

**DEVELOPMENT CONSENT AUTHORITY
DARWIN DIVISION**

NORTHERN TERRITORY PLANNING SCHEME 2020

AGENDA ITEM:	1	MEETING DATE:	20/06/2025	FILE:	PA2025/0159
APPLICATION PURPOSE:	Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing passenger terminal				
SUBJECT SITE:	Lot 10187 Town of Darwin, Kitchener Drive Darwin City				
ZONE:	CB (Central Business)				
SITE AREA:	100600m ²				
APPLICANT	Tatam Planning Co - Director Catriona Tatam				
PERSONS ON WHOSE BEHALF THE APPLICATION IS MADE	Darwin Helicopter Terminal Pty Ltd – Manager Bjorn Farley				
LANDOWNER	Northern Territory of Australia				
ANY PERSON WITH AN AGREEMENT TO ACQUIRE AN INTEREST IN THE LAND	Darwin Port Operations Pty Ltd Part of Landbridge Port Pty Ltd – CEO Peter Dummett				

1. PROPOSAL

The application seeks consent for Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing Passenger Terminal at Lot 10187 Town of Darwin, Kitchener Drive Darwin City (referred to as the development site), also known as the Darwin Port.

The proposed heliport will primarily cater to cruise ship passengers, who have booked a helicopter flight, and other tourists as per below:

- Hours of operation:
 - Monday to Saturday: 7.00am to 6.00pm
 - Sunday 8.00am to 6.00pm
- For the first 2 -3 years during establishment of the business, it is anticipated that there will be an average of 5 flights per day (10 total movements; being 5 take-offs, 5 arrivals). A maximum of 10 flights (20 movements) on high operating days in peak season may be feasible. In the future, and pending strong business success, there is the hope that there would be up to a maximum of 20 flights (40 movements) per day in rare peak rare instances, however this would be considered to be exceptional circumstances.
- The helicopter to be used is a Robinson R44, a small four-seater helicopter with an empty weight of 1000kg and a rotor diameter of 7.67 metres. The helicopter will not be stored on site outside of business hours.

Item 1

- There will be a maximum of four guests per flight, given the maximum capacity of the helicopter. There will also be one pilot, and one Ground Staff. The waiting/holding area for guests will be the existing cruise ship terminal passenger lounge on site.
- Placement of a Demountable Structure 6.0m x 3.4m with a maximum building height of 3.63m to be used as a store room for securing safety equipment.
- Secure fencing to the perimeter of the proposed development site and subsequent removal of 8 existing car parking spaces associated with the existing Passenger Terminal.

The location of the development site is at **Bookmark A** and owner's authorisation at **Bookmark B1** and **B2**. A copy of the application as exhibited is at **Bookmark C** and photos of the pink exhibition sign is at **Bookmark D1**.

A copy a letter prepared by the applicant responding to submissions and service authority responses is provided at **Bookmark E1** and email correspondence clarifying operational details is at **Bookmark E2**.

2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

An application is required for planning permission as the proposal is *Impact Assessable* as follows:

Defined Use	Part 3 Overlay	Consent required by virtue of Overlay Requirement	Part 5 – General and Specific Development Requirements	Level of Assessment
Passenger Terminal	CR - Coastal Reclamation LSSS - Land Subject to Storm Surge DHD - Darwin Harbour Dredging	Yes consent required pursuant to Clause 3.7 Land Subject to Storm Surge (LSSS)	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	Impact Assessable
Demountable Structures	As above	As above	5.8.7 Demountable Structures	As above

The exercise of discretion by the consent authority that applies is clause 1.10(4).

3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should vary the requirements of Clause 5.2.6.2 (Landscaping in Zone CB), Clause 5.5.3 (General Building and Site Design) and Clause 5.8.7 (Demountable Structures) of the NT Planning Scheme 2020 and approve the application subject to conditions on the development permit.

4. BACKGROUND

The site comprises the Darwin Port Cruise Ship Terminal and Fort Hill Wharf, with the port structure considered as a Deemed Permit pursuant to Section 45 of the *NT Planning Act 1999*.

On 3 October 2006, the DCA approved Development Permit DP06/0495 for the purpose of a cruise ship passenger terminal. The technical assessment was undertaken against the requirements of the Darwin Town Plan 1990 and the assessment found that 27 car parking spaces were required to be provided.

Subsequently, DP06/0495 was varied as follows:

- DP06/0495A for changes to requirements of a traffic study required by Condition 1, including a new condition requiring a security assessment, and for minor internal alterations.
- DP06/0495B for changes to the car park layout, deletion of fuel facility and store shed and additional reclaimed land.
- DP06/0495C for rearrangement of the coach parking layout.

A copy of DP06/0495 and its variations are provided at **Bookmark F**.

The proposed development is located on a 633m² portion of the site and is referred to as the development site. The development site currently comprises storage areas and 8 carparking spaces. A photo of the development site is provided at **Bookmark D2**.

5. PUBLIC EXHIBITION

The application was placed on public exhibition for a period of two weeks. One public submission was received under section 49(1) of the *Planning Act 1999*.

6. MATTERS TO BE TAKEN INTO ACCOUNT (SECTION 51 OF THE PLANNING ACT 1999)

Pursuant to Section 51(1) of the *Planning Act 1999*, a consent authority must, in considering a development application, take into account any of the following relevant to the development:

(a) any planning scheme that applies to the land to which the application relates

Section 51 of the *Planning Act 1999* states that a consent authority must, in considering a development application, take into account a range of matters including any planning scheme that applies to the land.

As the application is Impact Assessable the exercise of discretion by the consent authority that applies is Clause 1.10(4) (Exercise of Discretion by the Consent Authority) of the NTPS 2020.

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.

An assessment of the relevant parts of NTPS 2020 is as follows:

Part 2 – Strategic Framework

The Central Darwin Area Plan September 2019 (CDAP) (provided at **Bookmark F**) specifies that acceptable responses serve as action-based policy statements to guide land use and development, however, do not prevent the use of land consistent with the current zoning of the site. Furthermore, the CDAP 2019 may specify additional requirements for a development consistent with an existing zone.

The CDAP identifies the site partially identified as Mixed Use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail), partially in the Darwin Waterfront focus area, partially in Primary Storm Surge and in proximity to Declared Heritage Places.

A summary of the assessment of applicable themes is as follows:

Darwin Waterfront focus area:

The Darwin Waterfront focus area seeks '*continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities*'. The proposed development responds to the objectives and acceptable responses as follows:

- The proposed heliport addition to an existing passenger terminal provides tourism opportunities associated with the existing ferry terminal.
- The proposed development is commensurate with the role and function of the Waterfront Precinct and surrounding land uses. The application does not impact on the existing and ongoing requirements of the maritime industry and maintains existing pedestrian connectivity to the site.
- The proposed demountable structure is small in scale and will not impact on any key views from Government House to the water.
- The proposed demountable structure is non-habitable for storage purposes and is not required to provide the minimum floor levels outlined.
- Comments from the Department of Defence are recommended to be addressed via notes applied to the development permit.

Mixed Use Theme:

The Mixed Use Theme seeks to '*support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities*'. The proposed development responds to the objectives and acceptable responses as follows:

- The proposed heliport addition to an existing passenger terminal encourages a mix of uses in the Darwin Waterfront area.
- The proposed placement of a demountable structure allows the building to be removed from the development site to adapt to future changing demand.

- The proposed placement and design of the demountable structure will:
 - be located in an area that is not highly trafficked.
 - is small in scale with a maximum height of 3.6 metres and a floor area of 20.4m² ensuring it is not overly dominant when viewed from the streetscape and adjoining properties.
 - have no change to existing landscaping provision or existing vehicle access to the site.
 - have no impact on any existing bus stops nor propose any new bus stops.
 - provide 2 windows and a fan, allowing for breeze capture and circulation.
- Comments from the Department of Defence are recommended to be addressed via notes applied to the development permit.

Culture and Heritage Theme

The Culture and Heritage Theme seeks to *'protect and enhance sites of cultural significance and historic value to enrich community awareness and experience'*. The proposed development responds to the objectives and acceptable responses as follows:

- The development site is located approximately 300 metres from Government House, a declared heritage place under the *Heritage Act 2011*. Hughes Avenue and WWII Oil Tunnels are also declared heritage places and are in proximity to the development site.
- The application was circulated to the Heritage Branch, Department of Lands, Planning and Environment and no adverse comments were received. The applicant also circulated the application to the Government House Northern Territory.

Environment Theme

The Environment Theme seeks to *'protect and enhance the functions of the natural environment for the continued enjoyment of the community'*. The proposed development responds to the objectives and acceptable responses as follows:

- The proposal is proposed heliport addition to an existing passenger terminal on an existing RO-RO pylon structure and no works are proposed in the Darwin Harbour itself.
- The application has been circulated to the Department of Lands, Planning and Environment (Environment Division, Heritage Branch) and no comments raised in relation to contamination.
- An assessment of the requirements of the Primary or Secondary Storm Surge Area is provided below.

Part 3 – Overlays

Clause 3.7 LSSS – Land Subject to Storm Surge

The purpose of the clause is *'identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated the risk to people, damage to property and costs to the general community caused by storm surge'*.

The development site is affected by both Primary Storm Surge Area (PSSA) and Secondary Storm Surge Area (SSSA) and consent is required for the proposed development.

The proposed development is recreational in nature and is encouraged in PSSA and does not include any residential uses or strategic and community services that are discouraged in PSSA and SSSAs.

Part 4 – Zoning

Clause 4.10 – Zone CB – Central Business

The purpose of Zone CB is to *'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'*.

The proposed development supports the purpose of Zone CB and zone outcomes 1 and 6 of Zone CB as it is for a heliport addition to an existing passenger terminal which adds to the diversity of uses in the CBD and is commensurate with the role and tourist function of the Waterfront Precinct.

Of relevance, zone outcome 10 of Zone CB requires *'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'*.

The definition of amenity in the *Planning Act 1999* states that *'amenity in relation to a locality or building, means any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable'*.

The proposed development is *'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'* for the following reasons:

- The proposed use adds to the diversity of uses in the CBD and complements the existing passenger terminal and tourist function of the Waterfront Precinct.
- The design and placement of the Demountable Structure is compatible with the character of the area and is not overly dominant when viewed from the streetscape.
- Sufficient on-site car parking, safe access and appropriately designed accessways are provided in accordance with the requirements of Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) and Clause 5.2.4.4 (Layout of car parking areas). As discussed in detail below, *the DCA may wish to query if amended plans should be provided to show the proposed developments impact on the existing car parking layout.*
- A key impact the proposed use can have on the amenity of residential or culturally sensitive uses in the locality is rotor noise emanating from the site during the helicopter warm-up, take off and landing. In relation to noise impacts, there are no specific provisions in the NTPS 2020 which would guide the management of noise in the operation of a commercial heliport. However, it is noted that Clause 5.4.16 (Helicopter Landing Sites) of the NT Planning Scheme (which contains provisions for the establishment of heliports on suitably zoned residential land includes) requires that an application for a 'helicopter landing site' include an acoustic report that assesses and addresses impacts on residential amenity, environmental or cultural sensitivity and related sensitive uses such as nursing homes, child care centres and schools.

An acoustic report was not provided, however, DAS have used the Northern Territory Noise Management Framework Guideline (the Guidelines) to assist in its consideration of noise impacts. The Guidelines seek to *'to assist and provide guidance to the community and industry about the noise regulatory framework as it applies in the NT. It addresses the*

noise issues that the NT EPA and other NT noise regulators deal with on a day to day basis in a one stop shop basis so that the NT community is aware of its rights and responsibilities'.

The Guidelines note that the recommended assigned noise levels for helicopter noise 'will generally be met by a separation between the landing site and a residential premises of 150 m for helicopters of less than two tonnes all up-weight, and 250 m for helicopters of less than 15 tonnes all-up-weight'.

The proposed helipad is greater than 150 metres from existing residential premises and the proposed helicopter is a Robinson R44 is a small four-seater helicopter with an empty weight of 1000kg.

The proposed development appears to meet the criteria of the Northern Territory Noise Management Framework Guideline however, it is recommendation that a condition precedent be applied to require 'written confirmation is to be provided, from a suitability qualified person, that the proposed use complies with the recommended assigned noise levels for helicopter noise as specified in the Northern Territory Noise Management Framework Guideline having regard to adjoining residential uses and culturally sensitive areas, to the satisfaction of the consent authority'. This condition would ensure that the proposed development is consistent with the recommended noise levels for helicopter noise.

There is land located in Zone CB within 150 metre of the helipad that could be developed for residential purposes. A notation is recommended to be included on the permit to outline the obligations under the *Waste Management and Pollution Control Act 1998 NT*, which includes compliance with the Northern Territory Noise Management Framework Guideline. This ensures that the proposed development will not prejudice any future development of the adjoining land.

The DCA may wish to query the applicant on how the proposed development does not prejudice the future development of adjoining land located in Zone CB.

DAS also notes that authority comments from Environmental Operations of the Development Coordination, Land Resource Division, Department of Lands, Planning and Environment (refer to **Bookmark H7**) highlighted, of relevance, that 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 online.

- The helicopter will not be stored on site outside of business hours.
- The helipad is located on the existing RO-RO structure (a sealed surface) which would limit dust cloud generation.
- In addition, a general condition is recommended to be applied to regulate day-to-day operations of the proposed development, including stipulation of hours of operation, type and number of helicopters on the land, location of landing and take-off restricted to the helipad, no servicing of the helicopter on the land and a stationary helicopter must not remain with its engine running for an extended period. This general condition would ensure the operation of the heliport cannot be intensified without further consideration of the consent authority.

In relation to zone outcome 8, the proposed development includes the placement of a small demountable structure which will be used for storage of equipment associated with the heliport. The demountable structure is small in scale with a maximum height of 3.6 metres and a floor area of 20.4m² ensuring it is not overly dominant when viewed from the streetscape and adjoining properties.

In relation to zone outcome 9, the site has existing direct pedestrian and vehicle access points which are clearly and easily identifiable from the public realm and integrates with existing transport networks.

In relation to sub-clause 7, the site is connected to reticulated water, sewer, power and telecommunications in relation to servicing the development. Comments from service authorities are recommended to be addressed through conditions and notes being applied to any permit issued.

Part 5 – Development Requirements

The proposal has been assessed against the NTPS 2020 at **Bookmark J** and complies with all applicable clauses except Clause 5.2.6.2 (Landscaping in Zone CB), Clause 5.5.3 (General Building and Site Design) and Clause 5.8.7 (Demountable Structures).

Consideration of these non-compliances is provided below.

Clause 5.2.6.2 (Landscaping in Zone CB)

The purpose of the clause is to *'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'*.

With reference to sub-clause 3, the proposed development does not provide area of landscape planting equivalent to 10% of the site area.

Administratively, sub-clause 1 specifies that *'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'*

The proposed variation to the not provide landscape planting is appropriate for the following reasons:

- Given the small scale of the development and the context of the existing site being used as a Port, it is considered that the provision of landscaping planting would be unreasonable.
- In addition, the proposed development represents an improvement to the current conditions of the development site, noting it is currently being used for car parking and open storage areas.

Clause 5.5.3 (General Building and Site Design)

The purpose of the clause is *'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'*.

With reference to sub-clause 12, 13 and 14 of the clause, the proposed development does not provide sun protection for pedestrians, loading and unloading for vehicles and landscaping and therefore does not comply with the requirements. In addition, the proposed development does

not provide bicycle access, storage facilities and shower facilities and therefore does not comply with sub-clause 16.

The DCA may wish to query if patrons will have access to toilet facilities within the existing cruise ship passenger terminal.

Administratively, clause 1.10(5) of Part 5 of the NTPS 2020 specifies that *'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)'*

The proposed variation to the sun protection for pedestrians, loading and unloading vehicles and landscaping bicycle access, storage facilities and shower facilities and is appropriate for the following reasons:

- Given the small scale of the development and the context of the existing site being used as a Port, it is considered that the provision of sun protection for pedestrians, loading and unloading for vehicles, landscaping and bicycle facilities, is not warranted.

Clause 5.8.7 (Demountable Structures)

The purpose of the clause is *'ensure that demountable structures do not detract from the visual amenity of an area'*.

With reference to sub-clause 4, the proposed development does not provide landscaping or architectural embellishments and therefore does not comply with the requirement.

Administratively, sub-clause 2 specifies that *'the consent authority may consent to a demountable structure that is not in accordance with sub-clause 4 if it is satisfied that the proposed use and location of the demountable structure make compliance unnecessary'*.

The proposed variation to the proposed landscaping and architectural embellishments and is appropriate for the following reasons:

- The proposed demountable structure is small in scale with a maximum height of 3.6 metres and a floor area of 20.4m² ensuring it is not overly dominant when viewed from the streetscape and adjoining properties.
- The addition of landscaping and architectural embellishments is not considered necessary in this instance, due to the location of the development site within a working port and in a not highly trafficked area.

Moreover, specific matters requiring consideration are outlined below:

5.9.2.11 Car parking spaces in Darwin City Centre

The purpose of the clause is *'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.'*

Net floor area is defined in Schedule 2 of the NTPS 2020 as *'net floor area in relation to a building, includes all the area between internal surfaces of external walls but does not include: (a) stairs, cleaners cupboards, ablution facilities, lift shafts, escalators or tea rooms where tea rooms are provided as a standard facility in the building; (b) lobbies between lifts facing other lifts*

servicing the same floor; (c) areas set aside as public space or thoroughfares; (d) areas set aside as plant and lift motor rooms; (e) areas set aside for use of service delivery vehicles; and (f) areas set aside for car parking or access'.

With reference to sub-clause 5, the proposed development does not comprise any additional net floor area and therefore no car parking spaces are required to be provided for the proposed passenger terminal (heliport).

Notwithstanding this, there are 60 car parking spaces on the site associated with the existing use of the land as a Passenger Terminal and the proposed development results in the removal of 8 existing car parking spaces.

On 3 October 2006, the DCA approved DP06/0495 for the purpose of a cruise ship passenger terminal. The technical assessment was undertaken against the requirement of the Darwin Town Plan 1990 and the assessment found that 27 car parking spaces were required to be provided and the plans endorsed provided 42 car parking spaces.

As such, the existing Passenger Terminal would continue to be compliant with the car parking space requirements, with a surplus of 25 car parking spaces.

The DCA may wish to query if amended plans should be provided to show the proposed developments impact on the existing car parking layout.

- (b) any proposed amendments to such a planning scheme:**
- (i) that have been or are on exhibition under Part 2, Division 3;**
 - (ii) in respect of which a decision has not been made under Part 2, Division 5; and**
 - (iii) that are relevant to the development proposed in the development application**

There are no proposed amendments to the Northern Territory Planning Scheme 2020 which affect this proposal.

- (c) an interim development control order, if any, in respect of the land to which the application relates**

There are no interim development control orders relevant to the site.

- (d) an environment protection objective within the meaning of the Waste Management and Pollution Control Act 1998 that is relevant to the land to which the application relates**

There are no environmental protection objectives relevant to the land.

- (e) any submissions made under section 49, and any evidence or information received under section 50, in relation to the development application**

One public submission was received during the exhibition period under Section 49 of the Planning Act 1999 with respect to the proposal.

Mirto and Caroline Albertoni, 330/19 Kitchener Drive Darwin – **Bookmark H**

Mirto and Caroline Albertoni raised concerns that there will be a lot of noise and pollution especially with take off and landing. Mirto and Caroline Albertoni advised that they have experienced the issues in Cairns, Sydney and Melbourne.

DAS response: The submitter's concerns are noted and where relevant and appropriate have been addressed through recommended conditions. Consideration of key issues are outlined below.

Noise impacts:

Detailed assessment of noise impacts is at section 6(a) of this report.

Pollution:

There are no specific requirements in relation to pollution under the *Planning Act 1999* or the NTPS 2020, applicable to the proposed development.

Notwithstanding this, DAS notes that that authority comments from Environmental Operations of the Development Coordination, Land Resource Division, Department of Lands, Planning and Environment (refer to Bookmark H7) highlighted 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. Environmental Operations highlighted, of relevance, that the proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.

In addition, the Helipad is the existing RO-RO structure which is a sealed surface, which would limit dust cloud generation.

Standard notes are recommended to be applied to the permit to highlight the obligations under the WMPC Act.

(f) *a matter that the Minister has, under section 85, directed it to consider in relation to development applications generally*

The Minister has made no direction in relation to the application.

(h) *the merits of the proposed development as demonstrated in the application*

The application advises the following merits of the proposed development:

The development of the RO-RO infrastructure into Darwin Helicopter Terminal presents a significant opportunity for enhancing the value of Darwin's tourism industry through strategic use of helicopter operations. The assessed merits of the proposed development are:

- *The site is considered suitable for the intended purpose.*
- *The intended use of the site is compatible with the surrounding area.*
- *The nature and scale of the proposed development is suitable to the local context.*
- *The development will not introduce negative impacts on the surrounding area.*
- *The development is not detrimental to the public interest.*

- (j) ***the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development***

The site is located in both the Primary Storm Surge and Secondary Storm Surge Areas. Primary Storm Surge areas limits development to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/caravan areas. The proposed development is recreational in nature.

In addition, the overall scale and operation of the proposed development is consistent with that anticipated in land zoned CB. Subsequently, the land is considered to have the capacity to support the proposed development.

- (k) ***the public facilities or public open space available in the area in which the land is situated and the requirement, if any, for the facilities, or land suitable for public recreation, to be provided by the developer***

There is no requirement for the provision of public facilities or open space as part of the proposed application.

- (m) ***the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and the requirement, if any, for those facilities, infrastructure or land to be provided by the developer for that purpose***

The proposal was circulated to the following authorities for comment:

Local Authority:

Darwin Waterfront Corporation – Bookmark H1

Darwin Waterfront Corporation raised the following comments for consideration:

- Based on the information provided in the application and since the flight path (including take-off and landing) is not over the Darwin Waterfront Precinct, the Darwin Waterfront Corporation (DWC) has no objections to the Development Application PA2025/0159.
- Additionally, DWC had requested that the applicants inform the Body Corporates of the residential buildings and retail tenancies to address any potential concerns, confirmed that this notification had taken place.

Service Authority:

Power and Water Corporation (Power) – Bookmark H2

The Power Water Corporation (Power) has raised no objection to the proposal and advised that PWC (Power) would provide development clearance to DAS after receiving written acceptable advice from Landbridge Darwin Port P/L for all electrical installations for the proposed development.

It is recommended that standard conditions and notes be applied to address this requirement.

Power and Water Corporation (Water Services) – Bookmark H3

The Power Water Corporation (Water Services) has raised no objection to the proposal.

Darwin International Airport – Bookmark H4

Darwin International Airport raised the following comments for consideration:

- ADG notes the Statement of Effect advises that consultation has been undertaken with Darwin Aerodrome Tower (air traffic control provided by the Department of Defence).
- The site lies outside the 20 ANEF contour of the joint military–civil 2043 ANEF and lies outside the 2043 joint military–civil N70 contours (Guideline A – Managing impacts of aircraft noise (ANEF)).
- The site lies outside the assessment footprints for building-generated windshear and turbulence (Guideline B – Building-generated windshear and turbulence).
- The site lies within 13km of the Darwin International Airport aerodrome reference point. There must be no site activity that attracts birds and wildlife that could create a hazard for aircraft operations (Guideline C – Wildlife hazard management).
- The site lies outside the 6km radius lighting compliance limit of Darwin International Airport (Guideline E – Lighting in the vicinity of the airport).
- 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 lies under the Outer Threshold Surface 178.5m AHD.
- Helicopter operations would be under the control of Darwin Aerodrome Tower

(Guideline F – Safeguarding airspace).

It is recommended that standard notes be applied to address the requirements.

Department of Defence – Estate Planning – Bookmark H5

The Department of Defence raised the following comments for consideration:

- Defence has assessed the proposal with regards to any potential impacts to its activities and operations and does not object to the proposal.

Transport and Civil Infrastructure (TCI), Department of Logistics and Infrastructure – Bookmark H6

TCI has raised no objection in principle to the proposed development as the subject lot is not adjoining a Northern Territory Government (NTG) controlled road.

Development Coordination, Land Resource Division, Department of Lands, Planning and Environment – Bookmark H7

Environmental Operations raised the following comments for consideration:

- 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).
- 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. Of relevance, in relation to 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 online.
 - If the proposal is situated where there are existing activities nearby that may already generate noise, please see the NT EPA advice on Recommended Land Use Separation Distances.

It is recommended that standard notes and conditions be applied to address the requirements raised by Environmental Operations.

Infrastructure NT – **Bookmark H8**

Infrastructure NT, in its capacity as manager of the Darwin Port lease arrangements, advised that it reviewed the application and had no comment in regard to the application.

The application was also circulated to the City of Darwin, Darwin Port Operations and Crown Land Estate and no response has been received. The applicant also circulated the application to the Government House Northern Territory.

(n) *the potential impact on the existing and future amenity of the area in which the land is situated*

Amenity is considered in the context of the site and its surrounds along with the applicable planning controls. Of relevance, zone outcome 10 of Zone CB requires that *‘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’* and therefore detailed considered of the proposed developments potential amenity impacts are outlined above at Section 6(a) of this report.

Section 6(a) of this report concludes that the proposed development will not have unreasonable impacts on the amenity of nearby properties, particularly in relation to noise impacts. The proposed development would likely comply with the Northern Territory Noise Management Framework Guideline as the helipad is separated from residential properties by more than 150 metres and the proposed helicopter will be a Robinson R44 which is a small four-seater helicopter with an empty weight of 1000kg. It is recommended that a condition precedent is applied to ensure compliance with the recommended assigned noise levels for helicopter noise as specified in the Northern Territory Noise Management Framework Guideline.

There is land located in Zone CB within 150 metre of the helipad that could be developed for residential purposes. A notation is recommended to be included on the permit to outline the obligations under the *Waste Management and Pollution Control Act 1998 NT*, which includes compliance with the Northern Territory Noise Management Framework Guideline. This ensures that the proposed development will not prejudice any future development of the adjoining land.

In addition, a general condition is recommended to be applied to regulate day-to-day operations of the proposed development, including stipulation of hours of operation, type and number of helicopters on the land, location of landing and take-off restricted to the helipad, prevent servicing of the helicopter on the land and advise that a stationary helicopter must not remain with its engine running for an extended period. This general condition would ensure the operation of the proposed development cannot be intensified without further consideration by the consent authority.

(p) the public interest, including (if relevant) how the following matters are provided for in the application:

- (i) community safety through crime prevention principles in design;**
- (ii) water safety;**
- (iii) access for persons with disabilities**

In relation to community safety through crime prevention, the establishment of the use allows for continued passive surveillance of the street.

Access for persons with disabilities is expected to be reviewed as part of building requirements. It is noted that disabled car parking spaces are provided in the development.

Broader public interest in the application is also reflected in the public submissions received as discussed in a previous section.

(pa) for a proposed subdivision or consolidation of land in a Restricted Water Extraction Area – whether the subdivision or consolidation complies with the restrictions of sections 14A and 14B of the Water Act 1992 and the requirements of section 14C(1) of that Act;

Not applicable to this application.

(q) for a proposed subdivision of land on which a building is, or will be, situated – whether the building complies, or will comply, with any requirements prescribed by regulation in relation to the building (including, for example, requirements about the structural integrity and fire safety of the building)

Not applicable to this application.

(r) any potential impact on natural, social, cultural or heritage values, including, for example, the heritage significance of a heritage place or object under the Heritage Act 2011

The development site is located approximately 300 metres from Government House, a declared heritage place under the *Heritage Act 2011*. Hughes Avenue and WWII Oil Tunnels are also declared heritage places and are in proximity to the development site.

The application was circulated to the Department of Lands, Planning and Environment and no adverse comments were received. The applicant also circulated the application to the Government House Northern Territory.

(s) any beneficial uses, quality standards, criteria, or objectives, that are declared under section 73 of the Water Act 1992

The following declared beneficial uses apply to the subject land for Darwin Harbour:

- Aquaculture, environment, cultural, rural stock and domestic

It is the responsibility of the developer and land owner to ensure that land use does not result in a contravention of the *Water Act 1992*.

(t) other matters it thinks fit

No other matters are raised for consideration by the consent authority.

Section 51(2) of the *Planning Act 1999*

If a development proposal is required to be referred to the NT EPA under Part 4, Division 3 of the Environment Protection Act 2019, the consent authority must not make a decision under this Division in relation to a development application for the proposal unless:

- (a) the NT EPA has determined that an environmental impact assessment is not required under that Act for that proposal; or***
- (b) if the NT EPA has determined that an environmental impact assessment is required – an environmental approval has been granted under that Act for the proposal and the decision is consistent with that approval; or***
- (c) the Environment Protection Act 2019 otherwise permits the making of the decision.***

Comments received from Department of Lands, Planning and Environment (Environment Division) did not raise any concerns under the Environment Protection Act 2019.

7. RECOMMENDATION

That, the Development Consent Authority vary the requirements of Clause 5.2.6.2 (Landscaping in Zone CB), Clause 5.5.3 (General Building and Site Design) and Clause 5.8.7 (Demountable Structures) of the Northern Territory Planning Scheme, and pursuant to section 53(a) of the *Planning Act 1999*, consent to the application to develop Kitchener Drive, Darwin City, Part Lot 10187 Town of Darwin for the purpose of Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing passenger terminal, subject to the following conditions:

CONDITIONS PRECEDENT

1. Prior to endorsement of plans and prior to commencement of works (including site preparation), written confirmation is to be provided, from a suitability qualified person, that the proposed use complies with the *recommended assigned noise levels for helicopter noise* as specified in the *Northern Territory Noise Management Framework Guideline* having regard to adjoining residential uses and culturally sensitive areas, to the satisfaction of the consent authority.

GENERAL CONDITIONS

2. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
3. The use as shown on the endorsed plans must not be altered without the further consent of the consent authority.
4. The heliport must operate as per below:
 - a. The landing and take-off of helicopters must only occur between the following hours:
 - i. Monday – Saturday: 7.00am – 6.00pm
 - ii. Sunday: 8.00am – 6.00pm
 - b. A maximum of 11 flights from the helipad and 11 flights to the helipad, per day.
 - c. A maximum of one helicopter is permitted on the land at any time.

- d. The helicopter used must only be a Robinson R44 helicopter type.
- e. Servicing of a helicopter is not permitted on the land.
- f. Helicopter landings and take offs authorised by this permit must occur on the helipad shown on the endorsed plans, to the satisfaction of the consent authority.
- g. stationary helicopter must not remain on the helipad with its engine running for an extended period of time, to the satisfaction of the consent authority. This does not apply to helicopters providing emergency services.

Please refer to notation 2 for further information.

- 5. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
- 6. The owner of the land must enter into agreements with the relevant authorities for the provision of electricity networks to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time. Please refer to notation 1 for further information.

Notes

- 1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
- 2. There are statutory obligations under the Waste Management and Pollution Control Act 1998 (the 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 Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority website at <http://ntepa.ntg.gov.au/waste-pollution/guidelines/guidelines>
- 3. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the Northern Territory *Building Act 1993* before commencing any demolition or construction works.
- 4. Any proposed works which fall within the scope of the *Construction Industry Long Service Leave and Benefits Act 2005* must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on 08 8936 4070 to determine if the proposed works are subject to the Act.
- 5. The Darwin International Airport advises:
 - The site lies within 13km of the Darwin International Airport aerodrome reference point. There must be no site activity that attracts birds and wildlife that could create a hazard for aircraft operations.
 - 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 lies under the Outer Threshold Surface 178.5m AHD.

- Helicopter operations would be under the control of Darwin Aerodrome Tower.

8. REASONS FOR THE RECOMMENDATION

1. Pursuant to section 51(1)(a) of the *Planning Act 1999*, the consent authority must take into consideration the planning scheme that applies to the land to which the application relates.

The proposed heliport will primarily cater to cruise ship passengers, who have booked a helicopter flight, and other tourists as per below:

- Hours of operation:
 - Monday to Saturday: 7.00am to 6.00pm
 - Sunday 8.00am to 6.00pm
- For the first 2 -3 years during establishment of the business, it is anticipated that there will be an average of 5 flights per day (10 total movements; being 5 take-offs, 5 arrivals). A maximum of 10 flights (20 movements) on high operating days in peak season may be feasible. In the future, and pending strong business success, there is the hope that there would be up to a maximum of 20 flights (40 movements) per day in rare peak rare instances, however this would be considered to be exceptional circumstances.
- The helicopter to be used is a Robinson R44, a small four-seater helicopter with an empty weight of 1000kg and a rotor diameter of 7.67 metres. The helicopter will not be stored on site outside of business hours.
- There will be a maximum of four guests per flight, given the maximum capacity of the helicopter. There will also be one pilot, and one Ground Staff. The waiting/holding area for guests will be the existing cruise ship terminal passenger lounge on site.
- Placement of a Demountable Structure 6.0m x 3.4m with a maximum building height of 3.63m to be used as a store room for securing safety equipment.
- Secure fencing to the perimeter of the proposed development site and subsequent removal of 8 existing car parking spaces associated with the existing Passenger Terminal.

Section 51 of the Planning Act 1999 states that a consent authority must, in considering a development application, take into account a range of matters including any planning scheme that applies to the land.

The NT Planning Scheme 2020 (NTPS2020) applies to the land and a passenger terminal (heliport) requires consent under Clause 1.8 (When development consent is required). It is identified as Impact Assessable under Clause 1.8(1)(c)(v), therefore Part 2: Strategic Framework (CDAP 2019), Part 3: Clauses 3.4 CR - Coastal Reclamation, 3.7 – Land Subject to Storm Surge and 3.9 Darwin Harbour Dredging, Part 4: Zone Purpose and Outcomes of Clause 4.10 – Zone CB (Central Business) and Part 5: Development Requirements, including Clauses 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, 5.5.3 General Building and Site Design, 5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC and Clause 5.9.2 Darwin City Centre, need to be considered.

As the application is Impact Assessable the exercise of discretion by the consent authority that applies is Clause 1.10(4) (Exercise of Discretion by the Consent Authority) of the NTPS2020.

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.*

An assessment of the relevant parts of NTPS2020 is as follows:

Part 2 – Strategic Framework

The Central Darwin Area Plan September 2019 (CDAP) specifies that acceptable responses serve as action-based policy statements to guide land use and development, however, do not prevent the use of land consistent with the current zoning of the site. Furthermore, the CDAP 2019 may specify additional requirements for a development consistent with an existing zone.

The CDAP identifies the site partially identified as Mixed Use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail), partially in the Darwin Waterfront focus area, partially in Primary Storm Surge and in proximity to Declared Heritage Places.

A summary of the assessment of applicable themes is as follows:

The Darwin Waterfront focus area seeks ‘continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities’. The proposed development responds to the objectives and acceptable responses as follows:

- The proposed heliport addition to an existing passenger terminal provides tourism opportunities associated with the existing ferry terminal.
- The proposed development is commensurate with the role and function of the Waterfront Precinct and surrounding land uses. The application does not impact on the existing and ongoing requirements of the maritime industry and maintains existing pedestrian connectivity to the site.
- The proposed demountable structure is small in scale and will not impact on any key views from Government House to the water.
- The proposed demountable structure is non-habitable for storage purposes and is not required to provide the minimum floor levels outlined.
- Comments from the Department of Defence are addressed via notes applied to the development permit.

The Mixed Use Theme seeks to ‘support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities’. The proposed development responds to the objectives and acceptable responses as follows:

- The proposed heliport with ancillary demountable structure additions to an existing passenger terminal encourages a mix of uses in the Darwin Waterfront area.
- The proposed placement of a demountable structure allows the building to be removed from the development site to adapt to future changing demand.
- The proposed placement and design of the demountable structure will:
 - be located in an area that is not highly trafficked.

- is small in scale with a maximum height of 3.6 metres and a floor area of 20.4m² ensuring it is not overly dominant when viewed from the streetscape and adjoining properties.
 - have no change to existing landscaping provision or existing vehicle access to the site.
 - have no impact on any existing bus stops nor propose any new bus stops.
 - provide 2 windows and a fan, allowing for breeze capture and circulation.
- Comments from the Department of Defence are addressed via notes applied to the development permit.

The Culture and Heritage Theme seeks to 'protect and enhance sites of cultural significance and historic value to enrich community awareness and experience'. The proposed development responds to the objectives and acceptable responses as follows:

- The development site is located approximately 300 metres from Government House, a declared heritage place under the Heritage Act 2011. Hughes Avenue and WWII Oil Tunnels are also declared heritage places and are in proximity to the development site.
- The application was circulated to the Heritage Branch, Department of Lands, Planning and Environment and no adverse comments were received. The applicant also circulated the application to the Government House Northern Territory.

The Environment Theme seeks to 'protect and enhance the functions of the natural environment for the continued enjoyment of the community'. The proposed development responds to the objectives and acceptable responses as follows:

- The proposal is for a Passenger Terminal (Darwin Helicopter Terminal) use on an existing RO-RO pylon structure and no works are proposed in the Darwin Harbour itself.
- The application has been circulated to the Department of Lands, Planning and Environment (Environment Division, Heritage Branch) and no comments raised in relation to contamination.
- An assessment of the requirements of the Primary or Secondary Storm Surge Area is provided below.

Part 3 – Overlays

The site is affected by the Land Subject to Storm Surge overlay pursuant to Clause 3.7 of the NTPS 2020.

The purpose of the clause is *'identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated the risk to people, damage to property and costs to the general community caused by storm surge'*.

The development site is affected by both Primary Storm Surge Area (PSSA) and Secondary Storm Surge Area (SSSA) and consent is required for the Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing Passenger Terminal.

The proposed development is recreational land use that is encouraged in PSSA and does not include any residential uses or strategic and community services that are discouraged in PSSA and SSSAs.

Part 4 – Zoning

The site is located in Zone CB – Central Business pursuant to Clause 4.10 of Part 4 of the NTPS 2020.

The purpose of Zone CB is to *'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'*.

The proposed development supports the purpose of Zone CB and zone outcomes 1 and 6 of Zone CB as it is for a Passenger Terminal (Heliport) which adds to the diversity of uses in the CBD and is commensurate with the role and tourist function of the Waterfront Precinct.

Of relevance, zone outcome 10 of Zone CB requires *'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'*.

The definition of amenity in the Planning Act 1999 states that *'amenity in relation to a locality or building, means any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable'*.

The proposed development is *'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'* for the following reasons:

- The proposed use adds to the diversity of uses in the CBD and complements the existing passenger terminal and tourist function of the Waterfront Precinct.
- The design and placement of the Demountable Structure is compatible with the character of the area and is not overly dominant when viewed from the streetscape.
- Sufficient on-site car parking, safe access and appropriately designed accessways are provided in accordance with the requirements of Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) and Clause 5.2.4.4 (Layout of car parking areas). As discussed in detail below, amended plans may be required to show the proposed developments impact on the existing car parking layout.
- In relation to noise impacts, DAS have used the Northern Territory Noise Management Framework Guideline (the Guidelines) to assist in assessment of these impacts. The Guidelines seek to *'to assist and provide guidance to the community and industry about the noise regulatory framework as it applies in the NT. It addresses the noise issues that the NT EPA and other NT noise regulators deal with on a day to day basis in a one stop shop basis so that the NT community is aware of its rights and responsibilities'*.

The Guidelines note that the recommended assigned noise levels for helicopter noise *'will generally be met by a separation between the landing site and a residential premises of 150 m for helicopters of less than two tonnes all up-weight, and 250 m for helicopters of less than 15 tonnes all-up-weight'*.

The proposed helipad is greater than 150 metres from existing residential premises and the proposed helicopter is a Robinson R44 is a small four-seater helicopter with an empty weight of 1000kg.

The proposed development appears to meet the criteria for the recommended noise levels, however, it recommended that a condition precedent be applied to require *'written confirmation is to be provided, from a suitability qualified person, that the proposed use complies with the recommended assigned noise levels for helicopter noise as specified in the Northern Territory Noise Management Framework Guideline, to the satisfaction of the consent authority'*. This condition would ensure that the proposed development is consistent with the recommended noise levels for helicopter noise.

There is land located in Zone CB within 150 metre of the helipad that could be developed for residential purposes. A notation is recommended to be included on the permit to outline the obligations under the *Waste Management and Pollution Control Act 1998 NT*, which includes compliance with the Northern Territory Noise Management Framework Guideline. This ensures that the proposed development will not prejudice any future development of the adjoining land.

The authority comments from Environmental Operations of the Development Coordination, Land Resource Division, Department of Lands, Planning and Environment highlighted, of relevance, that 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 online.

- The helicopter will not be stored on site outside of business hours.
- The helipad is located on the existing RO-RO structure (a sealed surface) which would limit dust cloud generation.
- In addition, a general condition is recommended to be applied to regulate day-to-day operations of the proposed development, including stipulation of hours of operation, type and number of helicopters on the land, location of landing and take-off restricted to the helipad, no servicing of the helicopter on the land and a stationary helicopter must not remain with its engine running for an extended period. This general condition would ensure the operation of the heliport cannot be intensified without further consideration by the consent authority.

In relation to zone outcome 8, the proposed development includes the placement of a small demountable structure which will be used for storage of equipment associated with the heliport. The demountable structure is designed to be visually consistent with surrounding development.

In relation to zone outcome 9, the site has existing direct pedestrian and vehicle access points which are clearly and easily identifiable from the public realm and integrates with existing transport networks.

In relation to sub-clause 7, the site is connected to reticulated water, sewer, power and telecommunications in relation to servicing the development. Comments from service authorities are addressed through conditions and notes being applied to any permit issued.

Part 5: Development Requirements

The assessment of the Development Assessment Services (DAS) concludes that the proposed development complies with all relevant development requirements of the NTPS 2020 except for Clause 5.2.6.2 (Landscaping in Zone CB), Clause 5.5.3 (General Building

and Site Design) and Clause 5.8.7 (Demountable Structures). This is discussed at Reason 2 below.

2. Pursuant to Clause 1.10 (Exercise of Discretion by the Consent Authority), subclause 5 of the NT Planning Scheme 2020, the consent authority may consent to a proposed development which 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).

Clause 5.2.6.2 (Landscaping in Zone CB)

The purpose of the clause is to *'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'*.

With reference to sub-clause 3, the proposed development does not provide area of landscape planting equivalent to 10% of the site area.

Administratively, sub-clause 1 specifies that *'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'*

The proposed variation to the not provide landscape planting is appropriate for the following reasons:

- Given the small scale of the development and the context of the existing site being used as a Port, it is considered that the provision of landscaping planting would be unreasonable.
- In addition, the proposed development would represent an improvement to the current conditions of the development site, noting it is currently being used for car parking and open storage areas.

Clause 5.5.3 (General Building and Site Design)

The purpose of the clause is *'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'*.

With reference to sub-clause 12, 13 and 14 of the clause, the proposed development does not provide sun protection for pedestrians, loading and unloading for vehicles and landscaping and therefore does not comply with the requirements. In addition, the proposed development does not provide bicycle access, storage facilities and shower facilities and therefore does not comply with sub-clause 16.

Administratively, clause 1.10(5) of Part 5 of the NTPS 2020 specifies that *'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)'*

The proposed variation to the sun protection for pedestrians, loading and unloading vehicles and landscaping bicycle access, storage facilities and shower facilities and is appropriate for the following reasons:

- Given the small scale of the development and the context of the existing site being used as a Port, it is considered that the provision of sun protection for pedestrians, loading and unloading for vehicles, landscaping and bicycle facilities, is not warranted.

Clause 5.8.7 (Demountable Structures)

The purpose of the clause is *'ensure that demountable structures do not detract from the visual amenity of an area'*.

With reference to sub-clause 4, the proposed development does not provide landscaping or architectural embellishments and therefore does not comply with the requirement.

Administratively, sub-clause 2 specifies that *'the consent authority may consent to a demountable structure that is not in accordance with sub-clause 4 if it is satisfied that the proposed use and location of the demountable structure make compliance unnecessary'*.

The proposed variation to the proposed landscaping and architectural embellishments and is appropriate for the following reasons:

- The proposed demountable structure is small in scale with a maximum height of 3.6 metres and a floor area of 20.4m² ensuring it is not overly dominant when viewed from the streetscape and adjoining properties.
- The addition of landscaping and architectural embellishments is not considered necessary in this instance, due to the location of the development site within a working port and in a not highly trafficked area.

Moreover, specific matters requiring consideration are outlined below:

5.9.2.11 Car parking spaces in Darwin City Centre

The purpose of the clause is *'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.'*

Net floor area is defined in Schedule 2 of the NTPS 2020 as *'net floor area in relation to a building, includes all the area between internal surfaces of external walls but does not include: (a) stairs, cleaners cupboards, ablution facilities, lift shafts, escalators or tea rooms where tea rooms are provided as a standard facility in the building; (b) lobbies between lifts facing other lifts servicing the same floor; (c) areas set aside as public space or thoroughfares; (d) areas set aside as plant and lift motor rooms; (e) areas set aside for use of service delivery vehicles; and (f) areas set aside for car parking or access'*.

With reference to sub-clause 5, the proposed development does not comprise any additional net floor area and therefore no car parking spaces are required to be provided in associated with the proposed development.

Notwithstanding this, there are 60 car parking spaces on the site associated with the existing use of the land as a Passenger Terminal and the proposed development results in the removal of 8 existing car parking spaces.

On 3 October 2006, the DCA approved DP06/0495 for the purpose of a cruise ship passenger terminal. The technical assessment was undertaken against the requirement of the Darwin Town Plan 1990 and the assessment found that 27 car parking spaces were required to be provided and the plans endorsed provided 42 car parking spaces.

As such, the existing Passenger Terminal would continue to be compliant with the car parking space requirements, with a surplus of 25 car parking spaces.

3. Pursuant to section 51(1)(e) of the *Planning Act 1999*, the consent authority must take into consideration any submissions made under section 49, and any evidence or information received under section 50, in relation to the development application

One public submission was received during the exhibition period under Section 49 of the *Planning Act 1999* with respect to the proposal. The submitters concerns are noted and where appropriate have been addressed through the inclusion of permit conditions and / or notes. An assessment of the key concerns is provided below:

Noise impacts:

Detailed assessment of noise impacts is assessed as part of the compliance with Zone HR outcomes at reason one.

Pollution:

There are no specific requirements in relation to pollution under the *Planning Act 1999* or the NTPS 2020, applicable to the proposed development.

Notwithstanding this, the authority comments from Environmental Operations of the Development Coordination, Land Resource Division, Department of Lands, Planning and Environment (refer to Bookmark H7) highlighted 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. Environmental Operations highlighted, of relevance, that the proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.

In addition, the Helipad is the existing RO-RO structure, which is a sealed surface, limiting dust cloud generation.

Standard notes are applied to the permit to highlight the obligations under the WMPC Act.

4. Pursuant to section 51(1)(j) of the *Planning Act 1999*, the consent authority must take into consideration the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development.

The site is located in both the Primary Storm Surge and Secondary Storm Surge Areas. Primary Storm Surge areas limits development to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/ caravan areas. The proposed development is recreational in nature.

In addition, the overall scale and operation of the proposed development is consistent with that anticipated in land zoned CB. Subsequently, the land is considered to have the capacity to support the proposed development.

5. Pursuant to section 51(1)(n) of the *Planning Act 1999*, the consent authority must take into consideration the potential impact on the existing and future amenity of the area in which the land is situated

Amenity is considered in the context of the site and its surrounds along with the applicable planning controls. Of relevance, zone outcome 10 of Zone CB requires that '*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*' and therefore detailed consideration of the proposed developments potential amenity impacts are outlined above at Reason one.

It is concluded that the proposed development will not have unreasonable impacts on the amenity of nearby properties, particularly in relation to noise impacts. The proposed development meets the criteria of the recommended noise levels for helicopter noise specified in the Northern Territory Noise Management Framework Guideline as the helipad is separated from residential properties by more than 150 metres and the proposed helicopter will be a Robinson R44 which is a small four-seater helicopter with an empty weight of 1000kg. A condition precedent is applied to ensure compliance with the recommended noise levels for helicopter noise as specified in the Northern Territory Noise Management Framework Guideline.

There is land located in Zone CB within 150 metre of the helipad that could be developed for residential purposes. A notation is applied to the permit to outline the obligations under the *Waste Management and Pollution Control Act 1998 NT*, which includes compliance with the Northern Territory Noise Management Framework Guideline. This ensures that the proposed development will not prejudice any future development of the adjoining land.

In addition, a general condition is applied to regulate day-to-day operations of the proposed development, including stipulation of hours of operation, type and number of helicopters on the land, location of landing and take-off restricted to the helipad, prevent servicing of the helicopter on the land and advise that a stationary helicopter must not remain with its engine running for an extended period. This general condition would ensure the operation of the proposed development cannot be intensified without further consideration by the consent authority.



AUTHORISED:

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SENIOR PLANNER – DARWIN
DEVELOPMENT ASSESSMENT SERVICES



- General Lines
- Lot Boundaries
- Town Planning Zones
- A - Agriculture
 - CV - Caravan Park
 - CB - Central Business
 - C - Commercial
 - CL - Community Living
 - CP - Community Purpose
 - CN - Conservation
 - DV - Development
 - RR - Rural Residential
 - GI - General Industry
 - HT - Heritage
 - HR - High Density Residential
 - H - Horticulture
 - LI - Light Industry
 - M - Main Road
 - MR - Medium Density Residential
 - LMR - Low-Medium Density Residential
 - CA - No Planning Scheme Controls
 - OR - Organised Recreation
 - PM - Proposed Main Road
 - PS - Public Open Space
 - RW - Railway
 - RD - Restricted Development
 - R - Rural
 - RL - Rural Living
 - SC - Service Commercial
 - LR - Low Density Residential
 - S - Specific Use
 - TC - Tourist Commercial
 - U - Utilities
 - WM - Water Management
 - FD - Future Development
 - RJ - Residential Jabiru
 - PSJ - Public Open Space Jabiru
 - ORJ - Organised Recreation Jabiru
 - CJ - Commercial Jabiru
 - SCJ - Service Commercial Jabiru

Created by NHVIH

Bottom Left: 130° 50' 30", -12° 28' 28"

Top Right: 130° 50' 59", -12° 28' 10"

Approximate Scale: 1:3,800

Datum: GDA 1994

Data for information purposes only

- accuracy not guaranteed

Road Labels

N.T. Land Information System

Road Centrelines

Copyright Northern Territory of Australia

Highway

Other Road

Land owner/s authorisation to lodge a development application

The Planning Act 1999

Before you fill in the form


Signatures from ALL landowners registered on the land title must be provided.

The authorisation must be dated within six months of the submission of the application.

Fields marked with an asterisk (*) are required.
Fields marked with a carat (^) are required if applicable.

Applicant

In accordance with Section 46(3)(aa)(i) of the *Planning Act 1999*, a development application is to contain the name and contact details of the **applicant** AND any person on whose behalf the application is made.

Name of Applicant/Consultant or Acting agent	 Catriona Tatam Tatam Planning Co.		
Address	PO Box 2224 Darwin NT 0801		
Phone	0415 933 635	Email	cat@tatamplanningco.com.au
Persons on whose behalf the application is made:			
Person/s on whose behalf the application is made:	Bjorn Farley Darwin Helicopter Terminal		
Address	PO Box 1982 Berrimah, N.T		
Phone	0428 262 963	Email	Manager@ppasnt.com.au
The applicant is hereby authorised to lodge a development application over the subject land described as:			
*Lot/NT portion	Lot 10187		
*Location/town	Town of Darwin		
*Street address	0 Kitchener Drive, Darwin City		

The application is for the purpose of:

Proposed development
Brief description of proposed development

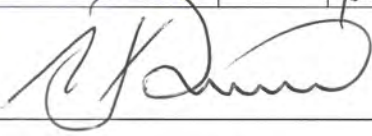
Passenger Terminal (Darwin Helicopter Terminal)

Landowner/s signature

In accordance with Section 46(3)(aa)(ii) of the *Planning Act 1999*, a development application is to contain the **name and contact details of the owner of the land** to which the application relates.

Written authorisation from each:

- **Individual owner:** Each person listed on the title must provide written authorisation for the application.
- **Companies:** For each company listed on the title, written authorisation must be obtained from the **director** or **authorised representative** of the company. This authorisation confirms that the company is giving consent for the application and that the person signing on behalf of the company has the legal authority to do so.

*Full name	PETER DUMMETT		
^Company name	DARWIN PORT OPERATIONS PTY LTD		
^Title (e.g. director/authorised representative)	CEO		
Phone	1300 327 9416	Email	peter.dummett@darwinport.com.au
*Signature			
*Date	28 Apr 25		

Landowner signature

*Full name			
^Company name			
^Title (e.g. director/authorised representative)			
Phone		Email	
*Signature			
*Date			

Any Persons with an interest in the land (as applicable)

In accordance with section 46(3)(aa)(iii) and (iv) of the *Planning Act 1999*, a development application is to contain the name and contact details of **any person who entered into an agreement with the applicant and/or landowner, to acquire an estate or interest in the land to which the application relates; and any person with an interest prescribed by regulation.**

^Full name			
^Company name			
^Title <small>(e.g. director/authorised representative)</small>			
Phone		Email	

Any Persons with an interest in the land

^Full name			
^Company name			
^Title <small>(e.g. director/authorised representative)</small>			
Phone		Email	

Privacy Note

The Department of Lands, Planning and Environment, on behalf of the Minister, is authorised under the *Planning Act 1999* to collect the information on this form, or otherwise provided by you, to consider a proposal to grant a Development Permit or to amend a planning scheme. Failure to provide the information in full may result in delays in processing of the application.

Some of the personal information provided by you on this application may be publicly available, as part of a public exhibition process. The information is also regularly provided to other Northern Territory Government agencies, the Australian Valuation Office, local governments and Commonwealth Government Departments and agencies, as required by law.

Collection of personal information on this form is done in accordance with the privacy legislation within the Northern Territory *Information Act 2002*. For more information, please refer to the Northern Territory Government's privacy statement located at <https://nt.gov.au/copyright-disclaimer-and-privacy>. Any personal information provided can be subsequently accessed by you on request.

2 May 2025

Catriona Tatum
Tatum Planning Co.
PO Box 2224
Darwin NT 0801

Email: cat@tatamplanningco.com.au

Dear Ms Tatum

Landowner consent to lodge a Development Application

I refer to your correspondence dated 2 May 2025 seeking landowner's consent for Darwin Helicopter Terminal Pty Ltd to lodge a development application (the Application) pursuant to the *Planning Act 1999* over Part Lot 10187 Town of Darwin held under lease from the Northern Territory of Australia to Landbridge Darwin Port Pty Ltd (ACN 606 908 945). The locality map attached indicates the approximate area of the Application.

This letter solely provides authorisation for the Application to be lodged and considered by the Development Consent Authority. This letter in no way endorses the content of the Application, nor does it provide approval of the Application, as that is subject to the relevant statutory assessment process.

A new letter of consent will be required if the Application is amended or varied subsequent to this authorisation.

Please contact Melanie Shires, Project Officer, on (08) 8999 6499 or CrownLand.Estate@nt.gov.au with any queries regarding this matter.

Yours sincerely



Simon Flavel
A/Director Land Transactions, Crown Land Estate

Enclosed: Locality map

ATTACHMENT C - SITE AERIAL

PART LOT 10187 TOWN OF DARWIN (0 KITCHENER DRIVE, DARWIN CITY)



LEGEND

- SUBJECT SITE
- SUBLEASE AREA FOR PROPOSED PASSENGER TERMINAL (HELIPORT)



Metres 25 50 75 100

nrmmaps.nt.gov.au

Geospatial Services Unit

Department of Lands,
Planning and Environment
© Northern Territory Government



STATEMENT OF EFFECT

APRIL 2025

**PASSENGER
TERMINAL
(HELIPORT) &
DEMOUNTABLE
STRUCTURE**

**DARWIN PORT
(SUBLEASE AREA)
PART LOT 10187 TOWN
OF DARWIN.
(0 KITCHENER DRIVE,
DARWIN CITY).**



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SUMMARY.

DEVELOPMENT APPLICATION DETAILS.	
Proposed Development.	Passenger Terminal (Heliport) & Demountable Structure
Site Address.	Darwin Port - 0 Kitchener Drive, Darwin City (Lot 10187 Town of Darwin)
Site Area.	10,600m ² Note: Sublease of 633m ² to Darwin Helicopter Terminal.
Easements.	Right of way easement granted over Lot(s) 10881
Owner Details.	Landbridge Port Pty Ltd (Leased to Landbridge Port Pty Ltd by Northern Territory of Australia C/- Department of Lands, Planning & the Environment)
Beneficiaries.	Darwin Helicopter Terminal Pty Ltd
Applicant.	Tatam Planning Co.
Contact Address.	PO Box 2224 Darwin NT 0800.
Contact Person.	Catriona Tatam.
Contact Email.	cat@tatamplanningco.com.au.
Job Reference.	J0142

PLANNING SCHEME DETAILS.	
Planning Scheme.	Northern Territory Planning Scheme 2020.
Defined Use(s).	Passenger Terminal Demountable Structure
Zone.	CB (Central Business)
Category of Assessment.	Impact Assessable (by virtue of land use permissibility under the NT Planning Scheme 2020 and presence of overlays requiring consent).
Consent Authority.	Darwin Development Consent Authority or delegation.
Overlays.	CR – Coastal Reclamation DHD – Darwin Harbour Dredging LSSS – Land Subject to Storm Surge
Regional Land Use Plan.	Darwin Regional Land Use Plan
Sub Regional Land Use Plan.	None identified.
Area Plan.	Central Darwin Area Plan
Variations Identified	None Identified

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



1. INTRODUCTION.

1.1 DEVELOPMENT APPLICATION.

Tatam Planning Co. has been engaged by Darwin Helicopter Terminal Pty Ltd with consent from the leaseholder to prepare a Development Application for 'Passenger Terminal' (Heliport) and 'Demountable Structure' within an approved sublease at Darwin Port (Part Lot 10187 Town of Darwin).

The site is located within Zone CB (Central Business) of the Northern Territory Planning Scheme 2020 (NTPS). The proposed development is defined under the NTPS as follows:

***Passenger Terminal** means premises used as a railway or bus station, shipping passenger terminal, airline passenger terminal, hover port or heliport.*

The proposal is for a change of use to facilitate a heliport for Darwin Helicopter Terminal only, and no physical development or works will occur other than the placement of a demountable office (Demountable Structure) on-site. The roll-on/roll-off (RORO) structure for the Passenger Terminal (Heliport) is existing.

In accordance with Section 44(a) of the *Northern Territory Planning Act 1999* (NTPA) and Section 1.8(c) of the NTPS, consent is required for Impact Assessable uses.

Pursuant to Section 44 of the NTPA, Tatam Planning Co. seeks consent on behalf of our client for the proposed use of the land.

1.2 CONTENTS OF THIS STATEMENT OF EFFECT.

This Statement of Effect has been prepared to support the required development application (DA). Included within this Statement of Effect are the following attachments:

- **Attachment A.** Certificate of Title.
- **Attachment B.** Survey Plan.
- **Attachment C.** Site Aerial.
- **Attachment D.** Site Zoning.
- **Attachment E.** Proposed Development Plans.
- **Attachment F.** Dilapidation Report.

In preparing this Statement of Effect, Tatam Planning Co. has conducted a desktop site and locality inspection, examined the development and site history, discussed the operation of the proposed development with the client, and considered the relevant provisions of the NTPS 2020.

1.3 OWNERSHIP OF THE SITE AND BENEFICIARIES.

The Title identifies the current landowner of Lot 10187 Town of Darwin as the Northern Territory of Australia C/- Department of Lands, Planning & the Environment. It is noted that Landbridge Port Pty Ltd have a sublease over the site, expiring on 14/11/2114.

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



It is understood that Landbridge Port Pty Ltd.'s sublease over the site allows this entity to provide landowner authorisation for DA's lodged within the sublease area.

Landbridge Port Pty Ltd (trading as Landbridge Darwin Port) have provided consent for Darwin Helicopter Terminal to lodge the development application, noting that the application relates to an approved sublease area within the Landbridge Port lease area. Darwin Helicopter Terminal Pty Ltd is identified as a beneficiary of the proposed development.

It is our understanding that no other persons in a beneficiary to this application other than those identified above. Title documents for the site are provided in **Attachment A**.

1.4 PLANNING HISTORY OF THE SITE.

The subject site contains the Darwin Port and Cruise Ship Terminal. It is understood that the port structure itself is considered as a Deemed Permit pursuant to Section 45 on the *NT Planning Act 1999*.

The Certificate of Title typically lists the previous building and development approvals issued over the site. It is noted that the subject site has the following planning or building applications detailed:

- ➔ DP18/0295 – Variation to Section 45 Deemed Permit – Fort Hill Wharf Maintenance Dredging
- ➔ Building Permit – Roof Replacement on Admin Building

The Certificate of Title is provided at **Attachment A**.

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



2. SITE AND LOCALITY.

2.1 DESCRIPTION OF LOCALITY.

The site is within the Darwin CBD, within the Darwin Waterfront Precinct. The Darwin Waterfront Precinct is a mixed use area comprising high density residential, commercial uses, retail and food premises. The Waterfront also contains leisure and recreation opportunities, including the man-made wave pool, the Lagoon, Harbour cruises and an inflatable obstacle course.

The Darwin Port (Fort Hill Wharf) is located to the south-western side of the Darwin Waterfront Precinct, with Stokes Hill Wharf being located to the south-eastern side of the precinct.

A Site Aerial is provided at **Attachment C**. Land use patterns in the locality of the site are depicted in the Zoning Plan provided in **Attachment D**.

2.2 DESCRIPTION OF THE SITE.

The subject site is part Lot 10187 Town of Darwin (0 Kitchener Drive, Darwin City). The subject site is zoned CB (Central Business) and measures 10,600m². As detailed above, the subject site contains the Darwin Port and Cruise Ship Terminal, and is also referred to as Fort Hill Wharf. The specific site is subject to this application is the sublease to Landbridge Port Pty Ltd, and a further lease area of approximately 633m² to Darwin Helicopter Terminal Pty Ltd.

The parent site contains wharf infrastructure, including the existing projecting RO-RO (Roll-on/Roll-off) structure. Darwin Port has a total quay length of 300 metres and is primarily used for cruise and naval vessel visits and small non-cargo carrying vessels. The broader facility includes a passenger terminal with ability to accommodate offshore international passenger processing.

There is a significant tarmac area adjoining the concrete wharf structure, supported by pylons. The property is secured by a chain mesh fence and incorporates a car parking area, open storage area and landscaped grounds. The western/ ocean boundary is defined by a steel frame crash barrier and rock revetment wall.

The Survey Plan is provided at **Attachment B**. A Site Aerial is provided at **Attachment C**. A Zoning Plan is provided at **Attachment D**.

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



3. PROPOSED DEVELOPMENT.

3.1 PROPOSED DEVELOPMENT APPLICATION.

The proposed use on site is for 'Passenger Terminal' for the purpose of the Darwin Helicopter Terminal heliport. Darwin Helicopter Terminal (DHT) has secured a 633m² lease from Landbridge Darwin Port over the existing RO-RO structure and access thereto. It is understood that the sub-lease area to Darwin Helicopter Terminal is currently underutilised, and is primarily used for storage of miscellaneous materials.

The approved lease area of 633m² comprises existing car parking and hardstand areas, with no existing buildings. The proposed heliport itself will be located on the existing concrete and pylon RO-RO structure to the west of the main Fort Hill Wharf Structure.

The proposed development is for a use of 'Passenger Terminal' (heliport) only, and no physical development is proposed other than the placement of a 'Demountable Structure' to be used as a store room to be located at the entrance to the compound for securing safety equipment, and provision of secure fencing to the lease area. The demountable measures 6.0m x 3.4m with a maximum building height of 3.63m.

DHT intend to operate a Robinson R44 four-seater helicopter from the premises, creating an iconic tourism venture. The proposed use will primarily cater to cruise ship passengers who have booked a helicopter flight. The helicopter is to be stored on the heliport (being the existing RO-RO structure). Details of the take-off and landing procedures are provided in Section 3.2 below.

Approval is sought to take off and land the helicopter from the site during the following hours:

- ➔ Monday to Saturday 7am to 6pm
- ➔ Sunday 8am to 6pm

The Robinson R44 is a small four-seater helicopter with an empty weight of 1000kg and a rotor diameter of 7.67 metres. No noise impacts are anticipated to adjoining residential development, based on the location of the proposed heliport structure within Fort Hill Wharf, and the limited hours of operation. Further details of proposed noise management is provided in Section 3.3 below.

It is noted that Darwin Helicopter Terminals has purchased Office C309/19 Kitchener Drive Darwin City (Darwin Waterfront) which will serve as the operational hub for Darwin Helicopter Terminal. From this location, it is intended to coordinate all logistics customer support and back-of-house activities. This local investment underscores our commitment to the Darwin community creating jobs, fostering tourism opportunities, and ensuring that DHT remains firmly rooted here at the Waterfront.

Consultation has been undertaken with Landbridge Port Pty Ltd (Darwin Port), Darwin Waterfront Corporation, Darwin Aerodrome Tower and Tourism NT.

Proposed Development Plans are provided at **Attachment E**. A dilapidation report on the existing RORO structure is contained at **Attachment F**.

3.2 TAKE OFF AND LANDING DETAILS

Details of take-off and landing procedures are provided below. It is noted that at no time does low level flight occur over buildings or dwellings.

Air safety is regulated by the Civil Aviation Safety Authority (CASA) with pilots required to conduct a risk

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



assessment of landing and take-off operations. Detailed adherence to CASA guidelines will be observed at all times, with a commitment to maintain strict safety protocols.

Take-off

The helicopter is started and taken through a warmup and checking procedure, taking between two to four minutes (dependent on ambient temperature). The bulk of this time is at lower revolutions, before full power is applied for take-off. Maximum noise level as per the manufacturer's specifications of 89 decibels is achieved at this point. The helicopter then rises vertically and climbs to the West, exiting over the ocean.

For travel to the North, this route is continued before tracking north. For travel to the East, height is gained by a circuit over the ocean before proceeding toward Elizabeth River.

Landing

The landing approach is either directly from the West over the Ocean, or from the Southwest over the ocean. Maximum noise level as per the manufacturer's specifications of 89 decibels is achieved during vertical descent. The helicopter is set down on the site and then goes through a warm down cycle at low revolutions for approximately two minutes.

3.3 NOISE MANAGEMENT

Noise statistics for the Robinson R44 are a maximum of 89 decibels at take-off and 90 decibels on approach. The noise footprint shows a reduction to 40.6 decibels when a height of 125 feet (38 metres) has been obtained which occurs in a matter of seconds as the helicopter exits the area and gains height.

The duration of maximum noise is approximately one minute during warmup and take-off and less during approach, landing and warm down. The total duration of all noise is approximately 3 -4 minutes for take-off and 2 - 3 minutes for landing and warm down.

Noise levels can be compared with common garden and industrial equipment. Noise levels are within the range of garden equipment and power tools which would be operated for longer durations. Examples are provided below:

NOISE LEVELS FOR COMMON EQUIPMENT	
Area or equipment	Typical noise levels dB(A)
Library	38-48
Typical office	50 – 60
Typical lab	55-65
Photocopier	59-71
Vacuum cleaner	68-74
Typical factory	76-82
Lawn mower	87-94
Belt sander	90-97
Hand drill	95-101

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
 0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



High pressure spray painting	98-103
Angle grinder	95-107
Chainsaw	106-115

Based on the indicative noise levels at source (being 89-90 decibels at both take-off and landing), the noise of the helicopter within 1m would be similar to that of lawn mower or a belt sander, but less than a hand drill.

Having due regard to the initial noise levels as well as distance to sensitive receivers, it is noted that the proposed take-off route does not pass directly over any residential dwellings at any point. Therefore, the peak noise amenity impacts to immediate neighbours would be during take-off and landing from the helipad.

A calculation, based on the Inverse Square Law has been undertaken to calculate the drop off in decibels over distance from the heliport. Sound decreases at a known quantity for every doubling of distance. Therefore, the expected noise outputs at sensitive receivers (dwellings) based on distance from the noise source can be mapped.

The closest sensitive receiver to the heliport is a residential apartment complex approximately 340m to the northeast, at 7 Anchorage Court, Darwin City. Additional residential apartments are located at 5 Anchorage Court and 19 Kitchener Drive, further from the subject site.



Figure 1: Distance to sensitive receivers.

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



When measuring the sound level from a specific source of sound (not ambient noise), the sound level drops at the rate of 6 dB per doubling of distance.

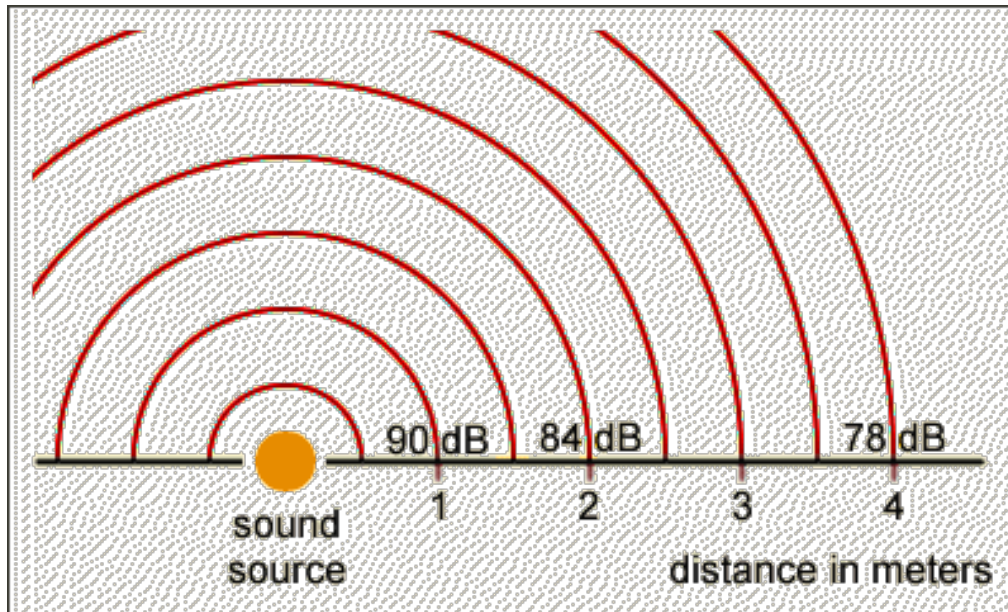


Figure 2: sound levels vs distance

Note: the above diagram is indicative only. The above diagram is intended only to show how sound diminishes over distance. Source: <https://www.osha.gov/otm>

Therefore, it can be calculated that at 340m from the source, a 90-decibel volume will drop off to approximately 39.37 Decibels at the sensitive received (residential apartments at 7 Anchorage Court). 39 decibels is equivalent to quiet urban ambience, or a quiet conversation.

It is noted that the helicopter will also be gaining vertical height, and proposed take-off and landing pathways is over the ocean, away from the sensitive noise receivers. Noise impacts to residents are anticipated to be negligible.

4. SECTION 46(3)(A) OF THE NTPA – ASSESSMENT AGAINST THE NT PLANNING SCHEME.

Section 46(3)(a) of the NT Planning Act 1999 (NTPA) states that:

- 3) *A development application is to contain the following:*
- a. *an assessment demonstrating how the proposed development will comply with any planning scheme that applies to the land.*

An assessment against the relevant sections of the NT Planning Scheme (NTPS) is provided below.

4.1 PART 1 – GUIDANCE.

Part 1 of the NTPS provides guidance for the interpretation and administration of the document.

4.1.1 *Clause 1.8 - When Development Consent is Required.*

The primary use of the proposed development, as defined in Schedule 2 of the NTPS, is 'Passenger Terminal'. A 'Passenger Terminal' is an Impact Assessable use in Zone CB (Central Business), and as such, consent is required pursuant to Clause 1.8(1)(c).

4.1.2 *Clause 1.10 – Exercise of Discretion.*

Pursuant to subclause 3 of Clause 1.10 of the NTPS, when considering an application for consent 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.*

This application therefore seeks consent for the proposed development pursuant to the abovementioned NTPS sections.

4.2 PART 2 – STRATEGIC FRAMEWORK.

Part 2 of the NTPS provides the strategic framework, comprising Regional Land Use Plans, Subregional Land Use Plans and Area Plans. The subject site is affected by the Darwin Regional Land Use Plan and the Central Darwin Area Plan.

4.2.1 *Darwin Regional Land Use Plan.*

Under the Darwin Regional Land Use Plan (DRLUP) the subject site is included in the general area shown as 'Urban / Peri-Urban'.

This designation is consistent with the existing zoning of CB (Central Business) and permissible uses under the NT Planning Scheme (discussed further in Section 4.4 below).

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



The proposal is considered compliant with the applicable regional land use plan.

4.2.1 *Central Darwin Area Plan*

Assessment against the provisions of the Central Darwin Area Plan (CDAP) have been undertaken in Section 4.5 below, under Part 5, Clause 5.9.2 of the NT Planning Scheme. It is noted that the proposal is considered compliant with the CDAP provisions.

4.3 PART 3 – OVERLAYS.

Part 3 of the NTPS details the overlays which identify areas of land that have specific development requirements.

The following overlays are applicable:

- CR - Coastal Reclamation
- LSSS - Land Subject to Storm Surge
- DHD - Darwin Harbour Dredging

Each overlay is assessed below.

4.3.1 *Clause 3.4 – Coastal Redamation.*

The purpose of this overlay is to ensure that landfill of coastal areas does not adversely affect adjacent land or waters, or the quality of adjacent waters, and is suited to its intended purpose.

The proposal is for a Passenger Terminal (Darwin Helicopter Terminal) use on an existing RO-RO pylon structure, and no landfill of coastal areas is proposed.

No assessment against this clause has been undertaken.

4.3.2 *Clause 3.7 – Land Subject to Storm Surge.*

The purpose of this overlay is to identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated the risk to people, damage to property and costs to the general community caused by storm surge.

The proposal is subject to both the Primary Storm Surge Area (PSSA) and the Secondary Storm Surge Area (SSSA).

Pursuant to Subclause 6, land within the PSSA is to be used or developed only with consent. It is noted that the proposed use already requires consent through land use permissibility.

Pursuant to Subclause 9, development in the PSSA should be limited to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/ caravan areas. Pursuant to Subclause 10, development within the SSSA should be confined to those uses permitted in the PSSA as well as industrial and commercial land uses.

The proposal is for a Passenger Terminal (Darwin Helicopter Terminal) use on an existing RO-RO pylon structure, and no new structures are proposed as part of the development. The provisions of a Demountable Structure on site is a non-habitable, relocatable structure to be used as a storeroom only.

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Noting the context of the development (being a heliport operated by Darwin Helicopter Terminal for the cruise ship terminal passengers), the co-location with the cruise ship terminal and the existing structure, the proposed use is considered appropriate.

4.3.3 *Clause 3.9 – Darwin Harbour Dredging.*

The purpose of this overlay is to ensure that dredging within Darwin Harbour does not degrade the environmental value of the harbour waters.

The proposal is for a Passenger Terminal (Darwin Helicopter Terminal) use on an existing RO-RO pylon structure, and no dredging of Darwin Harbour is proposed.

No assessment against this clause has been undertaken.

4.4 **PART 4 – ZONES AND ASSESSMENT TABLES.**

Part 4 of the NTPS details the zones, zone purposes and outcomes, and assessment tables.

4.4.1 *Clause 4.10 – Zone CB (Central Business)*

This clause seeks to 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.

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 Passenger Terminal (Heliport) is co-located with the existing Darwin Port and Cruise Ship Terminal within the Darwin Waterfront Precinct. The location at Fort Hill Wharf and the use of the existing RO-RO structure for the proposal is considered to be appropriate, and does not detract from the role or function of the CBD.

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.*

Not applicable.

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.*

Not applicable.

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.*

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Not applicable.

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.*

Not applicable.

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.*

The proposed Passenger Terminal (Heliport) is co-located with the existing Darwin Port and Cruise Ship Terminal. The location at Fort Hill Wharf and the use of the existing RO-RO structure for the proposal is considered to be appropriate.

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.*

Not applicable.

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.*

The proposal includes only the provision of a small 6.0m x 3.4m Office Demountable Structure, for the purposes of storage. The proposal does not include any new construction, and therefore the applicable assessment in relation to building design, site layout and landscaping is not applicable.

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.*

Not applicable to the proposed development, noting that it is within the boundaries of the existing Darwin Port and Cruise Ship Terminal, and that no physical works are proposed other than the placement of a small storeroom Demountable Structure on site.

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*

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entertainment uses, and the overall mixed use nature of the zone.

Noted. No unreasonable loss of amenity for surrounding premises is anticipated.

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.*

Not applicable.

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.*

Not applicable.

The proposal is considered to be consistent with applicable Zone CB outcomes. Proposed Development Plans are provided at **Attachment E**.

4.5 PART 5 – DEVELOPMENT REQUIREMENTS.

Part 5 of the NTPS outlines the specific development requirements.

4.5.1 Clause 5.2.1 – General Height Control

The purpose of this clause is to 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.

This clause is superseded by Clause 5.9.2.4 (6) - *Development within the Darwin Waterfront*, however the wharf structure does not have any assigned maximum overall building height. Notwithstanding, the proposed demountable structure is the only physical development on site, and measures approximately 3.63m from ground level to the highest roof point (including footings). The proposal is considered to be compliant, noting the single-storey nature of the proposed demountable.

4.5.2 Clause 5.2.4.1 – Car Parking Spaces

The purpose of this clause is to ensure that sufficient off-street car parking, constructed to a standard and conveniently located, are provided to service the proposed use of a site.

It is noted that the provisions of this clause are superseded by Clause 5.9.2.11 – Car Parking Spaces in Darwin City Centre. Refer assessment below.

4.5.3 Clause 5.2.4.4 – Layout of Car Parking Areas.

This clause seeks to ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose.

It is noted that the provisions of this clause are superseded by Clause 5.9.2.13 - Design of Car Parking Areas and Vehicle Access. Refer assessment below.

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4.5.4 *Clause 5.2.6 – Landscaping.*

This clause seeks to ensure appropriate landscaping that is attractive, water efficient and contributes to a safe environment, is provided to development to enhance the streetscape and overall amenity of the locality.

The proposal is for a use only, with no physical development other than the placement of a small Demountable Structure for the purposes of a storeroom. No changes to the existing landscaping provision on site is proposed (noting that existing landscaping is limited, given the working nature of the Port).

4.5.5 *Clause 5.2.7 - Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR*

The purpose of this clause is to protect the visual and acoustic amenity of residential buildings where they are adjacent to non-residential development.

This clause is not applicable to the proposed development.

4.5.6 *Clause 5.3.7 - End of trip facilities in Zones HR, CB, C, SC and TC*

Not applicable, as the proposal does not involve any physical development or construction, other than the placement of a small secure storeroom (Demountable Structure).

4.5.7 *Clause 5.5.3 - General Building and Site Design*

Not applicable, as the proposal does not involve any physical development or construction, other than the placement of a small secure storeroom (Demountable Structure).

4.5.8 *Clause 5.5.4 - Expansion of Existing Use or Development in Zones CB, C, SC and TC*

Not applicable.

4.5.1 *Clause 5.8.7 – Demountable Structures*

The purpose of this clause is to ensure that demountable structures do not detract from the visual amenity of an area.

The requirements of this clause are as follows:

4. *The placement of a demountable structure is to:*
 - (a) *include landscaping or architectural embellishments to the demountable structure that will enhance the appearance of the structure; and*
 - (b) *be visually consistent with adjoining or nearby development.*

The demountable structure is considered to be visually consistent with adjoining development, noting the location of the proposal within a working port. It is not expected that there will be any visual amenity impacts as a result of the proposed demountable.

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5. *Demountable structures in:*
- (a) *zones other than Zones LI, GI and DV are to be set back from lot boundaries in accordance with the table to this clause; and*
 - (b) *zones LI, GI and DV are to be set back from lot boundaries in accordance with the Table to Clause 5.6.1.*

There are no setback requirements for Demountable Structures in Zone CB, pursuant to the Table to Clause 5.8.7.

4.5.2 *Clause 5.9.2 – Darwin City Centre*

Clause 5.9.2.1 - Building Design in Darwin City Centre

Not applicable, as the proposal does not involve any physical development or construction, other than the placement of a small secure storeroom (Demountable Structure).

Clause 5.9.2.2 – Volumetric Control

Not applicable.

Clause 5.9.2.3 - Building Height in the Esplanade Character Area

Not applicable.

Clause 5.9.2.4 - Development within the Darwin Waterfront

The purpose of this clause is to 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.

The requirements of this clause are as follows:

4. *The lowest floors (commercial and residential) within the development are to be sited at a minimum of 6.5m AHD.*

The RO-RO structure is existing, and this clause is not considered applicable. It is noted that the proposed demountable structure is to be placed on the existing bitumen within the lease area

5. *Development does not obstruct view lines identified in the Diagram to this clause.*

No view lines will be impeded, as the proposal does not involve any physical development or construction.

6. *Building height does not exceed the height identified on the Diagram to this clause.*

Pursuant to the Diagram to Clause 5.9.2.4, the wharf structure does not have any assigned maximum overall building height. Notwithstanding, the proposed demountable structure is the only physical development on site, and measures approximately 3.63m from ground level to the highest roof point (including footings). The proposal is considered to be compliant, noting

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the single-storey nature of the proposed demountable.

Clause 5.9.2.5 – Development Along priority Activated Frontages

Not applicable.

Clause 5.9.2.6 - Development fronting Laneways

Not applicable.

Clause 5.9.2.7- Development along the Priority Pedestrian and Cycle Network

Not applicable. It is noted that although there is a pedestrian/cycle network depicted along Anchorage Court, the nature of the proposed development and the security fencing requirements means that this clause is not applicable.

Clause 5.9.2.8 – Development in Gateway Locations

Not applicable.

Clause 5.9.2.9 – Public Domain Contributions for Development on Large Sites

Not applicable.

Clause 5.9.2.10 – Alfresco Dining Areas

Not applicable.

Clause 5.9.2.11 – Car Parking Spaces in Darwin City Centre

The purpose of this clause is to 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.

Based on the car parking requirements of this clause, the below table has been provided to demonstrate the car parking calculations.

PARKING REQUIREMENTS			
USE OR DEVELOPMENT.	MINIMUM NUMBER OF CAR PARKING SPACES REQUIRED.	REQUIRED	TOTAL.
<i>Passenger Terminal</i>	<i>2 for every 100m² of net floor area</i>	Nil – No additional NFA proposed	Nil
<i>PROVIDED ON SITE.</i>			Not Applicable
<i>SHORTFALL</i>			Nil.

Notwithstanding the above, it is noted that the approved lease area for Darwin Helicopter Terminal contains approximately nine (9) existing marked car parking bays that will no longer be available for use. Landbridge Darwin Port have issued the lease over this area, noting that the car bays are surplus to their requirements.

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The proposal is compliant with car parking requirements for 'Passenger Terminal'. It is noted that the intent of Darwin Helicopter Terminal heliport is to provide services to cruise ship passengers that have arrived at the Cruise Ship Terminal on the same site. All passengers are expected to be able to walk from the cruise ship to the helipad.

Clause 5.9.2.12 – Reduction in Car Parking In Darwin City Centre

Not applicable.

Clause 5.9.2.13 – Design of Car Parking Areas and Vehicle Access

Not applicable.

5. SECTION 46(3) OF THE ACT – REMAINING REQUIREMENTS.

5.1 46(3)(B) – INTERIM DEVELOPMENT CONTROL ORDER.

There are no Interim Development Control Orders currently applicable to the site.

5.2 46(3)(C) – REFERRAL TO THE NT EPA.

The development does not require referral to the NT EPA under Part 4, Division 3 of the *Environmental Protection Act 2019*.

5.3 46(3)(D) – MERITS OF PROPOSED DEVELOPMENT.

The development of the RO-RO infrastructure into Darwin Helicopter Terminal presents a significant opportunity for enhancing the value of Darwin's tourism industry through strategic use of helicopter operations.

The assessed merits of the proposed development are:

- The site is considered suitable for the intended purpose.
- The intended use of the site is compatible with the surrounding area.
- The nature and scale of the proposed development is suitable to the local context.
- The development will not introduce negative impacts on the surrounding area.
- The development is not detrimental to the public interest.

5.4 46(3)(E) – SUITABILITY OF LAND FOR DEVELOPMENT AND IMPACTS OF DEVELOPMENT.

A description of the site is provided in **Section 2** of this report. The proposal is for a tourism-based commercial use which is considered suitable for the zoning of the land. The impacts of the intended use of the site are minimised and mitigated by the site's unique location adjacent Fort Hill wharf enabling flight paths out over the ocean.

5.5 46(3)(F) – AVAILABLE PUBLIC FACILITIES AND OPEN SPACE.

The provision of public open space is not a requirement for the development.

5.6 46(3)(G) – AVAILABLE PUBLIC UTILITIES/INFRASTRUCTURE.

Reticulated power, water and sewer are provided on site.

5.7 46(3)(H) – IMPACT ON AMENITY.

The proposal is not expected to have any negative impact on the amenity of the area, noting the proposed use of the existing RO-RO structure and the addition of a small Demountable Structure for storage purposes only. Details of noise mitigation considerations have been discussed in detail in **Section 3.3** of this report.

5.8 46(3)(J) – BENEFITS OR DETRIMENTS TO THE PUBLIC INTEREST.

The proposal will not detriment the public interest and will provide benefit for the reasons outlined above in

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this report. With consideration to Section 51(1)(p) of the Act, the proposed development does not jeopardise water safety and provides access for persons with disabilities.

All development is required to have due regard to the *Community Safety Design Guideline*, which is referenced in the NT Planning Scheme 2020. Consideration of the Community Safety Design Guideline (CSDG) was undertaken, noting that the proposed development does not include any physical works other than the placement of a Demountable Structure for storage purposes, and that the development will be wholly contained within the secure (fenced and gated) area of the Darwin Port (Fort Hill Wharf). The proposal is considered to meet the intent of the Community Safety Design Guide.

5.9 46(3)(K) – COMPLIANCE WITH THE *BUILDING ACT 1993*.

The proposal is not for the subdivision of land.

5.10 46(3)(L) – SCHEME LAND.

The proposal is not for the development of scheme land.

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CONCLUSION.

Tatam Planning Co. has been engaged by Darwin Helicopter Terminal Pty Ltd with consent from the landowner to prepare a Development Application for 'Passenger Terminal' (Heliport) within an approved sublease at Darwin Port (Part Lot 10187 Town of Darwin).

The site is located within Zone CB (Central Business) of the NTPS 2020. The proposed development is defined as a 'Passenger Terminal' (Heliport) and 'Demountable Structure', and is impact assessable in the zone. The proposal is for a change of use to facilitate a heliport for Darwin Helicopter Terminal only, and no physical development or works will occur beyond the placement of the demountable on site, and provision of additional security fencing. The RO-RO structure for the Passenger Terminal (Heliport) is existing.

In accordance with Section 44(a) of the *Northern Territory Planning Act 1999* (NTPA) and Section 1.8(c) of the NTPS, consent is required for Impact Assessable uses. This Statement of Effect has been prepared to support the development application for the required development permit and has demonstrated that the proposed development is consistent with the intent of the NTPS, complies with all applicable planning requirements, and is a suitable development in this location.

The proposed development responds positively to requirements as set out in the NTPA in that:

- The site is considered suitable for the intended purpose.
- The intended use of the site is compatible with the surrounding area.
- The nature and scale of the proposed development is suitable to the local context.
- The development will not introduce negative impacts on the surrounding area.
- The development is not detrimental to the public interest.

In consideration of the requirements of all relevant statutory planning tests of the NTPA, including the provisions of the NTPS, there are considered to be reasonable grounds for the Consent Authority to approve the development application subject to reasonable and relevant conditions.

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ATTACHMENT E.

PROPOSED DEVELOPMENT PLANS.

ATTACHMENT E - PROPOSED DEVELOPMENT PLAN

SITE PLAN - DARWIN HELICOPTER TERMINAL



LEGEND

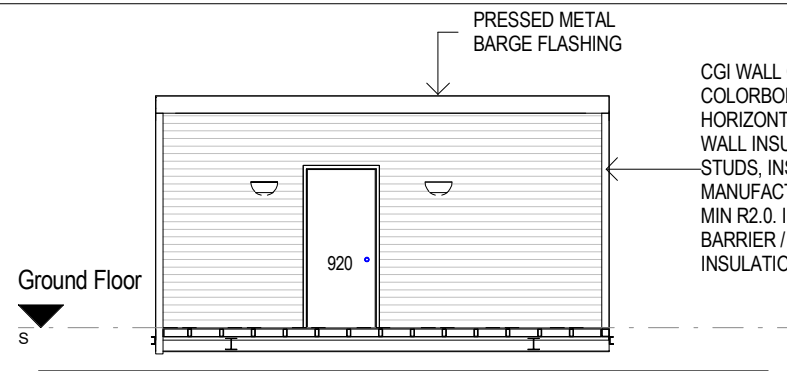
- SUBLEASE BOUNDARY
- DEMOUNTABLE STRUCTURE
- H HELIPAD
- PROPOSED SECURITY FENCING



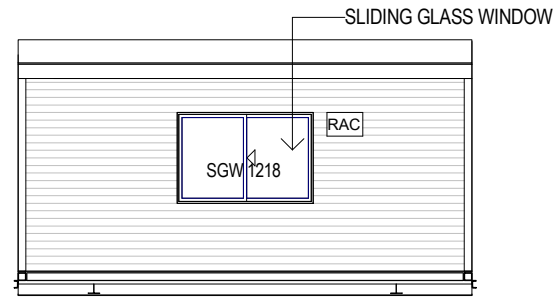
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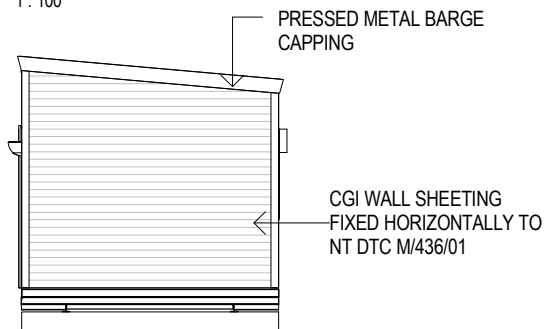
nrmaps.nt.gov.au



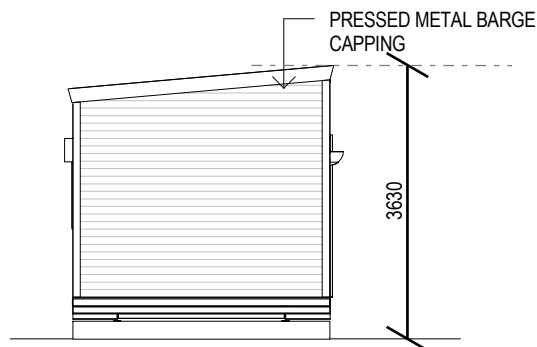
Elevation 1
SCALE 1:100



Elevation 2
SCALE 1:100



Elevation 4
SCALE 1:100



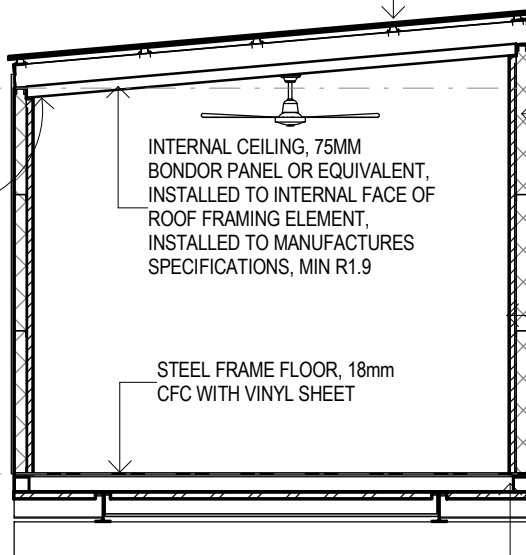
Elevation 3
SCALE 1:100

TOW
S
PM ANGLE FLASHINGS ALL CORNERS TO MANUFACTURERS SPECS
2550

Ground Floor
S

A-A
01

Section
1:50



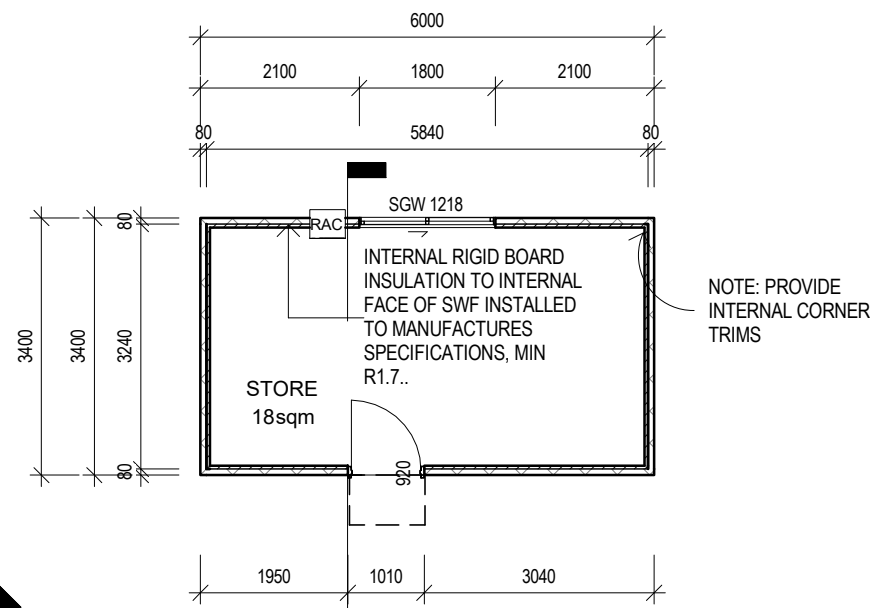
General Notes

1. VERIFY ALL DIMENSIONS AND LEVELS BEFORE COMMENCING ANY ON SITE WORKS
2. ALL WORKMANSHIP TO COMPLY WITH RELEVANT AUSTRALIAN STANDARDS BY STANDARDS ASSOC OF AUSTRALIA
3. 'DTC' REFERS TO 'DEEMED TO COMPLY STANDARDS' PREPARED BY THE NT DEPT OF LANDS
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STRUCTURE DURING ERECTION & SHALL PROVIDE ADEQUATE PROPPING AND SUPPORT

GENERALLY: 18mm PLY FLOOR SHEETING WITH VINYL SHEETING (PLANKS)
RETURN TO FACE OF WALLS IN WET AREA 100mm MIN



ELEVATION KEY



Floor Plan
SCALE 1:100

Window Schedule

Type	Description	H	W	Glazing
SGW 1218	SLIDING GLASS WINDOW	1200	1800	CLEAR

Door Schedule

Type	Description	H	W	Glazing
920	HC TIMBER DOOR	2100	920	

Floor Plan Legend

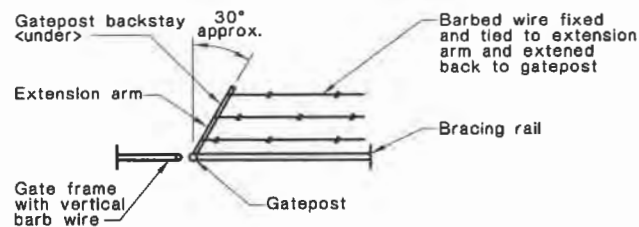
PLUMBING FIXTURES

SH	- SHOWER
T	- TROUGH
S	- SINK
HB	- HAND BASIN
WC	- TOILET
FW	- FLOOR WASTE

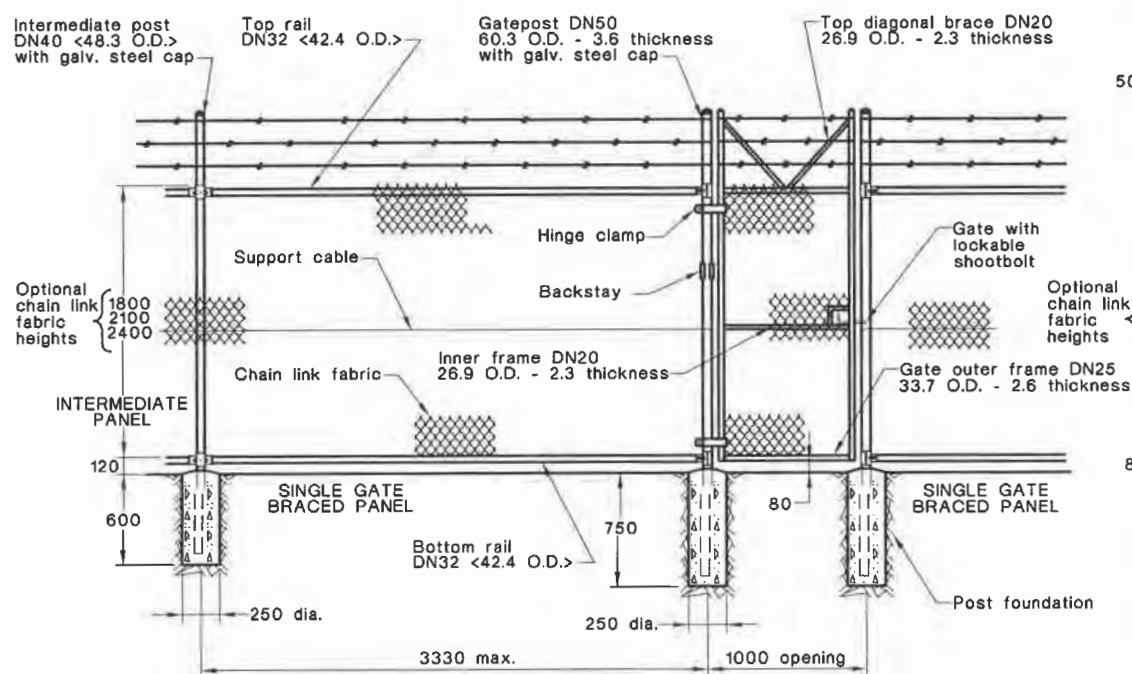
DOOR AND WINDOW TAGS

SGW	- ALUMINUM SLIDING GLASS WINDOW
SGD	- ALUMINUM SLIDING GLASS DOOR
D2109	- DOOR /HEIGHT/WIDTH

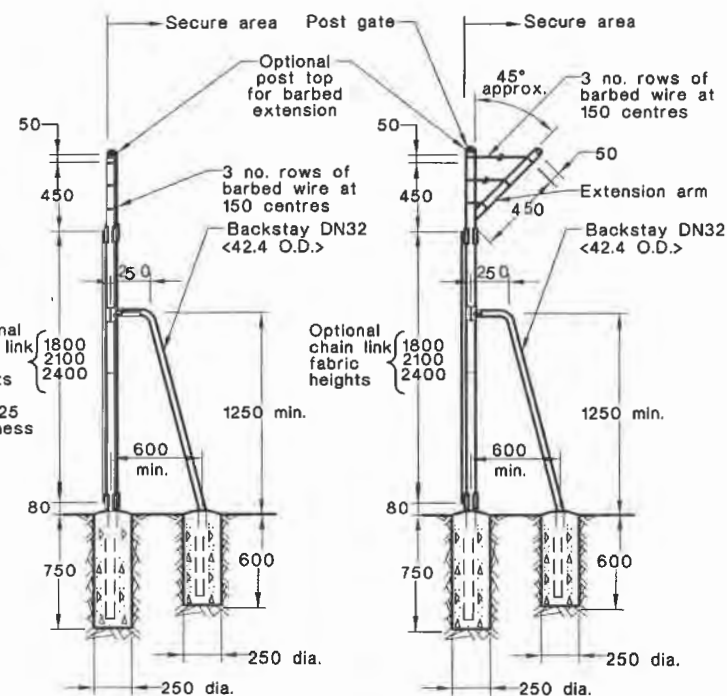
ELECTRICAL	
SA	- SMOKE ALARM



PLAN AT GATEPOSTS



ELEVATION



STRAIGHT GATEPOST
AND BACKSTAY DETAILS

CRANKED GATEPOST
AND BACKSTAY DETAILS

DIMENSIONS IN MILLIMETRES

FIGURE K2 TYPE 2-T-B/B-T TOP AND BOTTOM RAILS/3 BARBED TOP 1000 mm OPENING SINGLE GATE

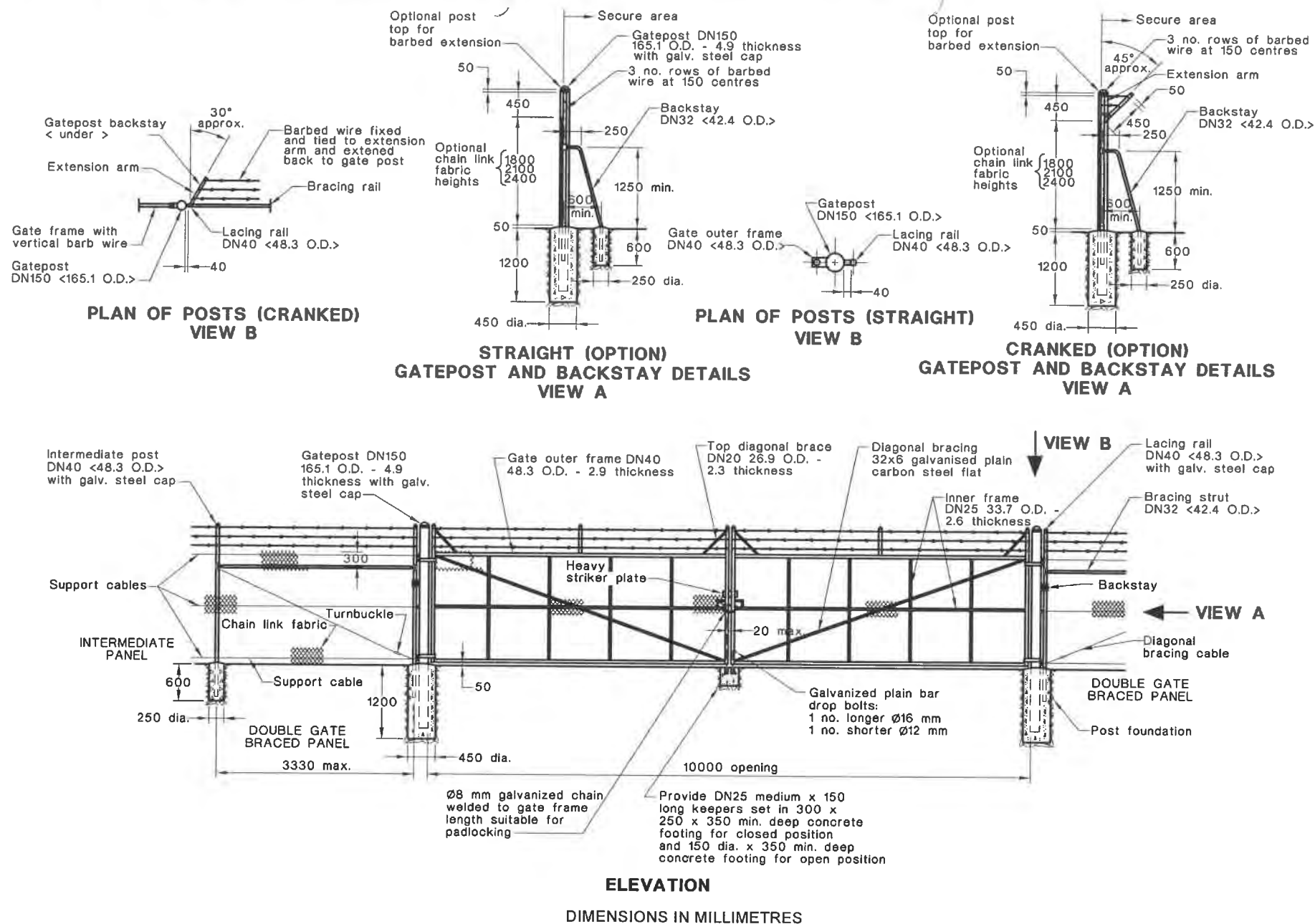


FIGURE I6 TYPE 1-R-L/B-T RAIL-LESS/3 BARBED TOP 10000 mm OPENING DOUBLE GATES

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ATTACHMENT A.

CERTIFICATE OF TITLE.

Date Registered: 11/09/2024

Volume 885 Folio 879

Duplicate Certificate as to Title issued? No

SEARCH CERTIFICATE

Lot 10187 Town of Darwin from plan(s) LTO2015/061

Area under title is 10 hectares 600 square metres

Owner:

Northern Territory of Australia

of c/- Department of Lands, Planning and the Environment, GPO Box 1680, Darwin NT 0801

Easements:

Right of Way easement granted over Lot(s) 10881

Registered Date	Dealing Number	Description
		Previous title is Volume 877 Folio 138
21/03/2025	1033388	Amendment of a Lease or Sublease conditions varied (1004887)
17/12/2024	1027641	Underlease to Australian Ilmenite Resources Pty Ltd - Bulk Ore Shed - expiring 17/11/2029 (859664)
13/11/2024	1025046	Underlease to Qube Ports Pty Ltd - part - expiring 31/08/2029 (859664)
24/09/2024	1021927	Underlease to Northern Iron Pty Ltd - part - expiring 31/07/2026 (859664)
09/11/2023	1004887	Underlease to Toll Remote Logistics Pty Ltd - part - expiring 31/12/2028 (859664)
05/08/2020	935211	Amendment of a Lease or Sublease conditions varied (859663)
08/10/2019	923670	Underlease to OM (Manganese) Ltd - Section 5377(A) - expiring 12/03/2021 (859664)
25/07/2019	921006	Amendment of Mortgage (893838)
25/07/2019	921005	Amendment of Mortgage (893837)
10/12/2018	912313	Underlease to LINX Stevedoring Pty Ltd - Part - expiring 30/03/2020 (859664)
03/10/2017	893838	Mortgage of Sublease Tasovac Pty Limited (859664)
03/10/2017	893837	Mortgage of Lease Tasovac Pty Limited (859663)
02/05/2017	886837	Electricity supply Easement to Power and Water Corporation
17/11/2015	859664	Sublease to Darwin Port Operations Pty Limited as trustee for the Darwin Port Manager Trust - expiring 14/11/2114 (859663)
17/11/2015	859663	Lease to Landbridge Port Pty Ltd as trustee for the Landbridge Darwin Port Lessee Trust - expiring 15/11/2114 (concurrent lease with leases nos 830196, 617747, 542552 and 589513)
06/03/2006	605469	Right of Way Easement granted over Lot 10881
End of Dealings		



NORTHERN TERRITORY OF AUSTRALIA

Record of Administrative Interests and Information

Record of Administrative Interests and Information

The information contained in this record of Administrative Interests only relates to the below parcel reference.

Parcel Reference: Lot 10187 Town of Darwin plan(s) LTO2015/061

(See section 38 of the Land Title Act)

Note: The Record of Administrative Interests and Information is not part of the Land Register and is not guaranteed by the Northern Territory of Australia, and the NT Government accepts no Liability for any omission, misstatement or inaccuracy contained in this statement.

Registrar General

Government Land Register

(none found)

Custodian - Registrar General (+61 8 8999 6252)

Current Title

CUFT 885 879 (order 1)

Tenure Type

ESTATE IN FEE SIMPLE

Tenure Status

Current

Area Under Title

10 hectares 600 square metres

Owners

Northern Territory of Australia
c/- Department of Lands, Planning and the Environment, GPO Box 1680, Darwin NT 0801

Easements

Right of Way easement granted over Lot(s) 10881
Electricity supply Easement to Power and Water Corporation

Scheme Name

(none found)

Scheme Body Corporate Name

(none found)

Reserved Name(s)

(none found)



Unit Entitlements

(none found)

Transfers

(none found)

Tenure Comments

(none found)

Historic Titles

CUFT 877 138 (order 1)
CUFT 850 417 (order 1)
CUFT 850 415 (order 1)
CUFT 850 413 (order 1)
CUFT 850 411 (order 1)
CUFT 832 516 (order 1)
CUFT 832 514 (order 1)
CUFT 832 511 (order 1)
CUFT 832 509 (order 1)
CUFT 832 503 (order 1)
CUFT 832 501 (order 1)
CUFT 832 480 (order 1)
CUFT 832 464 (order 1)
CUFT 818 516 (order 1)
CUFT 818 398 (order 1)
CUFT 804 694 (order 1)
CUFT 802 774 (order 1)
CUFT 802 600 (order 1)

Visit the website http://www.nt.gov.au/justice/bdm/land_title_office/

Custodian - Surveyor General (+61 8 8995 5354)**Address**

KITCHENER DR, DARWIN CITY

Survey Plan

LTO2015/061

Survey Status

Approved

Parcel Status

CURRENT

Parcel Area

10 hectares, 600 square metres

Map Reference

(none found)

Parent Parcels

Lot 07646 Town of Darwin plan(s) L2007/072A
Lot 09932 Town of Darwin plan(s) LTO2014/085
Lot 10157 Town of Darwin plan(s) S2014/230
Lot 10158 Town of Darwin plan(s) S2014/230

Parcel Comments

(none found)



Survey Comments

LOTS 10176, 10177, 10178 AND 10187 SUBDIVISION OF LOTS 7646, 10066, 10157 AND 10158, TOWN OF DARWIN.

Proposed Easements

(none found)

Local Government Area

DARWIN WATERFRONT PRECINCT

Region

DARWIN

Custodian - Valuer General (+61 8 8995 5375)**Owner's Last Known Address**

Northern Territory of Australia, PO BOX 65, BERRIMAH NT 0828

Parcels in Valuation

Lot 10187 Town of Darwin

Unimproved Capital Value

\$7,475,000 on 01/07/2023 for valuation unit A
\$1,425,000 on 01/07/2023 for valuation unit B
\$6,800,000 on 01/07/2020 for valuation unit A
\$1,300,000 on 01/07/2020 for valuation unit B
\$9,050,000 on 01/07/2017 for valuation unit A
\$1,750,000 on 01/07/2017 for valuation unit B
\$1,300,000 on 01/07/2014 for valuation unit A
\$700,000 on 01/07/2014 for valuation unit B
\$2,000,000 on 01/07/2014

Custodian - Property Purchasing (+61 8 8999 6886)**Acquisitions**

(none found)

Custodian - Building Advisory Service (+61 8 8999 8965)**Building Control Areas**

BBDAR001 - Building Control Area

DARWIN BUILDING AREA

Building Permits**Application Number:**

1 of 1

Description:

Roof Replacement on Admin Building

Number of Residential Units:**Australian Bureau of Statistics Type:**

(none found)

Building Class:

Office

Area:

500 square metres

Certification:

Office - Occupancy Permit - *issued on 2024-07-12 00:00:00.0*

Visit the website <http://www.nt.gov.au/building/>



Custodian - Town Planning and Development Assessment Services (+61 8 8999 6046)

Planning Scheme Zone

CB (Central Business)

Overlays: The following overlays may apply to your land

- CR - Coastal Reclamation
- DHD - Darwin Harbour Dredging
- LSSS - Land Subject to Storm Surge

Refer to the NT Planning Scheme 2020 for more information.

Strategic Frameworks: The following strategic frameworks may apply to your land

Regional Plans:

- Darwin Regional Land Use Plan

Sub Regional Plans:

- None

Area Plans:

- Central Darwin Area Plan

Interim Development Control Orders

(none found)

Planning Notes

(none found)

Planning Applications

File Number

PA2017/0146

Type

Variation of Development Permit

Date Received

31/03/2017

Application Purpose

Variation to Section 45 Deemed Permit - Fort Hill Wharf Maintenance Dredging

Application Status

Approved

Other Affected Parcels

(none found)

Instrument Signed

22/08/2018

Instrument Number

DP18/0295

Instrument Issued

Signed

Instrument Status

Current

Custodian - Pastoral Estate - Vegetation Assessment Unit (+61 8 8999 4454)

(none found)



Visit the website for information on Pastoral land permits.

Custodian - Power and Water Corporation (1800 245 092)

Meters on Parcel

Power Water - Electricity (none found)
Power Water - Water (none found)

For Account balances, contact the Power and Water Corporation.

Custodian - Pool Fencing Unit (+61 8 8924 3641)

Swimming Pool/Spa Status

(none found)

For more information, contact the Pool Fencing Unit (+61 8 8924 3641).

Custodian - Department of Industry, Tourism and Trade (+61 8 8999 5263)

Mineral Titles

Title ID	Status	Title Type	Expiry Date	Legislation
RL390	Granted	Reserve Land		Mineral Titles Act 2010
RL26296	Granted	Reserve Land		Mineral Titles Act 2010

For additional information contact the Mineral Titles Team on +61 8 8999 5322

Energy Titles

Title ID	Status	Title Type	Expiry Date	Legislation
GRO1	Granted	Geothermal Reserved from Occupation		Geothermal Energy Act 2009
RB51	Granted	Reservation of Blocks		Petroleum Act 1984
RB56	Granted	Reservation of Blocks		Petroleum Act 1984
RB225	Granted	Reservation of Blocks		Petroleum Act 1984

For additional information contact the Petroleum Tenure Team on +61 8 8999 5263

Land Access Agreements

(none found)

For additional information contact the Land Access Team on +61 8 8999 6442

For further information contact as above or visit the website <https://strike.nt.gov.au>

Custodian - NT Environment Protection Authority (+61 8 8924 4218)

Results of site contamination assessment

(none found)

For further information contact Environment Protection Authority or visit the website <https://ntepa.nt.gov.au/your-business/public-registers/contaminated-land-audits>

Custodian - Heritage Branch (+61 8 8999 5039)

Heritage Listing:
(none found)

For further information on heritage places contact Heritage Branch or visit the website
<https://nt.gov.au/property/land/heritage-register-search-for-places-or-objects>

Other Interests

For Account balances, contact Darwin Waterfront Corporation

Storm Surge: This lot is within a primary surge zone. For more information contact Lands Planning on 8999 8963.

Storm Surge: This lot is within a secondary surge zone. For more information contact Lands Planning on 8999 8963.

Locality Diagram



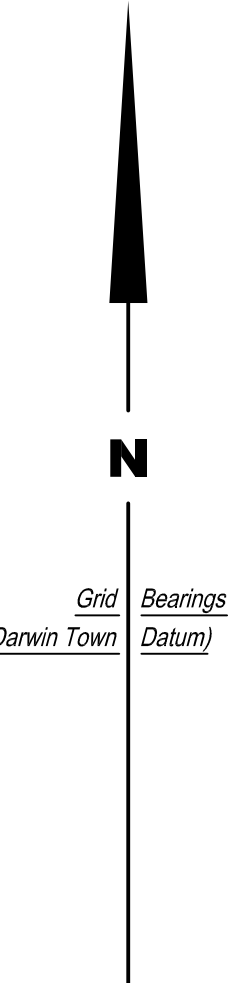
STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



ATTACHMENT B.

SURVEY PLAN.

EXISTING EASEMENTS				
EASEMENT NO	DESCRIPTION	AFFECTS	IN FAVOUR OF	ORIGIN
2	RIGHT OF WAY	LOT 10177	LOT 10176	S2005/156
5	SEWERAGE	LOT 10177	POWER AND WATER CORPORATION	INSTRUMENT NO 731609
6	WATER SUPPLY	LOT 10177	POWER AND WATER CORPORATION	INSTRUMENT NO 731608
7B	DRAINAGE	LOT 10177	UNIT 7852	INSTRUMENT NO 708925 (LTO 2014/090)
9B	DRAINAGE	LOT 10177	UNIT 7852	INSTRUMENT NO 708923 (LOT 2014/090)
10	DRAINAGE	LOT 10177	UNIT 7852	INSTRUMENT NO 708922
11	DRAINAGE	LOT 10177	UNIT 7852	INSTRUMENT NO 708921
12	DRAINAGE	LOT 10177	UNIT 7852	INSTRUMENT NO 708920
13	SEWERAGE	LOT 10177	UNIT 7852	INSTRUMENT NO 708984
19	WATER SUPPLY	LOT 10177	POWER AND WATER CORPORATION	INSTRUMENT NO 703000
20	WATER SUPPLY	LOT 10177	POWER AND WATER CORPORATION	INSTRUMENT NO 702999
21	RIGHT OF WAY	LOT 10177	POWER AND WATER CORPORATION	INSTRUMENT NO 698454
22	ELECTRICITY SUPPLY	LOT 10177	POWER AND WATER CORPORATION	INSTRUMENT NO 698452
23	RIGHT OF FOOTWAY AND FIRE SEPARATION	LOT 10177	BDP 7840	INSTRUMENT NO 695749
24	RIGHT OF ENCROACHMENT	LOT 10177	BDP 7840	INSTRUMENT NO 695748
25	SEWERAGE	LOT 10177	POWER AND WATER CORPORATION	INSTRUMENT NO 692198
26	RIGHT OF WAY	LOT 10177	LOT 10167	INSTRUMENT NO 605469
27A	ELECTRICITY SUPPLY	LOT 10177	POWER AND WATER CORPORATION	LTO 2014/085
27D	ELECTRICITY SUPPLY	LOT 10177	POWER AND WATER CORPORATION	LTO 2014/085 (LTO 2014/090)
27F	ELECTRICITY SUPPLY	LOT 10177	POWER AND WATER CORPORATION	LTO 2014/085 (LTO 2014/090)
38A	ELECTRICITY SUPPLY	LOT 10177	POWER AND WATER CORPORATION	LTO 2014/085
43	SEWERAGE	LOT 10177	UNIT 9935	INSTRUMENT NO 837759 (LTO 2014/085)
44	SUPPORT	LOT 10177	UNIT 9935	INSTRUMENT NO 837729 (LTO 2014/085)
45	POOL SERVICES	LOT 10177	UNIT 9935	INSTRUMENT NO 837749 (LTO 2014/085)
49	ELECTRICITY SUPPLY	LOT 10177	UNIT 9935	INSTRUMENT NO 837741 (LTO 2014/085)
53	POOL SERVICES	LOT 10177	UNIT 9935	INSTRUMENT NO 837750 (LTO 2014/085)
65	ELECTRICITY SUPPLY	LOT 10176	POWER AND WATER CORPORATION	LTO 2007/072
66A	RIGHT OF WAY	LOT 10177	LOT 10176	LTO 2007/072
66B	RIGHT OF WAY	LOT 10177	LOT 10167	LTO 2007/072



Grid	Bearings
(Darwin Town)	Datum



SURVEYOR'S CERTIFICATE

I, **Keith Leslie Schulz**,
hereby certify that the survey represented on this plan was carried out by me or under my immediate supervision and was completed on **20.03.15** and that this survey has been executed in accordance with the Licensed Surveyors Act and the directions thereunder.

KLS
Licensee/Surveyor
24/6/2015
Date

L.T.O. REGISTRATION

Lodged on at
Instrument Number
Registered on at
by me
Registrar-General

SURVEY APPROVAL

I, **Craig Leslie Sandy**, the Surveyor-General,

- (i) approve the survey under section 49 of the Licensed Surveyors Act;
(ii) acknowledge, on behalf of the Service Authorities designated, the vesting of the Service Easements shown hereon; and
(iii) accept on behalf of the Service Authorities specified, the land designated as roads or reserves hereon vested pursuant to section 64 of the Planning Act and section 7 of the Control of Roads Act

C. Sandy
Surveyor-General
24 June 2015
Date

Note

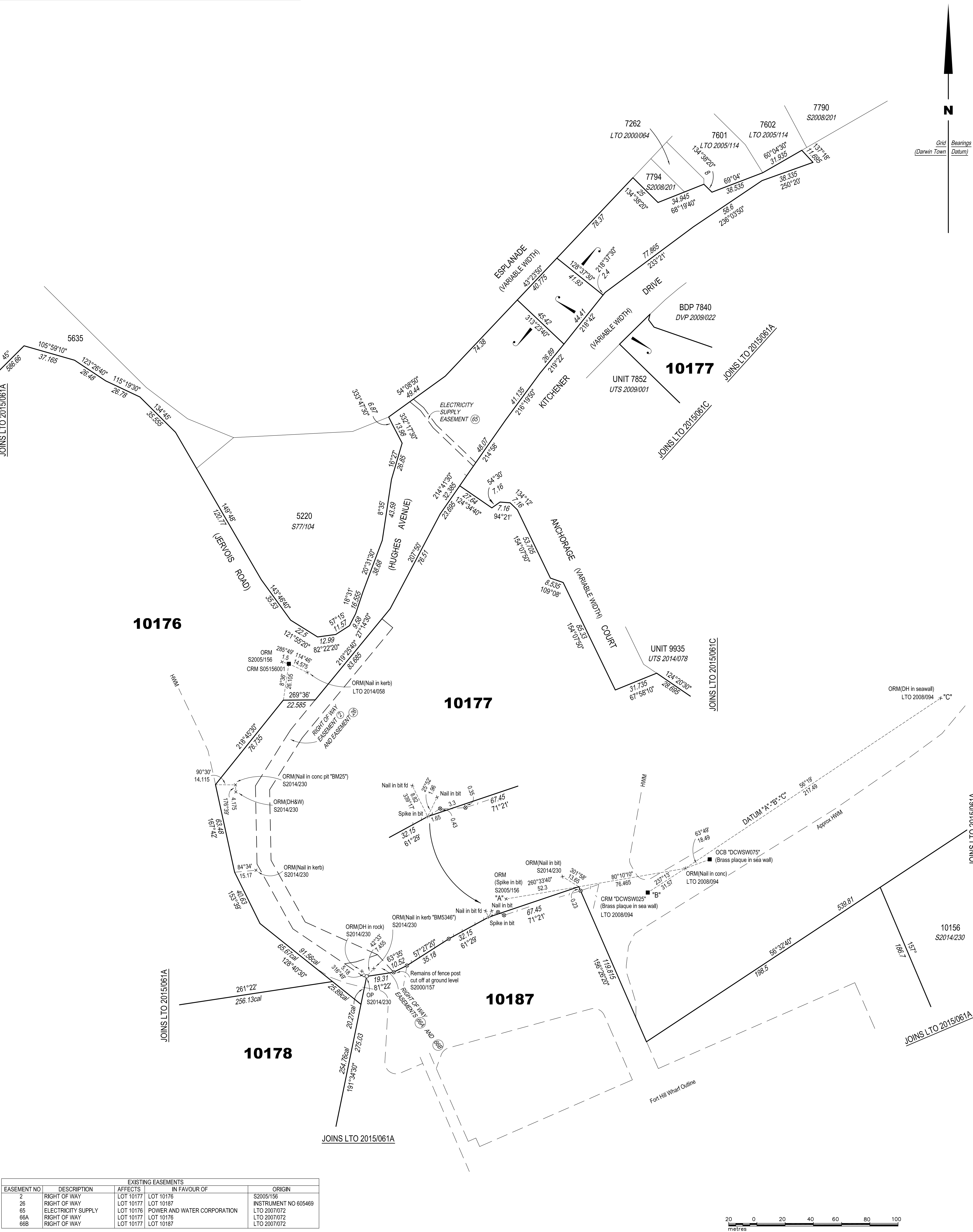
Dimensions of unmarked boundaries are original unless otherwise shown

Version 1 - survey plan as lodged

WARNING - Damaged or creased plan will be rejected.

LOTS 10176 TO 10178 AND 10187
SUBDIVISION OF LOTS 7646, 10066, 10157 AND 10158
TOWN OF DARWIN

Drawn by Earl James & Associates (9507 & 9605) 24.06.15	Map Reference	SCALE 1:3000 (A1) LTO 2015/061A SHEET 1 OF 5
Examined by Earl James & Associates 9.04.15	AZIMUTH LTO 2008/094 Assumed from Observed at	



EXISTING EASEMENTS			
EASEMENT NO	DESCRIPTION	AFFECTS	IN FAVOUR OF
2	RIGHT OF WAY	LOT 10177	LOT 10176
26	RIGHT OF WAY	LOT 10177	LOT 10187
65	ELECTRICITY SUPPLY	LOT 10176	POWER AND WATER CORPORATION
66A	RIGHT OF WAY	LOT 10177	LOT 10176
66B	RIGHT OF WAY	LOT 10177	LOT 10187

SURVEYOR'S CERTIFICATE
I, **Keith Leslie Schulz**,
hereby certify that the survey represented on this plan was carried
out by me or under my immediate supervision and was completed
on **20.03.15** and that this survey has been executed in
accordance with the Licensed Surveyor's Act and the directions
thereunder.
KS
Licensed Surveyor

24/6/2015
Date

L.T.O. REGISTRATION

Lodged on at
Instrument Number
Registered on at
by me
Registrar-General

Note
Dimensions of unmarked boundaries are original unless otherwise shown

Version 1 - survey plan as lodged

SURVEY APPROVAL
I, **Craig Leslie Sandy**,
the Surveyor-General,
(i) approve the survey under section 49 of the Licensed Surveyors Act;
(ii) acknowledge, on behalf of the Service Authorities designated, the
vesting of the Service Easements shown hereon; and
(iii) accept on behalf of the Service Authorities specified, the land
designated as roads or reserves hereon vested pursuant to section
64 of the Planning Act and section 7 of the Control of Roads Act

C. Sandy
Surveyor-General

24 June 2015
Date

**PART BOUNDARIES 10176 TO 10178
AND 10187**
SUBDIVISION OF LOTS 7646, 10066, 10157 AND 10158
TOWN OF DARWIN

Drawn by
Earl James & Associates
(9507 & 9605) 24.06.15

Examined by
Earl James & Associates
9.04.15

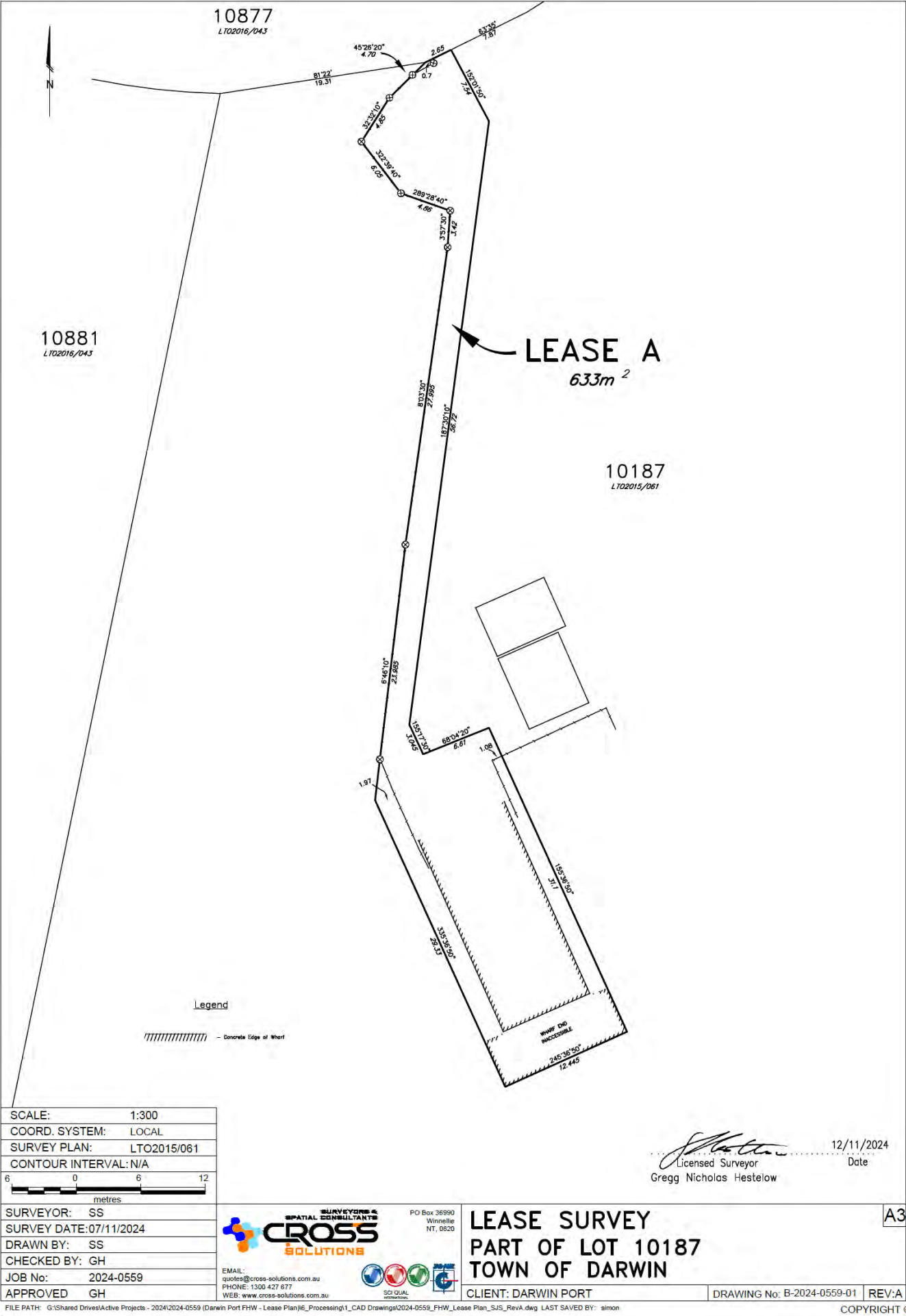
Map Reference

AZIMUTH
LTO 2008/094
Assumed from
Observed at

SCALE 1:1250 (A1)

LTO 2015/061B
SHEET 2 OF 5

Schedule 2 – Lease Plan



STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



ATTACHMENT C.

SITE AERIAL.

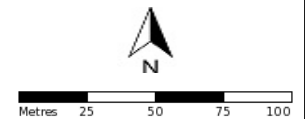
ATTACHMENT C - SITE AERIAL

PART LOT 10187 TOWN OF DARWIN (0 KITCHENER DRIVE, DARWIN CITY)



LEGEND

- SUBJECT SITE
- SUBLEASE AREA FOR PROPOSED PASSENGER TERMINAL (HELIPORT)



nrmaps.nt.gov.au

Geospatial Services Unit

Department of Lands,
Planning and Environment
© Northern Territory Government

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



ATTACHMENT D.

SITE ZONING.

ATTACHMENT D - SITE ZONING

PART LOT 10187 TOWN OF DARWIN (0 KITCHENER DRIVE, DARWIN CITY)



LEGEND

TOWN PLANNING ZONES

- CB - Central Business
- SUBJECT SITE
- SUBLEASE AREA FOR PROPOSED PASSENGER TERMINAL (HELIPORT)



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Geospatial Services Unit

Department of Lands,
Planning and Environment
© Northern Territory Government

STATEMENT OF EFFECT.
PASSENGER TERMINAL (HELIPORT) & DEMOUNTABLE STRUCTURE
FOR DARWIN HELICOPTER TERMINAL
0 KITCHENER DRIVE, DARWIN CITY (LOT 10187 TOWN OF DARWIN)



ATTACHMENT F.

DILAPIDATION REPORT.

Ref: RE2416.25.03.03 HRS Building 8, Berrimah.

Dilapidation Report

Lot 10187, Fort Hill Wharf, Port of Darwin.

FOR

Darwin Helicopter Terminal Pty Ltd.

INSPECTION DATE:

27th February 2025

DOCUMENT VERIFICATION

Job Title: Lot 10187, Fort Hill Wharf, Port of Darwin.
Job No.: RE2416
Document Title: Dilapidation Report

Date	Addendum	Rev.	Issue	Author	NT Reg. #
3 rd March 2025	--	01	A	CG	245638ES

CHRIS GILLARD

Name

Signed

Dated 18/03/2025

B.Eng (struc), DIP (civil), MIEAust, NT245638ES

TABLE OF CONTENTS

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2.0	OBSERVATIONS.....	05
3.0	RECOMMENDATIONS	05
4.0	FURTHER INVESTIGATIONS.....	05

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- FIGURE 1: AERIAL PHOTO (SITE HIGHLIGHTED) 4

TABLE OF APPENDICES

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• HELICOPTER	MAXIMUM TAKEOFF WEIGHT (MTOW) (kg)
Robinson R22	622
Robinson R44	1,134
Robinson R66	1,225
Bell 206 (JetRanger B3/B3+)	1,451
Bell 407	2,381
Bell 412	5,400
AS350 (Airbus H125 / Eurocopter AS350 Écureuil)	2,250
Eurocopter EC130 (Airbus H130)	2,500
Eurocopter EC135 (Airbus H135)	3,100

Table 1: Helicopter / MTOW

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1. INTRODUCTION

At the request of Bjorn Farley, a representative from Darwin Helicopter Terminal, Rapid Engineering NT has conducted a Dilapidation Survey of Lot 10187, Fort Hill Wharf, Port of Darwin. With the permission of the Port of Darwin, a photographic survey of the property highlighted in Figure 1 below in it's current state was carried out.

The Dilapidation Survey was carried out on the 27th February 2025 by Chris Gillard, a representative from Rapid Engineering NT in the presents of Bjorn Farley. It should be noted that the photographic survey was limited to a visual inspection only, excluded destructive testing, and is limited to the elements that could be easily accessible from the level ground.



Figure 1: Aerial Photograph

2. **OBSERVATIONS**

The site is situated within Darwin Port, this 508m² property features a significant tarmac area adjoining a concrete wharf structure, supported by pylons. The property is secured by a chain mesh fence and incorporates a car park, open storage area, and landscaped grounds. The western/ocean boundary is defined by a steel frame crash barrier and a rock retaining wall. Despite the concrete wharf structure's generally sound condition, minor defects were identified. Addressing these issues is crucial for extending the property's lifespan and optimizing its functionality, especially considering its potential as a helicopter terminal:

- Several locations within the tarmacked area show evidence of ground undermining, resulting in both subsidence and extensive surface cracking.
- Some chain mesh fence footings show signs of undermining, potentially compromising their stability.
- Corrosion is evident on the steel frame crash barrier.
- The concrete wharf structure showed signs of some minor surface cracking.
- Attached to the pylons are barnacles and other marine growth

3. **RECOMMENDATIONS**

To extend the design life and enhance the serviceability of the property, we recommend the following recommendations and further investigations:

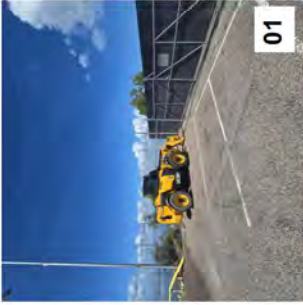
- Areas that show signs of undermining or subsidence should be rectified to prevent further movement.
- Areas that show signs of corrosion to the steel barrier should be protected with a suitable protective coating.
- Verify the existing concrete wharf structure's load capacity for helicopter operations via a desktop assessment.

The recommendations and conclusions presented herein are derived from a visual inspection of the site. Additional remedial measures may be necessary, and the on-site contractor retains the discretion to implement further work as required.

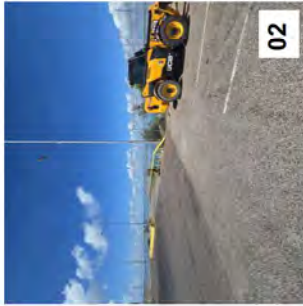
4. **FURTHER INVESTIGATIONS**

In order to facilitate the desktop assessment of the concrete wharf structure, a request was made for existing structural drawings. Unfortunately, no such drawings were available. (Refer to Table 1 for a list of proposed helicopters for the planned operations.) For the purposes of the assessment, a conservative imposed design load of 5.0kPa was assumed for the wharf deck, a figure considered highly conservative for this type of structure. This load translates to a design moment of 2,756kNm across a 21m span with a 10m load width. When considering the Bell 412 helicopter, which has a maximum takeoff weight of 5,400kg, the resulting design moment is 278kNm, representing only 10% of the assumed allowable imposed design load. Consequently, it can be concluded that the existing concrete wharf structure is capable of withstanding the maximum takeoff weight of a Bell 412 helicopter.

APPENDIX A – PHOTPGRAPHS – DRAWINGS S01, S02, S03 & S04



01



02



03



04



05



06



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				 admin@rapidengineering.nt.darwin.cmasu 0450 110 711 / ABN 14 608 598 232				PROJECT: DILAPIDATION REPORT LOT 10187 FORT HILL WHARF PORT OF DARWIN		DRAWING TITLE: APPENDIX A - PHOTOGRAPHS					
Rev.	A	CG	By	ISSUED FOR APPROVAL		04.03.25					SCALE AS SHOWN AT A3	DRAWING NO: RE2416	ENGINEER: CG	ISSUE: S01	A
				Issue	Date										
APPENDIXES															



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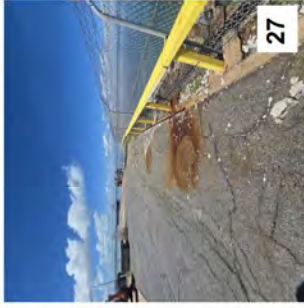
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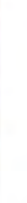
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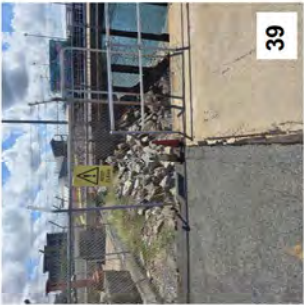
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Rev.	A	CG	By	ISSUED FOR APPROVAL		04.03.25															
				Issue		Date															
												DRAWN: CG		ENGINEER: CG		DRAWING NO: RE2416		SCALE AS SHOWN AT A3		ISSUE: A	
														CLIENT: DARWIN HELICOPTER TERMINAL PTY LTD							



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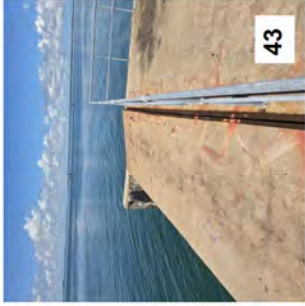
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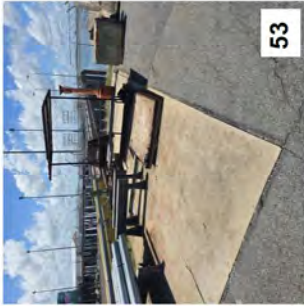
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A		CG		04.03.25				SCALE AS SHOWN AT A3			
ISSUED FOR APPROVAL											
Rev.	By	Issue		Date		CLIENT: DARWIN HELICOPTER TERMINAL PTY LTD		DRAWN: CG		ENGINEER: CG	
								DRAWING NO: RE2416		S03	
										ISSUE: A	



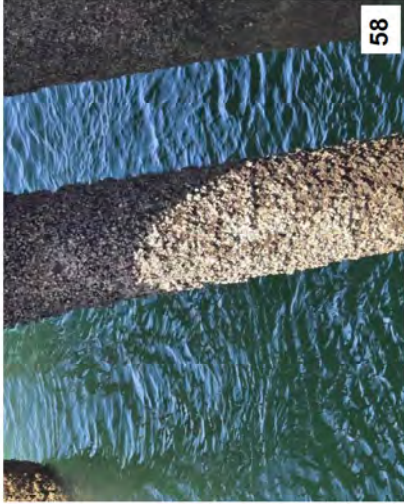
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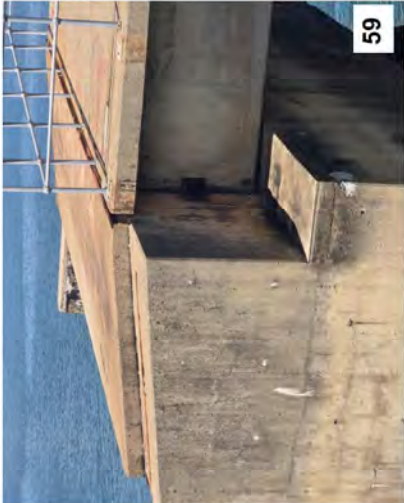
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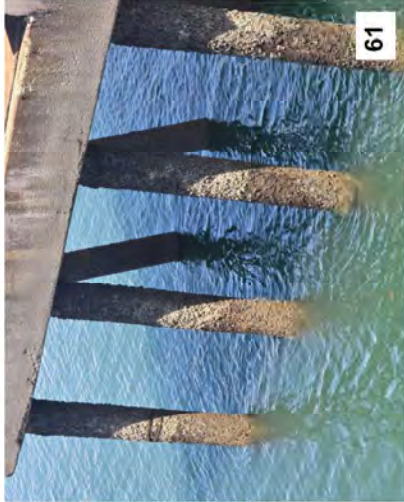
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				 admin@rapidengineeringdarwin.com.au 0450 110 217 / ABN 14 608 598 232				PROJECT: DILAPIDATION REPORT LOT 10187 FORT HILL WHARF PORT OF DARWIN		DRAWING TITLE: APPENDIX A - PHOTOGRAPHS				
Rev.	A	CG	By	ISSUED FOR APPROVAL		04.03.25	Date	CLIENT: DARWIN HELICOPTER TERMINAL PTY LTD	SCALE AS SHOWN AT A3					
				Issue					DRAWN: CG	ENGINEER: CG	DRAWING NO: RE2416	ISSUE: S04		
											A			



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