



12 June 2025



Development Assessment Services
Department of Lands, Planning & Environment

Attn: Madison Harvey
Via email: Madison.Harvey@nt.gov.au

Dear Madison,

REF: PA2025/0159 – SUBMISSION AND SERVICE AUTHORITY REFERRAL RESPONSE LETTER – DARWIN HELICOPTER TERMINAL.

Background

The proposal is for 'Additions to an Existing Passenger Terminal (Heliport)', for Darwin Helicopter Terminal (DHT), at Lot 10187 Town of Darwin (Kitchener Drive, Darwin City). The site is within a sublease of the Darwin Port area. The proposal was exhibited from 9 May 2025 to 23 May 2023.

Response to Submissions

One (1) public submission was received during the exhibition period. The submission received raised the following matters (summarised):

1. Caroline & Mirto Albetoni (330/19 Kitchener Drive, Darwin) - Objection

The Albetoni submission is summarised an objection to the proposal on the basis of noise and pollution. The submission states that *"There will be a lot of noise and pollution, especially with the take off and landing"*.

The matters raised in the objection are addressed below.

The application is supported by a comprehensive Statement of Effect which addresses noise attenuation, flight paths, and environmental safeguards in detail. In particular:

- ➔ The helicopter proposed (Robinson R44) emits maximum noise levels of 89–90 decibels during lift-off and landing—similar to common domestic equipment such as lawn mowers and belt sanders.
- ➔ These maximum noise levels are brief in duration—approx. 3–4 minutes during take-off and 2–3 minutes during landing/warm-down.
- ➔ The calculated noise level at the nearest sensitive receiver (residential buildings at Anchorage Court, ~340m away) is approximately 39 decibels, equivalent to quiet urban background noise.
- ➔ Flight paths are directed over water to the west and southwest, ensuring no low-level flight occurs over residential dwellings.

The proposal has been reviewed by numerous service referral agencies, none of which raised objections:

- ➔ Darwin Waterfront Corporation: Confirmed no objections; flight paths do not pass over the Waterfront precinct; and residents were formally notified.
- ➔ NT EPA: Advised that no environmental licence is triggered; standard environmental duties apply only in accordance with existing regulation.

- ➔ Power and Water Corporation: No concerns or required changes.
- ➔ Airport Development Group (Darwin International Airport): Confirmed site is well outside critical airspace zones and that helicopter operations have been appropriately referred to Darwin Aerodrome Tower.

The proposed heliport and associated demountable structure:

- ➔ Are consistent with the CB (Central Business) zoning
- ➔ Meet all relevant clauses under the NT Planning Scheme 2020
- ➔ Represent an appropriate adaptive use of existing port infrastructure
- ➔ Are aligned with the objectives of the Darwin Regional Land Use Plan and Central Darwin Area Plan
- ➔ Enhance the tourism value of the Darwin Waterfront and cruise ship sector

The opposing submission is respectfully noted but fails to present substantiated evidence of adverse impact. The concerns raised have been comprehensively addressed through expert planning documentation, third-party assessments, and agency endorsements.

On this basis, we submit that:

- ➔ The objection carries limited evidentiary weight;
- ➔ The development is in the public interest and compliant with all statutory requirements; and
- ➔ There are sound planning grounds for approval of Development Application PA2025/0159.

We remain available to provide further information if requested by the Authority.

Response to Service Authority Referrals

1. The comments from Power and Water Corporation (Power Networks) are noted, and we have no concerns with any comments or recommended conditions.
2. The comments from Power and Water Corporation (Water Services) are noted, and we have no concerns with any comments or recommended conditions.
3. The comments from Airport Development Group (Darwin International Airport) are noted, and we have no concerns with any comments or recommended conditions.
4. The comments from Department of Defence are noted, and we have no concerns with any comments.
5. The comments from Waterfront Corporation are noted, and we have no concerns with any comments. It is noted that the Waterfront Corporation also reached out to all Body Corporates about the proposal.
6. The comments from Transport and Civil Infrastructure (Department of Logistics and Infrastructure) are noted, and we have no concerns with any comments.
7. The comments from Environmental Division (Department of Lands, Planning & Environment) are noted, and we have no concerns with any comments.

Conclusion

It is considered that the submitter concerns have been adequately addressed within the application. It is noted that no issues were raised by service agencies.

It is understood that the Development Consent Authority will consider the application at the Darwin Development Consent Authority meeting on 20 June 2025. We look forward to your consideration of the application in light of the above response to the submission received, and service authority referral responses addressed above.

If you have any queries, please do not hesitate to contact me on 0415 933 635.

Regards,

A handwritten signature in black ink, appearing to read 'Catriona', with a stylized flourish extending from the end.

Catriona Tatam

Director

Tatam Planning Co.

B(Arts)(Urb.Reg.Plan.)(Hons.), MPIA.

From: [Cat Tatam](#)
To: [Madison Harvey](#)
Cc: [Amit Magotra](#); manager@ppasnt.com.au
Subject: RE: PA2025/0159 - Darwin Helicopter Terminal
Date: Friday, 13 June 2025 4:08:41 PM
Attachments: [image001.png](#)
[image002.jpg](#)

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

Hi Madison,

I have just reviewed the Statement of Effect and initial advice I provided you in that report. Just to clarify, the SoE statement that the helicopter is to be 'stored' on the heliport relates to the management of the helicopter during business hours only. The information provided below is in fact correct, in that the helicopter is not intended to be stored on site outside of business hours.

Apologies for the confusion.

Regards,
Cat

Catriona Tatam

Town Planning Consultant
BA(Urb&RegPlan)(Hons), MPIA
e: cat@tatamplanningco.com.au
m: 0415 933 635
w: www.tatamplanningco.com.au

ABN: 2625 1369 768



At Tatam Planning Co. we value and respect flexible work arrangements. Although I have sent this at a time that is convenient for me, it is not my expectation that you read, respond or follow up on this email outside your hours of work.

From: Madison Harvey <Madison.Harvey@nt.gov.au>
Sent: Friday, 13 June 2025 3:48 PM
To: Cat Tatam <cat@tatamplanningco.com.au>
Cc: Amit Magotra <Amit.Magotra@nt.gov.au>; manager@ppasnt.com.au
Subject: RE: PA2025/0159 - Darwin Helicopter Terminal

Thanks Cat, we will include these responses in our report.

Kind regards

Madison Harvey

Senior Planner
Development Assessment Services
Department of Lands, Planning and Environment

Floor 1, Energy House, 18 – 20 Cavenagh Street, Darwin City
GPO Box 1680, Darwin NT 0800

t. 08 8999 7108



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

From: Cat Tatam <cat@tatamplanningco.com.au>
Sent: Friday, 13 June 2025 3:46 PM
To: Madison Harvey <Madison.Harvey@nt.gov.au>
Cc: Amit Magotra <Amit.Magotra@nt.gov.au>; manager@ppasnt.com.au
Subject: RE: PA2025/0159 - Darwin Helicopter Terminal

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

Hi Madison,

Responses below in **Red**. Please let me know if you require any further information.

Regards,
Cat

Catriona Tatam

Town Planning Consultant
BA(Urb&RegPlan)(Hons), MPIA
e: cat@tatamplanningco.com.au
m: 0415 933 635
w: www.tatamplanningco.com.au



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From: Madison Harvey <Madison.Harvey@nt.gov.au>
Sent: Friday, 13 June 2025 1:58 PM
To: Cat Tatam <cat@tatamplanningco.com.au>
Subject: RE: PA2025/0159 - Darwin Helicopter Terminal

Hi Cat

Thanks for sending across your response to submissions and Service Authority referral responses.

I am in the process of drafting our recommendation to the DCA and require the following additional information to finalise our report:

- clarify number of helicopter flights per day and number of aircraft movements (i.e number of arrivals and departures) per day. Please note that flights will only be able to operate during Daylight hours only, per CASA requirements. 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 takeoff, 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.
- clarify number of helicopter/s to be stored on the development site and if so, where the helicopter/s will be stored. Per the Statement of Effect, there is only one (1) helicopter proposed – a Robinson 44. The helicopter will not be stored on site.
- clarify number of patrons and staff on the site at any one time and if there will be a waiting/holding area. There will be a maximum of four (4) guests per flight, given the maximum capacity of the helicopter. There will also be one (1) pilot, and one (1) Ground Staff. The waiting/holding area for guests will be the existing cruise ship terminal passenger lounge on site.

Please let me know if you have any queries.

Kind regards

Madison Harvey

Senior Planner

Development Assessment Services

Department of Lands, Planning and Environment

Floor 1, Energy House, 18 – 20 Cavenagh Street, Darwin City

GPO Box 1680, Darwin NT 0800

t. 08 8999 7108



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

From: Cat Tatam <cat@tatamplanningco.com.au>

Sent: Thursday, 12 June 2025 9:43 AM

To: Madison Harvey <Madison.Harvey@nt.gov.au>

Cc: Amit Magotra <Amit.Magotra@nt.gov.au>

Subject: RE: PA2025/0159 - Darwin Helicopter Terminal

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

Hi Madison,

Apologies for the delay – please find attached the response to submissions and Service Authority referral responses.

Please note that I will be overseas for the DCA meeting on June 20, but if you are able to please send me a Teams Link, I will join online. I will also send through confirmation as to whether my client or others will be attending, whether in person or Teams.

Thanks!

Cat

NORTHERN TERRITORY OF AUSTRALIA

Planning Act - sections 54 and 55

DEVELOPMENT PERMIT

DP06/0495

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Part Lot 7555

Town of Darwin

DARWIN CITY

APPROVED PURPOSE

To use and develop the land for the purpose of a cruise ship passenger terminal, in accordance with the attached schedule of conditions and the endorsed plans.

VARIATIONS GRANTED

None Given.

BASE PERIOD OF THE PERMIT

Subject to the provisions of sections 58, 59 and 59A of the Planning Act, this permit will lapse two years from the date of issue.



PETER McQUEEN

Delegate

Development Consent Authority

3 1/10/2006

DEVELOPMENT PERMIT

DP06/0495

SCHEDULE OF CONDITIONS

1. Before the use starts, a Traffic and Parking Management Plan must be submitted to and approved by the consent authority. When approved, the plan will be endorsed and will then form part of the permit. Traffic and parking operations on and adjacent to the site must conform to this endorsed plan. Two copies of the plan must be submitted. The plan must be generally in accordance with the plans submitted with the application but must include:
 - the required number and location of parking bays for cars, coach and taxi vehicles to be used for staff and patron parking;
 - the location of all bays to ensure a safe vehicular and pedestrian movement;
 - the requirements of security assessment as endorsed by Australian Department of Transport and Regional Services (DOTARS);
 - traffic control and restrictions to ensure safe vehicular and pedestrian movement;
 - the means by which the direction of traffic and pedestrian flows to and from car parking areas will be controlled both on- and off-site; and
 - staffing and other measures to ensure the orderly departure and arrival of patrons especially any large groups departing during cruise ship berthing time.
2. Before the use starts, a full set of amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - waste bin storage in accordance with Darwin City Council's Waste Bin Storage Policy; and
 - a parking layout and traffic environment consistent with the outcomes of condition 1 of this permit.
3. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
4. 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.
5. Storage for waste disposal bins is to be provided to the requirements of Darwin City Council to the satisfaction of the consent authority.
6. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the consent authority.
7. Before the use or occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather-seal coat;
 - (d) drained;
 - (e) line marked to indicate each car space and all access lanes; and
 - (f) clearly marked to show the direction of traffic along access lanes and driveways;to the satisfaction of the consent authority. Car spaces, access lanes and driveways must be kept available for these purposes at all times.

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DEVELOPMENT PERMIT

DP06/0495

SCHEDULE OF CONDITIONS

8. Storm water is to be collected and discharged into the drainage network to the technical standards of and at no cost to the Department of Planning and Infrastructure to the satisfaction of the consent authority.
9. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities and electricity and telecommunication services to the land shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
10. Soil erosion control measures must be employed throughout the construction stage of the development to the satisfaction of the consent authority.

Development Consent Authority

Northern Territory



GPO BOX 1680
DARWIN NT 0801

Telephone No: (08) 8999 6044
Facsimile No: (08) 8999 6055

In reply please quote: PA2006/0618
GM:BP

cc: to Terry O'Neill

Ross Connolly
MKEA Architects Pty Ltd
GPO Box 546
DARWIN NT 0801

Dear Sir

NOTICE OF CONSENT (SECTION 53B OF THE *PLANNING ACT*) PART LOT 7555, TOWN OF DARWIN

The Development Consent Authority has determined, in accordance with section 53(b) of the *Planning Act*, to alter the proposal and grant consent to use and develop the land for the purpose of a cruise ship passenger terminal, subject to the conditions specified on the attached Development Permit DP06/0495.

Reasons for the Determination

1. The proposed development sufficiently addresses all relevant provisions of the NT Planning Scheme.
2. A Traffic and Parking Management Plan is required to address concerns regarding parking capacity and safe and convenient pedestrian and vehicular parking environment.
3. Amended plans demonstrating the provision of waste bin storage is required to ensure appropriate location and regime of waste disposal from the site.

Right of Appeal

Applicants are advised that a right of appeal to the Appeals Tribunal exists under Part 9 of the *Planning Act*. An appeal under section 114 against a determination of a development application must be made within 28 days of the service of this notice.

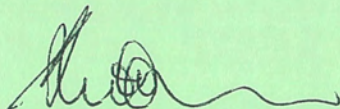
The Registrar of the Appeals Tribunal can provide information regarding the Notice of Appeal form and fees payable. The address for lodgement of a Notice of Appeal is: The Registrar, Appeals Tribunal, GPO Box 2014, DARWIN NT 0801 or Level 3, 9-11 Cavenagh Street, Darwin NT 0800 (Telephone: 08 8985 8671 or Facsimile 08 8985 8673).

99

There is no right of appeal by a third party under section 117 of the *Planning Act* in respect of this determination as section 117(4) of the Act and regulation 15 of the Planning Regulations apply to the application.

If you have any queries in relation to this Notice of Consent or the attached Development Permit, please contact Development Assessment Services on telephone (08) 8999 7867.

Yours faithfully



PETER McQUEEN

Delegate

3-H/0/2006

Attachment

Cc Darwin City Council

DEVELOPMENT ASSESSMENT SERVICES

Ground Floor, Cavenagh House, 38 Cavenagh Street, Darwin
GPO Box 1680, Darwin, NT, 0801

**TECHNICAL ASSESSMENT OF PROPOSED DEVELOPMENT AGAINST
RELEVANT PROVISIONS OF THE DARWIN TOWN PLAN 1990 (as
amended).**

Lot number:	Lot 7555
Town/Hundred:	Town of Darwin
Zone:	CBD (Central Business Darwin)
Site Area:	123.9ha
Proposal:	Cruise ship passenger terminal.

A passenger terminal is a consent use in the CBD zone and subject to the following provisions:

- Clause 21.1 (Parking Requirements)
- Clause 21.5 (Parking Layout)

This is a technical assessment of the proposal against the requirements of the Darwin Town Plan 1990 (as amended) and is no indication of whether or not approval will be given by the Development Consent Authority.



21.1(a) Parking Requirements

The objective of this clause is to ensure that developments provide sufficient off-street car parking to service the proposed use.

Except with the consent of the consent authority, a person shall not use or develop land for the purpose of flats unless provision is made on the land for 2 car parking spaces per dwelling.

Use	Generation Rate	Parking Requirement
Passenger Terminal	884.84 @ 3/100m ²	26.54 ~ 27 parking spaces
Total provided		27 parking spaces

COMPLIES

21.5 Parking Layout

The objective of this clause is to ensure that a parking area is constructed to a standard and so located as will facilitate its convenient use.

Except with the consent of the Authority, a parking area shall:

- *be of a suitable gradient for safe and convenient vehicular parking;*
- *be of functional design and provide separate access to every car parking space;*
- *be designed to allow a vehicle to enter from and exit to a public road in a forward gear;*
- *if situated between a building and a frontage to a road, be located not less than 3 metres from that frontage;*
- *be sealed and well drained;*
- *be established, used and maintained only for the purpose of the parking of vehicles; and*
- *be designed in accordance with the dimensions set out in the table and diagram to this clause.*

- There is no setback between the parking area and the front boundary;
- The extent of parking area surface seal is not annotated;
- Some parking is annotated as being for staff and access to these bays is restricted by a fence; and
- The extent of vehicle and pedestrian circulation within the parking area is unclear given that there are two entry gates and that taxi stand is located behind the bus pick up/drop off area. Further information will be required to determine conflicts between vehicles and pedestrians and the overall functionality of the parking area.

DOES NOT COMPLY

- 21.5.1 *Access lanes and driveways to a parking area shall have a minimum width of 6 metres for two-way traffic flow or 3.5 metres for one-way traffic flow.*

Access lanes and driveways are generally consistent with the requirements of this clause.

COMPLIES

NORTHERN TERRITORY OF AUSTRALIA

Planning Act - Section 57(3)

VARIATION OF CONDITIONS

DP06/0495A

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 07555

Town of Darwin

DARWIN CITY

VARIATION

Consent is granted to vary DP06/0495 for the following:

(a) vary condition 1 for the purpose of removing the requirement that the Traffic and Parking Management Plan meets the security assessment requirements of the Australian Department of Transport and Regional Services (DOTARS);

(b) including an additional condition requiring 'Before occupation of the development commences a security assessment is to be undertaken and the premises endorsed by Australian Department of Transport and Regional Services (DOTARS)';

(c) minor internal layout changes and relocation of the building, in accordance with drawing number/s MA715SK01, MA715SK02/C, MA715-A02/1, MA715-A03/1, MA715-A04, MA715-A05/1 and MA715-A06/1 endorsed as forming part of this permit.

in all other respects Development Permit DP06/0495 remains unchanged.

BASE PERIOD OF THE PERMIT

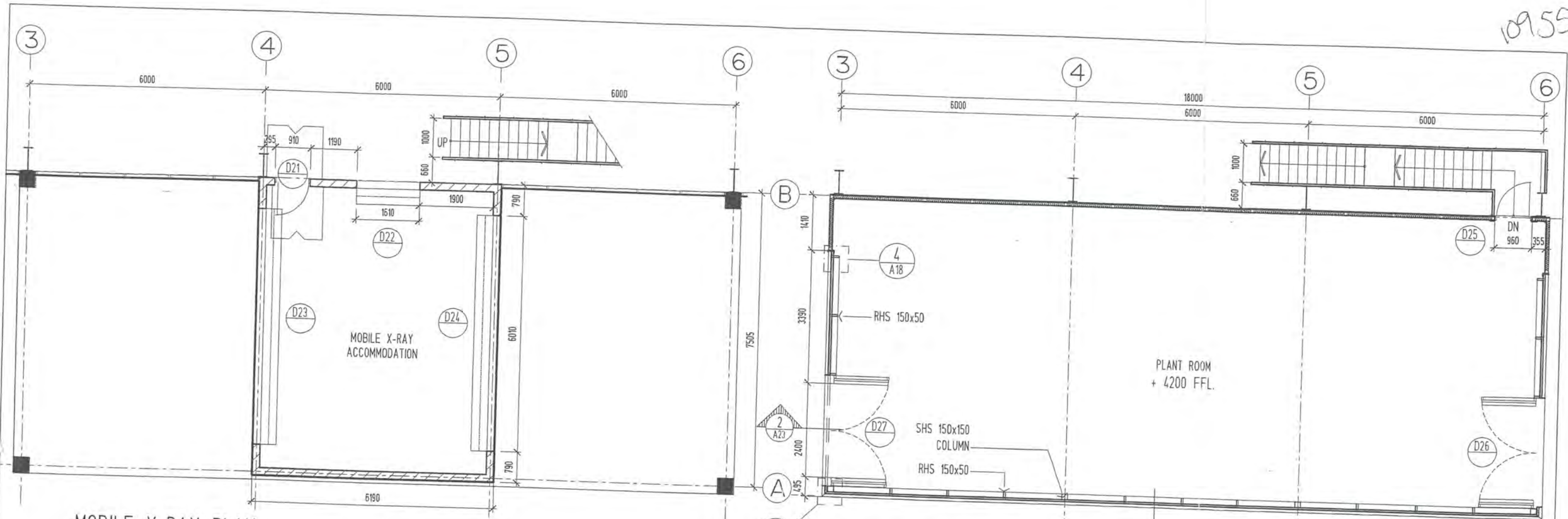
This permit does not extend the base period of the original permit.



PETER McQUEEN
Delegate
Development Consent Authority

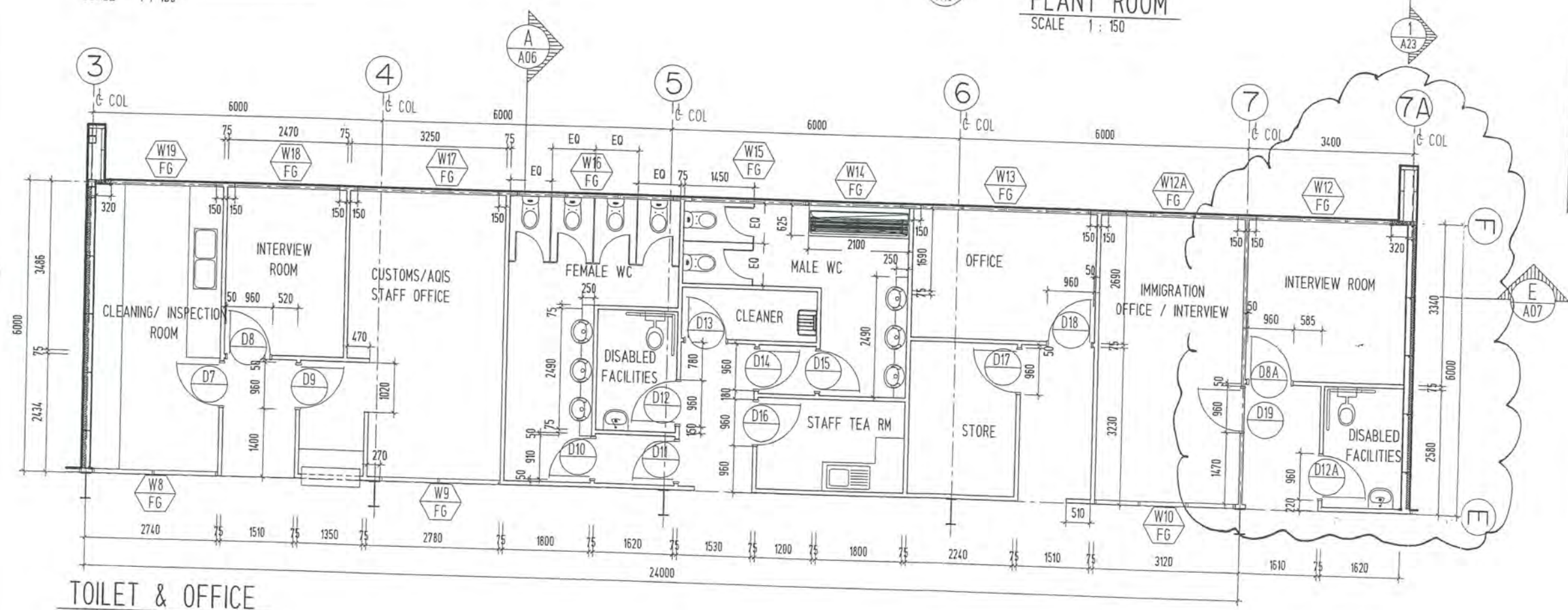
7/9/2007

10955189



MOBILE X-RAY PLAN
SCALE 1 : 150

PLANT ROOM
SCALE 1 : 150



TOILET & OFFICE
SCALE 1 : 100

This is the drawing referred to in Development Permit No. DP06/0495A issued by the Development Consent Authority on 1.9.2007

[Signature]
Delegate of Authority

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN

mke
ARCHITECTS

Unit 29/90 Frances Bay Drive
Stuart Park NT 0801
Tel (08) 8981 3308 Fax (08) 8981 2375

PROJECT : CRUISE SHIP PASSENGER TERMINAL
LOT/STREET : 7555 FORT HILL WHARF
LOCALITY : DARWIN
CLIENT : MACMAHON

DRAWING : PART PLAN & SECTION

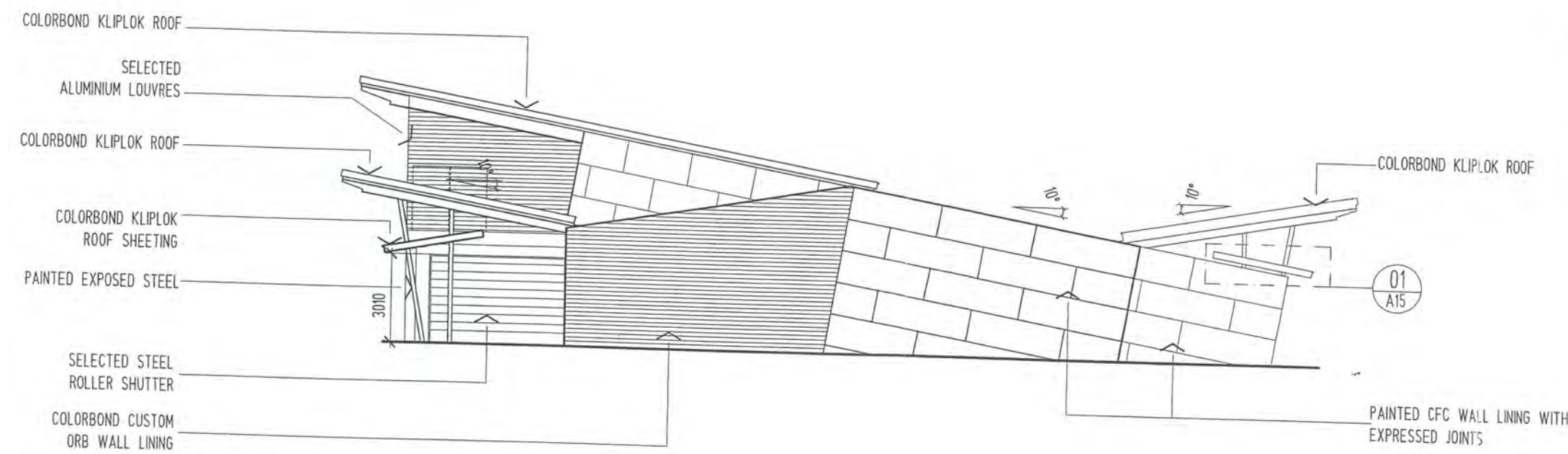
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SCALE	AS SHOWN	SHEET	4 OF 30
DRAWN	DRAWN	JOB No.	MA 715-A03
DATE	NOV 06	Amend.	1

AMEND 1: INTERVIEW RM, WC ADDED FOR REV TENDER 18/06/07

108 54 188



SOUTH ELEVATION
SCALE 1 : 200



EAST ELEVATION
SCALE 1 : 200

This is the drawing referred to in Development Permit No. DP06/049SA issued by the Development Consent Authority on 7.9.2007

[Signature]
Delegate of Authority

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN

Unit 29/90 Frances Bay Drive
Stuart Park NT 0801
Tel (08) 8981 2308 Fax (08) 8981 2375

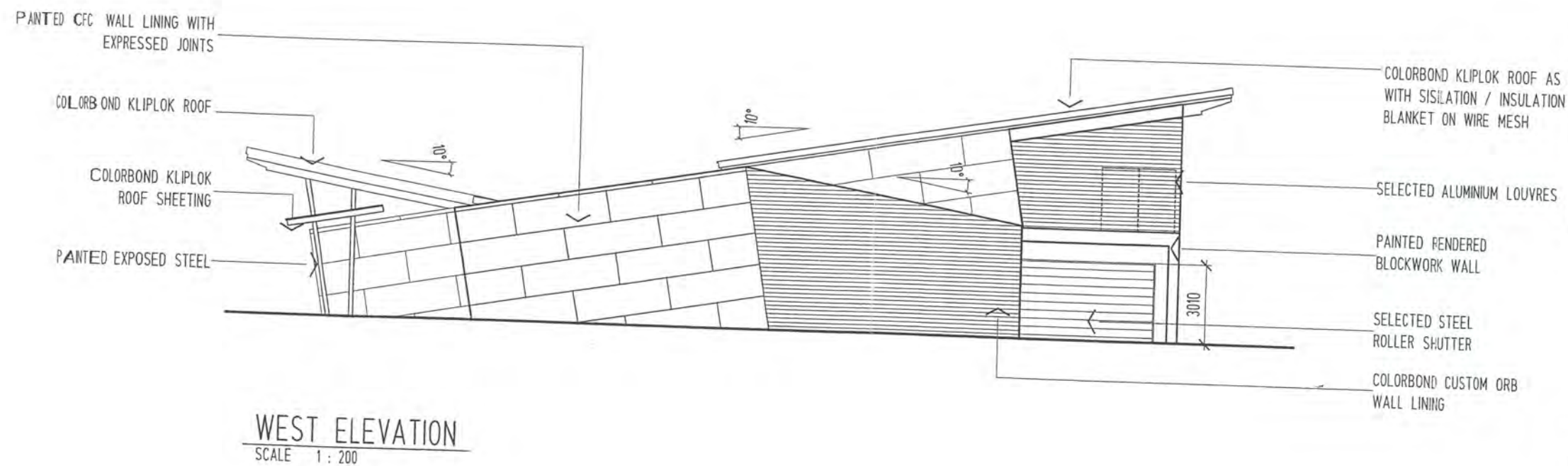
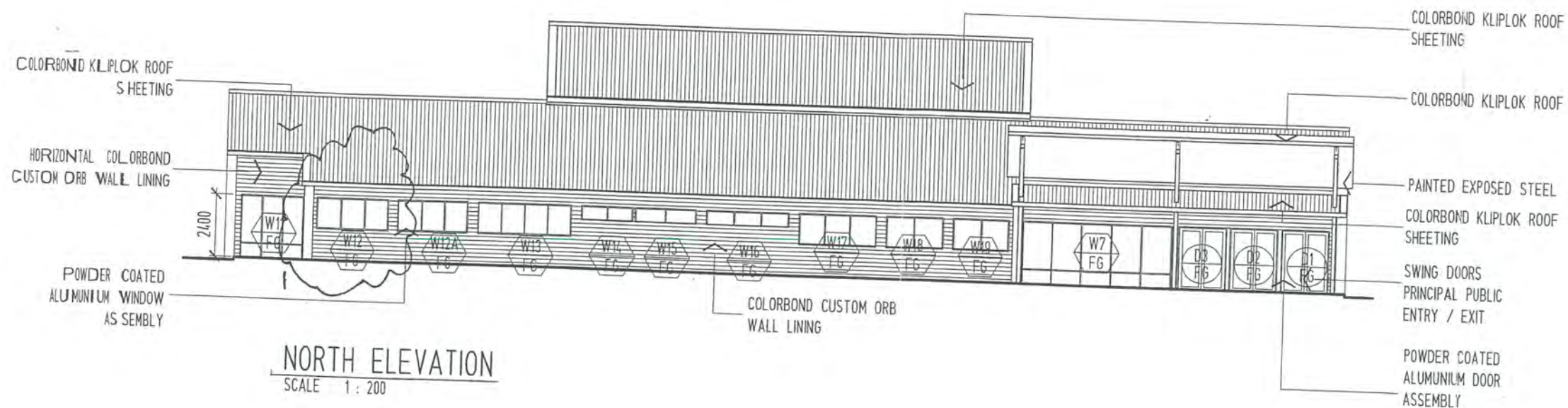
mke
ARCHITECTS

PROJECT : CRUISE SHIP PASSENGER TERMINAL
LOT/STREET : 7555 FORT HILL WHARF
LOCALITY : DARWIN
CLIENT : MACMAHON

DRAWING : ELEVATIONS

PLOTTED		DO NOT SCALE OFF THIS DRAWING check all dimensions prior to commencing any site work	
SCALE	AS SHOWN	SHEET	5 OF 30
DRAWN	DRAWN	JOB No.	MA 715-A04
DATE	DEC 06	Amend.	-

10753187



This is the drawing referred to in Development Permit No. DP06/0495A issued by the Development Consent Authority on 7.9.2007

[Signature]
Delegate of Authority

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN

mke
ARCHITECTS

Unit 29/90 Frances Bay Drive
Stuart Park NT 0801
Tel (08) 8981 3308 Fax (08) 8981 2375

PROJECT : CRUISE SHIP PASSENGER TERMINAL
LOT/STREET : 7555 FORT HILL WHARF
LOCALITY : DARWIN
CLIENT : MACMAHON

DRAWING : ELEVATIONS

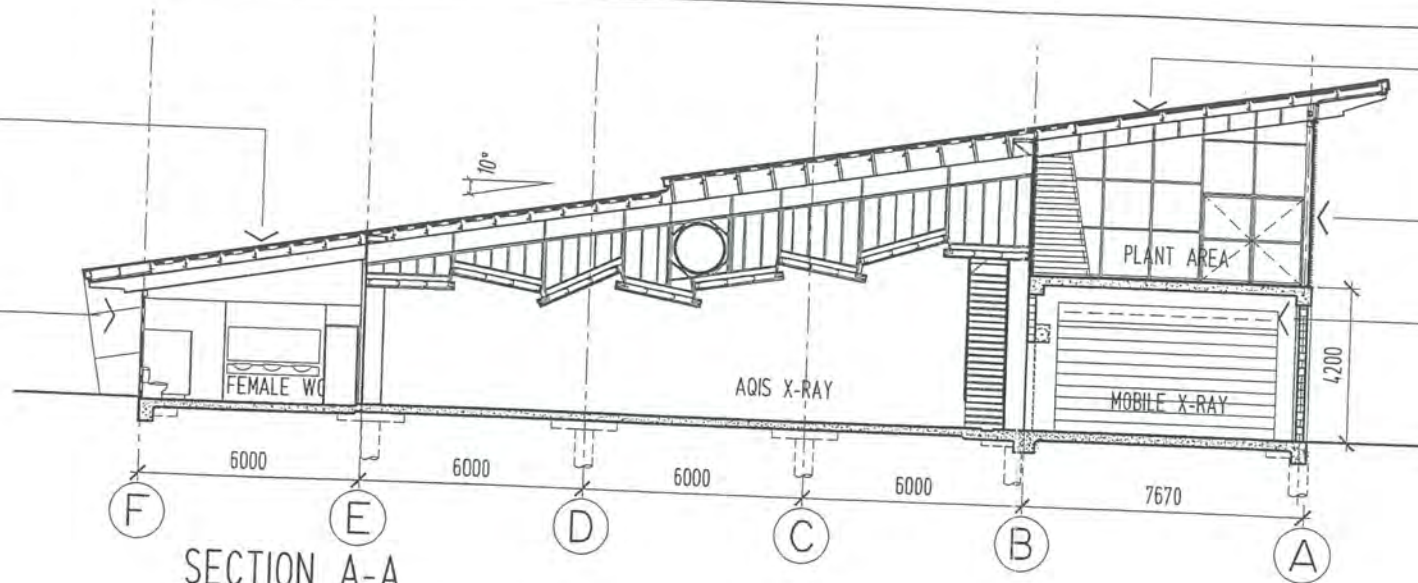
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DRAWN	DRAWN	JOB No.	Amend.
DATE	DEC 06	MA 715-A05	1

AMEND 1: INTERVIEW RM, WC ADDED FOR REV TENDER 18/06/07

106 186 52

COLORBOND KLIPLOK ROOF AS NOTED
WITH SISILATION / INSULATION
BLANKET ON WIRE MESH

PAINTED CFC WALL LINING WITH
EXPRESSED JOINTS



SECTION A-A
SCALE 1 : 200

COLORBOND KLIPLOK ROOF AS NOTED
WITH SISILATION / INSULATION
BLANKET ON WIRE MESH

SELECTED
ALUMINIUM LOUVRES

ROLLER SHUTTER

COLORBOND KLIPLOK ROOF AS NOTED
WITH SISILATION / INSULATION
BLANKET ON WIRE MESH

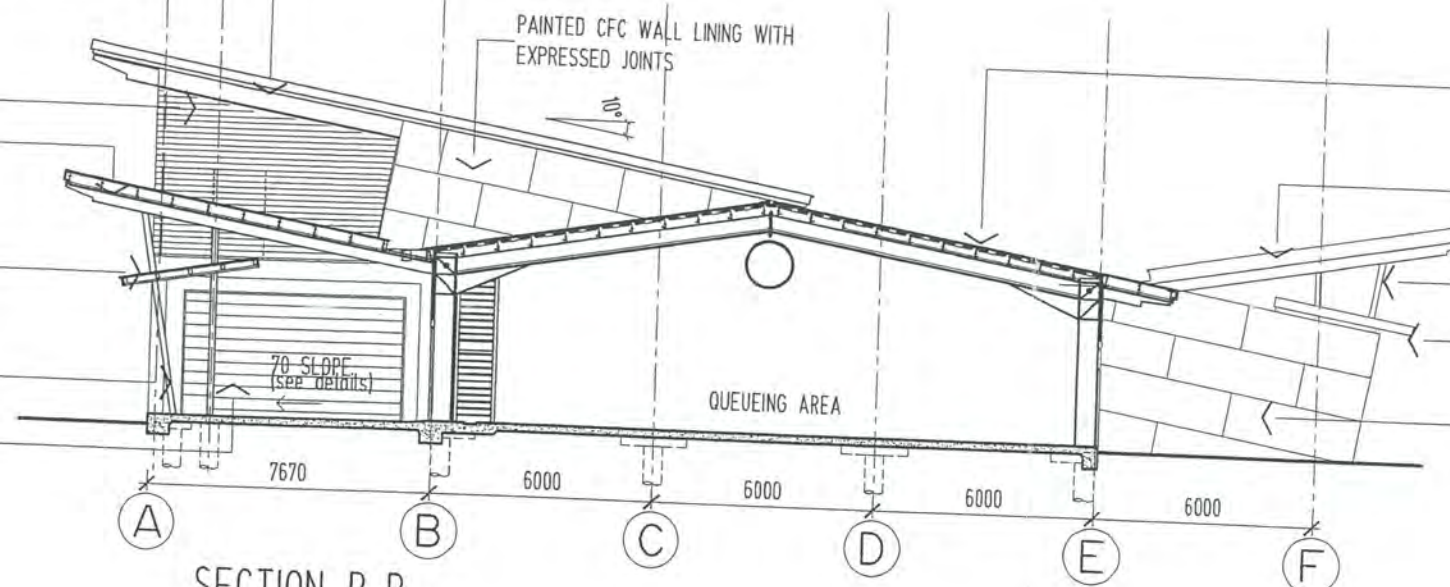
SELECTED ALUMINIUM LOUVRES

COLORBOND KLIPLOK ROOF

COLORBOND KLIPLOK
ROOF SHEETING

PAINTED EXPOSED STEEL

SELECTED STEEL
ROLLER SHUTTER



SECTION B-B
SCALE 1 : 200

COLORBOND KLIPLOK ROOF AS NOTED
WITH SISILATION / INSULATION
BLANKET ON WIRE MESH

COLORBOND KLIPLOK ROOF

PAINTED EXPOSED STEEL

COLORBOND KLIPLOK
ROOF SHEETING

PAINTED CFC WALL LINING WITH
EXPRESSED JOINTS

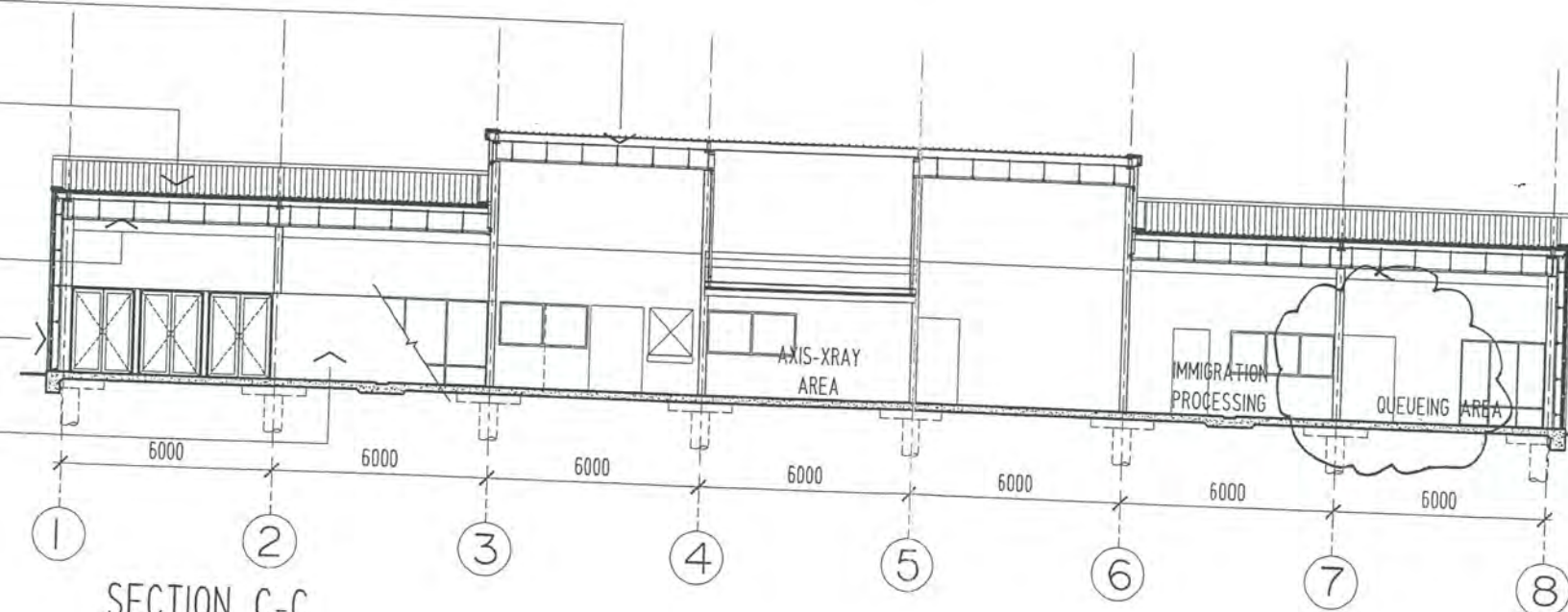
COLORBOND KLIPLOK
ROOF SHEETING

COLORBOND KLIPLOK ROOF AS NOTED
WITH SISILATION / INSULATION
BLANKET ON WIRE MESH

COLORBOND PERFORATED
CUSTOM ORB CEILING

WALL CLADDING
COLORBOND CUSTOM ORB
WALL LINING

STUDFRAME
PLASTERBOARD



SECTION C-C
SCALE 1 : 200

This is the drawing referred to in Development
Permit No. DP06/0495A
issued by the Development Consent Authority
on 7.9.2007

Delegate of Authority

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN



Unit 29/90 Frances Bay Drive
Stuart Park NT 0801
Tel (08) 8981 3308 Fax (08) 8981 2375

PROJECT : CRUISE SHIP PASSENGER TERMINAL
LOT/STREET : 7555 FORT HILL WHARF
LOCALITY : DARWIN
CLIENT : MACMAHON

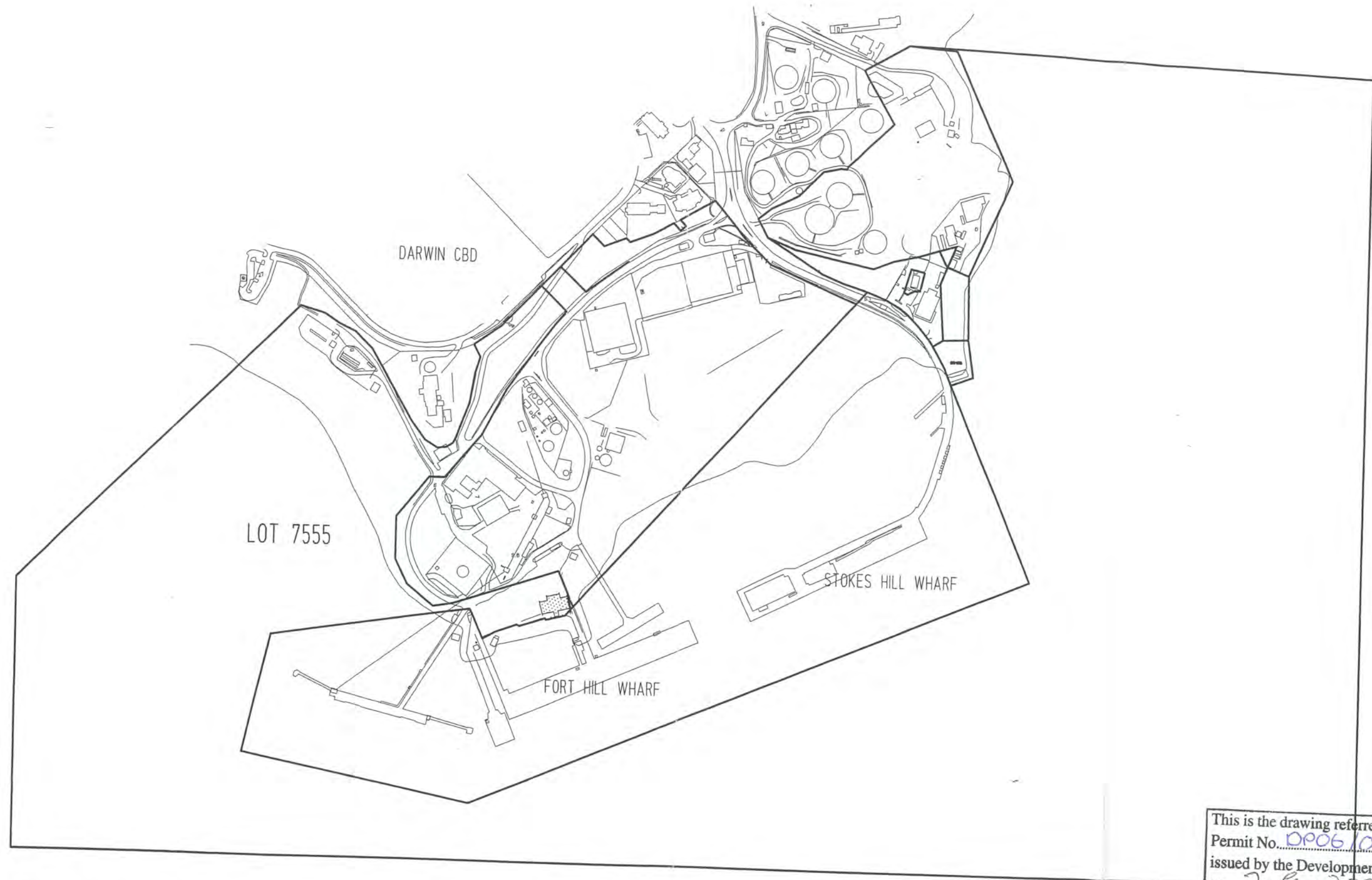
DRAWING : SECTIONS SHEET 1

DO NOT SCALE OFF THIS DRAWING
check all dimensions prior to
commencing any site work

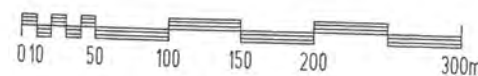
SCALE	AS SHOWN	SHEET	7 OF 30	Copyright
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DATE	DEC 06	MA 715-A06	1	

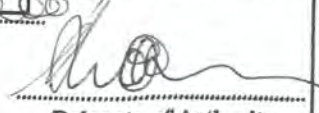
AMEND 1: INTERVIEW RM, WC ADDED FOR REV TENDER 18/06/07

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LOCALITY PLAN
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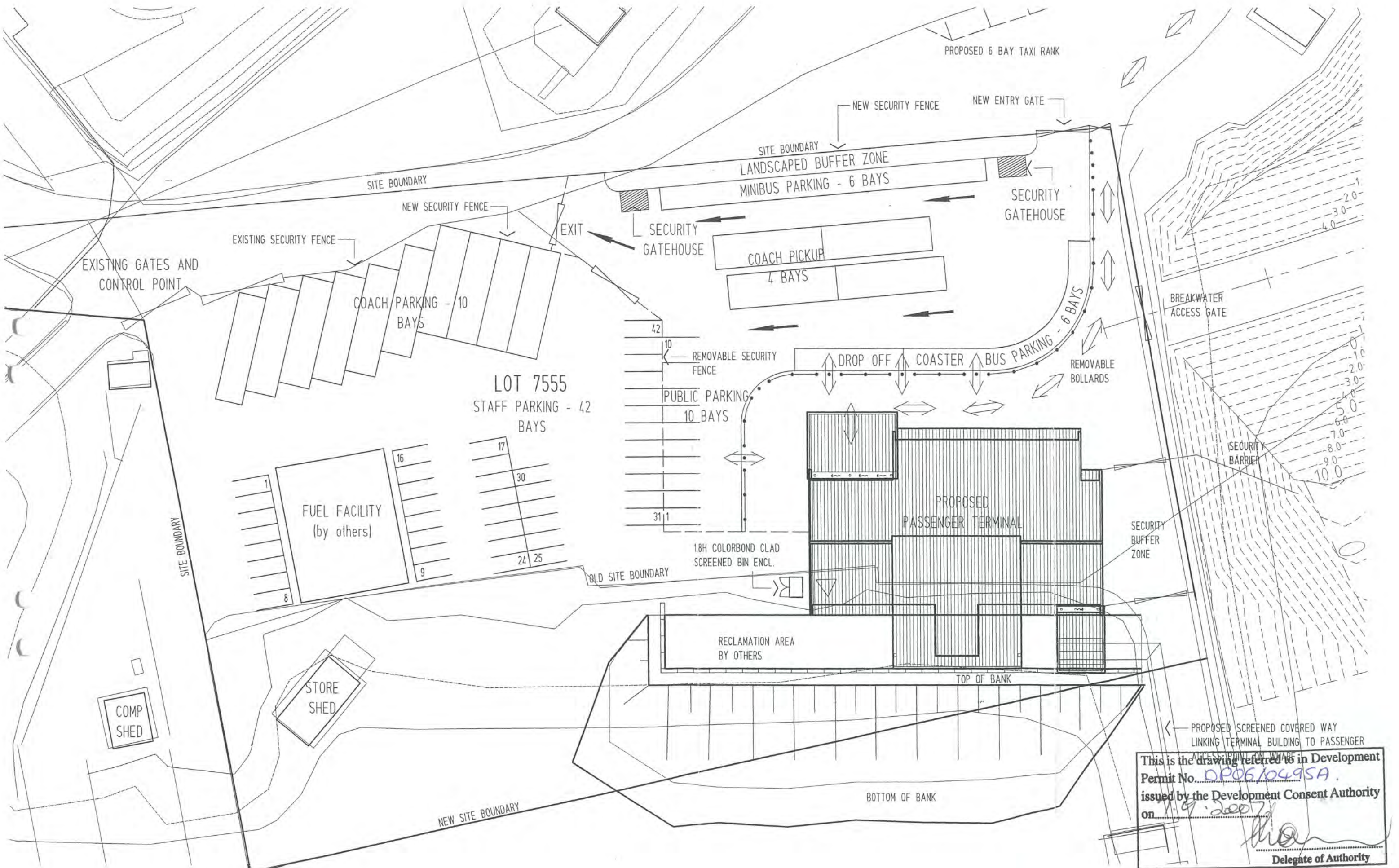
This is the drawing referred to in Development
Permit No. DP06/0495A
issued by the Development Consent Authority
on 7.9.2007

Delegate of Authority

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN
Unit 29/90 Frances Bay Drive
Stuart Park NT 0820

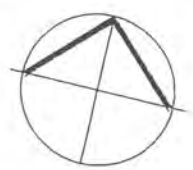


PROPOSED LOCALITY PLAN
CRUISE SHIP TERMINAL
FORT HILL WHARF
DARWIN

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dimensions prior to commencing any site work
Scale AS SHOWN Sheet 1 OF X
Drawn MKEA Date MAY 2006



PART SITE PLAN
SCALE 1 : 500



AMEND: C BOUNDARY RELOCATED	13/7/07
AMEND: B BLDG RELOCATED, BOY ALTERED, TMP INTEGRATED	4/7/07

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN

Unit 29/90 Frances Bay Drive
Stuart Park NT 0820



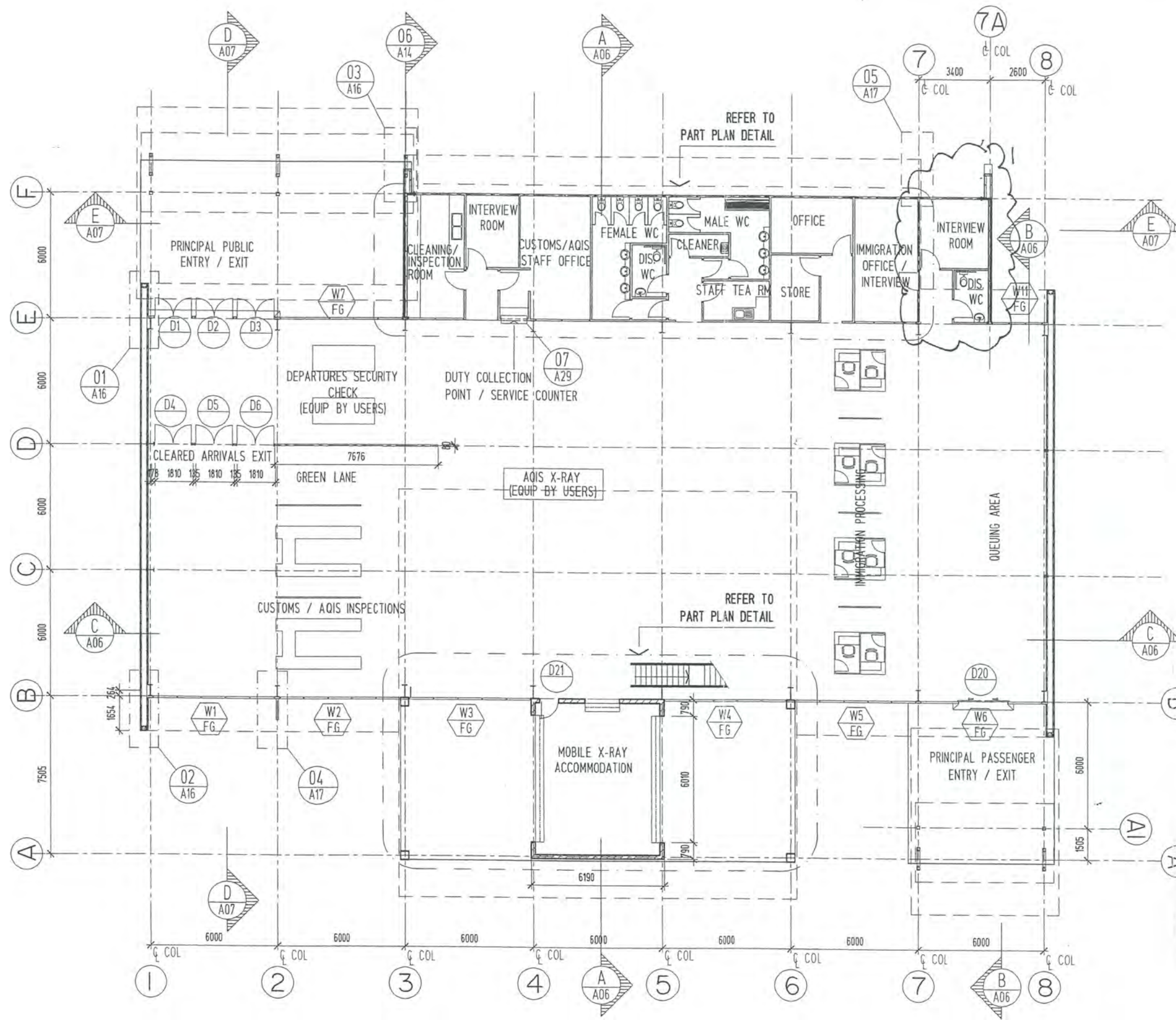
PART SITE PLAN
PROPOSED CRUISE SHIP TERMINAL
LOT 7555 (FORT HILL WHARF)
DARWIN

This is the drawing referred to in Development Permit No. DP06/0495A issued by the Development Consent Authority on 11.09.2007

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Scale AS SHOWN	Sheet 1 OF X
Drawn MKEA	Date MAY 2006
JOB No. MA 715 SK02	Amend. C

11056170



FLOOR PLAN
SCALE 1 : 200

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[Signature]
Delegate of Authority

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN

Unit 29/90 Frances Bay Drive
Stuart Park NT 0801
Tel (08) 8961 3308 Fax (08) 8961 2375



PROJECT : CRUISE SHIP PASSENGER TERMINAL
LOT/STREET : 7555 FORT HILL WHARF
LOCALITY : DARWIN
CLIENT : MACMAHON

DRAWING : FLOOR PLAN

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SCALE	AS SHOWN	SHEET	3 OF 30	Copyright
DRAWN	yok	JOB No.	Amend.	
DATE	DEC 06	MA 715-A02	1	

AMEND 1: INTERVIEW RM, WC ADDED FOR REV TENDER 18/06/07

NORTHERN TERRITORY OF AUSTRALIA

Planning Act - Section 57(3)

VARIATION OF CONDITIONS

DP06/0495B

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 07555

Town of Darwin

41 STOKES HILL RD, DARWIN CITY

VARIATION

Consent is granted to vary Development Permit DP06/0495 for the purpose of:

- deletion of a fuel facility and store shed;
- rearrangement of the car park layout; and
- additional reclaimed land;

in accordance with drawing number MA715SK02/D endorsed as forming part of this permit, which supersedes drawing number MA715SK02/C.

In all other respects Development Permit DP06/0495 & DP06/0495A remain unchanged.

BASE PERIOD OF THE PERMIT

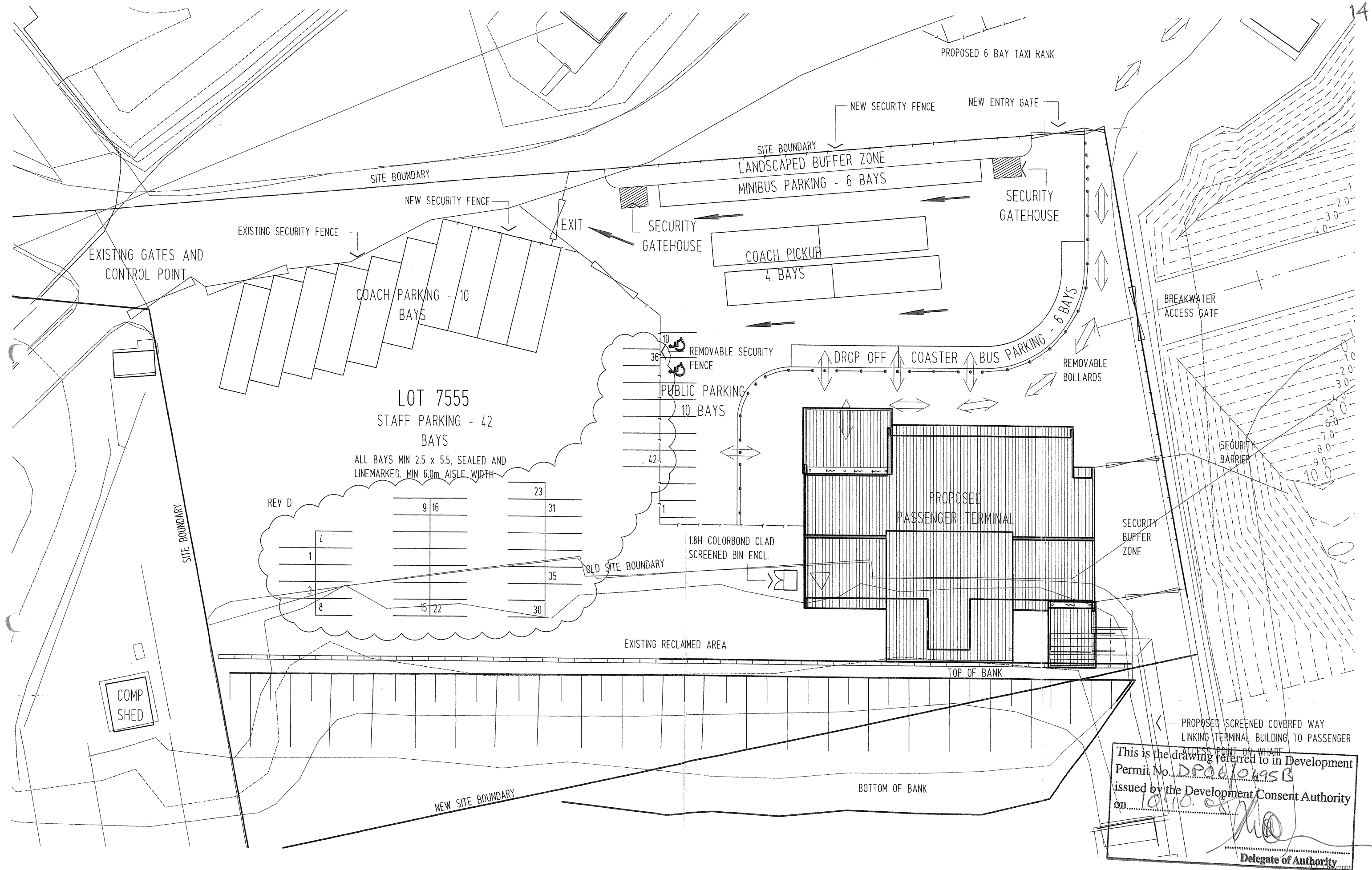
This permit does not extend the base period of the original permit.



PETER McQUEEN

Delegate
Development Consent Authority

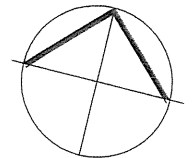
10 / 10 / 2008



This is the drawing referred to in Development Permit No. DP06/0495B issued by the Development Consent Authority on 10/10/06

[Signature]
 Delegate of Authority

PART SITE PLAN SCALE 1 : 500



AMEND: D STAFF PARKING REARRANGED	24/9/08
AMEND: C BOUNDARY RELOCATED	13/7/07
AMEND: B BLDG RELOCATED, BDY ALTERED, TMP INTEGRATED	4/7/07

ARCHITECTURE
 PROJECT MANAGEMENT
 INTERIOR DESIGN

Unit 29/90 Frances Bay Drive
 Stuart Park NT 0820
 Tel (08) 8981 3308 Fax (08) 8981 2375



PART SITE PLAN PROPOSED CRUISE SHIP TERMINAL LOT 7555 (FORT HILL WHARF) DARWIN DARWIN PORT COFORATION

DO NOT SCALE OFF THIS DRAWING check all dimensions prior to commencing any site work	
Scale AS SHOWN	Sheet 1 OF X
Drawn MKEA	Date MAY 2006
JOB No. MA 715 SK02	Amend. D

NORTHERN TERRITORY OF AUSTRALIA

Planning Act - Section 57(3)

VARIATION OF CONDITIONS

DP06/0495C

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 07555

Town of Darwin

41 STOKES HILL RD, DARWIN CITY

VARIATION

Consent is granted to vary Development Permit DP06/0618 for the purpose of rearrangement of the coach parking layout, in accordance with drawing number MA715SK02/E endorsed as forming part of this permit, which supersedes drawing number MA715SK02/D.

In all other respects Development Permit DP06/0618 and its subsequent variations remain unchanged.

BASE PERIOD OF THE PERMIT

This permit does not extend the base period of the original permit.



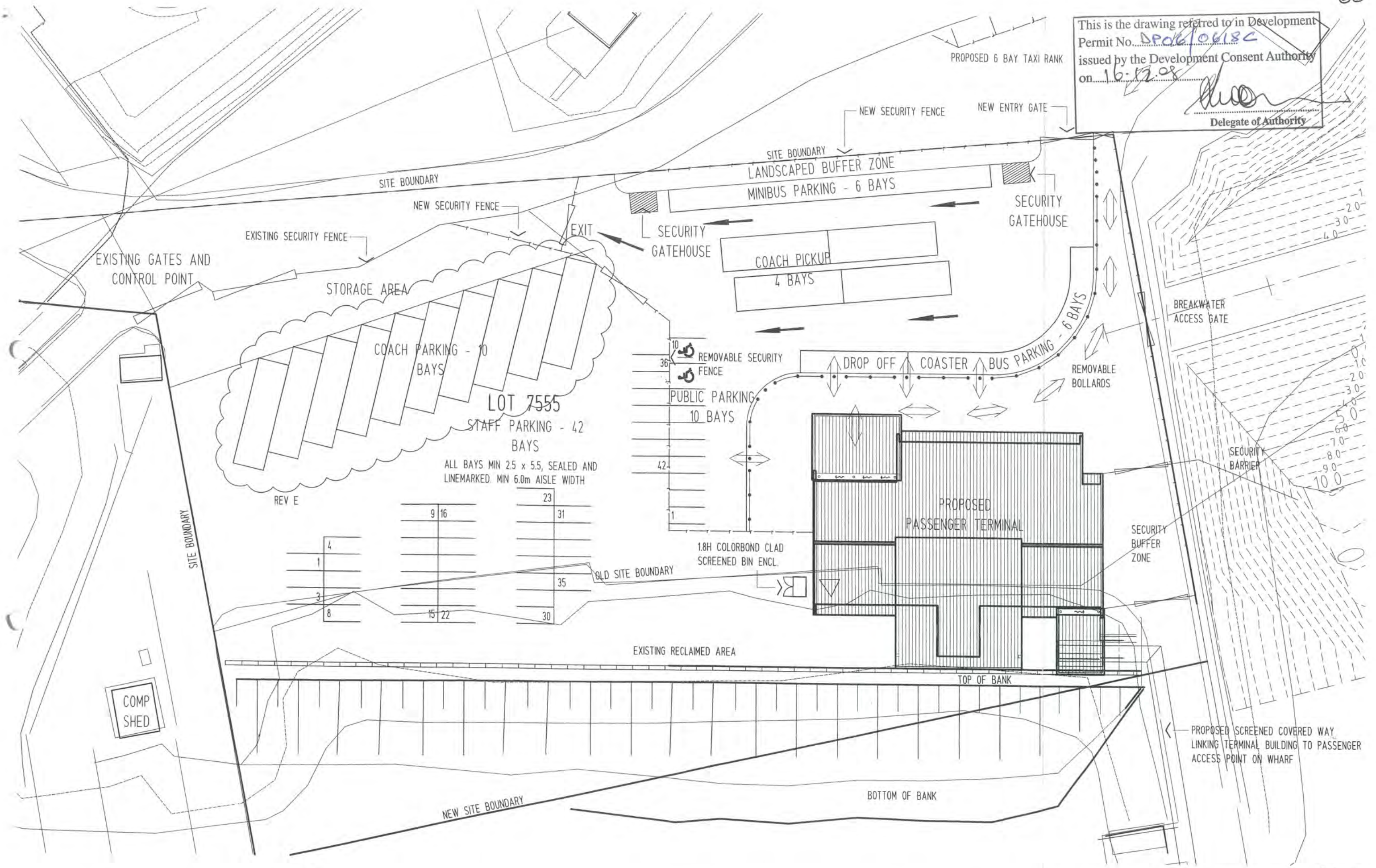
PETER McQUEEN

Delegate
Development Consent Authority

16 X2/2008

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[Signature]
Delegate of Authority



PART SITE PLAN
SCALE 1 : 500



AMEND: E COACH PARKING REARRANGED	30/10/08
AMEND: D STAFF PARKING REARRANGED	24/9/08
AMEND: C BOUNDARY RELOCATED	13/7/07
AMEND: B BLDG RELOCATED, BDY ALTERED, TMP INTEGRATED	4/7/07

ARCHITECTURE
PROJECT MANAGEMENT
INTERIOR DESIGN

Unit 29/90 Frances Bay Drive
Stuart Park NT 0820
Tel (08) 8981 3308 Fax (08) 8981 2975



PART SITE PLAN
PROPOSED CRUISE SHIP TERMINAL
LOT 7555 (FORT HILL WHARF)
DARWIN
DARWIN PORT CORPORATION

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Scale AS SHOWN	Sheet 1 OF X
Drawn MKEA	Date MAY 2006
JOB No. MA 715 SK02	Amend. E



Central Darwin **AREA PLAN**

Version Control

Version	Amendment No.	Date Published	Details
1	518 (NTPS 2007)	15.11.2019	Introduction of the Central Darwin Area Plan
2	3 (NTPS 2020)	30.10.2020	Minor alterations for consistency with the NT Planning Scheme 2020

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PART ONE: INTRODUCTION

INTRODUCTION

This Area Plan encompasses the area from Cullen Bay to the Darwin Waterfront, and as far north as the largely undeveloped, Former Tank Farm area located between the old rail corridor and Stuart Park. The Central Darwin Area Plan Study Area map shows this area, which is referred to as “Central Darwin” in this framework.

Central Darwin and the adjacent Darwin Harbour is the place where our city began. George Goyder, the Surveyor-General of South Australia, designed and planned the new northern city around an oblong grid of main streets and laneways now known as the ‘Goyder grid’. Darwin shares this model with some of the most liveable cities across the world. Today the sound planning of 150 years ago provides the enduring foundations for our 21st Century city.

The history of Darwin has informed the preparation of this Area Plan. This Area Plan is underpinned by the Goyder grid of streets and laneways that enable pedestrians to easily move through the city with clear sightlines and means of orientation.

Central Darwin has a history much older than European settlement. This history belongs to the traditional owners of Darwin, the Larrakia (saltwater people), who continue to be visibly engaged in the cultural, economic and political life of Darwin and have a major influence over the growth of the city in the 21st Century.

Central Darwin contains places that are highly valued by the community for the connection they make with our shared histories. From the 19th century buildings of porcelenite stone, to the relics of war and cyclones, and places where no physical remains now exist but hold especially significant meaning, these places are recognised in this framework as focal points for the community. Many of these places contribute to the economy as attractions for visitors and tourists.

This Area Plan recognises the importance of historic and culturally significant places and suggests approaches to preserve and revitalise these places so that they continue to be enjoyed by the Darwin community.



A Liveable City

For the city to work, people must feel comfortable moving about. Many people now feel the city is too hot.

Recent heat mapping has confirmed that a 'heat island' exists within Central Darwin. Heat island is a term that is applied where urban environments are hotter than their surrounding hinterland. It is a common occurrence for cities particularly in hot or tropical locations. The heat mapping identified very high surface and air temperatures for areas such as Cavenagh Street, the Post Office car park, the Supreme Court car park, and other locations as identified in the image below.

This Area Plan encourages tree planting on private property and along streets. The shade and water evaporating from the leaves of trees significantly decrease the surrounding

temperature. Building design which incorporates planting on structures i.e. roof-top or vertical gardens is also encouraged by this Plan. This approach also has the potential to contribute to the energy of buildings as well as creating micro climates with reduced temperatures.

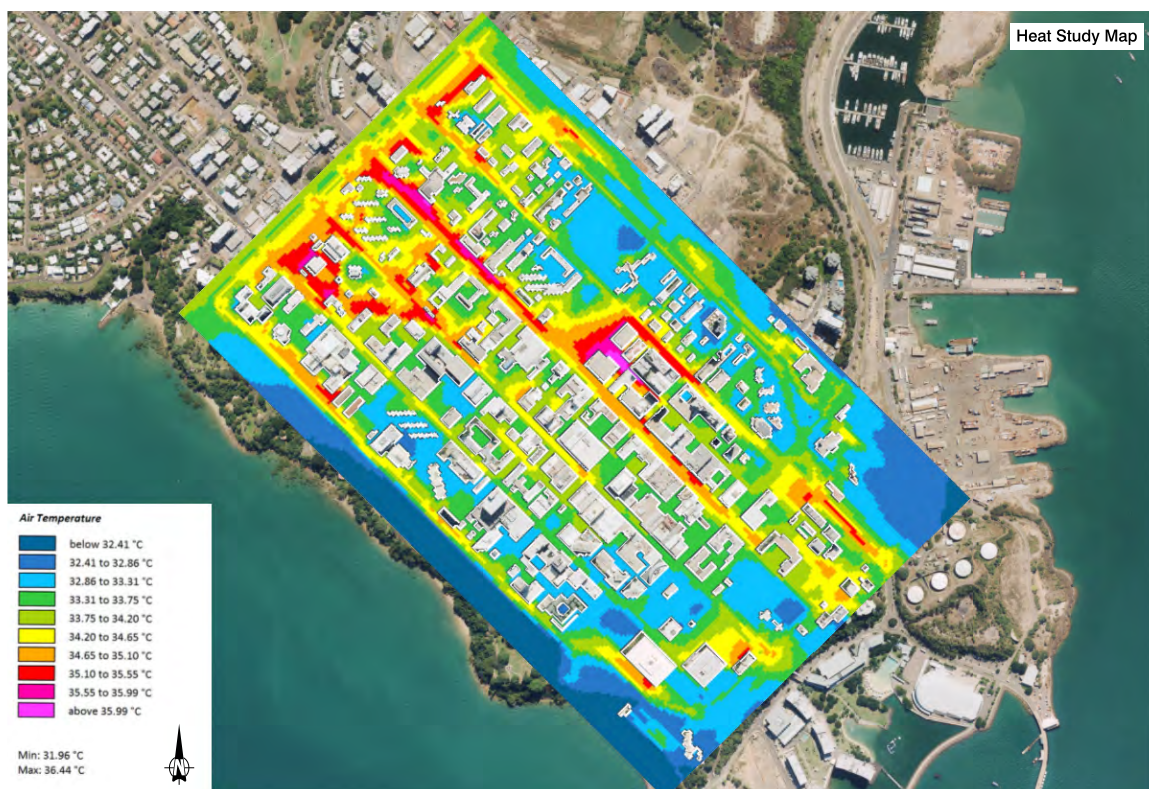
Potential economic benefits are also recognised including energy benefits via reduced need for air conditioning and through creating an environment that people enjoy being in.

This Area Plan recognises the importance of continuous public access to a network of green spaces being maintained, including the Esplanade, foreshore spaces and nearby regional open spaces.

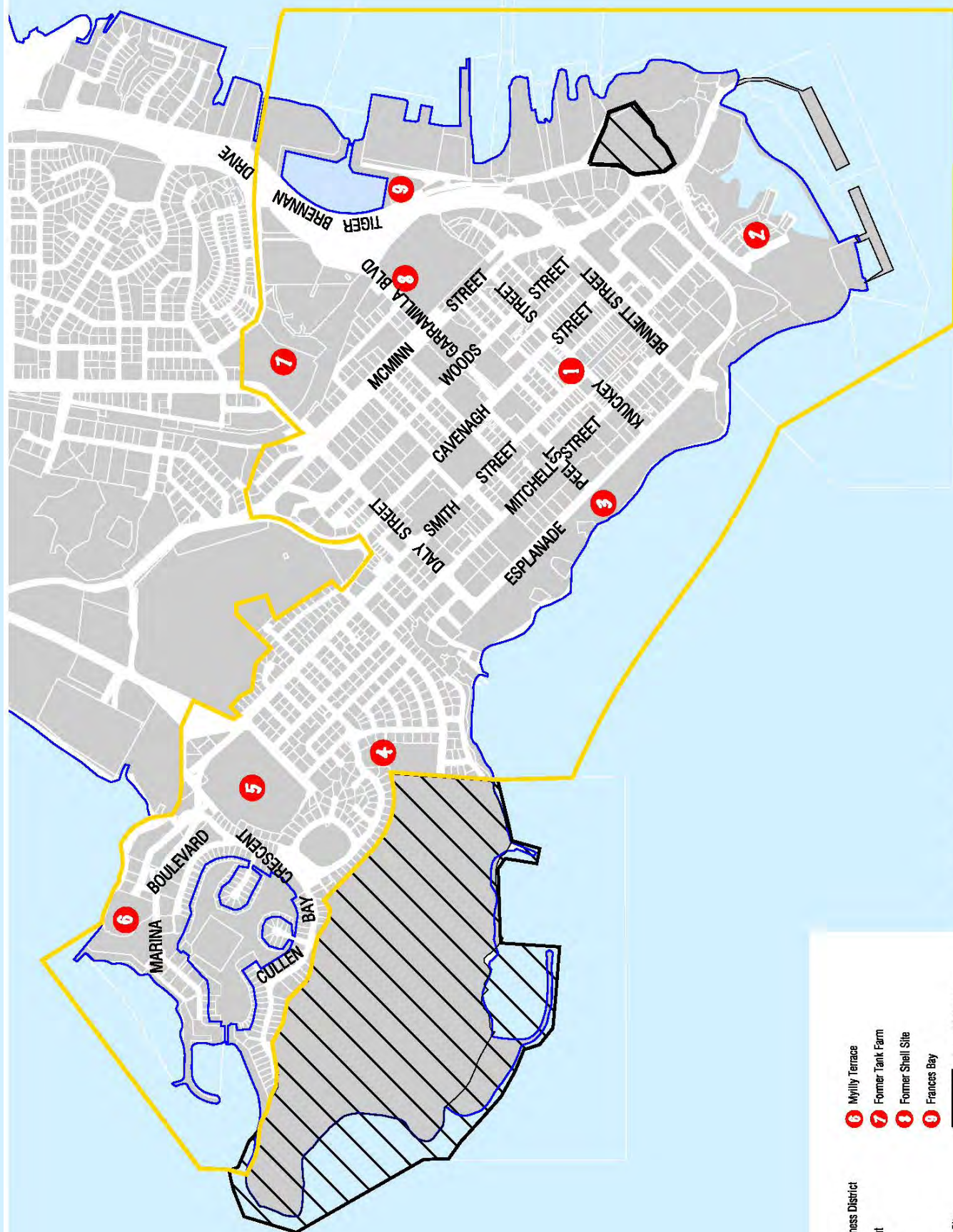
The valuable contribution that performance art, festivals, and cultural activities make to a cosmopolitan Darwin is

recognised by this Area Plan. These activities are encouraged and sustained by objectives and designs that maintain open space that is versatile, and supports formal and informal recreation and public events.

The streets, laneways and arcades within Central Darwin provide an opportunity to create a cohesive city centre with high amenity. This may be achieved by creating engaging experiences that encourage people to visit, stay and spend time within Central Darwin. Recent initiatives such as the Darwin Street Art Festival and the Laneway Series events are successful examples of laneway spaces being revitalised to make an interesting contribution to the character of the city.



Central Darwin Area Plan Study Area



Legend

- 1 The Central Business District
- 2 Darwin Waterfront
- 3 The Esplanade
- 4 Larrakeyah
- 5 The Old Hospital Site
- 6 Myilly Terrace
- 7 Former Tank Farm
- 8 Former Shell Site

Area of Influence
*Commonwealth Land

Understanding this Area Plan

The NT Planning Commission has prepared this Central Darwin Area Plan having regard to feedback received during Stage 1 Consultation undertaken in 2017 and Stage 2 Consultation undertaken in 2018. This Area Plan comprises the following components:

Part 1 – Introduction to the Area Plan, including descriptions of the Area Plan’s context, purpose, and structure as well as the Land Use Vision for Central Darwin;

Part 2 – Themes presenting guidance and policy that are applicable across the whole of Central Darwin; and

Part 3 - Focus Areas with provisions to address particular issues at specific locations.

Each theme and focus area provides an overarching principle statement prefaced by a brief contextual comment. Each planning principle is supported by a set of objectives and acceptable responses that provide more detailed direction and serve as policy. These terms are further explained below:

- **Planning Principles** and the contextual comment provide context to guide the interpretation of the objectives and the acceptable responses contained within a theme or a focus area.

- **Objectives** are the desired outcomes of a planning principle, often given in relation to a place. A proponent must demonstrate how a proposal will meet each objective.
- **Acceptable Responses** identify potential standards which will contribute to the achievement of the objectives. A departure from the acceptable responses can be considered only where:
 - an alternative solution that achieves the objective is provided; and
 - the alternative solution demonstrates an equal or higher standard than that set out by the acceptable response.

Artists impressions have also been included within some focus areas to communicate the vision for the locality and support interpretation of the provisions, however these are purely conceptual.

“this Area Plan does not automatically rezone land; remove the need to apply to the Minister responsible for administering the Planning Act 1999 to rezone land; or pre-empt the Minister's decision in response to a request to amend the zone”

The Rezoning of Land

This Area Plan indicates that the land use on specific sites may change in the future. These areas are indicated as ‘Potential Areas for Change’. A number of sites may require rezoning before the land use and development potential envisaged by this Area Plan can be realised. However, this Area Plan does not automatically rezone land; remove the need to apply to the Minister responsible for administering the *Planning Act 1999* to rezone land; or pre-empt the Minister's decision in response to a request to amend the zone.

Instead, this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use. Decisions regarding rezoning or change of use proposals will be informed by this Area Plan and servicing requirements. While this Area Plan identifies sites as ‘Potential Areas for Change’ it defers to the Planning Scheme Amendment process to consider and determine the merit of rezoning proposals.

Relevant service authorities and the City of Darwin should be contacted to ascertain any service upgrades required before applying to rezone land, noting that the rezoning of land may require contribution to the upgrade of services.

Existing Zoning and Existing Use Rights

This Area Plan does not prevent the use of land consistent with the current town planning zone that applies to a site. Further, the Area Plan does not prevent the use of land consistent with a planning permit or existing use rights that have not been extinguished. However, this Area Plan may specify additional requirements for a development consistent with an existing zone.

“this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use”

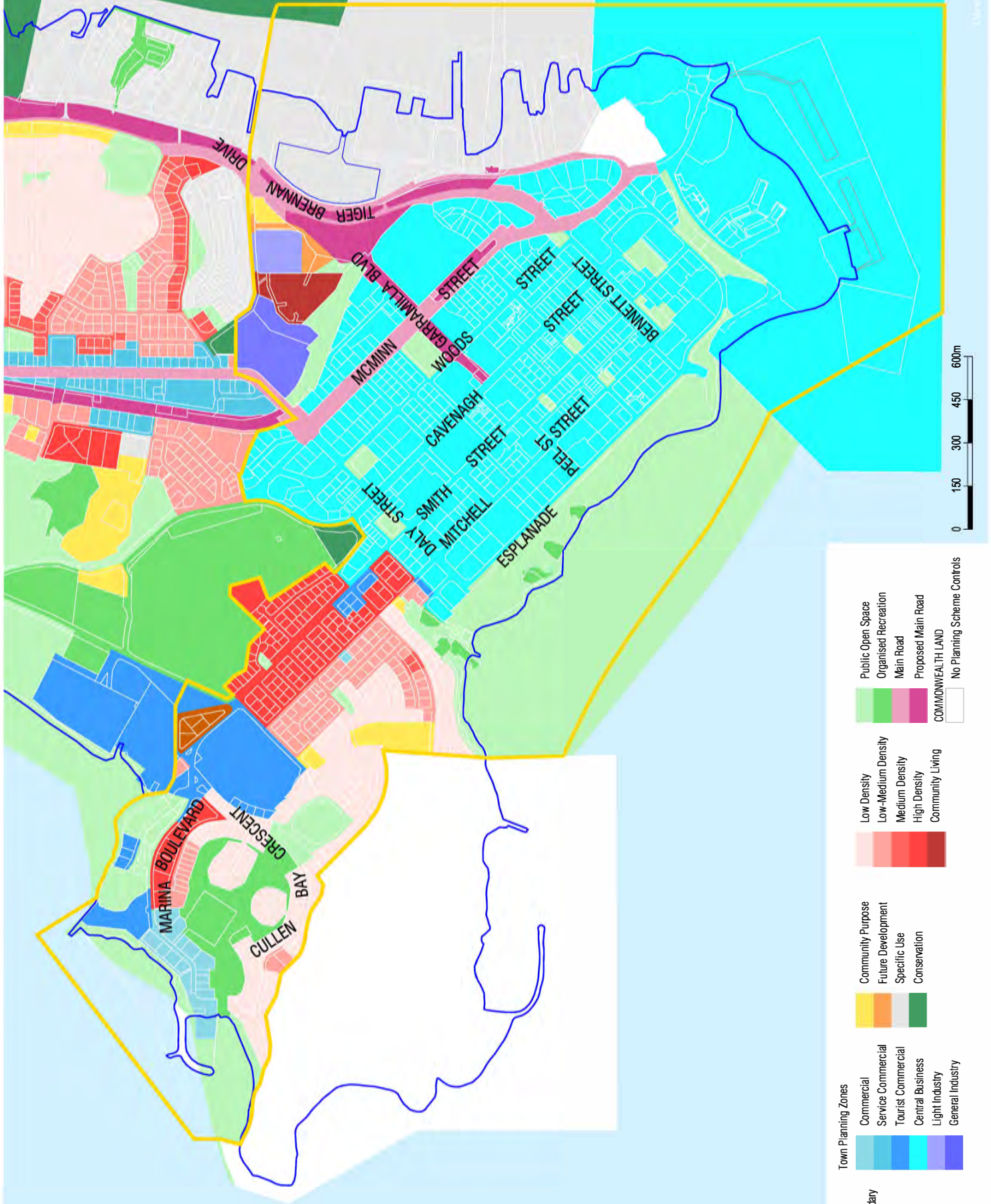
Supplementary Material

This Area Plan has been informed by a Needs Assessment that contains a record of investigations and community feedback. A copy of the Needs Assessment is available through the NT Planning Scheme website.

The Themes and Focus Areas within this Area Plan have been prepared in response to the development challenges associated with the growing and diversifying population identified within the Needs Assessment.

It is recommended that the Needs Assessment be consulted where there are questions about interpretation of the approach outlined in this Area Plan.

Central Darwin Current Land Use Zoning Map



Context

The Darwin Regional Land Use Plan (2015) provides a land use vision for the region. It confirms the capital city role of the Darwin CBD and its function as the dominant commercial, cultural, administrative, tourist, and civic centre within the region.

This Area Plan works to enhance Darwin's role and identity by recognising and reinforcing the Darwin city centre as the heart of the Northern Territory and home for a growing inner city population. Key to achieving this is the:

- encouragement of an urban environment that celebrates Darwin's heritage, multi-cultural nature and climate; and
- planning for tourism and population growth supported by retail and commercial development and adequate infrastructure provision.

Central Darwin will accommodate a significant portion of the population growth anticipated by the Darwin Regional Land Use Plan (2015). This can be achieved by focusing on a sustainable, compact and higher density city with suitable transitions to the surrounding localities.

Purpose

The purpose of this Area Plan is to guide the future development of land within Central Darwin. The Area Plan will inform the exercise of discretion when assessing requests to vary scheme provisions, change land use, and/or rezone property.

This Area Plan caters for the needs of the future population and business by:

- providing a city centre flexible to the evolving needs of the commercial and retail sectors;
- supporting the efficient delivery of infrastructure and ongoing viability of the city centre;
- encouraging improved amenity for residents and visitors through a focus on intermodal transport and ease of access to tourism, cultural and entertainment venues; and
- recognising the established character of the residential areas of Larrakeyah and Cullen Bay, and the role these localities and the Darwin Waterfront play in providing housing diversity in close proximity to the city centre.

Plan Structure

The Land Use Vision map (on page 13) identifies the vision for the future use of land to which this Area Plan applies. This map illustrates a combination of anticipated land uses and zonings. Sites that may have a different use into the future have been indicated as Potential Areas for Change. A Vision Statement is included on the Land Use Vision map to provide context to the land uses shown.

The Land Use Vision is an easy reference tool to identify the main themes that apply to a site. While in most instances a single theme will apply to a site, it is also important to check other themes, such as service infrastructure or movement and transport.

The Focus Area Index Map (on page 14) may be used as an index to identify which focus area applies to a specific site and to locate the relevant section(s) of this Area Plan.

Planning principles and contextual comments provide guidance to the interpretation of the objectives and acceptable responses, which serve as action based policy statements to guide land use and development. Objectives and acceptable Responses must be addressed as part of future development of land to which this Area Plan applies. Alternatives to the acceptable responses that demonstrate an equal or better response to the objective will also be considered.

This Area Plan is structured around themes that apply across the whole of Central Darwin and focus areas which are localities that specifically require more attention.

The 'themes' section includes:

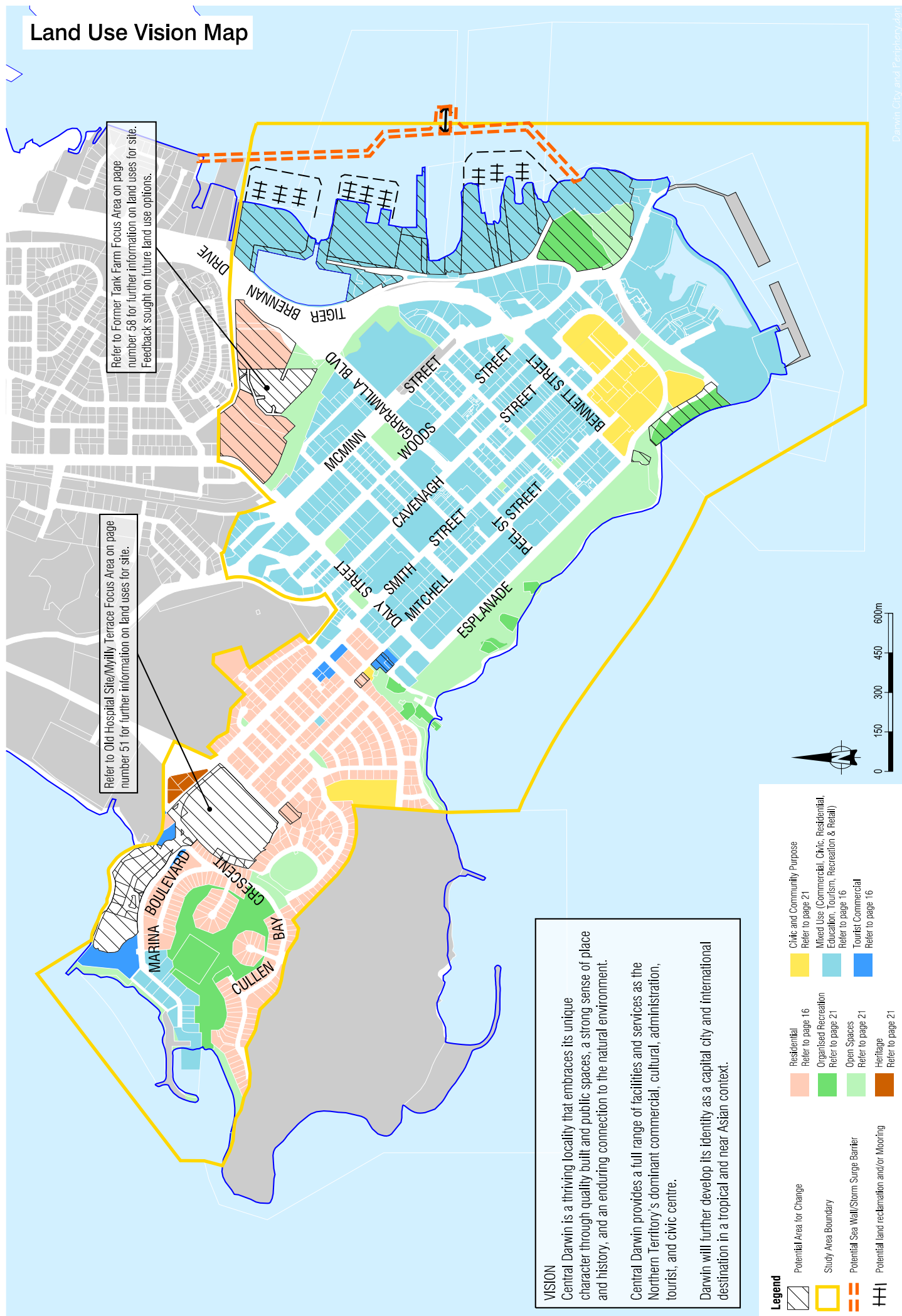
- Residential and Mixed Use
- Social Infrastructure
- Culture and Heritage
- Environment
- Movement and Transport
- Essential Infrastructure

These themes are supported by a number of compilation plans to visually demonstrate the data that has informed the planning principles.

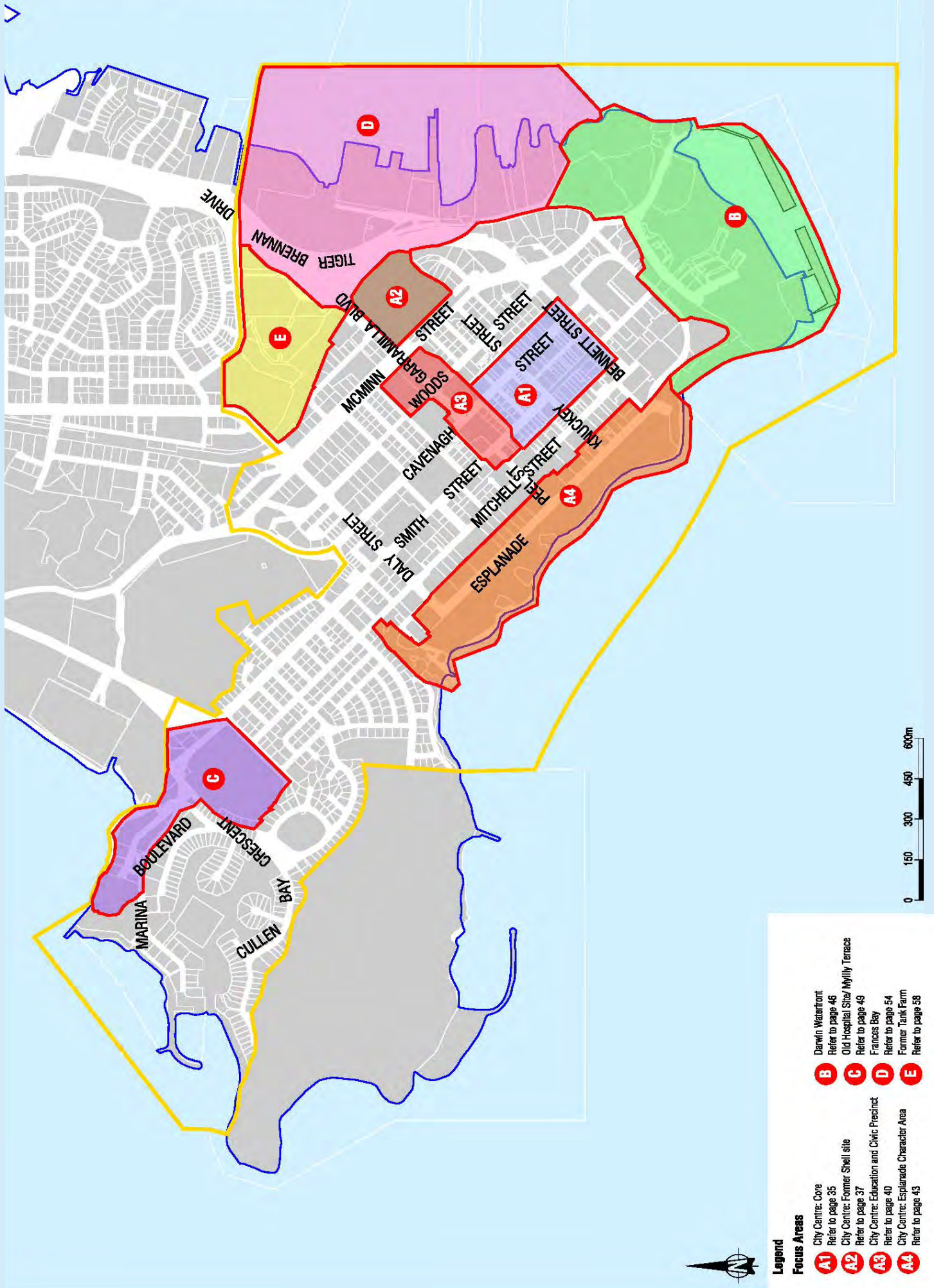
The focus areas can be considered as an inset of the overall Land Use Vision and apply only to the following locations:

- A1: City Centre – Core
- A2: City Centre – Former Shell Site
- A3: City Centre – Education and Civic Precinct
- A4: Esplanade Character Area
- B: Darwin Waterfront
- C: Site of Kahlin Compound / Old Hospital Site / Myilly Terrace
- D: Frances Bay
- E: Former Tank Farm

Land Use Vision Map

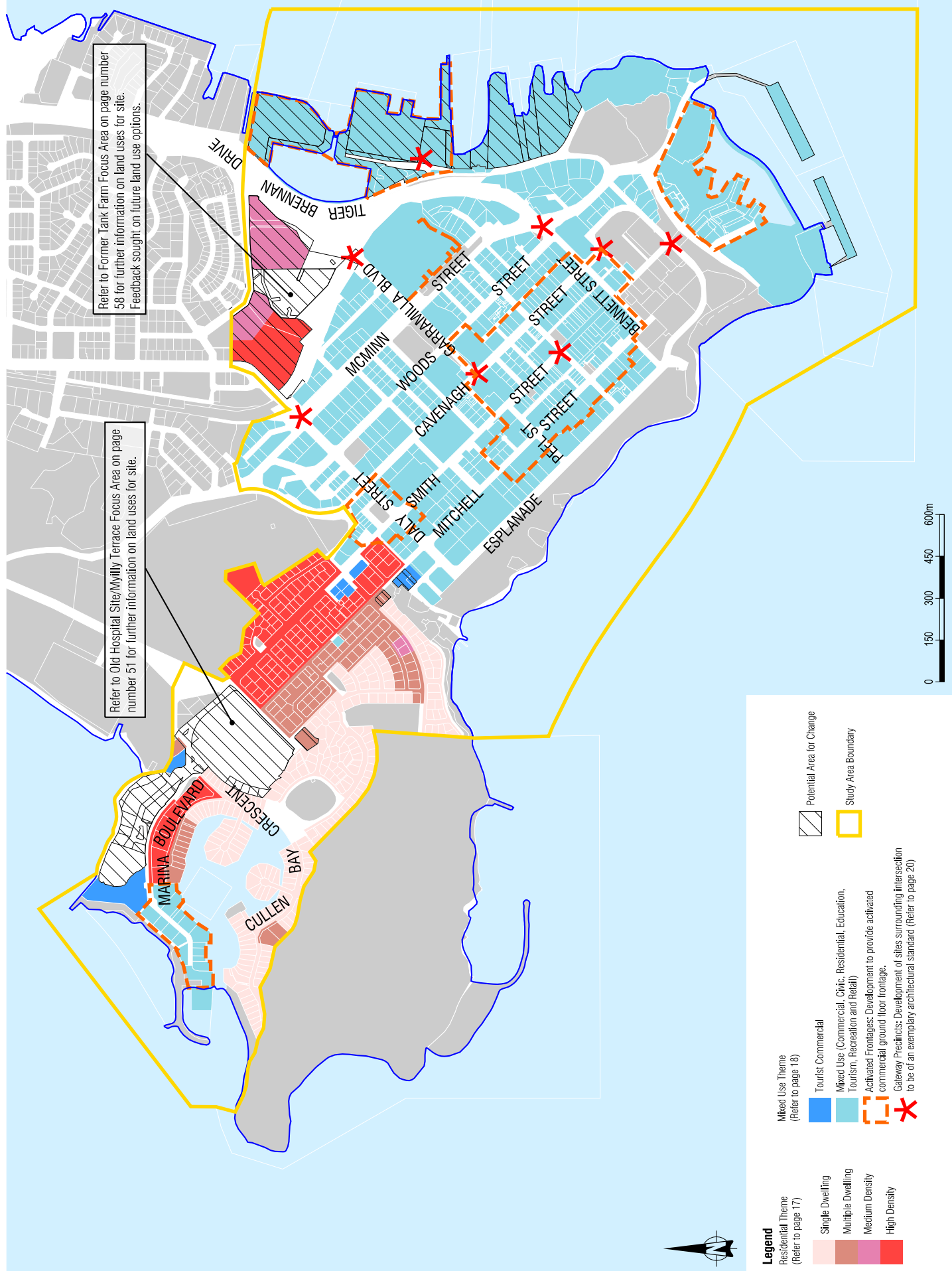


Focus Areas: Index Map





PART TWO: THEMES





Residential Theme

The Darwin Regional Land Use Plan (2015) forecasts a near term regional population of 150 000 and a far term regional population of 250 000 for the whole of the Darwin region. To support this longer term growth, an additional 5 600 dwellings will be required within Central Darwin.

To accommodate the forecast growth, this Area Plan supports a high density of dwellings within the city centre. Within

established residential areas, such as Larrakeyah and Cullen Bay, this Area Plan supports development to the densities allowed by the current zoning to protect amenity.

This Area Plan encourages housing designed to meet the needs of a wide variety of households. Increasing the diversity of residents will contribute to increased activation of Central Darwin.

The Objectives and Acceptable Responses of this Area Plan are applicable to both residential areas within a residential zoning and also residential land uses within mixed use areas.

1. Encourage appropriate housing options, neighbourhood and residential amenity to support the lifestyle of a diverse demographic

Objectives	Acceptable Responses
1.1 Encourage residential buildings that provide for a broad spectrum of demographic groups.	i. A variety of dwelling types are provided.
1.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	i. Building design responds to adjacent buildings and environments or adjacent buildings and environments reasonably anticipated. ii. Development fronting existing and future public spaces responds to the role and function of the individual space and provides opportunities for passive surveillance. iii. Bulk and scale of wide buildings is addressed through architectural design including, but not limited to, the presentation of multiple frontage types to the streetscape, modulation of the facade, or changes in material. iv. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.
1.3 Encourage sustainable development.	i. Buildings and the urban environment demonstrate innovative responses to support cooling, heat mitigation, greening, water and energy efficiency, and waste reduction.
1.4 Maintain residential areas in Larrakeyah and Cullen Bay.	i. Residential development accords with current zoning unless specifically identified as a Potential Area for Change on the Residential and Mixed Use Map.



Mixed Use Theme

Darwin's city centre is the commercial, cultural, administrative, tourist and civic centre in the region. Surrounding areas, including the Waterfront, Cullen Bay and Larrakeyah, each have their own character and unique mix of uses. The lower intensity uses in surrounding areas complement the broad range of activities within the city centre.

Intensive residential and commercial activity drive the activities within the city centre. This Area Plan encourages diverse development and uses to ensure that mixed use environments are robust, flexible, and responsive to economic and social change.

Mixed use developments that include a residential component must also respond to the residential theme.

An 'Esplanade Character Area' has been identified for lots fronting the Esplanade. This is a special area characterised by high amenity underpinned by clifftop views over Darwin Harbour. Development must respond to the need to retain and enhance this amenity.

Areas of 'activated frontages' have been identified to highlight that ground floor commercial land uses can contribute to an active streetscape. These active streetscapes will provide amenity and interest for pedestrians and improve walkability through the city centre.



Mixed Use Building with landscaping at upper levels

2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities

Objectives	Acceptable Responses
2.1 Encourage development that provides for a mix of uses.	i. Where there is reasonable capacity to do so, buildings and sites include a vertical mix of land uses on different floors/storeys such as: <ul style="list-style-type: none"> a) residential; b) commercial and retail; c) community facilities; and d) leisure and recreation.
2.2 Encourage building design for new buildings that can be adapted to changing demand.	i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights. ii. Floors constructed for car parking within mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.
2.3 Provide activated frontages with ground floor commercial activities in priority locations.	i. Ground floor commercial and retail activation is provided within areas depicted as 'Activated Frontages' within the Residential and Mixed-Use Map. ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.

2.4 Development mitigates against potential conflicts both within and between buildings.	<ul style="list-style-type: none"> i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Building design mitigates against potential conflicts between uses of existing buildings and adjacent and/or nearby buildings and environments which are existing, or can be reasonably anticipated.
2.5 Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces.	<ul style="list-style-type: none"> i. Where there is reasonable capacity to do so, building design incorporates and maintains opportunities for planting on structures through techniques such as: <ul style="list-style-type: none"> a) green walls, living walls or vertical gardens; b) wall design that incorporates trellis structures; c) landscaping of podiums; d) planter boxes; and / or e) landscaping incorporated into podium car parking screens.
2.6 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	<ul style="list-style-type: none"> i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links: <ul style="list-style-type: none"> a) responds to the role and function of the individual space; and b) locates habitable rooms, or private open spaces of dwellings, overlooking the public space. iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential including communal open space that enables passive surveillance from the ground floor. iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design. v. Sheltered pedestrian thoroughfares are integrated into the design of buildings. This may include, but is not limited to: awnings, covered walkways, colonnades or similar.
2.7 Design bus stops to enhance user comfort and safety.	<ul style="list-style-type: none"> i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to: <ul style="list-style-type: none"> a) high amenity pedestrian connections to the bus stop with protection from the elements; b) technologically advanced bus stops displaying real time information; and c) implementation of crime prevention through environmental design (CPTED) principles for bus stop design. ii. Bus stop locations facilitate access to efficient, linear and frequent public transport.

2.8 Design vehicle access points and onsite movement for new buildings to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.	<ul style="list-style-type: none"> i. Locate and consolidate vehicle access, parking and loading areas away from street frontages. ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from: a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map). iii. Vehicles entering and manoeuvring within sites is minimised. iv. Crossover number and widths are minimised.
2.9 Encourage sustainable development.	<ul style="list-style-type: none"> i. Buildings and the urban environment demonstrate reasonable responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.
2.10 Design new buildings to address prominent corners and 'Gateway Precincts.'	<ul style="list-style-type: none"> i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides: <ul style="list-style-type: none"> a) vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design; b) public art and signage within the design of buildings and related public spaces; and c) effective and visually appealing all-weather protection.
2.11 Prevent any new use or intensification of development that would prejudice the safety or efficiency of an airport.	<ul style="list-style-type: none"> i. Any proposed development determined to exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018, or Civil Aviation legislation, will need approval by the relevant airport authorities.
2.12 New developments consider and respond to the potential use of laneways as shared spaces.	<ul style="list-style-type: none"> i. Providing windows and balconies at upper levels above the ground floor to overlook laneways. ii. Providing facades of buildings fronting laneways that create visual interest and architectural animation, particularly at the ground level, with large expanses of blank walls avoided.

Social Infrastructure, Culture and Heritage Map





Social Infrastructure Theme

Social infrastructure includes facilities and spaces that support and improve the quality of life in the community. This includes education, health care, religious, cultural and community facilities, and open space. Social infrastructure within Central Darwin serves both the needs of

the immediate local community as well as some of the needs of tourists and the regional and Territory population.

This Area Plan seeks to guide the delivery of adequate community facilities to support the anticipated growth in resident,

worker and visitor populations. The scale and quality of these facilities should be in proportion to Central Darwin's role as the Territory's foremost cultural, civic, entertainment, recreational and tourist centre.

3. Identify social infrastructure that meets the needs and aspirations of the community

Objectives	Acceptable Responses
3.1 Increased presence of education facilities in Central Darwin.	<ul style="list-style-type: none"> i. A new school is constructed as demand arises and current facilities reach capacity. ii. New university facilities are delivered within the city centre. iii. An enhanced district and local level public library is provided.
3.2 Maintain, enhance and connect a network of public spaces for formal and informal recreation, and public events.	<ul style="list-style-type: none"> i. No net loss of public open space other than to: <ul style="list-style-type: none"> a) maintain and install essential public infrastructure and services; b) enhance the function of these spaces (including through potential use for alfresco dining areas which compliment the open space character of the area); or c) provide community facilities and public amenities associated with the public open space function of the land. ii. Continuous public access to a network of green spaces is maintained, including the Esplanade, foreshore spaces, and nearby regional open spaces. iii. Public spaces are enhanced as versatile spaces that support: <ul style="list-style-type: none"> a) informal public gathering, rest and recreation; b) organised temporary events including markets, pop up stalls, food trucks and live music; c) outdoor extensions of adjacent businesses where appropriate and approved by the City of Darwin; and d) shared use by informal users and different businesses, and adaptation of uses across day/night and dry season/wet season. iv. Development adjacent to public open space and key pedestrian / cycle routes enhances the safety and amenity of these spaces. v. Extensive areas are planted with shade trees to make the city cool and attractive, and encourage pedestrian use.

<p>3.3 Encourage provision of new publicly accessible open spaces and recreation areas.</p>	<ul style="list-style-type: none"> i. Sites of 3500m² or larger, and broad scale planning for the redevelopment of focus areas, are developed with complementary public open spaces such as plazas which: <ul style="list-style-type: none"> a) contribute to an integrated, high-quality network of public spaces; b) are flexible and provide for a variety of uses and events, including recreation, fitness, play, cultural and artistic functions in addition to ecological and stormwater management functions; c) facilitate a range of active and passive recreation to meet the needs of the community; d) incorporate existing significant sites of natural or cultural value, including interpretive information; e) connect with the cyclist and pedestrian network identified in the Movement and Transport - Potential Enhancement to Pedestrian/ Cycleway Network Map; f) link habitats, wildlife corridors, public open spaces and existing recreation facilities; g) enable effective stormwater management; and h) allow for temporary uses such as street activities and special events including cultural, entertainment and artistic performances. ii. Public open space areas provide park furniture, display of art, lighting, shade structures and landscaping.
<p>3.4 Provide for the establishment of a district level, multi-purpose community centre.</p>	<ul style="list-style-type: none"> i. A district level, multi-purpose community centre is provided at one of the sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere in Central Darwin. ii. Community facilities within a multi-purpose community centre provide flexible spaces for a range of activities including: <ul style="list-style-type: none"> a) council administrative functions; b) community service agencies; c) cultural facilities; d) adult education facilities; and e) open spaces facilitating a range of community events. iii. Net social infrastructure is maintained across Central Darwin and is not reduced through new development.
<p>3.5 Provide for the development of an indoor sports facility.</p>	<ul style="list-style-type: none"> i. A sports facility is provided for at one of the sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere within Central Darwin.



Culture and Heritage Theme

The Larrakia explained the significance of Lamaroo to surveyors from the Beagle in 1839. The area subsequently became the site of a permanent settlement in 1869.

Central Darwin is rich in cultural and heritage values related to Aboriginal culture, European and Asian settlement, and World War II. Heritage places contribute to the quality of life and cultural identity of our community, with a number of heritage places providing a focal point for community gatherings. Places of cultural and heritage value also have high economic value, generating visitation and expenditure, particularly through tourism.

This Area Plan requires the recognition, protection, conservation, management, and revitalisation of cultural and heritage places. This Area Plan also encourages developments proposed in proximity to places of cultural and social interest to demonstrate how they acknowledge such places and, where practicable, protect and enhance the amenity above and beyond the requirements of the various laws protecting cultural heritage.

Development sympathetic to historic building



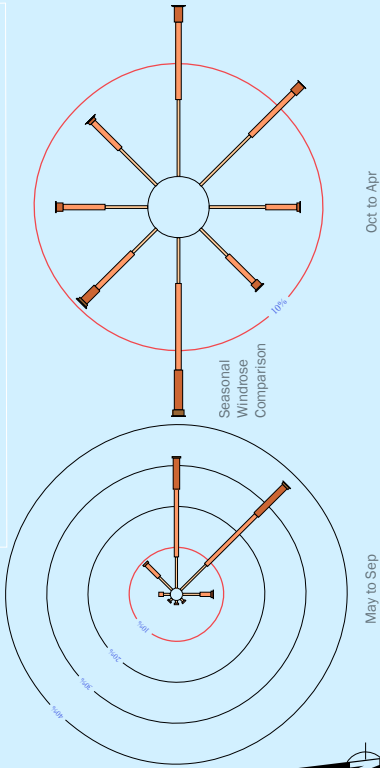
New development behind historic frontage

Historic building frontage retained

4. Protect and enhance sites of cultural significance and historic value to enrich community awareness and experience

Objectives	Acceptable Responses
4.1 New development responds to and respects places and sites listed on the Northern Territory Heritage Register and other places of heritage interest.	<ul style="list-style-type: none"> i. Building design responds to significant features of adjoining heritage sites, buildings or objects to all extent reasonable and practical. This may include a response to the scale, colours, textures and materials of heritage features. Alternatively, the response may provide juxtaposition with the heritage feature to emphasise heritage significance and distinguish the difference in time and style. ii. Setbacks of new development adjoining heritage listed features are sensitive to heritage elements by considering the interface with regard to bulk, setback and materials, and maintain view corridors. iii. Development on, or adjoining a place or item of cultural and social interest indicated on the Social Infrastructure, Culture and Heritage Map supports ongoing public access and is designed in a manner that shows consideration of that place or item.
4.2 Adaptive re-use of a heritage place is sympathetic to the values of the site.	<ul style="list-style-type: none"> i. Adaptive reuse of heritage sites, as identified on the Social Infrastructure, Culture and Heritage Map, is of a scale compatible with the significance of the site. ii. Any alterations required to facilitate the adaptive reuse of heritage places should be informed by an understanding and analysis of the heritage place's significance and the principles of the Burra Charter. iii. Adaptive reuse requires minimal alterations to the place's significant fabric and does not destroy the ability to interpret the original function of the place. Where change is proposed, it should be recognisable as new work and where possible, be reversible.
4.3 Recognise and celebrate the multicultural heritage and values of Central Darwin.	<ul style="list-style-type: none"> i. Places of historical and cultural value within the study area, including significant sites, buildings structures, trees, and landscape elements are recognised and connected through innovative forms of interpretation.
4.4 Support the adaptive re-use of sites of heritage value.	<ul style="list-style-type: none"> i. Where there is reasonable capacity to do so, discretion is applied in the evaluation of development proposals relating to sites of heritage value. This is in recognition of challenges associated with the development of such sites complying with current development standards outlined in the Planning Scheme.

Environment Map



- Legend**
- Storm Surge
 - Primary
 - Secondary
 - Coastline
 - Organised Recreation
 - Open Spaces





Environment Theme

Central Darwin includes coastal, remnant vegetation and urban forest systems that underpin the amenity of the area. This amenity includes cultural values which make a significant contribution to the economy and liveability of the study area. Darwin Harbour is an internationally significant conservation area that supports native flora and fauna, provides recreation spaces, and generates cooling breezes. Economic benefit is derived through harbour-based and marine industries, and tourism.

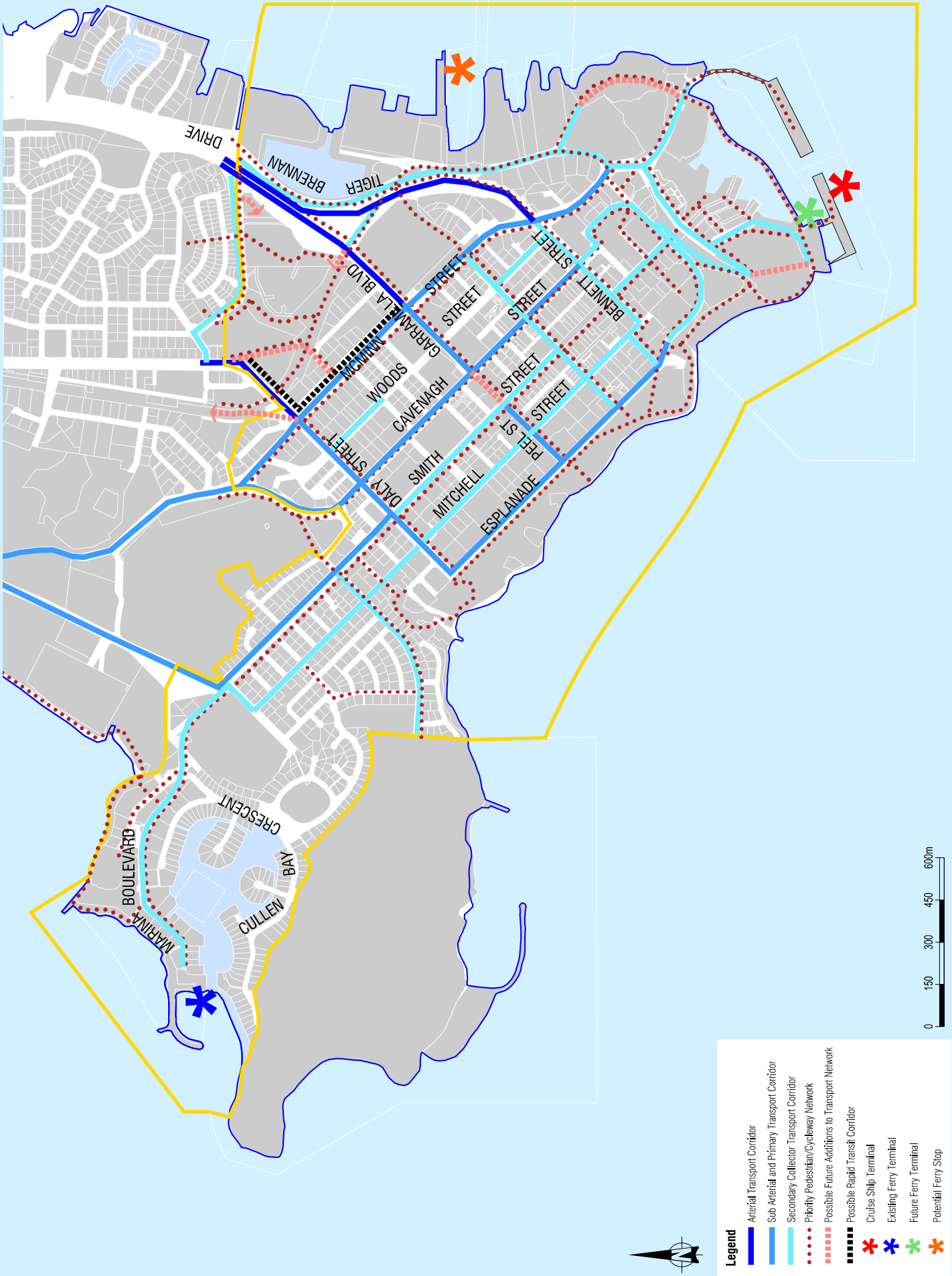
Hazards that may affect land in Central Darwin include the presence of biting insects, acid sulfate soils, storm surge events and residual site contamination. This Area Plan provides guidance for land subject to storm surge or with the potential for contamination.

This Area Plan seeks to protect and utilise the functions of the natural environment for the continued enjoyment of the community by ensuring development responds appropriately to natural constraints.

5. Protect and enhance the functions of the natural environment for the continued enjoyment of the community

Objectives	Acceptable Responses
5.1 Protect and preserve the Darwin Harbour i.e. tidal mud flats and mangroves	i. There is no net loss of mangrove communities within Zone CN (Conservation).
5.2 Respond to potential residual contamination issues.	i. Development is informed by an assessment of site contamination. ii. Development is designed and engineered to respond to any contamination issues. iii. Development demonstrates a response to site contamination in accordance with any Statement of Environmental Audit prepared for the site and to the satisfaction of the relevant authorities.
5.3 Respond to potential impacts of storm surge.	i. All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Planning Scheme.

Movement and Transport - Transport Network Map



Movement and Transport: Potential Enhancements to Pedestrian / Cycleway Network



Movement and Transport: City Recreation Loop



Movement and Transport Theme

Central Darwin contains a range of local and regional public and private vehicle transport networks. As the major tourist commercial and retail area for the region it is essential that visitors and residents can easily navigate their way around the city.

The main entries to Central Darwin are from Stuart Highway, Garramilla Boulevard, Tiger Brennan Drive, Gilruth Avenue and Gardens Road. Smith Street provides an important link connecting the Darwin Waterfront to Cullen Bay.

This Area Plan supports a movement network within Central Darwin that is safe and convenient. Enhancements to streets and spaces will improve the pedestrian and cyclist experience. This Area Plan identifies priority pedestrian and cycle routes, and a 'City Recreation Loop' that will improve pedestrian and cycle



City Recreation Loop

connections within the City.

The Goyder Grid historically provided a high level of connectivity within the city. While this largely remains the case, some land consolidation over the years, at the expense of road reserves, has reduced linkages. As sites are developed, consideration will be given

to providing opportunities for reinstating access for pedestrians.

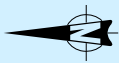
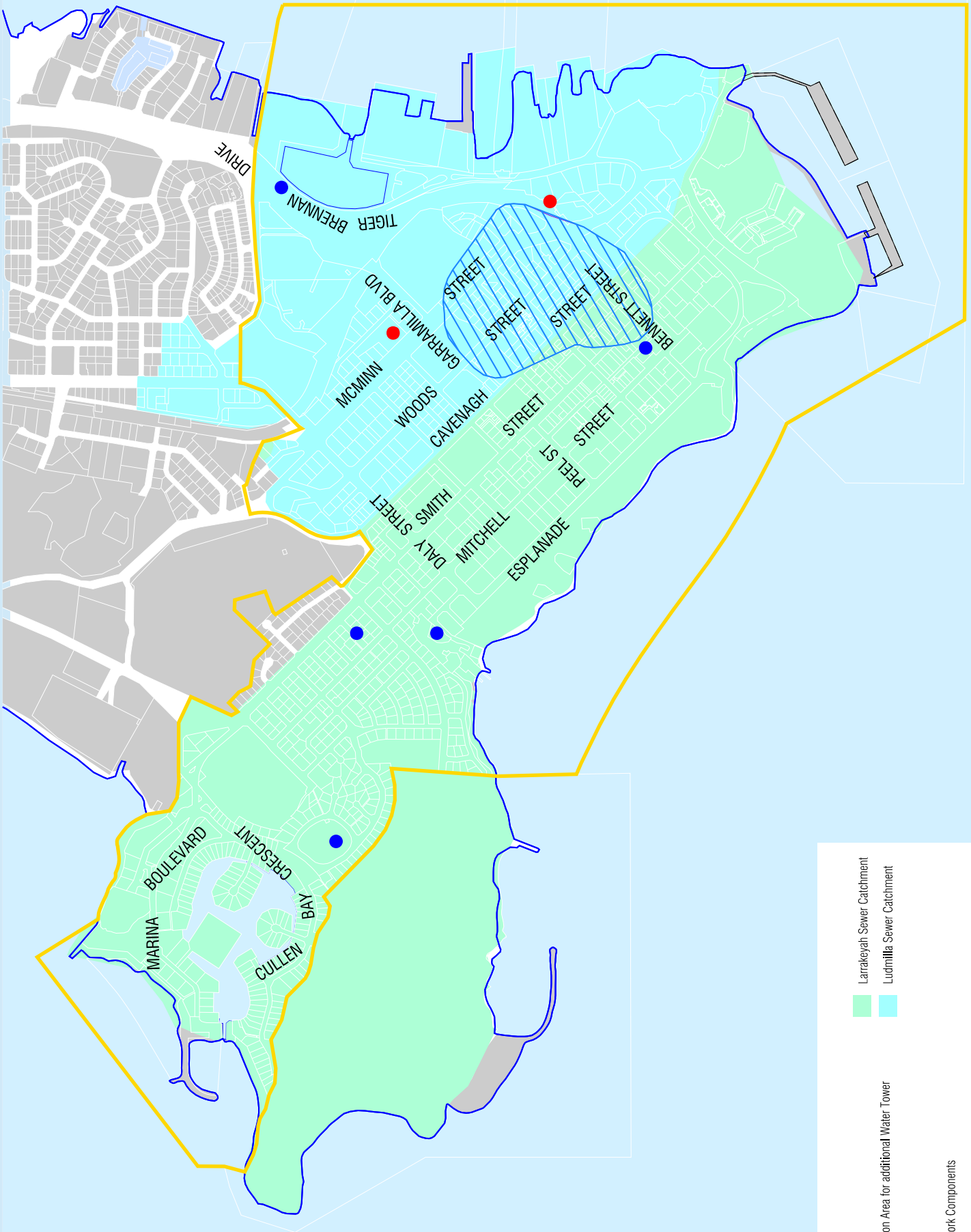
This Area Plan aims to preserve transport corridors and ensure these corridors are developed to provide high amenity. This will result in efficient movement into and through the city.

6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape

Objectives	Acceptable Responses
6.1 Maintain a highly permeable grid street network within the city centre.	<ul style="list-style-type: none"> i. A fine-grained grid of local streets are retained or expanded upon which support a highly permeable, pedestrian and cycle friendly city centre. ii. A grid configuration of city streets and blocks are provided consistent with the existing street and block layout across Central Darwin. Blocks measure between 60m x 120m width and 120m x 240m length. Blocks incorporate mid-block laneways where possible. iii. Large developments of 3500sqm or larger within the city centre provide connections through the site and to the existing grid.

6.2 Provide appropriate primary vehicle and service access that maintains high levels of pedestrian amenity and minimises disruptions to pedestrian movements.	i. Existing and proposed lots are serviced by laneways where possible.
6.3 Enhance pedestrian and cyclist amenity, safety and movement.	<ul style="list-style-type: none"> i. Pedestrian and cyclist links are direct, connected, have clear sightlines, and are well lit. ii. Laneway pedestrian crossings connect arcades and are safe attractive and distinct. iii. Where there is reasonable capacity to do so, street and movement network enhancements include provision for pedestrians and cyclists. This may include, but is not limited to: <ul style="list-style-type: none"> a) Separated Cycleways b) Prioritised street crossings c) Bike Parking d) Map signs e) Directories f) signage identifying pedestrian and/or cyclist networks i.e. City Recreation Loop; and g) interpretive signage. iv. Street verges are landscaped to provide shading for pedestrians and cyclists, while also softening the appearance of hard surfaces and buildings.
6.4 Areas identified as 'Green Links' are leafy, high amenity shared movement corridors.	<ul style="list-style-type: none"> i. Areas identified as 'Green Links' make use of wide road reserve to accommodate multiple modes of transportation, bus stops, public art, and landscaping. ii. Streetscape and landscape enhancements are prioritised within 'Green Link' road reserves and provided in a coordinated manner. iii. In accordance with any relevant policies of road authorities, examine opportunities for improving the amenity of streets identified as 'Green Links'. This may include, but is not limited to: provision of landscaping, street trees, shared footpaths, separated cycleways, street furniture and/or drinking water stations.
6.5 Facilitate transport network upgrades.	<ul style="list-style-type: none"> i. Possible future additions to the transport network indicated on the Movement and Transport Maps, and including a potential rapid transit corridor, are not compromised. ii. Where the City of Darwin or the Northern Territory Government has established an infrastructure contribution plan to fund the construction of strategic transport connections, contributions are to be made in accordance with the contribution plan; OR The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for. iii. Land identified as part of the City Recreation Loop on the City Recreation Loop Map is developed as high amenity pedestrian and cyclist space, and integrates with neighbouring parts of the network.

Essential Infrastructure Map



Legend

- Coastline
- Investigation Area for additional Water Tower
- Essential Services
 - Power Network Components
 - Water and Sewerage Network Components

- Larrakeyah Sewer Catchment
- Ludmilla Sewer Catchment





Essential Infrastructure Theme

Established areas in Central Darwin are fully serviced by reticulated power, water and sewer, as well as underground stormwater drainage, and the NBN. Upgrades are likely to be required to support ongoing service provision as the development of land continues.

This Area Plan aims to ensure the sequential and cost-effective provision of infrastructure and assist with the coordination of design, development and funding contributions for required infrastructure upgrades. Funding contribution(s) and/or another

agreement(s) will enable the provision or upgrade of utilities and infrastructure. This Area Plan also reflects the goals of the Smart Cities program which encourages the integration of digital/smart infrastructure as other service infrastructure upgrades are required.

7. Provide for adequate power, water, sewerage, digital and telecommunications infrastructure

Objectives	Acceptable Responses
7.1 Upgrade existing utilities and trunk services to service development in a timely and holistic manner.	<ul style="list-style-type: none"> i. Investigate the need for, and suitable location of, new water towers. ii. Upgrades to water reticulation are considered prior to development. iii. Trunk infrastructure for reticulated services is incorporated into a development's engineering design. iv. Upgrades to existing infrastructure are provided and funded in accordance with an approved infrastructure plan; OR <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for; OR</p>
7.2 Provide utilities and trunk services sequentially and cost effectively.	<p>The proponent accepts the requirement for either a monetary contribution or requirement to enter into agreements with the relevant authority for the provision of infrastructure.</p> <ul style="list-style-type: none"> v. New infrastructure is provided sequentially and funded in accordance with an approved infrastructure plan; OR <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</p> <ul style="list-style-type: none"> vi. Development and / or subdivision may be deferred or refused if utilities and trunk services are not provided as required by this Area Plan, the NT Planning Scheme, or another service authority.
7.3 Ensure that presentation and / or installation of infrastructure does not detract from public amenity.	<ul style="list-style-type: none"> i. Infrastructure avoids impacts on surrounding character and amenity through measures such as incorporating into buildings, screening, or locating in laneways. ii. Provision of subsurface infrastructure does not unreasonably restrict the planting of street trees.
7.4 Encourage innovation and sustainability.	<ul style="list-style-type: none"> i. Infrastructure is future-proofed and enables implementation of options including digital infrastructure, natural gas, district cooling, water capture and reuse, and waste recycling. ii. Provide for future installation of electrical and communications equipment to support Smart Cities infrastructure, including conduit and capacity for additional connection points.

A nighttime photograph of a city skyline reflected in a body of water. The sky is a deep purple, and the city lights are visible in the background. The water in the foreground is calm, creating clear reflections of the buildings and lights. The overall mood is serene and modern.

PART THREE: FOCUS AREAS



A1

City Centre - Core

- LEGEND**
- Focus Area Boundary
 - Public Open Space
 - Pedestrian Priority Area (Hardscape Open Space)
 - Priority Pedestrian / Cycleway Network
 - Mixed Use (Commercial, Civic, Residential and Retail)
 - Existing Arcades / Links
 - Indicative Future Arcades / Links
 - Active Frontages Required
 - Declared Heritage Places
 - Places of Cultural and Social Interest
 - High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements
 - Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



A1

City Centre - Core

The city centre encompasses the areas of the city centre that receive the most pedestrian traffic and have the highest proportions of retail land uses. The core is also the historic centre of Darwin, retaining architecture reflecting the history of the city.

Activity in the city centre core is characterised by the dynamic use of public spaces including the Mall, parks, arcades and laneways. These spaces are used for alfresco dining, pedestrian movement, and temporary events such as markets, live music and festivals.

The Smith Street Mall acts as the nexus of daytime activity in the city centre, serving as a landmark and central gathering point for workers, visitors and residents. The Smith Street Mall also acts as the focal centre for retail activity in the city centre, a role which

should be further enhanced and supported into the future.

The role of the city centre core as the primary retail destination in Darwin will be strengthened as substantial opportunities for growth and development through intensification of retail and commercial activity are taken up. Objectives and acceptable Responses for the city centre core encourage:

- an intensification of mixed use retail and commercial development that attracts people and activity;
- a high amenity pedestrian environment incorporating arcade connections, shade, and wayfinding signage; and
- the emphasised role of the mall.

8. Maintain and enhance the City Centre core as a high intensity, safe, and connected retail and commercial dominant environment

Objectives	Acceptable Responses
8.1 Maintain and enhance the concentration of established retail and commercial uses.	<ul style="list-style-type: none">i. Encourage a diversity of activities in street front development.ii. Encourage land uses and developments that employ and attract high numbers of people, and have the potential to activate the city centre by day and night.
8.2 Maintain the function of the Smith Street Mall as the focus for retailing, services, and as the central meeting point of the city centre.	<ul style="list-style-type: none">i. Development in the Smith Street Mall provides retailing and services which contribute to its function.ii. Building design provides a sense of arrival to the Smith Street Mall.iii. Signage in the Smith Street Mall helps visitors navigate between and interpret other areas of interest within the city.iv. Development achieves a human scale at street level and is sensitive to existing street front building heights through the construction of podiums, including parapets, lower than the maximum permitted height of 25m. Reductions in the podium height below 25m may be offset by equivalent volumetric encroachment above 25m within the development.
8.3 Enhance and respond to the existing shop front character presented in the Smith Street Mall.	



A2

Former
Shell Site

- LEGEND
- Focus Area Boundary
 - Public Open Space
 - Pedestrian Priority Area (Hardscape Open Space)
 - Priority Pedestrian / Cycleway Network
 - Mixed Use (Commercial, Civic, Residential and Retail)
 - Potential New Street Connection
 - Active Frontages Required
 - Proposed Open Space Destination
 - Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



A2

Former Shell Site

The former Shell Fuel Storage Site is over 7 hectares in size. An undeveloped site of this size in close proximity to a city centre is rare within Australian capital cities and represents a unique development opportunity.

The site has strong connections to the city centre, Frances Bay, the former Tank Farm and Stuart Park. However, as McMinn Street and Garramilla Boulevard are very wide and serve as primary corridors, there is a risk that development of the Shell site could be isolated from the city centre. It is very important that detailed land use planning of the site occurs prior to redevelopment and that ad hoc development is avoided.

The site's size and regional connectivity make it ideal for a high amenity, mixed use development performing a key role in accommodating anticipated population, retail

and commercial growth. There is also potential for the site to accommodate a premier sporting facility capable of hosting major national and international competition.

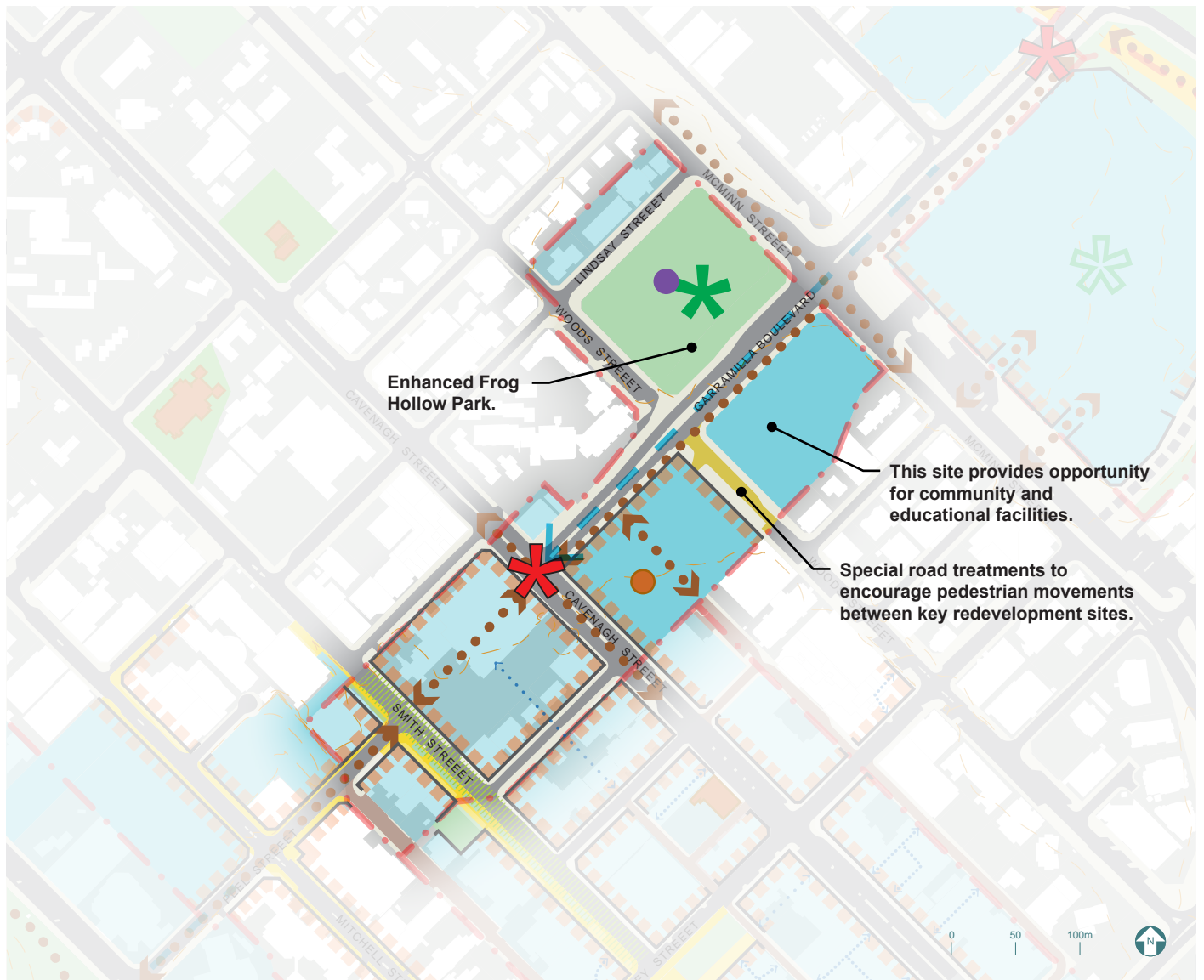
Objectives within this Area Plan build on this connectivity and inherent potential by encouraging:

- a coordinated development;
- an attractive and active, transport friendly environment; and
- local street networks that connect with the surrounding network and support active transport.

9. Enable the development of the Former Shell Site recognising the opportunity that its development may make to Darwin and the Territory

Objectives	Acceptable Responses
9.1 The coordinated development of the site as a mixed use locality.	<p>i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the Minister.</p> <p>ii. The Local Area Plan addresses the following detail for the future development of the site:</p> <p>a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary, the natural environment, landform, topography, hydrology and soils;</p> <p>b) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan;</p> <p>c) any major land uses proposed for the locality, taking into account the following land use opportunities:</p> <ul style="list-style-type: none">• leisure and recreation;• commercial;• retail;• open spaces;• community uses; and / or• residential.
9.2 Prepare a planning framework for the future development of the locality.	

	<p>d) Where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme resulting in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy;</p> <p>e) the indicative lot pattern;</p> <p>f) estimates of the number of future lots, and the estimated number of dwellings, population, employment, and retail floor space;</p> <p>g) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme;</p> <p>h) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements; and</p> <p>i) a connectivity plan addressing pedestrian movement within the development and to neighbouring localities.</p> <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
9.3 Establish pedestrian friendly connections from the Focus Area to the city centre, Frances Bay, and the former rail corridor.	<p>i. Design responses ensure that pedestrian connections from the Focus Area to surrounding areas and public transport are:</p> <p>a) direct;</p> <p>b) safe;</p> <p>c) prioritised; and</p> <p>d) shaded by mature trees or shade structures where possible.</p> <p>ii. Land identified on the Former Shell Site Focus Area Map for a potential pedestrian connection to Frances Bay is developed in a manner that preserves the opportunity for a sky bridge and landing.</p>
9.4 Establish a local street network that supports pedestrian and cyclist movement, and connects with the surrounding road network, cycle network, and other surrounding localities.	<p>i. Proposed road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme and:</p> <p>a) result in a pedestrian friendly, permeable movement network;</p> <p>b) provide multiple visual and physical connections with the existing and future street network and bicycle and pedestrian networks; and</p> <p>c) are landscaped and shaded generally in accordance with the pedestrian/ cycleway network indicated on the Former Shell Site Focus Area Map.</p>
9.5 Provide public space which recognises and contributes to the existing public space network.	<p>i. Public spaces contribute to the broader public space network which connects the city centre, Frances Bay, Darwin Waterfront, and the George Brown Darwin Botanic Gardens.</p> <p>ii. Provide public open space in locations consistent with the Focus Area Map.</p>
9.6 Maintain and enhance view corridors.	<p>i. Public spaces maintain view corridors as depicted on the Former Shell Site Focus Area Map.</p> <p>ii. Viewlines are identified and incorporated within public open space design.</p>



A3

Education and Civic Precinct

LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Priority Pedestrian / Cycleway Network
- Mixed Use (Commercial, Civic, Residential and Retail)
- Key Street Vista / View Line
- Indicative Future Arcade / Link
- Active Frontages Required
- Open Space Destination
- Declared Heritage Place
- High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements
- Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



A3

Education and Civic Precinct

Additional community, education, commercial, and retail activities are required to cater for future growth in Central Darwin and the broader region. For this growth and development to occur it is essential that sufficient land is identified. The Education and Civic Precinct Focus Area recognises the potential of the Post Office car park and former Darwin Primary School for meeting the civic and community development needs of Central Darwin.

There is significant opportunity for intensification of community facilities in the Education and Civic Precinct locality. Large undeveloped or underdeveloped sites along Garramilla Boulevard present opportunities to integrate community facilities into a mixed use urban village that complements the city centre. Education uses may include university facilities

and associated student accommodation, as well as a school. Related commercial and retail uses may also complement the activity in this locality.

Garramilla Boulevard and McMinn Street will have a strong influence on activity and movement within the village. Garramilla Boulevard has been planned to provide cyclist and pedestrian amenity through both shade and nominated movement corridors. The objectives and acceptable responses below contain provisions to guide the similar development of McMinn Street as a shady boulevard offering priority to public and active transport users. Opportunities to extend green spaces and increase tree planting have also been identified in the Education and Civic Precinct concept, objectives, and acceptable responses.



Education and Civic Precinct concept image

10. Create an integrated urban village with a high intensity environment, with focus on education which is complementary to the City Centre - Core

Objectives	Acceptable Responses
10.1 Establish an active neighbourhood that provides a mix of high density residential and high intensity community, education, retail, and commercial uses.	<ul style="list-style-type: none"> i. Uses may include: <ul style="list-style-type: none"> a) education and research facilities; b) residential development such as units, student accommodation, and short term accommodation; c) commercial and retail including restaurants, shops, & offices; d) a civic hub with community facilities such as child care, medical centres, and multi-use public space; and e) car parking and public transport facilities.
10.2 Promote physical and visual connectivity of development across the village and with neighbouring localities.	<ul style="list-style-type: none"> i. A grid of local streets interconnecting with adjacent roads. ii. Built form supports integration with the City Centre - Core by: <ul style="list-style-type: none"> a) referencing surrounding architecture; b) enabling seamless movement between localities; and c) providing continuous active frontage to Garramilla Boulevard and Cavenagh Street.
10.3 Use road reserves to improve connectivity and amenity.	<ul style="list-style-type: none"> i. McMinn Street road reserve provides for: <ul style="list-style-type: none"> a) public transport and active transport priority spaces; b) a tree-lined boulevard with landscaping on the edges and median of the road; and c) improved connections between adjacent development sites. ii. Woods Street road reserve, adjacent to Frog Hollow park, is investigated for the opportunity to expand the park and provide car parking for users of the park. iii. Surplus land within the Woods Street road reserve between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street) provides enhanced pedestrian connection between the Post Office car park site and the former primary school site to allow for the creation of a campus style development that prioritises pedestrian movement.
10.4 Enhance public amenity between Frog Hollow and the adjacent site Lot 5238 (64 Wood St), Town of Darwin.	
10.5 Enhance public amenity between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street), Town of Darwin.	



A4

Esplanade Character Area

- LEGEND**
- Focus Area Boundary
 - Public Open Space
 - Priority Pedestrian / Cycleway Network
 - Mixed Use (Commercial, Civic, Residential and Retail)
 - Key Street Vista / View Line
 - Open Space Destination Existing / Proposed
 - Organised Recreation
 - Declared Heritage Places
 - Places of Cultural and Social Interest
 - Special / Heritage Building and Landscape Curtilage
 - Potential Area for Change



A4

Esplanade Character Area

The Esplanade Character Area is a special place for Darwin characterised by high amenity and clifftop views of the Harbour. The Esplanade presents a 'postcard' setting for Darwin, reinforcing the city's identity as a harbour city and Australia's northern capital. The Esplanade Character Area includes Bicentennial Park which is the premier open space for the Darwin City Centre. Bicentennial Park is a multi-use space which accommodates events and has good connections to the Darwin Waterfront, city centre and Larrakeyah.

The public open space, the varied skyline, and the mixed use nature of the focus area, support an eclectic mix of human scaled urban spaces, historic buildings and a dining and entertainment economy. The Esplanade Character Area will continue to provide tourist accommodation, entertainment, event and cultural land uses.

The development of high quality buildings and landscape enhancements will further improve this desirable destination. This may be achieved through podiums on new buildings having reduced width, having a height which is less imposing and the provision of landscaping to improve ties between built form and the Esplanade parklands.

This Area Plan recognises the mixed feedback in response to relaxing building heights and balances this against a strong desire to deliver high quality built form. This includes recognition for providing public amenity and enhanced street interfaces.



11. Development reinforces the established role of the Esplanade Character Area in providing accommodation, cultural, entertainment, and recreation activities for tourists and residents

Objectives	Acceptable Responses
11.1 Encourage development that contributes to a high amenity urban environment.	<ul style="list-style-type: none"> i. Provide height to corner buildings and integrate vertical elements such as additional storeys, raised parapets, and roof sections. ii. Recreational facilities and other enhancements are incorporated within open space design i.e. exercise stations and street furniture. iii. Signage is integrated into the design of buildings.
11.2 Provide a mix of tourism, residential, event and entertainment uses which contribute to a tourist commercial setting.	<ul style="list-style-type: none"> i. Development proposals retain a residential and/or tourist accommodation focus of development along the Esplanade. Land uses include, but are not limited to: <ul style="list-style-type: none"> a) tourist accommodation (hotel/serviced apartments); b) a range of residential units; c) outdoor recreation (swimming pools); d) cafes, bars and restaurants; and e) ground floor specialty retail and commercial. ii. Encourage land uses and developments that attract high numbers of people, and have the potential to activate the focus area by day and night.
11.3 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities.	<ul style="list-style-type: none"> i. Pedestrian connectivity is maintained and includes high amenity public access from the focus area to Larrakeyah, the Waterfront, and the city centre. ii. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation. iii. Viewlines are identified and incorporated within open space design.

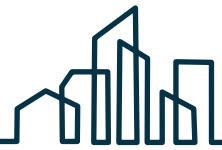


B

Darwin Waterfront

LEGEND

- | | | | |
|--|---|--|---|
| | Focus Area Boundary | | Open Space Destination Existing / Proposed |
| | Public Open Space | | Organised Recreation |
| | Pedestrian Priority Area (Hardscape Open Space) | | Future Ferry Terminal |
| | Priority Pedestrian / Cycleway Network | | Cruise Ship Terminal |
| | Mixed Use (Commercial, Civic, Residential and Retail) | | Declared Heritage Places |
| | Key Street Vista / View Line | | Place of Cultural and Social Interest |
| | Max. Overall Building Height to AHD (metres) | | Special / Heritage Building and Landscape Curtilage |
| | | | Potential New Street Connection |



B

Darwin Waterfront

The Darwin Waterfront is a well-established recreation and mixed use activity centre providing a major dining and entertainment attraction with high amenity foreshore access. It is a quality tourist destination that attracts domestic and international visitors to Northern Australia.

The objectives and acceptable responses below represent an updating and integration of the Darwin Waterfront Area Plan and Planning Principles into the Central Darwin Area Plan.

To the northeast and southwest of the established Darwin Waterfront area there are significant parcels of undeveloped land including:

- the Stokes Hill Commonwealth defence property;
- coastal land between Stokes Hill Road and Frances Bay currently earmarked for an iconic waterpark facility; and
- land earmarked for development of a luxury hotel.

The appropriate development and integration of these sites with surrounding land uses could be significant for accommodating the anticipated residential and tourism demand into the far term. Pedestrian links to the city centre, Frances Bay, and the Esplanade are also an important consideration as development continues and tourism expands.

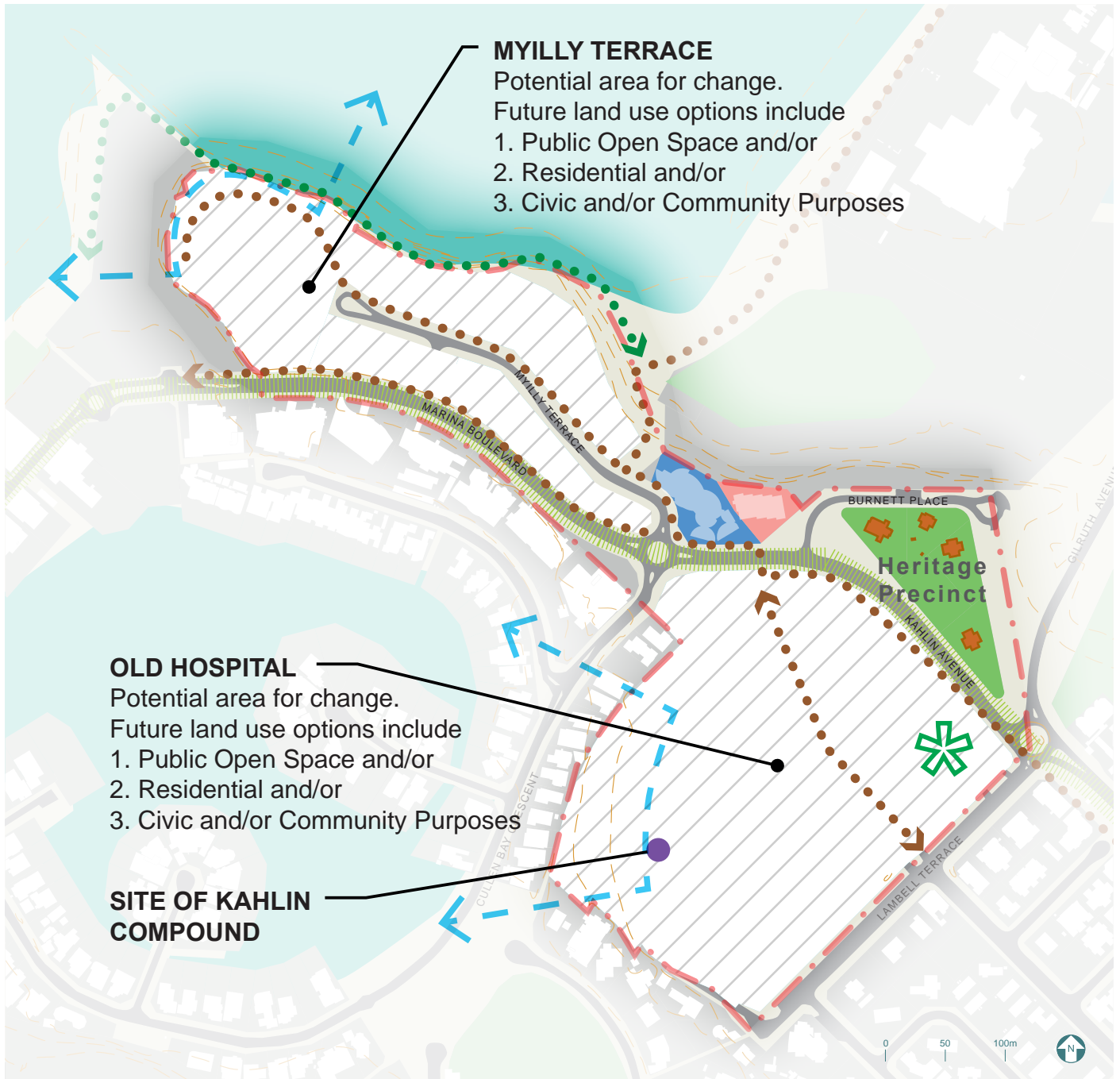


Darwin Waterfront

12. Continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities

Objectives	Acceptable Responses
12.1 Promote tourism, recreation, residential, retail, and commercial development.	<ul style="list-style-type: none"> i. Uses could include: <ul style="list-style-type: none"> a) cultural and leisure facilities (interpretive centres, galleries, and the like); b) recreational facilities (parks, safe swimming areas, commercial water based recreation, and the like); c) tourist accommodation (hotel/serviced apartments); d) a range of residential units; e) cafes, bars, and restaurants; f) ground and first floor specialty retail and offices; g) car parking including multi-level (above ground); and i) a future ferry terminal that supports potential tourism opportunities and meets the needs of the growing population.
12.2 Recognise the existing and ongoing requirements of the maritime industry, other users of the wharves, and supporting facilities and land uses.	<ul style="list-style-type: none"> i. Development is consistent with the operational requirements of the maritime industry and supporting land uses. ii. Lighting installations do not impact on shipping navigation aids. iii. Marine structures are positioned to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts.
12.3 Development of land accommodates the requirements of the Department of Defence.	<ul style="list-style-type: none"> i. Department of Defence requirements for a marshalling area adjacent Fort Hill Wharf and associated operational requirements are accommodated.
12.4 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities, particularly the City Centre.	<ul style="list-style-type: none"> i. Pedestrian connectivity is provided and maintained within the focus area, to the city centre, and includes high amenity public access along the foreshore from Bicentennial Park to Frances Bay. ii. New and/or existing connection(s) between the Civic Precinct and the Darwin Waterfront are provided for and/or enhanced. iii. A legible street structure connects with the street network established within the focus area. iv. Development is of a scale that relates to the surroundings and reflects the established character. v. Development is generally sited below the level of the vegetated escarpment. vi. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.
12.5 Reflect the historical connections of the locality in the design of development.	<ul style="list-style-type: none"> i. The site of Goyder's Camp is retained as a public open space area. ii. Key views from Government House to the water and wharves are preserved as indicated on the Focus Area Map.

12.6 Prospective development considers and responds to storm surge levels.	i. Consider storm surge levels by: <ul style="list-style-type: none"> a) including a marina and sea wall, with a minimum top level of 5.5m AHD; and b) siting the lowest floors (commercial and residential) within the development at a minimum of 6.5m AHD
12.7 Providing appropriate coastal protection particularly to residential and commercial properties.	



LEGEND

	Focus Area Boundary		Potential Area for Change
	Priority Pedestrian / Cycleway Network		Special / Heritage Building and Landscape Curtilage
	Key Street Vista / View Line		Places of Cultural and Social Significance
	Tourist Commercial		Proposed Open Space Destination
	Multiple Dwelling		Potential Pedestrian Connection / Boardwalk
			High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements

C

Site of Kahlin Compound/ Old Hospital Site/ Myilly Terrace



C

Site of Kahlin Compound/ Old Hospital Site/ Myilly Terrace

The Kahlin Compound, Old Hospital Site and land along Myilly Terrace comprise an historically and culturally important locality. The Kahlin Compound was the place where in 1912 the Larrakia community were forcibly relocated from

Lamaroo Beach. Aboriginal residents of Darwin were forced to live here until 1938. During the second World War (1941) a military hospital was built on the site. This continued to operate as Darwin's general hospital until the early 1980's.

Property along Myilly Terrace was historically used to provide housing for public servants, examples of which remain in the adjacent Myilly Heritage Precinct. While much of the land along Myilly Terrace is in Zone PS (Public Open Space), it has not been developed for this purpose to date.

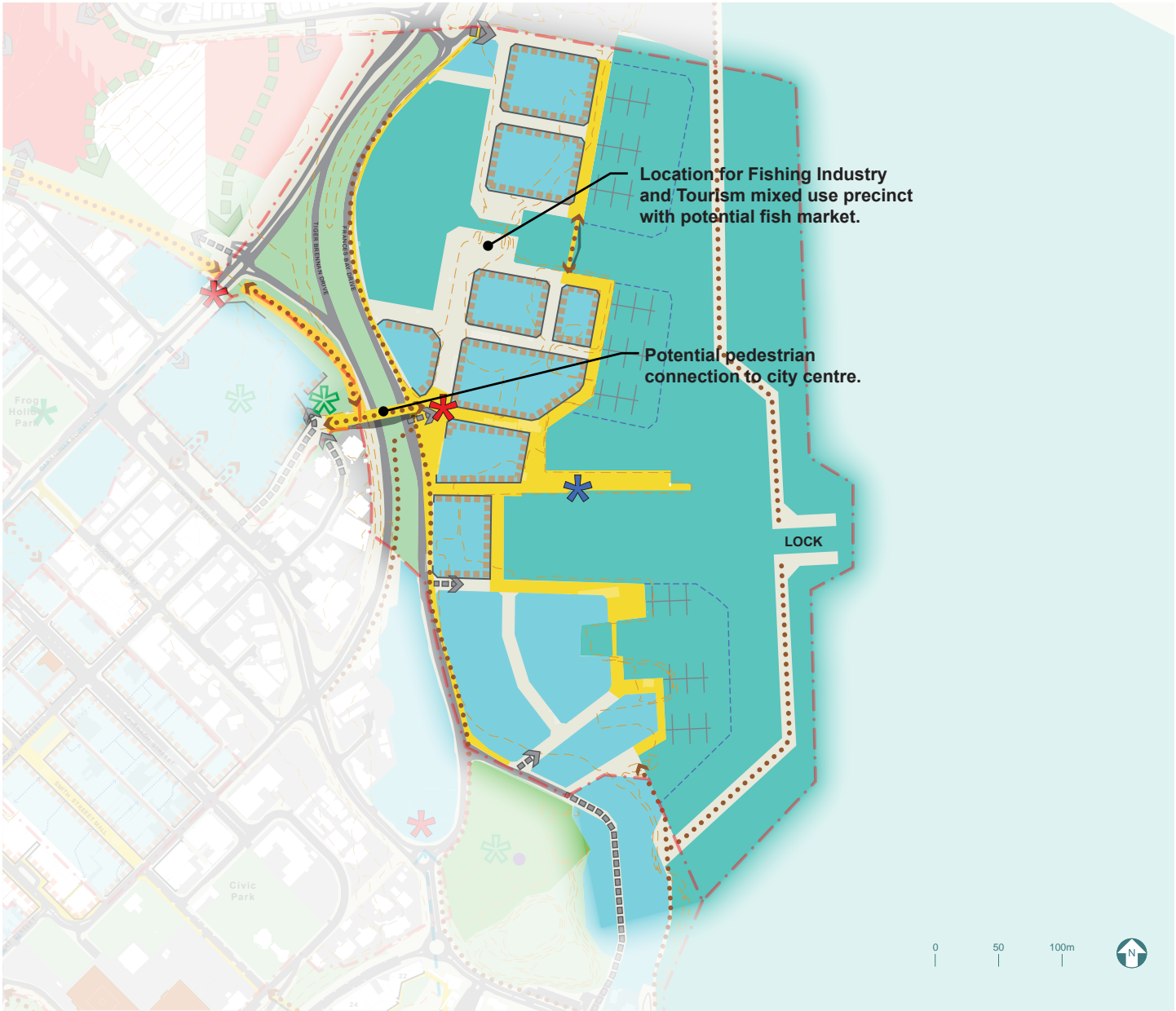
These localities are connected with the city centre and Darwin Waterfront via Smith Street, which will become a high amenity green link stitching together Central Darwin. This green link is envisaged to include a shared movement corridor incorporating active transport.

A development framework is needed to ensure that future uses are appropriate, sensitive, and include significant associations, meanings, and activities of the area. This must be done while also making effective use of such a large landholding in Central Darwin. To this end, the Area Plan identifies the locality as a potential area for change and requires the preparation of a Local Area Plan addressing historical associations and connectivity.

The remainder of Larrakeyah and Cullen Bay are anticipated to develop in accordance with the current zoning and it has not been considered necessary to include them in a Focus Area. Such development will support the viability of the Smith Street local activity centre and the Cullen Bay specialist centre.

13. Encourage revitalisation in line with cultural and social historical connections	
Objectives	Acceptable Responses
13.1 Coordinate development of the sites to comprise a range of land uses that reflect the cultural and social interest in the location.	<div> <div>i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Northern Territory Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the minister.</div> <div> <div>ii. The Local Area Plan addresses the following detail for the future development of the site:</div> <div> <div>a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary the natural environment, landform, topography, hydrology, and soils;</div> <div>b) how individual developments will relate to existing and anticipated development;</div> <div>c) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan;</div> <div>d) any major land uses proposed for the locality in accordance with the Focus Area Map;</div> </div> </div> </div>
13.2 Prepare a planning framework for the future development of the locality.	

	<ul style="list-style-type: none"> e) where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme result in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy, and bicycle and pedestrian networks; f) the indicative lot pattern; g) estimates of the number of future lots, and the estimated number of dwellings, population, employment and retail floor space; h) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme; i) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements; and j) creation of a Heritage Walk between the Myilly Point Heritage Precinct and a developed Old Hospital site which improves connectivity, demonstrates interpretation of the significance of the site of the Kahlin Compound, and includes interpretative signage. <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
13.3 Incorporate attractive open space with a focus on culture heritage and recreation.	<ul style="list-style-type: none"> i. Historical connections, such as the Kahlin Compound and the old Darwin Hospital, are appropriately recognised and interpreted through commemorative design responses i.e. artwork, plaques, landscape architecture, etc. ii. Development provides facilities for informal public gathering, rest, and recreation. iii. Recreational facilities, such as an adventure playground and / or exercise stations, are incorporated into open space design.
13.4 Promote pedestrian and cyclist connectivity across the locality.	<ul style="list-style-type: none"> i. Access and movement patterns are maintained and enhanced. ii. Landscaped and shaded links connect the Old Hospital Site with the foreshore, new public spaces or plazas, Flagstaff Park, and Kahlin Beach generally in accordance with the connections indicated on the Focus Area Map. iii. Pedestrian links that traverse Myilly Terrace and link to Little Mindil Beach, Kahlin Avenue, and Marina Boulevard are prioritised, while also protecting the significance of Nurses Walk. iv. Opportunities are investigated for a boardwalk connecting Little Mindil Beach to Cullen Bay around Myilly Point.



D

Frances Bay

LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Priority Pedestrian / Cycleway Network
- Mixed Use (Commercial, Civic, Residential and Retail)
- Potential New Street Connection
- Active Frontages Required
- Potential Ferry Stop
- Proposed Open Space Destination
- Extent of Prospective Land Reclamation and/or Mooring Area
- Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



D

Frances Bay

Land adjacent to Frances Bay was the site of the terminus for the North Australia Railway, which operated until the late 1970s. Since this time, a range of maritime activities have operated in Frances Bay. Many of these maritime activities are relocating to East Arm.

The current Frances Bay Planning Principles and Area Plan, and Specific Use Zone in the Planning Scheme, set the scene for this change and have been updated and incorporated into this Area Plan. These provisions, and several concepts in the

Darwin City Centre Master Plan, recognise the area's significant location and identify opportunities for redevelopment to create a mixed-use precinct.

The Frances Bay Focus Area Map and provisions focus future activity around a mixed-use waterfront precinct. This precinct will maintain its historic role as the home of the fishing industry and evolve into a thriving environment that attracts visitors.

The provisions for Frances Bay promote a coordinated development comprising a combination of tourism, entertainment, retail, commercial, residential, and seafood industry uses.

To support integration of the locality with the city centre, Darwin Waterfront, Stuart Park, and the Former Tank Farm, a number of anticipated pedestrian links have been indicated in the Focus Area Map. These links

also ensure public access to the waterfront is maintained via a promenade running from Frances Bay, through the Waterfront and up to Bicentennial Park.

A green corridor along Frances Bay Drive is encouraged to provide an entry statement for the city centre and to screen the locality from Tiger Brennan Drive. Provision has also been made for a potential ferry stop that would connect Frances Bay to other coastal sites i.e. Cullen Bay.

Landowners are encouraged to liaise with other landowners within the Frances Bay Focus Area, including the NT Government, prior to the preparation of detailed designs. The purpose of this liaison is to identify opportunities to co-ordinate development and infrastructure provision to minimise costs and facilitate development consistent with the potential of the area.

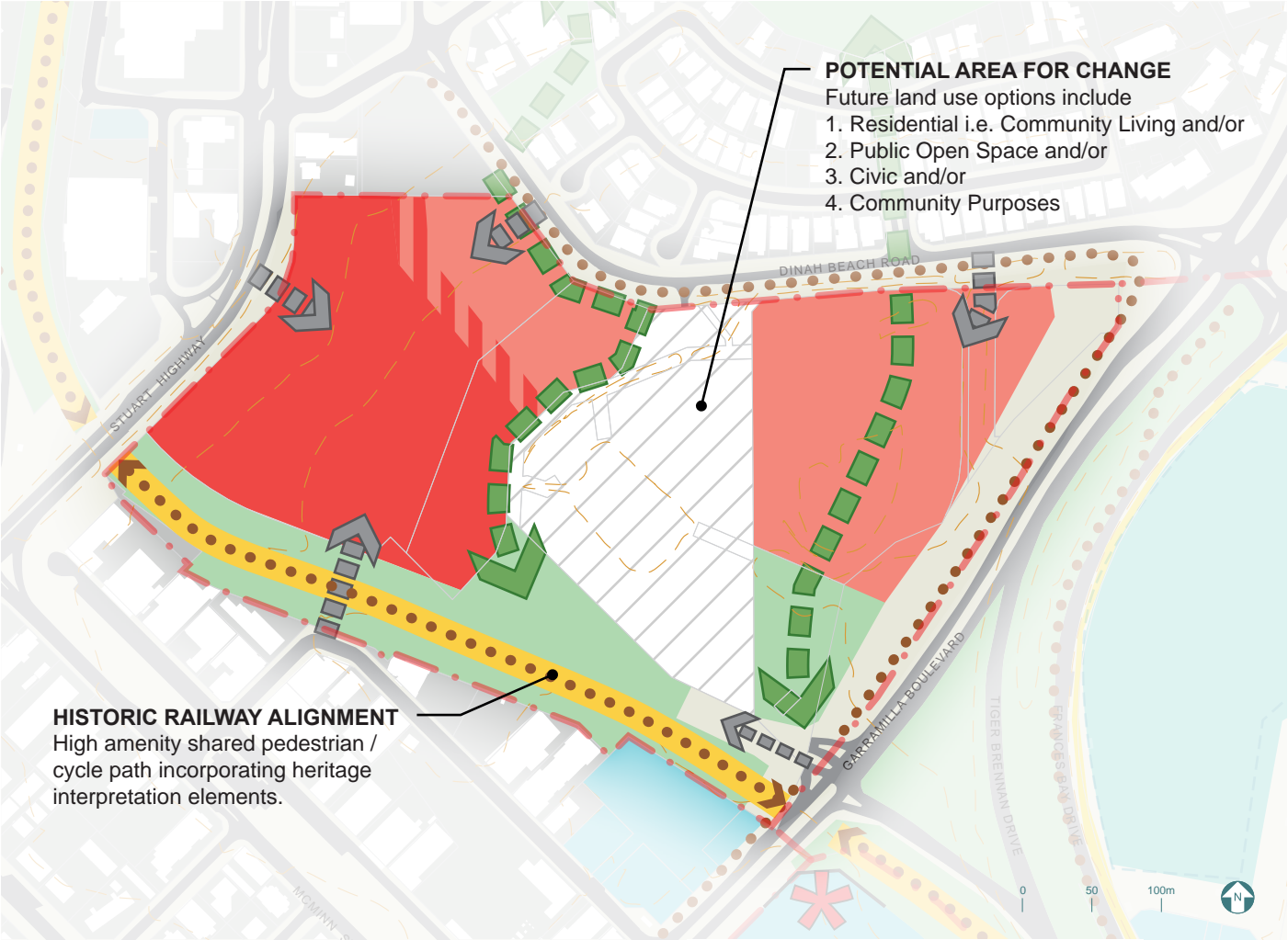
Frances Bay in the far term



14. Transition to a mixed use precinct that maintains the historic role of the locality as the home of the fishing industry while provide connections to the city centre and the Darwin Waterfront

Objectives	Acceptable Responses
14.1 Maximise opportunities for coordinated development across the locality.	<ul style="list-style-type: none"> i. Investigation of options for development of a sea wall and lock that provides: <ul style="list-style-type: none"> a) all tide access to a marina for the mooring of leisure and fishing industry vessels; and b) pedestrian access in the form of an interconnected waterside pedestrian loop. ii. Filling or the creation of marinas protects water accessibility to neighbouring sites as shown in the Focus Area Map and does not limit the ability of another site to develop.
14.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	<ul style="list-style-type: none"> i. The design of this mixed use area should: <ul style="list-style-type: none"> a) reinforce Darwin's character as a harbour city; b) maintain vistas through the site from Frances Bay Drive to the harbour; c) retain the interest and activity of the fishing industry; d) acknowledge and interpret historical connections to the North Australia Railway and the fishing industry; and e) not detract from the activity and role of the city centre and Darwin Waterfront localities. ii. A 'Green Link' is established along the road reserve between Frances Bay Drive and Tiger Brennan Drive that: <ul style="list-style-type: none"> a) serves as an entry statement to the city centre; and b) acts as a visual screen to support the amenity of the locality.
14.3 Enable an integrated local and regional road network.	<ul style="list-style-type: none"> i. An internal road network provides legible connectivity within the locality and multiple connections with the established road network generally in accordance with links indicated in the Focus Area Map. ii. Mavie Street connects to Stokes Hill Drive.
14.4 Ensure safe and convenient pedestrian access within Frances Bay and to surrounding localities.	<ul style="list-style-type: none"> i. Public access is provided to the waters edge for the full extent of the locality. ii. Land identified on the Focus Area Map for a potential pedestrian connection to the city centre is developed in a manner that preserves the opportunity for a sky bridge and landing. iii. Pedestrian, cyclist and vehicle links are provided to: the city centre, Darwin Waterfront, Tipperary Waters, Stuart Park and along the former rail corridor.

14.5 Recognise the existing and ongoing requirements of the fishing industry.	<ul style="list-style-type: none"> i. Development does not impact on the operational and safety requirements of the fishing industry and associated facilities. ii. Development, including lighting installations, does not impact on shipping navigation aids.
14.6 Respond appropriately to constraints of the land.	<ul style="list-style-type: none"> i. Infrastructure is provided in a timely manner to support development and population growth. ii. Development demonstrates a response to stormwater management and rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities.
14.7 Respond to the potential for activity associated with a prospective ferry stop.	<ul style="list-style-type: none"> i. Infrastructure and land requirements for a ferry stop is identified and provided for in a timely manner.



E

Former Tank Farm

LEGEND

Focus Area Boundary

Public Open Space

Pedestrian Priority Area
(Hardscape Open Space)

Priority pedestrian / cycleway network

Medium Density Residential
(Transition to 4 storeys approx.)

High Density Residential
(Transition to 8 storeys approx.)

Potential Area for Change

Potential New Street Connection

Key Pedestrian Connection



E

Former Tank Farm

The current zoning of Light and General Industry over much of the Former Tank Farm area reflects previous uses for fuel storage. This land has been underdeveloped for some time but close proximity to the city centre, Stuart Park, Botanic Gardens and golf course signifies high development potential. There is now an opportunity to develop this land for residential

uses incorporating the cultural and environmental values of the area. The size and location of the former Tank Farm area presents a large-scale opportunity for growth that transitions, and provides connectivity, between the city centre and Stuart Park.

The area is well connected regionally, being framed by two higher order roads and Garramilla Boulevard. However, the locality is currently constrained by limited local access with sites in the area only available from Dinah Beach Road. Equally important for the development of the area will be good internal access including pedestrian and cyclist connections, and open space.

A new public open space area along the former railway corridor will provide a significant connection to the regional open space, pedestrian and cycle networks.

Development in this area will need to respond to site constraints including contamination from former petrol storage uses and mosquito breeding areas.

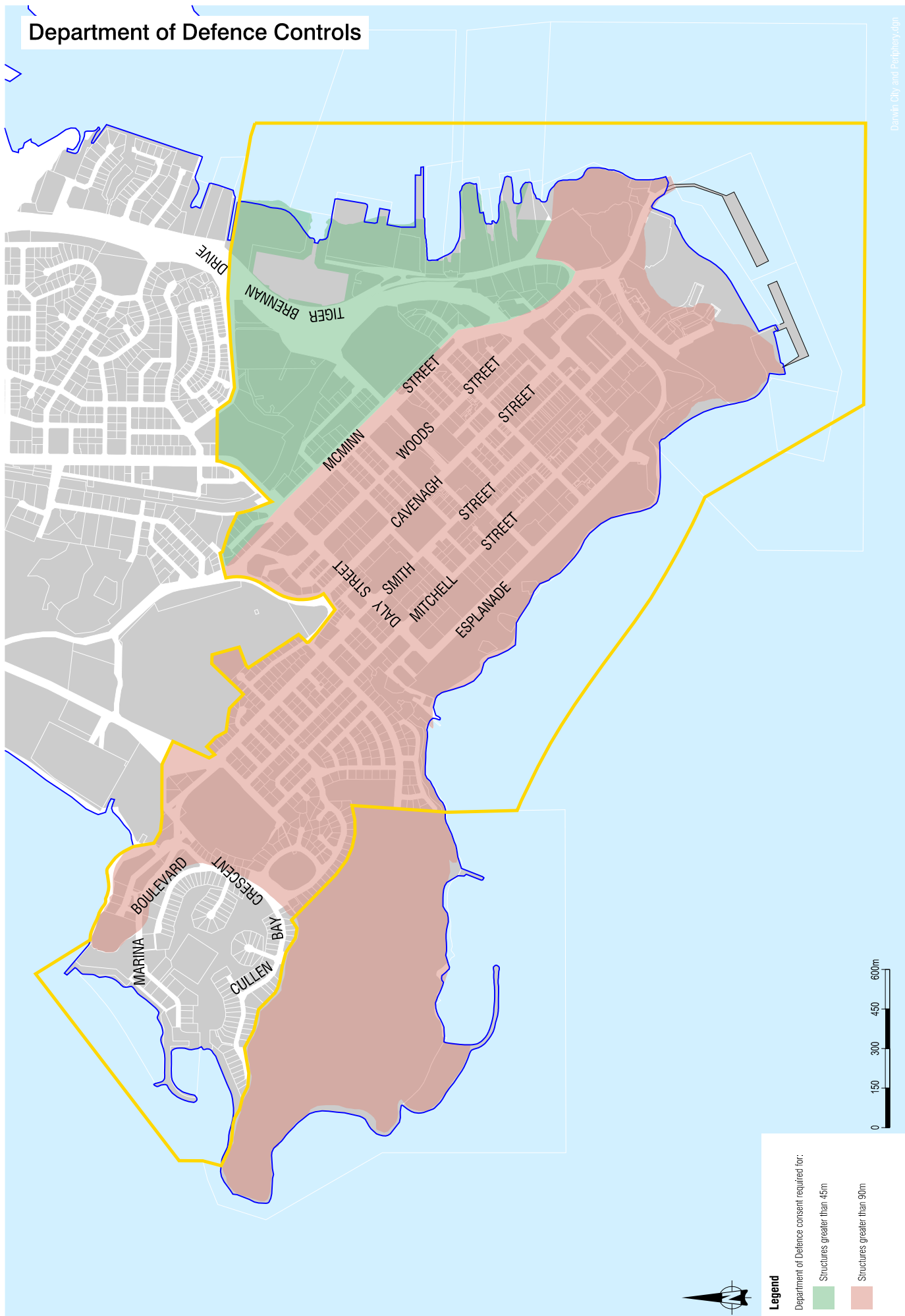
Landowners are encouraged to collaborate with other landowners within the Former Tank Farm Focus Area, including the NT Government, to co-ordinate development and infrastructure provision prior to the preparation of detailed design. This approach aims to minimise costs and facilitate development consistent with the potential of the area.



15. Allow for the redevelopment within the Former Tank Farm Focus Area for residential and open space while recognising the social, cultural, and historical value of parts of the locality

Objectives	Acceptable Responses
15.1 Encourage redevelopment of land for residential uses.	<ul style="list-style-type: none"> i. Development and rezoning provides a transition in density from the Focus Area Map to surrounding areas. ii. Development of surrounding sites provides an appropriate interface to the One Mile Dam area to minimise impacts on the amenity of the residents.
15.2 Commercial land uses cater for the daily, lower order needs of the local community.	<ul style="list-style-type: none"> i. The net floor area of a commercial land use does not exceed 200sqm per development. ii. Leisure and recreation, sports and community facilities (including places of worship, libraries, meeting halls and the like) that demonstrate compatibility with the residential character of the area.
15.3 Facilitate the extension and enhancement of a regionally significant open space network.	<ul style="list-style-type: none"> i. Provide a shared movement corridor with open space along the former rail corridor to facilitate pedestrian and cycle access between The Gardens, the city centre and Frances Bay. ii. The remnant rainforest is connected with other natural systems through considered provision of open space and pedestrian links. iii. The design of open space corridors acknowledges and interprets the history of the area. This may be achieved through plaques, artwork, landscape architecture or similar.
15.4 Facilitate the provision of an integrated local road network.	<ul style="list-style-type: none"> i. Development proposals are to address the potential need for the realignment of Stuart Highway to Day Street. ii. Limited road access is provided to Tiger Brennan Drive, Stuart Highway and Dinah Beach Road. iii. A local road is developed along the southern side of this focus area that services all current lots; development on any site ensures access to this road from neighbouring sites.
15.5 Respond appropriately to constraints of the land.	<ul style="list-style-type: none"> i. Development demonstrates a response to stormwater management and the rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities.

APPENDIX 1 - DEFENCE (AVIATION AREAS) REGULATIONS MAP



GLOSSARY OF TERMS

Active / Activated facades	Refers to buildings that provide visual and physical interaction between the public space and the building. This quality is assisted where the building <i>frontage</i> includes the main entrances and/or a high degree of <i>articulation</i> of the <i>facade</i> and/or habitable rooms with windows balconies or living areas that support surveillance of, and interaction with, the <i>public realm</i> .
Activated frontages	Areas identified by the Central Darwin Area Plan for Activated Frontages have been identified for the provision of ground floor commercial land uses that contribute to the <i>public realm</i> at the pedestrian level.
Articulation / Animation	<p>Refers to the many building design elements and architectural treatments that help create visual interest within a building <i>facade</i> and contribute to a high amenity environment, especially from a pedestrian perspective.</p> <p>The degree of articulation of a building facade is often determined by the amount of detail provided to emphasise individual elements i.e. cornices, expression lines, sills, frames, columns etc. Articulation may also be delivered by changes in texture and the projection and/or recession of elements of the <i>facade</i>.</p>
Built Form	The configuration of the aggregate of all buildings, structures, etc. which constitute an area i.e. City Centre.
Bulk	The size and/or <i>mass</i> of a building, referring to structures which in their context, appear relatively large.
CDAP	Central Darwin Area Plan.
DRLUP	Darwin Regional Land Use Plan.
Facade	Means the exposed face(s) of a structure towards roads or open space, or the frontal outward appearance of a building.
Fine Grain (street network)	Means a street network with high levels of permeability and connectivity. an example of this is a grid configuration of streets where blocks measure between 60m width and 120m length.
Fine Grain (built environment)	Means a <i>streetscape</i> of generally contiguous buildings where the number of buildings and/or tenancies are provided with a frequency the reflects a compact urban environment. This includes horizontal lengths of development broken into sections by individual shop fronts and windows with frequent entrances onto the street. This is usually a reflection of the original subdivision pattern of narrow lot <i>frontages</i> . A similar visual effect can be created for new, wide frontage development if the building is segmented into relatively narrow modules through <i>modulation</i> .
Frontage	Means the common boundary between the land comprising a street (i.e. a road reserve), and the land abutting it.

Frontage type	Refers to a <i>facade</i> that provides the appearance or functionality of sub-tenancies or individual buildings. The provision of multiple frontage types is appropriate for large building(s) and/or low intensity land uses inconsistent with the scale and/or intensity of the existing built environment and/or areas where the appearance or functionality of multiple sub-tenancies or individual buildings contributes to: the amenity of the <i>public realm</i> ; the experience of the pedestrian; capacity for subdivision/creation of individual tenancies; and/or the <i>walkability</i> of the public realm.
Massing	The size / volume of a building and /or the impression of size / volume of a building which in their context, appear relatively large.
Mixed Use Development	Mixed use development includes both vertical and horizontal mixing of land uses including, but not limited to, residential and commercial uses.
Modulation	Means a stepping back or projecting forward of sections of a structures <i>facade</i> as a means of providing variety and/or <i>frontage type</i> . Modulation of a <i>facade</i> may be appropriate to address concerns regarding the <i>bulk</i> or <i>scale</i> of a new development inconsistent with the surrounding environment and/or a means to provide architectural interest in a <i>facade</i> .
Public Realm	Means spaces that are physically accessible to the public, and those aspects of other spaces that are visible from physically accessible spaces. It incorporates features such as streets, parks, shops, community buildings and the street facades of other buildings.
Scale	The size and/or <i>mass</i> of a structure and its relationship with its surrounding buildings and/or environment. The scale of a <i>facade</i> and/or <i>frontage</i> may also refer to the relationship of the <i>facade</i> and/or <i>frontage</i> to its surrounding buildings and/or environment.
Streetscape	<p>(a) Means the total visual impression gained from any one location within a street including the natural and man-made elements;</p> <p>(b) Is made up of the appearance of, and the relationships between buildings in terms of design, setbacks, scale, materials, colours, finishes, signs, external furniture, paving materials for roads, footpaths and landscaping; and</p> <p>(c) Recognises the capacity of urban buildings to be ‘shapers’ of space/the <i>public realm</i> in contrast to suburban buildings which may be generalised as buildings in spaces.</p>
the Master Plan	Darwin City Centre Master Plan.
the Planning Scheme	Northern Territory Planning Scheme.
Walkability	Means the ease with which a person can walk in an area. Also refers to the amenity of the environment and the appeal of the environment to encourage walking as the preferred mode of transport.

Northern Territory Planning Commission
08 8924 7540
GPO Box 1680 DARWIN NT 0801
ntpc@nt.gov.au
www.planningcommission.nt.gov.au

From: [Ralph Dsouza](#)
To: [Madison Harvey](#)
Subject: RE: PA2025/0159 - Additions to an existing passenger terminal (heliport) - Follow up on Darwin Waterfront Corporation comments
Date: Monday, 2 June 2025 3:56:44 PM
Attachments: [image002.png](#)

Hi Madison,

Thank you for reaching out. 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, and I can confirm that this notification has taken place.

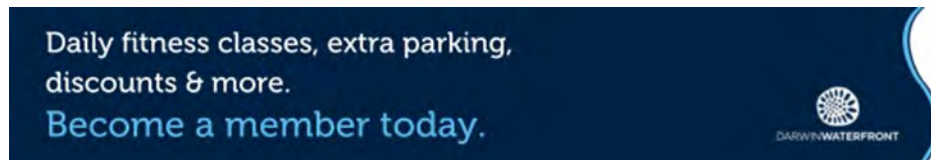
Please let me know if I can further assist.

Best regards,

Ralph D'Souza

Chief Operating Officer - Darwin Waterfront Corporation

m 0428 710 061 | t 08 8999 5155 | e ralph.dsouza@nt.gov.au
w waterfront.nt.gov.au



From: Madison Harvey <Madison.Harvey@nt.gov.au>
Sent: Monday, 2 June 2025 3:33 PM
To: Ralph Dsouza <Ralph.Dsouza@nt.gov.au>
Subject: PA2025/0159 - Additions to an existing passenger terminal (heliport) - Follow up on Darwin Waterfront Corporation comments

Good afternoon Ralph

I refer to the above mentioned development permit application which was circulated to the Darwin Waterfront Corporation for review and comment.

Can you please advise when we can expect to receive comments on the application?

If you have any queries please let me know.

Kind regards

Madison Harvey

Senior Planner

Development Assessment Services

Department of Lands, Planning and Environment

Floor 1, Energy House, 18 – 20 Cavenagh Street, Darwin City

GPO Box 1680, Darwin NT 0800

t. 08 8999 7108



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

Phone 1800 245 092

Web powerwater.com.au

Record No: D2025/192747

Container No: NE200/10187

Your Ref: PA2025/0159

Madison Harvey
Development Assessment Services
GPO Box 1680
Darwin NT 0810

Dear Madison

Re: Lot 10187 (Fort Hill Wharf) Kitchener Drive Darwin City Town of Darwin

In response to your letter of the above proposal for the purpose of additions to an existing passenger terminal (heliport), Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. PWC has no objection to the above proposal.
2. Landbridge Darwin Port P/L (LDP) owns and operates high voltage and low voltage electricity networks on Fort Hill Wharf.
3. LDP shall be responsible for managing 11kV high voltage and low voltage network extensions to provide electricity supply to the development in accordance with Australian Standards Wiring Rules AS-3000, AS-2067 for substations and high voltage installations exceeding 1kV ac and other associated published standards.
4. All electrical installations carried out inside Fort Hill Wharf area shall be subject to audits by the NT WorkSafe Electrical group.
5. Power and Water shall provide a development clearance to Development Assessment Services (DAS) after receiving a written acceptance advice from LDP for all electrical installations for the proposed development.

If you have any further queries, please contact the undersigned on 8924 5729.

Yours sincerely



Thanh Tang
Manager Distribution Development

20 May2025



Container No: LD200/10187

DIPL - Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Madison Harvey,

RE: PA2025/0159 - Lot 10187 Town of Darwin - Kitchener Drive Darwin City - Additions to an existing passenger terminal – Heliport.

In response to the above proposal for development application purposes, Power and Water Corporation (Water Services) advise the following with reference to water and sewer enquiries:

1. Power and Water have no objections or requirements for the proposed Additions to an existing passenger terminal (heliport), 'Demountable Structure' to be used as a storeroom 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.

If you have any further queries, please email waterdevelopment@powerwater.com.au

Yours sincerely,



Voyia Ferraz

Customer Experience & Operations

13 May 2025

cc: Cat Tatam

email: cat@tatamplanningco.com.au

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23 May 2025

Development Assessment Services

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

Submission uploaded direct to NT Government ILIS

Dear Development Assessment Services,

**RE: PA2025/0159 Lot 10187 Town of Darwin, Kitchener Dr, Darwin City
Additions to an existing passenger terminal (heliport)**

Thank you for your email of 9 May 2025, with reference to online exhibition material and the opportunity for Airport Development Group (ADG) to provide comment.

ADG notes the Statement of Effect describes the proposal as 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 on-site. ADG notes that Darwin Helicopter Terminal intends to operate a Robinson R44 helicopter from the premises, offering scenic flights to cruise ship passengers.

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

1. Location in relation to the airport

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

The site lies approximately 7.25km south-west of the aerodrome reference point.

2. Proposed helicopter operations

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).

3. Assessment against National Airports Safeguarding Framework (NASF)

Guideline A – Managing impacts of aircraft noise (ANEF)

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

Guideline B – Building-generated windshear and turbulence

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

Guideline C – Wildlife hazard management

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 E – Lighting in the vicinity of the airport

The site lies outside the 6km radius lighting compliance limit of Darwin International Airport.

Guideline F – Safeguarding airspace

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

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

- The site lies under the Outer Threshold Surface 178.5m AHD.
- Helicopter operations would be under the control of Darwin Aerodrome Tower.

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

Yours sincerely,



Victoria Moore
Regulatory & Planning Manager



Australian Government
Department of Defence
Security and Estate Group

ID-EP-DLP&R/OUT/2025/BS67306826

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

Dear Sir/Madam

**RE: PA2024/0159 PROPOSAL FOR A PASSENGER TERMINAL (HELIPORT) AND
DEMOUNTABLE STRUCTURE AT 0 KITCHENER DRIVE, DARWIN CITY**

Thank you for referring the abovementioned proposal to the Department of Defence (Defence) for comment. Defence understands that the proposal is for use of 'Passenger Terminal' heliport and installation of a new 3.63 m high store room and ancillary security fencing at 0 Kitchener Drive Darwin City. The site is located approximately 5.8 km south of the runway at RAAF Base Darwin.

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

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

Yours sincerely,

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

4 June 2025

From: [Craig Thomas](#) on behalf of [DevRoads NTG](#)
To: [Madison Harvey](#)
Cc: [Das NTG](#); [DevRoads NTG](#)
Subject: RE: "PA2025/0159 Lot 10187 Town of Darwin" - New Application Submitted
Date: Friday, 9 May 2025 9:59:49 AM
Attachments: [PA2025_0159_lodged_documents.zip](#)

Hi Madison

I refer to the Development Assessment Services' correspondence of 9 May 2025 regarding Planning Application PA2025/0159 on the proposed additions to an existing passenger terminal.

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

Please note, I am unable to upload an e-mail "no comments" into ILIS, even when converting into a pdf format.

Thank You

Craig Thomas

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

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

t. (08) 8999 4412

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



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

From: Das NTG <Das.NTG@nt.gov.au>
Sent: Friday, May 9, 2025 7:16 AM
To: DevRoads NTG <DevRoads.NTG@nt.gov.au>
Subject: 'PA2025/0159 Lot 10187 Town of Darwin' - New Application Submitted

Dear Transport Planning - Dept. Logistics and Infrastructure,

A new development application has been received over:

- Lot 10187 Town of Darwin, Kitchener Dr, Darwin City NT

For the purpose of:

- Additions to an existing passenger terminal (heliport)

In accordance with the requirements of the Planning Act 1999, you are invited to review the [application](#) material through [ILIS](#) and provide written advice or comments no later than 23/05/2025.

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

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

Kind Regards,
Development Assessment Services

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

Dear Ms Harvey

Re: PA2025/0159 Additions to an existing passenger terminal (heliport)

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

Environment Division

Environmental Regulations

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

All persons are required to comply with the General Environmental Duty under section 12 of the WMPC Act. Activities that require authorisation are listed in Schedule 2 of the WMPC Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority (NT EPA) website¹.

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

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 responsible for ensuring their activities comply with the WMPC Act.

The proponent is advised to take notice of this non-exhaustive list of environmental issues that should be considered to help satisfy General Environmental Duty:

1. **Dust:** The proposed activities have the potential to generate dust, particularly during the dry season. The proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.

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

2. **Noise:** The proponent is to ensure that the noise levels from the proposed premises comply with the latest version of the NT EPA Northern Territory Noise Management Framework Guideline available online².

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 Distances³.

3. **Erosion and Sediment Control (ESC):** The proponent must ensure that pollution and/or environmental harm do not result from soil erosion.

ESC measures should be employed prior to and throughout the construction stage of the development. Larger projects should plan, install and maintain ESC measures in accordance with the current International Erosion Control Association (IECA) Australasia guidelines⁴.

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

Basic advice for small development projects is provided by the NT EPA document: Guidelines to Prevent Pollution from Building Sites⁵ and Keeping Our Stormwater Clean⁶.

4. **Storage:** Where an Environmental Protection Approval or Environmental Protection Licence is required, the proponent must act in accordance with that authorisation.

If an Environment Protection Approval or Environment Protection Licence is not required, the proponent should store liquids only in secure bunded areas in accordance with VIC EPA Publication 1698: Liquid storage and handling guidelines⁷. Where these guidelines are not relevant, the storage should be at least 110% of the total capacity of the largest vessel in the area.

5. **Site Contamination:** If the proposal relates to a change of land use or if the site is contaminated, including as a result from historical activities such as cyclones, a contaminated land assessment may be required in accordance with the National Environment Protection (Assessment for Site Contamination) Measure (ASC NEPM). The proponent is encouraged to refer to the information provided on the NT EPA website⁸ and the NT Contaminated Land Guidelines⁹.

6. **Waste Management - Import and Export of Fill:** The proposed activities have the potential to generate fill and/or involve the importation of fill for use on-site. All fill imported or exported as part of the activity must be certified virgin excavated natural material (VENM) in accordance with the NSW EPA guidelines¹⁰.

All imported fill material must be accompanied by details of its nature, origin, volume, testing and transportation details. All records must be retained and made available to authorised officers upon request. The proponent should also consider the following NT EPA fact sheets: How to avoid the dangers of accepting illegal fill onto your land¹¹, and Illegal Dumping - What You Need to Know¹².

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

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

³ https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/453192/guideline_recommended_land_separation_distances_oct.pdf

⁴ <https://www.austieca.com.au/publications/best-practice-erosion-and-sediment-control-bpesc-document>

⁵ https://ntepa.nt.gov.au/_data/assets/pdf_file/0010/284680/guideline_prevent_pollution_building_sites.pdf

⁶ https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/284676/guideline_keeping_stormwater_clean_builders_guide.pdf

⁷ <https://www.epa.vic.gov.au/about-epa/publications/1698>

⁸ <https://ntepa.nt.gov.au/your-environment/contaminated-land>

⁹ https://ntepa.nt.gov.au/_data/assets/pdf_file/0020/434540/guideline_contaminated_land.pdf

¹⁰ <https://www.epa.nsw.gov.au/your-environment/waste/classifying-waste/virgin-excavated-natural-material>

¹¹ https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/285728/factsheet_avoid_danger_accepting_illegal_fill_to_your_land.pdf

¹² https://ntepa.nt.gov.au/_data/assets/pdf_file/0008/285740/factsheet_illegal_dumping_what_you_need_know.pdf

If the proposal is situated where there are existing activities nearby that may already generate odour or smoke, please see the NT EPA advice on Recommended Land Use Separation Distances¹³.

8. **Water:** If this activity requires the discharge of waste to water or could cause water to be polluted then a waste discharge licence under the *Water Act 1992* (NT) may be required. Please refer to the Guidelines¹⁴.

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

Yours sincerely



Maria Wauchope
Executive Director Rangelands

20 May 2025

¹³ https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/453192/guideline_recommended_land_separation_distances_oct.pdf

¹⁴ https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/950603/guidelines-waste-discharge-licensing.pdf

From: [Deborah Curry](#)
To: [Amit Magotra](#)
Cc: [Kym McInerney](#); [Joanna Pethick](#)
Subject: Development application - Helipad at Darwin Waterfront
Date: Wednesday, 4 June 2025 11:50:10 AM

Good Morning Amit

Infrastructure NT has reviewed the application for a Helipad at the Darwin Waterfront on land leased by Landbridge and have no comment in regards to the application.

If you have any further questions please feel free to contact me.

Kind Regards

Deborah Curry
Director Strategic Infrastructure Planning and Policy
0404851151

Darwin 21. May 2025

Mirto and Caroline Albertoni
330/19 Kitchener Drive
Darwin 0800 NT

Re: PA 2025/0159


Lot 10187 Town of Darwin
0 Kitchener Dr. Darwin 0800 NT

We herewith oppose the
Heliport project.

There will be a lot of noise
and pollution especially with the
take off and landing.

We have experienced the issues
in Cairns, Sydney and Melbourne.

Kind regards

Signed:  (Caroline Albertoni) C. AL Mirto Albertoni

Technical Assessment PA2024/0159

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

Application No: PA2024/0159

Lot number: 10187

Town/Hundred: Town of Darwin

Zone: CB (Central Business)

Site Area: 100600m²

Proposal: Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing passenger terminal

Plans used for assessment: Statement of Effect prepared by Tatam Planning Co; Development Plans

Date assessment finalised: 13 June 2025

This review has been completed pursuant to the Northern Territory Planning Scheme 2020 (the Planning Scheme). The proposal has been assessed as being for a passenger terminal in CB (Central Business).

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

Assessment Table – CB (Central Business)					
Defined Use	Assessment Category	Overlays	General Development Requirements	Location Specific Development Requirements	Specific Development Requirements
Passenger Terminal	Impact Assessable	CR - Coastal Reclamation LSSS - Land Subject to Storm Surge DHD - Darwin Harbour Dredging	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
Demountable Structures	Impact Assessable	As above	As above	As above	5.8.7 Demountable Structures

The application is **Impact Assessable under Clause 1.8(1)(c)(i)** of the NTPS2020 as the use is shown as *Impact Assessable* on the relevant assessment table in Part 4 of the NTPS2020.

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

Part 3 Clauses (Overlays)	Requires Consent		
	Yes	No	N/A
3.4 Coastal Reclamation			X
3.7 Land Subject to Storm Surge	X		
3.9 Darwin Harbour Dredging			X

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

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

Part 5 Clauses – Commercial Specific Development Requirements	Compliance		
	Yes	No	N/A
5.5.3 General building and site design		X	
5.5.4 Expansion of Existing Use or Development in Zones CB C SC and TC			X

Part 5 Clauses – Miscellaneous Specific Development Requirements	Compliance		
	Yes	No	N/A
5.8.7 Demountable Structures		X	

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

1.8 When development consent is required

- (c) **Impact Assessable** – use and development that requires the exercise of discretion by the consent authority to determine if it is appropriate given the location of the **site** and the potential impacts on surrounding uses, and if it accords with the Strategic Framework.

Use and development of land requires **consent** and is *Impact Assessable* when any of the following apply:

- i. it is shown as *Impact Assessable* on the relevant assessment table in Part 4;
- ii. it is for the subdivision of land other than that included at Clause 1.8(1)(b)(iii); or
- iii. it is identified as *Impact Assessable* in Clause 1.9; or

- iv. it is a *Prohibited* development which relates to a **heritage place** as set out in Clause 1.10(7)(b); or
- v. a provision of this Planning Scheme expressly requires assessment as *Impact Assessable*.

1.10 Exercise of Discretion by the Consent Authority

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

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

Strategic and overlays

2. Strategic Framework

Central Darwin Area Plan 2019 (CDAP 2019)

The CDAP 2019 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 development site is identified partially identified as Mixed Use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail), partially in the Darwin Waterfront focus area and in proximity to Declared Heritage Places identified on the Social Infrastructure, Culture and Heritage Map.

See below assessment of key objectives and acceptable responses for the ‘Darwin Waterfront focus area’

12. Continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities		
Objectives	Acceptable Responses	Assessment
12.1 Promote tourism, recreation, residential, retail, and commercial development.	<div><div>i.</div><div>Uses could include:<div><div>a.</div><div>cultural and leisure facilities (interpretive centres, galleries, and the like);</div><div>b.</div><div>recreational facilities (parks, safe swimming areas, commercial water based recreation, and the like);</div><div>c.</div><div>tourist accommodation (hotel/serviced apartments);</div><div>d.</div><div>a range of residential units;</div><div>e.</div><div>cafes, bars, and restaurants;</div><div>f.</div><div>ground and first floor specialty retail and offices;</div><div>g.</div><div>car parking including multi-level (above ground); and</div><div>h.</div><div>a future ferry terminal that supports potential</div></div></div></div>	The proposed Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing passenger terminal provides tourism opportunities associated with the existing ferry terminal.

	tourism opportunities and meets the needs of the growing population..	
12.2 Recognise the existing and ongoing requirements of the maritime industry, other users of the wharves, and supporting facilities and land uses.	<ul style="list-style-type: none"> i. Development is consistent with the operational requirements of the maritime industry and supporting land uses. ii. Lighting installations do not impact on shipping navigation aids. iii. Marine structures are positioned to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts. 	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.
12.3 Development of land accommodates the requirements of the Department of Defence.	<ul style="list-style-type: none"> i. Department of Defence requirements for a marshalling area adjacent Fort Hill Wharf and associated operational requirements are accommodated 	The application has been circulated to the Department of Defence and any requirements can be addressed via notes or conditions on any development permit issued.
12.4 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities, particularly the City Centre.	<ul style="list-style-type: none"> i. Pedestrian connectivity is provided and maintained within the focus area, to the city centre, and includes high amenity public access along the foreshore from Bicentennial Park to Frances Bay. ii. New and/or existing connection(s) between the Civic Precinct and the Darwin Waterfront are provided for and/or enhanced. iii. A legible street structure connects with the street network established within the focus area. iv. Development is of a scale that relates to the surroundings and reflects the established character. v. Development is generally sited below the level of 	Pedestrian connectivity is maintained for the site.

	<p>the vegetated escarpment.</p> <p>vi. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.</p>	
12.5 Reflect the historical connections of the locality in the design of development	<p>i. The site of Goyder's Camp is retained as a public open space area.</p> <p>ii. Key views from Government House to the water and wharves are preserved as indicated on the Focus Area Map.</p>	The proposed demountable structure is small in scale and will not impact on any key views from Government House to the water.
12.6 Prospective development considers and responds to storm surge levels.	<p>i. Consider storm surge levels by:</p> <p>a. including a marina and sea wall, with a minimum top level of 5.5m AHD; and</p> <p>b. siting the lowest floors (commercial and residential) within the development at a minimum of 6.5m AHD</p>	The proposed demountable structure is non-habitable for storage purposes and is not required to provide the minimum floor levels outlined.
12.7 Providing appropriate coastal protection particularly to residential and commercial properties		

See below assessment of key objectives and acceptable responses for the 'Mixed Use Theme.

2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities		
Objectives	Acceptable Responses	Assessment
2.1 Encourage development that provides for a mix of uses	<p>ii. Where there is reasonable capacity to do so, buildings and sites include a vertical mix of land uses on different floors/storeys such as:</p> <p>a. residential;</p> <p>b. commercial and retail;</p> <p>c. community facilities; and</p> <p>d. leisure and recreation.</p>	The proposed Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing passenger terminal encourages a mix of uses in the Darwin Waterfront area.
2.2 Encourage building design for new buildings that can be adapted to changing demand.	<p>i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights.</p>	The proposed placement of a demountable structure allows the building to be removed from site to adapt to future changing demand.

	<ul style="list-style-type: none"> ii. Floors constructed for car parking within mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use 	
2.3 Provide activated frontages with ground floor commercial activities in priority locations	<ul style="list-style-type: none"> i. Ground floor commercial and retail activation is provided within areas depicted as 'Activated Frontages' within the Residential and Mixed-Use Map. ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided 	N/A – the development site is not identified as an activated frontage.
2.4 Development mitigates against potential conflicts both within and between buildings	<ul style="list-style-type: none"> i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Building design mitigates against potential conflicts between uses of existing buildings and adjacent and/or nearby buildings and environments which are existing, or can be reasonably anticipated. 	<p>The statement of effect notes</p> <p><i>'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. 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.'</i></p>
2.5 Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces	<ul style="list-style-type: none"> i. Where there is reasonable capacity to do so, building design incorporates and maintains opportunities for planting on structures through techniques such as: <ul style="list-style-type: none"> a. green walls, living walls or vertical gardens; b. wall design that incorporates trellis structures; c. landscaping of podiums; d. planter boxes; and / or 	The proposal does not include any buildings and works (other than the placement of a demountable structure) and there are no changes to the existing landscaping provision on site.

	e. landscaping incorporated into podium car parking screens.	
2.6 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	<ul style="list-style-type: none"> i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links: <ul style="list-style-type: none"> a. responds to the role and function of the individual space; and b. locates habitable rooms, or private open spaces of dwellings, overlooking the public space. iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential including communal open space that enables passive surveillance from the ground floor. iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design. v. Sheltered pedestrian thoroughfares are integrated into the design of buildings. This may include, but is not limited to: awnings, covered walkways, colonnades or similar. 	<p>The statement of effect highlights</p> <p><i>'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.'</i></p>
2.7 Design bus stops to enhance user comfort and safety.	<ul style="list-style-type: none"> i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to: <ul style="list-style-type: none"> a. high amenity pedestrian connections to the bus stop with protection from the elements; 	The proposed development does not propose any new bus stops nor impact on any existing bus stops.

	<ul style="list-style-type: none"> b. technologically advanced bus stops displaying real time information; and c. implementation of crime prevention through environmental design (CPTED) principles for bus stop design. <p>ii. Bus stop locations facilitate access to efficient, linear and frequent public transport</p>	
2.8 Design vehicle access points and onsite movement for new buildings to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.	<ul style="list-style-type: none"> i. Locate and consolidate vehicle access, parking and loading areas away from street frontages. ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from: a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map). iii. Vehicles entering and manoeuvring within sites is minimised. iv. Crossover number and widths are minimised. 	The proposed development does not impact on any existing vehicle access points to the site.
2.9 Encourage sustainable development.	<ul style="list-style-type: none"> i. Buildings and the urban environment demonstrate reasonable responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency. 	The proposed demountable structure includes 2 windows and a fan, allowing for breeze capture and circulation.
2.10 Design new buildings to address prominent corners and 'Gateway Precincts.'	<ul style="list-style-type: none"> i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides: <ul style="list-style-type: none"> a. vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design; b. public art and signage within the design of buildings and related public spaces; and 	N/A – the development site is no identified as a 'Gateway Precinct'.

	c. effective and visually appealing all-weather protection.	
2.11 Prevent any new use or intensification of development that would prejudice the safety or efficiency of an airport.	i. Any proposed development determined to exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018, or Civil Aviation legislation, will need approval by the relevant airport authorities.	The application has been circulated to the Department of Defence and any requirements can be addressed via notes or conditions on any development permit issued.
2.12 New developments consider and respond to the potential use of laneways as shared spaces	i. Providing windows and balconies at upper levels above the ground floor to overlook laneways. ii. Providing facades of buildings fronting laneways that create visual interest and architectural animation, particularly at the ground level, with large expanses of blank walls avoided.	N/A – the proposed development does not adjoin a laneway.

See below assessment of key objectives and acceptable responses for the 'Culture and Heritage'.

7. Protect and enhance sites of cultural significance and historic value to enrich community awareness and experience		
Objectives	Acceptable Responses	Assessment
4.1 New development responds to and respects places and sites listed on the Northern Territory Heritage Register and other places of heritage interest.	iii. Building design responds to significant features of adjoining heritage sites, buildings or objects to all extent reasonable and practical. This may include a response to the scale, colours, textures and materials of heritage features. Alternatively, the response may provide juxtaposition with the heritage feature to emphasise heritage significance and distinguish the difference in time and style. iv. Setbacks of new development adjoining heritage listed features are sensitive to heritage elements by considering the interface with regard to bulk, setback and	The application has been circulated to the Department of Lands, Planning and Environment (Environment Division, Heritage Branch) and no comments were raised in relation to Heritage.

	<p>materials, and maintain view corridors.</p> <p>v. Development on, or adjoining a place or item of cultural and social interest indicated on the Social Infrastructure, Culture and Heritage Map supports ongoing public access and is designed in a manner that shows consideration of that place or item.</p>	
4.2 Adaptive re-use of a heritage place is sympathetic to the values of the site.	<p>iii. Adaptive reuse of heritage sites, as identified on the Social Infrastructure, Culture and Heritage Map, is of a scale compatible with the significance of the site.</p> <p>iv. Any alterations required to facilitate the adaptive reuse of heritage places should be informed by an understanding and analysis of the heritage place's significance and the principles of the Burra Charter.</p> <p>v. Adaptive reuse requires minimal alterations to the place's significant fabric and does not destroy the ability to interpret the original function of the place. Where change is proposed, it should be recognisable as new work and where possible, be reversible.</p>	N/A – The site itself is not a declared heritage place and no works are proposed to a declared heritage place.
4.3 Recognise and celebrate the multicultural heritage and values of Central Darwin	<p>iii. Places of historical and cultural value within the study area, including significant sites, buildings structures, trees, and landscape elements are recognised and connected through innovative forms of interpretation</p>	Refer to response under 4.1 above.
4.4 Support the adaptive re-use of sites of heritage value	<p>iii. Where there is reasonable capacity to do</p>	N/A – The site itself is not a declared heritage place and no

	so, discretion is applied in the evaluation of development proposals relating to sites of heritage value. This is in recognition of challenges associated with the development of such sites complying with current development standards outlined in the Planning Scheme	works are proposed to a declared heritage place.
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See below assessment of key objectives and acceptable responses for the 'Environment Theme'.

5. Protect and enhance the functions of the natural environment for the continued enjoyment of the community		
Objectives	Acceptable Responses	Assessment
5.1 Protect and preserve the Darwin Harbour i.e. tidal mud flats and mangroves	i. There is no net loss of mangrove communities within Zone CN (Conservation).	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.
5.2 Respond to potential residual contamination issues.	i. Development is informed by an assessment of site contamination. ii. Development is designed and engineered to respond to any contamination issues. iii. Development demonstrates a response to site contamination in accordance with any Statement of Environmental Audit prepared for the site and to the satisfaction of the relevant authorities.	The application has been circulated to the Department of Lands, Planning and Environment and no comments raised in relation to contamination were raised.
5.3 Respond to potential impacts of storm surge.	i. All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Planning Scheme.	An assessment of the requirements of the PSSA and SSSA is provided below.

COMPLIES

Overlays

3.4 CR – Coastal Reclamation

Purpose

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.

Administration

1. The placement of fill material below the level of the highest astronomical tide requires **consent**.
2. This overlay does not apply to unzoned land.
3. The consent authority in considering an application for coastal landfill must have regard to the advice of the agency responsible for natural resources and the environment.

Requirements

4. An application for the placement of fill material is to demonstrate how the fill material will:
 - (a) suit the future use of the reclaimed land;
 - (b) minimise the impact of fill works on adjoining land and waters;
 - (c) provide appropriate edge treatment of the fill in order to prevent future erosion and siltation of adjacent waters; and
 - (d) prevent the formation of acid sulphate leachates.

Assessment

The proposed development does not include the 'placement of fill material below the level of the highest astronomical tide' therefore the overlay is not applicable.

NOT APPLICABLE

3.7 LSSS – Land Subject to Storm Surge

Purpose

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.

Administration

1. This Overlay applies to land subject to the PSSA and/or the SSSA.
2. This Overlay does not apply to:
 - (a) **outbuildings** and extensions to existing **dwelling**s;
 - (b) extensions to existing commercial or industrial buildings;
 - (c) a use or development within the SSSA that would otherwise be *Permitted*, and complies with the requirements of Part 5;
 - (d) unzoned land; or
 - (e) any use or development within a PSSA or SSSA that complies with Clause 5.5.1 (Interchangeable Use and Development in Specific Zones) which but for this Overlay, would not require **consent**.

3. This overlay does not apply to the use and development of land for **dwelling-group** or **dwelling-multiple** when the land is subject to Overlay 3.11 RCFR (Rapid Creek Flood Response).
4. In this Overlay:
 - (a) "AEP" means Annual Exceedance Probability, which is the likelihood, in percentage terms, of inundation by storm surge;
 - (b) "PSSA" means Primary Storm Surge Areas, which are those coastal areas within a 1% AEP of inundation by storm surge as defined on mapping produced by the NT Government;
 - (c) "SSSA" means Secondary Storm Surge Areas, which are those coastal areas adjacent to the PSSA with a 0.1% AEP of inundation by storm surge as defined on mapping produced by the NT Government; and
 - (d) "storm surge" means the elevation in sea level which accompanies the movement of a cyclone particularly near, or over, a coastline, attributed to a cyclone's intensity and wind stress build-up.
5. Land within the PSSA is to be used or developed only with **consent**.
6. The consent authority may **consent** to a use or development within the PSSA that is not in accordance with sub-clauses 8-10 only if it is satisfied that the application demonstrates that there is no increased risk to people and property, including adjoining property.
7. The use or development of land within the SSSA should have regard to sub-clauses 9 and 10.

Requirements

8. 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.
9. Development within the SSSA should be confined to those uses permitted in the PSSA as well as industrial and commercial land uses.
10. Residential uses, strategic and community services (such as power generation, defence installations, schools, **hospitals**, public shelters and major transport links) should be avoided in the PSSA and the SSSA.

Assessment

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 addition of a heliport and associated structures to an existing passenger terminal.

The proposed development is recreational in nature and is a land use that is encouraged in PSSA and SSSAs, as indicated by sub-clause 8 and 9.

The proposed development does not include any residential uses or strategic and community services, therefore complying with sub-clause 10.

TO BE DETERMINED

3.9 DHD – Darwin Harbour Dredging

Purpose

Ensure dredging within Darwin Harbour does not degrade the environmental value of the harbour waters.

Administration

2. The *Darwin Harbour Dredging Overlay* applies to the seabed within Darwin Harbour, being the waters south of a straight line between Charles Point and Gunn Point.
3. Dredging of the seabed within the *Darwin Harbour Dredging Overlay* requires **consent**.
4. The consent authority in considering an application for dredging must have regard to the advice of the agency responsible for natural resources and the environment.

Requirements

5. An application for dredging is to demonstrate consideration of the *Guidelines for the Environmental Assessment of Marine Dredging in the Northern Territory* (as amended from time to time) produced by the NT Environmental Protection Authority.

Assessment

The proposed development does not include the 'dredging of the seabed' therefore the overlay is not applicable.

NOT APPLICABLE

Zoning

4.10 Zone CB – Central Business

Zone Purpose

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

Zone Outcomes

1. A diverse mix of commercial, community, cultural, recreational and residential developments of a scale and intensity commensurate with the role and function of the central business district.
2. Residential developments that cater for residents and tourists, including **dwelling-multiple, serviced apartment, rooming accommodation, residential care facility**, and **hotel/motel**, are usually of high density and are integrated with complementary commercial and entertainment activities that are located nearby or contained within the same building.
3. **Dwelling-community residence** and **home based business** are designed and operated in a manner consistent with the residential **amenity** of the building or surrounding precinct.

4. Commercial developments and entertainment and dining activities such as **bar-public, bar-small, food premises (all), leisure and recreation, market, night club entertainment venue, office, shops and sex services-commercial premises**:
 - (a) encourage diversity and contribute to day and night activity within the zone; and
 - (b) are designed and operated in a manner that is considerate of the character and **amenity** of surrounding uses, having regard to the mixed use nature of the zone.
5. Cultural and community focused activities such as **child care centre, community centre, exhibition centre, medical clinic, place of assembly and place of worship** support the needs of the local or regional population and contribute to the diversity and activity of uses within the zone.
6. Developments such as **veterinary clinic, plant nursery, shopping centre, showroom sales, education establishment, and passenger terminal** are established in locations that complement and do not undermine the core functioning of the city precinct.
7. Developments such as **vehicle sales and hire, motor body works, motor repair station, service station, industry-light and emergency services facility**:
 - (a) are sited on the periphery of the CB area;
 - (b) are located with good **access** to the local road network; and
 - (c) are managed to minimise unreasonable impacts to the **amenity** of surrounding residents.
8. Development incorporates innovative building design, **site** layout and landscaping that:
 - (a) responds to and encourage pleasant microclimates, including through breeze capture and shading;
 - (b) minimises privacy and overlooking impacts on private spaces;
 - (c) maximises overlooking and passive surveillance of public spaces;
 - (d) maximises pedestrian activity along **primary street** frontages;
 - (e) reduces the appearance of building mass relative to its surroundings; and
 - (f) creates attractive outdoor spaces and enhances the streetscape.
9. Development contributes to the creation of an active, safe and legible public realm by:
 - (a) incorporating and responding to high quality **public open spaces** including town squares, civic plazas and forecourts where appropriate; and
 - (b) integrating with walking, cycling and public transport networks to promote accessibility and use.
10. Developments are designed and operated in a manner that avoids unreasonable loss of **amenity** for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone.
11. An efficient pattern of land use with all lots connected to reticulated services, integrated with existing transport networks and with convenient **access** to open space, community and educational facilities.
12. Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard

to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.

Assessment

Sub-clause 2 -5 and 7 are not applicable as the uses listed are not proposed as part of the application.

An assessment of sub-clauses 1, 6 and 8 – 11 is provided in the below table.

Subclause	Assessment
1. A diverse mix of commercial, community, cultural, recreational and residential developments of a scale and intensity commensurate with the role and function of the central business district	The proposed Passenger Terminal (Heliport) with ancillary Demountable Structure additions to an existing passenger terminal adds to the diversity of uses within the CBD and is commensurate with the role and function of the Waterfront Precinct. COMPLIES
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) with ancillary Demountable Structure additions to an existing passenger terminal complements the existing passenger terminal and tourist function of the Waterfront Precinct. COMPLIES
8. Development incorporates innovative building design, site layout and landscaping that: <ul style="list-style-type: none"> 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 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. COMPLIES
9. Development contributes to the creation of an active, safe and legible public realm by: <ul style="list-style-type: none"> a. incorporating and responding to high quality public open spaces including town squares, civic plazas and forecourts where appropriate; and b. integrating with walking, cycling and public transport networks to promote accessibility and use. 	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. COMPLIES

10. Developments are designed and operated in a manner that avoids unreasonable loss of amenity for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone.	<p>The development site is setback at least 340m from existing residential developments to the north-east and existing Declared Heritage Places to the north.</p> <p>Detailed assessment of amenity impacts is required to be undertaken.</p> <p>TO BE DETERMINED</p>
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.	<p>The development will be connected to reticulated services and is well located nearby to existing transport networks, open space and community and educational facilities.</p> <p>COMPLIES</p>

MOSTLY COMPLIES

General requirements

5.2.1 General Height Control

Purpose

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

Administration

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

Requirements

5. The **building height** of a development in the Municipality of Alice Springs is not to exceed:
 - (a) the maximum **building height** for the zone and use as specified in table A to this clause; or
 - (b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table A to this clause
6. The **building height** in all other areas is not to exceed:
 - (a) the maximum **building height** for the zone and use as specified in table B to this clause; or
 - (b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table B to this clause.
- (1) Any use or development of land that intrudes into a protected airspace, such as the use of cranes, within 15km of an airport or RAAF base may have additional restrictions and approval requirements from the airport operator under the [Airports Act 1996 \(Cth\)](#), [Airports \(Protection of Airspace\) Regulations 1996 \(Cth\)](#), and [Defence Regulation 2016 \(Cth\)](#). More information is available on [NT.GOV.AU](#).

Assessment

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

COMPLIES

5.2.4.4 Layout of car parking areas

Purpose

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

Administration

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

Requirements

6. A **car parking area** is to:
 - (a) be not less than 3m from any lot boundary abutting a road; and
 - (b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the **car parking area** when viewed from the road.
7. A **car parking area** is to be constructed and maintained to be:
 - (a) of a suitable gradient for safe and convenient parking; and
 - (b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.
8. The layout of a **car parking area** is to:
 - (a) be functional and provide separate access to every car parking space;
 - (b) allow a vehicle to enter from and exit to a road in a forward gear;
 - (c) be in accordance with the dimensions set out in the diagram to this clause; and
 - (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.
9. The number of **access** points to the road is to be limited, and **access** points to **car parking areas** are to:
 - (a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and
 - (b) maximise sight lines for drivers entering or exiting the car parking area.

Assessment

The proposed removal of 8 existing car parking spaces to accommodate the proposed development does not appear to create any non-compliances with the requirements of the clause.

APPEARS TO COMPLY

5.2.5 Loading Bays

Purpose

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

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
 - (a) the scale of the use and development on the **site**;
 - (b) any potential adverse impacts on the local road network; and
 - (c) any agreements for off-site loading and unloading of vehicles, such shared loading areas or approval to carry out loading activities in a laneway or **secondary street**.
2. For the purposes of this clause, where an **exhibition centre, food premises (fast food outlet and restaurant), office, place of assembly, shop or shopping centre** are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined **net floor area** of the integrated uses.

Requirements

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

Assessment

Passenger Terminal is not listed in the table and therefore no loading bays are required to be provided.

NOT APPLICABLE

5.2.6.2 Landscaping in Zone CB

Purpose

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

Administration

1. The consent authority may **consent** to a development that is not in accordance with sub-clause 3 if:
 - (a) it is a small development and the consent authority is satisfied that it would be unreasonable to provide the required landscaping, having regard to the intended use of the development or whether the development would become unfeasible; or
 - (b) the development provides an alternative response to achieve the purpose of this clause.
2. This clause does not apply if the use or development is *permitted* through Clause 5.5.4 (Expansion of Existing Use or Development in Zones CB, C, SC and TC).

Requirements

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

Editor's Notes:

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

Assessment

The site is 100600m² and therefore 10060m² is required to be landscaped.

The statement of effect confirms that 'No changes to the existing landscaping provision on site is proposed (noting that existing landscaping is limited, given the working nature of the Port)'.

DOES NOT COMPLY – Variation sought to not provide any additional landscaping

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

Purpose

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

Administration

1. The consent authority may **consent** to a use or development with fewer bicycle parking spaces, lockers and/or showers and changing facilities than required by sub-clauses 2-6 if satisfied that either:
 - (a) there are alternative **end of trip facilities** (on or off the **site**), where:
 - i. the same function is provided which can accommodate the same number of bicycles and/or users required by the clause;
 - ii. **access** to the alternative **end of trip facilities** is safe and convenient for users;
 - iii. the alternative **end of trip facilities** are sheltered and secure; and
 - iv. the size and layout of alternative storage areas allows for safe and comfortable storage and **access** to bicycles and/or personal items; or
 - (b) it would be unreasonable to provide the **end of trip facilities** as required by this clause with regard to, but not limited to, the location of the development and likely commute distances; or
 - (c) it would be unreasonable to provide shower and changing facilities for a small development, where the development becomes unfeasible should such facilities be required.

Requirements

2. All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).
 3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with *Australian Standard AS2890.3 – Bicycle Parking* and must:
 - (a) be located in a convenient and safe location with adequate security for the storage of bicycles;
 - (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;
 - (c) where secure parking is provided, provide e-bike charging facilities, as necessary;
 - (d) not require **access** via steps;
 - (e) be protected from the weather;
 - (f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;
 - (g) be located outside pedestrian movement paths;
 - (h) be easily accessible from the road;
 - (i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;
-

- (j) be protected from manoeuvring motor vehicles and opening car doors;
 - (k) be as close as possible the cyclist's ultimate destination;
 - (l) be well lit by appropriate existing or new lighting; and
 - (m) be sympathetic in design, material and colour to compliment the surrounding environment.
4. A locker should accompany every secure bicycle parking space provided, and should be:
 - (a) of suitable volume and dimensions to allow storage of clothing, cycling helmets and other personal items;
 - (b) well ventilated, secure and lockable; and
 - (c) located close to shower and changing facilities.
 5. All new **non-residential buildings**, **hotels/motels**, and **serviced apartments** in Zones HR, CB, C, SC and TC should provide sufficient and accessible shower and changing facilities for staff with the number of showers calculated at the rate specified in the table to this clause.
 6. Shower and changing facilities must be secure facilities capable of being locked, and should:
 - (a) be located as close as practical to the associated bicycle parking facilities;
 - (b) provide one change space per shower; and
 - (c) Provide for separate male and female facilities where more than one shower is provided.

Assessment

It is noted that 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*'.

As such, this assessment does not consider that the proposed development comprises any additional net floor area and therefore no bicycle parking spaces are required to be provided.

COMPLIES

Specific Development Requirements

5.5.3 General Building and Site Design

Purpose

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

Administration

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

Requirements

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

Assessment

Sub-clause 15 is not applicable as the size of the development does not warrant facilities, including public toilets, child minding facilities, parenting rooms.

The proposed development does not impact any vistas along streets to buildings and place of architectural, landscape or cultural significance, complying with sub-clause 2.

The demountable structure is considered to be visually consistent with adjoining development, noting the location of the proposal within a working port, complying with sub-clause 3.

The demountable structure are constructed of CGI wall cladding and incorporates windows along elevation 1 and 2 and a skillion roof, which minimises the expanses of blank walls and reflective surfaces and creates some visual interest when viewed from the streetscape, complying with sub-clause 4, 5 and 9.

The demountable structure includes 2 windows on opposite elevations and a ceiling fan, this ensures the structure can capture breezes and provides some circulation, complying with sub-clause 6.

In relation to sub-clause 7, '*control on-site noise sources and minimise noise intrusion*' DAS notes that the proposed development would likely comply with the Northern Territory Noise Management Framework Guideline. Condition precedents and general conditions are required to ensure compliance with sub-clause 7.

A condition on any development permit issued will require the screening of all service ducts, pipes, air conditioners, air conditioning plants etc, to ensure compliance with sub-clause 8.

The site provides direct pedestrian and vehicle access points which are clearly and easily identifiable from the public realm, comply with sub-clause 10 and 11.

Sub-clauses 12 – 14 in relation to provision of sun protection for pedestrians, loading and unloading vehicles and landscaping have not been complied with. The proposed development does not provide bicycle **access**, storage facilities and shower facilities and therefore does not comply with sub-clause 16.

DOES NOT COMPLY – Variation sought to not provide sun protection for pedestrians (sub-clause 12), provide for loading and unloading of vehicles (sub-clause 13), landscaping (sub-clause 14), and bicycle **access**, storage facilities and shower facilities (sub-clause 16).

5.5.4 Expansion of Existing Use or Development in Zones CB, C, SC and TC

Purpose

Provide for the minor expansion of an existing use or development in Zones CB, C, SC and TC.

Administration

1. An expansion of an existing use or development in Zones CB, C, SC or TC is *Permitted* without **consent** only if it:
 - (a) complies with sub-clause 3; and
 - (b) complies with Parts 3, 5 and 6 of this Planning Scheme; and
 - (c) is consistent with the zone purpose and outcomes.
2. Where the expansion does not comply with sub-clause 3, the use or development is subject to the assessment requirements as established in the relevant assessment table for the zone.

Requirements

3. An expansion of an existing use or development in Zone CB, C, SC or TC is to be:
 - (a) is a maximum of 100m² or 15% of the **site**, whichever is greater;
 - (b) designed to not increase the height of existing development on the **site**;
 - (c) designed to enhance and increase the existing development's active interface with the public domain;
 - (d) not a **demountable structure** or **residential building**;
 - (e) not located on or over a registered easement, road reserve or lot boundary; and
 - (f) of a scale, location and design to facilitate vehicular **access**, parking and loading areas, including areas allocated for waste management and service vehicle **access**.

Assessment

The proposed development requires consent under Part 3 and does not comply with all applicable requirements under Part 5 of the NTPS 2020 and therefore is Impact Assessable as established under Zone CB.

NOTED

5.8.7 Demountable Structures

Purpose

Ensure that demountable structures do not detract from the visual amenity of an area.

Administration

1. Placement of a demountable structure on: (a) zoned land other than land in Zone GI and DV requires consent; and (b) land in Zone CL, SC, TC, LI, PS, OR, H, A, RL, R and CP does not require consent if there are no more than two demountable structures on the land.
2. 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.
3. The consent authority may consent to a demountable structure that is not in accordance with the table to this clause if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the site having regard to such matters as its location, scale and impact on adjoining and nearby property.

Requirements

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.
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.

Table to Clause 5.8.7: Demountable Structures		
Lot Boundary	Minimum Setbacks	
	In zones other than CB, C, H, A, R, RL, RR, LI, GI and DV	In zones H, A, RR, R and RL
Primary street frontage	6m	10m <u>or</u> 7.5m in Zones RR and RL for lots with areas less than 1ha
Secondary street frontage	2.5m	10m <u>or</u> 5m in Zones RR and RL for lots with areas less than 1ha
Side and rear lot boundaries	1.5m	10m <u>or</u> 5m in Zones RR and RL for lots with areas less than 1ha
<p>Building setback is measured from all boundaries to: The wall of a demountable structure; and Where there is no wall, to the outer surface of any support column of the structure.</p> <p>No part of the roof structure including gutters and eaves, is to encroach more than 0.9m into the minimum building setbacks from the lot boundaries described in the Table to Clause 5.4.3.</p>		

Assessment:

In relation to sub-clause 4a, the proposed demountable structure is not provided with any landscaping or architectural embellishments and therefore does not comply.

In relation with sub-clause 4b, the statement of effect notes *'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 structures'*.

Sub-clause 5 is not applicable as there are no setback requirements for Demountable Structures in Zone CB, pursuant to the Table to Clause 5.8.7.

DOES NOT COMPLY – Variation sought to not provide landscaping or architectural embellishments

Location specific

5.9.2 Darwin City Centre

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

Diagram to Clause 5.9.2: Darwin City Centre Extent and Features



5.9.2.1 Building Design in Darwin City Centre

Purpose

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

Administration

1. This clause applies to land in Zone CB within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).

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

Requirements

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

Assessment

All requirements at sub-clauses 6 – 10 do not relate to the proposed demountable structure being placed on the site, and therefore this clause is not applicable.

NOT APPLICABLE

5.9.2.2 Volumetric Control

Purpose

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

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

- (d) reasonable privacy for residents.

Administration

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

Requirements

5. The podium of a development is to:
 - (a) have a maximum height of 25m, excluding any plant, equipment, aerials, **outbuildings** or visually permeable balustrades; and
 - (b) provide a minimum setback of 6m from any **site** boundary, for any verandah, balcony or room designed for accommodation with a window other than to a street or **public open space**.
6. The tower of a development is to:
 - (a) have a footprint that covers a maximum of 56% of the **site** area, to a maximum of 1200m² in any single tower;
 - (b) have the length of each side of the tower be no more than 75% of the length of the adjacent boundary; and
 - (c) provide minimum setbacks of:
 - i. 6m from any **site** boundary; and
 - ii. 12m between towers on the same **site**.
7. Despite sub-clauses 5 and 6, development within the Smith Street Character Area may instead be designed so that:
 - (a) the podium height is reduced below 25m; and

- (b) the tower is setback a minimum of 3m from all street boundaries (including the Smith Street Mall); and
- (c) the total volume of the tower section that is not in accordance with sub-clause 6 does not exceed the theoretical podium volume that is lost by reducing the height of the podium below 25m.

Assessment

The proposed placement of a demountable structure does not include a podium or tower element and therefore this clause is not applicable.

NOT APPLICABLE

5.9.2.3 Building Height in the Esplanade Character Area

Purpose

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

Administration

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

Requirements

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

Assessment

The site is not located in the Esplanade Character Area.

NOT APPLICABLE

5.9.2.4 Development within the Darwin Waterfront

Purpose

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

Administration

1. This clause applies to the use and development of land within the Darwin Waterfront identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a development that is not in accordance with sub-clause 4 if it is satisfied the application demonstrates that there is no increased risk from storm surge to people and property, including adjoining property.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 5 and 6 if it is satisfied:
 - (a) the scale of the development is consistent with the intended built form and character of the waterfront area; and
 - (b) the development will not unreasonably restrict the future development of adjoining **sites**.

Requirements

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

Assessment

The proposed demountable structure is to be used for storage purposes only and is not considered to be commercial or residential and therefore sub-clause 4 is not applicable.

The proposed development does not obstruct view lines identified in the diagram to this clause, complying with sub-clause 5 and does not exceed the height identified on the diagram to this clause, complying with sub-clause 6.

COMPLIES

5.9.2.5 Development along Priority Activated Frontages

Purpose

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

Administration

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

Requirements

5. Services on street level frontages are to be limited to:
 - (a) a single vehicle entry and exit point to and from the building (except on larger **sites** where additional access points are supported by a Traffic Study for the **site**);
 - (b) a direct single point of access to service equipment for all service authorities;
 - (c) required fire egress; and
 - (d) required fire booster connection points.
6. Where a **site** boundary is located on a street identified as 'priority activated frontage', buildings are to provide a minimum of 75% of the length of that **site** boundary as **active street frontage**, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:
 - (a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;
 - (b) operational and legible entrances (excluding fire egress) that are directly accessible from a public space;
 - (c) areas within the **site** that are used for alfresco dining; or
 - (d) well-designed spaces that allow for pedestrian movement and/or seating.

Editor's Notes:

- (1) Clause 5.5.16 provides information on active street frontage for sites not identified as 'priority active frontage'.

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

Assessment

The site is not located along a priority activated frontage.

NOT APPLICABLE

5.9.2.6 Development Fronting Laneways

Purpose

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

Administration

1. This clause applies to any development with frontage to an existing laneway identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features), or any development that proposes establishment of a new laneway.
2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 3-5 if it is satisfied that compliance would be impractical with regard to the scale, nature and location of the development.

Requirements

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

Assessment

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

NOT APPLICABLE

5.9.2.7 Development along the Priority Pedestrian and Cycle Network

Purpose

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

Administration

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

Requirements

5. Pedestrian and cycle links within a **site** are to be connected to the existing and future priority pedestrian/cycle network, identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
6. Any pedestrian or cycle links or facilities provided within a **site** are to be well lit.
7. Use or development is to preserve the opportunity for a future sky bridge and landing connecting the priority pedestrian cycle network and Frances Bay.

Assessment

No additional pedestrian or cycle links are proposed within the site and therefore the requirements of sub-clause 5 and 6 are not applicable.

The proposed development (use and placement of demountable structure) does not impact the future opportunity for a future sky bridge and landing connecting the priority pedestrian cycle network and Frances Bay, complying with sub-clause 7.

COMPLIES

5.9.2.8 Development in Gateway Locations

Purpose

Ensure buildings are designed to accentuate prominent corner locations to aid wayfinding and establish a strong sense of arrival into the Darwin City Centre city centre.

Administration

1. This clause applies to any use or development fronting a Gateway Location identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).

2. Every application is to include a design statement prepared by a suitably qualified professional demonstrating how the proposed development meets the purpose and requirements of this clause.
3. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 if it is satisfied that the development either:
 - (a) provides an alternative; or
 - (b) is a short term use or development that will not frustrate the ability for future use and development to maximise the development potential of the **site**.

Requirements

4. Development is to establish a strong sense of arrival through one or more of the following design elements:
 - (a) an increased **building height** of at least one **storey** compared to adjacent buildings;
 - (b) varied roof sections, raised parapets and spires;
 - (c) signage incorporated into the building design; or
 - (d) public art.

Editor's Note: Signage must be to the satisfaction of the relevant local government council.

Assessment

The site does not front a Gateway Location

NOT APPLICABLE

5.9.2.9 Public Domain Contributions for Development on Large Sites

Purpose

Encourage development on large **sites** that supports the public domain by contributing to an integrated, high-quality network of public spaces, recreation facilities and places for wildlife.

Administration

1. This clause applies to the development or redevelopment of a **site** of 3500m² or more within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. The consent authority may **consent** to development that is not in accordance with sub-clauses 3 and 4 if it is satisfied that:
 - (a) the development provides an alternative provision of publically accessible open space that is appropriate to the **site**, having regard to the locality and scale of the development; or
 - (b) the application provides an equivalent contribution to publically accessible open space outside of the subject **site**.

Requirements

3. A minimum of 10% of the **site** area is to be provided as publically accessible open space that is designed to:
 - (a) incorporate park furniture, display of art, lighting, shade structures and landscaping and interpretive information where appropriate; and
-

- (b) support a variety of passive uses, active recreation and events.
- 4. The open space provided under sub-clause 3 is to integrate and connect with:
 - (a) existing and future cycle and pedestrian networks;
 - (b) **sites** of significant natural, cultural or heritage value; and
 - (c) habitats, wildlife corridors and public greenspaces from adjoining **sites**.

Assessment

The development site is less than 3500m² and therefore the requirements of this clause do not apply.

NOT APPLICABLE

5.9.2.10 Alfresco Dining Areas

Purpose

Provide for the establishment of **alfresco dining areas** that contribute positively to the **amenity**, safety and activation of streets in the Darwin's Central Business area.

Administration

1. This clause applies to land in Zone CB within the area included in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).
2. An **alfresco dining area** may be established without **consent** if it complies with sub-clause 4.
3. Where the **alfresco dining area** does not comply with sub-clause 4, the use or development is subject to the assessment requirements set out in the relevant assessment table for the zone.

Requirements

4. An **alfresco dining area** may occur as a *Permitted* development only if it:
 - (a) is located at **ground level**;
 - (b) is permanently open along at least two sides;
 - (c) has open sides that are at least of equal length to the sides bounded by a wall or the like;
 - (d) is associated with a lawfully established use;
 - (e) does not constrain the function or reduce the number of any on-site **car parking spaces, loading bays** or manoeuvring spaces; and
 - (f) does not involve development adjacent to a tree within a road reserve or park, or has written agreement from the relevant authority to indicate that the development will not adversely impact on either the root system or branches of a tree within the road reserve.

Assessment

An alfresco dining area is not proposed as part of this application.

NOT APPLICABLE

5.9.2.11 Car parking spaces in Darwin City Centre

Purpose

Ensure that sufficient off-street car parking spaces, constructed to a standard and conveniently located, are provided to service the proposed use of a **site**.

Administration

1. This requirement overrides general car parking space requirements under general clause 5.2.4.1 (Car parking spaces) within the extent of the Darwin City Centre identified in Diagram to Clause 5.9.2 Darwin City Centre Extent and Features).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 5 as set out in clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre).
3. An **alfresco dining area** on a **site** located along priority activated frontages identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features) may result in the loss of up to 25 **ground level** car parking spaces associated with any existing development without requiring replacement **car parking spaces**. However, a change of use from an **alfresco dining area** (including the provision of air conditioning) will result in the new use being subject to full car parking space requirements of this clause.
4. The consent authority may require the provision of **car parking spaces** for any **ancillary** use or development in addition to that specified for the **primary use** or development in the table to this clause.

Requirements

5. Use and development is to include the minimum number of **car parking spaces** specified in the table to this clause (rounded up to the next whole number).

Assessment

It is noted that 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*'.

As such, this assessment does not consider that the proposed development comprises any additional net floor area and therefore no bicycle parking spaces are required to be provided.

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 statement of effect notes

'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.'

COMPLIES

5.9.2.12 Reduction in car parking spaces in Darwin City Centre

Purpose

Provide for a use or development with fewer **car parking spaces** than required by clause 5.9.2.11 (Car parking spaces in Darwin City Centre).

Administration

1. The consent authority may **consent** to:
 - (a) a reduction of 1 **car parking space** for every 3 motorcycle parking spaces proposed for a use or development, but only to a maximum of 1 motorcycle parking space for every 25 (or more) **car parking spaces** required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre); and
 - (b) for any bicycle spaces proposed for a use or development in excess of those required by the table to clause 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and C), a reduction of 1 **car parking space** for every 10 excess bicycle parking spaces are appropriate in function and number for the use of the building, up to 2% of the number of **car parking spaces** required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre).
2. The consent authority may also **consent** to a use or development with fewer **car parking spaces** than required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre), in accordance with the table to this clause.
3. In using the table to this clause to calculate a reduction, only one reduction percentage is permitted per category.

Editor's Note: Where a reduction in car parking is sought across 2 or more categories, the reduction percentages are combined, and the reduction is calculated cumulatively across all categories.

Requirements

4. An application to reduce car parking requirements through the inclusion of vertical landscaping under category 3 of the table to this clause must demonstrate:
 - (a) vertical landscaping (such as green walls, living walls or vertical gardens) that is fully vegetated, well-integrated with the overall building design and publically visible on the external building façade(s) fronting key pedestrian thoroughfares, major public spaces and/or main entrance areas;
 - (b) the suitability of the plants to be used in the landscaping;

- (c) sufficient soil depth to accommodate the proposed types of plants;
- (d) how the landscaping will be practically maintained for the lifetime of the development;
and
- (e) suitable management of drainage.

Table to Clause 5.9.2.12: Reduction in car parking spaces in Darwin City Centre		
Category		Reduction permitted
1	Access to alternative transport options	
(a)	The development is located within 200m walking distance of a public bus stop that provides access to: five or more bus routes; or a bus route with a minimum 15 minute frequency during morning and afternoon peak hours Monday to Friday.	15%
(b)	The development is located within 400m walking distance of a public bus stop that provides access to: five or more bus routes; or+ a bus route with a minimum 15 minute frequency during morning and afternoon peak hours Monday to Friday.	10%
(c)	The development is located within 200m of a dedicated off-road bicycle path or on-road bicycle lane.	5%
2	Use of shared parking areas / proximity to public car parking	
(a)	The development consists of two or more uses that have different day / night peak parking times and these uses share a car parking area on the site .	10% This reduction applies to non-residential uses only.
(b)	The development is within 200m walking distance of an existing, publically accessible car park with a combined total of 100 car parking spaces or more.	10%
(c)	The development is within 400m walking distance of an existing, publically accessible car park with a combined total of 100 car parking spaces or more.	5%
3	Inclusion of vertical landscaping	
(a)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 75% or more of the site area.	25%
(b)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 50-75% of the site area.	20%
(c)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 25-50% of the site area.	15%
(d)	Vertical landscaping that meets the criteria of sub-clause 4 covers an area of 10-25% of the site area.	10%
4	Improved car parking design outcomes	

(a)	All car parking on the site is provided in an underground parking area	20%
5	Preservation of a heritage place	
(a)	the use or development relates to a heritage place and the Minister responsible for the administration of the <i>Heritage Act 2011</i> supports the reduced provision of car parking spaces in the interest of preserving the significance of the heritage place .	As determined by the consent authority, taking into account advice received from the Minister responsible for the administration of the <i>Heritage Act 2011</i> .

Assessment

A car parking space reduction has not been sought and therefore this clause is not applicable.

NOT APPLICABLE

5.9.2.13 Design of Car Parking Areas and Vehicle Access

Purpose

Promote design of car parking, vehicle access points and onsite movement that:

- (a) is easily adapted to meet changing demand;
- (b) minimises visual impact to the street and other public areas; and
- (c) minimises impacts to pedestrian and cyclist movement.

Administration

1. This clause applies to the design of car parking, vehicle access points and onsite vehicle movement for new buildings, and the establishment of new **car parking areas** in Darwin City Centre.
2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 3-6 if it is satisfied the use or development is appropriate to the **site** having regard the potential impact on the surrounding road network and the **amenity** of the locality.

Requirements

3. **Ground level car parking areas** in buildings are limited to the number of **car parking spaces** required for **ground level** commercial tenancies.
4. All car parking spaces are to be screened so that they are not visible from the public domain.
5. Vehicle access and loading areas are to be consolidated and **car parking areas** are to be located away from street frontages.
6. Entry and access from a **car parking area** is to be from the lowest order vehicle access way. In order of priority, access should be from:
 - (a) a laneway;
 - (b) a **secondary street**; or
 - (c) a primary street only if no other access is possible.

Assessment

No additional car parking areas are proposed as part of this application and therefore this clause is not applicable.

NOT APPLICABLE
