission focusing on three areas.
These were:

1. Declared Heritage Places projected under the *Heritage Act 2011*.
2. Sub-surface Aboriginal and historical archaeological potential.
3. Opportunities to draw on historic themes.

I am writing to further discuss the sub-surface Aboriginal and historical archaeological potential.

It is hoped that both submissions are considered by the Development Consent Authority.

Our submission of 19 December 2024 argued that the project footprint is within what is arguably an area of high archaeological potential. Larrakia people traditionally lived all around this area, and following colonial settlement were known to have a camp at the head of Smith and Cavenagh Street. This general area was also the location of the early Darwin township, including Chinatown.

It is the case that archaeological remains may exist intact below the surface, even when the land contains modern infrastructure. Recent work at the State Square Art Gallery site, in very close proximity to this project, has shown that there are rich archaeological deposits on land initially thought too disturbed.

Under the *Heritage Act* a class of archaeological find is automatically protected, while other finds can be protected on a case by case basis.

It is for the above reasons that the Heritage Branch recommends that the Development Permit include a Condition Precedent that captures this matter and outlines a mitigation strategy.

An appropriately worded Condition Precedent would establish the requirement for an archaeological study that identifies high risk areas, establishes an effective monitoring protocol, an induction for workers and an unexpected finds response strategy. This latter strategy would include a process for pausing work, in-situ recording, notification and recovery.

The Heritage Branch can assist in the final drafting of a Condition Precedent.

The Heritage Branch can also assist in drafting the scope of works for the archaeological work.

The inclusion of a Condition in the Development Permit is an effective approach to managing heritage matters and provide the proponent a fair, clear and comprehensive list of issues to consider. It streamlines and clarifies the different considerations for the proponent by bringing heritage into the fold with other development approval requirements.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'DSG', with a long horizontal flourish extending to the right.

David Steinberg
Director, Heritage Branch

From: [Craig Thomas](#) on behalf of [DevRoads NTG](#)
To: [Madison Harvey](#)
Cc: [Das NTG](#); [DevRoads NTG](#)
Subject: RE: "PA2024/0392 Lot 03981 Town of Darwin" - New Application Submitted
Date: Tuesday, 17 December 2024 8:45:09 AM

Hi Madison

I refer to the Development Assessment Services' correspondence of 6 December 2024 regarding Planning Application PA2024/0392 on the proposed 21 storey building including 4 levels of above ground level car parking.

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

Thank You

Craig Thomas

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

Level 3, Highway House, Palmerston Circuit, Palmerston
PO Box 61, Palmerston NT 0831

t. (08) 8999 4412

e. Craig.Thomas@nt.gov.au | DevRoads.NTG@nt.gov.au



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

From: Das NTG <Das.NTG@nt.gov.au>
Sent: Friday, December 6, 2024 8:34 AM
To: DevRoads NTG <DevRoads.NTG@nt.gov.au>
Subject: 'PA2024/0392 Lot 03981 Town of Darwin' - New Application Submitted

Dear Transport Planning - Dept. Logistics and Infrastructure,

A new development application has been received over:

- Lot 03981 Town of Darwin, 17 Harry Chan Ave, Darwin City NT

For the purpose of:

- Mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21 storey building including 4 levels of above ground level car parking

In accordance with the requirements of the Planning Act 1999, you are invited to review the [application](#) material through [ILIS](#) and provide written advice or comments no later than 20/12/2024.

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

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

Kind Regards,
Development Assessment Services

From: [Andrew Liveris](#)
To: [Das NTG](#)
Subject: OBJECTION TO: LOT 3981 TOWN OF DARWIN PA 2024/0392
Date: Friday, 17 January 2025 1:00:58 PM
Attachments: [image001.jpg](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Development Consent Authority (Darwin Division)
Attention: Suzanne Philip

OBJECTION TO LOT 3981 TOWN OF DARWIN PA 2024/0392

I have been involved in 6 projects in this precinct in business and professional capacities. Every project has paid respect to the Civic nature of the area.

I know this area.

It is sacred, immortal country that needs to be respected. The proposal before the Development Consent Authority fails in every regard to deliver a solution the ratepayers are entitled to and worthy of.

I quote from the NTG online link for the new Northern Territory Art Gallery.

“The Northern Territory Art Gallery is a key component of Darwin City’s revitalisation and will bring together art and architecture with a distinct sense of place. The gallery is part of the Darwin City Deal, a joint initiative between the Australian Government, Northern Territory Government, and the City of Darwin.”

I note that the joint initiative includes the City of Darwin and therefore the City of Darwin should be committed to the continued revitalisation of Darwin City, with their redevelopment of the Civic Precinct. This Development proposal does not reinforce this commitment and the City of Darwin should reflect on its responsibility to the people of greater Darwin. The Civic Centre and Library development should be seen as a beautiful public building, that contributes to the City and public realm, and not a footnote to a private development. Such a development should make a significant contribution to the public’s experience when visiting the area, and not be an exercise in “ticking the boxes” of the requirements of the Planning Scheme.

Whilst it is acknowledged that the proposed application to the DCA is generally conforming with the requirements set out in the NT Planning Scheme, it fails to respect or reinforce the scale of the built form of the adjacent State Square Precinct, nor reflect the “Territory’s unique geology, landscape and climate”, despite a reference to use of porcelanite coloured cladding at the lower levels.

Of greatest concern is with the scale of the proposal that is out of context with all other built form within the existing Civic precinct and that of the State Square precinct. The existing precinct, bounded by Harry Chan and the Southern end of

the Esplanade, have limited development to 3/4 storeys and respected the landscape of the end of the peninsular. This proposal does not, dominant and overpowering with great height and massive bulk (This is not demonstrated in the distorted misleading “perspective” image included in the proposal). **This is a monster building.**

The DCA should consider its responsibility to the people of the NT carefully, and reject this proposal.

I understand the DCA does not take into account commercial and financial factors but in this case the arrangements between the Council and its private joint venture partner need to be scrutinised, made fully open and transparent as there is grave doubt that terms of the development agreement do not provide for the best outcome to all Darwin ratepayers.

Andrew Liveris





16 January 2025

The Chairperson,
Development Consent Authority,
By email to - development.consentauthority@nt.gov.au

Dear Ms Philip,

Re – PA 2024/0392; City of Darwin Civic Centre and Offices
Submission by way of Objection

We regret the late delivery of this objection to the abovementioned application. We have been absent from Darwin and have not been able to deal with the matter at any earlier time.

The bases for our objection are as follows –

1. The subject site is part of one of Darwin's most historic precincts – the former Chinatown area. While little physical evidence of the site's very significant historic associations now remains, the "Tree of Knowledge" and the existing Civic Centre buildings do survive and do represent important historic themes. The existing Civic Centre buildings were created as part of an historically significant evolution in the Territory's social and constitutional progress. Today, they are indicators of that progress and of the confident optimism about Darwin's future. There are few other surviving buildings from that period of Darwin's history.

The Tree of Knowledge has been a Darwin landmark for as long as the town has existed. Any development in its vicinity must be respectful of this.

We make the submission that this significance may be of such a level that it requires consideration before any approvals are granted that

might result in damage or diminution to the Tree of Knowledge or the existing buildings or their surrounding environments.

2. The suggested 21 storey structure for which planning approval is sought would, if proceeded with, comprise a gross over-development of the site and its surroundings. The site is located within the area bounded by Bennett Street and The Esplanade, an area that is presently defined by its low-rise buildings. This low scale development lends a valuable quality of pedestrian friendliness to a non-commercial precinct that has a character that is of special value to Darwin.
3. We have seen the submission on this matter which has been lodged by the Australian Institute of Architects. We are in complete agreement with Paragraphs A – G under the heading Clause 5.5.3 in the Institute's submission. We do not think that we can usefully add anything more to that submission.

We will be grateful if our submission can be taken into account.

Yours truly,

A handwritten signature in black ink, appearing to read 'Peter Forrest', written in a cursive style.

PETER & SHEILA FORREST

Technical Assessment PA2024/0392

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

Application No:	PA2024/0392
Lot number:	03981
Town/Hundred:	Town of Darwin
Zone:	CB (Central Business)
Site Area:	4694.35 m ²
Proposal:	Mixed use development comprising offices, a community centre, a place of assembly, a food premises - restaurant and a car park in a 21 storey building including 4 levels of above ground level car parking
Plans used for assessment:	Architectural plans prepared by CA Architects; Landscape Design Package prepared by Clouston Associates; Statement of Effect prepared by Cunnington Rosse Town Planning and Consulting;
Date assessment finalised:	31 January 2025

This review has been completed pursuant to the Northern Territory Planning Scheme 2020 (the Planning Scheme). The proposal has been assessed as being for a mixed use development comprising offices, a community centre, a place of assembly, a food premises -restaurant and a car park within CB (Central Business).

The application requires consent under the Northern Territory Planning Scheme 2020 as described in the tables and sections below:

Assessment Table – CB (Central Business)					
Defined Use	Assessment Category	Overlays	General Development Requirements	Location Specific Development Requirements	Specific Development Requirements
Car Park	Merit Assessable	GL – Gateway Location	5.2.1 General Height Control 5.2.4 Car Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.9.2 Darwin City Centre	5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC 5.5.15 Design in Commercial and Mixed Use Areas 5.5.16 Active Street Frontage
Food premises – restaurant/cafe	Permitted	GL – Gateway Location	5.2.1 General Height Control 5.2.4 Car Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.9.2 Darwin City Centre	5.5.1 Interchangeable Use and Development 5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC 5.5.11 Food Premises 5.5.15 Design in Commercial and Mixed Use Areas 5.5.16 Active Street Frontage

Office (2 storeys or more above ground level)	Merit Assessable	GL – Gateway Location	5.2.1 General Height Control 5.2.4 Car Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.9.2 Darwin City Centre	5.5.1 Interchangeable Use and Development 5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC 5.5.15 Design in Commercial and Mixed Use Areas 5.5.16 Active Street Frontage
Place of Assembly	Merit Assessable	GL – Gateway Location	5.2.1 General Height Control 5.2.4 Car Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.9.2 Darwin City Centre	5.5.3 General Building and Site Design 5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC 5.8.4 Exhibition Centre, Place of Assembly and Place of Worship

Community Centre	Merit Assessable	GL – Gateway Location	5.2.1 General Height Control 5.2.4 Car Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.9.2 Darwin City Centre	5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC 5.5.15 Design in Commercial and Mixed Use Areas 5.5.16 Active Street Frontage
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The application is ***Impact Assessable under Clause 1.8(1)(c)(v)*** of the NTPS2020 as Clause 3.1 of Part 3 of the Planning Scheme specifies that where an overlay requires consent, the following level of assessment applies (b) if shown as Merit Assessable on the relevant assessment table in Part 4 it is Impact Assessable.

An assessment of the relevant clauses are summarised in the table below.

Part 3 Clauses (Overlays)	Consent Required		
	Yes	No	N/A
3.13 Gateway Locations	X		

Part 5 Clauses (General Development Requirements)	Compliance		
	Yes	No	N/A
5.2.1 General Height Control	X		
5.2.4.1 Car Parking Spaces			X
5.2.4.4 Layout of Car Parking Area		X	
5.2.4.5 Vehicle Access and On-site Parking for Dwellings-Single on Lots Less			X
5.2.5 Loading Bays		X	
5.2.6.1 Landscaping in Zones other than Zone CB			X
5.2.6.2 Landscaping in Zone CB	X		
5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR			X

Part 5 Clauses (General Development Requirements in Specific Zones)	Compliance		
	Yes	No	N/A
5.3.7 End of Trip Facilities in Zones HR CB C SC and TC		X	

Part 5 Clauses – Commercial Specific Development Requirements	Compliance		
	Yes	No	N/A
5.5.1 Interchangeable Use and Development			X

5.5.3 General building and site design	X		
5.5.4 Expansion of Existing Use or Development in Zones CB C SC and TC			X
5.5.11 Food Premises	X		
5.5.15 Design in Commercial and Mixed Use Areas		X	
5.5.16 Active Street Frontages		X	

Part 5 Clauses – Miscellaneous Specific Development Requirements	Compliance		
	Yes	No	N/A
5.8.4 Exhibition Centre, Place of Assessment and Place of Worship		X	

Part 5 Clauses – Location Specific Development Requirements	Compliance		
	Yes	No	N/A
5.9.2 Darwin City Centre		X	

1.8 When development consent is required

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

1.10 Exercise of Discretion by the Consent Authority

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

6. When consenting to the use or development of land, the consent authority may impose a condition requiring a higher standard of development than is set out in a requirement of Parts 3, 5 or 6 if it considers it necessary to the achievement of the Strategic Framework, the purpose of the overlay or the zone, or it considers it is otherwise necessary to do so.

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

2. Strategic Framework

The site is located in the Central Darwin Area Plan September 2019 and is identified for:

- Civic and Community Purpose on the 'Land Use Vision Map'.
- Gateway Precinct: Development of sites surrounding intersection to be of an exemplary architectural standard on the 'Residential and Mixed Use Map'.
- Community Purpose with the Heritage Oil Tunnels running under the site and the Tree of Knowledge in proximity to the site on the 'Social Infrastructure, Culture and Heritage Map'.
- 'Priority Pedestrian/Cycleway Network' and 'Secondary Collector Transport Corridor' on the 'Movement and Transport – Transport Network Map'.
- 'Green Links - Streets and pedestrian places with the potential for amenity and active transport enhancement' on the 'Movement and Transport: Potential Enhancements to Pedestrian / Cycleway Network Map'.

See below assessment of key objectives and acceptable responses for the 'Social Infrastructure Theme'.

1. Identify social infrastructure that meets the needs and aspirations of the community		
Objectives	Acceptable Responses	Assessment
3.1 Increased presence of education facilities in Central Darwin.	i. A new school is constructed as demand arises and current facilities reach capacity. ii. New university facilities are delivered within the city centre. iii. An enhanced district and local level public library is provided.	The proposed development provides a new enhanced district and local level public library. COMPLIES
3.2 Maintain, enhance and connect a network of public spaces for formal and informal recreation, and public events.	i. No net loss of public open space other than to: <ol style="list-style-type: none"> maintain and install essential public infrastructure and services; enhance the function of these spaces (including through potential use for alfresco dining areas which compliment the open space character of the area); or provide community facilities and public amenities associated with the public open 	The proposed development will not result in any net loss of public open space, noting that the site is currently a car park associated with the existing Civic Centre. The proposed development enhances the existing public space, as follows: <ul style="list-style-type: none"> • Integrating with and connecting to the existing pedestrian thoroughfare to ensure continuous public access to a network of green spaces is maintained. • Providing landscaping, public seating and bicycle hoops to integrate with the existing public open space and to

	<p>space function of the land.</p> <ul style="list-style-type: none"> ii. Continuous public access to a network of green spaces is maintained, including the Esplanade, foreshore spaces, and nearby regional open spaces. iii. Public spaces are enhanced as versatile spaces that support: <ul style="list-style-type: none"> a. informal public gathering, rest and recreation; b. organised temporary events including markets, pop up stalls, food trucks and live music; c. outdoor extensions of adjacent businesses where appropriate and approved by the City of Darwin; and d. shared use by informal users and different businesses, and adaptation of uses across day/night and dry season/wet season. iv. Development adjacent to public open space and key pedestrian / cycle routes enhances the safety and amenity of these spaces. v. Extensive areas are planted with shade trees to make the city cool and attractive, and encourage pedestrian use 	<p>complement the function of the public library and civic centre.</p> <ul style="list-style-type: none"> • The planting of 9 Nut Horsfieldia trees along the southern boundary of the site to provide shade and encourage pedestrian use. <p>COMPLIES</p>
<p>3.3 Encourage provision of new publicly accessible open spaces and recreation areas</p>	<ul style="list-style-type: none"> i. Sites of 3500m2 or larger, and broad scale planning for the 	<p>The proposed development provides a new publicly accessible library designed to</p>

	<p>redevelopment of focus areas, are developed with complementary public open spaces such as plazas which:</p> <ul style="list-style-type: none">a. contribute to an integrated, high-quality network of public spaces;b. are flexible and provide for a variety of uses and events, including recreation, fitness, play, cultural and artistic functions in addition to ecological and stormwater management functions;c. facilitate a range of active and passive recreation to meet the needs of the community;d. incorporate existing significant sites of natural or cultural value, including interpretive information;e. connect with the cyclist and pedestrian network identified in the Movement and Transport - Potential Enhancement to Pedestrian/ Cycleway Network Map;f. link habitats, wildlife corridors, public open spaces and existing	<p>meet the needs of the community and connect with the pedestrian movement network identified on the Movement and Transport – Transport Network Map’.</p> <p>COMPLIES</p>
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	<ul style="list-style-type: none"> recreation facilities; g. enable effective stormwater management; and h. allow for temporary uses such as street activities and special events including cultural, entertainment and artistic performances. <p>ii. Public open space areas provide park furniture, display of art, lighting, shade structures and landscaping.</p>	
3.4 Provide for the establishment of a district level, multi-purpose community centre	<p>i. A district level, multi-purpose community centre is provided at one of the sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere in Central Darwin.</p> <p>ii. Community facilities within a multi-purpose community centre provide flexible spaces for a range of activities including:</p> <ul style="list-style-type: none"> a. council administrative functions; b. community service agencies; c. cultural facilities; d. adult education facilities; and e. open spaces facilitating a range of community events. <p>iii. Net social infrastructure is maintained across Central Darwin and is not reduced through new development</p>	<p>The application advises that:</p> <p>The development will form part of a district level community precinct, including flexible space for administrative functions, community events and a new public library.</p> <p>The proposed development will not reduce the net social infrastructure across the Darwin CBD.</p> <p>COMPLIES</p>
3.5 Provide for the development of an indoor sports facility	<p>i. A sports facility is provided for at one of the</p>	N/A

	sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere within Central Darwin	
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See below assessment of key objectives and acceptable responses for the 'Social Infrastructure Theme'.

2. Protect and enhance sites of cultural significance and historic value to enrich community awareness and experience		
Objectives	Acceptable Responses	Assessment
4.1 New development responds to and respects places and sites listed on the Northern Territory Heritage Register and other places of heritage interest.	<ul style="list-style-type: none"> i. Building design responds to significant features of adjoining heritage sites, buildings or objects to all extent reasonable and practical. This may include a response to the scale, colours, textures and materials of heritage features. Alternatively, the response may provide juxtaposition with the heritage feature to emphasise heritage significance and distinguish the difference in time and style. ii. Setbacks of new development adjoining heritage listed features are sensitive to heritage elements by considering the interface with regard to bulk, setback and materials, and maintain view corridors. iii. Development on, or adjoining a place or item of cultural and social interest indicated on the Social Infrastructure, Culture and Heritage Map supports ongoing public access and is designed in a manner that shows consideration of that place or item. 	<p>The application has been circulated to the Department of Lands, Planning and Environment (Environment Division, Heritage Branch) and all recommendations in relation to declared heritage places, sub-surface aboriginal and historical archaeological potential and opportunities to draw on historic themes will be recommended to be addressed via permit conditions and notes.</p> <p>COMPLIES SUBJECT TO CONDITIONS AND NOTES</p>
4.2 Adaptive re-use of a heritage place is sympathetic to the values of the site.	<ul style="list-style-type: none"> i. Adaptive reuse of heritage sites, as identified on the Social Infrastructure, Culture 	N/A – The site itself is not a declared heritage place and no works are proposed to a declared heritage place.

	<p>and Heritage Map, is of a scale compatible with the significance of the site.</p> <p>ii. Any alterations required to facilitate the adaptive reuse of heritage places should be informed by an understanding and analysis of the heritage place's significance and the principles of the Burra Charter.</p> <p>iii. Adaptive reuse requires minimal alterations to the place's significant fabric and does not destroy the ability to interpret the original function of the place. Where change is proposed, it should be recognisable as new work and where possible, be reversible.</p>	
<p>4.3 Recognise and celebrate the multicultural heritage and values of Central Darwin</p>	<p>i. Places of historical and cultural value within the study area, including significant sites, buildings structures, trees, and landscape elements are recognised and connected through innovative forms of interpretation</p>	<p>Refer to response under 4.1 above.</p>
<p>4.4 Support the adaptive re-use of sites of heritage value</p>	<p>i. Where there is reasonable capacity to do so, discretion is applied in the evaluation of development proposals relating to sites of heritage value. This is in recognition of challenges associated with the development of such sites complying with current development standards outlined in the Planning Scheme</p>	<p>N/A – The site itself is not a declared heritage place and no works are proposed to a declared heritage place.</p>

See below assessment of key objectives and acceptable responses for the 'Movement and Transport Theme'

4. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape		
Objectives	Acceptable Responses	Assessment
6.1 Maintain a highly permeable grid street network within the city centre.	<ul style="list-style-type: none"> i. A fine-grained grid of local streets are retained or expanded upon which support a highly permeable, pedestrian and cycle friendly city centre. ii. A grid configuration of city streets and blocks are provided consistent with the existing street and block layout across Central Darwin. Blocks measure between 60m x 120m width and 120m x 240m length. Blocks incorporate mid-block laneways where possible. iii. Large developments of 3500sqm or larger within the city centre provide connections through the site and to the existing grid. 	<p>Pedestrian linkages at ground level are provided, primarily between Harry Chan Avenue and the western and southern boundary of the site.</p> <p>The development is over 3500sqm and provides connections through the site and to the existing grid.</p>
6.2 Provide appropriate primary vehicle and service access that maintains high levels of pedestrian amenity and minimises disruptions to pedestrian movements	<ul style="list-style-type: none"> i. Existing and proposed lots are serviced by laneways where possible 	<p>There is no existing laneway to service the site. Two crossovers are proposed from Harry Chan Avenue, to service the development, one crossover is for passenger vehicle access and the other is for service vehicles (i.e waste and loading). These crossovers are well separated to minimise disruptions to pedestrian movements.</p>
6.3 Enhance pedestrian and cyclist amenity, safety and movement	<ul style="list-style-type: none"> i. Pedestrian and cyclist links are direct, connected, have clear sightlines, and are well lit. ii. Laneway pedestrian crossings connect 	<p>Pedestrian linkages at ground level are provided, primarily between Harry Chan Avenue and the western and southern boundary of the site.</p>

	<p>arcades and are safe attractive and distinct.</p> <p>iii. Where there is reasonable capacity to do so, street and movement network enhancements include provision for pedestrians and cyclists. This may include, but is not limited to:</p> <ul style="list-style-type: none"> a. Separated Cycleways b. Prioritised street crossings c. Bike Parking d. Map signs e. Directories f. signage identifying pedestrian and/or cyclist networks i.e. City Recreation Loop; and g) interpretive signage. <p>iv. Street verges are landscaped to provide shading for pedestrians and cyclists, while also softening the appearance of hard surfaces and buildings</p>	<p>Public area lighting will be provided to the building edges and undercroft and landscaping is provided to building edges, creating safe and attractive pedestrian linkages.</p> <p>Bicycle parking is also provided. Further details of building directories and signs is required to be provided by the applicant.</p> <p>Further information could be provided to show how street verges are to be landscaped to provide shading for pedestrians and cyclists while also softening the appearance of hard surfaces and the building.</p>
<p>6.4 Areas identified as ‘Green Links’ are leafy, high amenity shared movement corridors.</p>	<ul style="list-style-type: none"> i. Areas identified as ‘Green Links’ make use of wide road reserve to accommodate multiple modes of transportation, bus stops, public art, and landscaping. ii. Streetscape and landscape enhancements are prioritised within ‘Green Link’ road reserves and provided in a coordinated manner. iii. In accordance with any relevant policies of road authorities, examine opportunities for improving the amenity of streets identified as ‘Green Links’. This may 	<p>The Plan identifies a ‘Green Link’ as a street or pedestrian place with the potential for amenity and active transport enhancement. Fronting the site is an identified link along Harry Chan Avenue (p. 29).</p> <p>Improving amenity of streets to include provision of landscaping, footpaths, street furniture and for drinking water is to be determined by the road authority.</p>

	<p>include, but is not limited to: provision of landscaping, street trees, shared footpaths, separated cycleways, street furniture and/or drinking water stations.</p>	
<p>6.5 Facilitate transport network upgrades</p>	<ul style="list-style-type: none"> i. Possible future additions to the transport network indicated on the Movement and Transport Maps, and including a potential rapid transit corridor, are not compromised. ii. Where the City of Darwin or the Northern Territory Government has established an infrastructure contribution plan to fund the construction of strategic transport connections, contributions are to be made in accordance with the contribution plan; OR The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for. iii. Land identified as part of the City Recreation Loop on the City Recreation Loop Map is developed as high amenity pedestrian and cyclist space, and integrates with neighbouring parts of the network 	<p>The land is not identified as part of the City Recreation Loop on the City Recreation Loop Map nor is it identified to provide future additions to the transport network.</p> <p>No infrastructure contribution plans have been established to fund the construction of strategic transport connections.</p>

See below assessment of objectives and acceptable responses for the ‘Essential Infrastructure Theme’.

7. Provide for adequate power, water, sewerage, digital and telecommunications infrastructure		
Objectives	Acceptable Responses	Assessment

<p>7.1 Upgrade existing utilities and trunk services to service development in a timely and holistic manner.</p>	<p>i. Investigate the need for, and suitable location of, new water towers.</p>	<p>Comments from service authorities can be accommodated through standard conditions of consent.</p>
<p>7.2 Provide utilities and trunk services sequentially and cost effectively.</p>	<p>ii. Upgrades to water reticulation are considered prior to development.</p> <p>iii. Trunk infrastructure for reticulated services is incorporated into a development’s engineering design.</p> <p>iv. Upgrades to existing infrastructure are provided and funded in accordance with an approved infrastructure plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for; OR</p> <p>The proponent accepts the requirement for either a monetary contribution or requirement to enter into agreements with the relevant authority for the provision of infrastructure.</p> <p>v. New infrastructure is provided sequentially and funded in accordance with an approved infrastructure plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the</p>	

	<p>responsible service authority and how the required infrastructure will be paid for.</p> <p>vi. Development and / or subdivision may be deferred or refused if utilities and trunk services are not provided as required by this Area Plan, the NT Planning Scheme, or another service authority</p>	
<p>7.3 Ensure that presentation and / or installation of infrastructure does not detract from public amenity</p>	<p>i. Infrastructure avoids impacts on surrounding character and amenity through measures such as incorporating into buildings, screening, or locating in laneways.</p> <p>ii. Provision of subsurface infrastructure does not unreasonably restrict the planting of street trees.</p>	<p>The proposed services are incorporated into the building and will be screened from the streetscape via the proposed landscaping.</p> <p>The proposed diesel tank and generator will be screened via a 1.8 metre high aluminium batten screen.</p>
<p>7.4 Encourage innovation and sustainability</p>	<p>i. Infrastructure is future-proofed and enables implementation of options including digital infrastructure, natural gas, district cooling, water capture and reuse, and waste recycling.</p> <p>ii. Provide for future installation of electrical and communications equipment to support Smart Cities infrastructure, including conduit and capacity for additional connection points.</p>	<p>The application describes that <i>'Environmentally Sustainable Design (ESD) measures will be incorporated into the building design including:</i></p> <ul style="list-style-type: none"> • <i>Building facade designed to balance daylight and outlook against thermal performance.</i> • <i>Functional lighting throughout to utilise high efficiency led and associated control systems.</i> • <i>Public open space and landscaping to utilise water sensitive urban design principles and assist in mitigating heat island effects.</i> • <i>Building services to be designed to minimise overall energy consumption.'</i>

The applicant also provided a sustainability report to address building efficiency and includes the following commitments:

- NCC 2019 Section J Compliance
- 5.5 Star NABERS rating for Office Areas (base building)
- High Performance Facade Systems
- Fully Electric Development (No Gas)
- High Efficiency HVAC systems
- WELS rated hydraulic fittings
- End of trip facility to promote sustainable transport methods.

Further details of the Water Sensitive urban Design (WSUD) measures could be required to be provided by the applicant.

3 Overlays

3.13 GL - Gateway Locations

Purpose

Ensure that the use or development of land identified as a Gateway Location is designed to respect and enhance the unique characteristics of the locality.

Administration

1. This Overlay applies to any **site** within Zone C or CB identified as a Gateway Location in Clause 5.9 (Location Specific Development Requirements) except:
 - (a) where a use or development complies with Clause 5.5.1 (Interchangeable Use and Development), and but for this Overlay, would not require **consent**.
2. The use and development of land subject to this Overlay requires **consent**.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 only if it grants **consent** through the relevant clause in Clause 5.9 (Location Specific Development Requirements).

Requirements

4. *Building design must be in accordance with the relevant requirements for gateway locations identified in Clause 5.9 (Location Specific Development Requirements).*

Assessment

The proposed development requires consent, refer to an assessment of Clause 5.9.2.8 Development in Gateway Locations below.

TO BE DETERMINED

4.10 Zone CB – Central Business

Zone Purpose

1. *Promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development.*

Zone Outcomes

1. *A diverse mix of commercial, community, cultural, recreational and residential developments of a scale and intensity commensurate with the role and function of the central business district.*
 2. *Residential developments that cater for residents and tourists, including **dwelling-multiple, serviced apartment, rooming accommodation, residential care facility, and hotel/motel**, are usually of high density and are integrated with complementary commercial and entertainment activities that are located nearby or contained within the same building.*
 3. ***Dwelling-community residence and home based business** are designed and operated in a manner consistent with the residential **amenity** of the building or surrounding precinct.*
 4. *Commercial developments and entertainment and dining activities such as **bar-public, bar-small, food premises (all), leisure and recreation, market, night club entertainment venue, office, shops and sex services-commercial premises**:*
 - (a) *encourage diversity and contribute to day and night activity within the zone; and*
 - (b) *are designed and operated in a manner that is considerate of the character and **amenity** of surrounding uses, having regard to the mixed use nature of the zone.*
 5. *Cultural and community focused activities such as **child care centre, community centre, exhibition centre, medical clinic, place of assembly and place of worship** support the needs of the local or regional population and contribute to the diversity and activity of uses within the zone.*
 6. *Developments such as **veterinary clinic, plant nursery, shopping centre, showroom sales, education establishment, and passenger terminal** are established in locations that complement and do not undermine the core functioning of the city precinct.*
 7. *Developments such as **vehicle sales and hire, motor body works, motor repair station, service station, industry-light and emergency services facility**:*
 - (a) *are sited on the periphery of the CB area;*
 - (b) *are located with good **access** to the local road network; and*
 - (c) *are managed to minimise unreasonable impacts to the **amenity** of surrounding residents.*
-

8. *Development incorporates innovative building design, **site** layout and landscaping that:*
 - (a) *responds to and encourage pleasant microclimates, including through breeze capture and shading;*
 - (b) *minimises privacy and overlooking impacts on private spaces;*
 - (c) *maximises overlooking and passive surveillance of public spaces;*
 - (d) *maximises pedestrian activity along **primary street** frontages;*
 - (e) *reduces the appearance of building mass relative to its surroundings; and*
 - (f) *creates attractive outdoor spaces and enhances the streetscape.*

9. *Development contributes to the creation of an active, safe and legible public realm by:*
 - (a) *incorporating and responding to high quality **public open spaces** including town squares, civic plazas and forecourts where appropriate; and*
 - (b) *integrating with walking, cycling and public transport networks to promote accessibility and use.*

10. *Developments are designed and operated in a manner that avoids unreasonable loss of **amenity** for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone.*

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

12. *Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.*

Assessment

The application supports the purpose of Zone CB as it is for a 21 storey mixed-use building comprising offices, a community centre, a place of assembly, a food premises and a car park and the proposed scale is commensurate with the role and function of the CBD to 'maximise its function as the commercial...administrative...civic centre'.

Sub-clause 2, 3, 6 – 7 and 12 are not applicable as the uses listed are not proposed as part of the application.

An assessment of sub-clauses 1, 4 – 5 and 8 – 11 is provided in the below table.

Subclause	Assessment
1. A diverse mix of commercial, community, cultural, recreational and residential developments of a scale and intensity commensurate with the role and function of the central business district	The proposed development of a 21 storey mixed-use building comprising offices, a community centre, a place of assembly, a food premises-restaurant and a car park is commensurate with the role and function of the CBD to 'maximise its function as the commercial...administrative...civic centre' and adds to the diversity of uses within the CBD.

	COMPLIES
<p>4. Commercial developments and entertainment and dining activities such as bar-public, bar-small, food premises (all), leisure and recreation, market, night club entertainment venue, office, shops and sex services-commercial premises</p> <p>a. encourage diversity and contribute to day and night activity within the zone; and</p> <p>b. are designed and operated in a manner that is considerate of the character and amenity of surrounding uses, having regard to the mixed use nature of the zone.</p>	<p>The proposed development includes a food premises at ground level and office in the tower component, which encourages diversity and has the potential to contribute to both day and night-time activity. The proposed food premises will provide a general level of amenity for users of the building and surrounding land uses.</p> <p>COMPLIES</p>
<p>5. Cultural and community focused activities such as child care centre, community centre, exhibition centre, medical clinic, place of assembly and place of worship support the needs of the local or regional population and contribute to the diversity and activity of uses within the zone.</p>	<p>The proposed development includes a community centre and place of assembly to support the needs to the City of Darwin population and contributes to the diversity and activity of uses in the CBD.</p> <p>COMPLIES</p>
<p>8. Development incorporates innovative building design, site layout and landscaping that:</p>	
<p>a) responds to and encourage pleasant microclimates, including through breeze capture and shading;</p>	<p>The proposed development provides shading at ground level via building overhang and landscaping.</p> <p>COMPLIES</p>
<p>b) minimises privacy and overlooking impacts on private spaces;</p>	<p>The proposed development is setback more than 9 metres from existing residential development to the north and east and is not considered to have any overlooking impacts on private spaces.</p> <p>COMPLIES</p>
<p>c) maximises overlooking and passive surveillance of public spaces;</p>	<p>The development comprises active uses, including a food premises and public library at the ground level, providing surveillance to and engagement with the public realm.</p> <p>COMPLIES</p>
<p>d) maximises pedestrian activity along primary street frontages;</p>	<p>The development provides direct pedestrian and vehicle access points which are clearly and easily identifiable from the public realm.</p>

	COMPLIES
e) reduces the appearance of building mass relative to its surroundings; and	<p>The development comprises a clearly distinguished base with high levels of glazing and an inset entrance coupled with landscaping to create an interesting and active street frontage.</p> <p>At the middle, a 6 storey podium is proposed that will be finished in vertical aluminium cladding.</p> <p>At the top, a 15-storey tower component is recessed from the podium and highly articulated through its use of glazing and fenestration.</p> <p>COMPLIES</p>
f) creates attractive outdoor spaces and enhances the streetscape.	<p>The development provides landscape features along all site boundaries and is appropriate to the context of the site in the CBD of Darwin.</p> <p>COMPLIES</p>
<p>9. Development contributes to the creation of an active, safe and legible public realm by:</p> <ul style="list-style-type: none"> a. incorporating and responding to high quality public open spaces including town squares, civic plazas and forecourts where appropriate; and b. integrating with walking, cycling and public transport networks to promote accessibility and use. 	<p>The development provides direct pedestrian and vehicle access points which are clearly and easily identifiable from the public realm.</p> <p>COMPLIES</p>
<p>10. Developments are designed and operated in a manner that avoids unreasonable loss of amenity for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone.</p>	<p>No land-use conflicts have been identified noting that the site is well setback from adjoining properties to the north and east ensuring that any amenity impacts are limited.</p> <p>General conditions in relation to waste and traffic are recommended to be included on any permit issued.</p> <p>COMPLIES</p>
<p>11. An efficient pattern of land use with all lots connected to reticulated services, integrated with existing transport networks and with convenient</p>	<p>The development will be connected to reticulated services and is well located nearby to existing transport networks, open</p>

access to open space, community and educational facilities.	space and community and educational facilities. COMPLIES
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5.2.1 General Height Control

Purpose

Ensure that the heights of buildings and structures are appropriate to the strategic and local context of the location and meet community expectations for development in the zone.

Administration

1. This clause does not apply if:
 - (a) The development is for the purpose of:
 - i. a **telecommunications facility**;
 - ii. a chimney, flag pole, aerial, antenna or lightning rod; or
 - iii. the housing of equipment relating to the operation of a lift; or
 - (b) an alternative height control is specified in clause 5.9 (Location specific development requirements).
2. The consent authority must not **consent** to a development in Alice Springs that is not in accordance with sub-clause 5.
3. The consent authority must not **consent** to a development on land in Zone MR abutting land in Zone LR that is not in accordance with sub-clause 6.
4. Except as set out in sub-clause 3, the consent authority may **consent** to a development that is not in accordance with sub-clause 6 if it is satisfied the **building height** is consistent with the intended character and **amenity** of the area, having regard to:
 - (a) the heights of other buildings in the immediate vicinity; and
 - (b) measures taken to mitigate potential impacts (such as unreasonable overshadowing, or overlooking of dwellings and private open space) on abutting properties.

Requirements

5. The **building height** of a development in the Municipality of Alice Springs is not to exceed:
 - (a) the maximum **building height** for the zone and use as specified in table A to this clause; or
 - (b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table A to this clause.
6. The **building height** in all other areas is not to exceed:
 - (a) the maximum **building height** for the zone and use as specified in table B to this clause; or
 - (b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table B to this clause.

Table A to clause 5.2.1: Height control in Alice Springs

Zone	Use	Maximum building height above ground level
MR, C, SC and TC	All uses	3 storeys to a maximum of 14m
CB	All uses	8 storeys to a maximum of 34m
CP	Education establishment, hospital or exhibition centre and ancillary uses	No height limit
All zones other than CP	Education establishment	3 storeys to a maximum of 14m

Editor's Note: Structures below ground level should consider the impact on and from the Alice Springs Town Basin aquifer.

Table B to clause 5.2.1: Height control outside Alice Springs		
Zone	Use	Maximum building height above ground level
MR	Development on a site in zone MR abutting a site in Zone LR	3 storeys
	Development on a site that is: <ul style="list-style-type: none"> within the boundaries of the Darwin Inner Suburbs Area Plan or Darwin Mid Suburbs Area Plan; and has frontage to a street with a reservation width not exceeding 18m on the opposite side of which is a site in Zone LR.	3 storeys
	All other uses	4 storeys
HR	All uses	8 storeys
C	Mixed use development that consists of one or more residential buildings	4 storeys
	All other uses	No height limit
CL and CP	Education establishment or hospital	No height limit
CB, SC, TC and DV	All uses	No height limit

Editor's Notes:

- (1) **If applicable, the residential plot ratio and/or the commercial plot ratio may impact on the building height.**

- (2) *Basements that protrude less than 1m from ground level are not considered as a storey for the purposes of this clause.*
- (3) *Any use or development of land that intrudes into a protected airspace, such as the use of cranes, within 15km of an airport or RAAF base may have additional restrictions and approval requirements from the airport operator under the [Airports Act 1996 \(Cth\)](#), [Airports \(Protection of Airspace\) Regulations 1996 \(Cth\)](#), and [Defence Regulation 2016 \(Cth\)](#). More information is available on [NT.GOV.AU](#).*

Assessment

The site is located in Zone CB which does not have a height limit.

COMPLIES

5.2.4.4 Layout of car parking areas

Purpose

Ensure that a **car parking area** is appropriately designed, constructed and maintained for its intended purpose.

Administration

1. *This clause does not apply to a **car parking area** where the car parking is required in association with a **dwelling-single, dwelling-independent** or a **home based business**.*
2. *A **car parking area** may be used for the purpose of a **market** if:*
 - (a) *a market is Permitted in the zone; and*
 - (b) *the market operates outside of the operating hours of the use for which the car parking area is established.*
3. *The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the **amenity** of the surrounding locality.*
4. *The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.*
5. *The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.*

Requirements

6. *A **car parking area** is to:*
 - (a) *be not less than 3m from any lot boundary abutting a road; and*
 - (b) *provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the **car parking area** when viewed from the road.*
 7. *A **car parking area** is to be constructed and maintained to be:*
-

- (a) of a suitable gradient for safe and convenient parking; and
 (b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.
8. The layout of a **car parking area** is to:
- (a) be functional and provide separate access to every car parking space;
 (b) allow a vehicle to enter from and exit to a road in a forward gear;
 (c) be in accordance with the dimensions set out in the diagram to this clause; and
 (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.
9. The number of **access** points to the road is to be limited, and **access** points to **car parking areas** are to:
- (a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and
 (b) maximise sight lines for drivers entering or exiting the car parking area.

Assessment

Subclause	Assessment
6. A car parking area is to:	
a) be not less than 3m from any lot boundary abutting a road; and	The level 2 – 6 car park is setback less than 3 metres from a lot boundary abutting a road. VARIATION
b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the car parking area when viewed from the road	Landscaping is provided along the street frontage and the car parking area will be screened by aluminium vertical screening. COMPLIES
7. A car parking area is to be constructed and maintained to be:	
a) of a suitable gradient for safe and convenient parking; and	The car parking area is flat and appears to be safe and convenient for parking. COMPLIES
b) sealed and well drained in urban areas, or dust suppressed in nonurban areas.	The car parking area appears to be sealed. Additionally, general conditions are recommended to be included on any permit issued requiring that the car parking area is sealed and drained. COMPLIES
8. The layout of a car parking area is to	
a) be functional and provide separate access to every car parking space;	The carpark layouts provide separate access to every car parking space.

	COMPLIES
b) allow a vehicle to enter from and exit to a road in a forward gear	The driveway width is a minimum of 6m and the layout allows vehicles to enter and exit in a forward gear. COMPLIES
c) be in accordance with the dimensions set out in the diagram to this clause; and	The notations included on the plans provided meet the dimensions set out in the diagram to this clause, except for 2 small car parking spaces. VARIATION
d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space	COMPLIES
9. The number of access points to the road is to be limited, and access points to car parking areas are to:	
a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and	The minimum accessway widths for two-way and one-way traffic flow are provided. COMPLIES
b) maximise sight lines for drivers entering or exiting the car parking area	The location of landscaping proposed will maximise sight lines for drivers entering and exiting. COMPLIES

DOES NOT COMPLY – Variation sought for reduced setback for car parking area and for 2 small car parking spaces.

5.2.5 Loading Bays

Purpose

Provide for the loading and unloading of vehicles associated with the use of land.

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
 - (a) the scale of the use and development on the **site**;
 - (b) any potential adverse impacts on the local road network; and
 - (c) any agreements for off-site loading and unloading of vehicles, such shared loading areas or approval to carry out loading activities in a laneway or **secondary street**.

2. For the purposes of this clause, where an **exhibition centre, food premises (fast food outlet and restaurant), office, place of assembly, shop or shopping centre** are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined **net floor area** of the integrated uses.

Requirements

3. Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number).
4. A **loading bay** is to:
- provide areas wholly within the **site** for loading and unloading of vehicles;
 - be at least 7.5m by 3.5m;
 - have a clearance of at least 4m; and
 - have access that is adequate for its purpose.

Assessment

The applicable loading bay requirements are as follows:

Use or Development	Minimum Number of Required Car Parking Spaces	Car Parking Spaces Required	Proposed
Integrated development in accordance with sub-clause 2: <ul style="list-style-type: none"> • Food premises-restaurant • Office • Place of Assembly 	1 loading bay for every 2000m ² of the total net floor area, or part thereof	Food premises – restaurant, office and place of assembly has a combined net floor area of 14714m ² which requires 7.3 loading bays rounded up to 8 loading bays.	3 loading bays
Car Park	No loading bays required		
Community Centre	No loading bays required		

DOES NOT COMPLY – Variation sought to reduce number of loading bays and to provide a reduced width for one loading bay

5.2.6.2 Landscaping in Zone CB

Purpose

Ensure developments within central business districts minimise heat capture and enhance the visual **amenity** of the area when viewed from the street or from surrounding buildings.

Administration

1. The consent authority may **consent** to a development that is not in accordance with sub-clause 3 if:

- (a) it is a small development and the consent authority is satisfied that it would be unreasonable to provide the required landscaping, having regard to the intended use of the development or whether the development would become unfeasible; or
- (b) the development provides an alternative response to achieve the purpose of this clause.

2. This clause does not apply if the use or development is permitted through Clause 5.5.4 (Expansion of Existing Use or Development in Zones CB, C, SC and TC).

Requirements

3. Development in Zone CB is to provide areas of landscape planting equivalent to 10% of the **site** area.

Editor's Notes:

- (1) Any vertical landscaping provided to meet subclause 3 may also contribute to a reduction of car parking under Clause 5.9.2.12
- (2) Refer to [Design Guidance: Landscaping in Zone CB](#) for guidance on interpreting requirement 3.

Assessment

Drawing DA-001 confirms that 757.5m² and which is 16% of the site area.

The applicant advises that 'the project landscape architect, Clouston Associates, have confirmed that the selected species (*Horsefieldia Australiana*) within the proposed garden bed along the south-western boundary are suitable for the proposed location and layout design. The 9 trees identified are a medium sized tree selected due to their upright form (with existing examples having been established in nearby Liberty Square), with a canopy spread of 4-5 metres ensuring that the building overhang won't conflict'.

COMPLIES

5.3.7 End of trip facilities in Zones HR, CB, C, SC and TC

Purpose

Ensure that new commercial and high density **residential buildings** provide sufficient safe, quality and convenient **end of trip facilities** to enable active travel choices by residents, visitors, workers and customers for the proposed use of the **site**.

Administration

1. The consent authority may **consent** to a use or development with fewer bicycle parking spaces, lockers and/or showers and changing facilities than required by sub-clauses 2-6 if satisfied that either:
 - (a) there are alternative **end of trip facilities** (on or off the **site**), where:
 - i. the same function is provided which can accommodate the same number of bicycles and/or users required by the clause;
 - ii. **access** to the alternative **end of trip facilities** is safe and convenient for users;
 - iii. the alternative **end of trip facilities** are sheltered and secure; and
 - iv. the size and layout of alternative storage areas allows for safe and comfortable storage and **access** to bicycles and/or personal items; or

- (b) it would be unreasonable to provide the **end of trip facilities** as required by this clause with regard to, but not limited to, the location of the development and likely commute distances; or
- (c) it would be unreasonable to provide shower and changing facilities for a small development, where the development becomes unfeasible should such facilities be required.

Requirements

2. All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).
3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking and must:
 - (a) be located in a convenient and safe location with adequate security for the storage of bicycles;
 - (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;
 - (c) where secure parking is provided, provide e-bike charging facilities, as necessary;
 - (d) not require **access** via steps;
 - (e) be protected from the weather;
 - (f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;
 - (g) be located outside pedestrian movement paths;
 - (h) be easily accessible from the road;
 - (i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;
 - (j) be protected from manoeuvring motor vehicles and opening car doors;
 - (k) be as close as possible the cyclist's ultimate destination;
 - (l) be well lit by appropriate existing or new lighting; and
 - (m) be sympathetic in design, material and colour to compliment the surrounding environment.
4. A locker should accompany every secure bicycle parking space provided, and should be:
 - (a) of suitable volume and dimensions to allow storage of clothing, cycling helmets and other personal items;
 - (b) well ventilated, secure and lockable; and
 - (c) located close to shower and changing facilities.
5. All new **non-residential buildings, hotels/motels, and serviced apartments** in Zones HR, CB, C, SC and TC should provide sufficient and accessible shower and changing facilities for staff with the number of showers calculated at the rate specified in the table to this clause.
6. Shower and changing facilities must be secure facilities capable of being locked, and should:
 - (a) be located as close as practical to the associated bicycle parking facilities;
 - (b) provide one change space per shower; and
 - (c) Provide for separate male and female facilities where more than one shower is provided.

Assessment

The applicable bicycle parking space requirements are as follows:

Use or Development	Minimum number of bicycle parking spaces	Minimum number of showers	Requirements	Proposed
Office	1 space per 300m ² net floor area	1 shower for up to 1500m ² net floor area, plus 1 additional shower for up to every 1500m ² thereafter.	44.4 bicycle parking spaces 8.8 showers	76 bicycle parking spaces (51 secure, 25 short-term). 52 lockers and 10 showers.
Non-residential buildings (except as identified in this table)	1 space per 300m ² net floor area	1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.	7.07 bicycle parking spaces 1 shower (the application advises there are less than 50 staff associated with the non-office land uses)	

The bicycle parking facilities, lockers and shower and changing facilities appear to comply with the requirements of sub-clause 3,4 and 6.

DOES NOT COMPLY - Variation sought for a shortfall of one bicycle parking space that is not in a secure location

5.5.3 General Building and Site Design

Purpose

Promote site-responsive designs of commercial, civic, community, recreational, tourist and mixed use developments which are attractive and pleasant and contribute to a safe environment.

Administration

1. *A development application must, in addition to the matters described in sub-clauses 2-16, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide (as amended from time to time) produced by the Department of Lands and Planning.*

Requirements

2. *Preserve vistas along streets to buildings and places of architectural, landscape or cultural significance.*
3. *Be sympathetic to the character of buildings in the immediate vicinity.*
4. *Minimise expanses of blank walls.*

5. *Add variety and interest at street level and allow passive surveillance of public spaces.*
6. *Maximise energy efficiency through passive climate control measures.*
7. *Control on-site noise sources and minimise noise intrusion.*
8. *Conceal service ducts, pipes, air conditioners, air conditioning plants etc.*
9. *Minimise use of reflective surfaces.*
10. *Provide safe and convenient movement of vehicles and pedestrians to and from the **site**.*
11. *Provide convenient pedestrian links (incorporating **access** for the disabled) to other buildings and public spaces.*
12. *Provide protection for pedestrians from sun and rain.*
13. *Provide for loading and unloading of delivery vehicles and for refuse collection.*
14. *Provide landscaping to reduce the visual impact and provide shade and screening of open expanses of pavement and car parking.*
15. *Provide facilities, including public toilets, child minding facilities, parenting rooms and the like where the size of the development warrants such facilities.*
16. *Provide bicycle **access**, storage facilities and shower facilities.*

Assessment

Subclause	Assessment
2. Preserve vistas along streets to buildings and places of architectural, landscape or cultural significance	<p>The proposed development will not impact on any existing vistas along streets to buildings and places of architectural, landscape or cultural significance.</p> <p>COMPLIES</p>
3. Be sympathetic to the character of buildings in the immediate vicinity	<p>The development comprises a clearly distinguished base with high levels of glazing and an inset entrance coupled with landscaping to create an interesting and active street frontage.</p> <p>At the middle, a 6 storey podium is proposed that will be finished in vertical aluminium cladding.</p> <p>At the top, a 15-storey tower component is recessed from the podium and articulated through its use of glazing and fenestration.</p> <p>COMPLIES</p>

4. Minimise expanses of blank walls	<p>The development minimises expanses of blank walls through the use of a variety of materials including aluminium screening, prefinished wall cladding and high-performance glazing.</p> <p>COMPLIES</p>
5. Add variety and interest at street level and allow passive surveillance of public spaces.	<p>The development provides an interesting and active street frontage through the provision of landscaping, high levels of glazing and the placement of active uses including the public library and food premises.</p> <p>COMPLIES</p>
6. Maximise energy efficiency through passive climate control measures	<p>The proposed development provides shading at ground level via building overhang at upper level and landscaping.</p> <p>The applicant also provided a sustainability report to address building efficiency and includes the following commitments:</p> <ul style="list-style-type: none"> • NCC 2019 Section J Compliance • 5.5 Star NABERS rating for Office Areas (base building) • High Performance Facade Systems • Fully Electric Development (No Gas) • High Efficiency HVAC systems • WELS rated hydraulic fittings • End of trip facility to promote sustainable transport methods. <p>Further details of the Water Sensitive urban Design (WSUD) measures could be required to be provided by the applicant.</p> <p>COMPLIES</p>
7. Control on-site noise sources and minimise noise intrusion.	<p>The design of the building is similar to surrounding developments in the CBD and minimises impact to surrounding uses. All plant equipment and substation are located internally in the building, which will limit any noise impacts.</p> <p>The proposed diesel tank and generator will be screened via a 1.8 metre high aluminium batten screen.</p> <p>COMPLIES</p>

<p>8. Conceal service ducts, pipes, air conditioners, air conditioning plants etc</p>	<p>All plant equipment and substation are located internally in the building. The proposed services are incorporated into the building and will be screened from the streetscape via the proposed landscaping.</p> <p>The proposed diesel tank and generator will be screened via a 1.8 metre high aluminium batten screen.</p> <p>COMPLIES</p>
<p>9. Minimise use of reflective surfaces</p>	<p>The proposed development incorporates a high level of glazing, which is reflective. The extent of glazing has been minimised to that which is necessary for the amenity of future users of the building.</p> <p>The statement of effect also advises that the glazing will be '<i>modern glare-reducing glazing</i>' and confirms commitment in the sustainability report to '<i>high performance façade systems</i>' and '<i>NCC 2019 Section J Compliance</i>'.</p> <p>COMPLIES</p>
<p>10. Provide safe and convenient movement of vehicles and pedestrians to and from the site</p>	<p>The development provides direct pedestrian and vehicle access points which are clearly and easily identifiable from the public realm and vehicle accessways are designed in accordance with clause 5.2.4.4 Layout of car parking areas.</p> <p>COMPLIES</p>
<p>11. Provide convenient pedestrian links (incorporating access for the disabled) to other buildings and public spaces.</p>	<p>The development has been designed to prioritise pedestrian access along the southern and western edges of the building to provide connections to the existing pedestrian footpaths that extend through civic park and from Cavanagh Street and Harry Chan Avenue.</p> <p>COMPLIES</p>
<p>12. Provide protection for pedestrians from sun and rain.</p>	<p>The proposed development provides protection from the sun and rain via building overhang and landscaping.</p> <p>COMPLIES</p>
<p>13. Provide for loading and unloading of delivery vehicles and for refuse collection</p>	<p>The proposed development provides 3 loading bays and adequate turn around bays for the</p>

	loading and unloading of delivery vehicles and waste collection. COMPLIES
14. Provide landscaping to reduce the visual impact and provide shade and screening of open expanses of pavement and car parking.	The proposed development provides landscaping along all frontages. COMPLIES
15. Provide facilities, including public toilets, child minding facilities, parenting rooms and the like where the size of the development warrants such facilities.	A parents room is provided at ground floor. COMPLIES
16. Provide bicycle access, storage facilities and shower facilities	The bicycle parking facilities, lockers and shower and changing facilities have been provided in accordance with clause 5.3.7 End of trip facilities in Zones HR, CB, C, SC and TC. COMPLIES

In response to the compliance with community safety and design guidelines (CSEG), the Statement of Effect identifies the following:

Surveillance:

Page 3 of the design guide seeks to ensure that development contributes to the safety of areas by optimising the opportunities to provide passive surveillance of public spaces, communal areas, streets and car parks. The proposed development provides significant activation to the internal pedestrian frontages to the plazas, providing extensive opportunities for passive surveillance and integrating the internal and external building areas.

Sightlines:

Page 4 of the design guide recommends the provision of clear sight lines to provide uninterrupted views of paths, public spaces and entrances to enable people to see the route ahead and identify possible risks. The views of passing motorists, cyclists and pedestrians is also considered. The design guidelines seek to ensure that built forms and landscaping do not obscure sightlines and allow a clear view of public spaces.

In this context, the pedestrian routes are direct, enable clear sightlines from both ends, are sufficiently wide and provide opportunity for surveillance from passing traffic. Areas with potential to obscure sightlines are well separated from the main pedestrian routes of travel, or are located adjacent active, glazed areas to ensure surveillance and avoid entrapment opportunities. A clear and legible site pedestrian layout ensures routes are clearly identifiable and visible, landscaping ensures species selection avoids the creation of barriers or view restrictions to areas external to the site, and lockable bicycle parking is positioned adjacent the main pedestrian route to ensure visibility and make use of passive surveillance available at these locations.

Mixed Used Areas and Activity Generators:

Page 5 of the design guide seeks to increase the level of activity within areas to enhance passive surveillance opportunities; and to extend the hours of activity in an area beyond business hours.

A combination of public administration and library, private offices, Civic Centre function (including meetings extending into the evening) and food premises provide an appropriate mix of day and evening activity, noting existing residential uses within the immediate locality.

Building Design, Lighting, Signage, Wayfinding and Movement Predictors:

Building design focuses on the primary pedestrian access location and public area interface, with passive surveillance and overlooking opportunities (from the COD Chambers level above ground) enabling surveillance of public space. Movement areas are clear, legible and predictable, however are sufficiently wide and visible to ensure their predictability does not detract from their safety. Lighting, interpretive and directional signage will be incorporated into the final design details and ensure outcomes contribute to visibility and legibility.

The applicant advised that *'the design, materials, lighting and landscaping of the book return and immediate surrounds will be critical to ensure the avoidance of potential entrapment areas, blind corners or other design outcomes that restrict sightlines and adversely affect community safety. These matters will be resolved through the detailed design process and it is requested the consent authority outline these requirements via a development permit condition'*.

Car Parks:

Car parking areas will be secure, well-lit with identifiable and accessible lift and stairwell connections to ground level.

Active Security:

Active security measures will be employed throughout the site in addition to existing security patrols throughout the Darwin CBD.

Safety Audit

A Safety Audit was undertaken as part of the statement of effect prepared by the applicant.

COMPLIES

5.5.1 Food Premises

Purpose

*Ensure that the operation of a **food premises**:*

- (a) provides an active interface to the public domain and contributes to the interest and diversity of the locality;*
- (b) minimises adverse impacts on the **amenity** of the locality; and*
- (c) is designed for the safety of patrons.*

Administration

- 1. This clause applies to *food premises-café/take away, food premises-fast food outlet, and food premises-restaurant.***
- 2. The consent authority may *consent* to a **food premises** that is not in accordance with sub-clauses 3-10, only if it is satisfied it is consistent with the purpose of this clause and the zone purpose**

and outcomes, and it is appropriate to the **site** having regard to such matters as its location, scale and impact on surrounding **amenity**.

Requirements

3. Incorporate appropriate building and landscape design to ensure that there is no unreasonable loss of **amenity** for adjoining and nearby property.
4. A minimum 1.8m high solid acoustic screen fence is erected along the full length of all **site** boundaries adjoining land in Zones LR, LMR, MR or HR.
5. Floodlights, spotlights and all other forms of lighting shall be constructed, oriented and controlled so as not to adversely impact on the **amenity** of any adjacent residents or cause a traffic hazard in the adjacent road network.
6. Manage noise emissions so that they will not have an unreasonable impact on the **amenity** of the locality.
7. The design of an **alfresco dining area** or outdoor entertainment space located adjacent to a **dwelling** is to take account of and reasonably mitigate noise and privacy impacts.
8. Adequate provision is made for the on-site collection, storage and disposal of waste, positioned to avoid nuisance to neighbours.
9. The maximum **net floor area** of a **café/take away** should be 80m².
10. If a **fast food outlet** is adjacent to land in Zones LR, LMR, MR or HR, the development is to be set back 5m from all side and rear boundaries and landscaped to a minimum depth of 3m to provide a visual screen.

Assessment

Sub-clause 4, 9 - 10 are not relevant to the application.

In relation to sub-clause 3 and 6, the proposed food premises – restaurant has been integrated into the building design and due to setbacks from adjoining properties it is unlikely to result in unreasonable loss of amenity.

In relation to sub-clause 5, the applicant's statement of effect specifies that 'lighting will be limited to soffit downlighting and soft area lighting, and will not impact surrounding residents or the public realm'.

In relation to sub-clause 7, the proposed layout of the food premises – restaurant is not proximate to any residential properties.

In relation to sub-clause 8, the applicant's statement of effect specifies that 'waste storage and collection for the food premises are included in the internal waste storage and loading areas'.

COMPLIES

5.5.15 Design in Commercial and Mixed Use Areas

Purpose

Encourage a diverse mix of commercial and mixed use developments that are safe, contribute to the activity and **amenity** of commercial centres, are appropriately designed for the local climate, and minimise conflicts between different land uses within and surrounding the commercial centre.

Administration

1. A development application must, in addition to the matters described in sub-clauses 12-23, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide in Schedule 5.
2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 12-14 if it is satisfied that it is consistent with the purpose of the clause.
3. The consent authority may **consent** to a development that is not in accordance with sub-clause 15 if it is satisfied that services and utilities are appropriately concealed within the development to minimise their visual impact on the public domain.
4. The consent authority may **consent** to a development that is not in accordance with sub-clause 16 if it is satisfied that the development provides an appropriate level of shading that reduces heat capture of paved surfaces, having regard to the location of the **site** and scale of the development.
5. The consent authority may **consent** to a development that is not in accordance with sub-clause 17 if it is satisfied that:
 - (a) the development provides a considered response to the established character of the streetscape; and
 - (b) the development provides an alternative response for shading.
6. The consent authority may **consent** to a development that is not in accordance with sub-clauses 18 if it is satisfied that the development facilitates safe and shaded pedestrian movement through the **site**.
7. The consent authority may **consent** to a development that is not in accordance with sub-clause 19 if it is satisfied that all reasonable measures are taken to mitigate potential impacts between current and reasonably anticipated future developments.
8. The consent authority may **consent** to a development that is not in accordance with sub-clause 20 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on **habitable rooms** within the **site**.
9. The consent authority may **consent** to a development that is not in accordance with sub-clause 21 if it is satisfied that the development manages run-off from balconies to adjoining balconies and **dwellings** below.
10. The consent authority may **consent** to a development that is not in accordance with sub-clause 22 if it is satisfied that the development provides appropriate provisions for parenting activities relative to the nature and scale of the development.

11. The consent authority may **consent** to a development that is not in accordance with sub-clause 23 if it is satisfied that the development provides an appropriate response to waste management.

Requirements

12. Building design is to be sympathetic to the character of buildings in the immediate locality.
13. Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.
14. Building design is to minimise the expanse of blank walls facing the street and **public open spaces** and limit external finishes that could cause nuisance to residents or the general public, such as materials that would result in excessive reflected glare.
15. Services and utilities (such as bin storage areas, service ducts, pipes, air conditioner plants etc.) are to be integrated into the development and/or screened to the public domain and neighbouring properties.
16. **Car parking areas**, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.
17. Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which:
- extends along the full length of the **site** boundary to provide continuous coverage for pedestrians;
 - covers the full width of the footpath or has a minimum width of 3m; and
 - allows for the growth of existing trees and the planting and growth of reasonably anticipated trees within the road reserve.
18. Development is to provide legible pedestrian access from the street and public pathways to building entrances that:
- is direct and provides refuge from the sun and rain; and
 - avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines.
19. New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance.
20. Development is to minimise the transmission of noise and exhaust from services by:
- locating lift shafts away from **habitable rooms**, or by using other noise attenuation measures; and
 - locating air conditioner plants away from openings in **habitable rooms**.
21. Buildings are to provide internal drainage of balconies.
22. Development with a **floor area** of 3500m² or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding).

23. Development is to provide designated areas for rubbish collection.

Editors Notes:

- (1) *Balconies, rooflines, awnings and other protrusions may extend into the road reserve with approval of the relevant local government council.*
- (2) *The relevant local government council should be contacted to determine refuse collection requirements and specifications.*

Assessment

An assessment of sub-clauses 12 - 23 is provided in the below table. An assessment of the CSEG is provided above.

Subclause	Assessment
12. Building design is to be sympathetic to the character of buildings in the immediate locality.	<p>The development provides an interesting and active street frontage including landscape features coupled with a stepped façade to break up visual bulk and massing.</p> <p>COMPLIES</p>
13. Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.	<p>The proposed development provides shading at ground level via building overhang at upper level and landscaping.</p> <p>The applicant also provided a sustainability report to address building efficiency and includes the following commitments:</p> <ul style="list-style-type: none"> • NCC 2019 Section J Compliance • 5.5 Star NABERS rating for Office Areas (base building) • High Performance Facade Systems • Fully Electric Development (No Gas) • High Efficiency HVAC systems • WELS rated hydraulic fittings • End of trip facility to promote sustainable transport methods. <p>Further details of the Water Sensitive urban Design (WSUD) measures could be required to be provided by the applicant.</p> <p>COMPLIES</p>
14. Building design is to minimise the expanse of blank walls facing the street and public open spaces and limit external finishes that could cause nuisance to residents or the general public, such	<p>The development minimises expanses of blank walls through the use of a variety of materials including aluminium screening, prefinished wall cladding and high-performance glazing.</p>

<p>as materials that would result in excessive reflected glare</p>	<p>It is acknowledged that the building design incorporates a high level of glazing, which is reflective. The statement of effect also advises that the glazing will be '<i>modern glare-reducing glazing</i>' and confirms commitment in the sustainability report to '<i>high performance façade systems</i>' and '<i>NCC 2019 Section J Compliance</i>'.</p> <p>COMPLIES</p>
<p>15. Services and utilities (such as bin storage areas, service ducts, pipes, air conditioner plants etc.) are to be integrated into the development and/or screened to the public domain and neighbouring properties</p>	<p>All plant rooms and substations are located internally in the building. The proposed services are incorporated into the building and will be screened from the streetscape via the proposed landscaping.</p> <p>The proposed diesel tank and generator will be screened via a 1.8 metre high aluminium batten screen.</p> <p>COMPLIES</p>
<p>16. Car parking areas, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.</p>	<p>All car parking areas are internal to the building and will be shaded.</p> <p>COMPLIES</p>
<p>17. Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which:</p> <ol style="list-style-type: none"> extends along the full length of the site boundary to provide continuous coverage for pedestrians; covers the full width of the footpath or has a minimum width of 3m; and allows for the growth of existing trees and the planting and growth of reasonably anticipated trees within the road reserve. 	<p>The proposed building does not provide an awning along the street frontage. The building overhang along the southern boundary of the site, which faces an internal pedestrian thoroughfare, provides some weather protection for pedestrians.</p> <p>VARIATION</p>
<p>18. Development is to provide legible pedestrian access from the street and public pathways to building entrances that:</p> <ol style="list-style-type: none"> is direct and provides refuge from the sun and rain; and avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines 	<p>The development provides direct pedestrian and vehicle access points which are clearly and easily identifiable from the public realm.</p> <p>COMPLIES</p>

19. New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance.	The design of the building is similar to the surrounding developments and minimises impact to surrounding uses, regarding noise and lighting, through the layout of more active uses fronting the southern boundary which has an interface to Civic Park. COMPLIES
20. Development is to minimise the transmission of noise and exhaust from services by: a) locating lift shafts away from habitable rooms, or by using other noise attenuation measures; and b) locating air conditioner plants away from openings in habitable rooms	Noise sources are well setback from any adjoining residential properties. The proposed diesel tank and generator will be screened via a 1.8 metre high aluminium batten screen. COMPLIES
21. Buildings are to provide internal drainage of balconies	A general condition of any permit issued can require internal drainage to all balconies. COMPLIES
22. Development with a floor area of 3500m ² or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding)	A dedicated parenting room is provided at the ground floor. COMPLIES
23. Development is to provide designated areas for rubbish collection	Waste will be managed by way of a waste storage area at ground level. COMPLIES

DOES NOT COMPLY – Variation sought to not provide an awning.

5.5.16 Active Street Frontage

Purpose

Provide a site-responsive interface between commercial buildings and the public domain that:

- (a) is attractive, safe and functional for pedestrians;
- (b) encourages activity within the streetscape; and
- (c) encourages passive surveillance of the public domain.

Administration

1. This clause does not apply where:
 - (a) alternative **active street frontage** requirements are established under Clause 5.9 (Location specific development requirements); or
 - (b) the land is within the Darwin Waterfront identified on the diagram to Clause 5.9.2.4 (Darwin Waterfront Building Heights and View Lines).
2. The consent authority may **consent** to a development that is not in accordance with sub-

clauses 5, 6 and 7 if:

- (a) an alternative solution effectively meets the purpose of this clause;
- (b) the **site** design reflects the established character of the area; or
- (c) it is satisfied that compliance would be impractical considering servicing requirements and any advice provided under sub-clause 4.

3. Landscaping may be counted toward the percentage of **active street frontage** required under sub-clause 6 if it is comprised of:
 - (a) significant existing vegetation; or
 - (b) vertical landscaping for the full height of the **ground level** street frontage; and the development still meets the purpose of the clause.
4. Every application should include written acknowledgment from the agencies responsible for power and water, fire rescue services and the relevant local government council to confirm that all reasonable measures were taken to minimise the impact of servicing requirements on **active street frontages**.

Requirements

5. Services on street level frontages are to be limited to:
 - (a) a single vehicle entry and exit point to and from the building (except on larger **sites** where additional access points are supported by a Traffic Study for the **site**);
 - (b) a direct single point of **access** to service equipment for all service authorities;
 - (c) required fire egress; and
 - (d) required fire booster connection points.
6. Buildings are to provide a minimum of 60% of the length of each **site** boundary that fronts a **primary** or **secondary street**, or **public open space**, as **active street frontage**, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:
 - (a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;
 - (b) operational and legible entrances (excluding fire egress) that are directly accessible from the public domain;
 - (c) areas within the **site** that are used for alfresco dining that provide visual interaction with the street/**public open space**; or
 - (d) well-designed spaces that allow for pedestrian movement and/or seating.
7. Building frontage that is outside the requirements of sub-clause 6, excluding areas for access, are to limit the scale and visual presentation of blank walls.

Editor's Notes:

- (1) Refer to **Design Guidance** to provide for Services in Schedule 5 for more information on servicing requirements relating to requirement 5.
- (2) Refer to [Design Guidance: Active Street Frontage](#) for guidance on how to interpret sub-clause 6.

Assessment

Services along the Harry Chan Avenue frontage includes hydrant booster, sprinkler booster, fire and domestic water assembly, fire pumps, hydraulic plant, diesel tank and generator and PWC meter, which does not comply with sub-clause 5.

The ground level primary frontage to the western and southern boundaries have windows, doors, entrances, spaces for pedestrian movement and landscaping, for a minimum of 60% of each of these boundaries. The frontages to the north and eastern street do not provide a minimum 60% activation and therefore does not comply with sub-clause 6.

The proposed building frontage has limited blank walls through the use of glazing and aluminium screening, complying with sub-clause 7.

DOES NOT COMPLY – Variation sought to sub-clause 5 – 7

5.5.17 Building Frontage in Commercial and Mixed Use Areas

Purpose

Encourage primary frontages of commercial buildings to contribute to a pleasant pedestrian environment and provide visual connectivity with their surroundings.

Administration

1. *This clause only applies within the municipalities of Alice Springs, Darwin, Katherine, Palmerston, Litchfield and Tennant Creek except where alternative **active street frontage** requirements are established under Clause 5.9 (Location specific development requirements).*
2. *The consent authority may consent to a development that is not in accordance with sub-clause 4 and 5 if satisfied that the building design allows for adequate passive surveillance and provides visual interest appropriate to the locality.*
3. *The consent authority may consent to a development that is not in accordance with sub-clause 6 if the development provides appropriate shading for pedestrians adjacent to the primary frontage.*

Requirements

4. *Services on primary building frontages are to be limited to:*
 - (a) *a direct single point of **access** to service equipment for all service authorities;*
 - (b) *required fire egress; and*
 - (c) *required fire booster connection points.*
5. *Primary building frontages are to contain one or more of the following components for 60% of the building length, where the distance between each component is no more than 1.5m:*
 - (a) *windows with openings that have dimensions not less than 0.9m wide and 1.2m high;*
 - (b) *operational and legible entrances (excluding fire egress);*
 - (c) *areas that are used for alfresco dining;*
 - (d) *spaces that allow for pedestrian movement and/or seating; or*
 - (e) *vertical landscaping for the full height of the frontage.*
6. *Buildings are to provide awnings for the length of the primary building frontage to a minimum of 3m wide.*

Assessment

Services along the Harry Chan Avenue frontage 2 points of access and a hydrant booster, sprinkler booster, fire and domestic water assembly, fire pumps, hydraulic plant, diesel tank and generator and PWC meter, which does not comply with sub-clause 4.

The ground level primary frontage to the western and southern boundaries have windows, doors, entrances, spaces for pedestrian movement and landscaping, for a minimum of 60% of each of these boundaries, complying with sub-clause 5.

The proposed building does not provide an awning, and does not comply with sub-clause 6.

DOES NOT COMPLY – Variation sought in relation to location of building services.

5.8.4 Exhibition Centre, Place of Assembly and Place of Worship

Purpose

Ensure that an **exhibition centre, place of assembly or a place of worship**:

- (a) provides convenient vehicle **access** and does not interfere with the safe or efficient operation of the local road and footpath network;
- (b) incorporates appropriate building and landscape design to ensure that there is no unreasonable loss of **amenity** for adjoining and nearby property;
- (c) is of a scale and intensity suitable to the **site** and is consistent with the prevailing and likely neighbourhood character in which the development is proposed; and
- (d) is operated to be considerate of the **amenity** of adjoining and nearby property.

Administration

1. The consent authority may **consent** to an **exhibition centre, place of assembly or place of worship** that is not in accordance with sub-clauses 2 and 3 only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and outcomes, and it is appropriate to the **site** having regard to such matters as its location, nature, scale and impact on surrounding **amenity**.

Requirements

2. If the use or development is located adjacent to land in Zones LR, LMR, MR or HR:
 - (a) the use or development is to be set back 5m from all **site** boundaries and landscaped to a minimum depth of 3m to provide a visual screen;
 - (b) a minimum 1.8m high solid acoustic screen fence is erected along the full length of all **site** boundaries adjoining land in Zones LR, LMR, MR or HR; and
 - (c) the design of the use or development is to take account of the noise impact on any adjacent **dwelling**.
3. The operation of the use or development must take into account the **amenity** of the surrounding locality having regard to:
 - (a) hours of operation;
 - (b) number of events annually;
 - (c) maximum capacity of patrons; and
 - (d) any other relevant aspects of the day-to-day operations of the use or development.

Assessment

Sub-clause 2 does not apply to the site.

The statement of effect states:

The use of the Civic Centre, particularly the Council Chambers in a manner consistent with place of assembly will consist of Council functions, ceremonies and similar events as part of the City of Darwin carrying out its core functions. Any Place of Assembly activity will be part of the civic centre function of the lower building levels, with associated hours of operation, frequency of events and number of patrons unlikely to adversely impact surrounding amenity.

The applicant further advised the following:

The place of assembly use on Level 2 of the proposed development will replace the existing City of Darwin Council Chambers and associated function areas within the existing Civic Centre building. The internal layout and fit-out of this space will be undertaken by the City of Darwin, and in addition to the chambers, is expected to include a large auditorium, lounge and waiting areas, separate conference and meeting rooms. In response to the above query, the City of Darwin has advised that the place of assembly space will provide for approximately 12-15 functions per month, between the hours of 8am and 10pm, with a maximum capacity (for the entirety of level 2) of 300 persons.

COMPLIES

5.9.2 Darwin City Centre

1. *This clause incorporates planning and design standards contained in the Central Darwin Area Plan.*
2. *The diagram to this clause identifies the land to which the requirements of the clauses within 5.9.2 (Darwin City Centre) apply, and the key features referred to in the requirements.*

Diagram to Clause 5.9.2: Darwin City Centre Extent and Features



Assessment

The site is located in the Central Darwin Area Plan September 2019 and is identified for:

- Civic and Community Purpose on the 'Land Use Vision Map'.
- Gateway Precinct: Development of sites surrounding intersection to be of an exemplary architectural standard on the 'Residential and Mixed Use Map'.
- Community Purpose with the Heritage Oil Tunnels running under the site and the Tree of Knowledge in proximity to the site on the 'Social Infrastructure, Culture and Heritage Map'.
- 'Priority Pedestrian/Cycleway Network' on the 'Movement and Transport - Transport Network Map'.

5.9.2.1 Building Design in Darwin City Centre

Purpose

Promote buildings in the Darwin city centre that are designed to support a mix of land uses now and in the future, contribute to a high level of **amenity** in the public domain and enable convenient pedestrian and cyclist movement to and across the city centre.

Administration

1. This clause applies to land in Zone CB within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 6 if it is satisfied that the development is designed to support the ability of the ground floor to adapt to different uses over time.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design contributes to the functionality and visual interest of the streetscape.
4. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 9 if it is satisfied that roof top plant equipment will not be seen from the street and will not unreasonably impact on the visual **amenity** of the public domain and neighbouring properties.
5. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 10 if it is satisfied there are sufficient existing connections in the immediate locality to facilitate safe and convenient movement between desirable locations and across the priority pedestrian/cycle network (identified in the Diagram to Clause 5.9.2).

Requirements

6. New residential buildings are to provide a minimum 4m floor to ceiling height to the ground floor.
7. Building facades are to have a clearly distinguished base, middle and top.
8. Any communal facilities, such as bicycle parking and seating, located at the front of the building are to be integrated into the **site** layout and building design.
9. Any roof top plant and equipment is to be integrated into the building design, and screened from the public domain and neighbouring properties through planting or façade treatments.
10. Buildings with dual street frontage, excluding corner lots, are to provide mid-block pedestrian linkages (arcades) through the building at **ground level** to connect the two street frontages.

Assessment

Sub-clause 6 does not relate to non-residential buildings.

The proposal provides a provides a building façade with a distinct base, podium and tower through extent of glazing and setbacks at the base, aluminium screening at the podium and setbacks and extent of glazing for the tower component. Therefore, the proposal complies with subclause 7.

The proposal integrates the communal bicycle parking into the site layout and building design, therefore complying with subclause 8. All roof top plant and equipment is located internally in the building, complying with subclause 9. Subclause 10 is not applicable as the building only has one street frontage.

COMPLIES

5.9.2.2 Volumetric Control

Purpose

Ensure the siting and mass of buildings within the Darwin city centre promotes urban form that is of a scale appropriate to the locality, and provides adequate separation to allow:

- (a) potential for view corridors to Darwin Harbour;
- (b) breeze circulation between buildings;
- (c) penetration of daylight into **habitable rooms**; and
- (d) reasonable privacy for residents.

Administration

1. This clause applies to land in Zone CB within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features), with the exception of land within the Darwin Waterfront identified on the diagram to Clause 5.9.2.4 (Darwin Waterfront Building Heights and View Lines).
2. In this clause:
 - (a) the Smith Street Character Area is identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features); and
 - (b) the podium and tower components of a building are illustrated in the diagram to this clause.
3. The consent authority may **consent** to a development, excluding development located within the Smith Street Character Area, that is not in accordance with sub-clauses 5 and 6 if it is satisfied the development:
 - (a) is appropriate to the location considering the scale of the development and surrounding built form; and
 - (b) will not unreasonably restrict the future development of adjoining **sites**.
4. The consent authority may **consent** to a development within the Smith Street Character Area that is not in accordance with sub-clauses 5-7 if it is satisfied that the development:
 - (a) provides adequate separation to neighbouring buildings and will not unreasonably restrict the future development of adjoining **sites**;
 - (b) responds to the existing street front **building heights**; and
 - (c) provides an equivalent or better outcome to maintain a human scale at street level.

Requirements

5. The podium of a development is to:
 - (a) have a maximum height of 25m, excluding any plant, equipment, aerials, **outbuildings** or visually permeable balustrades; and
 - (b) provide a minimum setback of 6m from any **site** boundary, for any verandah, balcony or room designed for accommodation with a window other than to a street or **public open space**.

6. The tower of a development is to:
- have a footprint that covers a maximum of 56% of the **site** area, to a maximum of 1200m² in any single tower;
 - have the length of each side of the tower be no more than 75% of the length of the adjacent boundary; and
 - provide minimum setbacks of:
 - 6m from any **site** boundary; and
 - 12m between towers on the same **site**.
7. Despite sub-clauses 5 and 6, development within the Smith Street Character Area may instead be designed so that:
- the podium height is reduced below 25m; and
 - the tower is setback a minimum of 3m from all street boundaries (including the Smith Street Mall); and
 - the total volume of the tower section that is not in accordance with sub-clause 6 does not exceed the theoretical podium volume that is lost by reducing the height of the podium below 25m.

Assessment

See below assessment of sub-clause 5 and 6.

Subclause	Assessment
5. The podium of a development is to: <ul style="list-style-type: none"> have a maximum height of 25m, excluding any plant, equipment, aerials, outbuildings or visually permeable balustrades; and provide a minimum setback of 6m from any site boundary, for any verandah, balcony or room designed for accommodation with a window other than to a street or public open space. 	The podium has a maximum height of 22.8 metres and does not propose any verandah, balcony or room designed for accommodation with a window. COMPLIES
6. The tower of a development is to: <ul style="list-style-type: none"> have a footprint that covers a maximum of 56% of the site area, to a maximum of 1200m² in any single tower; have the length of each side of the tower be no more than 75% of the length of the adjacent boundary; and provide minimum setbacks of: <ul style="list-style-type: none"> 6m from any site boundary; and 12m between towers on the same site 	The 'tower' portion of the development does not comply with the maximum tower footprint and minimum setbacks from any site boundary requirements. VARIATION

DOES NOT COMPLY – Variation sought to exceed the maximum tower footprint and to not provide minimum setbacks of 6 metre from any site boundary.

5.9.2.3 Building Height in the Esplanade Character Area

Purpose

Ensure that the height of buildings within the Esplanade Character Area optimise opportunities for harbour views, and deliver high quality built form outcomes appropriate for development that fronts Bicentennial Park and the Darwin Harbour.

Administration

8. In this clause, the Esplanade Character Area is identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features);
1. The consent authority may **consent** to a development that is not in accordance with sub-clauses 4 or 5 if it is satisfied that the development demonstrates an exemplary response to building bulk, scale, street interface and on-site landscaping that provides an equivalent or higher standard of urban **amenity** than compliance with sub-clauses 5(a)-(f).
 2. An application for a development under sub-clause 5 must include a **site** analysis and urban design study prepared by appropriately qualified professionals that demonstrate that the proposed development responds to the attributes of the **site** and the surrounding neighbourhoods, to the satisfaction of the consent authority.

Requirements

3. A building within the Esplanade Character Area is to have a maximum **building height** of 55m, including any plant, equipment or aerials.
4. Despite sub-clause 4, development within the Esplanade Character Area may have a **building height** above 55m if designed so that the development:
 - (a) provides podiums to a reduced height of 15m, or 4 **storeys** (i.e. lower than the maximum permitted height of 25m);
 - (b) provides tower elements which promote the visual separation between buildings, i.e. slender tower forms;
 - (c) provides activated facades and/or **habitable rooms** to podiums with street frontage;
 - (d) does not provide ground floor car parking or a **car parking area** that is visible from the street;
 - (e) does not provide impermeable fencing within the front setback; and
 - (f) provides deep soil planting zone(s) and generous landscaping within a setback area(s).

Assessment

The site is not located in the Esplanade Character Area.

NOT APPLICABLE

5.9.2.4 Development within the Darwin Waterfront

Purpose

Ensure that design and scale of development within the Darwin Waterfront responds to and respects the established role, character and constraints of the waterfront area and the surrounding escarpment.

Administration

9. This clause applies to the use and development of land within the Darwin Waterfront identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).

5. The consent authority may **consent** to a development that is not in accordance with sub-clause 4 if it is satisfied the application demonstrates that there is no increased risk from storm surge to people and property, including adjoining property.
6. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 5 and 6 if it is satisfied:
 - (a) the scale of the development is consistent with the intended built form and character of the waterfront area; and
 - (b) the development will not unreasonably restrict the future development of adjoining sites.

Requirements

7. The lowest floors (commercial and residential) within the development are to be sited at a minimum of 6.5m AHD.
8. Development does not obstruct view lines identified in the Diagram to this clause.
9. **Building height** does not exceed the height identified on the Diagram to this clause.

Assessment

The site is not located in the Darwin Waterfront.

NOT APPLICABLE

5.9.2.5 Development along Priority Activated Frontages

Purpose

Prioritise active frontage along key streets in the Darwin city centre to encourage pedestrian activity and strengthen the relationship between buildings and the public domain.

Administration

1. 'Priority activated frontages' are identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
 2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 5-6 if it is satisfied that compliance would be impractical due to servicing requirements, and all reasonable effort has been made to:
 - (a) maximise the **active street frontage** on 'priority activated frontages'; and
 - (b) minimise the visual impact of services.
 3. Landscaping may be counted toward the percentage of **active street frontage** required under sub-clause 6 if it comprises of:
 - (a) significant existing vegetation; or
 - (b) vertical landscaping for the full height of the **ground level** street frontage; and the development still meets the purpose of the clause.
 4. Every application should include written acknowledgment from the agencies responsible for power and water, fire rescue services and the relevant local government council to confirm that all reasonable measures were taken to minimise the impact of servicing requirements on **active**
-

street frontages.Requirements

5. Services on street level frontages are to be limited to:
 - (a) a single vehicle entry and exit point to and from the building (except on larger **sites** where additional access points are supported by a Traffic Study for the **site**);
 - (b) a direct single point of access to service equipment for all service authorities;
 - (c) required fire egress; and
 - (d) required fire booster connection points.

6. Where a **site** boundary is located on a street identified as 'priority activated frontage', buildings are to provide a minimum of 75% of the length of that **site** boundary as **active street frontage**, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:
 - (a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;
 - (b) operational and legible entrances (excluding fire egress) that are directly accessible from a public space;
 - (c) areas within the **site** that are used for alfresco dining; or
 - (d) well-designed spaces that allow for pedestrian movement and/or seating.

Editor's Notes:

- (1) **Clause 5.5.16 provides information on active street frontage for sites not identified as 'priority active frontage'.**
- (2) **Refer to Design Guidance to provide for Services in Schedule 5 for more information on servicing requirements relating to requirement 5.**
- (3) **Refer to [Design Guidance: Active Street Frontage](#) for guidance on how to interpret sub-clause 6.**

Assessment

The site is not located along a priority activated frontage.

NOT APPLICABLE

5.9.2.6 Development Fronting LanewaysPurpose

Ensure that new developments enhance the use of laneways as shared spaces, are functional for commercial loading and servicing requirements, are safe for pedestrians, and contribute to the visual **amenity** of the laneway.

Administration

10. This clause applies to any development with frontage to an existing laneway identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features), or any development that proposes establishment of a new laneway.
-

11. The consent authority may **consent** to a development that is not in accordance with sub-clauses 3-5 if it is satisfied that compliance would be impractical with regard to the scale, nature and location of the development.

Requirements

12. Windows and balconies are to be provided to levels above the ground floor that overlook laneways, excluding levels used as car parking which are designed to facilitate passive surveillance of the laneway.
13. Facades of buildings fronting laneways are to provide visual and architectural interest, through measures such as building **articulation**, material treatments or public art.
14. Where a new arcade is being provided, development is to facilitate pedestrian movement across the laneway by aligning entrances with existing arcades.

Assessment

The site is not located along an existing laneway and does not propose an establishment of a new laneway.

NOT APPLICABLE

5.9.2.7 Development along the Priority Pedestrian and Cycle Network

Purpose

Encourage development along the Priority Pedestrian and Cycle Network that facilitates safe and convenient pedestrian and cyclist movement to and across the Darwin city centre.

Administration

1. This clause applies to any use or development fronting the priority pedestrian/cycle network identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 5 if it is satisfied an alternative layout provides safe and convenient pedestrian and cyclist movement to and from the **site**.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 6 if it is satisfied provision of lighting would be unnecessary or unreasonable, having regard to pedestrian and cyclist safety.
4. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 7 if it is satisfied the use or development will not frustrate the ability to provide a future connection between the priority pedestrian cycle network and Frances Bay.

Requirements

5. Pedestrian and cycle links within a **site** are to be connected to the existing and future priority pedestrian/cycle network, identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
 6. Any pedestrian or cycle links or facilities provided within a **site** are to be well lit.
-

7. *Use or development is to preserve the opportunity for a future sky bridge and landing connecting the priority pedestrian cycle network and Frances Bay.*

Assessment

The proposed development provides connections and integrates with the identified existing and future priority pedestrian/cycle network, complying with sub-clause 5. Sub-clause 7 is not relevant to the application. In relation to sub-clause 6, public area lighting will be provided to the building edges and undercroft.

COMPLIES

5.9.2.8 Development in Gateway Locations

Purpose

Ensure buildings are designed to accentuate prominent corner locations to aid wayfinding and establish a strong sense of arrival into the Darwin City Centre city centre.

Administration

1. *This clause applies to any use or development fronting a Gateway Location identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).*
2. *Every application is to include a design statement prepared by a suitably qualified professional demonstrating how the proposed development meets the purpose and requirements of this clause.*
3. *The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 if it is satisfied that the development either:*
 - (a) *provides an alternative; or*
 - (b) *is a short term use or development that will not frustrate the ability for future use and development to maximise the development potential of the **site**.*

Requirements

4. *Development is to establish a strong sense of arrival through one or more of the following design elements:*
 - (a) *an increased **building height** of at least one **storey** compared to adjacent buildings;*
 - (b) *varied roof sections, raised parapets and spires;*
 - (c) *signage incorporated into the building design; or*
 - (d) *public art.*

Editor's Note: Signage must be to the satisfaction of the relevant local government council.

Assessment

An architectural design statement has been prepared by Carlo Amerio, Director of CA Architects, demonstrating how the proposed development meets the purpose and requirements of this clause.

The proposed development complies with sub-clause 4 through inclusion of the following design elements:

- an increased **building height** of at least one **storey** compared to adjacent buildings
- signage incorporated into the building design

COMPLIES

5.9.2.9 Public Domain Contributions for Development on Large Sites

Purpose

Encourage development on large **sites** that supports the public domain by contributing to an integrated, high-quality network of public spaces, recreation facilities and places for wildlife.

Administration

1. This clause applies to the development or redevelopment of a **site** of 3500m² or more within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. The consent authority may **consent** to development that is not in accordance with sub-clauses 3 and 4 if it is satisfied that:
 - (a) the development provides an alternative provision of publically accessible open space that is appropriate to the **site**, having regard to the locality and scale of the development; or
 - (b) the application provides an equivalent contribution to publically accessible open space outside of the subject **site**.

Requirements

3. A minimum of 10% of the **site** area is to be provided as publically accessible open space that is designed to:
 - (a) incorporate park furniture, display of art, lighting, shade structures and landscaping and interpretive information where appropriate; and
 - (b) support a variety of passive uses, active recreation and events.
4. The open space provided under sub-clause 3 is to integrate and connect with:
 - (a) existing and future cycle and pedestrian networks;
 - (b) **sites** of significant natural, cultural or heritage value; and
 - (c) habitats, wildlife corridors and public greenspaces from adjoining **sites**.

Assessment

The proposed development provides 830m² of publicly accessible area, which represents 17% of the site area.

The proposed publicly accessible open space incorporates externally some seating, bicycle hoops and landscaping and internally a library which supports a variety of passive uses and events.

COMPLIES

5.9.2.10 Alfresco Dining Areas

Purpose

Provide for the establishment of **alfresco dining areas** that contribute positively to the **amenity**, safety and activation of streets in the Darwin's Central Business area.

Administration

5. This clause applies to land in Zone CB within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
6. An **alfresco dining area** may be established without **consent** if it complies with sub-clause 4.
7. Where the **alfresco dining area** does not comply with sub-clause 4, the use or development is subject to the assessment requirements set out in the relevant assessment table for the zone.

Requirements

8. An **alfresco dining area** may occur as a Permitted development only if it:
 - (a) is located at **ground level**;
 - (b) is permanently open along at least two sides;
 - (c) has open sides that are at least of equal length to the sides bounded by a wall or the like;
 - (d) is associated with a lawfully established use;
 - (e) does not constrain the function or reduce the number of any on-site **car parking spaces**, **loading bays** or manoeuvring spaces; and
 - (f) does not involve development adjacent to a tree within a road reserve or park, or has written agreement from the relevant authority to indicate that the development will not adversely impact on either the root system or branches of a tree within the road reserve.

Assessment

An alfresco dining area is not proposed as part of this application.

NOT APPLICABLE

5.9.2.11 Car parking spaces in Darwin City Centre

Purpose

Ensure that sufficient off-street car parking spaces, constructed to a standard and conveniently located, are provided to service the proposed use of a **site**.

Administration

1. This requirement overrides general car parking space requirements under general clause 5.2.4.1 (Car parking spaces) within the extent of the Darwin City Centre identified in Diagram to Clause 5.9.2 Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 5 as set out in clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre).
3. An **alfresco dining area** on a **site** located along priority activated frontages identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features) may result in the loss of up to 25 **ground level** car parking spaces associated with any existing development without requiring replacement **car parking spaces**. However, a change of use from an **alfresco dining area**

(including the provision of air conditioning) will result in the new use being subject to full car parking space requirements of this clause.

4. The consent authority may require the provision of **car parking spaces** for any **ancillary** use or development in addition to that specified for the **primary use** or development in the table to this clause.

Requirements

5. Use and development is to include the minimum number of **car parking spaces** specified in the table to this clause (rounded up to the next whole number).

Assessment

The applicable bicycle parking space requirements are as follows:

Use	Statutory rate	Required	Proposed
Office	2 for every 100m ² of net floor area	<p>The following is the breakdown of net floor area for each use:</p> <ul style="list-style-type: none"> Office: 13346m² Community Centre (Library): 755m² Place of Assembly (Council Chambers): 764m² Food Premises (Ground Level and Level 21) 397m² + 207m² <p>Overall net floor area of 15469m²</p> <p>As such, 309.38 car parking spaces are required.</p>	460 car parking spaces are provided (including 10 DDA spaces and 2 small car spaces).
Community Centre	2 for every 100m ² of net floor area		
Place of Assembly	2 for every 100m ² of net floor area		
Food Premises - Restaurant	2 for every 100m ² of net floor area		
Car Park	Minimum number of car parking spaces to be determined by the consent authority	Minimum number of car parking spaces to be determined by the consent authority	

Rounded up 310 car parking spaces are required and 460 spaces have been provided.

TO BE DETERMINED

5.9.2.12 Reduction in car parking spaces in Darwin City Centre

Purpose

Provide for a use or development with fewer **car parking spaces** than required by clause 5.9.2.11 (Car parking spaces in Darwin City Centre).

Administration

1. The consent authority may **consent** to:
 - (a) a reduction of 1 **car parking space** for every 3 motorcycle parking spaces proposed for a use or development, but only to a maximum of 1 motorcycle parking space for every 25 (or more) **car parking spaces** required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre); and
 - (b) for any bicycle spaces proposed for a use or development in excess of those required by the table to clause 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and C), a reduction of 1 **car parking space** for every 10 excess bicycle parking spaces are appropriate in function and number for the use of the building, up to 2% of the number of **car parking spaces** required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre).
2. The consent authority may also **consent** to a use or development with fewer **car parking spaces** than required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre), in accordance with the table to this clause.
3. In using the table to this clause to calculate a reduction, only one reduction percentage is permitted per category.

Editor's Note: Where a reduction in car parking is sought across 2 or more categories, the reduction percentages are combined, and the reduction is calculated cumulatively across all categories.

Requirements

4. An application to reduce car parking requirements through the inclusion of vertical landscaping under category 3 of the table to this clause must demonstrate:
 - (a) vertical landscaping (such as green walls, living walls or vertical gardens) that is fully vegetated, well-integrated with the overall building design and publically visible on the external building façade(s) fronting key pedestrian thoroughfares, major public spaces and/or main entrance areas;
 - (b) the suitability of the plants to be used in the landscaping;
 - (c) sufficient soil depth to accommodate the proposed types of plants;
 - (d) how the landscaping will be practically maintained for the lifetime of the development; and
 - (e) suitable management of drainage.

Table to Clause 5.9.2.12: Reduction in car parking spaces in Darwin City Centre		
Category		Reduction permitted
1	Access to alternative transport options	
(a)	The development is located within 200m walking distance of a public bus stop that provides access to: five or more bus routes; or a bus route with a minimum 15 minute frequency during morning and afternoon peak hours Monday to Friday.	15% 15% reduction applied as the Darwin Bus Interchange is located on Harry Chan Avenue which is 200m from the site and services the following routes; 6, 14,

		21,5,7,15,25,10,OL1,4,8,28, OL2 and 22.
(b)	The development is located within 400m walking distance of a public bus stop that provides access to: five or more bus routes; or+ a bus route with a minimum 15 minute frequency during morning and afternoon peak hours Monday to Friday.	10%
(c)	The development is located within 200m of a dedicated off-road bicycle path or on-road bicycle lane.	5%
2	Use of shared parking areas / proximity to public car parking	
(a)	The development consists of two or more uses that have different day / night peak parking times and these uses share a car parking area on the site .	10% This reduction applies to non-residential uses only.
(b)	The development is within 200m walking distance of an existing, publically accessible car park with a combined total of 100 car parking spaces or more.	10%
(c)	The development is within 400m walking distance of an existing, publically accessible car park with a combined total of 100 car parking spaces or more.	5% 5% reduction as the site is within 400m walking distance to Nichols Place car park.
3	Inclusion of vertical landscaping	
(a)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 75% or more of the site area.	25%
(b)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 50-75% of the site area.	20%
(c)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 25-50% of the site area.	15%
(d)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 10-25% of the site area.	10%
4	Improved car parking design outcomes	
(a)	All car parking on the site is provided in an underground parking area	20%
5	Preservation of a heritage place	
(a)	the use or development relates to a heritage place and the Minister responsible for the	As determined by the consent authority, taking

	administration of the <i>Heritage Act 2011</i> supports the reduced provision of car parking spaces in the interest of preserving the significance of the heritage place .	into account advice received from the Minister responsible for the administration of the <i>Heritage Act 2011</i> .
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Assessment

The development proposes 16 motorcycle spaces and in accordance with sub-clause 1(a) an additional reduction of 5 car parking spaces to those required under clause 5.9.2.11 (as assessed above) can be applied.

In accordance with category 1(a) and 2(c) as identified in the above table, an additional reduction of 20% can be applied to those required under clause 5.9.2.11 (as assessed above).

As a result of the above, a reduction of 60.876 car parking spaces can be applied ($309.38 - 60.876 = 243.504$) and therefore rounded up 244 car parking spaces are required.

REDUCTION APPLIED

5.9.2.13 Design of Car Parking Areas and Vehicle Access

Purpose

Promote design of car parking, vehicle access points and onsite movement that:

- (a) is easily adapted to meet changing demand;
- (b) minimises visual impact to the street and other public areas; and
- (c) minimises impacts to pedestrian and cyclist movement.

Administration

1. This clause applies to the design of car parking, vehicle access points and onsite vehicle movement for new buildings, and the establishment of new **car parking areas** in Darwin City Centre.
2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 3-6 if it is satisfied the use or development is appropriate to the **site** having regard the potential impact on the surrounding road network and the **amenity** of the locality.

Requirements

3. **Ground level car parking areas** in buildings are limited to the number of **car parking spaces** required for **ground level** commercial tenancies.
4. All car parking spaces are to be screened so that they are not visible from the public domain.
5. Vehicle access and loading areas are to be consolidated and **car parking areas** are to be located away from street frontages.
6. Entry and access from a **car parking area** is to be from the lowest order vehicle access way. In order of priority, access should be from:
 - (a) a laneway;

- (b) *a secondary street; or*
- (c) *a primary street only if no other access is possible.*

Assessment

Sub-clause 3 does not apply as no car parking areas are proposed at the ground level. The car parking spaces are proposed to be screened via vertical aluminium screening and will not be visible from the public domain, therefore complying with sub-clause 4.

An accessway to the car parking area and a separate loading accessway are provided, therefore not complying with sub-clause 5.

Access to the car parking area is from a primary street as no other access is possible, complying with sub-clause 6.

DOES NOT COMPLY – Variation sought to provide 2 separate crossovers / access, one to the car parking area and one to the loading area.



Central Darwin **AREA PLAN**



www.planningcommission.nt.gov.au

SEPTEMBER 2019

Version Control

Version	Amendment No.	Date Published	Details
1	518 (NTPS 2007)	15.11.2019	Introduction of the Central Darwin Area Plan
2	3 (NTPS 2020)	30.10.2020	Minor alterations for consistency with the NT Planning Scheme 2020

CONTENTS

Part One - Introduction	4
Introduction to the Central Darwin Area Plan	5
A Liveable City	6
Understanding the Area Plan	8
The Rezoning of Land	8
Existing Zoning and Existing Use Rights	9
Supplementary Material	9
Land Use Vision	12
Part Two - Themes	15
Residential Theme	17
Mixed Use Development Theme	18
Social Infrastructure Theme	22
Culture and Heritage Theme	24
Environment Theme	27
Movement and Transport Theme	31
Essential Infrastructure Theme	33
Part Three - Focus Areas	35
Focus Area A1: City Centre – Core	36
Focus Area A2: City Centre – Former Shell Site	38
Focus Area A3: City Centre – Education and Civic Precinct	41
Focus Area A4: Esplanade Character Area	44
Focus Area B: Darwin Waterfront	47
Focus Area C: Site of Kahlin Compound / Old Hospital Site / Myilly Terrace	51
Focus Area D: Frances Bay	54
Focus Area E: Former Tank Farm	58
Appendix 1 - Defence (Aviation Areas) Regulations Map	61
Glossary Of Terms	62



PART ONE: INTRODUCTION

INTRODUCTION

This Area Plan encompasses the area from Cullen Bay to the Darwin Waterfront, and as far north as the largely undeveloped, Former Tank Farm area located between the old rail corridor and Stuart Park. The Central Darwin Area Plan Study Area map shows this area, which is referred to as “Central Darwin” in this framework.

Central Darwin and the adjacent Darwin Harbour is the place where our city began. George Goyder, the Surveyor-General of South Australia, designed and planned the new northern city around an oblong grid of main streets and laneways now known as the ‘Goyder grid’. Darwin shares this model with some of the most liveable cities across the world. Today the sound planning of 150 years ago provides the enduring foundations for our 21st Century city.

The history of Darwin has informed the preparation of this Area Plan. This Area Plan is underpinned by the Goyder grid of streets and laneways that enable pedestrians to easily move through the city with clear sightlines and means of orientation.

Central Darwin has a history much older than European settlement. This history belongs to the traditional owners of Darwin, the Larrakia (saltwater people), who continue to be visibly engaged in the cultural, economic and political life of Darwin and have a major influence over the growth of the city in the 21st Century.

Central Darwin contains places that are highly valued by the community for the connection they make with our shared histories. From the 19th century buildings of porcelenite stone, to the relics of war and cyclones, and places where no physical remains now exist but hold especially significant meaning, these places are recognised in this framework as focal points for the community. Many of these places contribute to the economy as attractions for visitors and tourists.

This Area Plan recognises the importance of historic and culturally significant places and suggests approaches to preserve and revitalise these places so that they continue to be enjoyed by the Darwin community.



A Liveable City

For the city to work, people must feel comfortable moving about. Many people now feel the city is too hot.

Recent heat mapping has confirmed that a 'heat island' exists within Central Darwin. Heat island is a term that is applied where urban environments are hotter than their surrounding hinterland. It is a common occurrence for cities particularly in hot or tropical locations. The heat mapping identified very high surface and air temperatures for areas such as Cavenagh Street, the Post Office car park, the Supreme Court car park, and other locations as identified in the image below.

This Area Plan encourages tree planting on private property and along streets. The shade and water evaporating from the leaves of trees significantly decrease the surrounding

temperature. Building design which incorporates planting on structures i.e. roof-top or vertical gardens is also encouraged by this Plan. This approach also has the potential to contribute to the energy of buildings as well as creating micro climates with reduced temperatures.

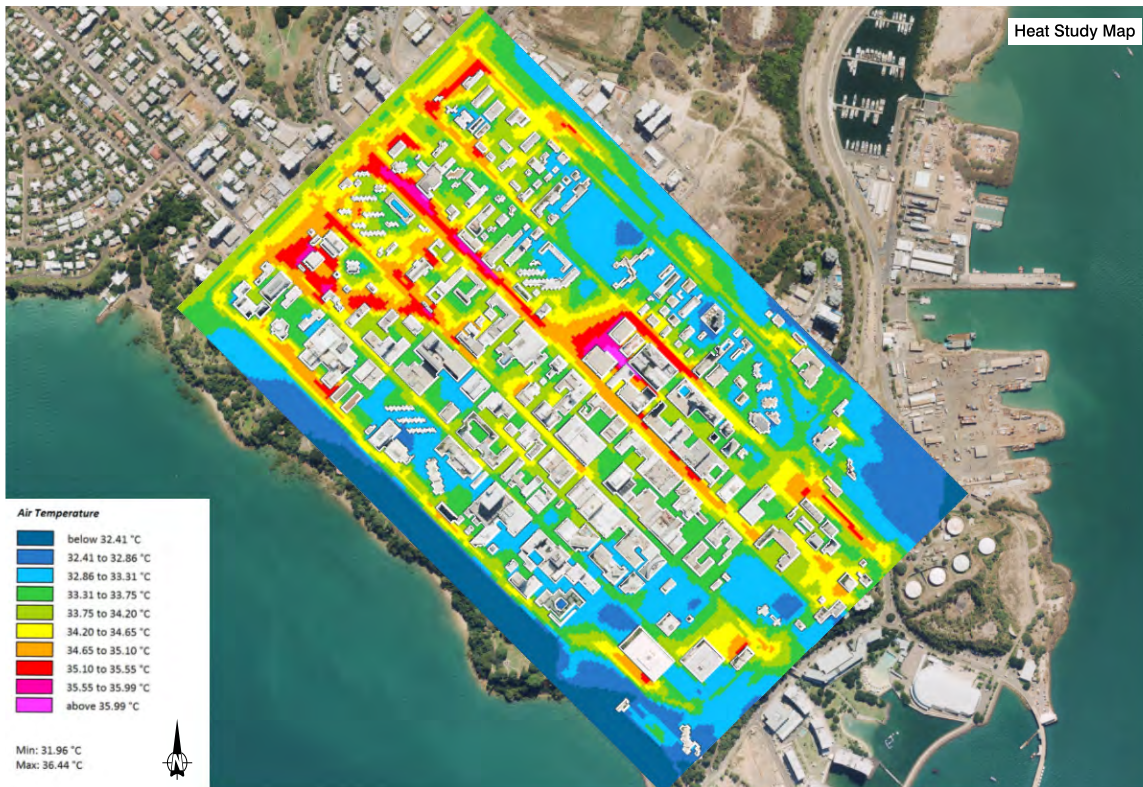
Potential economic benefits are also recognised including energy benefits via reduced need for air conditioning and through creating an environment that people enjoy being in.

This Area Plan recognises the importance of continuous public access to a network of green spaces being maintained, including the Esplanade, foreshore spaces and nearby regional open spaces.

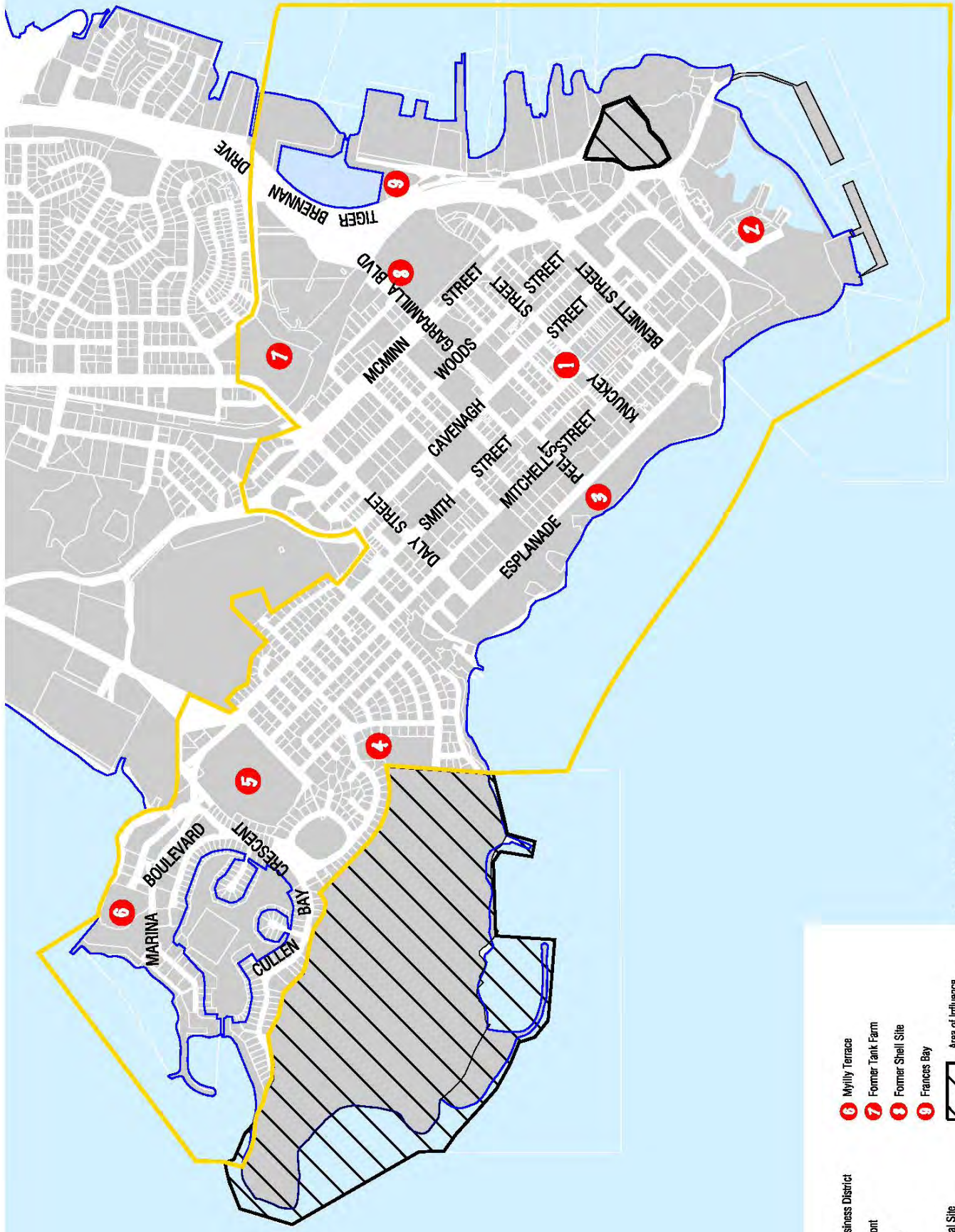
The valuable contribution that performance art, festivals, and cultural activities make to a cosmopolitan Darwin is

recognised by this Area Plan. These activities are encouraged and sustained by objectives and designs that maintain open space that is versatile, and supports formal and informal recreation and public events.

The streets, laneways and arcades within Central Darwin provide an opportunity to create a cohesive city centre with high amenity. This may be achieved by creating engaging experiences that encourage people to visit, stay and spend time within Central Darwin. Recent initiatives such as the Darwin Street Art Festival and the Laneway Series events are successful examples of laneway spaces being revitalised to make an interesting contribution to the character of the city.



Central Darwin Area Plan Study Area



Legend

- 1 The Central Business District
- 2 Darwin Waterfront
- 3 The Esplanade
- 4 Larrakeyah
- 5 The Old Hospital Site
- 6 Myilly Terrace
- 7 Former Tank Farm
- 8 Former Shell Site
- 9 Frances Bay
- Area of Influence
- *Commonwealth Land

Understanding this Area Plan

The NT Planning Commission has prepared this Central Darwin Area Plan having regard to feedback received during Stage 1 Consultation undertaken in 2017 and Stage 2 Consultation undertaken in 2018. This Area Plan comprises the following components:

Part 1 – Introduction to the Area Plan, including descriptions of the Area Plan’s context, purpose, and structure as well as the Land Use Vision for Central Darwin;

Part 2 – Themes presenting guidance and policy that are applicable across the whole of Central Darwin; and

Part 3 - Focus Areas with provisions to address particular issues at specific locations.

Each theme and focus area provides an overarching principle statement prefaced by a brief contextual comment. Each planning principle is supported by a set of objectives and acceptable responses that provide more detailed direction and serve as policy. These terms are further explained below:

- **Planning Principles** and the contextual comment provide context to guide the interpretation of the objectives and the acceptable responses contained within a theme or a focus area.

- **Objectives** are the desired outcomes of a planning principle, often given in relation to a place. A proponent must demonstrate how a proposal will meet each objective.
- **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 that set out by the acceptable response.

Artists impressions have also been included within some focus areas to communicate the vision for the locality and support interpretation of the provisions, however these are purely conceptual.

“this Area Plan does not automatically rezone land; remove the need to apply to the Minister responsible for administering the Planning Act 1999 to rezone land; or pre-empt the Minister's decision in response to a request to amend the zone”

The Rezoning of Land

This Area Plan indicates that the land use on specific sites may change in the future. These areas are indicated as ‘Potential Areas for Change’. A number of sites may require rezoning before the land use and development potential envisaged by this Area Plan can be realised. However, this Area Plan does not automatically rezone land; remove the need to apply to the Minister responsible for administering the *Planning Act 1999* to rezone land; or pre-empt the Minister’s decision in response to a request to amend the zone.

Instead, this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use. Decisions regarding rezoning or change of use proposals will be informed by this Area Plan and servicing requirements. While this Area Plan identifies sites as ‘Potential Areas for Change’ it defers to the Planning Scheme Amendment process to consider and determine the merit of rezoning proposals.

Relevant service authorities and the City of Darwin should be contacted to ascertain any service upgrades required before applying to rezone land, noting that the rezoning of land may require contribution to the upgrade of services.

Existing Zoning and Existing Use Rights

This Area Plan does not prevent the use of land consistent with the current town planning zone that applies to a site. Further, the Area Plan does not prevent the use of land consistent with a planning permit or existing use rights that have not been extinguished. However, this Area Plan may specify additional requirements for a development consistent with an existing zone.

“this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use”

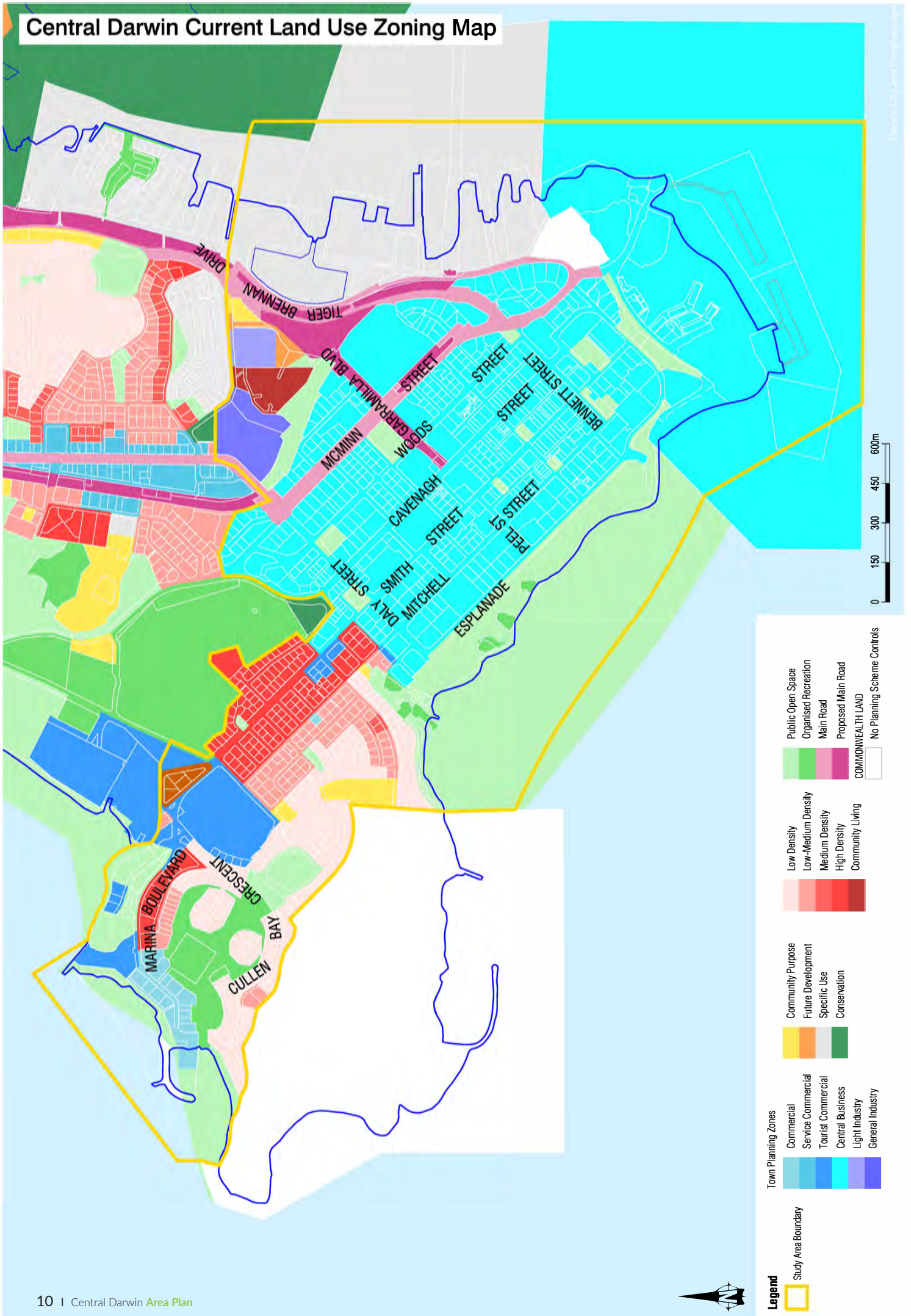
Supplementary Material

This Area Plan has been informed by a Needs Assessment that contains a record of investigations and community feedback. A copy of the Needs Assessment is available through the NT Planning Scheme website.

The Themes and Focus Areas within this Area Plan have been prepared in response to the development challenges associated with the growing and diversifying population identified within the Needs Assessment.

It is recommended that the Needs Assessment be consulted where there are questions about interpretation of the approach outlined in this Area Plan.

Central Darwin Current Land Use Zoning Map



- Legend**
- Study Area Boundary
 - Town Planning Zones**
 - Commercial
 - Service Commercial
 - Tourist Commercial
 - Central Business
 - Light Industry
 - General Industry
 - Community Purpose**
 - Future Development
 - Specific Use
 - Conservation
 - Density**
 - Low Density
 - Low-Medium Density
 - Medium Density
 - High Density
 - Community Living
 - Public Open Space**
 - Organised Recreation
 - Main Road
 - Proposed Main Road
 - COMMONWEALTH LAND
 - No Planning Scheme Controls

Map created by James Kempson Pty Ltd

Context

The Darwin Regional Land Use Plan (2015) provides a land use vision for the region. It confirms the capital city role of the Darwin CBD and its function as the dominant commercial, cultural, administrative, tourist, and civic centre within the region.

This Area Plan works to enhance Darwin's role and identity by recognising and reinforcing the Darwin city centre as the heart of the Northern Territory and home for a growing inner city population. Key to achieving this is the:

- encouragement of an urban environment that celebrates Darwin's heritage, multi-cultural nature and climate; and
- planning for tourism and population growth supported by retail and commercial development and adequate infrastructure provision.

Central Darwin will accommodate a significant portion of the population growth anticipated by the Darwin Regional Land Use Plan (2015). This can be achieved by focusing on a sustainable, compact and higher density city with suitable transitions to the surrounding localities.

Purpose

The purpose of this Area Plan is to guide the future development of land within Central Darwin. The Area Plan will inform the exercise of discretion when assessing requests to vary scheme provisions, change land use, and/or rezone property.

This Area Plan caters for the needs of the future population and business by:

- providing a city centre flexible to the evolving needs of the commercial and retail sectors;
- supporting the efficient delivery of infrastructure and ongoing viability of the city centre;
- encouraging improved amenity for residents and visitors through a focus on intermodal transport and ease of access to tourism, cultural and entertainment venues; and
- recognising the established character of the residential areas of Larrakeyah and Cullen Bay, and the role these localities and the Darwin Waterfront play in providing housing diversity in close proximity to the city centre.

Plan Structure

The Land Use Vision map (on page 13) identifies the vision for the future use of land to which this Area Plan applies. This map illustrates a combination of anticipated land uses and zonings. Sites that may have a different use into the future have been indicated as Potential Areas for Change. A Vision Statement is included on the Land Use Vision map to provide context to the land uses shown.

The Land Use Vision is an easy reference tool to identify the main themes that apply to a site. While in most instances a single theme will apply to a site, it is also important to check other themes, such as service infrastructure or movement and transport.

The Focus Area Index Map (on page 14) may be used as an index to identify which focus area applies to a specific site and to locate the relevant section(s) of this Area Plan.

Planning principles and contextual comments provide guidance to the interpretation of the objectives and acceptable responses, which serve as action based policy statements to guide land use and development. Objectives and acceptable Responses must be addressed as part of future development of land to which this Area Plan applies. Alternatives to the acceptable responses that demonstrate an equal or better response to the objective will also be considered.

This Area Plan is structured around themes that apply across the whole of Central Darwin and focus areas which are localities that specifically require more attention.

The 'themes' section includes:

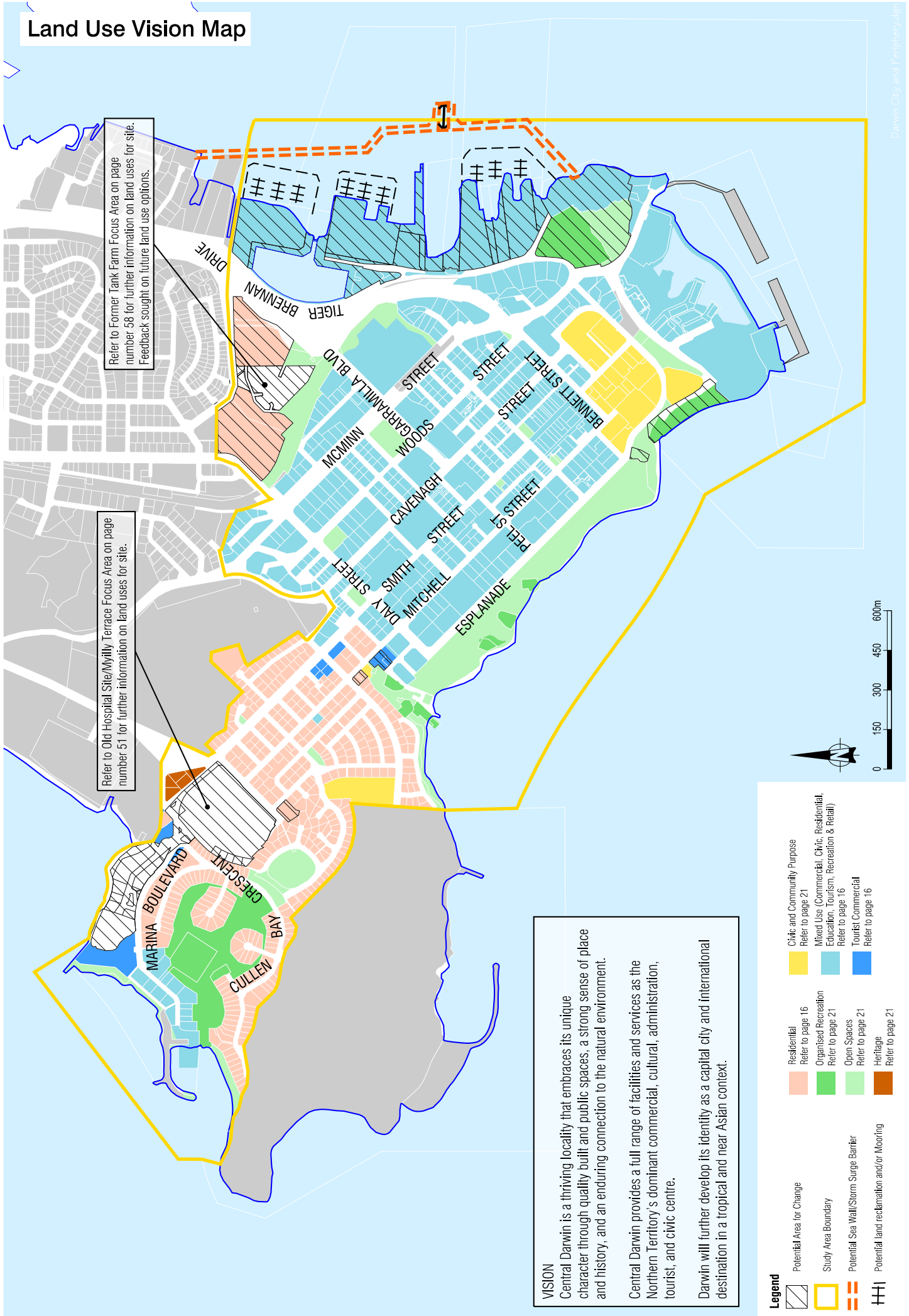
- Residential and Mixed Use
- Social Infrastructure
- Culture and Heritage
- Environment
- Movement and Transport
- Essential Infrastructure

These themes are supported by a number of compilation plans to visually demonstrate the data that has informed the planning principles.

The focus areas can be considered as an inset of the overall Land Use Vision and apply only to the following locations:

- A1: City Centre – Core
- A2: City Centre – Former Shell Site
- A3: City Centre – Education and Civic Precinct
- A4: Esplanade Character Area
- B: Darwin Waterfront
- C: Site of Kahlin Compound / Old Hospital Site / Myilly Terrace
- D: Frances Bay
- E: Former Tank Farm

Land Use Vision Map



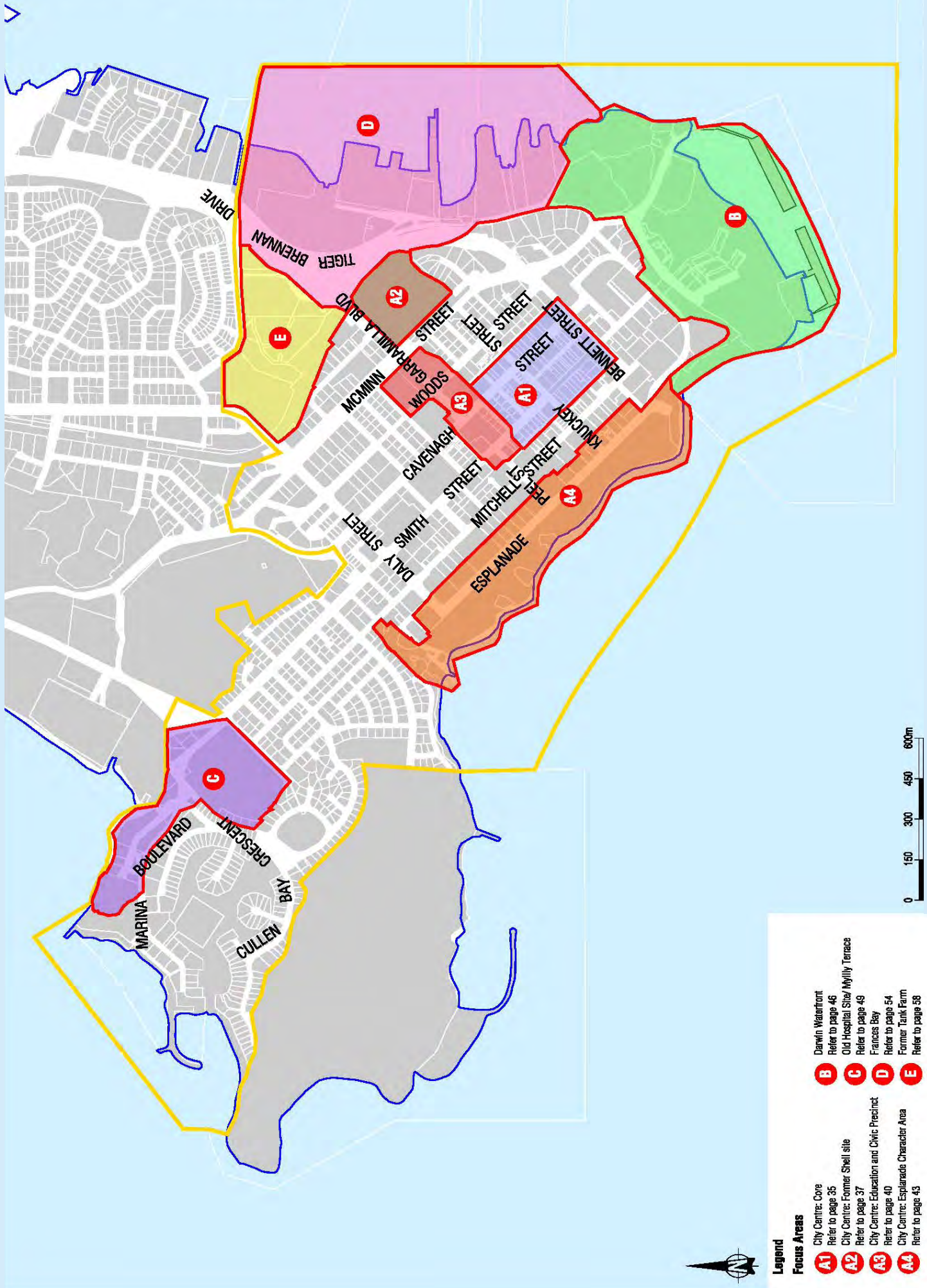
Refer to Former Tank Farm Focus Area on page number 58 for further information on land uses for site. Feedback sought on future land use options.

Refer to Old Hospital Site/Myilly Terrace Focus Area on page number 51 for further information on land uses for site.

VISION
 Central Darwin is a thriving locality that embraces its unique character through quality built and public spaces, a strong sense of place and history, and an enduring connection to the natural environment.
 Central Darwin provides a full range of facilities and services as the Northern Territory's dominant commercial, cultural, administration, tourist, and civic centre.
 Darwin will further develop its identity as a capital city and international destination in a tropical and near Asian context.

- Legend**
- Potential Area for Change
 - Study Area Boundary
 - Potential Sea Wall/Storm Surge Barrier
 - Potential land reclamation and/or Mooring
 - Residential
Refer to page 16
 - Organised Recreation
Refer to page 21
 - Open Spaces
Refer to page 21
 - Heritage
Refer to page 21
 - Civic and Community Purpose
Refer to page 21
 - Mixed Use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail)
Refer to page 16
 - Tourist Commercial
Refer to page 16

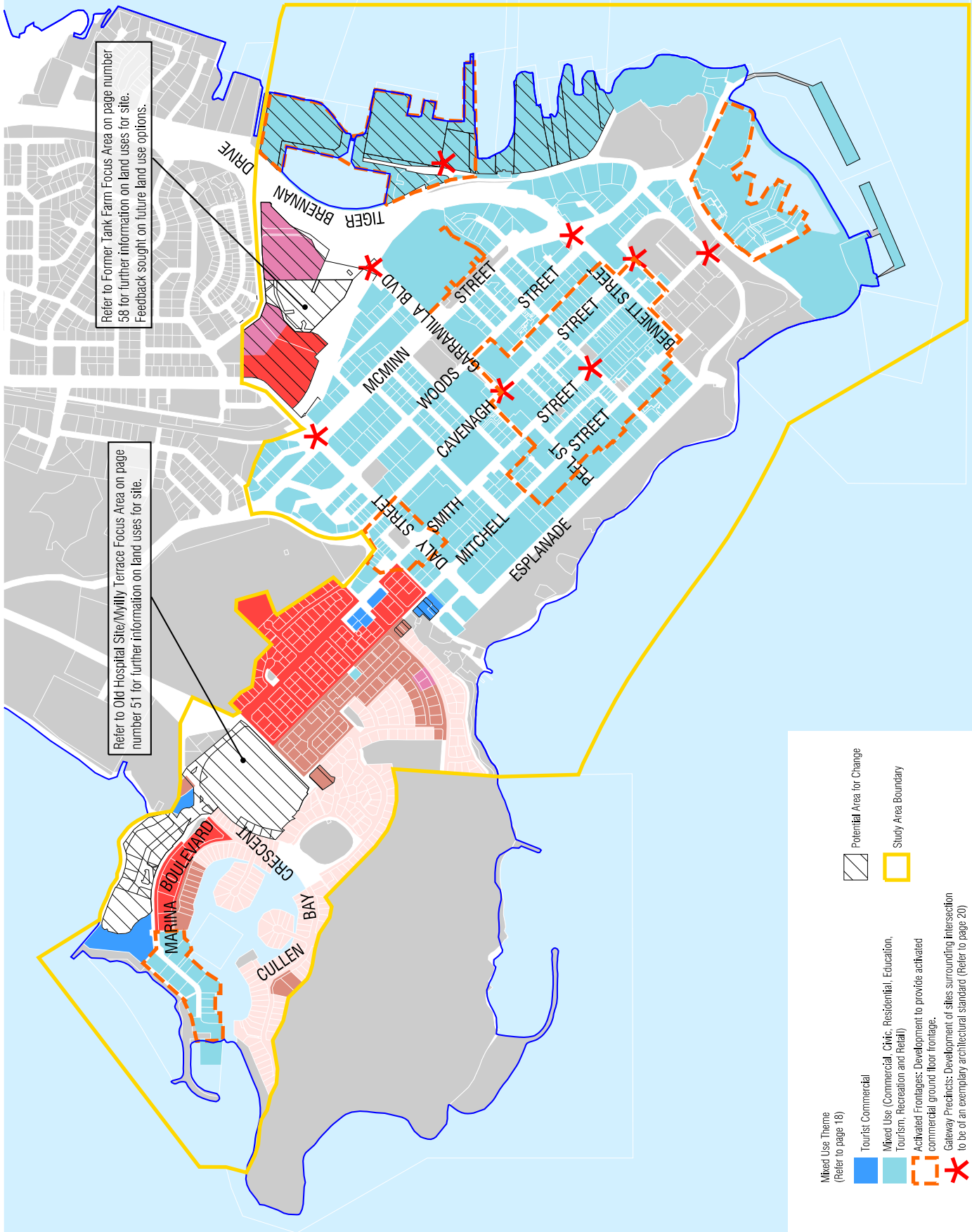
Focus Areas: Index Map





PART TWO: THEMES

Residential and Mixed Use Map

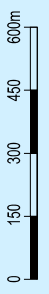
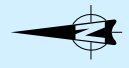


Refer to Former Tank Farm Focus Area on page number 58 for further information on land uses for site. Feedback sought on future land use options.

Refer to Old Hospital Site/Milly Terrace Focus Area on page number 51 for further information on land uses for site.

Legend

Residential Theme (Refer to page 17)	Mixed Use Theme (Refer to page 18)
<ul style="list-style-type: none"> Single Dwelling Multiple Dwelling Medium Density High Density 	<ul style="list-style-type: none"> Tourist Commercial Mixed Use (Commercial, Civic, Residential, Education, Tourism, Recreation and Retail) Activated Frontages: Development to provide activated commercial ground floor frontage. Gateway Precincts: Development of sites surrounding intersection to be of an exemplary architectural standard (Refer to page 20)
<ul style="list-style-type: none"> Potential Area for Change Study Area Boundary 	





Residential Theme

The Darwin Regional Land Use Plan (2015) forecasts a near term regional population of 150 000 and a far term regional population of 250 000 for the whole of the Darwin region. To support this longer term growth, an additional 5 600 dwellings will be required within Central Darwin.

To accommodate the forecast growth, this Area Plan supports a high density of dwellings within the city centre. Within

established residential areas, such as Larrakeyah and Cullen Bay, this Area Plan supports development to the densities allowed by the current zoning to protect amenity.

This Area Plan encourages housing designed to meet the needs of a wide variety of households. Increasing the diversity of residents will contribute to increased activation of Central Darwin.

The Objectives and Acceptable Responses of this Area Plan are applicable to both residential areas within a residential zoning and also residential land uses within mixed use areas.

1. Encourage appropriate housing options, neighbourhood and residential amenity to support the lifestyle of a diverse demographic	
Objectives	Acceptable Responses
1.1 Encourage residential buildings that provide for a broad spectrum of demographic groups.	i. A variety of dwelling types are provided.
1.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	<ul style="list-style-type: none"> i. Building design responds to adjacent buildings and environments or adjacent buildings and environments reasonably anticipated. ii. Development fronting existing and future public spaces responds to the role and function of the individual space and provides opportunities for passive surveillance. iii. Bulk and scale of wide buildings is addressed through architectural design including, but not limited to, the presentation of multiple frontage types to the streetscape, modulation of the facade, or changes in material. iv. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.
1.3 Encourage sustainable development.	i. Buildings and the urban environment demonstrate innovative responses to support cooling, heat mitigation, greening, water and energy efficiency, and waste reduction.
1.4 Maintain residential areas in Larrakeyah and Cullen Bay.	i. Residential development accords with current zoning unless specifically identified as a Potential Area for Change on the Residential and Mixed Use Map.



Mixed Use Theme

Darwin's city centre is the commercial, cultural, administrative, tourist and civic centre in the region. Surrounding areas, including the Waterfront, Cullen Bay and Larrakeyah, each have their own character and unique mix of uses. The lower intensity uses in surrounding areas complement the broad range of activities within the city centre.

Intensive residential and commercial activity drive the activities within the city centre. This Area Plan encourages diverse development and uses to ensure that mixed use environments are robust, flexible, and responsive to economic and social change.

Mixed use developments that include a residential component must also respond to the residential theme.

An 'Esplanade Character Area' has been identified for lots fronting the Esplanade. This is a special area characterised by high amenity underpinned by clifftop views over Darwin Harbour. Development must respond to the need to retain and enhance this amenity.

Areas of 'activated frontages' have been identified to highlight that ground floor commercial land uses can contribute to an active streetscape. These active streetscapes will provide amenity and interest for pedestrians and improve walkability through the city centre.



Mixed Use Building with landscaping at upper levels

2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities

Objectives	Acceptable Responses
2.1 Encourage development that provides for a mix of uses.	<ul style="list-style-type: none"> i. Where there is reasonable capacity to do so, buildings and sites include a vertical mix of land uses on different floors/storeys such as: <ul style="list-style-type: none"> a) residential; b) commercial and retail; c) community facilities; and d) leisure and recreation.
2.2 Encourage building design for new buildings that can be adapted to changing demand.	<ul style="list-style-type: none"> i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights. ii. Floors constructed for car parking within mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.
2.3 Provide activated frontages with ground floor commercial activities in priority locations.	<ul style="list-style-type: none"> i. Ground floor commercial and retail activation is provided within areas depicted as 'Activated Frontages' within the Residential and Mixed-Use Map. ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.

<p>2.4 Development mitigates against potential conflicts both within and between buildings.</p>	<ul style="list-style-type: none"> i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Building design mitigates against potential conflicts between uses of existing buildings and adjacent and/or nearby buildings and environments which are existing, or can be reasonably anticipated.
<p>2.5 Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces.</p>	<ul style="list-style-type: none"> i. Where there is reasonable capacity to do so, building design incorporates and maintains opportunities for planting on structures through techniques such as: <ul style="list-style-type: none"> a) green walls, living walls or vertical gardens; b) wall design that incorporates trellis structures; c) landscaping of podiums; d) planter boxes; and / or e) landscaping incorporated into podium car parking screens.
<p>2.6 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.</p>	<ul style="list-style-type: none"> i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links: <ul style="list-style-type: none"> a) responds to the role and function of the individual space; and b) locates habitable rooms, or private open spaces of dwellings, overlooking the public space. iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential including communal open space that enables passive surveillance from the ground floor. iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design. v. Sheltered pedestrian thoroughfares are integrated into the design of buildings. This may include, but is not limited to: awnings, covered walkways, colonnades or similar.
<p>2.7 Design bus stops to enhance user comfort and safety.</p>	<ul style="list-style-type: none"> i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to: <ul style="list-style-type: none"> a) high amenity pedestrian connections to the bus stop with protection from the elements; b) technologically advanced bus stops displaying real time information; and c) implementation of crime prevention through environmental design (CPTED) principles for bus stop design. ii. Bus stop locations facilitate access to efficient, linear and frequent public transport.

<p>2.8 Design vehicle access points and onsite movement for new buildings to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.</p>	<ul style="list-style-type: none"> i. Locate and consolidate vehicle access, parking and loading areas away from street frontages. ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from: a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map). iii. Vehicles entering and manoeuvring within sites is minimised. iv. Crossover number and widths are minimised.
<p>2.9 Encourage sustainable development.</p>	<ul style="list-style-type: none"> i. Buildings and the urban environment demonstrate reasonable responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.
<p>2.10 Design new buildings to address prominent corners and 'Gateway Precincts.'</p>	<ul style="list-style-type: none"> i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides: <ul style="list-style-type: none"> a) vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design; b) public art and signage within the design of buildings and related public spaces; and c) effective and visually appealing all-weather protection.
<p>2.11 Prevent any new use or intensification of development that would prejudice the safety or efficiency of an airport.</p>	<ul style="list-style-type: none"> i. Any proposed development determined to exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018, or Civil Aviation legislation, will need approval by the relevant airport authorities.
<p>2.12 New developments consider and respond to the potential use of laneways as shared spaces.</p>	<ul style="list-style-type: none"> i. Providing windows and balconies at upper levels above the ground floor to overlook laneways. ii. Providing facades of buildings fronting laneways that create visual interest and architectural animation, particularly at the ground level, with large expanses of blank walls avoided.

Social Infrastructure, Culture and Heritage Map



Refer to Old Hospital/Myllilly Terrace Focus Area on page number 49 for further information on land uses for site.

- Legend**
- Potential Area for Change
 - Community Purpose
 - Open Spaces
 - Organised Recreation
 - Heritage
 - Heritage Oil Tunnels
 - Places of Cultural and Social Interest
 -
- | | | |
|---|--|---|
| <p>Declared Heritage Places</p> <ul style="list-style-type: none"> 1 - 17 Shepherd Street 2 - Administrator's Offices Darwin 3 - Boab Tree, Cavenagh Street 4 - Browns Mart 5 - Christ Church Cathedral Heritage Precinct 6 - Commonwealth Bank (former Darwin) 7 - CWA/Red Cross Shop 8 - Darwin's Cenotaph 9 - Former Reserve Bank Darwin 10 - 12 Schultz Street | <ul style="list-style-type: none"> 11 - Government House 12 - Hughes Avenue 13 - Lyons Cottage or British Australian Telegraph Company 14 - Westpac Bank 15 - Milkwood Trees Smith Street 16 - Myllilly Terrace Heritage Precinct 17 - Old Admiralty House 18 - Peets Well 19 - Remnant No. 6 Oil Tank 20 - State Square Banyan Tree | <ul style="list-style-type: none"> 21 - Steam Pump House 22 - Stella Maris Hostel 23 - Sue Wah Chin Building & footpath 24 - Town Hall Ruins - Darwin 25 - Tree of Knowledge 26 - WWII Naval Oil Tunnels 5 & 6 27 - WWII Naval Oil Tunnels 10 & 11 28 - Naval Fuel Installation 29 - Frog Hollows <p>Sites which may be considered for Multipurpose Community Centre and/or Indoor Sports Facility</p> <p>A B C</p> |
|---|--|---|



Social Infrastructure Theme

Social infrastructure includes facilities and spaces that support and improve the quality of life in the community. This includes education, health care, religious, cultural and community facilities, and open space. Social infrastructure within Central Darwin serves both the needs of

the immediate local community as well as some of the needs of tourists and the regional and Territory population.

This Area Plan seeks to guide the delivery of adequate community facilities to support the anticipated growth in resident,

worker and visitor populations. The scale and quality of these facilities should be in proportion to Central Darwin's role as the Territory's foremost cultural, civic, entertainment, recreational and tourist centre.

3. Identify social infrastructure that meets the needs and aspirations of the community

Objectives	Acceptable Responses
3.1 Increased presence of education facilities in Central Darwin.	<ul style="list-style-type: none"> i. A new school is constructed as demand arises and current facilities reach capacity. ii. New university facilities are delivered within the city centre. iii. An enhanced district and local level public library is provided.
3.2 Maintain, enhance and connect a network of public spaces for formal and informal recreation, and public events.	<ul style="list-style-type: none"> i. No net loss of public open space other than to: <ul style="list-style-type: none"> a) maintain and install essential public infrastructure and services; b) enhance the function of these spaces (including through potential use for alfresco dining areas which compliment the open space character of the area); or c) provide community facilities and public amenities associated with the public open space function of the land. ii. Continuous public access to a network of green spaces is maintained, including the Esplanade, foreshore spaces, and nearby regional open spaces. iii. Public spaces are enhanced as versatile spaces that support: <ul style="list-style-type: none"> a) informal public gathering, rest and recreation; b) organised temporary events including markets, pop up stalls, food trucks and live music; c) outdoor extensions of adjacent businesses where appropriate and approved by the City of Darwin; and d) shared use by informal users and different businesses, and adaptation of uses across day/night and dry season/wet season. iv. Development adjacent to public open space and key pedestrian / cycle routes enhances the safety and amenity of these spaces. v. Extensive areas are planted with shade trees to make the city cool and attractive, and encourage pedestrian use.

<p>3.3 Encourage provision of new publicly accessible open spaces and recreation areas.</p>	<ul style="list-style-type: none"> i. Sites of 3500m² or larger, and broad scale planning for the redevelopment of focus areas, are developed with complementary public open spaces such as plazas which: <ul style="list-style-type: none"> a) contribute to an integrated, high-quality network of public spaces; b) are flexible and provide for a variety of uses and events, including recreation, fitness, play, cultural and artistic functions in addition to ecological and stormwater management functions; c) facilitate a range of active and passive recreation to meet the needs of the community; d) incorporate existing significant sites of natural or cultural value, including interpretive information; e) connect with the cyclist and pedestrian network identified in the Movement and Transport - Potential Enhancement to Pedestrian/ Cycleway Network Map; f) link habitats, wildlife corridors, public open spaces and existing recreation facilities; g) enable effective stormwater management; and h) allow for temporary uses such as street activities and special events including cultural, entertainment and artistic performances. ii. Public open space areas provide park furniture, display of art, lighting, shade structures and landscaping.
<p>3.4 Provide for the establishment of a district level, multi-purpose community centre.</p>	<ul style="list-style-type: none"> i. A district level, multi-purpose community centre is provided at one of the sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere in Central Darwin. ii. Community facilities within a multi-purpose community centre provide flexible spaces for a range of activities including: <ul style="list-style-type: none"> a) council administrative functions; b) community service agencies; c) cultural facilities; d) adult education facilities; and e) open spaces facilitating a range of community events. iii. Net social infrastructure is maintained across Central Darwin and is not reduced through new development.
<p>3.5 Provide for the development of an indoor sports facility.</p>	<ul style="list-style-type: none"> i. A sports facility is provided for at one of the sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere within Central Darwin.



Culture and Heritage Theme

The Larrakia explained the significance of Lamaroo to surveyors from the Beagle in 1839. The area subsequently became the site of a permanent settlement in 1869.

Central Darwin is rich in cultural and heritage values related to Aboriginal culture, European and Asian settlement, and World War II. Heritage places contribute to the quality of life and cultural identity of our community, with a number of heritage places providing a focal point for community gatherings. Places of cultural and heritage value also have high economic value, generating visitation and expenditure, particularly through tourism.

This Area Plan requires the recognition, protection, conservation, management, and revitalisation of cultural and heritage places. This Area Plan also encourages developments proposed in proximity to places of cultural and social interest to demonstrate how they acknowledge such places and, where practicable, protect and enhance the amenity above and beyond the requirements of the various laws protecting cultural heritage.

Development sympathetic to historic building



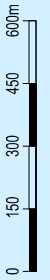
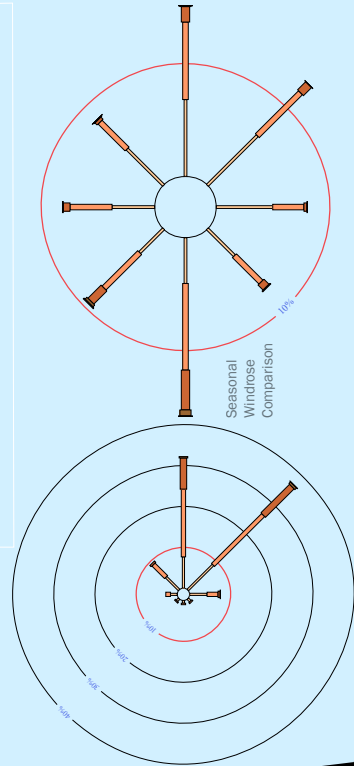
New development behind historic frontage

Historic building frontage retained

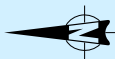
4. Protect and enhance sites of cultural significance and historic value to enrich community awareness and experience

Objectives	Acceptable Responses
<p>4.1 New development responds to and respects places and sites listed on the Northern Territory Heritage Register and other places of heritage interest.</p>	<ul style="list-style-type: none"> i. Building design responds to significant features of adjoining heritage sites, buildings or objects to all extent reasonable and practical. This may include a response to the scale, colours, textures and materials of heritage features. Alternatively, the response may provide juxtaposition with the heritage feature to emphasise heritage significance and distinguish the difference in time and style. ii. Setbacks of new development adjoining heritage listed features are sensitive to heritage elements by considering the interface with regard to bulk, setback and materials, and maintain view corridors. iii. Development on, or adjoining a place or item of cultural and social interest indicated on the Social Infrastructure, Culture and Heritage Map supports ongoing public access and is designed in a manner that shows consideration of that place or item.
<p>4.2 Adaptive re-use of a heritage place is sympathetic to the values of the site.</p>	<ul style="list-style-type: none"> i. Adaptive reuse of heritage sites, as identified on the Social Infrastructure, Culture and Heritage Map, is of a scale compatible with the significance of the site. ii. Any alterations required to facilitate the adaptive reuse of heritage places should be informed by an understanding and analysis of the heritage place's significance and the principles of the Burra Charter. iii. Adaptive reuse requires minimal alterations to the place's significant fabric and does not destroy the ability to interpret the original function of the place. Where change is proposed, it should be recognisable as new work and where possible, be reversible.
<p>4.3 Recognise and celebrate the multicultural heritage and values of Central Darwin.</p>	<ul style="list-style-type: none"> i. Places of historical and cultural value within the study area, including significant sites, buildings structures, trees, and landscape elements are recognised and connected through innovative forms of interpretation.
<p>4.4 Support the adaptive re-use of sites of heritage value.</p>	<ul style="list-style-type: none"> i. Where there is reasonable capacity to do so, discretion is applied in the evaluation of development proposals relating to sites of heritage value. This is in recognition of challenges associated with the development of such sites complying with current development standards outlined in the Planning Scheme.

Environment Map



- Legend**
- Storm Surge
 - Primary
 - Secondary
 - Organised Recreation
 - Open Spaces
 - Coastline





Environment Theme

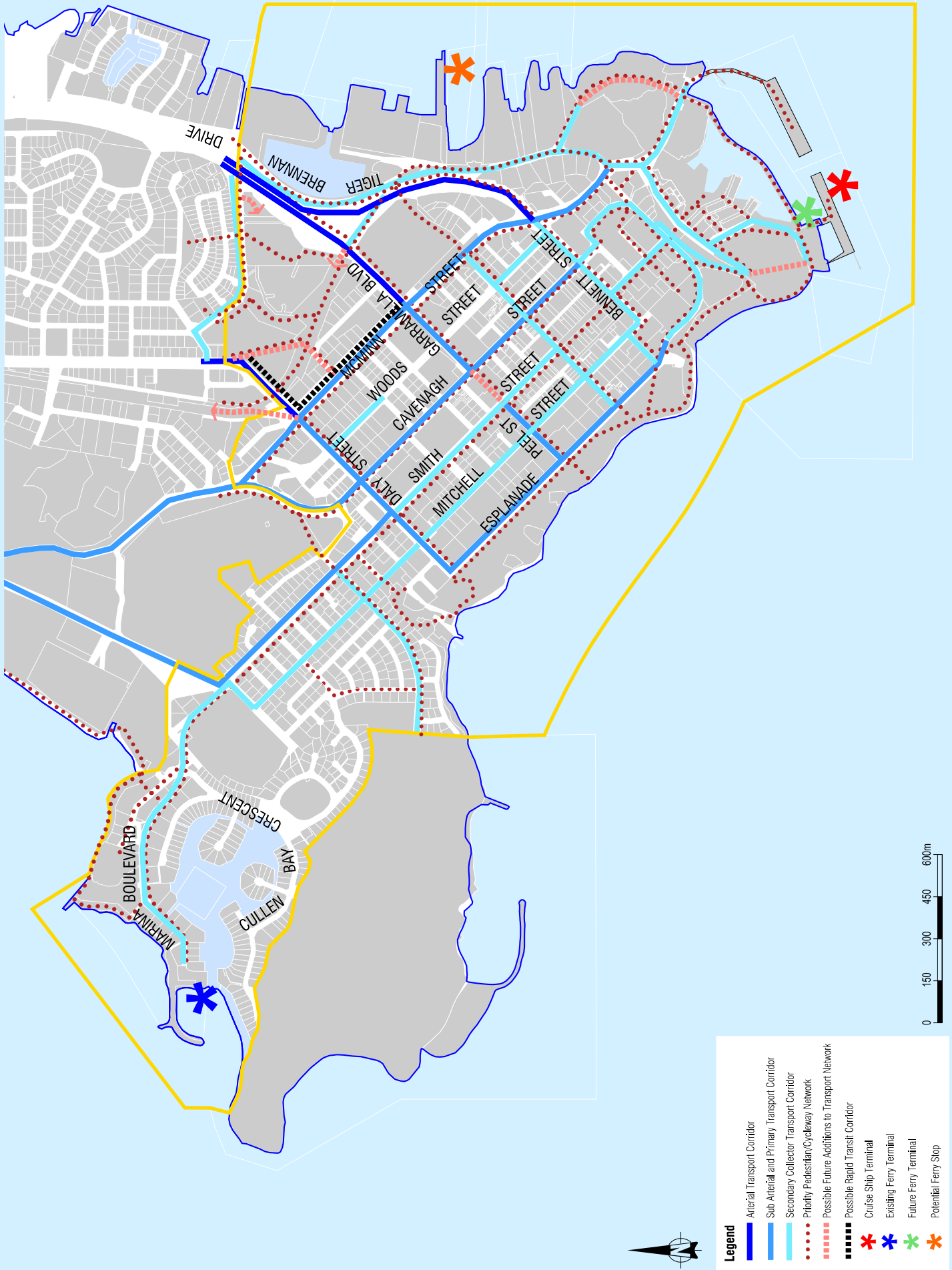
Central Darwin includes coastal, remnant vegetation and urban forest systems that underpin the amenity of the area. This amenity includes cultural values which make a significant contribution to the economy and liveability of the study area. Darwin Harbour is an internationally significant conservation area that supports native flora and fauna, provides recreation spaces, and generates cooling breezes. Economic benefit is derived through harbour-based and marine industries, and tourism.

Hazards that may affect land in Central Darwin include the presence of biting insects, acid sulfate soils, storm surge events and residual site contamination. This Area Plan provides guidance for land subject to storm surge or with the potential for contamination.

This Area Plan seeks to protect and utilise the functions of the natural environment for the continued enjoyment of the community by ensuring development responds appropriately to natural constraints.

5. Protect and enhance the functions of the natural environment for the continued enjoyment of the community	
Objectives	Acceptable Responses
5.1 Protect and preserve the Darwin Harbour i.e. tidal mud flats and mangroves	i. There is no net loss of mangrove communities within Zone CN (Conservation).
5.2 Respond to potential residual contamination issues.	i. Development is informed by an assessment of site contamination. ii. Development is designed and engineered to respond to any contamination issues. iii. Development demonstrates a response to site contamination in accordance with any Statement of Environmental Audit prepared for the site and to the satisfaction of the relevant authorities.
5.3 Respond to potential impacts of storm surge.	i. All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Planning Scheme.






Movement and Transport - Transport Network Map



Movement and Transport: Potential Enhancements to Pedestrian / Cycleway Network



LEGEND

-  Green Links - Streets and pedestrian places with the potential for amenity and active transport enhancement
-  Retained and Enhanced Movement Corridor
-  Destination Amenity Nodes
-  Pedestrian Priority Area (hardscape open space)
-  High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements

Movement and Transport: City Recreation Loop



LEGEND

-  City Recreation Loop
-  Pedestrian Priority Area (hardscape open space)

Movement and Transport Theme

Central Darwin contains a range of local and regional public and private vehicle transport networks. As the major tourist commercial and retail area for the region it is essential that visitors and residents can easily navigate their way around the city.

The main entries to Central Darwin are from Stuart Highway, Garramilla Boulevard, Tiger Brennan Drive, Gilruth Avenue and Gardens Road. Smith Street provides an important link connecting the Darwin Waterfront to Cullen Bay.

This Area Plan supports a movement network within Central Darwin that is safe and convenient. Enhancements to streets and spaces will improve the pedestrian and cyclist experience. This Area Plan identifies priority pedestrian and cycle routes, and a 'City Recreation Loop' that will improve pedestrian and cycle



City Recreation Loop

connections within the City.

The Goyder Grid historically provided a high level of connectivity within the city. While this largely remains the case, some land consolidation over the years, at the expense of road reserves, has reduced linkages. As sites are developed, consideration will be given

to providing opportunities for reinstating access for pedestrians.

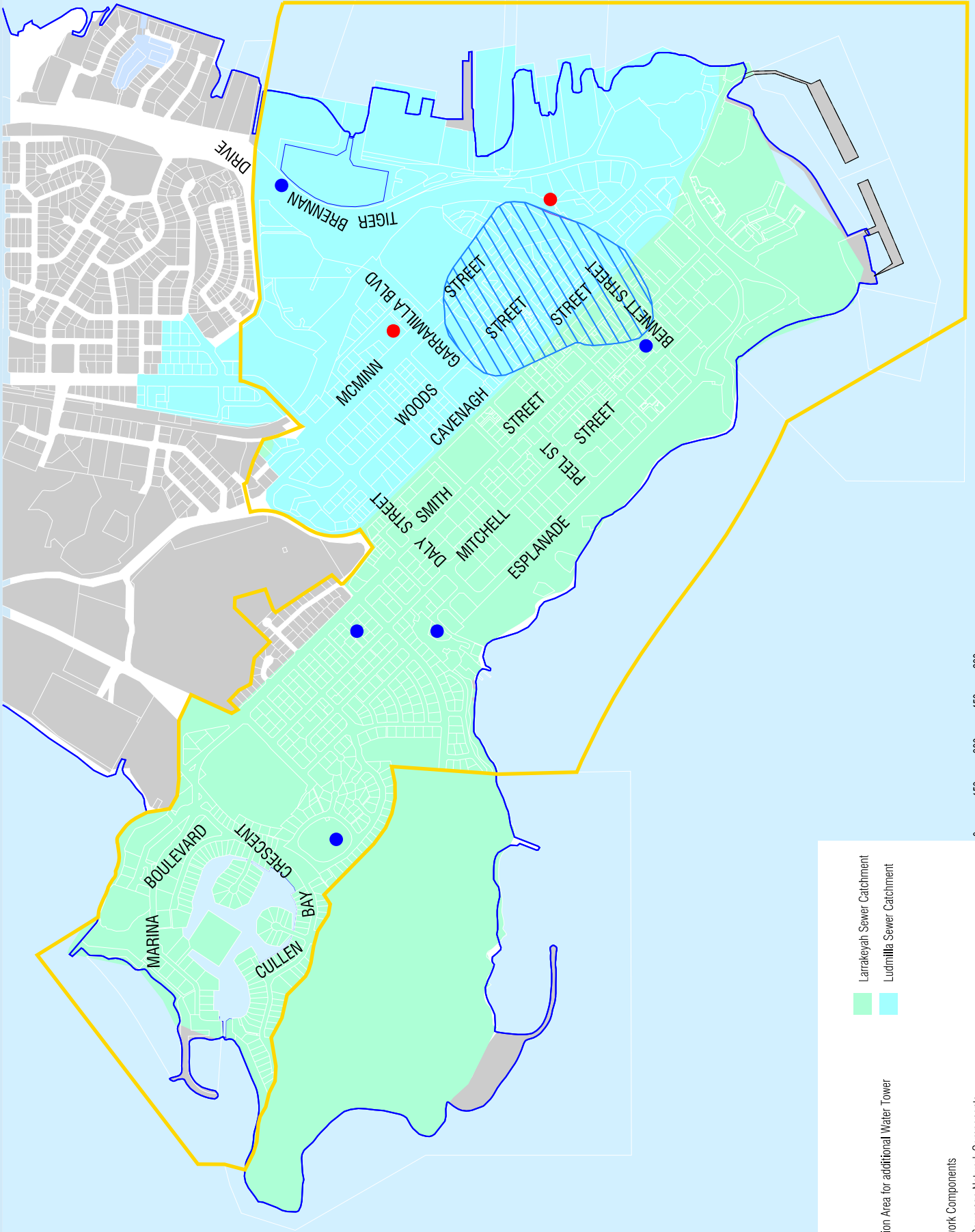
This Area Plan aims to preserve transport corridors and ensure these corridors are developed to provide high amenity. This will result in efficient movement into and through the city.

6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape







Objectives	Acceptable Responses
6.1 Maintain a highly permeable grid street network within the city centre.	<ul style="list-style-type: none"> i. A fine-grained grid of local streets are retained or expanded upon which support a highly permeable, pedestrian and cycle friendly city centre. ii. A grid configuration of city streets and blocks are provided consistent with the existing street and block layout across Central Darwin. Blocks measure between 60m x 120m width and 120m x 240m length. Blocks incorporate mid-block laneways where possible. iii. Large developments of 3500sqm or larger within the city centre provide connections through the site and to the existing grid.

<p>6.2 Provide appropriate primary vehicle and service access that maintains high levels of pedestrian amenity and minimises disruptions to pedestrian movements.</p>	<p>i. Existing and proposed lots are serviced by laneways where possible.</p>
<p>6.3 Enhance pedestrian and cyclist amenity, safety and movement.</p>	<p>i. Pedestrian and cyclist links are direct, connected, have clear sightlines, and are well lit.</p> <p>ii. Laneway pedestrian crossings connect arcades and are safe attractive and distinct.</p> <p>iii. Where there is reasonable capacity to do so, street and movement network enhancements include provision for pedestrians and cyclists. This may include, but is not limited to:</p> <ul style="list-style-type: none"> a) Separated Cycleways b) Prioritised street crossings c) Bike Parking d) Map signs e) Directories f) signage identifying pedestrian and/or cyclist networks i.e. City Recreation Loop; and g) interpretive signage. <p>iv. Street verges are landscaped to provide shading for pedestrians and cyclists, while also softening the appearance of hard surfaces and buildings.</p>
<p>6.4 Areas identified as 'Green Links' are leafy, high amenity shared movement corridors.</p>	<p>i. Areas identified as 'Green Links' make use of wide road reserve to accommodate multiple modes of transportation, bus stops, public art, and landscaping.</p> <p>ii. Streetscape and landscape enhancements are prioritised within 'Green Link' road reserves and provided in a coordinated manner.</p> <p>iii. In accordance with any relevant policies of road authorities, examine opportunities for improving the amenity of streets identified as 'Green Links'. This may include, but is not limited to: provision of landscaping, street trees, shared footpaths, separated cycleways, street furniture and/or drinking water stations.</p>
<p>6.5 Facilitate transport network upgrades.</p>	<p>i. Possible future additions to the transport network indicated on the Movement and Transport Maps, and including a potential rapid transit corridor, are not compromised.</p> <p>ii. Where the City of Darwin or the Northern Territory Government has established an infrastructure contribution plan to fund the construction of strategic transport connections, contributions are to be made in accordance with the contribution plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</p> <p>iii. Land identified as part of the City Recreation Loop on the City Recreation Loop Map is developed as high amenity pedestrian and cyclist space, and integrates with neighbouring parts of the network.</p>

Essential Infrastructure Map



Legend

-  Coastline
-  Investigation Area for additional Water Tower
-  Larraakeyah Sewer Catchment
-  Ludmilla Sewer Catchment
- Essential Services**
-  Power Network Components
-  Water and Sewerage Network Components



Essential Infrastructure Theme

Established areas in Central Darwin are fully serviced by reticulated power, water and sewer, as well as underground stormwater drainage, and the NBN. Upgrades are likely to be required to support ongoing service provision as the development of land continues.

This Area Plan aims to ensure the sequential and cost-effective provision of infrastructure and assist with the coordination of design, development and funding contributions for required infrastructure upgrades. Funding contribution(s) and/or another

agreement(s) will enable the provision or upgrade of utilities and infrastructure. This Area Plan also reflects the goals of the Smart Cities program which encourages the integration of digital/smart infrastructure as other service infrastructure upgrades are required.

7. Provide for adequate power, water, sewerage, digital and telecommunications infrastructure

Objectives	Acceptable Responses
7.1 Upgrade existing utilities and trunk services to service development in a timely and holistic manner.	<ul style="list-style-type: none"> i. Investigate the need for, and suitable location of, new water towers. ii. Upgrades to water reticulation are considered prior to development. iii. Trunk infrastructure for reticulated services is incorporated into a development's engineering design. iv. Upgrades to existing infrastructure are provided and funded in accordance with an approved infrastructure plan; OR The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for; OR
7.2 Provide utilities and trunk services sequentially and cost effectively.	<ul style="list-style-type: none"> v. New infrastructure is provided sequentially and funded in accordance with an approved infrastructure plan; OR The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for. vi. Development and / or subdivision may be deferred or refused if utilities and trunk services are not provided as required by this Area Plan, the NT Planning Scheme, or another service authority.
7.3 Ensure that presentation and / or installation of infrastructure does not detract from public amenity.	<ul style="list-style-type: none"> i. Infrastructure avoids impacts on surrounding character and amenity through measures such as incorporating into buildings, screening, or locating in laneways. ii. Provision of subsurface infrastructure does not unreasonably restrict the planting of street trees.
7.4 Encourage innovation and sustainability.	<ul style="list-style-type: none"> i. Infrastructure is future-proofed and enables implementation of options including digital infrastructure, natural gas, district cooling, water capture and reuse, and waste recycling. ii. Provide for future installation of electrical and communications equipment to support Smart Cities infrastructure, including conduit and capacity for additional connection points.















PART THREE: FOCUS AREAS



A1

City Centre - Core

LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Existing Arcades / Links
-  Indicative Future Arcades / Links
-  Active Frontages Required
-  Declared Heritage Places
-  Places of Cultural and Social Interest
-  High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements
-  Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



A1

City Centre - Core

The city centre encompasses the areas of the city centre that receive the most pedestrian traffic and have the highest proportions of retail land uses. The core is also the historic centre of Darwin, retaining architecture reflecting the history of the city.

Activity in the city centre core is characterised by the dynamic use of public spaces including the Mall, parks, arcades and laneways. These spaces are used for alfresco dining, pedestrian movement, and temporary events such as markets, live music and festivals.

The Smith Street Mall acts as the nexus of daytime activity in the city centre, serving as a landmark and central gathering point for workers, visitors and residents. The Smith Street Mall also acts as the focal centre for retail activity in the city centre, a role which

should be further enhanced and supported into the future.

The role of the city centre core as the primary retail destination in Darwin will be strengthened as substantial opportunities for growth and development through intensification of retail and commercial activity are taken up. Objectives and acceptable Responses for the city centre core encourage:

- an intensification of mixed use retail and commercial development that attracts people and activity;
- a high amenity pedestrian environment incorporating arcade connections, shade, and wayfinding signage; and
- the emphasised role of the mall.

8. Maintain and enhance the City Centre core as a high intensity, safe, and connected retail and commercial dominant environment










Objectives	Acceptable Responses
8.1 Maintain and enhance the concentration of established retail and commercial uses.	<ul style="list-style-type: none"> i. Encourage a diversity of activities in street front development. ii. Encourage land uses and developments that employ and attract high numbers of people, and have the potential to activate the city centre by day and night.
8.2 Maintain the function of the Smith Street Mall as the focus for retailing, services, and as the central meeting point of the city centre.	<ul style="list-style-type: none"> i. Development in the Smith Street Mall provides retailing and services which contribute to its function. ii. Building design provides a sense of arrival to the Smith Street Mall. iii. Signage in the Smith Street Mall helps visitors navigate between and interpret other areas of interest within the city. iv. Development achieves a human scale at street level and is sensitive to existing street front building heights through the construction of podiums, including parapets, lower than the maximum permitted height of 25m. Reductions in the podium height below 25m may be offset by equivalent volumetric encroachment above 25m within the development.
8.3 Enhance and respond to the existing shop front character presented in the Smith Street Mall.	



A2

Former Shell Site

LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Potential New Street Connection
-  Active Frontages Required
-  Proposed Open Space Destination
-  Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



A2

Former Shell Site

The former Shell Fuel Storage Site is over 7 hectares in size. An undeveloped site of this size in close proximity to a city centre is rare within Australian capital cities and represents a unique development opportunity.

The site has strong connections to the city centre, Frances Bay, the former Tank Farm and Stuart Park. However, as McMinn Street and Garramilla Boulevard are very wide and serve as primary corridors, there is a risk that development of the Shell site could be isolated from the city centre. It is very important that detailed land use planning of the site occurs prior to redevelopment and that ad hoc development is avoided.

The site's size and regional connectivity make it ideal for a high amenity, mixed use development performing a key role in accommodating anticipated population, retail

and commercial growth. There is also potential for the site to accommodate a premier sporting facility capable of hosting major national and international competition.

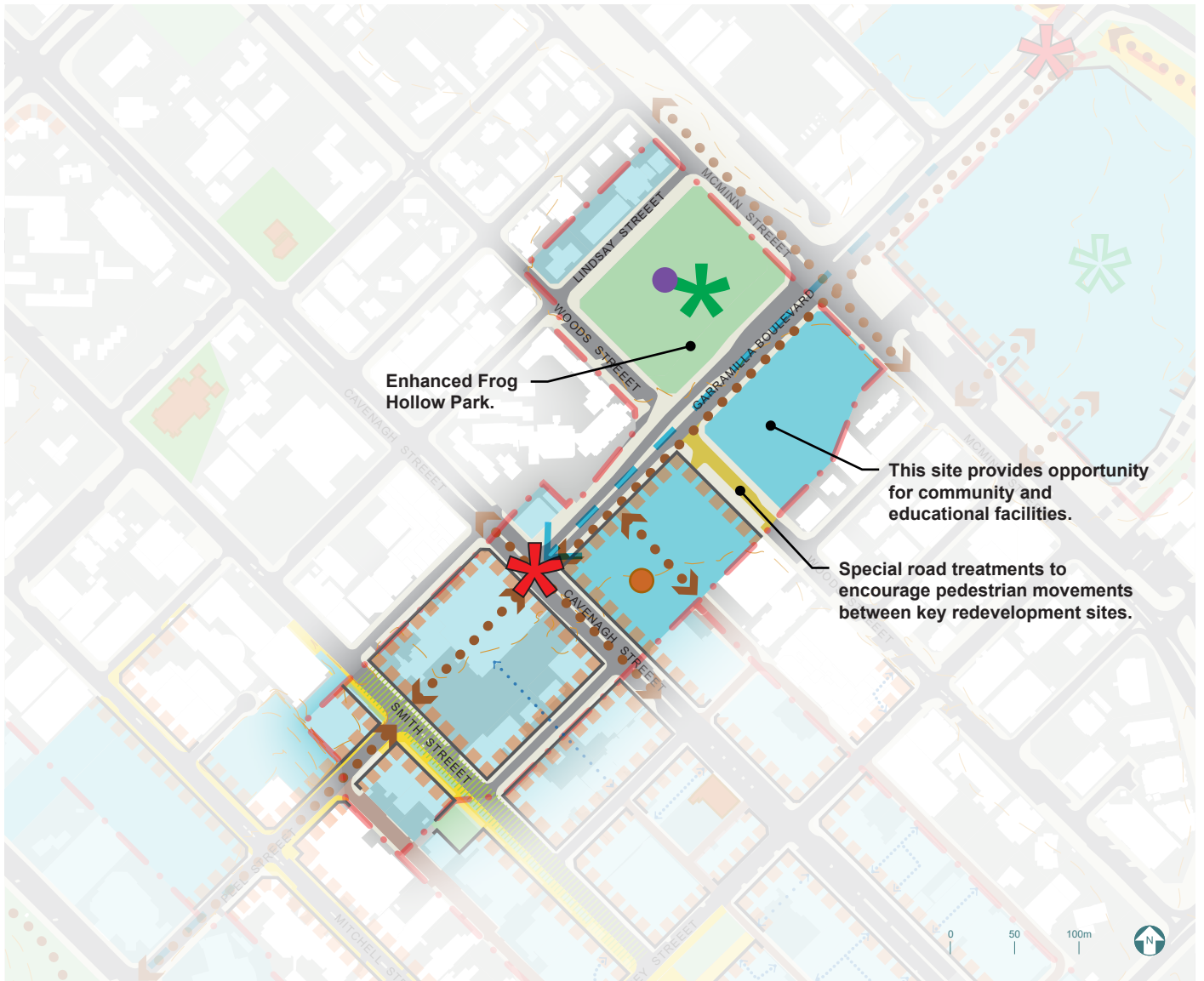
Objectives within this Area Plan build on this connectivity and inherent potential by encouraging:

- a coordinated development;
- an attractive and active, transport friendly environment; and
- local street networks that connect with the surrounding network and support active transport.

9. Enable the development of the Former Shell Site recognising the opportunity that its development may make to Darwin and the Territory

Objectives	Acceptable Responses
9.1 The coordinated development of the site as a mixed use locality.	i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the Minister. ii. The Local Area Plan addresses the following detail for the future development of the site: <ul style="list-style-type: none"> a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary, the natural environment, landform, topography, hydrology and soils; b) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan; c) any major land uses proposed for the locality, taking into account the following land use opportunities: <ul style="list-style-type: none"> • leisure and recreation; • commercial; • retail; • open spaces; • community uses; and / or • residential.
9.2 Prepare a planning framework for the future development of the locality.	













	<ul style="list-style-type: none"> d) Where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme resulting in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy; e) the indicative lot pattern; f) estimates of the number of future lots, and the estimated number of dwellings, population, employment, and retail floor space; g) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme; h) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements; and i) a connectivity plan addressing pedestrian movement within the development and to neighbouring localities. <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
<p>9.3 Establish pedestrian friendly connections from the Focus Area to the city centre, Frances Bay, and the former rail corridor.</p>	<ul style="list-style-type: none"> i. Design responses ensure that pedestrian connections from the Focus Area to surrounding areas and public transport are: <ul style="list-style-type: none"> a) direct; b) safe; c) prioritised; and d) shaded by mature trees or shade structures where possible. ii. Land identified on the Former Shell Site Focus Area Map for a potential pedestrian connection to Frances Bay is developed in a manner that preserves the opportunity for a sky bridge and landing.
<p>9.4 Establish a local street network that supports pedestrian and cyclist movement, and connects with the surrounding road network, cycle network, and other surrounding localities.</p>	<ul style="list-style-type: none"> i. Proposed road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme and: <ul style="list-style-type: none"> a) result in a pedestrian friendly, permeable movement network; b) provide multiple visual and physical connections with the existing and future street network and bicycle and pedestrian networks; and c) are landscaped and shaded generally in accordance with the pedestrian/ cycleway network indicated on the Former Shell Site Focus Area Map.
<p>9.5 Provide public space which recognises and contributes to the existing public space network.</p>	<ul style="list-style-type: none"> i. Public spaces contribute to the broader public space network which connects the city centre, Frances Bay, Darwin Waterfront, and the George Brown Darwin Botanic Gardens. ii. Provide public open space in locations consistent with the Focus Area Map.
<p>9.6 Maintain and enhance view corridors.</p>	<ul style="list-style-type: none"> i. Public spaces maintain view corridors as depicted on the Former Shell Site Focus Area Map. ii. Viewlines are identified and incorporated within public open space design.



A3

Education and Civic Precinct

LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Key Street Vista / View Line
-  Indicative Future Arcade / Link
-  Active Frontages Required
-  Open Space Destination
-  Declared Heritage Place
-  High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements
-  Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



A3

Education and Civic Precinct

Additional community, education, commercial, and retail activities are required to cater for future growth in Central Darwin and the broader region. For this growth and development to occur it is essential that sufficient land is identified. The Education and Civic Precinct Focus Area recognises the potential of the Post Office car park and former Darwin Primary School for meeting the civic and community development needs of Central Darwin.

There is significant opportunity for intensification of community facilities in the Education and Civic Precinct locality. Large undeveloped or underdeveloped sites along Garramilla Boulevard present opportunities to integrate community facilities into a mixed use urban village that complements the city centre. Education uses may include university facilities

and associated student accommodation, as well as a school. Related commercial and retail uses may also complement the activity in this locality.

Garramilla Boulevard and McMinn Street will have a strong influence on activity and movement within the village. Garramilla Boulevard has been planned to provide cyclist and pedestrian amenity through both shade and nominated movement corridors. The objectives and acceptable responses below contain provisions to guide the similar development of McMinn Street as a shady boulevard offering priority to public and active transport users. Opportunities to extend green spaces and increase tree planting have also been identified in the Education and Civic Precinct concept, objectives, and acceptable responses.



Education and Civic Precinct concept image

10. Create an integrated urban village with a high intensity environment, with focus on education which is complementary to the City Centre - Core












Objectives	Acceptable Responses
<p>10.1 Establish an active neighbourhood that provides a mix of high density residential and high intensity community, education, retail, and commercial uses.</p>	<p>i. Uses may include:</p> <ul style="list-style-type: none"> a) education and research facilities; b) residential development such as units, student accommodation, and short term accommodation; c) commercial and retail including restaurants, shops, & offices; d) a civic hub with community facilities such as child care, medical centres, and multi-use public space; and e) car parking and public transport facilities.
<p>10.2 Promote physical and visual connectivity of development across the village and with neighbouring localities.</p>	<p>i. A grid of local streets interconnecting with adjacent roads.</p> <p>ii. Built form supports integration with the City Centre - Core by:</p> <ul style="list-style-type: none"> a) referencing surrounding architecture; b) enabling seamless movement between localities; and c) providing continuous active frontage to Garramilla Boulevard and Cavenagh Street.
<p>10.3 Use road reserves to improve connectivity and amenity.</p>	<p>i. McMinn Street road reserve provides for:</p> <ul style="list-style-type: none"> a) public transport and active transport priority spaces; b) a tree-lined boulevard with landscaping on the edges and median of the road; and c) improved connections between adjacent development sites. <p>ii. Woods Street road reserve, adjacent to Frog Hollow park, is investigated for the opportunity to expand the park and provide car parking for users of the park.</p>
<p>10.4 Enhance public amenity between Frog Hollow and the adjacent site Lot 5238 (64 Wood St), Town of Darwin.</p>	
<p>10.5 Enhance public amenity between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street), Town of Darwin.</p>	<p>iii. Surplus land within the Woods Street road reserve between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street) provides enhanced pedestrian connection between the Post Office car park site and the former primary school site to allow for the creation of a campus style development that prioritises pedestrian movement.</p>



A4

Esplanade Character Area

LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Key Street Vista / View Line
-  Open Space Destination Existing / Proposed
-  Organised Recreation
-  Declared Heritage Places
-  Places of Cultural and Social Interest
-  Special / Heritage Building and Landscape Curtilage
-  Potential Area for Change



A4

Esplanade Character Area

The Esplanade Character Area is a special place for Darwin characterised by high amenity and clifftop views of the Harbour. The Esplanade presents a 'postcard' setting for Darwin, reinforcing the city's identity as a harbour city and Australia's northern capital. The Esplanade Character Area includes Bicentennial Park which is the premier open space for the Darwin City Centre. Bicentennial Park is a multi-use space which accommodates events and has good connections to the Darwin Waterfront, city centre and Larrakeyah.

The public open space, the varied skyline, and the mixed use nature of the focus area, support an eclectic mix of human scaled urban spaces, historic buildings and a dining and entertainment economy. The Esplanade Character Area will continue to provide tourist accommodation, entertainment, event and cultural land uses.

The development of high quality buildings and landscape enhancements will further improve this desirable destination. This may be achieved through podiums on new buildings having reduced width, having a height which is less imposing and the provision of landscaping to improve ties between built form and the Esplanade parklands.

This Area Plan recognises the mixed feedback in response to relaxing building heights and balances this against a strong desire to deliver high quality built form. This includes recognition for providing public amenity and enhanced street interfaces.



11. Development reinforces the established role of the Esplanade Character Area in providing accommodation, cultural, entertainment, and recreation activities for tourists and residents

Objectives	Acceptable Responses
<p>11.1 Encourage development that contributes to a high amenity urban environment.</p>	<ul style="list-style-type: none"> i. Provide height to corner buildings and integrate vertical elements such as additional storeys, raised parapets, and roof sections. ii. Recreational facilities and other enhancements are incorporated within open space design i.e. exercise stations and street furniture. iii. Signage is integrated into the design of buildings.
<p>11.2 Provide a mix of tourism, residential, event and entertainment uses which contribute to a tourist commercial setting.</p>	<ul style="list-style-type: none"> i. Development proposals retain a residential and/or tourist accommodation focus of development along the Esplanade. Land uses include, but are not limited to: <ul style="list-style-type: none"> a) tourist accommodation (hotel/serviced apartments); b) a range of residential units; c) outdoor recreation (swimming pools); d) cafes, bars and restaurants; and e) ground floor specialty retail and commercial. ii. Encourage land uses and developments that attract high numbers of people, and have the potential to activate the focus area by day and night.
<p>11.3 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities.</p>	<ul style="list-style-type: none"> i. Pedestrian connectivity is maintained and includes high amenity public access from the focus area to Larrakeyah, the Waterfront, and the city centre. ii. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation. iii. Viewlines are identified and incorporated within open space design.

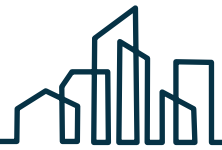


B

Darwin Waterfront

LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Priority Pedestrian / Cycleway Network
- Mixed Use (Commercial, Civic, Residential and Retail)
- Key Street Vista / View Line
- Max. Overall Building Height to AHD (metres)
- Open Space Destination Existing / Proposed
- Organised Recreation
- Future Ferry Terminal
- Cruise Ship Terminal
- Declared Heritage Places
- Place of Cultural and Social Interest
- Special / Heritage Building and Landscape Curtilage
- Potential New Street Connection



B

Darwin Waterfront

The Darwin Waterfront is a well-established recreation and mixed use activity centre providing a major dining and entertainment attraction with high amenity foreshore access. It is a quality tourist destination that attracts domestic and international visitors to Northern Australia.

The objectives and acceptable responses below represent an updating and integration of the Darwin Waterfront Area Plan and Planning Principles into the Central Darwin Area Plan.

To the northeast and southwest of the established Darwin Waterfront area there are significant parcels of undeveloped land including:

- the Stokes Hill Commonwealth defence property;
- coastal land between Stokes Hill Road and Frances Bay currently earmarked for an iconic waterpark facility; and
- land earmarked for development of a luxury hotel.

The appropriate development and integration of these sites with surrounding land uses could be significant for accommodating the anticipated residential and tourism demand into the far term. Pedestrian links to the city centre, Frances Bay, and the Esplanade are also an important consideration as development continues and tourism expands.

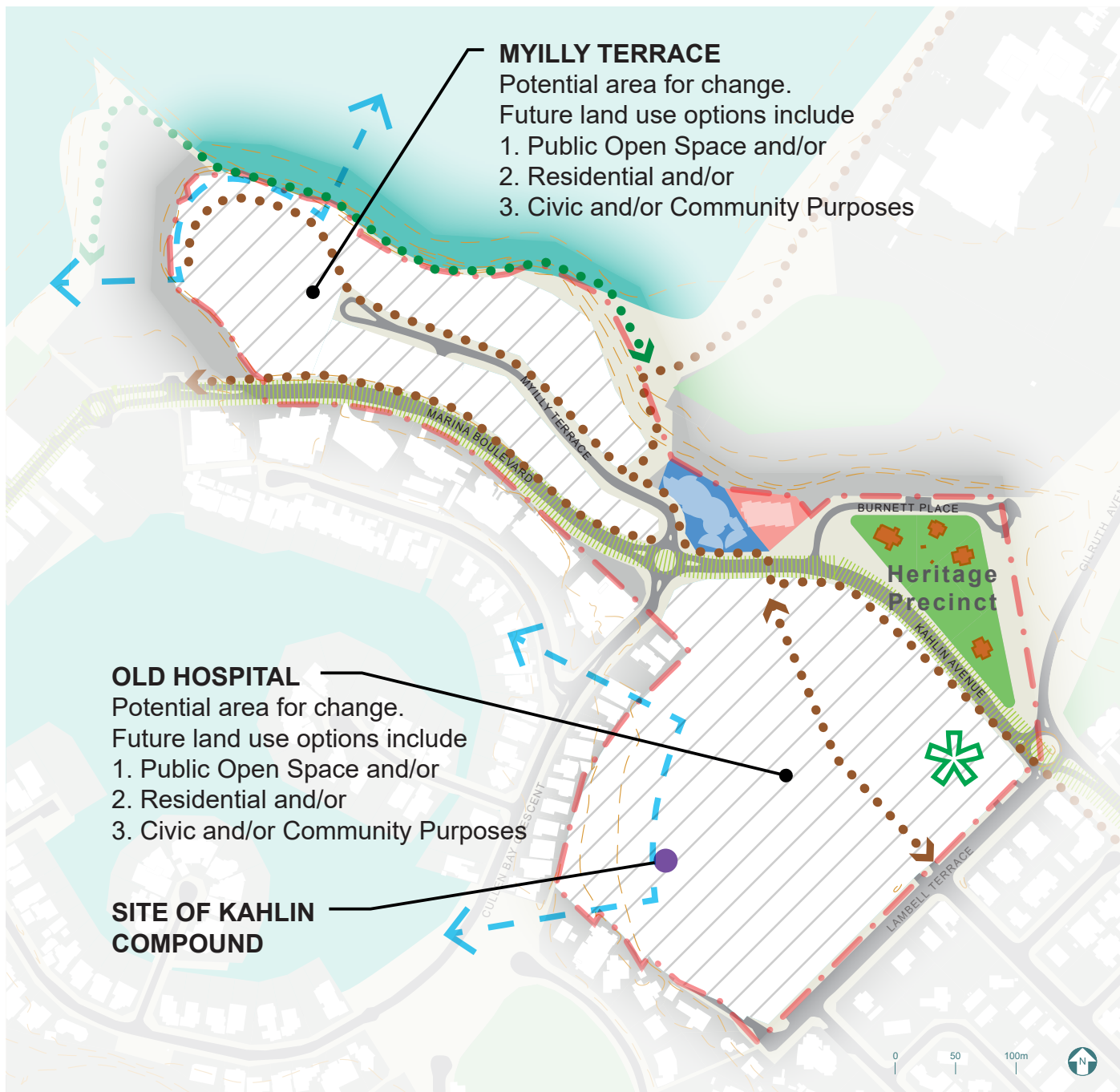


Darwin Waterfront

12. Continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities

Objectives	Acceptable Responses
12.1 Promote tourism, recreation, residential, retail, and commercial development.	<ul style="list-style-type: none"> i. Uses could include: <ul style="list-style-type: none"> a) cultural and leisure facilities (interpretive centres, galleries, and the like); b) recreational facilities (parks, safe swimming areas, commercial water based recreation, and the like); c) tourist accommodation (hotel/serviced apartments); d) a range of residential units; e) cafes, bars, and restaurants; f) ground and first floor specialty retail and offices; g) car parking including multi-level (above ground); and i) a future ferry terminal that supports potential tourism opportunities and meets the needs of the growing population.
12.2 Recognise the existing and ongoing requirements of the maritime industry, other users of the wharves, and supporting facilities and land uses.	<ul style="list-style-type: none"> i. Development is consistent with the operational requirements of the maritime industry and supporting land uses. ii. Lighting installations do not impact on shipping navigation aids. iii. Marine structures are positioned to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts.
12.3 Development of land accommodates the requirements of the Department of Defence.	<ul style="list-style-type: none"> i. Department of Defence requirements for a marshalling area adjacent Fort Hill Wharf and associated operational requirements are accommodated.
12.4 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities, particularly the City Centre.	<ul style="list-style-type: none"> i. Pedestrian connectivity is provided and maintained within the focus area, to the city centre, and includes high amenity public access along the foreshore from Bicentennial Park to Frances Bay. ii. New and/or existing connection(s) between the Civic Precinct and the Darwin Waterfront are provided for and/or enhanced. iii. A legible street structure connects with the street network established within the focus area. iv. Development is of a scale that relates to the surroundings and reflects the established character. v. Development is generally sited below the level of the vegetated escarpment. vi. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.
12.5 Reflect the historical connections of the locality in the design of development.	<ul style="list-style-type: none"> i. The site of Goyder's Camp is retained as a public open space area. ii. Key views from Government House to the water and wharves are preserved as indicated on the Focus Area Map.

<p>12.6 Prospective development considers and responds to storm surge levels.</p>	<p>i. Consider storm surge levels by:</p> <ul style="list-style-type: none"> a) including a marina and sea wall, with a minimum top level of 5.5m AHD; and b) siting the lowest floors (commercial and residential) within the development at a minimum of 6.5m AHD
<p>12.7 Providing appropriate coastal protection particularly to residential and commercial properties.</p>	



MYILLY TERRACE
 Potential area for change.
 Future land use options include
 1. Public Open Space and/or
 2. Residential and/or
 3. Civic and/or Community Purposes

OLD HOSPITAL
 Potential area for change.
 Future land use options include
 1. Public Open Space and/or
 2. Residential and/or
 3. Civic and/or Community Purposes

SITE OF KAHLIN COMPOUND

LEGEND

- Focus Area Boundary
- Priority Pedestrian / Cycleway Network
- Key Street Vista / View Line
- Tourist Commercial
- Multiple Dwelling
- Potential Area for Change
- Special / Heritage Building and Landscape Curtilage
- Places of Cultural and Social Significance
- Proposed Open Space Destination
- Potential Pedestrian Connection / Boardwalk
- High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements

C

Site of Kahlin Compound/ Old Hospital Site/ Myilly Terrace



C

Site of Kahlin Compound/ Old Hospital Site/ Myilly Terrace

The Kahlin Compound, Old Hospital Site and land along Myilly Terrace comprise an historically and culturally important locality. The Kahlin Compound was the place where in 1912 the Larrakia community were forcibly relocated from

Lamaroo Beach. Aboriginal residents of Darwin were forced to live here until 1938. During the second World War (1941) a military hospital was built on the site. This continued to operate as Darwin's general hospital until the early 1980's.

Property along Myilly Terrace was historically used to provide housing for public servants, examples of which remain in the adjacent Myilly Heritage Precinct. While much of the land along Myilly Terrace is in Zone PS (Public Open Space), it has not been developed for this purpose to date.

These localities are connected with the city centre and Darwin Waterfront via Smith Street, which will become a high amenity green link stitching together Central Darwin. This green link is envisaged to include a shared movement corridor incorporating active transport.

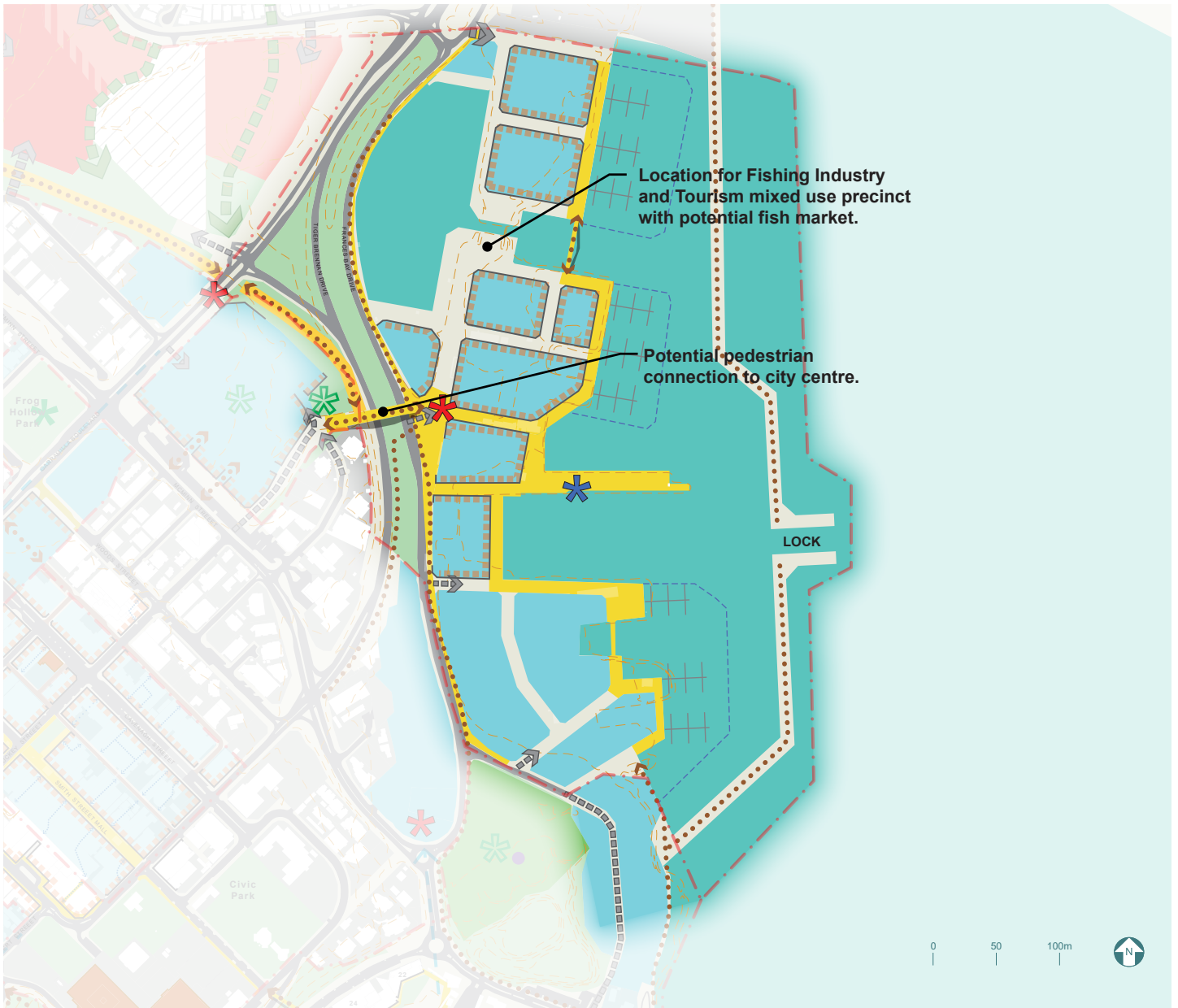
A development framework is needed to ensure that future uses are appropriate, sensitive, and include significant associations, meanings, and activities of the area. This must be done while also making effective use of such a large landholding in Central Darwin. To this end, the Area Plan identifies the locality as a potential area for change and requires the preparation of a Local Area Plan addressing historical associations and connectivity.

The remainder of Larrakeyah and Cullen Bay are anticipated to develop in accordance with the current zoning and it has not been considered necessary to include them in a Focus Area. Such development will support the viability of the Smith Street local activity centre and the Cullen Bay specialist centre.












13. Encourage revitalisation in line with cultural and social historical connections	
Objectives	Acceptable Responses
13.1 Coordinate development of the sites to comprise a range of land uses that reflect the cultural and social interest in the location.	<ul style="list-style-type: none"> i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Northern Territory Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the minister. ii. The Local Area Plan addresses the following detail for the future development of the site: <ul style="list-style-type: none"> a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary the natural environment, landform, topography, hydrology, and soils; b) how individual developments will relate to existing and anticipated development; c) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan; d) any major land uses proposed for the locality in accordance with the Focus Area Map;
13.2 Prepare a planning framework for the future development of the locality.	

	<ul style="list-style-type: none"> e) where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme result in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy, and bicycle and pedestrian networks; f) the indicative lot pattern; g) estimates of the number of future lots, and the estimated number of dwellings, population, employment and retail floor space; h) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme; i) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements; and j) creation of a Heritage Walk between the Myilly Point Heritage Precinct and a developed Old Hospital site which improves connectivity, demonstrates interpretation of the significance of the site of the Kahlin Compound, and includes interpretative signage. <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
<p>13.3 Incorporate attractive open space with a focus on culture heritage and recreation.</p>	<ul style="list-style-type: none"> i. Historical connections, such as the Kahlin Compound and the old Darwin Hospital, are appropriately recognised and interpreted through commemorative design responses i.e. artwork, plaques, landscape architecture, etc. ii. Development provides facilities for informal public gathering, rest, and recreation. iii. Recreational facilities, such as an adventure playground and / or exercise stations, are incorporated into open space design.
<p>13.4 Promote pedestrian and cyclist connectivity across the locality.</p>	<ul style="list-style-type: none"> i. Access and movement patterns are maintained and enhanced. ii. Landscaped and shaded links connect the Old Hospital Site with the foreshore, new public spaces or plazas, Flagstaff Park, and Kahlin Beach generally in accordance with the connections indicated on the Focus Area Map. iii. Pedestrian links that traverse Myilly Terrace and link to Little Mindil Beach, Kahlin Avenue, and Marina Boulevard are prioritised, while also protecting the significance of Nurses Walk. iv. Opportunities are investigated for a boardwalk connecting Little Mindil Beach to Cullen Bay around Myilly Point.

FOCUS AREAS



LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Potential New Street Connection
-  Active Frontages Required
-  Potential Ferry Stop
-  Proposed Open Space Destination
-  Extent of Prospective Land Reclamation and/or Mooring Area
-  Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)

D

Frances Bay



D

Frances Bay

Land adjacent to Frances Bay was the site of the terminus for the North Australia Railway, which operated until the late 1970s. Since this time, a range of maritime activities have operated in Frances Bay. Many of these maritime activities are relocating to East Arm.

The current Frances Bay Planning Principles and Area Plan, and Specific Use Zone in the Planning Scheme, set the scene for this change and have been updated and incorporated into this Area Plan. These provisions, and several concepts in the

Darwin City Centre Master Plan, recognise the area's significant location and identify opportunities for redevelopment to create a mixed-use precinct.

The Frances Bay Focus Area Map and provisions focus future activity around a mixed-use waterfront precinct. This precinct will maintain its historic role as the home of the fishing industry and evolve into a thriving environment that attracts visitors.

The provisions for Frances Bay promote a coordinated development comprising a combination of tourism, entertainment, retail, commercial, residential, and seafood industry uses.

To support integration of the locality with the city centre, Darwin Waterfront, Stuart Park, and the Former Tank Farm, a number of anticipated pedestrian links have been indicated in the Focus Area Map. These links

also ensure public access to the waterfront is maintained via a promenade running from Frances Bay, through the Waterfront and up to Bicentennial Park.

A green corridor along Frances Bay Drive is encouraged to provide an entry statement for the city centre and to screen the locality from Tiger Brennan Drive. Provision has also been made for a potential ferry stop that would connect Frances Bay to other coastal sites i.e. Cullen Bay.

Landowners are encouraged to liaise with other landowners within the Frances Bay Focus Area, including the NT Government, prior to the preparation of detailed designs. The purpose of this liaison is to identify opportunities to co-ordinate development and infrastructure provision to minimise costs and facilitate development consistent with the potential of the area.

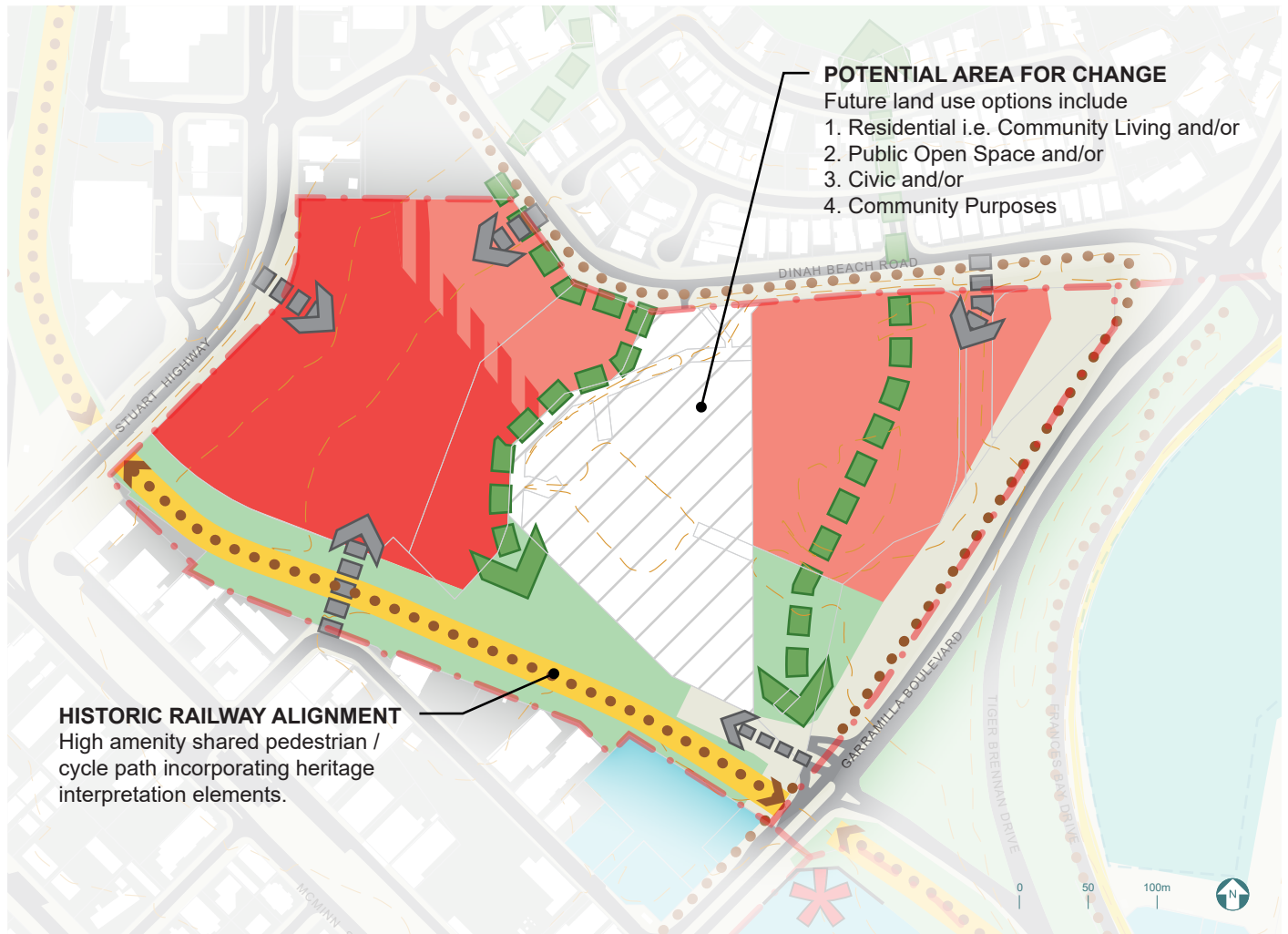
Frances Bay in the far term



14. Transition to a mixed use precinct that maintains the historic role of the locality as the home of the fishing industry while provide connections to the city centre and the Darwin Waterfront

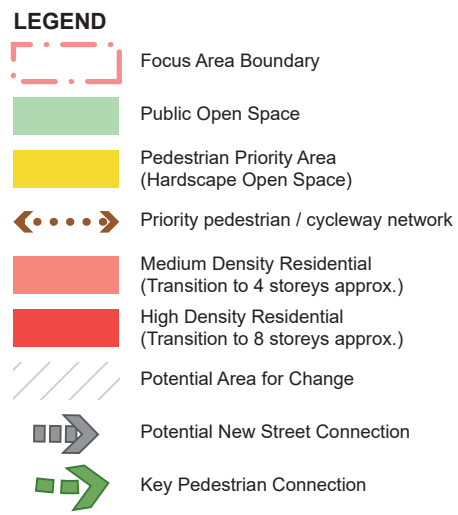
Objectives	Acceptable Responses
<p>14.1 Maximise opportunities for coordinated development across the locality.</p>	<ul style="list-style-type: none"> i. Investigation of options for development of a sea wall and lock that provides: <ul style="list-style-type: none"> a) all tide access to a marina for the mooring of leisure and fishing industry vessels; and b) pedestrian access in the form of an interconnected waterside pedestrian loop. ii. Filling or the creation of marinas protects water accessibility to neighbouring sites as shown in the Focus Area Map and does not limit the ability of another site to develop.
<p>14.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.</p>	<ul style="list-style-type: none"> i. The design of this mixed use area should: <ul style="list-style-type: none"> a) reinforce Darwin's character as a harbour city; b) maintain vistas through the site from Frances Bay Drive to the harbour; c) retain the interest and activity of the fishing industry; d) acknowledge and interpret historical connections to the North Australia Railway and the fishing industry; and e) not detract from the activity and role of the city centre and Darwin Waterfront localities. ii. A 'Green Link' is established along the road reserve between Frances Bay Drive and Tiger Brennan Drive that: <ul style="list-style-type: none"> a) serves as an entry statement to the city centre; and b) acts as a visual screen to support the amenity of the locality.
<p>14.3 Enable an integrated local and regional road network.</p>	<ul style="list-style-type: none"> i. An internal road network provides legible connectivity within the locality and multiple connections with the established road network generally in accordance with links indicated in the Focus Area Map. ii. Mavie Street connects to Stokes Hill Drive.
<p>14.4 Ensure safe and convenient pedestrian access within Frances Bay and to surrounding localities.</p>	<ul style="list-style-type: none"> i. Public access is provided to the waters edge for the full extent of the locality. ii. Land identified on the Focus Area Map for a potential pedestrian connection to the city centre is developed in a manner that preserves the opportunity for a sky bridge and landing. iii. Pedestrian, cyclist and vehicle links are provided to: the city centre, Darwin Waterfront, Tipperary Waters, Stuart Park and along the former rail corridor.

<p>14.5 Recognise the existing and ongoing requirements of the fishing industry.</p>	<ul style="list-style-type: none"> i. Development does not impact on the operational and safety requirements of the fishing industry and associated facilities. ii. Development, including lighting installations, does not impact on shipping navigation aids.
<p>14.6 Respond appropriately to constraints of the land.</p>	<ul style="list-style-type: none"> i. Infrastructure is provided in a timely manner to support development and population growth. ii. Development demonstrates a response to stormwater management and rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities.
<p>14.7 Respond to the potential for activity associated with a prospective ferry stop.</p>	<ul style="list-style-type: none"> i. Infrastructure and land requirements for a ferry stop is identified and provided for in a timely manner.



E

Former Tank Farm





E

Former Tank Farm

The current zoning of Light and General Industry over much of the Former Tank Farm area reflects previous uses for fuel storage. This land has been underdeveloped for some time but close proximity to the city centre, Stuart Park, Botanic Gardens and golf course signifies high development potential. There is now an opportunity to develop this land for residential

uses incorporating the cultural and environmental values of the area. The size and location of the former Tank Farm area presents a large-scale opportunity for growth that transitions, and provides connectivity, between the city centre and Stuart Park.

The area is well connected regionally, being framed by two higher order roads and Garramilla Boulevard. However, the locality is currently constrained by limited local access with sites in the area only available from Dinah Beach Road. Equally important for the development of the area will be good internal access including pedestrian and cyclist connections, and open space.

A new public open space area along the former railway corridor will provide a significant connection to the regional open space, pedestrian and cycle networks.

Development in this area will need to respond to site constraints including contamination from former petrol storage uses and mosquito breeding areas.

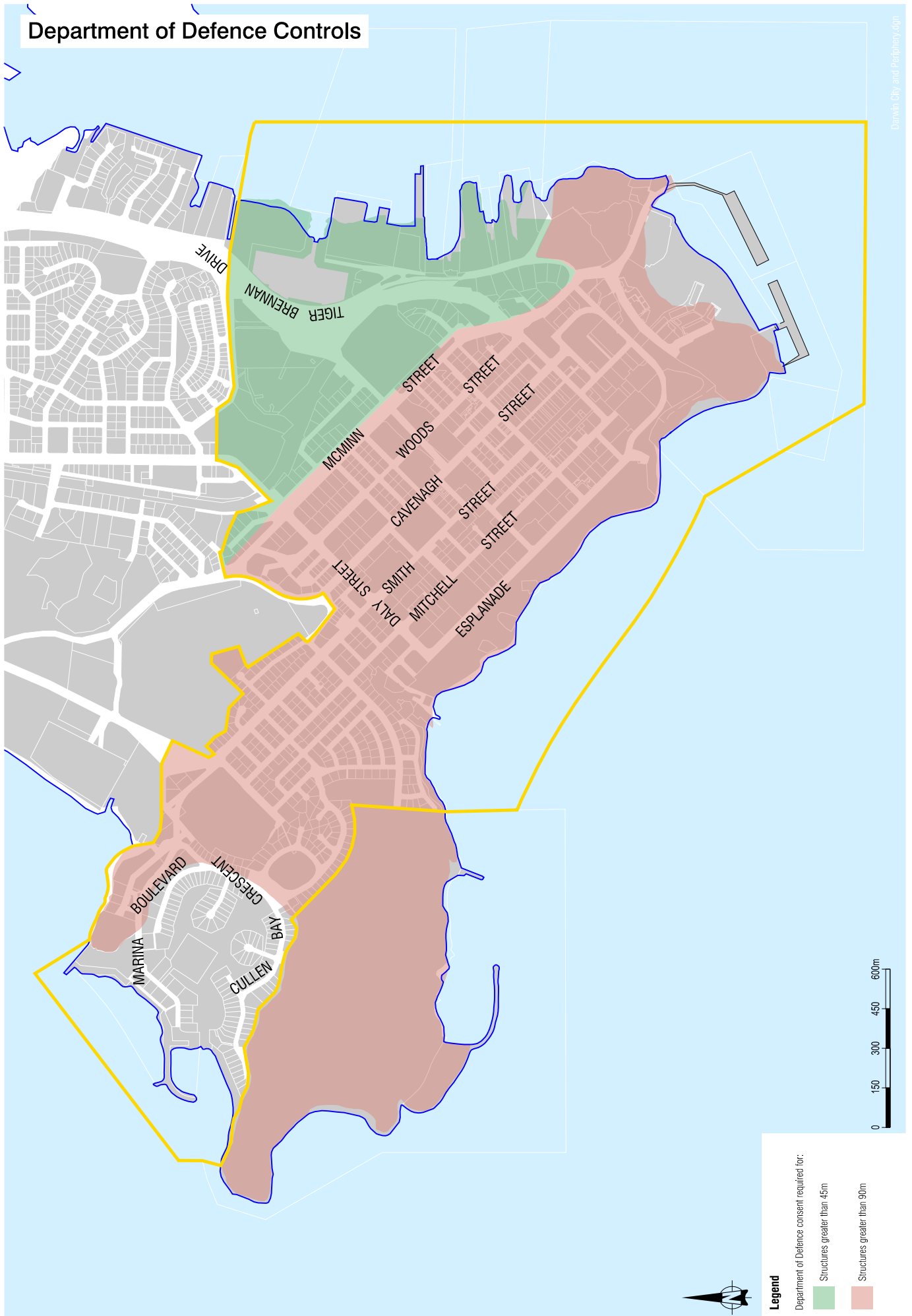
Landowners are encouraged to collaborate with other landowners within the Former Tank Farm Focus Area, including the NT Government, to co-ordinate development and infrastructure provision prior to the preparation of detailed design. This approach aims to minimise costs and facilitate development consistent with the potential of the area.



15. Allow for the redevelopment within the Former Tank Farm Focus Area for residential and open space while recognising the social, cultural, and historical value of parts of the locality

Objectives	Acceptable Responses
15.1 Encourage redevelopment of land for residential uses.	<ul style="list-style-type: none"> i. Development and rezoning provides a transition in density from the Focus Area Map to surrounding areas. ii. Development of surrounding sites provides an appropriate interface to the One Mile Dam area to minimise impacts on the amenity of the residents.
15.2 Commercial land uses cater for the daily, lower order needs of the local community.	<ul style="list-style-type: none"> i. The net floor area of a commercial land use does not exceed 200sqm per development. ii. Leisure and recreation, sports and community facilities (including places of worship, libraries, meeting halls and the like) that demonstrate compatibility with the residential character of the area.
15.3 Facilitate the extension and enhancement of a regionally significant open space network.	<ul style="list-style-type: none"> i. Provide a shared movement corridor with open space along the former rail corridor to facilitate pedestrian and cycle access between The Gardens, the city centre and Frances Bay. ii. The remnant rainforest is connected with other natural systems through considered provision of open space and pedestrian links. iii. The design of open space corridors acknowledges and interprets the history of the area. This may be achieved through plaques, artwork, landscape architecture or similar.
15.4 Facilitate the provision of an integrated local road network.	<ul style="list-style-type: none"> i. Development proposals are to address the potential need for the realignment of Stuart Highway to Day Street. ii. Limited road access is provided to Tiger Brennan Drive, Stuart Highway and Dinah Beach Road. iii. A local road is developed along the southern side of this focus area that services all current lots; development on any site ensures access to this road from neighbouring sites.
15.5 Respond appropriately to constraints of the land.	<ul style="list-style-type: none"> i. Development demonstrates a response to stormwater management and the rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities.

APPENDIX 1 - DEFENCE (AVIATION AREAS) REGULATIONS MAP



GLOSSARY OF TERMS

Active / Activated facades	Refers to buildings that provide visual and physical interaction between the public space and the building. This quality is assisted where the building <i>frontage</i> includes the main entrances and/or a high degree of <i>articulation</i> of the <i>facade</i> and/or habitable rooms with windows balconies or living areas that support surveillance of, and interaction with, the <i>public realm</i> .
Activated frontages	Areas identified by the Central Darwin Area Plan for Activated Frontages have been identified for the provision of ground floor commercial land uses that contribute to the <i>public realm</i> at the pedestrian level.
Articulation / Animation	<p>Refers to the many building design elements and architectural treatments that help create visual interest within a building <i>facade</i> and contribute to a high amenity environment, especially from a pedestrian perspective.</p> <p>The degree of articulation of a building facade is often determined by the amount of detail provided to emphasise individual elements i.e. cornices, expression lines, sills, frames, columns etc. Articulation may also be delivered by changes in texture and the projection and/or recession of elements of the <i>facade</i>.</p>
Built Form	The configuration of the aggregate of all buildings, structures, etc. which constitute an area i.e. City Centre.
Bulk	The size and/or <i>mass</i> of a building, referring to structures which in their context, appear relatively large.
CDAP	Central Darwin Area Plan.
DRLUP	Darwin Regional Land Use Plan.
Facade	Means the exposed face(s) of a structure towards roads or open space, or the frontal outward appearance of a building.
Fine Grain (street network)	Means a street network with high levels of permeability and connectivity. an example of this is a grid configuration of streets where blocks measure between 60m width and 120m length.
Fine Grain (built environment)	Means a <i>streetscape</i> of generally contiguous buildings where the number of buildings and/or tenancies are provided with a frequency the reflects a compact urban environment. This includes horizontal lengths of development broken into sections by individual shop fronts and windows with frequent entrances onto the street. This is usually a reflection of the original subdivision pattern of narrow lot <i>frontages</i> . A similar visual effect can be created for new, wide frontage development if the building is segmented into relatively narrow modules through <i>modulation</i> .
Frontage	Means the common boundary between the land comprising a street (i.e. a road reserve), and the land abutting it.

Frontage type	Refers to a <i>facade</i> that provides the appearance or functionality of sub-tenancies or individual buildings. The provision of multiple frontage types is appropriate for large building(s) and/or low intensity land uses inconsistent with the scale and/or intensity of the existing built environment and/or areas where the appearance or functionality of multiple sub-tenancies or individual buildings contributes to: the amenity of the <i>public realm</i> ; the experience of the pedestrian; capacity for subdivision/creation of individual tenancies; and/or the <i>walkability</i> of the public realm.
Massing	The size / volume of a building and /or the impression of size / volume of a building which in their context, appear relatively large.
Mixed Use Development	Mixed use development includes both vertical and horizontal mixing of land uses including, but not limited to, residential and commercial uses.
Modulation	Means a stepping back or projecting forward of sections of a structures <i>facade</i> as a means of providing variety and/or <i>frontage type</i> . Modulation of a <i>facade</i> may be appropriate to address concerns regarding the <i>bulk</i> or <i>scale</i> of a new development inconsistent with the surrounding environment and/or a means to provide architectural interest in a <i>facade</i> .
Public Realm	Means spaces that are physically accessible to the public, and those aspects of other spaces that are visible from physically accessible spaces. It incorporates features such as streets, parks, shops, community buildings and the street facades of other buildings.
Scale	The size and/or <i>mass</i> of a structure and its relationship with its surrounding buildings and/or environment. The scale of a <i>facade</i> and/or <i>frontage</i> may also refer to the relationship of the <i>facade</i> and/or <i>frontage</i> to its surrounding buildings and/or environment.
Streetscape	<p>(a) Means the total visual impression gained from any one location within a street including the natural and man-made elements;</p> <p>(b) Is made up of the appearance of, and the relationships between buildings in terms of design, setbacks, scale, materials, colours, finishes, signs, external furniture, paving materials for roads, footpaths and landscaping; and</p> <p>(c) Recognises the capacity of urban buildings to be ‘shapers’ of space/the <i>public realm</i> in contrast to suburban buildings which may generalised as buildings in spaces.</p>
the Master Plan	Darwin City Centre Master Plan.
the Planning Scheme	Northern Territory Planning Scheme.
Walkability	Means the ease with which a person can walk in an area. Also refers to the amenity of the environment and the appeal of the environment to encourage walking as the preferred mode of transport.

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