

**DEVELOPMENT CONSENT AUTHORITY  
DARWIN DIVISION**

**NORTHERN TERRITORY PLANNING SCHEME 2020**

**AGENDA ITEM:** **7**      **MEETING DATE:** 07/02/2025      **FILE:** PA2024/0392

**APPLICATION:** Mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21 storey building including 4.5 levels of above ground level car parking

**APPLICANT/CONTACT:** Mr Brad Cunington of Cunington Rosse Town Planning and Consulting

**LAND OWNER:** City of Darwin

**BENEFICIARY:** Shane Dignan Director of DCOH Land

**LOCATION:** Lot 03981 Town of Darwin, 17 Harry Chan Avenue, Darwin City

**ZONE:** CB (Central Business)

**AREA:** 4694.35m<sup>2</sup>

## 1. PROPOSAL

The proposal is for a mixed-use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21-storey building including 4.5 levels of above ground level car parking.

The proposed use comprises:

- City of Darwin Library (Community Centre) - 755m<sup>2</sup> net floor area.
- City Darwin Council Chambers (Place of Assembly) - 764m<sup>2</sup> net floor area.
- Office at levels 7 – 20 - 13346m<sup>2</sup> net floor area.
- Food premises – restaurant - 397m<sup>2</sup> (ground floor) + 207m<sup>2</sup> (roof terrace) net floor area.
- Public car park at levels 2 – 6.

A summary of the key elements of the development is as follows:

- Maximum height of 84 metres above ground level and 21 storeys.
- Minimum building setbacks comprising:

Base:

- North: Unclear
- East: 0.3 – 2.7 metres.
- South: 2.6 metres
- West: 4.15 metres

Podium:

- North: Unclear
- East: 0.3 – 2.7 metres.
- South: 2.45 metres
- West: 3.05 metres

## Tower (level 8 – 10):

- North: Unclear
- East: approx. 19.5 metres – 26.7 metres
- South: 6.2 metres
- West: 6.898 metres

## Tower (levels 11 – 20):

- North: Unclear
- East: approx. 19.3 metres - 26.8 metres
- South: 5.52 metres
- West: 6.89 metres

- Vehicle access to the site is proposed via 2 new crossovers from Harry Chan Avenue, a 6.9 metre wide crossover to the north providing 2 way access for service vehicles and a 9.5 metre wide crossover to the east providing 2 way access for passenger vehicles utilising the car park.
- Across levels 2 – 6, 460 car parking spaces (10 DDA spaces and 2 small car spaces) are provided, the applicant advised that the *'distribution, ownership and allocation of car parking spaces for the individual use elements will ensure that compliance with the car parking requirements under Clause 5.9.2.11 / 5.9.2.12 are achieved'*. The exact allocation for the proposed office, community centre, place of assembly, food premises and public car park uses is not finalised at this stage.
- At ground level, 76 bicycle parking spaces are provided with 51 provided in a secure end of trip facility and 25 provided via bicycle hoops along the western edge of the building.
- At ground level, a pedestrian thoroughfare is provided along the north-western and south-western sides of the building. This provides access to and integrates with the identified priority pedestrian/cycleway network.
- The proposed building is broken into a distinct base, podium and tower through architectural features including fenestration (doors, windows, recesses), building projections/setbacks and changes of material and colour. The building is proposed to be constructed of a variety of materials including aluminium screening, prefinished wall cladding and high-performance glazing that will be *'modern glare-reducing glazing'*.
- The application describes that *'Environmentally Sustainable Design (ESD) measures will be incorporated into the building design including:*
  - *Building facade designed to balance daylight and outlook against thermal performance.*
  - *Functional lighting throughout to utilise high efficiency led and associated control systems.*
  - *Public open space and landscaping to utilise water sensitive urban design principles and assist in mitigating heat island effects.*
  - *Building services to be designed to minimise overall energy consumption.'*
- The applicant also provided a sustainability report to address building efficiency which includes the following commitments:
  - NCC 2019 Section J Compliance.
  - 5.5 Star NABERS rating for Office Areas (base building).
  - High Performance Facade Systems.
  - Fully Electric Development (No Gas).
  - High Efficiency HVAC systems.
  - WELS rated hydraulic fittings.
  - End of trip facility to promote sustainable transport methods.
- A landscape plan has been provided which proposes to plant a variety of trees, shrubs and grasses on the perimeter of the site. Trees are proposed along the southern



boundary to provide sun and rain protection pedestrians and trees are proposed along the northern boundary to screen the services / back of house elevation.

- All building services are proposed along the northern and eastern elevations and face Harry Chan Avenue.

The location of the site is at **Bookmark A** and owner's authorisation at **Bookmark B**. A copy of the application as exhibited is at **Bookmark C**.

Following the exhibition period, the applicant submitted amended plans and additional renders, a written response and a sustainability report, responding to the request for further information raised in the technical assessment undertaken by Development Assessment Services (DAS).

The amended plans did not alter the proposed design, however, provided additional plan detail including, but not limited to, the location of lighting, a materials schedule, dimensioned heights and details of screening.

A copy of the amended plans and additional renders, written response and sustainability report is at **Bookmark D**.

The applicant's written response also addressed public submissions received. A copy of the response to submissions is at **Bookmark D1**. All public submitters were provided a copy of the additional information received.

## 2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

An application is required for planning permission as the proposal is *Impact Assessable* under Clause 1.8(1)(c)(v) of the Northern Territory Planning Scheme 2020 (NTPS 2020) as Clause 3.1 of Part 3 of the Planning Scheme specifies that where an overlay requires consent, the following level of assessment applies (b) if shown as *Merit Assessable* on the relevant assessment table in Part 4 it is *Impact Assessable*.

Zoning	Part 3 Overlay	Consent required by virtue of Overlay Requirement	Part 5 - General and Specific Development Requirements	Level of Assessment
Zone CB, proposed land uses include: <ul style="list-style-type: none"> <li>• Community Centre</li> <li>• Place of Assembly</li> <li>• Office</li> <li>• Food premises - restaurant /cafe</li> </ul>	Clause 3.13 Gateway Locations	Yes	5.2.1 General Height Control 5.2.4.4 Layout of Car Parking Area 5.2.5 Loading Bays 5.2.6.2 Landscaping in Zone CB 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC	<i>Impact Assessable</i>

<ul style="list-style-type: none"> <li>• Car Park</li> </ul>			<p>5.5.1 Interchangeable Use and Development</p> <p>5.5.3 General building and site design</p> <p>5.5.4 Expansion of Existing Use or Development in Zones CB C SC and TC</p> <p>5.5.11 Food Premises</p> <p>5.5.15 Design in Commercial and Mixed Use Areas</p> <p>5.5.16 Active Street Frontages</p> <p>5.8.4 Exhibition Centre, Place of Assessment and Place of Worship</p> <p>5.9.2 Darwin City Centre</p>	
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The exercise of discretion by the consent authority that applies is clause 1.10(4).

### 3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should reduce the car parking requirements pursuant to clause 5.9.2.12 Reduction in car parking spaces in Darwin City Centre and vary the requirements of clauses 5.2.4.4 Layout of Car Parking Area, 5.2.5 Loading Bays, 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC, 5.5.15 Design in Commercial and Mixed Use Areas, 5.5.16 Active Street Frontages, 5.9.2.2 Volumetric Control and 5.9.2.13 Design of Car Parking Areas and Vehicle Access of the NTPS 2020, and approve the application subject to conditions on the development permit as detailed in section 9 of this report.

### 4. BACKGROUND

The proposed development comprises a 4694.35m<sup>2</sup> area in the north-eastern corner of Lot 3981, Town of Darwin (referred to as the site) which is located in Zone CB. Of relevance, the NTPS 2020 defines site as *'an area of land, whether consisting of one lot or more, which is the subject of an application to the consent authority'*.

The site is irregular in shape with a northern and eastern curved frontage to Harry Chan Avenue and is formally described as Lot 3981, Town of Darwin.

The site is currently developed as a car park associated with the existing Civic Centre and comprises 95 car parking spaces and some landscaping. As part of the application, the City of Darwin advises that '*demolition of the existing civic centre will commence shortly following our City of Darwin civic centre team disembarking from the existing civic centre to the new civic centre building*'. Therefore, during the construction period of the proposed mixed-use development (including the new Civic Centre) there will be no car parking spaces available on-site for the existing Civic Centre. There are no records of the existing Civic Centre development approval, which therefore benefits from a deemed permit (a permit taken to be issued pursuant to section 45 of the planning act). As such, there is no information available regarding historic car parking shortfalls or surpluses for the existing Civic Centre.

It is also noted that the future use of the existing City of Darwin Civic Centre does not form part of this application.

The surrounding land uses are primarily civic / community, commercial or residential in nature and are summarised as follows:

- Directly to the north-east is Harry Chan Avenue, a City of Darwin managed road. Further north-east, on the opposite side of the road, is 22, 26 and 28 Harry Chan Avenue Darwin City which are all located in Zone CB. 22 Harry Chan Avenue is an 11-storey mixed use building comprising offices, a food premises (café) and dwelling-multiple. 26 Harry Chan Avenue is a 6-storey office building. 28 Harry Chan Avenue is currently a car park associated with 26 Harry Chan Avenue.
- Directly to the south- east is Harry Chan Avenue, a City of Darwin managed road. Further south- east, on the opposite side of the road, is 7 and 13 – 15 Esplanade Darwin City. 7 Esplanade is an 8-storey mixed use building comprising dwelling-multiple and offices. 13 and 15 Esplanade comprises 2 x 11 storey buildings comprising dwelling-multiple.
- To the south-west is 4 Smith Street Darwin City which comprises the Christ Church Cathedral and associated car parking and landscaped areas, a declared heritage place.
- To the west is the balance of lot 3981 Town of Darwin which comprises Civic Park.
- To the north-west is the existing City of Darwin Civic Centre which comprises offices, council chambers and a library and declared heritage place, the Tree of Knowledge (Galamarra).

Planning history relevant to the site includes:

- DP13/0187 – Variation permit for the purpose of installation of generator to the existing office building (April 2013).
- DV2537 – Business sign (February 1987).
- S 1059 – Subdivision to create 2 lots (March 1985).

## 5. PUBLIC EXHIBITION

The application was placed on public exhibition for a period of two weeks. Twenty public submissions were received under section 49 of the *Planning Act 1999*.

## 6. THIRD PARTY APPEAL RIGHTS

There is no right of appeal by a third party under section 117 of the *Planning Act 1999* in respect of this determination as, pursuant to Part 4 of the *Planning Regulations 2000*, section 14 (3)(d)(ii) states that there is no right of review when any other type of development on land that is not in a residential zone, or for which no zone is specified. It is noted that Section 13, which provides a list of zones that are to be considered residential for the purposes of the planning scheme, does not include reference to Zone CB.

## 7. MATTERS TO BE TAKEN INTO ACCOUNT (SECTION 51 OF THE PLANNING ACT)

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

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

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

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

*In considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*

- a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;
- b) any Overlays and associated requirements in Part 3 that apply to the land;
- c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and
- d) any component of the Strategic Framework relevant to the land as set out in Part 2.

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

### Part 2 – Strategic Framework

#### Central Darwin Area Plan 2019 (CDAP)

The CDAP (provided at **Bookmark I**) presents guidance and policy as themes that apply across the whole of Central Darwin, in addition to designated focus areas to address particular issues at specific locations.

It is noted that the CDAP identifies the site for:

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

- Green Links - Streets and pedestrian places with the potential for amenity and active transport enhancement on the '*Movement and Transport: Potential Enhancements to Pedestrian / Cycleway Network Map*'.

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

## *Social Infrastructure Theme*

The Social Infrastructure Theme seeks to '*identify social infrastructure that meets the needs and aspirations of the community*'. The proposed development responds to the objectives and acceptable responses as follows:

- The provision of an enhanced local level public library.
- The re-purposing of an existing car park to provide new public open space comprising a variety of landscaping, public seating and public bicycle hoops to integrate with existing public open space and to complement the function of the proposed public library and civic centre.
- The provision of a pedestrian thoroughfare along the north-western and south-western boundaries of the site provides access to and integrates with the identified priority pedestrian/cycleway network. Trees are proposed along the southern boundary which will assist in cooling the city and encourage pedestrian use of the thoroughfare.

## *Culture and Heritage Theme*

The Culture and Heritage Theme seeks to '*protect and enhance sites of cultural significance and historic value to enrich community awareness and experience*'.

The site is directly adjacent to the Tree of Knowledge (Galamarrma) and Christ Church Cathedral Heritage Precinct which are both declared heritage places under the *Heritage Act 2011*. In addition, the Heritage WWII Oil Tunnels are located beneath the site, the application confirms that '*the building layout avoids directly overlying the existing oil tunnels, and retains the opportunity for future connectivity to recognise the heritage values*'.

The proposed development is cognisant of its interface with these declared heritage places through its proposed setbacks, materiality, extent of landscaping and the maintenance of view corridors.

Detailed assessment of heritage matters is provided at Section 9(m) of this report.

## *Movement and Transport Theme*

The Movement and Transport Theme seeks to '*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*'. The proposed development responds to the objectives and acceptable responses as follows:

- The provision of pedestrian thoroughfares along the north-western and south-western sides of the building that provide access to and integrate with the identified priority pedestrian/cycleway network and access through the site.
- The proposed extent of landscaping and provision of end of trip facilities and public bicycle hoops provides an enhanced pedestrian and cyclist amenity. It is recommended that a general condition is applied to require drawings be updated to show details of signage identifying pedestrian and / or cyclist networks and end of trip facilities.

## *Essential Infrastructure Theme*

The Essential Infrastructure Theme seeks to 'provide for adequate power, water, sewerage, digital and telecommunications infrastructure'. The proposed development responds to the objectives and acceptable responses as follows:

- The proposed services are incorporated into the building and will be screened from the streetscape via the proposed landscaping. The proposed diesel tank and generator, located in the Harry Chan Avenue setback, will be screened via a 1.8m high aluminium batten screen.
- Comments from service authorities can be accommodated through standard permit conditions.
- In response to encouraging innovation and sustainability, the applicant has advised that ESD measures will be incorporated into the building design. All ESD measures identified are reflected in the sustainability report except for the public open space and landscaping utilising water sensitive urban design principles to assist in mitigating heat island effects. Therefore, it is recommended that a condition precedent requires the sustainability report to be updated to align with all ESD measures outlined. Consideration of implementation of ESD measures is considered further below in this report.
- In addition, it is recommended that a permit note is included on any future permit to ensure consideration is given to Electric Vehicle (EV) parking / charging points in the detailed design phase to support future investment in sustainable transport.

## **Part 3 – Overlays**

### Clause 3.13 GL - Gateway Location Overlay

#### Purpose

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

#### Administration

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

#### Requirements

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

In accordance with sub-clause 4, the proposal has been assessed against Clause 5.9.2.8 Development in Gateway Locations and complies. Refer to the technical assessment at **Bookmark H**.

## Part 4 – Zoning

### Clause 4.10 Zone CB – Central Business

The purpose of Zone CB is to *'promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development'*.

In Zone CB, building form and design is expected to facilitate a vibrant commercial precinct along with the creation of safe, active street frontages and public places, whilst balancing competing demands with reference to the overall mixed use nature of the zone. The proposed development aligns with the broader intent of Zone CB and a review of the applicable clauses relating to buildings in Central Darwin will determine the level of compliance with key requirements to incorporate *'innovative building design, site layout and landscaping'* and *'the creation of an active, safe and legible public realm'*.

## Part 5 – Development Requirements

The proposal has been assessed against the NTPS 2020 at **Bookmark H** and complies with all applicable clauses except Clauses 5.2.4.4 Layout of Car Parking Area, 5.2.5 Loading Bays, 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC, 5.5.15 Design in Commercial and Mixed Use Areas, 5.5.16 Active Street Frontages, 5.9.2.2 Volumetric Control and 5.9.2.13 Design of Car Parking Areas and Vehicle Access.

An assessment of the application's non-compliances with the requirement of the NTPS2020 are considered herein.

### Clause 5.2.4.4 Layout of Car Parking Area

The purpose of the clause is to *'ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose'*.

With reference to sub-clause 6(a), the proposed car parking area has a minimum setback of 308mm from any lot boundary and therefore does not comply with the requirement.

In addition, with reference to sub-clause 8(c), 2 small car parking spaces are proposed that do not comply with the dimensions set out in the diagrams to this clause.

Administratively, sub-clause 3 specifies that *'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'*. In addition, sub-clause 4 specifies that *'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'*.

The proposed variation to the car parking area setback and the provision of 2 small car spaces is appropriate for the following reasons:

- The proposed car parking area is located above ground level and a 3-metre landscaped setback has been provided along the lot boundary to assist with screening and filtering the proposed development when viewed from the streetscape and adjoining properties.

- The proposed car parking area will be constructed of aluminium vertical screening which provides texture and articulation minimising the visual bulk, when viewed from the streetscape and adjoining properties.
- In relation to the 2 small car parking spaces, the application confirms that *'these bays will be marked accordingly, and provide parking for small vehicles maximising the use of space whilst (noting the surplus of car parking) ensuring parking is available for all vehicle types'*. It is recommended that a general condition is applied to require car parking directional signage be installed.

## Clause 5.2.5 Loading Bays

The purpose of the clause is *'to provide for the loading and unloading of vehicles associated with the use of land'*.

Sub-clause 2 specifies that *'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'*.

In accordance with the requirements of sub-clause 2 and 3, the proposed food premises – restaurant, office and place of assembly has a combined net floor area of 14714m<sup>2</sup> which requires 7.3 loading bays rounded up to 8 loading bays. It is noted that the community centre and car park use do not have any loading bay requirements. The proposed development provides 3 loading bays which does not comply with the requirements of sub-clause 3.

Of the proposed loading bays, 2 are designed to comply with the requirements and one does not comply with the width requirements of sub-clause 4.

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

The proposed variation to the minimum number of loading bays to be provided is appropriate given the application is accompanied by a traffic impact assessment which concludes that *'the proposed uses for this site involve moderate-scale commercial and community use precinct, which generate less frequent and less intensive servicing needs than the planning scheme specifies... the scale of the development would result in efficiencies of scale and therefore a reduced requirement for the overall number of loading dock spaces...'* The traffic impact assessment recommends that a service vehicle management plan be implemented to facilitate the operation of the loading area.

In addition, the proposed variation to the width of the external loading bay is appropriate as traffic impact assessment advises that *'smaller vehicles (Vans/Utes etc) would be directed to use the parallel loading dock and use the turning area to undertake a three-point turn'*.

To ensure the on-going functionality of the loading bays, it is recommended that a general condition is applied which requires the development to implement the recommendations of the traffic impact assessment.



## Clause 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC

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

The assessment confirms that the proposed end of trip facilities comply with sub-clauses 3 – 6, however, do not comply with sub-clause 2 because only 51 bicycle parking facilities are provided in accordance with the subclause 3 – 6 design requirements.

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

The proposed variation to the minimum number of bicycle parking spaces is appropriate given the proposed development provides 25 bicycle parking spaces in the form of bicycle hoops along the north-western and south-western sides of the building. The bicycle hoops integrate with the existing public open space and complement the function of the public library and civic centre.

## Clause 5.5.15 Design in Commercial and Mixed Use Areas

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

The assessment confirms that the proposed design complies with sub-clauses 12 – 16 and 18 – 23. To ensure compliance with subclause 13, it is recommended that a condition is applied which requires the commitments of the sustainability report be implemented and maintained.

An assessment against Community Safety and Design Guidelines (CSDG) has been undertaken as part of the technical assessment and the development appropriate surveillance, sightlines, building exterior, openings, lighting, way finding, movement predictors and entrapment locations. It is recommended that a condition is applied which requires a detailed lighting plan and wayfinding signage is incorporated into the design.

The proposed design does not comply with sub-clause 17 specifically because an awning is not provided to the Harry Chan Avenue street frontage.

Administratively, sub-clause 5 specifies that *'the consent authority may consent to a development that is not in accordance with sub-clause 17 if it is satisfied that:*

- a) *the development provides a considered response to the established character of the streetscape; and*
- b) *the development provides an alternative response for shading’.*

The proposed variation to the requirement to provide an awning is appropriate for the following reasons:

- The existing streetscape character of Harry Chan Avenue does not include the provision of awnings, noting that this is an area where most buildings are either fully or partially setback from the boundary abutting the road.
- The proposed development provides landscaping along the Harry Chan Avenue frontage to contribute to the amenity and character of the area and some shading of the existing footpath.
- The proposed upper levels overhang and landscaping along the southern western boundary also provides an alternative response to shading to the proposed pedestrian thoroughfare.

### Clause 5.5.16 Active Street Frontages

The purpose of the clause is to *‘provide a site-responsive interface between commercial buildings and the public domain that:*

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

The assessment confirms that the proposed design does not comply with sub-clause 5 and 6, as there are services proposed along the Harry Chan Avenue frontage and 60% of the Harry Chan Avenue frontage does not comply with the activation requirements.

Administratively, sub-clause 2 specifies that *‘the consent authority may consent to a development that is not in accordance with sub-clauses 5, 6 and 7 if:*

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

The proposed variation to the requirement to provide an awning is appropriate for the following reasons:

- The proposed design promotes physical connectivity with the provision of pedestrian linkages along the north-western and south-western boundaries of the site. Activation to the proposed pedestrian thoroughfare is provided through publicly accessible open space that is attractive, safe and functional for pedestrians and cyclists and high extent of glazing along the north-western and south-western walls of the building.
- Strict adherence with the requirements of this clause would result in an outcome that fails to positively respond to the Civic Park interface and is ultimately unfeasible given servicing authorities would not be able to access the services if proposed to front Civic Park.
- Furthermore, the proposed development provides landscaping along the Harry Chan frontage which contributes to providing an attractive streetscape that encourages pedestrian activity. Noting that the existing streetscape character of Harry Chan

Avenue is varied and there are numerous examples of buildings that if assessed today would not comply with the activation requirements.

## Clause 5.9.2.2 Volumetric Control

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

Sub-clause 5 and 6 requires that development be constructed with a podium up to 25m with 6m setbacks applying to windows to habitable rooms, balconies and verandahs only, and a tower above with a maximum floor area of 1,200m<sup>2</sup> per tower, setback 6m from each boundary with building lengths of not more than 75% of the total length of each adjacent boundary.

Administratively, sub-clause 3 specifies that *'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'.*

The proposed variation to the requirement to the tower footprint and minimum setbacks is appropriate for the following reasons:

- The building is appropriate its location with regard to the CB zoning and to the existing surrounding built form that is of a higher density, ranging from 2 - 11 storeys in height.
- The design addresses bulk and scale through its variable form, setbacks, landscaping and architectural treatments that provides articulation and will create an appropriate level of visual interest and expression of form that will enhance the urban setting.
- The site is setback from all boundaries and will not impact on the development potential of adjoining sites. Furthermore, it is considered that the proposed development will not cause an unacceptable level of amenity impact as:
  - The proposed new building is separated by existing roads to the closest dwellings, which allows a suitable transition to these more sensitive interfaces and will ensure that the use will not prejudice or preclude the ongoing use of nearby land in Zone CB for residential use.
  - The proposed use, particularly the library and civic centre, will directly service local community needs.
  - The proposal will not result in any unreasonable amenity impacts on neighbouring properties.
  - There are extensive opportunities for meaningful landscaping around the perimeter of the site which will make an improved contribution to the streetscape.
  - Sufficient on-site car parking, safe access and appropriately designed accessways are provided.
  - The proposal incorporates sufficient waste storage and collection facilities onsite.

## 5.9.2.11 Car parking spaces in Darwin City Centre

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

Subclause 5 specifies that 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).

The proposed land uses of office, community centre, place of assembly and food premises-restaurant / food premises – café have a statutory rate of 2 for every 100m<sup>2</sup> of net floor area and generates a requirement for 309.38 car parking spaces (rounded up 310 car parking spaces).

The proposed land use of car park requires the minimum number of car parking spaces to be determined by the consent authority.

The proposed development provides 460 car parking spaces (including 10 DDA spaces and 2 small car spaces) and applicant has advised that *'the distribution, ownership and allocation of car parking spaces for the individual use elements will ensure that compliance with the car parking requirements under Clause 5.9.2.11 / 5.9.2.12 are achieved'*.

The applicant has requested that a condition precedent requiring a car parking management plan be applied to the permit, DAS has recommended this be applied to be the permit.

## 5.9.2.12 Reduction in car parking spaces in Darwin City Centre

The assessment establishes that pursuant to clause 5.9.2.11 Car parking spaces in Darwin City Centre, there is a surplus of 150 car parking spaces.

The purpose of clause 5.9.2.12 is to *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).*

The applicant has sought consent to apply the reductions available pursuant to sub-clause 1 and sub-clause 2.

In accordance with sub-clause 1, the development proposes 16 motorcycle spaces and in accordance with sub-clause 1(a) an additional reduction of 5 car parking spaces to those required under clause 5.9.2.11 can be applied. The applicant argues that the inclusion of 24 bicycle spaces above the minimum requirement in Clause 5.3.7 results in a further reduction of 2.4 car parking spaces. DAS does not agree with this interpretation given the 24 additional bicycle spaces are provided in the publicly accessible open space which is not considered a safe location with adequate security or protected from the weather, for the purposes of bicycle parking facilities.

In accordance with sub-clause 2, the development benefits from category 1(a) and 2(c) (as identified in the table to Clause 5.9.2.12), and as such, an additional reduction of 20% can be applied to the number of car parking spaces required under clause 5.9.2.11.

It is noted that the applicant argues that category 2(b) rather than 2(c) can be applied, as the proposed development includes the provision of public car parking within the development exceeding 100 spaces. DAS does not agree with this interpretation given the table's specific reference to 'existing' car parks.

As a result, a reduction of 60.876 car parking spaces can be applied ( $309.38 - 60.876 = 243.504$ ) and rounded up 244 car parking spaces are required. After applying the reduction there is a surplus of 216 car parking spaces.

## Clause 5.9.2.13 Design of Car Parking Areas and Vehicle Access

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

The assessment confirms that the proposed development does not comply with sub-clause 5, as 2 separate crossovers are provided, one for passenger vehicles and one for loading vehicles.

Administratively, 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'.*

The proposed variation to the requirement for consolidated vehicle access is appropriate for the following reasons:

- The applicant argues that *'separate service / loading and car park access is provided to avoid conflict between service vehicles and cars, and the service access and loading areas, including waste collection, are consolidated in a single location in the north-eastern part of the building'.* This response is noted and generally accepted, given the proposed size of the car parking area and the proposed car park land use, it is practical to separate these functions of the building.
- In regards to the amenity, the traffic impact assessment submitted with the application advises that the traffic impacts are considered *'appropriate to the city centre area' and 'within the character of the surrounding road network'.*

**(b) any proposed amendments to such a planning scheme:**

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

There are no proposed amendments to the NTPS 2020 which affect this proposal.

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

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

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

There are no environmental protection objectives relevant to the land.

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

Twenty public submissions were received during the exhibition period under Section 49 of the *Planning Act 1999* with respect to the proposal. The submissions are summarised as follows:

- The proposed development's location in the Civic Square is inappropriate and will alter the existing civic and community purpose.
- The design of the building is excessive in height and does not respond to the existing character of the area and Darwin's tropical identity.
- The design of the building does not provide activation of Harry Chan Avenue frontage.
- The design of the building will overshadow the adjoining properties and reduce access to natural light.
- Adverse amenity impacts.
- Concerns regarding removal of existing vegetation.
- Concerns regarding the impact of the building on cultural significant elements including the tree of knowledge, Christ Church Cathedral, WWII oil tunnels and Chinese settlement history.
- Traffic and car parking impacts.
- Concerns regarding the funding arrangements and any obligations of the City of Darwin car parking contribution.
- Insufficient public consultation and concerns around inadequate exhibition period, given the lodgement before Christmas.
- Concerns regarding the effects of climate change and if the proposed building is designed with this in mind.
- Concerns regarding compliance with the NCC cyclone code.
- Precedent.
- Non-compliance with legislative requirements of the *Planning Act 1999*.
- Conflict of interest between the landowner (City of Darwin) and Darwin DCA members.

See below each submission summarised:

Diana Rickard and Greg Chapman, (**Bookmark E1**) raised the following concerns:

- Compliance with the NCC cyclone code.
- Impact on sunlight available to adjoining buildings and public areas.
- Whether appropriate agreements between the Commonwealth, State and Council have been obtained and the legitimacy of public/private contract.
- Consideration of the City of Darwin's Sister and Friendship City arrangements that encourage the sharing of ideas.
- Consideration of the environmental impact of demolishing the existing civic centre and constructing a new building.

Carolyn Whyte, (**Bookmark E2**) raised the following concerns:

- Removal of existing trees and that the new development will overshadow those being retained which will reduce the amenity of the environs.
- Will be an eyesore and should be sympathetic to the Supreme Court and Legislative Assembly buildings.
- Inappropriate location in the State and Civic Square.

Jan Thomas, (**Bookmark E3**) raised the following concerns:

- Whether a new council building is needed.
- Ratepayers money being spent on a new city council building.
- Main beneficiaries will be the builders.

Greg Flint, (**Bookmark E4**) raised the following concerns:

- Excessive height.
- Health benefits of shorter buildings.

Anu Daniel, (**Bookmark E5**) raised the following concerns:

- Inappropriate location in the civic square area, there are more appropriate locations on the Darwin city limits for this type of development.

Janice Hills, (**Bookmark E6**) raised the following concerns:

- Ugly design that will dominate the adjoining space which includes accommodation and business buildings, church, and community public space.
- Construction Impact on the tree of knowledge and shadowing impacts on existing trees.

Jeremy Howley, (**Bookmark E7**) raised the following concerns:

- Inappropriate location in the civic square area, there are more appropriate locations on the Darwin city limits for this type of development.

Alicia Gregg, (**Bookmark E8**) raised the following concerns:

- Height, bulk and density will dominate the streetscape and inconsistent with the human-scale, community-oriented ethos envisioned for this locality.
- Overshadowing impacts and reduction of natural light and privacy for adjoining properties.
- Light impacts of reflective façade and increased activity will lead to noise and light pollution.
- Concerns regarding security risks of food premises, especially those that serve alcohol, and introducing competition to existing food premises in proximity.
- Adverse traffic and car parking impacts.
- Removal of established trees and vegetation.
- Impacts on culturally significant elements, including Galamarrma (Tree of Knowledge) and World War II oil storage tunnels.
- Unclear what is planned for the current council building location.

Gill Abraham, (**Bookmark E9**) raised the following concerns:

- Exhibition of application just prior Christmas, for only 2 weeks, does not provide enough time to examine the complex document and comment on this proposal.
- Disproportionate amount of building will be City of Darwin responsibility.
- Car parking provided in the basement (rather than at the podium) would allow Harbour views at these levels and drop the overall building height.

Laurie Palfy, (**Bookmark E10**) raised the following concerns:

- Less space for Council office and services and no community function areas.
- Inappropriate building for an area of quiet, calm reflective and community purposes and does not fit in with the existing character.
- The Civic Park provides amenity to the area and the building will alter this amenity.
- Adverse traffic impacts.

Alistair Wyvill, (**Bookmark E11**) raised the following concerns:

- Development is not in sympathy with and supportive of the amenity of the State Square.
- Building is of a poor design and quality and does not provide activation to the Harry Chan Avenue frontage.
- Noise and other nuisance impacts to 26 Harry Chan Avenue.
- Adverse traffic impacts.
- Commercial development in Darwin should be on the large number of empty blocks in town to the north west of Bennett Street and not in this area.
- Lack of public consultation or competitive design process.

Nicholas Hanigan, (**Bookmark E12**) raised the following concerns:

- The proposed development alters the character of the Civic Park, as a shared community asset, and the park may come to be overshadowed by the use of a few select buildings.
- Multi-zone (MZ) should not automatically convert to Central Business (CB)
- The proposed subdivision introduces uncertainty about the Civic Park's future and risks fragmenting the City's public space.
- The relationship between the Parking Levy and this specific development is unclear, particularly regarding if Darwin City Council's has increased opportunity directly or indirectly through application of these funds.

Margaret West, (**Bookmark E13**) raised the following concerns:

- Exhibition of application just prior Christmas, for only 2 weeks, will not get the exposure or community input required.
- 21 storeys is too high and inappropriate to the surrounding area and Darwin's unique tropical character.
- Amenity impacts.
- Contradicts the 2021 proposed Darwin Civic and State Square Masterplan.
- High office / commercial vacancy rates.
- The buildings contribution or lack thereof to reducing global warming.
- Legality of Council undertaking partnership with its extra floorspace, essentially turning a public asset into a commercial enterprise.

Heather Ferguson, (**Bookmark E14**) raised the following concerns:

- Exhibition of application just prior Christmas and lack of public consultation.
- Building design is out of character and dominating in a historic / civic precinct.
- Overshadowing of the adjoining Cathedral.
- Impacts on tree of knowledge.



Graham Kirby, (**Bookmark E15**) raised the following concerns:

- Lack of public consultation.
- Lack of clarity around the internal layout of the proposed development and how this may impact on the functions of the Council.
- Juxtaposition between the proposed car park land use and the City of Darwin's '15 minute city' concept.

Neville Jones, (**Bookmark E16**) raised the following concerns:

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

Allan C. Garraway, (**Bookmark E17**) raised the following concerns:

- The standard of the proposed building is not high enough to maintain / uphold the integrity of the Civic and State Square Precinct.
- City of Darwin have a fiduciary obligation to the community to provide the additional number of car parks that past shortfall contributions have accumulated in its "Car Parking Shortfall Fund/Reserve." By withdrawing/allocating funds from the City of Darwin's "Car Parking Shortfall Reserve Fund" to pay for the building (including its car parking) the community does not gain the additional 225 car parks required (generated) for this proposed development.
- Lack of vertical landscaping.
- Lack of activation to Harry Chan Avenue frontage.
- Lack of awning provided to front Harry Chan Avenue frontage.
- Conflict of interest between landowner (City of Darwin) and Darwin DCA members.
- This project/application and its funding will impact and compete with the private sector. Council assets (land) and funding (from Car parking reserves) will be deployed as part of this development application.

Margaret Clinch, (**Bookmark E18**) raised the following concerns:

- 21 storey narrow tower building has no old Darwin character.
- The tower clashes with important buildings like Parliament House, the Courts, Administrators Office and the Cathedral.
- Impacts on the tree of knowledge.
- A café is unnecessary.
- The building is more commercial in nature rather than a public civic centre.

Australian Institute of Architects, (**Bookmark E19**) raised the following concerns:

- The design does not address Clause 5.5.2 – General Building and Site Design for the following reasons:
  - Scale and intensity of development is not in keeping with the existing character of the civic locality.
  - The significance of the Civic and State Square and how the proposal responds to this interface.
  - The proposed building does not reflect the exciting, engaging and inclusive tropical place and lifestyle of Darwin.

- Sets a precedence for future developments on the subdivided site.
- The proposed sub-division is inappropriate as it paves the way to overdevelop the existing council building site and Civic Park, which would in turn build-out the historic Brown's Mart and Christ Church Cathedral area.
- Adverse traffic impacts.
- Lack of activation to Harry Chan frontage.

Geoff and Kerry Nourse, (**Bookmark E20**) raised the following concerns:

- Non – compliance with legislative requirements of the *Planning Act 1999* including:
  - S 46(3)(aa)(iii)
  - S 46(3)(aa)(iv)
  - S 46(3)(a)
  - S 46(3)(c)
  - S 46(3)(d)
  - S 46(3)(d)
  - S 46(3)(e)
  - S 46(3)(g)
  - S 46(3)(h)
  - S 46(3)(j)
- The proposed development will be used predominantly for private office use, rather than a civic / community focused building.
- The proposed development is 'off-theme' for the area, given the heights of the surrounding buildings, and queries if the 'Education and Civic Precinct Focus Area' of the CDAP 2019 is a more appropriate location.
- CDAP 2019 requires that there be some form of necessity for the development.
- Insufficient public consultation and concerns around lodgement before Christmas.
- Concerns regarding the funding arrangements and any obligations of the City of Darwin to ratepayers.
- Conflict of interest between applicant (City of Darwin) and Darwin DCA members.
- Destruction of cultural heritage and amenity.

**DAS response:** The submitter's concerns are noted and where relevant and appropriate have been addressed through recommended conditions.

### Civic Park location:

The site adjoins Civic Park and is identified in the CDAP for Civic and Community Purpose. The site currently contains a car park and therefore the proposed development will not reduce the provision of existing public open space. The proposal is considered to have a sound strategic basis and will deliver the following social infrastructure in line with the existing and future needs of the community (as identified in the CDAP):

- An enhanced local level public library (place of assembly) and civic centre (community centre).
- Publicly accessible open space comprising landscaping, seating and bicycle hoops to complement the function of the public library and civic centre and to integrate with the existing Civic Park.
- Pedestrian thoroughfare along the north-western and south-western boundaries of the site provide access to and integrate with the identified priority pedestrian/cycleway network.

## Height and bulk:

### Tropical Character:

The building adds a significant increase to the height of existing development, from whichever direction it is viewed. The proposal is respectful of the emerging character of the area that is identified for higher-density development by virtue of its CB zoning. To maintain the status quo and retain the same intensity of development that has existed in the past would not allow urban consolidation objectives to be met nor deliver on the CB purpose and requirements.

In this instance, the design response reflects consideration of the site's opportunities and constraints, as well as the context and characteristics of the area surrounding the site and local area. The variable form, setbacks, landscaping and architectural treatments remain in-keeping with the CB zoning and the presentation of the building, along with contribution of significant areas of publicly accessible open space, will create an appropriate level of visual interest and expression of form that will enhance the urban setting.

### Activation:

As assessed above, the proposed development requires a variation to Clause 5.5.16 Active Street Frontages. It is considered that the proposed design promotes physical connectivity with the provision of pedestrian linkages along the north-western and south-western boundaries of the site. Activation to the proposed pedestrian thoroughfare is provided through publicly accessible open space that is attractive, safe and functional for pedestrians and cyclists and high extent of glazing along the north-western and south-western walls of the building.

### Overshadowing impacts:

Overshadowing is not a relevant consideration in assessing an application under the provisions of the *Planning Act 1999* or the NTPS 2020.

### Amenity impacts:

Amenity is defined by the NTPS2020 as '*in relation to a locality or building, means any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable*'.

The proposed development will change the immediate area, both through the built form and the increased land use activity on the site. The key issue is whether the change implies an unreasonable detriment to existing amenity.

It is considered that the proposed development will not cause an unacceptable level of amenity impact noting:

- The proposal is separated by Harry Chan Avenue to the closest dwellings, which allows a suitable transition to these more sensitive interfaces and will ensure that the use will not prejudice or preclude the ongoing use of nearby land in Zone CB for residential use.
- The proposed use will directly service local community needs, particularly through the provision of a library and civic centre.
- The proposal will not result in any unreasonable amenity impacts on neighbouring properties.
- There are extensive opportunities for meaningful landscaping around the perimeter of the site which will make an improved contribution to the streetscape.

- Sufficient on-site car parking, safe access and appropriately designed accessways are provided.
- The proposal incorporates sufficient waste storage and collection facilities onsite.

## Vegetation removal:

All existing vegetation, except for one tree, are proposed to be removed, noting that the site is in Zone CB and there are no specific vegetation protection requirements applicable to the site.

A landscape plan has been submitted as part of the application which proposes to plant a variety of trees, shrubs and ground covers, around the perimeter of the site. It is recommended that a condition is applied which requires the ongoing maintenance of any landscaping.

## Heritage:

The proposed development is sufficiently separated from nearby declared heritage places.

Detailed assessment of heritage matters is provided at Section 9(m) of this report.

## Traffic and car parking impacts:

The proposed development provides 460 car parking spaces (including 10 DDA spaces and 2 small car spaces) and applicant has advised that *'the distribution, ownership and allocation of car parking spaces for the individual use elements will ensure that compliance with the car parking requirements under Clause 5.9.2.11 / 5.9.2.12 are achieved'*.

The applicant has requested a condition precedent requiring a car parking management plan be applied to the permit and it is recommended this be applied to be the permit.

Existing parking problems and traffic congestion in the area cannot be addressed through the current application, nor should the burden of relieving these existing problems be imposed on the developer of the site.

The property is well located in the Darwin CBD where alternative modes of access to the site exist including buses, walking or cycling. End of trip facilities have been provided on-site and a pedestrian thoroughfare, providing opportunity for alternative modes of transport to be used.

## Funding arrangements:

The funding arrangements of the proposed development, including where or not there are any contributions from a City of Darwin car parking contribution fund, are not relevant considerations in assessing an application under the provisions of the *Planning Act 1999* or the *NTPS 2020*.

## Public consultation and exhibition period timeframes:

This application was listed for the last exhibition period of 2024, between 6 December and 20 December. It is noted that neither the *Planning Act 1999* or the *Planning Regulations 2000* mention any restrictions or considerations that should be taken into account when determining what dates to cease and commence the exhibition of development applications. However, DAS chose to not exhibit applications between 20 December 2024 and 9 January 2025, to account for the end of year period.

## Climate change:

There are no specific requirements in relation to addressing climate change as part of the *Planning Act 1999* or the NTPS 2020.

The applicant has advised that ESD measures will be incorporated into the building design and has provided a sustainability report to address building efficiency which includes the following commitments:

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

It is recommended that a condition precedent be applied requiring the sustainability report to be updated to align with all ESD measures outlined and a general condition is applied to require the on-going maintenance of these ESD measures.

## NCC cyclone code:

Compliance with the National Construction Code is not controlled or overseen via the planning process and regulations. It is a matter addressed at the building permit stage.

## Precedent:

Future development permit applications on this site or neighbouring and nearby land will be assessed against relevant planning policy and site conditions, based on their own merits at the time of assessment. The possibility of setting an undesirable precedent cannot be substantiated and is not a relevant planning consideration.

## Non - compliance with legislative requirements of the *Planning Act 1999*:

In relation to Section 46(3)(aa)(iii) and 46(3)(aa)(iv), the beneficiaries of the application have been identified as Shane Dignan Director of DCOH Land.

In relation to Section 46(3)(a), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment demonstrating how the proposed development will comply with any planning scheme that applies to the land.

In relation to Section 46(3)(c), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides a statement confirming that referral to the NTEPA is not required.

In relation to Section 46(3)(d), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment demonstrating the merits of the proposed development.

In relation to Section 46(3)(e), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides a description of the physical characteristics of the land and a detailed assessment demonstrating the land's suitability for the purposes of the proposed development and the effect of development on that land and other land.

In relation to Section 46(3)(g), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides a statement specifying the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and whether public utilities or infrastructure are to be provided by the developer or land is to be provided by the developer for the provision of public utilities or infrastructure.

In relation to Section 46(3)(h), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment of the potential impact on the existing and future amenity of the area in which the land is situated.

In relation to Section 46(3)(j), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment of the benefit or detriment to the public interest of the development;

Section 7 of this report provides a detailed assessment of the information provided (in accordance with Section 46 of the *Planning Act 1999*) against the requirements of Section 51 of the *Planning Act 1999*.

#### Conflict of interest between the landowner (City of Darwin) and Darwin DCA members

The DCA is established under Section 82 of the *Planning Act 1999* and all members are obligated to act in accordance with the requirements of the *Planning Act 1999*.

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

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

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

The application submits the following merits of the proposed development:

*The proposed development will be a positive public / private building at the northern and eastern extents of the State Square and Civic Precincts within the Darwin CBD.*

*The new building will improve Council function to the general community, and increase the provision of public car parking to existing and future visitors and residents of the CBD. The development site enables construction of the new building prior to the demolition of the existing Civic Centre, ensuring continuity for the City of Darwin to service the community, and once completed and occupied enables future development of the Civic Plaza area.*

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

The overall height and scale of the development is largely consistent with that anticipated in the Darwin CBD with respect to the capability of the land and the effect on surrounding properties. Additionally, the Environment Division of the Department of Lands, Planning and Environment did not identify or raise any issues of concern in relation to land capability.

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

The proposed development includes 830m<sup>2</sup> of public open space, in the form of a pedestrian thoroughfare, that will integrate with the existing Civic Park and provide access to and integrate with the identified priority pedestrian/cycleway network.

In addition, the proposal includes 529m<sup>2</sup> of publicly accessible area in the proposed library. The site is also proximate to a full range of services and facilities in the broader Darwin CBD.

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

The proposal was circulated to the following authorities for comment:

## **Local Authority:**

### **City of Darwin - Bookmark F1**

City of Darwin acknowledges its role as both the landowner and the applicant for the proposed development. City of Darwin advises that if the application is approved, City of Darwin will ensure compliance with Council's standard policies and obligations under the *Planning Act 1999* and the *Local Government Act 2019*.

It is recommended that standard conditions in relation to traffic impact assessment, waste management, stormwater management and impacts on City of Darwin assets / road reserves (i.e crossovers, verge planting, dilapidation report) be applied to the permit. These conditions will ensure consideration of these matters, regardless of the owner of the land, as development permits run with the land itself not the owner of the land.

## **Service Authority:**

### **Power and Water (Power Networks Network Engineering)- Bookmark F2**

Power and Water (Power) raised standard comments. It is recommended that standard notes and conditions be applied to address all requirements.

### **Power and Water Corporation (Water)**

The application was circulated to Power and Water Corporation (Water) and no response has been received. It is recommended that standard conditions in relation to servicing requirements be applied to the permit.

### **Aboriginal Areas Protection Authority - Bookmark F3**

AAPA raised the following comments for consideration:

- The need for an Authority Certificate to be a lodged by the applicant .

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

## **Darwin International Airport – Bookmark F4**

Darwin International Airport raised the following comments for consideration:

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

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

## **Department of Defence – Bookmark F5**

The Department of Defence raised the following comments for consideration:

- In accordance with the Defence Aviation Area (DAA) mapping for the RAAF Base Darwin, the subject site is in an area where structures higher than 90 metres above ground level (AGL) require approval from Defence. While it is acknowledged that the information provided to Defence does not indicate that the proposed development will exceed 45 metres AGL, should any cranes, vegetation or structures (including ancillary structures such as plant equipment and aerials) associated with the proposed development exceed 90 metres AGL, then details must be provided to Defence for assessment and approval under the DAA.
- Organic waste and/or storage of commercial bins associated with proposed development might also be attractive to vermin and/or birds and will potentially increase the risk of bird strike operating from RAAF Base Darwin. Defence therefore requests that appropriate advice to the applicant be included in any approval which addresses the management of organic waste (such as maximum storage onsite and the use of covered/enclosed bins).

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

## **Department of Department of Lands, Planning and Environment (Environment Division) – Bookmark F6 and F6a**

The Heritage Branch raised the following comments for consideration:

- The Tree of Knowledge (Galamarrma) and Christ Church Cathedral Heritage Precinct are declared heritage places under the Heritage Act 2011 and are directly adjacent to the proposed development area.
- Planning for the archaeological potential of the site not only shows a commitment to safeguarding the community's heritage, but also assists a project of this scale to be prepared to respond to any discovery of cultural heritage material during the works. The expectation is the project adopts a fit for purpose 'Heritage and Unexpected Archaeological Finds Management Plan'. This should be in place prior to any ground disturbance and imbedded in the project's delivery of the City of Darwin civic centre and offices.
- It is important to recognise and balance the diversity of the site and its historical setting through form, purpose and interpretation, particularly that of the Chinese presence and history in Darwin, the link from Travellers Walk to the Tree of Knowledge and the WWII oil tunnels.



The Heritage Branch provided a supplementary response, at **Bookmark Fa**, which further emphasised their recommendation that a condition precedent to address unexpected finds and outlines a mitigation strategy be applied.

In response to the above advice, it is recommended that a condition precedent is applied to the permit to require a Heritage and Unexpected Archaeological Finds Management Plan be prepared to identify high risk areas, establish an effective monitoring protocol, an induction for workers and an unexpected finds response strategy. Furthermore, it is recommended that a condition precedent and general condition are applied to the permit to require heritage interpretation signage, particularly in relation to Chinese presence and history in Darwin, the link from Travellers Walk to the Tree of Knowledge and the WWII oil tunnels.

Environmental Operations raised the following comments for consideration:

- The information provided regarding the proposal does not appear to trigger licensing requirements of an Environment Protection Approval under the Waste Management and Pollution Control Act 1998 (WMPC Act).
- There are statutory obligations under the WMPC Act that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the WMPC Act, including the General Environmental Duty under section 12 of the WMPC Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the WMPC Act.

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

### **Department of Logistics and Infrastructure (Transport and Civil Services Division) – Bookmark F7**

TCSD advised no objection in principle to the development as the development is not adjoining a Northern Territory Government (NTG) controlled road.

Survey land records, Land Development Unit, Crown Land Estate, Department of Health, NT Fire and Rescue Service, Telstra and NBNCo were circulated the application and no comments from these service authorities have been received

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

The impact on amenity should be considered in context of the site and its surrounds, with the development being consistent with the broader intent of Zone CB (Central Business) and applicable clauses, including the overall height and scale of the building. The building is of a high architectural quality and presents positively to its interface with Civic Park through the provision of activated interfaces and the pedestrian thoroughfare.

The site is currently a car park associated with the existing Civic Centre and comprises 95 car parking spaces. As part of the application, the City of Darwin advises that '*demolition of the existing civic centre will commence shortly following our City of Darwin civic centre team disembarking from the existing civic centre to the new civic centre building*'. Therefore, during the construction period of the proposed mixed-use development (including the new Civic Centre) there will be no car parking spaces available on site for the existing Civic Centre.

There are no records of the existing Civic Centre approval, which therefore benefits from a deemed permit (a permit taken to be issued pursuant to section 45 of the *Planning Act 1999*). As such, there is no information available regarding historic car parking shortfalls or surpluses.

Furthermore, the application confirms that '*City of Darwin advises during construction of the new civic centre building current users of the civic centre car park will have access to the following car parks which are all in close vicinity to the existing Civic Centre:*

- *West Lane Carpark*
- *Dragonfly Carpark*
- *State Square Carpark*
- *Kitchener Drive Multi-level Carpark (@ waterfront)*
- *Open air carpark near the cruise ship terminal at the Waterfront*
- *Nichols Place*
- *McMinn Carpark'*

Given the proximity of various public car parks and alternative modes of transport including bicycle paths and the bus interchange, the interim car parking arrangements are considered unlikely to have an adverse impact on the amenity of the area.

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

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

An assessment against community safety through environmental design has been undertaken as part of the technical assessment and generally the design employs principles of crime prevention through environmental design, including through activation to the priority pedestrian / cycleway network through commercial tenancies and glazing, with no areas of entrapment identified. The application however includes limited activation to the Harry Chan Avenue frontage and this is separately identified as a non-compliance.

Access for persons with disabilities is expected to be reviewed as part of building requirements.

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

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

Not applicable to this application.

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

Not applicable to this application.

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

The adjoining heritage places have heritage significance to the community, as raised in public submissions.

Detailed assessment of heritage matters is provided at section 9(m) of this report.

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

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

- Aquaculture, environment, cultural, rural stock and domestic.

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

**(t) other matters it thinks fit**

Two late public submissions objecting to the application were received after the public exhibition period (refer to **Bookmark G**). Please see below for a summary of each submission:

Andrew Liveris, **Bookmark G1**, raised the following concerns:

- The proposed development fails to respect or reinforce the scale of the built form of the adjacent State Square Precinct, nor reflect the "Territory's unique geology, landscape and climate", despite a reference to use of porcelanite coloured cladding at the lower levels.
- The scale of the proposal that is out of context with all other built form within the existing Civic precinct and that of the State Square precinct. The existing precinct, bounded by Harry Chan and the Southern end of the Esplanade, have limited development to 3/4 storeys and respected the landscape of the end of the peninsular. This proposal does not, dominant and overpowering with great height and massive bulk (This is not demonstrated in the distorted misleading "perspective" image included in the proposal). This is a monster building.
- Arrangements between the Council and its private joint venture partner need to be scrutinised, made fully open and transparent as there is grave doubt that terms of the development agreement do not provide for the best outcome to all Darwin ratepayers.

Peter and Sheila Forrest, **Bookmark G2**, raised the following concerns:

- The Tree of Knowledge and existing Civic Centre buildings represent important historic themes and any development should be respectful of this and ensure no damage or diminution.
- The proposed development is a gross over-development and low scale development lends a valuable quality of pedestrian friendliness to a non-commercial precinct that has a character that is of special value to Darwin.
- Concur with the submission from the Australian Institute of Architects and in complete agreement with Paragraphs A – G under the heading Clause 5.5.3 in the Institute's submission.

Key issues raised in the late submissions relate to scale and design of built form, heritage and respect of Darwin's character. A response to these issues is addressed at section 7(e) of this report.

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

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

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

***(a) the NT EPA has determined that an environmental impact assessment is not required under that Act for that proposal; or***

***(b) if the NT EPA has determined that an environmental impact assessment is required – an environmental approval has been granted under that Act for the proposal and the decision is consistent with that approval; or***

***(c) the Environment Protection Act 2019 otherwise permits the making of the decision.***

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

## **8. RECOMMENDATION**

That, the Development Consent Authority reduce the car parking requirements pursuant to clause 5.9.2.12 Reduction in car parking spaces in Darwin City Centre and vary the requirements of clauses 5.2.4.4 Layout of Car Parking Area, 5.2.5 Loading Bays, 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC, 5.5.15 Design in Commercial and Mixed Use Areas, 5.5.16 Active Street Frontages, 5.9.2.2 Volumetric Control and 5.9.2.13 Design of Car Parking Areas and Vehicle Access, of the Northern Territory Planning Scheme, and pursuant to section 53(a) of the *Planning Act 1999*, consent to the application to develop Lot 03981Town of Darwin, 17 Harry Chan Avenue, Darwin for the purpose of Mixed use development comprising offices, a community centre, a place of assembly, a food premises and a car park in a 21 storey building including 4.5 levels of above ground level car parking, subject to the following conditions:

### **CONDITIONS PRECEDENT**

1. Prior to the endorsement of plans and prior to commencement of works (including site preparation), 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 must be generally in accordance with *the plans submitted with the application* but modified to show:
  - a. Location of heritage interpretation signage reflecting the heritage of the site, particularly in relation to Chinese presence and history in Darwin, link from Travellers Walk to the Tree of Knowledge and the WWII oil tunnels.
  - b. Location of wayfinding signage in relation to pedestrian, cyclist and vehicle access.
  - c. A lighting design plan showing details of all external lighting to ensure that accessways are adequately illuminated.
2. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), a schematic plan demonstrating the on-site collection of stormwater and its discharge into the City of Darwin stormwater drainage system shall be submitted to and

approved by the City of Darwin, to the satisfaction of the consent authority. The plan shall include details of site levels and Council's stormwater drain connection point/s. The plan shall also indicate how stormwater will be collected on the site and connected underground to Council's system.

3. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), in principle approval is required for the crossover and driveway to the site from the City of Darwin road reserve, to the satisfaction of the consent authority.
4. Prior to the commencement of works (including site preparation), a Heritage and Unexpected Archaeological Finds Management Plan shall be submitted to and approved by the Heritage Branch of the Department of Lands, Planning and Environment, to the satisfaction of the consent authority.
5. Prior to the commencement of works (including site preparation), a dilapidation report covering infrastructure within the road reserve is to be prepared to the requirements of City of Darwin, to the satisfaction of the consent authority.
6. Prior to the commencement of works (including site preparation), a waste management plan addressing the City of Darwin's Waste Management Guidelines must be prepared, to the requirements of the City of Darwin, to the satisfaction of the consent authority.
7. Prior to the commencement of works (including site preparation), an Environmental and Construction Management Plan (ECMP) is to be prepared to the requirements of the City of Darwin, to the satisfaction of the consent authority. The ECMP is to address how construction will be managed on the site, and is to include details of waste management, traffic control and haulage routes, stormwater drainage and the use of City of Darwin land during construction. The ECMP should include details of the location of the crane and any holding areas.
8. Prior to the commencement of works (including site preparation), a car parking management plan (CMP) must be submitted to and approved by the consent authority. When approved, the plan will be endorsed and will form part of the permit. The plan must include car parking allocated and sign posted/marked, with 244 car parking spaces available for the use of the office, place of assembly, community centre and retail premises – restaurant/café.
9. Prior to the commencement of works (including site preparation), an amended sustainability report, to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the report will be endorsed and will form part of the permit. The amended sustainability report is to reflect the sustainability initiative to utilise water sensitive urban design principles in the public open space and landscaping.

## **GENERAL CONDITIONS**

10. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
11. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage, electricity and telecommunication networks to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.  

Please refer to notations 1, 2 and 3 for further information.
12. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost to City of Darwin, to the satisfaction of the consent authority.
13. 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.

14. All existing and proposed easements and sites for existing and required utility services must be vested in the relevant authority for which the easement or site is to be created.
15. Before the use or occupation of the development starts, the area(s) 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 parking spaces, access lanes and driveways must be kept available for these purposes at all times.

16. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street, in accordance with the requirements of City of Darwin, to the satisfaction of the consent authority.
17. "No entry/no exit" signs and arrows directing the internal traffic movement on site shall be provided at completion of building to the requirements and satisfaction of the consent authority.
18. All works recommended by the traffic impact assessment endorsed as forming part of this permit are to be completed to the requirements of the City of Darwin, to the satisfaction of the consent authority.
19. Before the use/occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
20. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.
21. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of City of Darwin, to the satisfaction of the consent authority.
22. The owner shall:
  - a) remove disused vehicle and/ or pedestrian crossovers;
  - b) provide footpaths/ cycleways;
  - c) collect stormwater and discharge it to the drainage network; and
  - d) undertake reinstatement works;

all to the technical requirements of and at no cost to the City of Darwin, to the satisfaction of the consent authority.

23. Storage for waste disposal bins is to be provided to the requirements of City of Darwin, to the satisfaction of the consent authority.

24. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.
25. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.
26. All substation, fire booster and water meter arrangements are to be appropriately screened to soften the visual impact of such infrastructure on the streetscape, to ensure that the infrastructure is sympathetic to and blends in with the design of the building. Details will need to be resolved to the satisfaction of the consent authority in consultation with the Power and Water Corporation, and NT Fire and Emergency Services.
27. Before the use or occupation of the development, heritage interpretation signage is to be installed, to the satisfaction of the Heritage Branch of the Department of Lands, Planning and Environment, to the satisfaction of the consent authority.
28. The sustainability initiatives, as detailed in the endorsed sustainability report, must be implemented and maintained at all times, to the satisfaction of the consent authority.

## Notes

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section ([waterdevelopment@powerwater.com.au](mailto:waterdevelopment@powerwater.com.au)) and Power Network Engineering Section ([powerdevelopment@powerwater.com.au](mailto:powerdevelopment@powerwater.com.au)) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
2. All developers, including owner-builders, are required to comply with Commonwealth telecommunications requirements. Under Commonwealth law, developers are generally required to provide fibre-ready pit and pipe in their developments at their expense. Developers may be able to access an exemption from these arrangements in some circumstances. For more information visit [www.infrastructure.gov.au/tind](http://www.infrastructure.gov.au/tind)
3. If you choose nbn to service your development, you will need to enter into a development agreement with nbn. The first step is to register the development via <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments.html> once registered nbn will be in contact to discuss the specific requirements for the development. Nbn requires you to apply at least 3 months before any civil works commence. All telecommunications infrastructure should be built to nbn guidelines found at <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments/builders-designers.html>
4. The Aboriginal Areas Protection Authority recommends that the permit holder obtain an Authority Certificate to indemnify against prosecution under the *Northern Territory Aboriginal Sacred Sites Act 1989*. For advice on how to obtain a certificate please contact the Aboriginal Areas Protection Authority.
5. Darwin International Airport advises that separate requests for assessment and approval must be submitted to Darwin International Airport and the Department of Defence NT for any cranes used during construction that will infringe on either the Obstacle Limitation Surfaces (OLS) or Procedures for Air Navigation Services – Operations (PANS-OPS) surfaces for Darwin Airport.
6. The applicant is advised that the provision of lighting at the site is required to be consistent with the CASA Manual of Standards (MOS-139) Aerodromes to minimise the potential for conflict with aircraft operations. The design of lighting is a developer responsibility and if it

is later found that lights or glare endangers the safety of aircraft operations, the Department of Defence NT or the Civil Aviation Safety Authority may require the lighting to be extinguished or suitably modified.

7. The City of Darwin advises that all street trees shall be protected at all times during construction. Any tree on a footpath, which is damaged or removed during construction, shall be replaced, to the satisfaction of the General Manager, Infrastructure of the City of Darwin. A Tree Protection Zone (TPZ) shall be constructed for all existing trees to be retained within the development, in accordance with Australian Standards – AS 4970-2009 “Protection of Trees on Development Sites”. Copies of AS 4970-2009 “Protection of Trees on Development Sites” can be obtained from the Australian Standards website.
8. A “Permit to Work Within a Road Reserve” may be required from City of Darwin before commencement of any work within the road reserve.
9. There are statutory obligations under the *Waste Management and Pollution Control Act 1998* (the Act), that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority website at <http://ntepa.ntg.gov.au/waste-pollution/guidelines/guidelines>.
10. The permit holder is advised that it is an offence to disturb or destroy prescribed archaeological places without consent under the *Heritage Act 2011*. Should any heritage or archaeological material be discovered during the clearing operation, cease operation and please phone Heritage Branch of the Department of Lands, Planning and Environment.
11. Part of the subject lot is a declared heritage place, and no work is to be carried out within the declared heritage place without following appropriate processes under the terms of the *Heritage Act 2011*.
12. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the Northern Territory *Building Act 1993* before commencing any demolition or construction works.
13. Any proposed works which fall within the scope of the *Construction Industry Long Service Leave and Benefits Act 2005* must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email ([info@ntbuild.com.au](mailto:info@ntbuild.com.au)) or by phone on 08 8936 4070 to determine if the proposed works are subject to the Act.
14. The Department of Infrastructure, Planning and Logistics released a discussion paper on electric vehicles in 2019 and new developments in Central Darwin should consider incorporation of this infrastructure in the design phase to support future investment in sustainable transport, including parking/charging points.

## 9. REASONS FOR THE RECOMMENDATION

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

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



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

*In considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*

- a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;*
- b) any Overlays and associated requirements in Part 3 that apply to the land;*
- c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and*
- d) any component of the Strategic Framework relevant to the land as set out in Part 2.*

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

## **Part 2 – Strategic Framework**

### Central Darwin Area Plan 2019 (CDAP)

The CDAP presents guidance and policy as themes that apply across the whole of Central Darwin in addition to designated focus areas to address particular issues at specific locations.

It is noted that the CDAP identifies the site for:

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

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

### *Social Infrastructure Theme*

The Social Infrastructure Theme seeks to ‘*identify social infrastructure that meets the needs and aspirations of the community*’. The proposed development responds to the objectives and acceptable responses as follows:

- The provision of an enhanced local level public library.
- The re-purposing of an existing car park to provide new public open space comprising a variety of landscaping, public seating and public bicycle hoops to integrate with existing public open space and to complement the function of the proposed public library and civic centre.

- The provision of a pedestrian thoroughfare along the north-western and south-western boundaries of the site provides access to and integrates with the identified priority pedestrian/cycleway network. Trees are proposed along the southern boundary which will assist in cooling the city and encourage pedestrian use of the thoroughfare.

### *Culture and Heritage Theme*

The Culture and Heritage Theme seeks to *'protect and enhance sites of cultural significance and historic value to enrich community awareness and experience'*.

The site is directly adjacent to the Tree of Knowledge (Galamarrma) and Christ Church Cathedral Heritage Precinct which are both declared heritage places under the Heritage Act 2011. In addition, the Heritage WWII Oil Tunnels are located beneath the site, the application confirms that *'the building layout avoids directly overlying the existing oil tunnels, and retains the opportunity for future connectivity to recognise the heritage values'*.

The proposed development is cognisant of its interface with these declared heritage places through its proposed setbacks, materiality, extent of landscaping and the maintenance of view corridors.

Detailed assessment of heritage matters is outlined at reason 9 below.

### *Movement and Transport Theme*

The Movement and Transport Theme seeks to *'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'*. The proposed development responds to the objectives and acceptable responses as follows:

- The provision of pedestrian thoroughfares along the north-western and south-western sides of the building that provide access to and integrate with the identified priority pedestrian/cycleway network and access through the site.
- The proposed extent of landscaping and provision of end of trip facilities and public bicycle hoops provides an enhanced pedestrian and cyclist amenity. It is recommended that a general condition is applied to require drawings be updated to show details of signage identifying pedestrian and / or cyclist networks and end of trip facilities.

### *Essential Infrastructure Theme*

The Essential Infrastructure Theme seeks to *'provide for adequate power, water, sewerage, digital and telecommunications infrastructure'*. The proposed development responds to the objectives and acceptable responses as follows:

- The proposed services are incorporated into the building and will be screened from the streetscape via the proposed landscaping. The proposed diesel tank and generator, located in the Harry Chan Avenue setback, will be screened via a 1.8m high aluminium batten screen.
- Comments from service authorities can be accommodated through standard permit conditions.
- In response to encouraging innovation and sustainability, the applicant has advised that ESD measures will be incorporated into the building design. All ESD measures identified are reflected in the sustainability report except for the public open space

and landscaping utilising water sensitive urban design principles to assist in mitigating heat island effects. Therefore, it is recommended that a condition precedent requires the sustainability report to be updated to align with all ESD measures outlined. Consideration of implementation of ESD measures is considered further below in this report.

- In addition, it is recommended that a note is included on the permit to ensure consideration is given to Electric Vehicle (EV) parking / charging points in the detailed design phase to support future investment in sustainable transport.

## **Part 3 – Overlays**

### Clause 3.13 GL - Gateway Location Overlay

#### Purpose

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

#### Administration

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

#### Requirements

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

In accordance with sub-clause 4, the proposal has been assessed against Clause 5.9.2.8 Development in Gateway Locations and complies.

## **Part 4 – Zoning**

### Clause 4.10 Zone CB – Central Business

*The purpose of Zone CB is to 'promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development'.*

In Zone CB, building form and design is expected to facilitate a vibrant commercial precinct along and the creation of safe, active street frontages and public places, whilst balancing competing demands with reference to the overall mixed use nature of the zone. The proposed development aligns with the broader intent of Zone CB and a review of the applicable clauses relating to buildings in Central Darwin will determine the level of compliance in incorporating '*innovative building design, site layout and landscaping*' and '*the creation of an active, safe and legible public realm*'.

2. Pursuant to Clause 1.10 (Exercise of Discretion by the Consent Authority), subclause 5 of the NT Planning Scheme 2020, the consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:
  - (a) The purpose and administration clauses of the requirement; and
  - (b) The considerations listed under Clause 1.10(3) or 1.10(4).

The NT Planning Scheme 2020 applies to the land and offices, a community centre, a place of assembly, food premises – café /restaurant and a car park require consent under Clause 1.8 (When development consent is required). It is identified as Impact Assessable under Clause 1.8(1)(c)(v), therefore Part 2: Strategic Framework (Central Darwin Area Plan 2019), Part 3: Overlay (Clause 3.13 Gateway Locations), Part 4: Zone Purpose and Outcomes of Clause 4.10 – Zone CB (Central Business) and Part 5: Development Requirements, including Clauses 5.2.1 General Height Control, 5.2.4.4 Layout of Car Parking Area, 5.2.5 Loading Bays, 5.2.6.2 Landscaping in Zone CB, 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC, 5.5.1 Interchangeable Use and Development, 5.5.3 General building and site design, 5.5.4 Expansion of Existing Use or Development in Zones CB C SC and TC, 5.5.11 Food Premises, 5.5.15 Design in Commercial and Mixed Use Areas, 5.5.16 Active Street Frontages, 5.8.4 Exhibition Centre, Place of Assessment and Place of Worship and 5.9.2 Darwin City Centre, need to be considered.

These Clauses have been considered and it is found that the proposal complies with the relevant requirements of the Planning Scheme except for Clauses 5.2.4.4 Layout of Car Parking Area, 5.2.5 Loading Bays, 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC, 5.5.15 Design in Commercial and Mixed Use Areas, 5.5.16 Active Street Frontages, 5.9.2.2 Volumetric Control and 5.9.2.13 Design of Car Parking Areas and Vehicle Access.

#### Clause 5.2.4.4 Layout of Car Parking Area

The purpose of the clause is to *'ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose'*.

With reference to sub-clause 6(a), the proposed car parking area has a minimum setback of 308mm from any lot boundary and therefore does not comply with the requirement.

In addition, with reference to sub-clause 8(c), 2 small car parking spaces are proposed that do not comply with the dimensions set out in the diagrams to this clause.

Administratively, sub-clause 3 specifies that *'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'*. In addition, sub-clause 4 specifies that *'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'*.

The proposed variation to the car parking area setback and the provision of 2 small car spaces is appropriate for the following reasons:

- The proposed car parking area is located above ground level and a 3-metre landscaped setback has been provided along the lot boundary to assist with screening and filtering the proposed development when viewed from the streetscape and adjoining properties.

- The proposed car parking area will be constructed of aluminium vertical screening which provides texture and articulation minimising the visual bulk, when viewed from the streetscape and adjoining properties.
- In relation to the 2 small car parking spaces, the application confirms that *'these bays will be marked accordingly, and provide parking for small vehicles maximising the use of space whilst (noting the surplus of car parking) ensuring parking is available for all vehicle types'*. It is recommended that a general condition is applied to require car parking directional signage be installed.

## Clause 5.2.5 Loading Bays

The purpose of the clause is *'to provide for the loading and unloading of vehicles associated with the use of land'*.

Sub-clause 2 specifies that *'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'*.

In accordance with the requirements of sub-clause 2 and 3, the proposed food premises – restaurant, office and place of assembly has a combined net floor area of 14714m<sup>2</sup> which requires 7.3 loading bays rounded up to 8 loading bays. It is noted that the community centre and car park use do not have any loading bay requirements. The proposed development provides 3 loading bays which does not comply with the requirements of sub-clause 3.

Of the proposed loading bays, 2 are designed to comply with the requirements and one does not comply with the width requirements of sub-clause 4.

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

The proposed variation to the minimum number of loading bays to be provided is appropriate given the application is accompanied by a traffic impact assessment which concludes that *'the proposed uses for this site involve moderate-scale commercial and community use precinct, which generate less frequent and less intensive servicing needs than the planning scheme specifies... the scale of the development would result in efficiencies of scale and therefore a reduced requirement for the overall number of loading dock spaces...'* The traffic impact assessment recommends that a service vehicle management plan be implemented to facilitate the operation of the loading area.

In addition, the proposed variation to the width of the external loading bay is appropriate as traffic impact assessment advises that *'smaller vehicles (Vans/Utes etc) would be directed to use the parallel loading dock and use the turning area to undertake a three-point turn'*.

To ensure the on-going functionality of the loading bays, a general condition is applied which requires the development to implement the recommendations of the traffic impact assessment.

## Clause 5.3.7 End of Trip Facilities in Zones HR CB C SC and TC

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

The assessment confirms that the proposed end of trip facilities comply with sub-clauses 3 – 6 and does not comply with sub-clause 2 specifically because only 51 bicycle parking facilities are provided in accordance with the subclause 3 – 6 design requirements.

Administratively, sub-clause 1 specifies that *'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;*
  - i. *access to the alternative end of trip facilities is safe and convenient for users;*
  - ii. *the alternative end of trip facilities are sheltered and secure; and*
  - iii. *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.'*

The proposed variation to the minimum number of bicycle parking spaces is appropriate given the proposed development provides 25 bicycle parking spaces in the form of bicycle hoops along the north-western and south-western sides of the building. The bicycle hoops integrate with the existing public open space and complement the function of the public library and civic centre

## Clause 5.5.15 Design in Commercial and Mixed Use Areas

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

The assessment confirms that the proposed design complies with sub-clauses 12 – 16 and 18 – 23. To ensure compliance with subclause 13, a condition is applied which requires the commitments of the sustainability report be implemented and maintained.

An assessment against Community Safety and Design Guidelines (CSDG) has been undertaken as part of the technical assessment and the development appropriate surveillance, sightlines, building exterior, openings, lighting, way finding, movement predictors and entrapment locations. A condition precedent is applied which requires a detailed lighting plan and wayfinding signage is incorporated into the design.

The proposed design does not comply with sub-clause 17 specifically because an awning is not provided to the Harry Chan Avenue street frontage.

Administratively, sub-clause 5 specifies that *'the consent authority may consent to a development that is not in accordance with sub-clause 17 if it is satisfied that:*

- a) the development provides a considered response to the established character of the streetscape; and*
- b) the development provides an alternative response for shading'.*

The proposed variation to the requirement to provide an awning is appropriate for the following reasons:

- The existing streetscape character of Harry Chan Avenue does not include the provision of awnings, noting that this is an area where most buildings are either fully or partially setback from the boundary abutting the road.
- The proposed development provides landscaping along the Harry Chan Avenue frontage to contribute to the amenity and character of the area and some shading of the existing footpath.
- The proposed upper levels overhang and landscaping along the southern western boundary also provides an alternative response to shading to the proposed pedestrian thoroughfare.

#### Clause 5.5.16 Active Street Frontages

The purpose of the clause is to *'provide a site-responsive interface between commercial buildings and the public domain that:*

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

The assessment confirms that the proposed design does not comply with sub-clause 5 and 6, as there are services proposed along the Harry Chan Avenue frontage and 60% of the Harry Chan Avenue frontage does not comply with the activation requirements.

Administratively, sub-clause 2 specifies that *'the consent authority may consent to a development that is not in accordance with sub-clauses 5, 6 and 7 if:*

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

The proposed variation to the requirement to provide an awning is appropriate for the following reasons:

- The proposed design promotes physical connectivity with the provision of pedestrian linkages along the north-western and south-western boundaries of the site. Activation to the proposed pedestrian thoroughfare is provided through publicly accessible open space that is attractive, safe and functional for pedestrians and cyclists and high extent of glazing along the north-western and south-western walls of the building.
- Strict adherence with the requirements of this clause would result in an outcome that fails to positively respond to the Civic Park interface and is ultimately unfeasible given servicing authorities would not be able to access the services if proposed to front Civic Park.

- Furthermore, the proposed development provides landscaping along the Harry Chan frontage which contributes to providing an attractive streetscape that encourages pedestrian activity. Noting that the existing streetscape character of Harry Chan Avenue is varied and there are numerous examples of buildings that if assessed today would not comply with the activation requirements.

## Clause 5.9.2.2 Volumetric Control

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

Sub-clause 5 and 6 requires that development be constructed with a podium up to 25m with 6m setbacks applying to windows to habitable rooms, balconies and verandahs only, and a tower above with a maximum floor area of 1,200m<sup>2</sup> per tower, setback 6m from each boundary with building lengths of not more than 75% of the total length of each adjacent boundary.

Administratively, sub-clause 3 specifies that *'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'.*

The proposed variation to the requirement to the tower footprint and minimum setbacks is appropriate for the following reasons:

- The building is appropriate its location with regard to the CB zoning and to the existing surrounding built form that is of a higher density, ranging from 2 – 11 storeys in height.
- The design addresses bulk and scale through its variable form, setbacks, landscaping and architectural treatments that provides articulation and will create an appropriate level of visual interest and expression of form that will enhance the urban setting.
- The site is setback from all boundaries and will not impact on the development potential of adjoining sites. Furthermore, it is considered that the proposed development will not cause an unacceptable level of amenity impact as:
  - The proposed new building is separated by existing roads to the closest dwellings, which allows a suitable transition to these more sensitive interfaces and will ensure that the use will not prejudice or preclude the ongoing use of nearby land in Zone CB for residential use.
  - The proposed use, particularly the library and civic centre, will directly service local community needs.
  - The proposal will not result in any unreasonable amenity impacts on neighbouring properties.
  - There are extensive opportunities for meaningful landscaping around the perimeter of the site which will make an improved contribution to the streetscape.



- Sufficient on-site car parking, safe access and appropriately designed accessways are provided.
- The proposal incorporates sufficient waste storage and collection facilities onsite.

## Clause 5.9.2.13 Design of Car Parking Areas and Vehicle Access

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

The assessment confirms that the proposed development does not comply with sub-clause 5, as 2 separate crossovers are provided, one for passenger vehicles and one for loading vehicles.

Administratively, 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'.*

The proposed variation to the requirement for consolidated vehicle access is appropriate for the following reasons:

- The applicant argues that *'separate service / loading and car park access is provided to avoid conflict between service vehicles and cars, and the service access and loading areas, including waste collection, are consolidated in a single location in the north-eastern part of the building'.* This response is noted and generally accepted, given the proposed size of the car parking area and the proposed car park land use, it is practical to separate these functions of the building.
- In regards to the amenity, the traffic impact assessment submitted with the application advises that the traffic impacts are considered *'appropriate to the city centre area'* and *'within the character of the surrounding road network'.*

Specific matters requiring assessment are outlined below:

### 5.9.2.11 Car parking spaces in Darwin City Centre

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

Subclause 5 specifies that 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).

The proposed land uses of office, community centre, place of assembly and food premises-café/restaurant have a statutory rate of 2 for every 100m<sup>2</sup> of net floor area and generates a requirement for 309.38 car parking spaces (rounded up 310 car parking spaces).

The proposed land use of car park requires the minimum number of car parking spaces to be determined by the consent authority.

The proposed development provides 460 car parking spaces (including 10 DDA spaces and 2 small car spaces) and applicant has advised that *'the distribution, ownership and allocation*

*of car parking spaces for the individual use elements will ensure that compliance with the car parking requirements under Clause 5.9.2.11 / 5.9.2.12 are achieved'.*

A condition precedent requiring a car parking management plan is applied to the permit to ensure the minimum number of car parking spaces required under NTPS 2020 are provided to the proposed development.

### 5.9.2.12 Reduction in car parking spaces in Darwin City Centre

The assessment establishes that pursuant to clause 5.9.2.11 Car parking spaces in Darwin City Centre, there is a surplus of 150 car parking spaces.

The purpose of clause 5.9.2.12 is to *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).*

The applicant has sought consent to apply the reductions available pursuant to sub-clause 1 and sub-clause 2.

In accordance with sub-clause 1, the development proposes 16 motorcycle spaces and in accordance with sub-clause 1(a) an additional reduction of 5 car parking spaces to those required under clause 5.9.2.11 can be applied. The applicant argues that the inclusion of 24 bicycle spaces above the minimum requirement in Clause 5.3.7 results in a further reduction of 2.4 car parking spaces. This interpretation is not supported, given the 24 additional bicycle spaces are provided in the publicly accessible open space which is not considered a safe location with adequate security or protected from the weather, for the purposes of bicycle parking facilities.

In accordance with sub-clause 2, the development benefits from category 1(a) and 2(c) (as identified in the table to Clause 5.9.2.12) and an additional reduction of 20% can be applied to those required under clause 5.9.2.11.

It is noted that the applicant argues that category 2(b) rather than 2(c) can be applied, as the proposed development includes the provision of public car parking within the development exceeding 100 spaces. This interpretation is not supported given the table's specific reference to 'existing' car parks.

As a result, a reduction of 60.876 car parking spaces can be applied ( $309.38 - 60.876 = 243.504$ ) and rounded up 244 car parking spaces are required. After applying the reduction there is a surplus of 216 car parking spaces.

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

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

#### Civic Square location:

The site adjoins Civic Park and is identified in the CDAP for Civic and Community Purpose. The site currently contains a car park and therefore the proposed development will not reduce the provision of existing public open space. The proposal is considered to have a

sound strategic basis and will deliver the following social infrastructure in line with the existing and future needs of the community (as identified in the CDAP):

- An enhanced local level public library (place of assembly) and civic centre (community centre).
- Publicly accessible open space comprising landscaping, seating and bicycle hoops to complement the function of the public library and civic centre and to integrate with the existing Civic Park.
- Pedestrian thoroughfare along the north-western and south-western boundaries of the site provide access to and integrate with the identified priority pedestrian/cycleway network.

## Height and bulk:

## Tropical Character:

The building adds a significant increase to the height of existing development, from whichever direction it is viewed. The proposal is respectful of the emerging character of the area that is identified for higher-density development by virtue of its CB zoning. To maintain the status quo and retain the same intensity of development that has existed in the past would not allow urban consolidation objectives to be met nor deliver on the Zone CB purpose and requirements.

In this instance, the design response reflects consideration of the site's opportunities and constraints, as well as the context and characteristics of the area surrounding the site and local area. The variable form, setbacks, landscaping and architectural treatments remain in-keeping with the CB zoning and the presentation of the building, along with contribution of significant areas of publicly accessible open space, will create an appropriate level of visual interest and expression of form that will enhance the urban setting.

## Activation:

As considered in reason 2 above, the proposed development requires a variation to Clause 5.5.16 Active Street Frontages. It is considered that the proposed design promotes physical connectivity with the provision of pedestrian linkages along the north-western and south-western boundaries of the site. Activation to the proposed pedestrian thoroughfare is provided through publicly accessible open space that is attractive, safe and functional for pedestrians and cyclists and high extent of glazing along the north-western and south-western walls of the building.

## Overshadowing impacts:

Overshadowing is not a relevant consideration in assessing an application under the provisions of the *Planning Act 1999* or the NTPS 2020.

## Amenity impacts:

Amenity is defined by the NTPS2020 as '*in relation to a locality or building, means any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable*'.

The proposed development will change the immediate area, both through the built form and the increased land use activity on the site. The key issue is whether the change implies a real detriment to existing amenity.

DAS considers that the proposed development will not cause an unacceptable level of amenity impact noting:

- The proposal is separated by Harry Chan Avenue to the closest dwellings, which allows a suitable transition to these more sensitive interfaces and will ensure that the use will not prejudice or preclude the ongoing use of nearby land in Zone CB for residential use.
- The proposed use will directly service local community needs, particularly through the provision of a library and civic centre.
- The proposal will not result in any unreasonable amenity impacts on neighbouring properties.
- There are extensive opportunities for meaningful landscaping around the perimeter of the site which will make an improved contribution to the streetscape.
- Sufficient on-site car parking, safe access and appropriately designed accessways are provided.
- The proposal incorporates sufficient waste storage and collection facilities onsite.

### Vegetation removal:

All existing vegetation, except for one tree, are proposed to be removed, noting that the site is in Zone CB and there are no specific vegetation protection requirements applicable to the site.

A landscape plan has been submitted as part of the application which proposes to plant a variety of trees, shrubs and ground covers, around the perimeter of the site. A condition is applied which requires the ongoing maintenance of any landscaping.

### Heritage:

The proposed development is sufficiently separated from nearby declared Heritage Places.

Detailed consideration of heritage matters are provided at reason 9.

### Traffic and car parking impacts:

The proposed development provides 460 car parking spaces (including 10 DDA spaces and 2 small car spaces) and applicant has advised that *'the distribution, ownership and allocation of car parking spaces for the individual use elements will ensure that compliance with the car parking requirements under Clause 5.9.2.11 / 5.9.2.12 are achieved'*.

A condition precedent requiring a car parking management plan is applied to the permit to ensure the minimum number of car parking spaces required under NTPS 2020 are provided to the proposed development.

Existing parking problems and traffic congestion in the area cannot be addressed through the current application, nor should the burden of relieving these existing problems be imposed on the developer of the site.

The property is well located within the Darwin CBD where alternative modes of access to the site exist including buses, walking or cycling. End of trip facilities have been provided on site and provide opportunity for alternative modes of transport to be used.

## Funding arrangements:

The funding arrangements of the proposed development are not a relevant consideration in assessing an application under the provisions of the *Planning Act 1999* or the NTPS 2020.

## Public consultation and exhibition period timeframes:

This application was listed for the last exhibition period of 2024, between 6 December and 20 December. It is noted that neither the *Planning Act 1999* or the *Planning Regulations 2000* mention any restrictions or considerations that should be taken into account when determining what dates to cease and commence the exhibition of development applications. However, DAS chose to not exhibit applications between 20 December 2024 and 9 January 2025, to account for the end of year period.

## Climate change:

There are no specific requirements in relation to addressing climate change as part of the *Planning Act 1999* or the NTPS 2020.

The applicant has advised that ESD measures will be incorporated into the building design and has provided a sustainability report to address building efficiency and includes the following commitments:

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

A condition precedent has been applied to the permit requiring the sustainability report to be updated to align with all ESD measures outlined and a general condition is applied to require the on-going maintenance of these ESD measures.

## NCC cyclone code:

Compliance with the National Construction Code is not controlled or overseen via the planning process and regulations. It is a matter addressed at the building permit stage.

## Precedent:

Future development permit applications on this site or neighbouring and nearby land will be assessed against relevant planning policy and site conditions, based on their own merits at the time of assessment. The possibility of setting an undesirable precedent cannot be substantiated and is not a relevant planning consideration.

## Non - compliance with legislative requirements of the *Planning Act 1999*:

In relation to Section 46(3)(aa)(iii) and 46(3)(aa)(iv), the beneficiaries of the application have been identified as Shane Dignan Director of DCOH Land.

In relation to Section 46(3)(a), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment demonstrating how the proposed development will comply with any planning scheme that applies to the land.

In relation to Section 46(3)(c), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides a statement confirming that referral to the NTEPA is not required.

In relation to Section 46(3)(d), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment demonstrating the merits of the proposed development.

In relation to Section 46(3)(e), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides a description of the physical characteristics of the land and a detailed assessment demonstrating the land's suitability for the purposes of the proposed development and the effect of development on that land and other land.

In relation to Section 46(3)(g), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides a statement specifying the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and whether public utilities or infrastructure are to be provided by the developer or land is to be provided by the developer for the provision of public utilities or infrastructure.

In relation to Section 46(3)(h), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment of the potential impact on the existing and future amenity of the area in which the land is situated.

In relation to Section 46(3)(j), the application was accompanied by a statement of effect (at **Bookmark C1**) which provides an assessment of the benefit or detriment to the public interest of the development.

Detailed consideration of the application documentation provided in accordance with Section 46 of the *Planning Act 1999* has undertaken as outlined at reason 1 above.

### Conflict of interest between the landowner (City of Darwin) and Darwin DCA members

The DCA is established under Section 82 of the *Planning Act 1999* and all members are obligated to act in accordance with the requirements of the *Planning Act 1999*.

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

The overall height and scale of the development is largely consistent with that anticipated in the Darwin CBD with respect to the capability of the land and the effect on surrounding properties. Additionally, the Environment Division of the Department of Lands, Planning and Environment did not identify or raise any issues of concern in relation to land capability.

7. Pursuant to section 51(1)(k) of the *Planning Act 1999*, the consent authority must take into consideration the public facilities or public open space available in the area in which the

land is situated and the requirement, if any, for the facilities, or land suitable for public recreation, to be provided by the developer.

The proposed development includes 830m<sup>2</sup> of public open space, in the form of a pedestrian thoroughfare, that will integrate with the existing Civic Park and provide access to and integrate with the identified priority pedestrian/cycleway network.

In addition, the proposal includes 529m<sup>2</sup> of publicly accessible area in the proposed library. The site is also proximate to a full range of services and facilities in the broader Darwin CBD.

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

The impact on amenity should be considered in context of the site and its surrounds, with the development being consistent with the broader intent of Zone CB (Central Business) and applicable clauses, including the overall height and scale of the building. The building is of a high architectural quality and presents positively to its interface with Civic Park through the provision of activated interfaces and the pedestrian thoroughfare.

The site is currently a car park associated with the existing Civic Centre and comprises 95 car parking spaces. As part of the application, the City of Darwin advises that '*demolition of the existing civic centre will commence shortly following our City of Darwin civic centre team disembarking from the existing civic centre to the new civic centre building*'. Therefore, during the construction period of the proposed mixed-use development (including the new Civic Centre) there will be no car parking spaces available on site for the existing Civic Centre.

There are no records of the existing Civic Centre approval, which therefore benefits from a deemed permit (a permit taken to be issued pursuant to section 45 of the planning act). As such, there is no information regarding historic car parking shortfalls or surpluses.

Furthermore, the application confirms that '*City of Darwin advises during construction of the new civic centre building current users of the civic centre car park will have access to the following car parks which are all in close vicinity to the existing Civic Centre*:'

- *West Lane Carpark*
- *Dragonfly Carpark*
- *State Square Carpark*
- *Kitchener Drive Multi-level Carpark (@ waterfront)*
- *Open air carpark near the cruise ship terminal at the Waterfront*
- *Nichols Place*
- *McMinn Carpark'*

Given the proximity of various public car parks and alternative modes of transport including bicycle paths and the bus interchange, the interim car parking arrangements are considered unlikely to have an adverse impact on the amenity of the area.

9. Pursuant to section 51(1)(r) of the *Planning Act 1999*, the consent authority must take into consideration any potential impact on natural, social, cultural or heritage values, including, for example, the heritage significance of a heritage place or object under the Heritage Act 2011.

The site is directly adjacent to the Tree of Knowledge (Galamarrma) and Christ Church Cathedral Heritage Precinct which are both declared heritage places under the Heritage Act 2011. In addition, the Heritage WWII Oil Tunnels are located beneath the site, the

application confirms that *'the building layout avoids directly overlying the existing oil tunnels, and retains the opportunity for future connectivity to recognise the heritage values'*.

The proposed development is cognisant of its interface with these declared heritage places through its proposed setbacks, materiality, extent of landscaping and the maintenance of view corridors.

The application was circulated to the Heritage Branch of the Department of Lands, Planning and Environment who advise that:

- The Tree of Knowledge (Galamarrma) and Christ Church Cathedral Heritage Precinct are declared heritage places under the Heritage Act 2011 and are directly adjacent to the proposed development area.
- Planning for the archaeological potential of the site not only shows a commitment to safeguarding the community's heritage, but also assists a project of this scale to be prepared to respond to any discovery of cultural heritage material during the works. The expectation is the project adopts a fit for purpose 'Heritage and Unexpected Archaeological Finds Management Plan'. This should be in place prior to any ground disturbance and imbedded in the project's delivery of the City of Darwin civic centre and offices.
- It is important to recognise and balance the diversity of the site and its historical setting through form, purpose and interpretation, particularly that of the Chinese presence and history in Darwin, the link from Travellers Walk to the Tree of Knowledge and the WWII oil tunnels.

The Heritage Branch further emphasised their recommendation that a development permit includes a condition precedent to address unexpected finds and outlines a mitigation strategy.

As a result of this advice, a condition precedent is applied to the permit to require a Heritage and Unexpected Archaeological Finds Management Plan be prepared to identify high risk areas, establish an effective monitoring protocol, an induction for workers and an unexpected finds response strategy. Furthermore, a condition precedent and general condition are applied to the permit to require heritage interpretation signage, particularly in relation to Chinese presence and history in Darwin, the link from Travellers Walk to the Tree of Knowledge and the WWII oil tunnels.

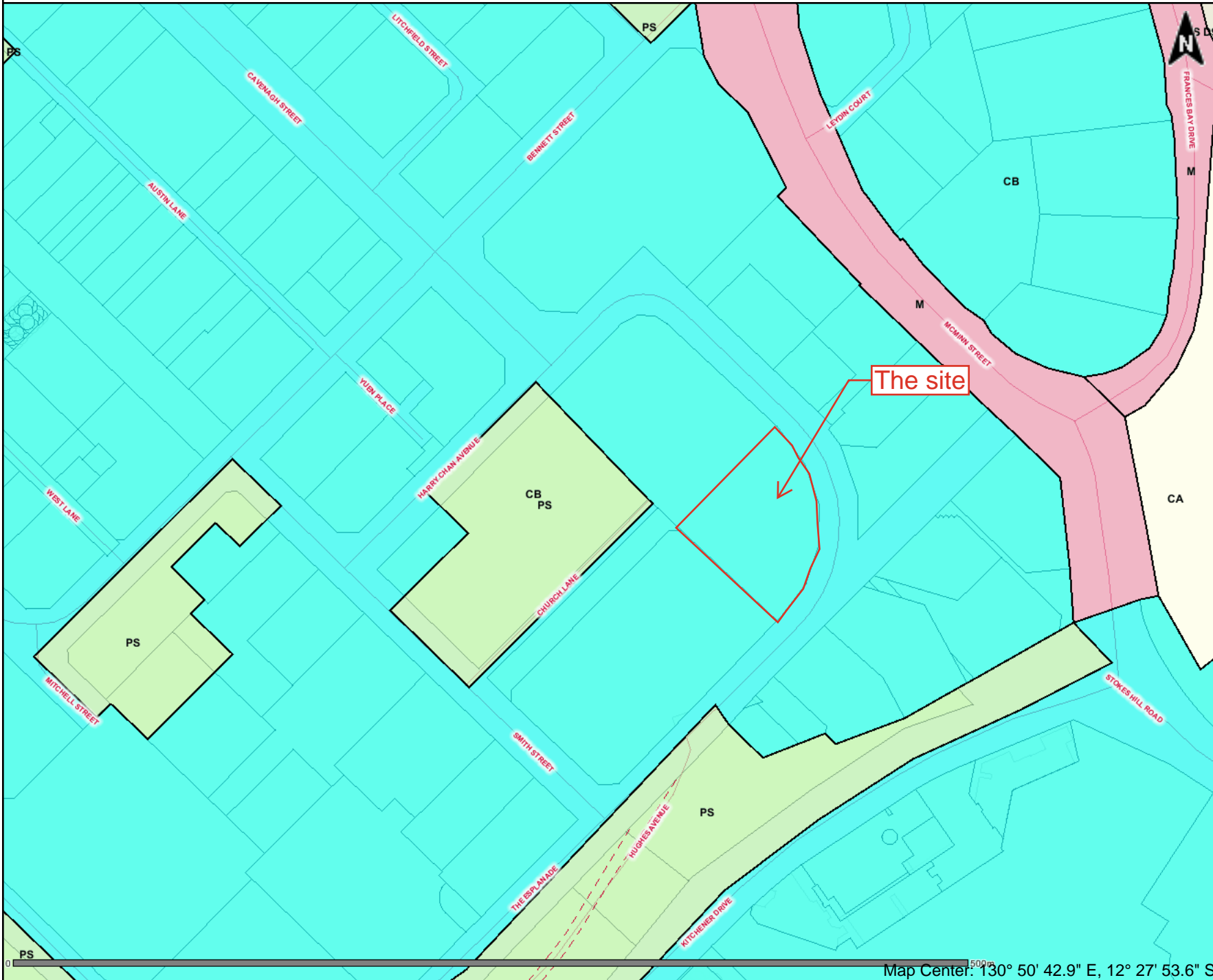
The adjoining heritage places have heritage significance to the community, as raised in public submissions.



**AUTHORISED:**

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**SENIOR PLANNER – DARWIN  
DEVELOPMENT ASSESSMENT SERVICES**



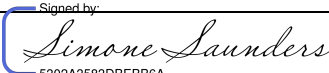


- General Lines**
- General Lines
- Town Planning Zones**
- A - Agriculture
  - CV - Caravan Park
  - CB - Central Business
  - C - Commercial
  - CL - Community Living
  - CP - Community Purpose
  - CN - Conservation
  - DV - Development
  - RR - Rural Residential
  - GI - General Industry
  - HT - Heritage
  - HR - High Density Residential
  - H - Horticulture
  - LI - Light Industry
  - M - Main Road
  - MR - Medium Density Residential
  - LMR - Low-Medium Density Residential
  - CA - No Planning Scheme Controls
  - OR - Organised Recreation
  - PM - Proposed Main Road
  - PS - Public Open Space
  - RW - Railway
  - RD - Restricted Development
  - R - Rural
  - RL - Rural Living
  - SC - Service Commercial
  - LR - Low Density Residential
  - S - Specific Use
  - TC - Tourist Commercial
  - U - Utilities
  - WM - Water Management
  - FD - Future Development
  - RJ - Residential Jabiru
  - PSJ - Public Open Space Jabiru
  - ORJ - Organised Recreation Jabiru
  - CJ - Commercial Jabiru
  - SCJ - Service Commercial Jabiru
  - TCJ - Tourist Commercial Jabiru
  - CPJ - Community Purpose Jabiru
  - FDJ - Future Development Jabiru
  - IJ - Industrial Jabiru
  - MJ - Main Road Jabiru
  - UJ - Utilities Jabiru
- Created by NHVIH**
- Bottom Left: 130° 50' 32", -12° 28' 00"  
 Top Right: 130° 50' 53", -12° 27' 47"  
 Approximate Scale: 1:2,700  
 Datum: GDA 1994
- Data for information purposes only  
 - accuracy not guaranteed  
 N.T. Land Information System  
 Copyright Northern Territory of Australia
- Road Labels**
- Road Centrelines
  - Highway
  - Other Road
- Cadastre**
- Cadastre

# Land owner/s authorisation to lodge a development application under the Planning Act 1999

**\*\*signatures from ALL landowners registered on the land title must be provided\*\***

<b>The owners and/or persons duly authorised as signatory on behalf of the landowner**, hereby authorise:</b>		
NAME OF CONSULTANT OR ACTING AGENT ON BEHALF OF LANDOWNER (please print)	Brad Cunnington, Cunnington Rosse Town Planning and Consulting	
Contact number:	Ph:	Mob: 0427 796 140
<b>to lodge a development application under the <i>Planning Act 1999</i> over the property described as:</b>		
LOT/ NT PORTION:	Lot 03981	
LOCATION/TOWN	Town of Darwin	
STREET ADDRESS:	17 Harry Chan Avenue, Darwin City	
PROPOSED DEVELOPMENT:	Offices, Community Centre and Car Park in multi-level building	

OWNER'S SIGNATURE:	 <small>Signed by: 5302A3583DBEBB6A</small>	
FULL NAME: (please print)	Simone Saunders	
TITLE: (ie. company director/secretary)	CEO	
COMPANY NAME:	City of Darwin	
Contact number:	Ph: 08 8930 0506	Mob:
DATE:	19/11/2024	

OWNER'S SIGNATURE:		
FULL NAME: (please print)		
TITLE: (ie. company director/secretary)		
COMPANY NAME:	City of Darwin	
Contact number:	Ph:	Mob:
DATE:		



**CUNNINGTON ROSSE**  
Town Planning & Consulting

# Statement of Effect

**CITY OF DARWIN CIVIC CENTRE AND OFFICES**

LOT 3981 TOWN OF DARWIN (17 HARRY CHAN AVENUE, DARWIN CITY)

28 November 2024

## Contact

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## Document Control

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## **ATTACHMENTS**

- Attachment A:** Architectural Design Package
- Attachment B:** Landscape Design Package
- Attachment C:** Engineering Services Report
- Attachment D:** Preliminary Civil Design Plan
- Attachment E:** Traffic Impact Statement
- Attachment F:** COD Advice – Demolition
- Attachment G:** COD Advice – Construction Car Parking
- Attachment H:** Title Documents

## 1.0 Introduction and Background

Cunnington Rosse Town Planning and Consulting have been engaged by DCOH to prepare and lodge an application for Development Permit for the purpose of an integrated development comprising *offices, community centre, place of assembly, car park* and *food premises* in a 21-storey building with four above-ground levels of car parking. The development comprises a mixed public – private development with the ground and lower levels to be occupied by the City of Darwin, and the office levels from level 10 up comprising private office tenancies. The City of Darwin portion of the building will accommodate Council’s new Civic Centre, replacing the functionality currently provided in the existing civic centre on the subject land, and including a new public library, Council chambers and administration offices. Car parking includes a public car parking component owned and operated by the City of Darwin.

In late 2023 the City of Darwin sought Expressions of Interest from prospective partners to deliver the redevelopment of the Civic Centre, including opportunities for private development and further investment in the Darwin Central Business District. EOI documents identified that the existing Civic Centre on lot 3981 Town of Darwin had served the community well for over 50 years, with redevelopment of the Civic Centre required to meet community needs for the next 50 years. EOIs were sought on redevelopment proposals, with majority ownership of the Civic Centre and other specific City of Darwin requirements to be retained by Council. Following the EOI process, DCOH was selected to progress to the second stage of evaluation and, following further submissions to and assessment by the City of Darwin, were selected as Councils development partner in the project.

The subject land is lot 3981 Town of Darwin, located at 17 Harry Chan Avenue, Darwin City. Lot 3981 is a large site extending from Smith Street at its southern and western extents, Harry Chan Avenue to the north-west (adjacent the Darwin Bus Interchange) and north-eastern boundaries, and wrapping around to the Esplanade to the east. The site encapsulates the existing Civic Centre, Galamarrma / Tree of Knowledge, Civic Park and the existing ground level Council / public car park. The subject site is located in Zone CB (Central Business) per the *Northern Territory Planning Scheme 2020* within which the use and/or development of land for the identified uses is *Merit Assessable (Impact Assessable)* by virtue of Overlay **Clause 3.13**. Accordingly, a development permit is required pursuant to **Section 44(a)** of the *Northern Territory Planning Act 1999* (the Act). This report details the nature of the subject land and locality, existing use and development within the subject land, the proposed development, considers the proposal against the relevant provisions of the Planning Scheme, and the relevant components of **Section 46(3)** of the Act.

## 2.0 Site and Locality

The subject land is identified and described in **Table 1** and **Figures 1** and **2** below.

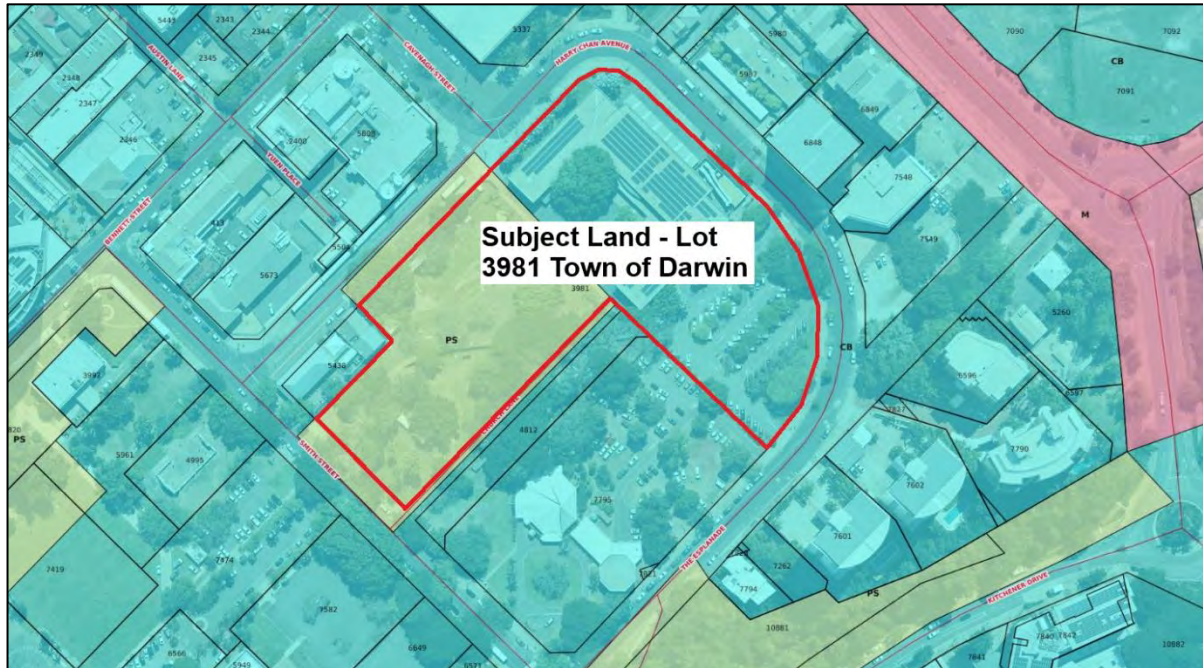
Site Details	
<b>Location</b>	Lot 3981 Town of Darwin (17 Harry Chan Avenue, Darwin City)
<b>Title Reference and Land Tenure</b>	CUFT 804 383 Estate in Fee Simple (3981)
<b>Area Under Title</b>	2 hectares
<b>Easements Identified on Title</b>	None Identified
<b>Landowner</b>	City of Darwin (3981)
Planning Scheme Context	
<b>Planning Scheme</b>	<a href="#">Northern Territory Planning Scheme 2020</a>
<b>Existing Zone</b>	CB (Central Business)
<b>Applicable Land Use Definitions</b>	<ul style="list-style-type: none"> <li>• <i>Community Centre</i></li> <li>• <i>Office</i></li> <li>• <i>Place of Assembly</i></li> <li>• <i>Car Park</i></li> <li>• <i>Food premises – café / take-away and food premises – restaurant</i></li> </ul>
<b>Strategic Framework</b>	<ul style="list-style-type: none"> <li>• Darwin Regional Land Use Plan (DRLUP)</li> <li>• Central Darwin Area Plan (CDAP)</li> </ul>
<b>Overlays</b>	<ul style="list-style-type: none"> <li>• Clause 3.13 – GL Gateway Locations</li> </ul>



<p><b>General Development Requirements</b></p>	<ul style="list-style-type: none"> <li>• Clause 5.2.1 – General Height Control</li> <li>• Clause 5.2.4.4 – Layout of Car Parking Areas</li> <li>• Clause 5.2.5 – Loading Bays</li> <li>• Clause 5.2.6.2 – Landscaping in Zone CB</li> <li>• Clause 5.3.7 – End of Trip Facilities</li> </ul>
<p><b>Location Specific Development Requirements</b></p>	<ul style="list-style-type: none"> <li>• Clause 5.9.2.1 – Building Design in Darwin City Centre</li> <li>• Clause 5.9.2.2 – Volumetric Control</li> <li>• Clause 5.9.2.5 – Development along Priority Activated Frontages</li> <li>• Clause 5.9.2.7 – Development along the Priority Pedestrian and Cycle Network</li> <li>• Clause 5.9.2.8 – Development in Gateway Locations</li> <li>• Clause 5.9.2.9 – Public Domain Contributions for Development on Large Sites</li> <li>• Clause 5.9.2.10 – Alfresco Dining Areas</li> <li>• Clause 5.9.2.11 – Car parking spaces in Darwin City Centre</li> <li>• Clause 5.9.2.12 – Reduction in car parking spaces in Darwin City Centre</li> <li>• Clause 5.9.2.13 – Design of Car Parking Areas and Vehicle Access</li> </ul>
<p><b>Specific Development Requirements</b></p>	<ul style="list-style-type: none"> <li>• Clause 5.5.1 – Interchangeable Use and Development</li> <li>• Clause 5.5.3 – General Building and Site Design</li> <li>• Clause 5.5.4 – Expansion of Existing Use and Development</li> <li>• Clause 5.5.11 – Food Premises</li> <li>• Clause 5.5.15 – Design in Commercial and Mixed Use Areas</li> <li>• Clause 5.5.16 – Active Street Frontage</li> </ul>

	<ul style="list-style-type: none"> <li>• Clause 5.8.4 – Exhibition Centre, Place of Assembly and Place of Worship</li> </ul>
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**Table 1:** Subject Land and NT Planning Scheme Context



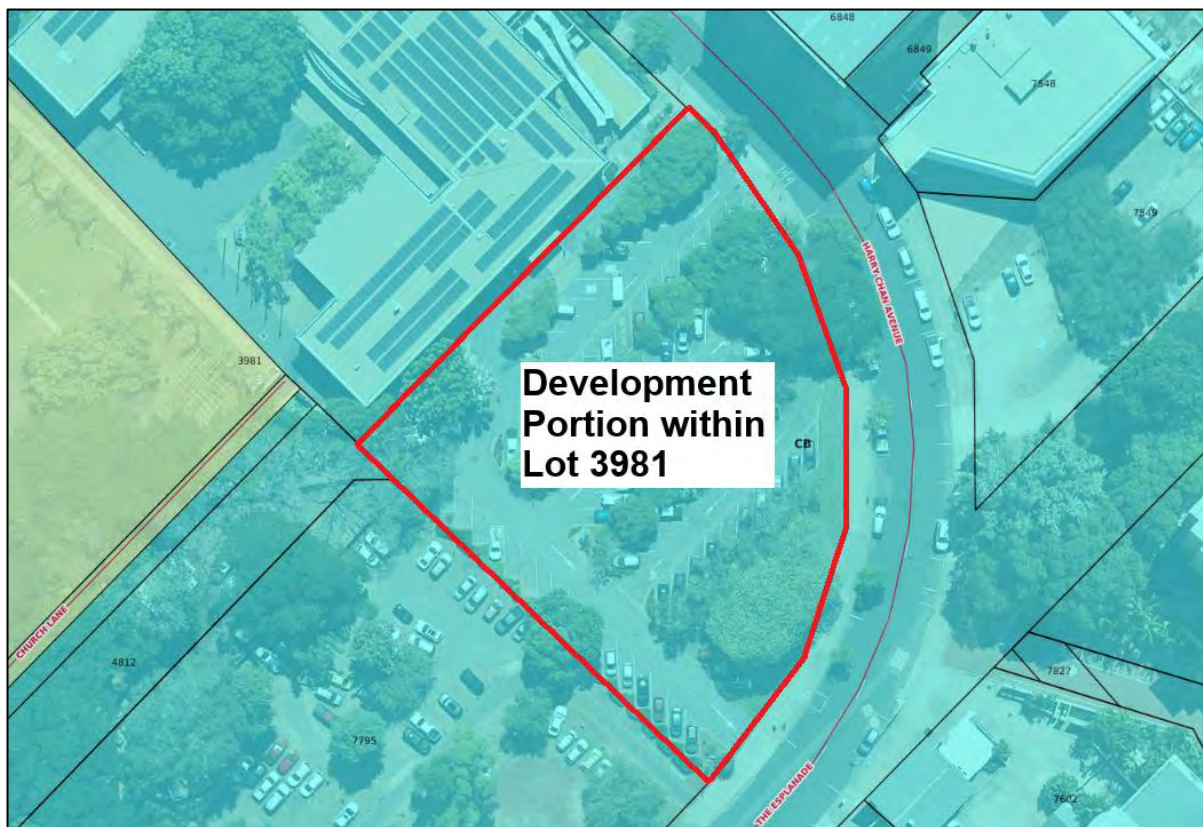
**Figure 1:** Cadastral, zoning and aerial overlays showing lot 3981 Town of Darwin (red border) encapsulating the existing Civic Centre, Civic Park and ground level car park

The subject land is located within lot 3981 Town of Darwin, situated at 17 Harry Chan Avenue in the Darwin CBD. Lot 3981 is a large (2 hectare) parcel in the south-eastern part of the Darwin CBD, in a locality comprising a range of civic, community, judicial, governance and commercial functions. Lot 3981 contains three primary elements – Civic Park in the southern and western parts; The City of Darwin Civic Centre including public library, Council Chambers and administration offices in a two storey building in the northern part of the lot; and the ground level car parking area for Council vehicles, Council staff and the general public in the eastern portion of lot 3981. Lot 3981 has public road frontages to Smith Street to the southern extent (the portion containing Civic Park), Harry Chan Avenue to the north-west (including the portion of Civic Park adjacent the Darwin Bus Interchange along Harry Chan Avenue) and north-east, and the Esplanade wrapping around the eastern boundary (Harry Chan Avenue becomes the Esplanade to the east of the site).

The development site subject of this application comprises the existing ground level car park in the eastern part of lot 3981. The existing car park contains approximately 102 angled and parallel car parking spaces, with a number of spaces reserved for City of Darwin operational vehicles and Council staff, and a number of short-term parking spaces for visitors to the Civic Centre.

The site contains a number of established trees interspersed along the street frontage and throughout the car parking area. There are two vehicle connection points to Harry Chan Avenue – an entry and separate exit driveway, and a single exit Driveway to the Esplanade frontage towards the southern boundary.

Lot 3981 contains Galamarrma / the Tree of Knowledge, a culturally significant heritage listed Ficus Virens estimated between 200 and 300 years old, and is also partially underlain by a World War 2 era oil storage tunnel, extending beneath the car park and existing Civic Centre building. Galamarrma is surrounded by the existing Civic Centre building on three sides, and the development site and associated construction works are separated from the tree. Whilst it is understood the underlying oil storage tunnels are not included on the NT Heritage Register, deep survey and structural investigations have established their precise location and structural integrity, and the proposed building avoids construction works directly above the tunnels.



**Figure 2:** Proposed development site (red border) within lot 3981 on the area currently occupied by the ground level car park



## 2.1 Site Images



*Image 1: Subject site and existing Civic Centre from Harry Chan Avenue*



*Image 2: Subject site from the Esplanade, including the existing exit driveway*

## 2.2 Approval History

A review of the title documents has identified the following development approvals applicable to the subject land:

- DP13/0187 – variation permit for the purpose of installation of generator to the existing office building (April 2013);
- DV2537 –business sign (February 1987); and

- S 1059 – Subdivision to Create 2 lots (March 1985).

### 2.3 Locality

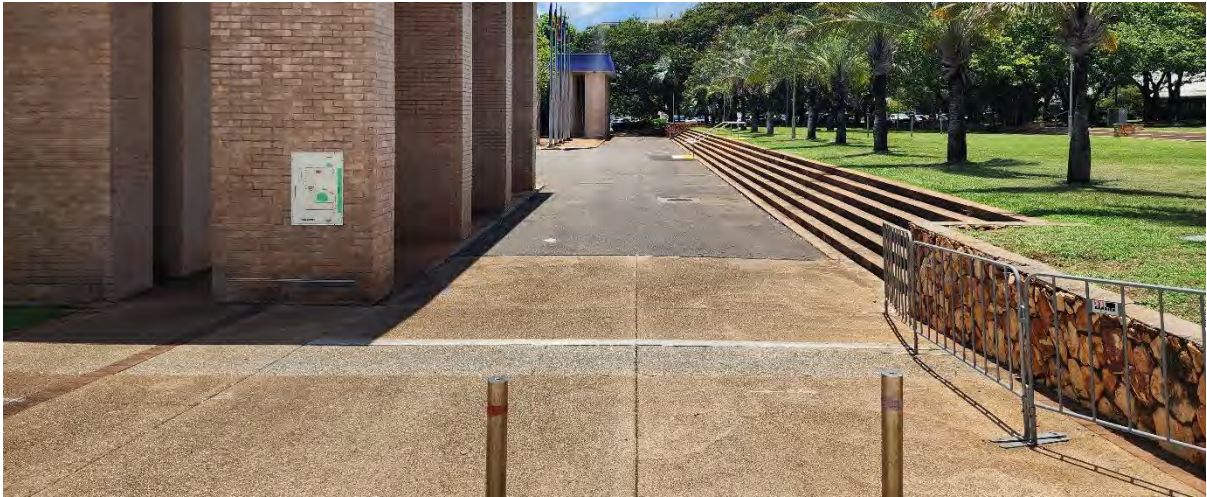
**Figure 1** demonstrates immediate locality and zoning. The locality consists of a range of civic and public facilities, historic buildings, commercial and residential land uses and development. Civic and historic buildings include the Northern Territory Local and Supreme Courts, Consulate of the Republic of Indonesia, Northern Territory Parliament House, State Square Precinct (including the Art Gallery currently under construction), Browns Mart and the Darwin Bus Interchange. Commercial (largely in the form of offices and small cafes / eateries) and high density residential development occur on the opposite sides of Harry Chan Avenue and the Esplanade. Specifically:

- To the north and north-east of the site, on the opposite side of Harry Chan Avenue, is the Consulate of the Republic of Indonesia, access to the Nichols Place car park, 22 Harry Chan Avenue commercial and residential building, and William Forster Chambers. Additional high rise residential buildings are located further to the north-east fronting McMinn Street;
- To the east of the site there are a number of high rise residential building accessed from Harry Chan Avenue and overlooking the Darwin Waterfront further east (with windows and balconies also overlooking the subject land). The Travellers walk provides pedestrian access down to the Darwin Waterfront and Stokes Hill Wharf;
- To the south and south-west of the site is the Christ Church Cathedral on lot 7795, with the portion immediately adjacent the lot 3981 boundary currently used as a car parking area with parking spaces interspersed throughout the existing vegetation. Lot 7795 includes items contained on the NT Heritage Register, specifically the ruins of the original Christ Church constructed in 1902, Christ Church Cathedral (completed in 1977) and the memorial gate facing Smith Street. Further south and south-east access to the Darwin Waterfront is via Hughes Avenue and the pedestrian sky bridge, with the historic Administrator's Offices and Cell Block, Northern Territory Supreme Court, and Northern Territory Art Gallery currently under construction commencing from the south-western side of Smith Street; and
- To the north-west of the site is Harry Chan Avenue and the Darwin Bus Interchange, with the Northern Territory Local Court and a number of civic, commercial and hospitality land uses commencing north-west of Harry Chan Avenue.

Visually the locality is characterised by a range of building heights, styles and eras, established and generally well maintained vegetation, open space (particularly Civic Park) and a high proportion of pedestrian areas (and corresponding pedestrian movement) particularly along Smith Street (including the sky bridge connection to the Darwin Waterfront), through Civic Park, along Cavenagh Street and within the Bus Interchange area.



## 2.4 Locality Images



*Image 3: Existing pedestrian connection from Cavenagh Street through lot 3981*



*Image 4: Darwin Bus Interchange*



*Image 5: Civic Park and Church Lane from Smith Street*





*Image 6: Christ Church Cathedral from Smith Street*



*Image 7: Pedestrian connection to the Darwin Waterfront*

### 3.0 Proposed Development

The proposed development comprises the construction of a multi-level civic and commercial building incorporating a public car park. The proposal comprises the redevelopment of the existing ground level car parking area and includes a new public library, City of Darwin Civic Centre, Council Chambers, administration offices, public and ancillary car parking, restaurant / café tenancy and private office space in a 21-storey building. Individual components of the development comprise:

- Removal of the existing ground level car parking area, kerbing and some of the existing vegetation. The existing site access and egress to the car parking area will also be demolished, with new access driveways to be constructed in accordance with the building design and layout plans.
- Site layout comprising new service vehicle entrance from Harry Chan Avenue (in the approximate location of the existing northern access driveway), with a separate vehicle entrance to the public and ancillary parking areas from the Esplanade. Primary pedestrian access will be via wide, open pedestrian thoroughfare along the south-western façade of the proposed building adjacent the boundary with lot 7795. This route will comprise an open (partially covered) pedestrian plaza opening onto the Esplanade frontage and connecting through to Civic Park, the northern connection (along the new library frontage), the future Civic Plaza development (in place of the existing Civic Centre building) and ultimately through to Cavenagh Street. A north-east – south-west pedestrian plaza is similarly provided along the north-western façade of the proposed building, extending from Harry Chan Avenue, along the new library frontage, connecting with the existing Cavenagh Street access and the aforementioned plaza extension to the Esplanade. It is anticipated that this pedestrian plaza will be incorporated into the future Civic Plaza by the City of Darwin. In contrast to the active frontages, primary uses and pedestrian functionality along the south-west and north-west facades, the site layout orientates the plant areas, service connections, loading and service areas, and vehicle access to the Harry Chan Avenue and Esplanade frontages, with landscaped boundary setbacks providing additional screening and visual integration.
- On the ground floor the land use elements are dominated by the new public library in the north-western part of the building, and a food premises / commercial tenancy in the southern / south-western portion. The two primary use elements are separated by the primary building entry lobby, a double-height entrance at the western corner of the building, including access to the lifts and stairwell. The ground floor layout includes extensive public amenities, dedicated changing places facility and end of trip facilities. Back of house areas include internal and external loading areas, refuse storage room, storage and mechanical / plant areas including substation, switchroom and fire tanks.
- Level 1.5 is limited to lift landings and fire egress corridors / stairs, facilitating the double height ground level (referred to as level 1).



- Level 2 accommodates the Council Chambers, function space and first of the car parking levels. The Council Chambers are located along the north-western side of the building overlooking the existing Civic Centre / future Civic Plaza.
- Levels 3-6 are car parking levels, with a total (including the partial parking on level 2) of 460 car parking spaces, including 448 standard car parking spaces, 2 small car parking spaces and 10 DDA compliant spaces. Lift and stairwell access is provided to each car parking level.
- Levels 7-9 are occupied by the City of Darwin administration offices, with each level containing a gross floor area of 1,190m<sup>2</sup> and including amenities, lift and stairwell access.
- Private office areas commencing from level 10, with level 10 including a small (293m<sup>2</sup>) office tenancy, with the majority of the floor area occupied by plant equipment providing a 'break' in the tower design. Levels 11-20 contain the private office areas, with direct lift and stairwell access to each level, and a gross area of 1,242m<sup>2</sup> (per level). Level 21 contains a small roof-top food premises tenancy and a rooftop plant enclosure.

Built form design is intended to reflect the surrounding escarpment and waterfront themes, with the lower levels incorporating extensive glazing to ensure interaction between internal and external pedestrian areas, the car park levels comprising single and double-height vertical aluminium angled screens adopting porcellanite colouring, and high performance blue glazing to the tower levels. The double-height ground levels and overhanging car parking levels, together with the inset primary lobby, provides extensive sun and rain protection for pedestrians.

Integrated with the architectural design layout, the landscaping concept emphasises the amenity potential within the primary pedestrian routes, providing low garden beds to building frontages to maximise passive surveillance and reduce opportunities for litter being discarded into garden beds. Additional shading is provided via tree planting along the boundary with lot 7795 and the retention of existing trees (where appropriate) and provision of new feature trees to the Harry Chan Avenue frontage will maximise amenity to the public realm and screen the loading and service areas. Dense tropical screen species will provide additional screening to the service areas and infrastructure fronting Harry Chan Avenue and the Esplanade. The landscaping concept plans also detail the use of varied pavement and feature pavement materials, public furniture, feature boulders and historic interpretation features.

The building design is detailed in the Architectural Design Package in **Attachment A**, with landscaping in the Landscape Design Package in **Attachment B**.

## 4.0 Northern Territory Planning Scheme

### 4.1 Nature of Development

The proposed development comprises three primary components – the City of Darwin Library, Civic Centre (including Council Chambers and function space) and administration offices; the public car parking levels; and the private office levels. The City of Darwin premises are consistent with the definitions of *office* (the administration offices and some aspects of the use of the Council chambers, specifically the conduct of administrative functions), *community centre* (library and community spaces) and *place of assembly* (other aspects of the Council chamber functions) per the definitions in **Schedule 2.1** of the Scheme:

***Community centre*** means a building or part of a building used for providing artistic, social or cultural facilities and community support services to the public and may include where ancillary an office or the preparation and provision of food and drink.

***Office*** means a building or part of a building used for the conduct of administrative, secretarial or management services or the practice of a profession, where no goods or materials are made, repaired, sold or hired but does not include a home based business.

***Place of assembly*** means the use of premises for the gathering of people to attend functions whether or not for commercial purposes including convention facilities, or auditoriums. The use can include ancillary bar-small, food premises-café / take away, office and shop.

The private office levels will be used in a manner consistent with the definition of *office* above. The majority of spaces within the car parking levels will be made available for public use, and thus are consistent with the definition of *car park*:

***Car park*** means the parking of motor vehicles otherwise than as an ancillary use of land, and does not include vehicles sale and hire.

In addition to the primary uses, the ground level future commercial tenancy will provide space for a food and beverage outlet consistent with the definition of either *food premises-café / take away* or *food premises-restaurant* depending on the occupant. It is anticipated these tenancies are likely to align with the restaurant definition.

***food premises-café / take away*** means small-scale premises (other than a bar-small) used for the preparation and sale of food and drinks that may be either taken away or consumed at seating on the premises;

***food premises-restaurant*** means premises (other than a bar-public, bar-small, shop, or part of a hotel/motel), used for the preparation, sale and service of food and drinks for consumption primarily on the premises where seating is provided, and may include the ancillary provision of take-away food;

## 4.2 Assessment Category

The subject land is located in Zone CB (Central Business). The Assessment Table to Zone CB in **Clause 4.10** of the Planning Scheme identifies the development and / or use of land in Zone CB for either *food premises-café / take away* or *food premises-restaurant* as *Permitted*. The use / development of land for *office, place of assembly, car park* and *community centre* are identified as *Merit Assessable*.

Pursuant to **Clause 1.8(1b)**, *Merit Assessable* is “*use and development that requires the exercise of discretion by the consent authority to ensure it can be established and operated in a way that does not impact on the amenity of the area and accords with the relevant zone purposes and outcomes.*”

Notwithstanding the assessment category identified in **Clause 4.10**, the subject land is affected by Overlay **Clause 3.13** – Development in Gateway Locations. In accordance with **Clause 3.1(4b)**, where an Overlay requires consent, the level of assessment that applies if the development is shown as *Merit Assessable* (in the relevant assessment table) is *Impact Assessable*.

Pursuant to **Clause 1.8(1b)**, *Impact Assessable* is “*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.*”

In accordance with **Clause 1.10(4)**, when considering an application for consent for a use or development identified as *Impact Assessable* the consent authority must take into account all of the following:

- a) *any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;*
- b) *any Overlays and associated requirements in Part 3 that apply to the land;*
- c) *the guidance provided by the relevant zone purpose and outcomes in Part 4; and*
- d) *any component of the Strategic Framework relevant to the land as set out in Part 2.*

Pursuant to **Clause 1.10(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).*

### 4.3 Strategic Framework

**Part 2** of the Scheme contains the Strategic Framework, consisting of strategic planning policies and strategic land use plans. Consideration of the Strategic Framework is required in an application for development identified as *Impact Assessable*. The relevant land use plans applicable to the subject land and proposed development are the Darwin Regional Land Use Plan and the Central Darwin Area Plan.

#### 4.3.1 Darwin Regional Land Use Plan

The Darwin Regional Land Use Plan was prepared by the Northern Territory Planning Commission and incorporated into the Northern Territory Planning Scheme as a policy document in 2015. The plan provides a vision, goals and intended outcomes for development of the Darwin Region, identifies regional opportunities and the intention for development into the medium and long term. The Land Use Structure on Page 13 of the Plan identifies the subject land as *Urban / Peri-Urban*.

Page 16 of the Plan identifies Urban / Peri-Urban to include:

- A variety of housing types;
- Retail and commercial;
- Community facilities and services;
- Sport, recreation and urban open space; and
- Natural and conservation areas.

The activity centre hierarchy on page 21 confirms the continued growth of the Darwin CBD in the provision of a full range of facilities and services, performing the critical capital city role and higher order function as the dominant commercial, cultural, administrative, tourist and civic centre. The proposal is consistent with the DRLUP's focus on the Darwin CBD as the primary centre in the Top End, and the consistency of the proposal with the CB Zone Objectives in **Clause 4.10** of the Planning Scheme further ensures the proposal is consistent with the DRLUP.

The vision for the growth of the Darwin CBD is outlined in the Darwin Regional Land Use Plan (DLRUP – page 22) and seeks to achieve the following:

- *Darwin as Australia's northern gateway capital city;*
- *Darwin's city centre as the primary urban place in the region;*
- *Darwin's city centre as a great place to live, work, play and shop and as the priority setting for office-based employment;*

- *Darwin's city centre as an exciting, engaging and inclusive place; and*
- *Darwin city centre reflects the tropical lifestyle of Darwin.*

The DRLUP emphasises the importance of the Darwin CBD as (among other functions) the civic and community centre for the region. The DRLUP anticipates that the continued planning of the Darwin CBD to act as the key node offering international standard lifestyle and amenity by focusing on quality office precincts, tourism experiences, as well as gaps in the retail market.

The proposed development responds to the Vision and Key Open Space Objectives (page 27) of the DRLUP through the provision of a high-quality design that:

- provides pedestrian activation by improving the through-site movement corridor;
- strengthens green links and public access to Civic Park thereby recognising the role of landscaped corridors in providing interconnectivity of open space and protecting amenity;
- reinforces cycle and public transport routes; and
- improves public space safety and amenity through the use of Crime Prevention Through Environmental Design (CPTED) principles.

The proposed development within the broader lot 3981 site context acknowledges the importance of other aspects within the lot, and improves public accessibility and pedestrian amenity thereto, whilst improving resident experience when, for example, visiting the public library or accessing Council services.

#### 4.3.2 Central Darwin Area Plan

The Central Darwin Area Plan (CDAP) was incorporated into the Planning Scheme in 2019 to provide a mid-tier policy as part of the Northern Territory Planning Scheme's strategic framework specifically applicable to the central Darwin area. The CDAP covers the overall land use themes applicable to the area, with specific focus areas further defining future land use, infrastructure and development outcomes. The Land Use Vision Map on page 13 identifies the subject land for *Civic and Community Purpose*, and the site is not within a specific *Focus Area*.

The Area Plan is structured around themes that apply across the whole of Central Darwin and focus areas which apply to localities that specifically require a finer grain strategic planning approach. Of particular relevance to the proposal are the following:

- Social Infrastructure Theme - Identifies social infrastructure that meets the needs and aspirations of the community. The existing car parking area to the rear of the existing cathedral buildings on lot 7795 is identified within this theme as *Sites which may be considered for multipurpose community centre and/or indoor sports facility*.

- Culture and Heritage Theme - Protects and enhances sites of cultural significance and historic value to enrich community awareness and experience. Recognises the underlying oil tunnels and Galamarrma / the Tree of Knowledge on the subject land, and the Christ Church Cathedral Heritage Precinct on the adjacent lot 7795.

The Objectives and Acceptable Responses in Sections 3 and 4 of the Area Plan are applicable to the proposed development.

<b>3. Identify social infrastructure that meets the needs and aspirations of the community</b>		
<b>Objectives</b>	<b>Acceptable Responses</b>	<b>Development Context / Response</b>
<b>3.1</b> Increased presence of education facilities in Central Darwin.	<ul style="list-style-type: none"> <li>i. A new school is constructed as demand arises and current facilities reach capacity.</li> <li>ii. New university facilities are delivered within the city centre.</li> <li>iii. An enhanced district and local level public library is provided.</li> </ul>	The development is consistent with the provision of an enhanced district and local level public library.
<b>3.2</b> Maintain, enhance and connect a network of public spaces for formal and informal recreation, and public events.	<ul style="list-style-type: none"> <li>i. No net loss of public open space other than to:               <ul style="list-style-type: none"> <li>a) maintain and install essential public infrastructure and services;</li> <li>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</li> <li>c) provide community facilities and public amenities associated with the public open space function of the land.</li> </ul> </li> <li>ii. Continuous public access to a network of green spaces is maintained, including the Esplanade, foreshore spaces, and nearby regional open spaces.</li> <li>iii. Public spaces are enhanced as versatile spaces that support:               <ul style="list-style-type: none"> <li>a) informal public gathering, rest and recreation;</li> <li>b) organised temporary events including markets, pop up stalls, food trucks and live music;</li> </ul> </li> </ul>	The proposed works increase accessibility to and connectivity with the existing Civic Park, and will not result in any net reduction to public open space (rather a small net increase to public areas through the ground level pedestrian plazas). Open ground level design, connectivity to identified pedestrian and cycle routes along Harry Chan Avenue, the

	<ul style="list-style-type: none"> <li>c) outdoor extensions of adjacent businesses where appropriate and approved by the City of Darwin; and</li> <li>d) shared use by informal users and different businesses, and adaptation of uses across day/night and dry season/wet season.</li> <li>iv. Development adjacent to public open space and key pedestrian / cycle routes enhances the safety and amenity of these spaces.</li> <li>v. Extensive areas are planted with shade trees to make the city cool and attractive, and encourage pedestrian use.</li> </ul>	<p>Esplanade and through the site, the provision of street furniture and amenities, and the appropriate use of landscaping and planting species ensures connectivity with the existing Civic Park is enhanced, and the site</p>
<p><b>3.3</b> Encourage provision of new publicly accessible open spaces and recreation areas.</p>	<ul style="list-style-type: none"> <li>i. Sites of 3500m<sup>2</sup> 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"> <li>a) contribute to an integrated, high-quality network of public spaces;</li> <li>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;</li> <li>c) facilitate a range of active and passive recreation to meet the needs of the community;</li> <li>d) incorporate existing significant sites of natural or cultural value, including interpretive information;</li> <li>e) connect with the cyclist and pedestrian network identified in the Movement and Transport - Potential Enhancement to Pedestrian/ Cycleway Network Map;</li> <li>f) link habitats, wildlife corridors, public open spaces and existing recreation facilities;</li> <li>g) enable effective stormwater management; and</li> <li>h) allow for temporary uses such as street activities and special events including cultural, entertainment and artistic performances.</li> </ul> </li> <li>ii. Public open space areas provide park furniture, display of art, lighting, shade structures and landscaping.</li> </ul>	<p>maximises the opportunity for high amenity integration with the future Civic Plaza.</p>

<p><b>3.4</b> Provide for the establishment of a district level, multi-purpose community centre.</p>	<ul style="list-style-type: none"> <li>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.</li> <li>ii. Community facilities within a multi-purpose community centre provide flexible spaces for a range of activities including: <ul style="list-style-type: none"> <li>a) council administrative functions;</li> <li>b) community service agencies;</li> <li>c) cultural facilities;</li> <li>d) adult education facilities; and</li> <li>e) open spaces facilitating a range of community events.</li> </ul> </li> <li>iii. Net social infrastructure is maintained across Central Darwin and is not reduced through new development.</li> </ul>	<p>The development will form part of a district level community precinct, including flexible space for administrative functions, community events and a new public library. The incorporation of private office space improves the overall building and site design outcomes with no net reduction to social infrastructure or land for community purposes.</p>
<p><b>3.5</b> Provide for the development of an indoor sports facility.</p>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>Not applicable to the subject land. The proposed development does not compromise the ability for a future sports facility on the adjacent site.</p>



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

Objectives	Acceptable Responses	Development Context / Response
<p><b>4.1</b> New development responds to and respects places and sites listed on the Northern Territory Heritage Register and other places of heritage interest.</p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<p>The building design, scale and orientation provides a juxtaposition to the heritage items within and surrounding the subject land. Locating the new civic centre building on the area of the existing car park enables Galamarrma / the Tree of Knowledge to form the central element of the future Civic Plaza, and be the primary focal point at the end of Cavenagh Street framed by the proposed building behind. Relocating the existing Civic Centre away from the tree improves visibility and emphasises its importance and cultural / community value relative to its existing location being surrounded on three sides.</p> <p>The emphasis on the south-west and north-west active facades and integrated pedestrian plazas improve accessibility to important items, and provide the opportunity for greater public appreciation thereof.</p> <p>The site and development is well separated from heritage items further to the south and south-west. The building orientation facing inactive and service areas away from the nearest heritage items respects their value and allows the building to bookend the State Square Precinct rather than acting as an outlier.</p>

<p><b>4.2</b> Adaptive re-use of a heritage place is sympathetic to the values of the site.</p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<p>No adaptive reuse of an existing heritage item is proposed in the current development. The proposal maintains the ability for adaptive reuse to be considered in the future.</p>
<p><b>4.3</b> Recognise and celebrate the multicultural heritage and values of Central Darwin.</p>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>The siting and layout of the development considers the nearby heritage items and features of historic importance. The building layout avoids directly overlying the existing oil tunnels, and retains the opportunity for future connectivity to recognise the heritage values. The development site is well separate from Galamarrma / the Tree of Knowledge and any future works within this part of lot 3981 will need to consider the importance of the tree as a primary objective. The site landscaping concepts include recognition of historically important features as part of the public space design outcomes.</p>

<p><b>4.4</b> Support the adaptive re-use of sites of heritage value.</p>	<p>i. Where there is reasonable capacity to do so, discretion is applied in the evaluation of development proposals relating to sites of heritage value. This is in recognition of challenges associated with the development of such sites complying with current development standards outlined in the Planning Scheme.</p>	<p>The proposed development responds to the heritage items with due consideration to the requirements of the Northern Territory Planning Scheme.</p>
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#### **4.4 Overlays**

##### **4.4.1 Clause 3.13 – Gateway Locations**

###### Purpose

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

###### Administration

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

###### Requirements

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

Lot 3981 is identified as being adjacent a Gateway Location (at the intersection of Cavenagh Street and Harry Chan Avenue, adjacent the north-western boundary of lot 3981). The requirements of **Clause 5.9.2.8** are considered in section 4.7.5 of this report.

#### 4.5 Zone CB

##### Zone Purpose

*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.*

The land uses proposed are consistent with Zone outcome subclause 1 in providing commercial, community, cultural and recreational activities.

2. *Residential developments that cater for residents and tourists, including **dwelling-multiple, serviced apartment, rooming accommodation, residential care facility, and hotel/motel**, are usually of high density and are integrated with complementary commercial and entertainment activities that are located nearby or contained within the same building.*

Not applicable – no residential, tourist or other accommodation is included within the proposal.

3. ***Dwelling-community residence and home based business** are designed and operated in a manner consistent with the residential **amenity** of the building or surrounding precinct.*

Not applicable – no ancillary residential uses are proposed.

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.*

The inclusion of commercial office tenancies as part of the development provides additional functionality, vibrancy and maximises development and land use opportunities within a key part of the Darwin CBD.

Commercial offices are compatible with the civic, administrative and community functions within the same building, whilst appropriate separation across floors and between the podium and tower levels ensures a clear distinction between the civic and commercial functions of the building. The proposed food premises are a relatively minor component of the overall floor areas, and will provide a general level of amenity to the intended building occupants and visitors, as well as the surrounding community, commercial and residential land uses.

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.*

As with the general benefit resulting from the integration of community, civic and commercial land uses, the provision of community and civic functions integrated as part of a larger development maximises the positive development outcomes and enables the City of Darwin to maximise community benefit via future works elsewhere within lot 3981. The proposed Civic Centre, library, chambers and administrative functions are consistent with the provision of services to cater for the regional population, and contribute to the diversity of activity, workforce and visitors to the individual elements of the building.

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.*

Not applicable.

7. *Developments such as **vehicle sales and hire, motor body works, motor repair station, service station, industry-light and emergency services facility**:*
  - a) *are sited on the periphery of the CB area;*
  - b) *are located with good **access** to the local road network; and*
  - c) *are managed to minimise unreasonable impacts to the **amenity** of surrounding residents.*

Not applicable.

8. *Development incorporates innovative building design, **site** layout and landscaping that:*
  - a) *responds to and encourage pleasant microclimates, including through breeze capture and shading;*
  - b) *minimises privacy and overlooking impacts on private spaces;*
  - c) *maximises overlooking and passive surveillance of public spaces;*
  - d) *maximises pedestrian activity along **primary street** frontages;*

- e) *reduces the appearance of building mass relative to its surroundings; and*
- f) *creates attractive outdoor spaces and enhances the streetscape.*

Evident in the architectural package in **Attachment A**, the building design incorporates a number of innovative features and elements in direct response to its setting, including surrounding land uses and the public realm. Over-emphasising the internal podium elements and the library façade highlight the civic function of the building and integrate with the same broad civic and community function of Civic Park and the intended Civic Plaza. Elsewhere, podium screening reflects well-known geological formations within the region, and the glazing colour scheme to the higher tower levels acknowledges the Darwin Waterfront and Darwin Harbour further afield. A tower ‘break’ by incorporating a plant level provides visual relief and, together with substantial setbacks to the Harry Chan Avenue and Esplanade boundaries, reduces the appearance of building mass relative to the surroundings. The emphasis on activation to the internal elevations maximises overlooking of public spaces, and the landscape design provides a high amenity public realm anticipating the integration of future Civic Plaza upgrades.

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.*

The landscape design concepts integrate with the building design to provide an ‘open’ transition between external and internal spaces, and avoid or at least reduce the impression of hard borders defining public external and internal spaces. The building and site layout gives primary consideration to walking and cycling movements, providing direct and separate access to end of trip facilities for regular commuters, together with short-term bicycle storage in clear, visible locations for shorter term and irregular visitors. Dedicated, open and active pedestrian routes along the internal facades enable connection to public transport facilities at the Bus Interchange through the Civic Park and Plaza.

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.*

Potential amenity (defined in **Schedule 2.2** as “...any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable”) impacts can be separated into those resulting from the building design (e.g. amenity impacts resulting from the size, height, apparent bulk and scale or general appearance of the building) or from the proposed use of the land. Potential land use impacts include noise or other emissions, anti-social or otherwise unruly behaviour, or an increased use of public infrastructure and resultant amenity impacts.

Noting the development parameters for Zone CB confirm significant built form potential, the building design orientates active commercial and civic components internally, and locates the tower at or slightly within the minimum setbacks to the north-western and south-western site extents, conversely maximising separation to the Harry Chan Avenue and Esplanade boundaries. Together with the site and landscape design, built form outcomes will be a positive addition to the immediate locality.

From a land use perspective, and noting the range of land uses desired in the Darwin CBD, the combination of civic, administrative and office uses present a low-risk for adverse or unreasonable amenity impacts, and the food premises tenancies are a secondary but nonetheless positive inclusion in the proposed development. Impacts from vehicle movements, services and mechanical plant are mitigated to an appropriate extent through the careful siting of vehicle access locations and design, screening of car parking levels, as well as internalised and / or screened plant equipment.

Accordingly, and taking into account the overall building design and response to the requirements of the Planning Scheme considered elsewhere in this report, the design and use of the proposed development will not result in an unreasonable loss of amenity for surrounding land.

- 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.*

The Traffic Impact Statement (**Attachment E**) and Engineering Services Report (**Attachment C**) confirm the proposed servicing arrangements and connection to existing and/or planned infrastructure. The proposed development includes community services and facilities, with the proposed road and pedestrian connections providing convenient access to public and community facilities elsewhere within and beyond the subject land.

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

Not applicable.

#### **4.6 General Development Requirements**

##### **4.6.1 Clause 5.2.1 (General Height Control)**

**Clause 5.2.1** does not apply to land in Zone CB. Building heights within the subject land are controlled through **Clause 5.9.2** and the Commonwealth *Defence Regulation 2016*, which limits the height of buildings on the subject land to 90 metres prior to approval being required. The maximum height of the proposed building and lightning rod is 88.365 metres. Any temporary height encroachment above 90 metres (e.g. cranes during construction) will required approval under the *Defence Regulation*.

#### 4.6.2 Clause 5.2.4 (Car Parking)

*(Layout of Car Parking Spaces)*

##### 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.

Subclause 6 generally applies to ground level car parking areas. Consistent with the approach on recent multi-use development elsewhere within the Darwin CBD (and noting the implication from the existing oil storage tunnels beneath the site preventing the inclusion of basement parking), car parking for the proposed



development is contained within the upper podium levels and completely screened from the public realm. The proposed design approach ensures appropriate layout and design of car parking in a manner that will not unreasonably impact on the amenity of the locality.

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.*

Car parking levels consist of hardstand internal areas with linemarking in accordance with the relevant Australian Standards. Driveway ramp gradients range between 1:13 and 1:6, with level car parking 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.*

The car parking layout on all levels generally complies with the requirements of subclause 8. Car parking spaces are 2.5 metres wide by 5.5 metres long with the exception of 2 small car parking spaces, one each on levels 2 and 6. These bays will be marked accordingly, and provide parking for small vehicles maximising the use of space whilst (noting the surplus of car parking) ensuring parking is available for all vehicle types.

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.*

A single car park access point with separated entry and exit driveways is proposed to the Esplanade frontage, with a separate service vehicle access to Harry Chan Avenue. Driveways exceed the minimum dimensions for one and two-way aisles, albeit a slight reduction to the minimum one-way width (3 metres proposed rather than 3.5 metres required) adjacent the boom gate access control on level 2. The reduction is due to the lane separation of the two-way driveway for a short distance only (i.e. the separation kerb and boom gate housing) and will not compromise the safety or efficacy of the driveway or car parking area in general. The Traffic Impact Statement in **Attachment E** confirms appropriate sightlines for the car park access.

#### 4.6.3 Clause 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.

The Table to **Clause 5.2.5** requires the provision of loading bays for the *place of assembly, office and food premises* components of the development, in accordance with the table below. Pursuant to subclause 2, the minimum number of loading bays is calculated based on the combined net floor area of the uses given they form part of an integrated development.

Component	Area	Loading Bay Rate (required)	Net Requirement
Office	14,713m <sup>2</sup>	1 <b>loading bay</b> for every 2000m <sup>2</sup> of the total <b>net floor area</b> , or part thereof	8 (7.36)
Food Premises			
Place of Assembly			
<b>Total</b>			<b>8</b>

As detailed in the Traffic Impact Statement (TIS) in **Attachment E**, the proposed development includes 3 loading bays compliant with the dimension requirements in **Clause 5.2.5**, thus a proposed shortfall of 5 loading bays. The TIS notes the mix and scale of proposed uses generate less frequent and less intensive servicing needs than the planning scheme specifies, differing from high-density retail or industrial areas that require higher servicing capacity due to continuous or heavy duty operations.

The TIS notes that the three proposed bays will allow staggered scheduling of deliveries and services, mitigating any potential bottlenecks, and that with effective scheduling the site's design supports safe and efficient access, minimising queuing or conflicts among service vehicles. The TIS recommends that a service vehicle management plan that incorporates the following characteristics be implemented to facilitate the operation of the loading area:

- All deliveries to be managed by the Facilities Management Team. All loading docks would be shared by all tenants and deliveries booked in via a central booking system;
- Larger loading vehicles and refuse collection would be prioritised via the two undercover bays. Where vehicles overstay their slot or arrive outside of their allocated slot they would either unload from the parallel loading bay or wait in the parallel loading bay for a slot within the undercover loading bay to become available;
- Smaller vehicles (Vans/Utes etc) would be directed to use the parallel loading dock and use the turning area to undertake a three-point turn; and
- The northern access and area would be restricted to loading and service vehicles only.

Accordingly, the proposed development includes sufficient safe and functional loading areas to cater for the range and size of proposed uses.

#### 4.6.4 Clause 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.

The proposed development includes approximately 757m<sup>2</sup> soft landscaping, equivalent to 16% of the development site area (including the boundary setbacks and separation to the existing Civic Centre).

If the **site** area is taken as the area of lot 3981 as a whole, the area of planting would necessarily include existing planting within Civic Park, far exceeding 10% of the overall area of lot 3981.

#### 4.6.5 Clause 5.3.7 (End of Trip Facilities)

##### 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).

Component	Area	Minimum Number of Bicycle Parking Spaces (rate)	Minimum Number of Bicycle Parking Spaces (required)	Minimum Number of Showers (rate and required)	Provision
Office	15,469m <sup>2</sup>	1 space per 300m <sup>2</sup> net floor area	52	1 shower / 1,500m <sup>2</sup> net floor area = 10.3	76 bicycle parking spaces (51 secure, 25 short-term)
Non-Residential (Community Centre, Place of Assembly and Food Premises)				1 shower / 50 staff = <1	
<b>Total</b>			52	11.3	

					52 lockers (26 male and 26 female)
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Pursuant to the Table to **Clause 5.3.7** the required bicycle parking relative to that proposed is identified in the table above. The inclusion of 51 secure and 25 short-term bicycle parking spaces exceeds the minimum 52 spaces required.

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.

Proposed bicycle parking includes an appropriate mix of short and long-term, secure storage and lockable racks, with the ability for e-bike charging within the internal secure storage areas.

Appropriate consideration has been given to the provision of sufficient sheltered bicycle parking, outside of the primary pedestrian and vehicle routes with sufficient passive surveillance (for short-term bicycle parking).

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.*

52 lockers are provided in the internal EOT facilities, exceeding the number of secure bicycle spaces.

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.*

Secure male and female shower and change facilities are provided within the EOT facilities, together with the secure bicycle storage and equipment lockers. 11.3 showers are proposed, however as an integrated complex the provision of 10 compliant showers (5 male and 5 female) provide sufficient shower and change facilities for staff.

#### 4.7 Location Specific Development Requirements – Clause 5.9.2 Darwin City Centre



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

##### 4.7.1 Clause 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.*

Whilst no residential uses are included within the proposed development, the design drawings indicate a ground level floor to ceiling height exceeding 5 metres.

7. *Building facades are to have a clearly distinguished base, middle and top.*

Building facades, particularly those internal to the site, provide distinct and active base levels characterised by extensive glazing and their obvious civic function, cantilevered podium car parking levels with feature screening, and distinct tower level with contrasting colour scheme and materials palette.

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.*

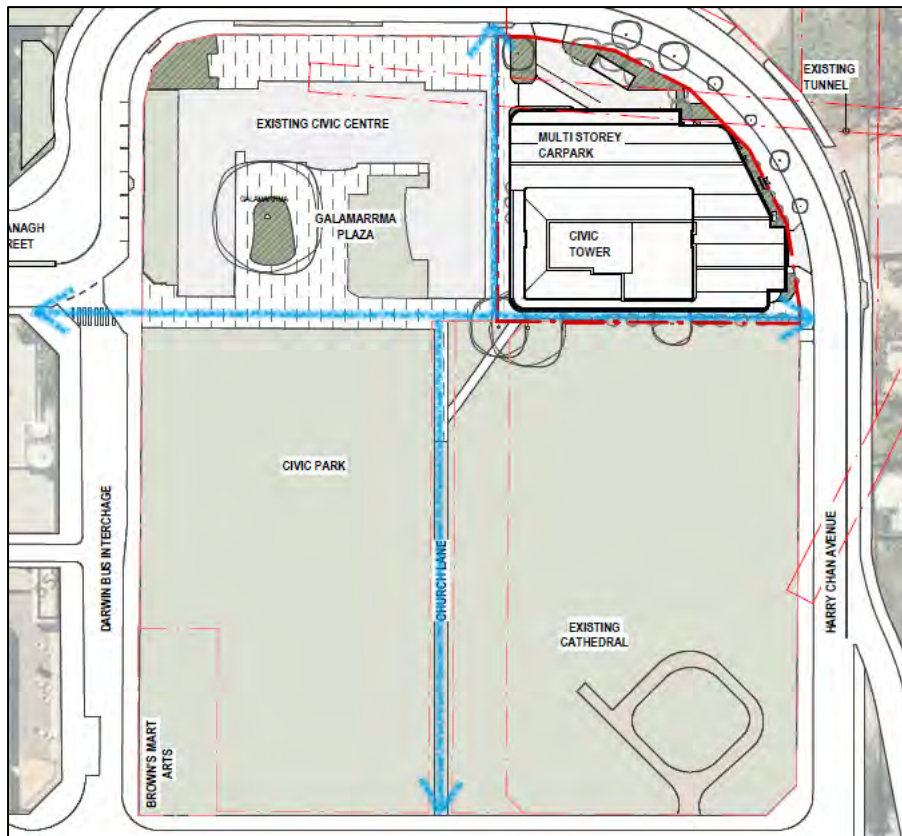
Communal facilities within the public plaza areas are integrated into the site level and landscape design to co-exist with pedestrian routes and improve public space amenity.

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.*

Plant equipment is split between the ground level internal areas, mid-tower plant deck and roof-top plant enclosure. The provision of a mid-tower plant deck provides a visual break to the tower elements and reduces the amount of plant required to be installed on the roof. All plant areas are either internalised or screened.

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.*

The development site has frontages to Harry Chan Avenue and the Esplanade in the same manner as a corner lot, whilst lot 3981 also fronts Cavenagh and Smith Streets. Rather than providing a pedestrian linkage through the building (which would be ineffectual in improving pedestrian movement between the street frontages), dedicated pedestrian plazas are provided along the north-west and south-west elevations to connect into existing (and future) pedestrian routes through to Smith and Cavenagh Streets. Refer **figure 6** below.



**Figure 6:** Primary pedestrian routes through lot 3981

#### 4.7.2 Clause 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**.*

The podium level consists of the library, and food premises, common areas, back of house / mechanical areas, Council chambers and car parking levels between ground and level 6, with a maximum wall height of 22.2 metres above the ground floor RL. No accommodation is provided as part of the proposed development, thus the required setbacks are not applicable.

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 1200m<sup>2</sup> in any single tower;*

A single tower is proposed with a maximum gross area of 1,242m<sup>2</sup> on any level (on each of levels 11-20), equivalent to 26.5% of the development site area (4,694.35m<sup>2</sup>).

*(b) have the length of each side of the tower be no more than 75% of the length of the adjacent boundary; and*

The maximum tower building length relative to the south-western boundary (shared with lot 7795 and Church Lane) is 44.34 metres, equivalent to approximately 57.6% of the adjacent 77 metre development site boundary (the distance along the boundary commencing at a point offset 3 metres from the south-eastern edge of the existing Civic Centre). The tower length to the north-west (29.34 metres) is equivalent to 40.75% of the adjacent (intended) boundary (between the proposed building and the existing Civic Centre). The curved and somewhat singular nature of the street boundaries, and the angled façade presentation of the building to the streets, is such that relative tower lengths are not measurable against the northern and eastern boundaries.

*(c) provide minimum setbacks of:*

*i. 6m from any **site** boundary; and*

*ii. 12m between towers on the same **site**.*

The tower levels are setback a minimum of 5.529 metres from the south-western boundary (shared with lot 7795) and 6.898 metres from the intended future boundary to the north-west. The south-western setback is taken from the nearest point of the external building projections rather than the main face of the building. Setbacks to the Harry Chan Avenue and Esplanade boundaries exceed 17 metres at the closest point (the inner boundary apex adjacent the road curve), extending to well beyond 20 metres for the majority of the street frontages. A single tower only is proposed.

The proposed building design includes the following variations to the volumetric requirements:

- Maximum tower level footprint of 1,242m<sup>2</sup> whereas up to 1,200m<sup>2</sup> is stipulated; and
- Minimum setback to the south-western side boundary of 5.529 metres whereas a minimum setback of 6 metres is stipulated.

The above variations are minimal in their extent, and are largely offset by the other volumetric characteristics, including the proportion of the tower footprint relative to the site (26.5% relative to the maximum 56%), the significant setbacks to the street boundaries and the reduced tower length relative to the adjacent development site boundaries (between 40 and 60% of the relative boundary length compared with the required maximum of 75%). Noting the misalignment of Cavenagh Street with the south-western boundary, and the emphasis on the protection of view corridors along and around the Harry Chan and Esplanade alignments, as well as along the north-western alignment parallel to Church lane, the proposed layout and design is appropriate to the location and will not unreasonably restrict the future development of adjoining or surrounding land.

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.*

The subject land is not within the Smith Street Character Area.

#### 4.7.3 Clause 5.9.2.5 – Development along Priority Activated Frontages

The diagram to **Clause 5.9.2** (refer **figure 5**) identifies the north-western boundary of lot 3981, fronting the corresponding portion of Harry Chan Avenue, including the intersection with Cavenagh Street and the bus interchange, as an area of priority activated frontage. The proposed development is limited to the south-eastern part of lot 3981, and does not affect the existing interface with the Priority Activated Frontage. In accordance with the confirmation provided in **Attachment F**, the City of Darwin will commence demolition of the existing Civic Centre following their relocation to the proposed building (once completed). The redevelopment of the portion of 3981 adjacent the Priority Activated Frontage will be undertaken as a separate stage of the project.

#### 4.7.4 Clause 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

The subject land adjoins the *Priority Pedestrian / Cycle Networks* along both the Harry Chan Avenue and Esplanade frontages, with a priority pedestrian / cycle connection extending through the site near the south-western boundary.

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).*

The proposed site layout provides primary site connection points via:

- the pedestrian plaza between the proposed building and the existing Civic Centre (connecting to Harry Chan Avenue and the internal pedestrian / cycle route);
- the south-western plaza (connecting to the Esplanade and through to Civic Plaza / Civic Park, providing the internal route shown in the clause diagram);
- the primary ground level building entrance (providing a double-height connection at the intersecting point of the south-west and north-west plazas); and
- the Esplanade to the end of trip facilities via a separate bicycle entrance.

6. *Any pedestrian or cycle links or facilities provided within a **site** are to be well lit.*

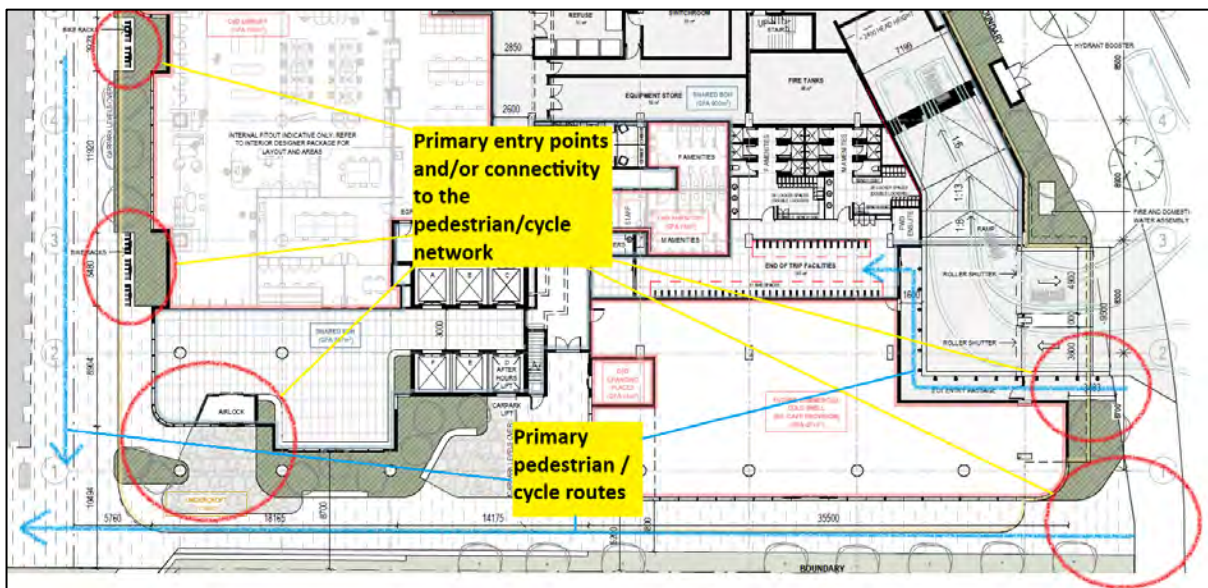
As the primary pedestrian entry points, the aforementioned accesses will incorporate lighting to ensure they are highly visible and legible.



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.

The proposed development does not affect the potential for a future sky bridge to Frances Bay, the identified location of which is away from the site.

The pedestrian and cycle connections are identified in **figure 7** below.



**Figure 7:** Pedestrian and cycle routes and connections

#### 4.7.5 Clause 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.*

The intersection between Harry Chan Avenue and Cavenagh Street adjacent the north-western boundary of lot 3981 is identified as a Gateway Location. Whilst the development site is somewhat separated from the Gateway Location, being situated at the opposite end of lot 3981 with the existing Civic Centre (and future Civic Plaza) between, the orientation and building form provides an appropriate bookend to the Cavenagh Street alignment. The internalised orientation, fronting the double-height civic and community elements towards the Gateway location, together with the extensive use of glazing and active elements to this frontage, visually highlight the function of the building within the broader Civic and State Square Precincts. The design and feature screening of the podium levels (proportionally reduced relative to the lower levels to this frontage) provide a unique and attractive separation between base and tower levels, and locating the tower closer to the north-western part of the development site and in direct alignment with Cavenagh Street accentuates the sense of arrival into the Civic Precinct. Relative to the surrounding buildings, the increased height of the proposed development is consistent with the requirements of **Clause 5.9.2.8**.

#### 4.7.6 Clause 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 3500m<sup>2</sup> 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 publicly 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 publicly accessible open space outside of the subject site.*

Requirements

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

The architectural details in **Attachment A** confirm the provision of approximately 830m<sup>2</sup> public domain space along the north-west and south-west building frontages, equivalent to approximately 17.6% of the total development site area. The public space domain aligns with the primary pedestrian and cycle routes, connects to the main building entrance and links through to Civic Park and the future Civic Plaza.

4.7.7 Clause 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).

The baseline car parking requirements per **Clause 5.9.2.11** are identified in the table below.

Land Use Component	Required Rate (C5.9.2.11)	Area / Yield	Car Parking Required	Car Parking Provided
<b>Place of Assembly, Office, Community Centre and Food Premises</b>	2/100m <sup>2</sup> net floor area	15,469m <sup>2</sup>	310 (309.38)	<b>460</b>

The base car parking requirement is 310 car parking spaces, with 460 provided on-site, resulting in a surplus of 150 parking spaces relative to that required in **Clause 5.9.2.11**.

#### 4.7.8 Clause 5.9.2.12 (Reduction in Car Parking Spaces in Darwin City Centre)

In addition to the base requirement identified in **Section 4.7.7** above, it is necessary to consider any applicable reductions in **Clause 5.9.2.12**.

##### 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*

The inclusion of 16 motorcycle parking bays results in a reduction of 5.33 car parking spaces.

- 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).*

The inclusion of 24 bicycle parking spaces above the minimum requirement in **Clause 5.3.7** results in a reduction of 2.4 car parking spaces.

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.*

##### 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.*

The applicability of the reduction categories are considered in the table below.

Category		Applicability	Reduction Permitted
<b>1</b>	<b>Alternative Transport Options</b>		
(a)	Access to public transport (200m)	Applicable – The subject land (the development site and proposed building) is approximately 145 metres from the Darwin Bus Interchange, providing access to a number of bus routes at a high frequency.	15%
(b)	Access to public Transport (400m)	Applicable but not applied – reduction under 1(a)	-
(c)	Access to public bike path	Applicable but not applied – reduction under 1(a)	-
<b>2</b>	<b>Shared Parking / Proximity to Public Car Parking</b>		
(a)	Shared Use	Applicable (to <i>food premises tenancy</i> ) but not applied – reduction under 2(b)	-
(b)	Public Car Park (200m)	Applicable – the proposal includes the provision of public car parking with the availability of public car parking within the development exceeding 100 spaces (noting the 150 bay base surplus per <b>Section 4.7.7</b> ). Whilst 2(b) refers to	10%

		<i>existing</i> public car parking, it is considered appropriate to apply in this instance given the public car park is a fundamental component of the development, and will be available once construction works are complete (i.e. as soon as the premises is occupied)	
(c)	Public Car Park (400m)	Applicable but not applied – reduction under 2(b)	-
<b>3</b>	<b>Vertical Landscaping</b>	<b>Not Applicable</b>	
<b>4</b>	<b>Improved Parking</b>		
(a)	All car parking in basement	Not Applicable.	-
<b>5</b>	<b>Preservation of a Heritage Place</b>	<b>Not Applicable</b>	

Factoring in the applicable reductions, the resultant car parking requirement is as follows:

<b>Reduction Category</b>	<b>Reduction Percentage</b>	<b>Applied to:</b>	<b>Reduction</b>	<b>Car Parking Required (after discount)</b>
<b>Access to Public Transport</b>	15%	All	<b>46.407 spaces</b> (15% of 309.38)	<b>225 (224.305)</b>
<b>Public Car Park</b>	10%	All	<b>30.938 spaces</b> (10% of 309.38)	
<b>Motorcycle Parking</b>	-	-	<b>5.33 spaces</b>	
<b>Bicycle Parking</b>	-	-	<b>2.4 spaces</b>	
<b>Total</b>			<b>85.075</b>	

Based on the applicable reductions in **Clause 5.9.2.12**, the proposal is eligible for car parking reductions equivalent to 85.075 spaces, resulting in an actual car parking requirement for 225 spaces, and a resultant surplus equivalent to 235 car parking spaces.

#### 4.7.9 Clause 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.*

No ground level car parking areas are proposed.

- 4. All car parking spaces are to be screened so that they are not visible from the public domain.*

Car parking levels are screened from the public realm.

- 5. Vehicle access and loading areas are to be consolidated and **car parking areas** are to be located away from street frontages.*

Car parking areas are set above the street commencing from level 2. The inclusion of ground level building setbacks and landscaping draws attention away from the car parking levels, and the screening provided ensures an attractive outward presentation. Car parking has been sited cognisant of the civic function and pedestrian priority within the internal site areas.

Separate service / loading and car park access is provided to avoid conflict between service vehicles and cars, and the service access and loading areas, including waste collection, are consolidated in a single location in the north-eastern part of the building.

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.*

The development site effectively has a single road frontage curving around the northern and eastern site extents. Access has been provided in a manner appropriate to the existing road network and surrounding land uses per the findings in the Traffic Impact Statement in **Attachment E**.

#### **4.8 Specific Development Requirements**

##### 4.8.1 Clause 5.5.1 – Interchangeable Use and Development

**Clause 5.5.1** provides opportunities for land uses within existing buildings to interchange without the requirement for further approvals, and (in the case of the proposed development) applies to the food premises and office components. As a new building, **Clause 5.5.1** is not directly applicable to this application.

##### 4.8.2 Clause 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.*

Refer **Section 4.9** of this report for detailed consideration of the Community Safety Design Guide.

###### 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.*

The proposed building provides a considered response to view corridors along the street alignments by focussing the tower form toward the west (away from the street boundaries), whilst addressing important architectural, landscape and cultural items including Galamarrma / the Tree of Knowledge, Christ Church Cathedral and Civic Park by orientating activation and pedestrian frontages to the north-west and south-west.

Whilst the proposed building is taller than those in the immediate locality, adherence to (indeed exceedance of) the required setbacks to the north and east consider existing amenity and ensure appropriate integration, noting the built form response to the Gateway Location overlay.

4. *Minimise expanses of blank walls.*

Extensive use of glazing and varied podium screening, together with the ground level setbacks to the street frontages and inclusion of landscaping within the setback areas ensures blank wall expanses are minimised.

5. *Add variety and interest at street level and allow passive surveillance of public spaces.*

Extensive glazing, double-height lobby, complimentary commercial uses, landscaping and street furniture, and design emphasis on the pedestrian plazas ensure interesting and attractive public space, with extensive opportunities for passive surveillance from a range of internal uses.

6. *Maximise energy efficiency through passive climate control measures.*

ESD measures will be incorporated into the building design including:

- Building facade designed to balance daylight and outlook against thermal performance;
- Functional lighting throughout to utilise high efficiency led and associated control systems;
- Public open space and landscaping to utilise water sensitive urban design principles and assist in mitigating heat island effects; and
- Building services to be designed to minimise overall energy consumption.

7. *Control on-site noise sources and minimise noise intrusion.*

Noise emanating from mechanical and plant equipment is controlled through the placement (internally within the building) and screening (roof top) of mechanical service areas. Late-night uses or entertainment areas are not proposed, and food premises tenancies are appropriate within a large commercial development.

8. *Conceal service ducts, pipes, air conditioners, air conditioning plants etc.*



Services are concealed within the building, including the dedicated plant and equipment areas at ground level, level 10 and the primary roof top plant enclosure.

*9. Minimise use of reflective surfaces.*

Primary facade materials and colours have been selected in response to positive character aspects of the existing locality. Aluminium / other metal and concrete finishes will be matte or satin, with modern glare-reducing glazing ensuring reflective surfaces are minimised.

*10. Provide safe and convenient movement of vehicles and pedestrians to and from the site.*

Separate vehicle, service and pedestrian connections are provided. The Traffic Impact Statement in **Attachment E** confirms the expected vehicle types and access arrangements.

*11. Provide convenient pedestrian links (incorporating access for the disabled) to other buildings and public spaces.*

Legible pedestrian connections from the road frontages (both Harry Chan Avenue and the Esplanade), through the site to the main building entry points, then connecting through to Civic Park, Cavenagh Street and the Bus Interchange.

*12. Provide protection for pedestrians from sun and rain.*

Overhanging podium levels and inset building entrance provide opportunities for pedestrian shelter at the primary access location and through the pedestrian plazas.

*13. Provide for loading and unloading of delivery vehicles and for refuse collection.*

A separate service area and adjoining waste management room provides ample space for loading, unloading and waste management.

*14. Provide landscaping to reduce the visual impact and provide shade and screening of open expanses of pavement and car parking.*

The landscaping design emphasises the building frontages and interface with public pedestrian routes and the road frontage per the landscaping concept in **Attachment B**.

*15. Provide facilities, including public toilets, child minding facilities, parenting rooms and the like where the size of the development warrants such facilities.*

The proposed building contains ground level facilities including public toilets, dedicated changing places facility, end of trip facilities and a dedicated parents room.

*16. Provide bicycle access, storage facilities and shower facilities.*

Bicycle access is provided to the internal EOT facilities, through the pedestrian plazas including short-term bicycle storage along the library frontage. A dedicated EOT area including secure bicycle storage, showers and change areas, and lockers is provided on the ground floor.

#### 4.8.3 Clause 5.5.4 (Expansion of Existing Developments in Zone CB)

**Clause 5.5.4** allows for the minor expansion of an existing use or development in Zone CB without further approval. Approval under **Clause 5.5.4** is not being sought for the proposed works.

#### 4.8.4 Clause 5.5.11 – Food Premises

##### Purpose

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

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

##### Administration

1. This clause applies to **food premises-café/take away, food premises-fast food outlet, and food premises-restaurant.**
2. The consent authority may **consent** to a **food premises** that is not in accordance with sub-clauses 3-10, only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and outcomes, and it is appropriate to the **site** having regard to such matters as its location, scale and impact on surrounding **amenity**.

##### Requirements

3. Incorporate appropriate building and landscape design to ensure that there is no unreasonable loss of **amenity** for adjoining and nearby property.

The food premises are encapsulated within the overall building design and, in the case of the ground level tenancy, located to improve amenity outcomes to the public realm.

4. *A minimum 1.8m high solid acoustic screen fence is erected along the full length of all **site** boundaries adjoining land in Zones LR, LMR, MR or HR.*

Not applicable.

5. *Floodlights, spotlights and all other forms of lighting shall be constructed, oriented and controlled so as not to adversely impact on the **amenity** of any adjacent residents or cause a traffic hazard in the adjacent road network.*

Lighting will be limited to soffit downlighting and soft area lighting, and will not impact surrounding residents or the public realm.

6. *Manage noise emissions so that they will not have an unreasonable impact on the **amenity** of the locality.*

The proposed food premises are sufficiently separated from nearby residential uses and are unlikely to adversely impact amenity.

7. *The design of an **alfresco dining area** or outdoor entertainment space located adjacent to a **dwelling** is to take account of and reasonably mitigate noise and privacy impacts.*

Opportunities for alfresco dining are provided within the public areas at ground level, and as with the other active components are internalised away from the nearest residential properties.

8. *Adequate provision is made for the on-site collection, storage and disposal of waste, positioned to avoid nuisance to neighbours.*

Waste storage and collection for the food premises are included in the internal waste storage and loading areas.

9. *The maximum **net floor area** of a **café/take away** should be 80m<sup>2</sup>.*

The intended food premises are likely to be consistent with the definition of *food premises – restaurant*.

10. *If a **fast food outlet** is adjacent to land in Zones LR, LMR, MR or HR, the development is to be set back 5m from all side and rear boundaries and landscaped to a minimum depth of 3m to provide a visual screen.*

Not applicable.

#### 4.8.5 Clause 5.5.15 (Design in Commercial and Mixed Use Areas)

##### Purpose

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

##### Administration

1. *A development application must, in addition to the matters described in sub-clauses 12-23, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide in Schedule 5.*

Refer **Section 4.9** for consideration of the Community Safety Design Guide.

2. *The consent authority may **consent** to a development that is not in accordance with sub-clauses 12-14 if it is satisfied that it is consistent with the purpose of the clause.*
3. *The consent authority may **consent** to a development that is not in accordance with sub-clause 15 if it is satisfied that services and utilities are appropriately concealed within the development to minimise their visual impact on the public domain.*
4. *The consent authority may **consent** to a development that is not in accordance with sub-clause 16 if it is satisfied that the development provides an appropriate level of shading that reduces heat capture of paved surfaces, having regard to the location of the **site** and scale of the development.*
5. *The consent authority may **consent** to a development that is not in accordance with sub-clause 17 if it is satisfied that:*
  - a) *the development provides a considered response to the established character of the streetscape; and*
  - b) *the development provides an alternative response for shading.*
6. *The consent authority may **consent** to a development that is not in accordance with sub-clauses 18 if it is satisfied that the development facilitates safe and shaded pedestrian movement through the **site**.*
7. *The consent authority may **consent** to a development that is not in accordance with sub-clause 19 if it is satisfied that all reasonable measures are taken to mitigate potential impacts between current and reasonably anticipated future developments.*

8. The consent authority may **consent** to a development that is not in accordance with sub-clause 20 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on **habitable rooms** within the **site**.
9. The consent authority may **consent** to a development that is not in accordance with sub-clause 21 if it is satisfied that the development manages run-off from balconies to adjoining balconies and **dwelling**s below.
10. The consent authority may **consent** to a development that is not in accordance with sub-clause 22 if it is satisfied that the development provides appropriate provisions for parenting activities relative to the nature and scale of the development.
11. The consent authority may **consent** to a development that is not in accordance with sub-clause 23 if it is satisfied that the development provides an appropriate response to waste management.

#### Requirements

12. Building design is to be sympathetic to the character of buildings in the immediate locality.

Refer response to **Clause 5.5.3 (subclause 3)** in **Section 4.8.2**.

13. Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.

Refer response to **Clause 5.5.3 (subclause 6)** in **Section 4.8.2**.

14. Building design is to minimise the expanse of blank walls facing the street and **public open spaces** and limit external finishes that could cause nuisance to residents or the general public, such as materials that would result in excessive reflected glare.

Refer response to **Clause 5.5.3 (subclauses 4 and 9)** in **Section 4.8.2**.

15. Services and utilities (such as bin storage areas, service ducts, pipes, air conditioner plants etc.) are to be integrated into the development and/or screened to the public domain and neighbouring properties.

Refer response to **Clause 5.5.3 (subclause 8)** in **Section 4.8.2**. Bin service areas, loading / unloading and other back-of-house functions are provided for within the dedicated service area accessed from Harry Chan Avenue.

16. **Car parking areas**, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.

All car parking is provided internally within the building. Landscaping and built form designs (including the cantilevered podium levels) per **Attachments A and B** demonstrate the provision of shading to open areas.

17. *Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which:*

- a) extends along the full length of the **site** boundary to provide continuous coverage for pedestrians;*
- b) covers the full width of the footpath or has a minimum width of 3m; and*
- c) allows for the growth of existing trees and the planting and growth of reasonably anticipated trees within the road reserve.*

The internal orientation of active building components, and the inclusion of a building setback to the street boundaries to enable the provision of screen and shade landscaping within the street setback areas preclude the installation of footpath awnings to Harry Chan Avenue and the Esplanade frontages. Noting the internalisation of the active building components and the associated reasoning addressed previously (to enable integration with Civic Park and the anticipated Civic Plaza), the development provides a *considered response to the established character of the streetscape*. Alternative shading in the form of landscaping (both new and retained) and cantilevered podium levels ensure appropriate shading, particularly to the primary building entrance.

18. *Development is to provide legible pedestrian access from the street and public pathways to building entrances that:*

- a) is direct and provides refuge from the sun and rain; and*
- b) avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines.*

Separate vehicle and pedestrian connections are provided, with clearly identifiable pedestrian connections to the proposed building and connecting to other areas. Pedestrian entry points incorporate covered awnings to provide shelter from sun and rain, with clear sightlines, the use of glazing at ground level and activation of pedestrian frontages ensuring potential entrapment areas and blind corners are minimised.

19. *New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance.*

The nature of the proposed development, encapsulated within the definitions of *office, car park, food premises-restaurant, place of assembly* (in the context of the proposed Civic Centre functions) and *community centre* per **Schedule 2.2** of the Planning Scheme, together with the separation to residential buildings, is such that unreasonable impacts as a result of noise, vibration, light or odours are unlikely.

20. *Development is to minimise the transmission of noise and exhaust from services by:*

- a) *locating lift shafts away from **habitable rooms**, or by using other noise attenuation measures; and*
- b) *locating air conditioner plants away from openings in **habitable rooms**.*

No habitable rooms are included in the proposed development, and the internal / screened plant areas are suitably separated from surrounding development.

21. *Buildings are to provide internal drainage of balconies.*

The proposed terrace on level 21 will be internally drained.

22. *Development with a **floor area** of 3500m<sup>2</sup> or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding).*

A dedicated parenting room is provided on the ground floor.

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

A dedicated service bay provides direct access to the waste management room at ground level, with access / egress for waste collection vehicles to pick-up entirely within the site.

#### 4.8.6 Clause 5.5.16 (Active Street Frontages)

##### Purpose

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

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

##### Administration

1. *This clause does not apply where:*

- a) *alternative **active street frontage** requirements are established under Clause 5.9 (Location specific development requirements); or*
- b) *the land is within the Darwin Waterfront identified on the diagram to Clause 5.9.2.4 (Darwin Waterfront Building Heights and View Lines).*

2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 5, 6 and 7 if:
  - a) an alternative solution effectively meets the purpose of this clause;
  - b) the **site** design reflects the established character of the area; or
  - c) it is satisfied that compliance would be impractical considering servicing requirements and any advice provided under sub-clause 4.
  
3. Landscaping may be counted toward the percentage of **active street frontage** required under sub-clause 6 if it is comprised of:
  - a) significant existing vegetation; or
  - b) vertical landscaping for the full height of the **ground level** street frontage;

and the development still meets the purpose of the clause.
  
4. Every application should include written acknowledgment from the agencies responsible for power and water, fire rescue services and the relevant local government council to confirm that all reasonable measures were taken to minimise the impact of servicing requirements on **active street frontages**.

Preliminary consultation has been undertaken with the aforementioned agencies. To date, a formal response has been received by the northern Territory Fire and Rescue Services (**figure 8**). Responses from the Power and Water Corporation will be provided as received, or via service authority referral responses. As the landowner and development partner, extensive design discussions have been undertaken with the City of Darwin.


Brad,

At this early stage of design NTFRS have only a few minimal comments regarding the project. Additional comments may be provided as the project develops.


NTFRS make the following assumptions and preliminary comments from the drawings supplied thus far:

- The class of building will be 5, 6 & 7a.
- The construction will be as per the Deemed to Satisfy Provisions of the National Construction Code (NCC), and relevant Australian Standards. Any Performance Based Solutions will follow the Australian Fire Engineering Guidelines. Fire Engineering will be reviewed by NTFRS via an Application for Fire Engineering Design Review Report.
- Plans shows only a hydrant booster. Sprinkler booster facilities will also be required.
- The fire hydraulic system demand (required sprinkler and hydrant demand combined) is unknown at this stage. Should the fire hydraulic system demand exceed the capabilities of a single NTFRS pumping Appliance then provisions will be required to accommodate 2 x NTFRS Pumping Appliances at the sprinkler/hydrant boosters.
- The sprinkler/hydrant booster will need to be provided with hard suction outlets to enable NTFRS access to the onsite tank supply. As per AS2419.1-2021 the hardstand for the Pumping Appliances is required to be within 4.5 metres of the boosters. Provisions will be required to enable the accommodation of the 2 x NTFRS Pumping Appliances.
- NTFRS note the location of the Fire Control Centre, Sprinkler Control Valves and Booster are suitable.
- NTFRS note the fire isolated stairs on the FCC side of the building exit into a corridor within the building on the ground floor. NTFRS assume the corridor will be fire isolated.

Regards



Fire Safety Command | Northern Territory Fire and Rescue Services  
32 Hillie Street, Darwin, NT  
PO Box 37171, Darwin, NT 0821 [www.fire.nt.gov.au](http://www.fire.nt.gov.au)

 Northern Territory  
Fire and Rescue Service

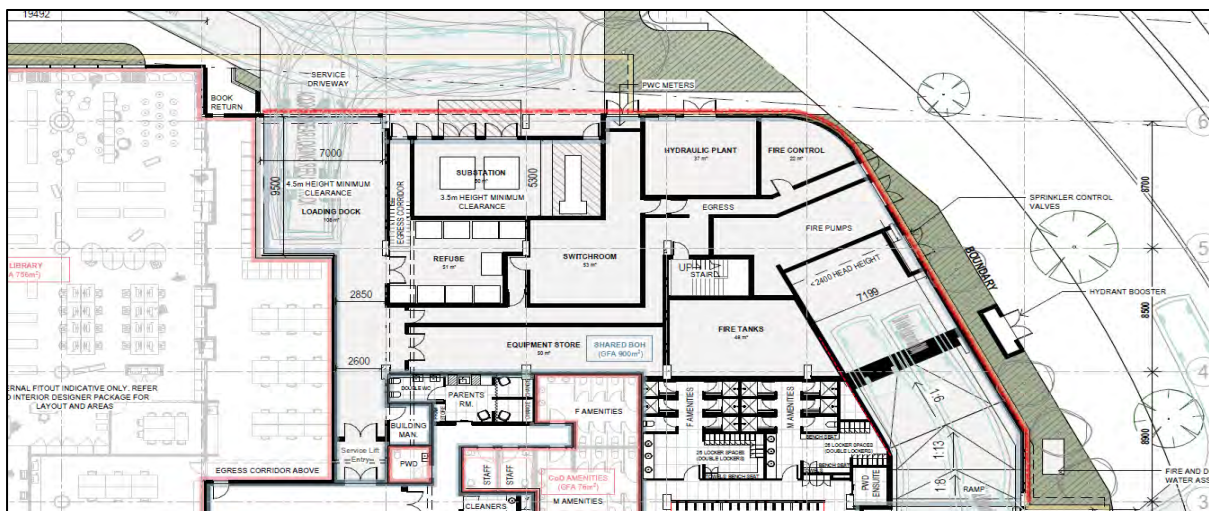
**Figure 8:** Preliminary advice from NTFRS



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.

Evident in **figure 9**, service connections and access thereto is consolidated along the ground level northern building façade fronting the Harry Chan Avenue and Esplanade frontages. The service zone commences from the loading dock, extending across the substation frontage, hydraulic equipment, fire control room and pumps, separate hydrant booster and water assembly units. Services have been oriented along the site frontage to provide sufficient access for service authorities without having to accommodate access through the site, and to maximise ground level floor space for the library, food premises, front of house areas and amenities (including the extensive EOT facilities, toilets and parents room).



**Figure 9:** Service Zone (red) along the Harry Chan and Esplanade frontages

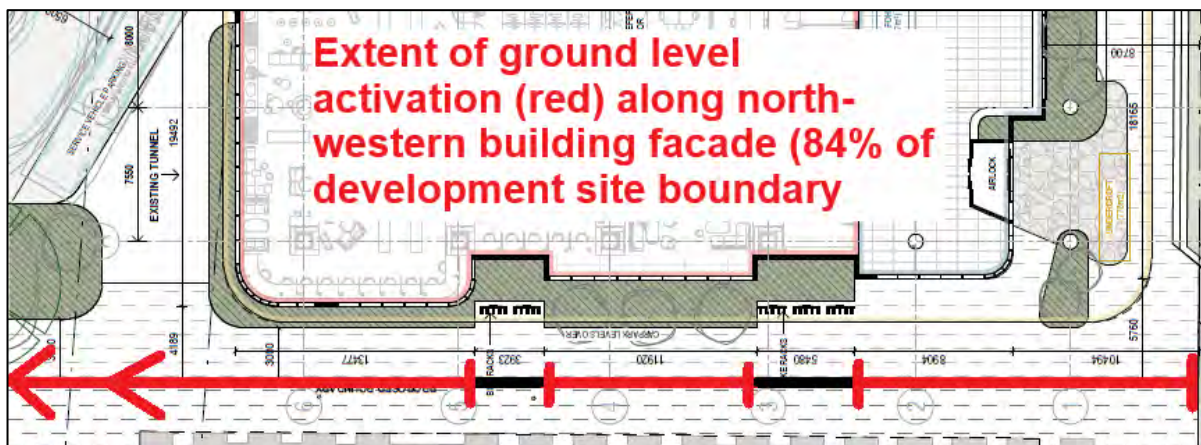
6. Buildings are to provide a minimum of 60% of the length of each site boundary that fronts a **primary** or **secondary street**, or **public open space**, as **active street frontage**, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:
  - a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;

- b) *operational and legible entrances (excluding fire egress) that are directly accessible from the public domain;*
  - c) *areas within the **site** that are used for alfresco dining that provide visual interaction with the street/**public open space**; or*
  - d) *well-designed spaces that allow for pedestrian movement and/or seating.*
7. *Building frontage that is outside the requirements of sub-clause 6, excluding areas for access, are to limit the scale and visual presentation of blank walls.*

Subclause 6 requires minimum building activation to the street frontages and public open space. In response to the broader civic and community function of lot 3981 to the west and south-west of the development site, and the location of the development site at the north-eastern extent of the Civic and State Square Precincts, the proposal internalises the active frontage elements towards the north-west (towards the existing Civic Centre) and the south-west (towards lot 7795 and the proposed pedestrian plaza). Evident in **figures 10** and **11**, the extent of activation to these frontages is equivalent to 84% of the development site boundary to the north-west and 100% of the development site boundary to the south-west.

The orientation of activation to these elevations maximises connectivity with the pedestrian plaza and future activity within the Civic Plaza. The active elements comprise a mix of open and undercroft public space, glazed building frontage to active ground floor uses, landscaping and open space areas and legible and welcoming building entry points.

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



**Figures 10 and 11:** South-western and north-western internal activation

4.8.7 Clause 5.8.4 (Exhibition Centre, Place of Assembly and Place of Worship)

Purpose

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

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

### Administration

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

### Requirements

2. If the use or development is located adjacent to land in Zones LR, LMR, MR or HR:
  - a) the use or development is to be set back 5m from all **site** boundaries and landscaped to a minimum depth of 3m to provide a visual screen;
  - b) a minimum 1.8m high solid acoustic screen fence is erected along the full length of all **site** boundaries adjoining land in Zones LR, LMR, MR or HR; and
  - c) the design of the use or development is to take account of the noise impact on any adjacent **dwelling**.

The subject land is not located adjacent land in Zones LR, LMR, MR or HR.

3. The operation of the use or development must take into account the **amenity** of the surrounding locality having regard to:
  - a) hours of operation;
  - b) number of events annually;
  - c) maximum capacity of patrons; and
  - d) any other relevant aspects of the day-to-day operations of the use or development.

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

#### 4.9 Community Safety Design Guide

The *Community Safety Design Guide* seeks to ensure development considers the principles of *Community Protection through Environmental Design* (CPTED). The design guide encourages urban developments in the Northern Territory that *feel safe and are safe*, and includes:

- Safe design context and objectives for application to all developments;
- Design guidelines providing recommended solutions on methods for compliance to the key principles;
- Positive and negative design outcome examples; and
- Safety audit / application checklists.

The specific components of the design guide as they relate to the proposed development are considered below, including the *context, objective* and specific *design guidelines*.

##### ***Surveillance***

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

##### ***Sightlines***

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

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

##### ***Mixed Use Areas and Activity Generators***

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



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

### ***Building Design, Lighting, Signage, Wayfinding and Movement Predictors***

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

### ***Car Parks***

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

### ***Active Security***

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

### ***Safety Audit***

A safety audit per **Section 5.0** of the design guide is recommended as part of a development application.

- *Is there adequate lighting available in areas and along routes which are meant to be accessed after dark?*
- *Are the lighting fittings vandal resistant?*
- *Is there ever lighting with limited contrasts and no dark spots?*

Lighting will be provided in accordance with the relevant Australian Standards and will ensure the achievement of necessary lighting levels, along with the durability and efficiency of fittings.

- *Are there sharp corners, grades, fences, or plants that reduce the ability to see what is coming?*

Sightline obstructions are minimised to ensure sightlines are maintained. Where obstructions do exist, they are sufficiently separated from the main routes to be visible and / or utilise glazing to active uses to ensure entrapment opportunities are minimised.

- *Can people on the site be seen by others from outside the site?*

Straight, open pedestrian routes ensure visibility from the public realm, and internal views are available from the pedestrian plazas and the main lobby.

- *Are other people likely to be in the immediate area at different times of day and night?*

The combination of public administration and library, private offices, Civic Centre function (including evening activities) and food premises provide an appropriate mix of day and evening activity.

- *Are there other surveillance or emergency measures in place such as cameras or phones?*

Active surveillance patrols and CCTV will be utilised.

- *Do land uses in the immediate area generate activity at different times of day and night?*

Night-time activities within the locality are generally limited to intermittent functions and events.

- *Who are the users of land uses in the area and will they cause conflicts or perceived conflicts with proposed users of the development?*

There is adequate separation between commercial / civic and residential uses to ensure the potential for land use conflict is minimised.

- *Is it clear what areas are publicly accessible and which areas should not be publicly accessible?*

Publicly accessible areas are clearly delineated from private, back-of-house and other service areas.

- *Does the land and its surrounds appear owned and cared for and is there evidence of graffiti and vandalism?*

The proposed development will be maintained as part of the Civic Precinct.

- *Are there routes involving stairs, tunnels, bridges or other features which lead to predictable movements?*

Clear and predictable movements are essential for the integration of the development with the broader precinct, however are located and designed to be sufficiently wide and to ensure adequate sightlines are maintained.

- *Are there corners or recessed areas that enable people to hide?*

Entrapment locations are avoided and/or made highly visible, particularly in and around the main pedestrian areas.

- *Is there clear signage and is it easy to navigate through an area on safe routes?*

Clear and legible routes will be provided, and signage will ensure, where necessary, visitors have a clear understanding of such routes.

- *Are there any land uses and facilities in the area which require special consideration?*

The primary civic and community functions require specific consideration with regard to pedestrian and community accessibility and safety.

## **5.0 Section 46(3)(b) – Interim Development Control Order**

Title details in **Attachment H** confirm there are no Interim Development Control Orders currently applicable to the subject land.

## **6.0 Section 46(3)(c) – Referral to the NT EPA**

**Section 48** of the Environmental Protection Act 2019 (EPA Act) requires a project be referred to the NT Environmental Protection Authority (NT EPA) for a standard assessment if it has the potential to have a significant impact on the environment or meets a referral trigger. Formal consideration under the Northern Territory Environmental Assessment Act is not required, and the proposal is not likely to directly impact on an environment protection objective under the Waste Management and Pollution Control Act.

The proponent and their contractor/s must ensure that construction works are undertaken in accordance with the relevant legislation, including in relation to construction noise, hours of operation, dust and contamination control, waste storage and collection, and the avoidance of sedimentation of runoff. It is expected that a Construction Environment Management Plan will be required via condition on any resultant development permit ensuring the CEMP is prepared, assessed and approved by the relevant agencies, and is implemented for the duration of construction works.

## **7.0 Section 46(3)(d) – Merits of Proposed Development**

The proposed development will be a positive public / private building at the northern and eastern extents of the State Square and Civic Precincts within the Darwin CBD.

The new building will improve Council function to the general community, and increase the provision of public car parking to existing and future visitors and residents of the CBD. The development site enables construction of the new building prior to the demolition of the existing Civic Centre, ensuring continuity for the City of Darwin to service the community, and once completed and occupied enables future development of the Civic Plaza area.

## **8.0 Section 46(3)(e) – Subject Land, Suitability of Development and Effect on Other Land**

**Section 2** of this report details the subject land and its locality, and **Section 4** considers the potential impact on surrounding land. The subject land is suitably zoned, not affected by excessive slope, drainage or other constraints, and suitably located as part of the Civic Precinct to service the surrounding and broader community. Siting of the proposed building enables the protection of the underlying oil storage tunnels, and concentrating built form in the north-eastern part of lot 3981 enables separation to existing heritage items and their ongoing protection and incorporation into public space.



## **9.0 Section 46(3)(f) – Public Facilities and Open Space**

The site includes public open space in the form of Civic Park, and the development enables the redevelopment and subsequent demolition of the existing Civic Centre to increase public space opportunities within the locality. More broadly, numerous public, civic, judicial and administrative services and facilities are situated within the locality, including the Bus Interchange, the State Square Precinct, law courts and the Darwin Waterfront. A number of food and beverage premises provide a range of leisure and recreation options. The sky bridge and Smith Street connection via the pedestrian stairs and lift provide access to the additional public facilities and open space within the Darwin Waterfront.

## **10.0 Section 46(3)(g) – Public Utilities and Infrastructure**

The Engineering Services Report in **Attachment C** confirms the site can be adequately serviced by all essential infrastructure through the installation of new infrastructure and connection to existing infrastructure.

## **11.0 Section 46(3)(h) – Impact on Amenity**

**Section 4** of this report considers the potential impact on amenity in the context of specific elements of the Planning Scheme and the Strategic Framework. The building design orientates active commercial and civic components internally, and locates the tower at or slightly within the minimum setbacks to the north-western and south-western site extents, conversely maximising separation the Harry Chan Avenue and Esplanade boundaries. Together with the site and landscape design, built form outcomes will be a positive addition to the immediate locality.

From a land use perspective, the combination of civic, administrative and office uses present a low risk for adverse or unreasonable amenity impacts, and the food premises tenancies are a secondary but nonetheless positive inclusion in the proposed development. Impacts from vehicle movements, services and mechanical plant are mitigated to an appropriate extent through the careful siting of vehicle access locations and design, screening of car parking levels, as well as internalised and / or screened plant equipment.

Accordingly, and taking into account the overall building design and response to the requirements of the Planning Scheme considered elsewhere in this report, the design and use of the proposed development will not result in an unreasonable loss of amenity for surrounding land.

## **12.0 Section 46(3)(j) – Benefit/Detriment to Public Interest**

**Section 51** of the Act requires the consent authority to consider whether the proposal is in the public interest with specific consideration given to (where relevant) how the application addresses community safety through crime prevention principles in design, water safety, and access for persons with disabilities.

In response to these matters:

- the proposal is consistent with the Community Safety Design Guide – Refer **Section 4.9**;
- the land is connected to reticulated water supply and will not impact on water security; and
- the proposal will be consistent with accessibility outcomes per **Section 23** (Access to Premises) of the *Disability Discrimination Act 1992*;

In addition to the above, the emphasis on pedestrian access through the site and future integration with Civic Plaza Works ensure a critical public interest element is protected. There are no anticipated detrimental impacts to public interest matters as a result of the proposed development.

### **13.0 Section 46(3)(ja) – Subdivision or Consolidation of Land within a Restricted Water Extraction Area**

The application does not comprise any form of subdivision. Accordingly, **Section 46(3)(ja)** is not applicable.

### **14.0 Section 46(3)(k) – Compliance with the Building Act**

The application does not comprise any form of subdivision. Accordingly, **Section 46(3)(k)** is not applicable.

### **15.0 Section 46(3)(l) – Development of Scheme Land**

The application does not comprise the subdivision of land under a unit titles scheme. Accordingly, **Section 46(3)(l)** is not applicable.

### **16.0 Conclusion**

The application proposes the development and use of part of lot 3981 for the purpose of an integrated civic and commercial building to replace the existing City of Darwin Civic Centre. The proposed building will replace all elements of the existing Civic Centre, including a new public library, administration offices, Council Chambers and function space, and public car park. The City of Darwin facilities will be integrated with private office tenancies, complimentary food premises and shared back of house and service areas including end of trip facilities, public amenities and parenting room.

The subject land is located in Zone CB within an area identified as the Civic Precinct, which extends on from the State Square Precinct further to the south. The use and/or development for the range of defined land uses proposed is ordinarily *Merit Assessable* in Zone CB, however by virtue of the Gateway Location overlay the application must be considered at the level of *Impact Assessable*.

The proposed development is largely consistent with the requirements of the Planning Scheme and associated Strategic Framework, with variations to specific requirements as a result of the proposed integration with the existing and anticipated future function of the Civic Park public open space, and the anticipated Civic Plaza replacing the existing Civic Centre, both also within lot 3981. The orientation of active building elements and pedestrian space to face the other areas of lot 3981 extends the civic and community function of the lot, and enables an attractive and valued bookend to the civic, public and community elements of the locality.

The proposed development will provide significant infrastructure improvements to the Civic Precinct, the pedestrian environment within lot 3981 and the surrounding area. The emphasis on public space, landscaping and street furniture, emphasis on walking and cycling, and active building façade elements will be a positive and valued addition to the site and locality, and will enable integration of the proposed building, particularly the civic and community functions, with future works in place of the existing Civic Centre.



**Brad Cunnington**

Cunnington Rosse Town Planning and Consulting

28 November 2024



ca  
ARCHITECTS

DCOH

CITY OF  
DARWIN

DARWIN CIVIC CENTRE REDEVELOPMENT  
DA PACKAGE  
DECEMBER 2024

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# DARWIN CIVIC CENTRE

**PROPERTY ADDRESS**  
17 Harry Chan Avenue, Darwin 0800

**DEVELOPMENT ASSESSMENT**

TOTAL SITE AREA	4694.35m <sup>2</sup>
TOTAL SITE COVER	3427.01m <sup>2</sup> 73%

**YEILD - ON SITE CAR PARKING**

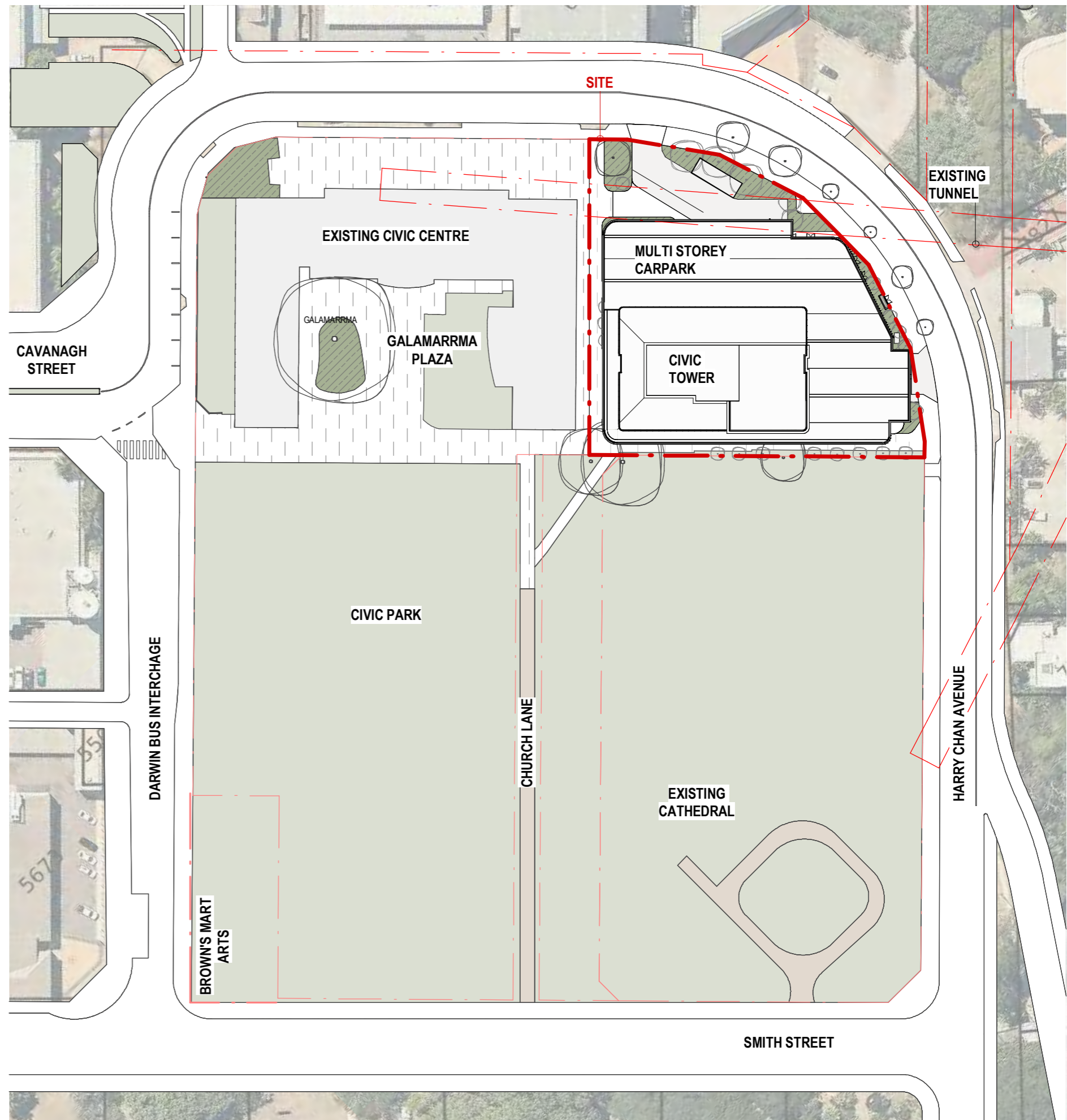
ACCESS TYPE	AMOUNT
Standard	448
Small Car	2
DDA	10
<b>TOTAL</b>	<b>460</b>

**YEILD - ON SITE ADDITIONAL PARKING**

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

**TOWN PLANNING SUMMARY**

ITEM	PROVIDED												
Site Cover	Total Site Cover / Total Site Area = 3427.01 / 4697.35 = 0.729 (73%)												
Parking	Total on site parks: 460 spaces												
Planting Area	Planting area = 678.65m <sup>2</sup> / 757.5m <sup>2</sup> / 4694.35m <sup>2</sup> = 0.161 (16% Approx.)												
Public Domain Area	830m <sup>2</sup>												
EOT Facilities (Based of NT Planning Scheme - Under 'Office Development')	Total NFA = 15469m <sup>2</sup> Shower Spaces (1 per 1500m <sup>2</sup> ) = 15469m <sup>2</sup> / 1500 = 10.3 Shower spaces (therefore 5 per F & M) Bicycle Spaces (1 per 300m <sup>2</sup> ) = 15469m <sup>2</sup> / 300 = 51 Bike Spaces												
Amenities - Library (Class 9b), Based of NCC Facilities Calculator	Public Area = 529m <sup>2</sup> Staff Area = 222m <sup>2</sup> <b>Amenities Calculation:</b> <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Public</td> <td>7 (M) 9 (F)</td> <td>4 (M)</td> <td>5 (M) 5 (F)</td> </tr> <tr> <td>Staff</td> <td>1 (M) 1 (F)</td> <td>1 (M)</td> <td>1 (M) 1 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Public	7 (M) 9 (F)	4 (M)	5 (M) 5 (F)	Staff	1 (M) 1 (F)	1 (M)	1 (M) 1 (F)
	Closet Pan	Urinal	Basin										
Public	7 (M) 9 (F)	4 (M)	5 (M) 5 (F)										
Staff	1 (M) 1 (F)	1 (M)	1 (M) 1 (F)										
Amenities - Chambers (Class 9b + 5), Based of NCC Facilities Calculator	Chambers Area = 764m <sup>2</sup> <b>Amenities Calculation:</b> <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>6 (M) 8 (F)</td> <td>4 (M)</td> <td>4 (M) 4 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Office	6 (M) 8 (F)	4 (M)	4 (M) 4 (F)				
	Closet Pan	Urinal	Basin										
Office	6 (M) 8 (F)	4 (M)	4 (M) 4 (F)										
Amenities - CoD Office (Class 5), Based of NCC Facilities Calculator	CoD Office Area = 976m <sup>2</sup> <b>Amenities Calculation:</b> <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>3 (M) 4 (F)</td> <td>2 (M)</td> <td>2 (M) 2 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)				
	Closet Pan	Urinal	Basin										
Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)										
Amenities - DCOH Office (Class 5), Based of NCC Facilities Calculator	DCOH Office Area = 1013m <sup>2</sup> <b>Amenities Calculation:</b> <table border="1"> <thead> <tr> <th></th> <th>Closet Pan</th> <th>Urinal</th> <th>Basin</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>3 (M) 4 (F)</td> <td>2 (M)</td> <td>2 (M) 2 (F)</td> </tr> </tbody> </table> <p>* Showing 1 less for each sex as accesible unisex facility can contribute as 1</p>		Closet Pan	Urinal	Basin	Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)				
	Closet Pan	Urinal	Basin										
Office	3 (M) 4 (F)	2 (M)	2 (M) 2 (F)										
Total Net Floor Area	15,469m <sup>2</sup>												



## Darwin Civic Centre Redevelopment

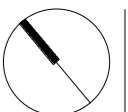
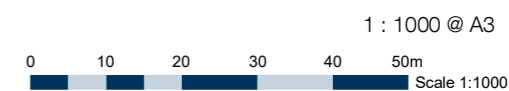


### CA Architects

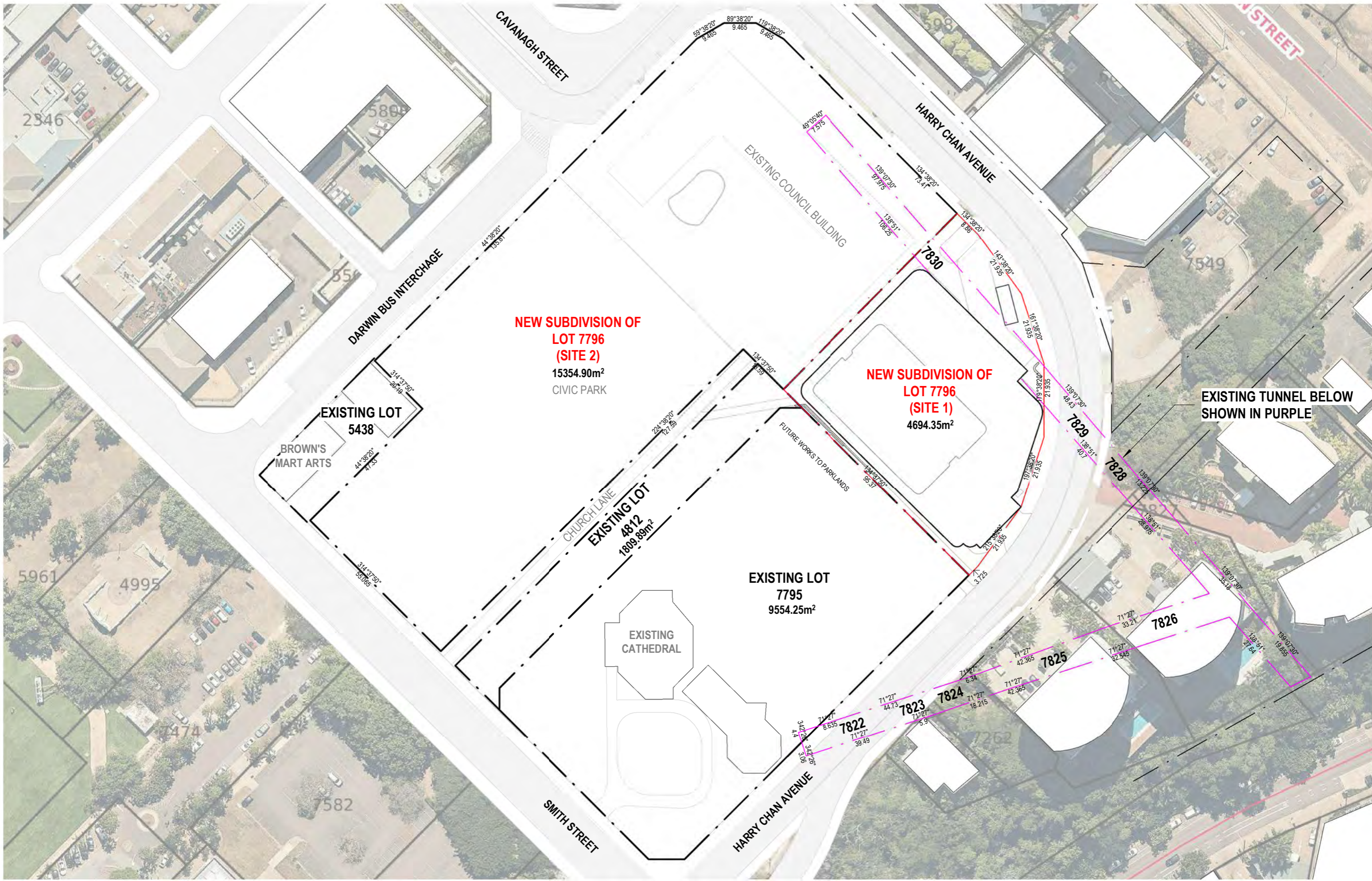
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### Site Masterplan

2248\_DA DA-001 Rev 4 22/11/2024 3:33:18 PM  
Drawn: JH Check: CA DA ISSUE







**NEW SUBDIVISION OF  
LOT 7796  
(SITE 2)**  
15354.90m<sup>2</sup>  
CIVIC PARK

**NEW SUBDIVISION OF  
LOT 7796  
(SITE 1)**  
4694.35m<sup>2</sup>

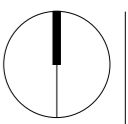
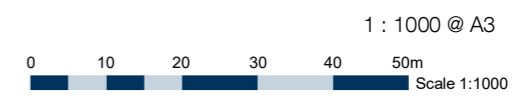
**EXISTING TUNNEL BELOW  
SHOWN IN PURPLE**

**Darwin Civic Centre  
Redevelopment**

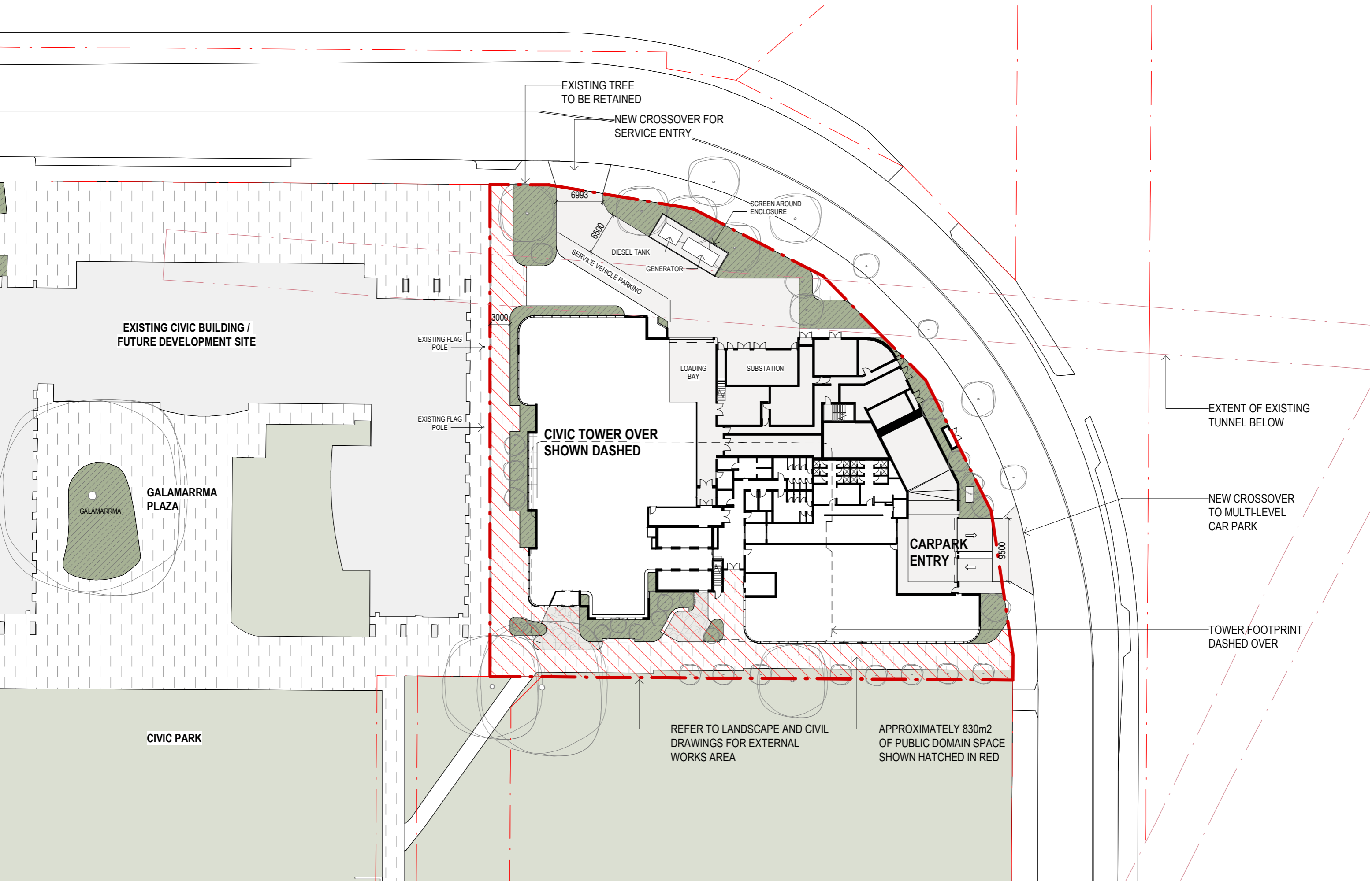


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**Subdivision Plan**  
2248\_DA DA-002 Rev 4 22/11/2024 3:33:43 PM  
Drawn: FT Check: JH DA ISSUE







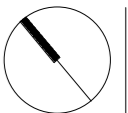
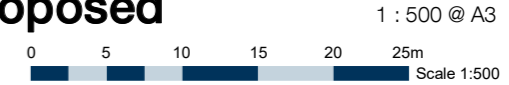
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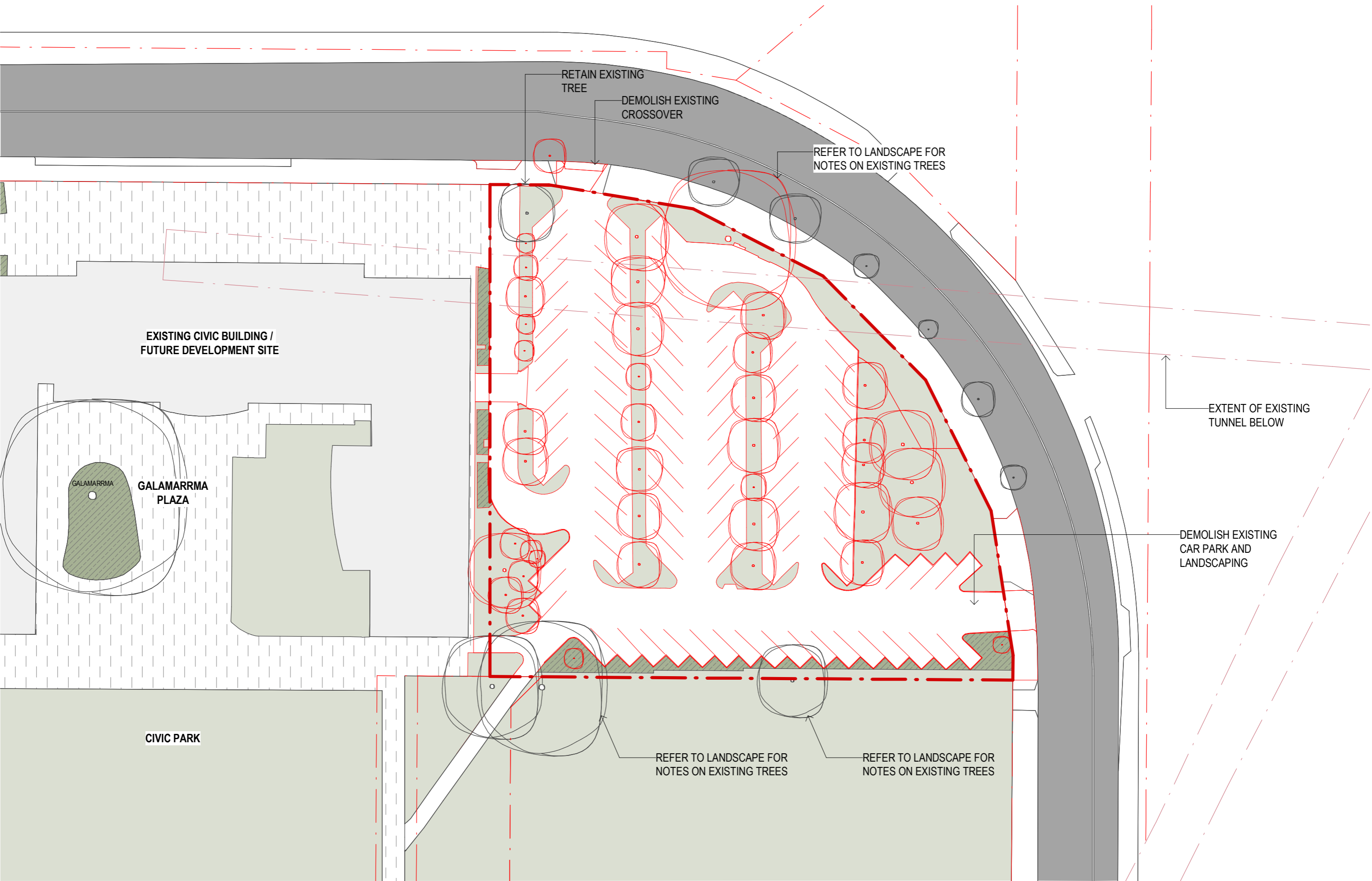
**Ground Level Site Plan - Proposed**

2248\_DA DA-003 Rev 4 22/11/2024 3:33:48 PM  
 Drawn: JH Check: CA



1 : 500 @ A3

DA ISSUE



EXISTING CIVIC BUILDING /  
FUTURE DEVELOPMENT SITE

GALAMARRMA  
PLAZA

CIVIC PARK

RETAIN EXISTING  
TREE

DEMOLISH EXISTING  
CROSSOVER

REFER TO LANDSCAPE FOR  
NOTES ON EXISTING TREES

EXTENT OF EXISTING  
TUNNEL BELOW

DEMOLISH EXISTING  
CAR PARK AND  
LANDSCAPING

REFER TO LANDSCAPE FOR  
NOTES ON EXISTING TREES

REFER TO LANDSCAPE FOR  
NOTES ON EXISTING TREES



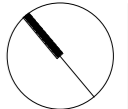
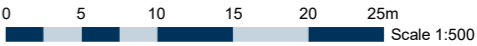
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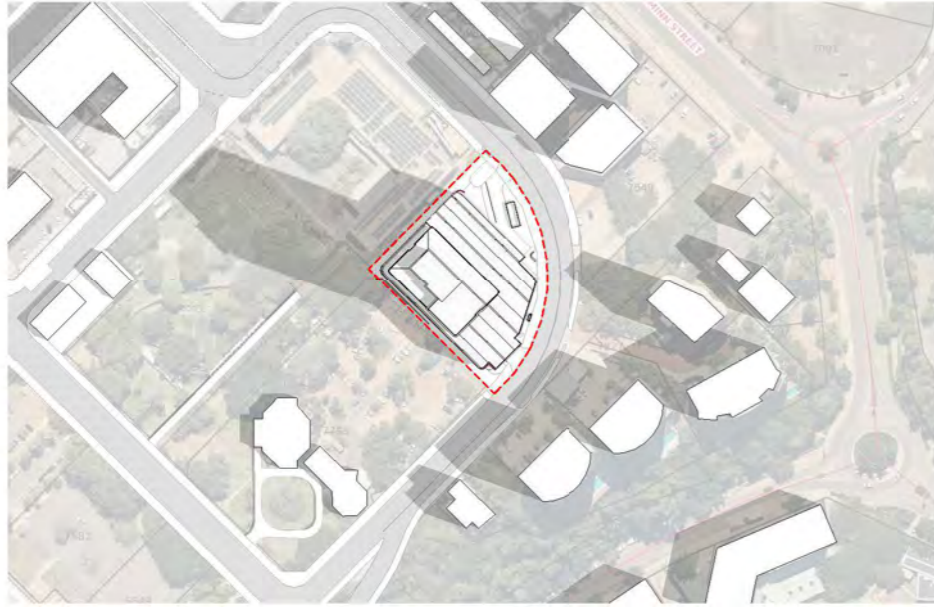
**Site Plan - Existing + Demolition**

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Drawn: JH Check: CA

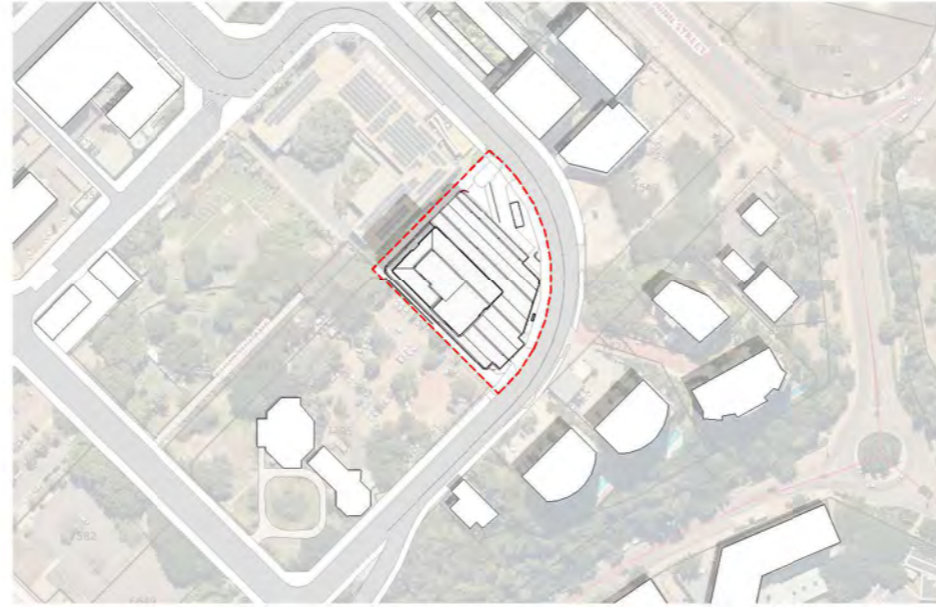
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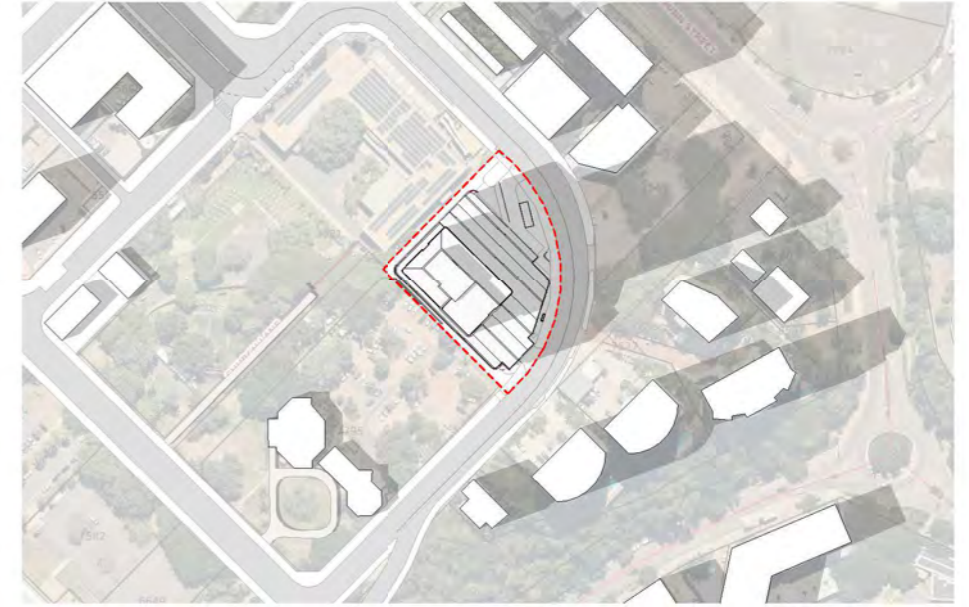




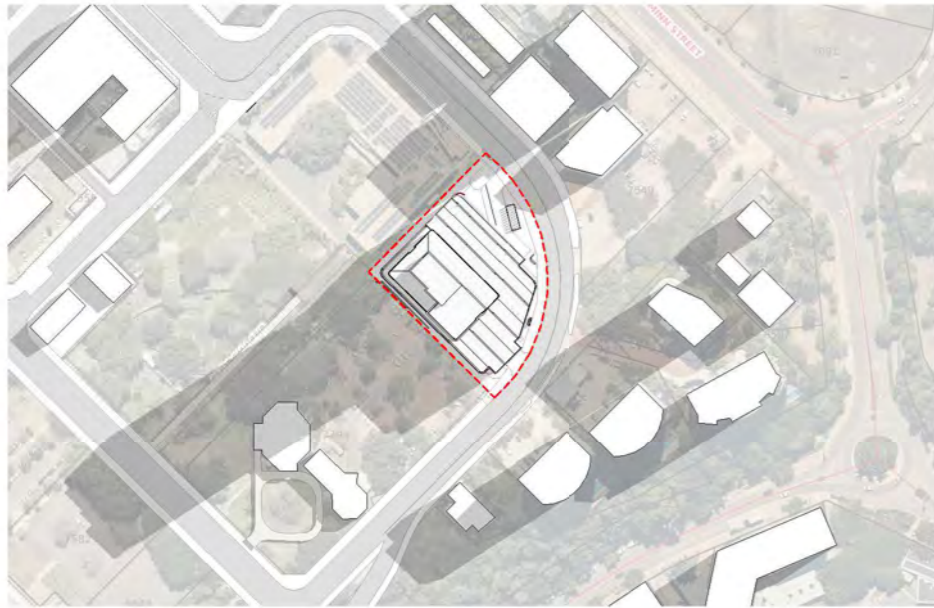
1 Site- Sun Study- Summer Solstice 9am  
1 : 3500



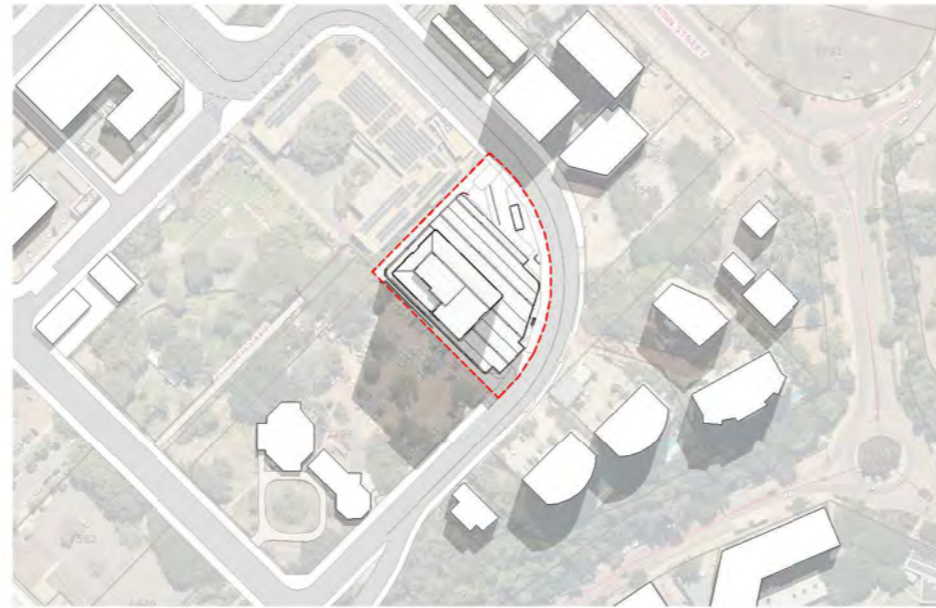
2 Site- Sun Study- Summer Solstice 12pm .  
1 : 3500



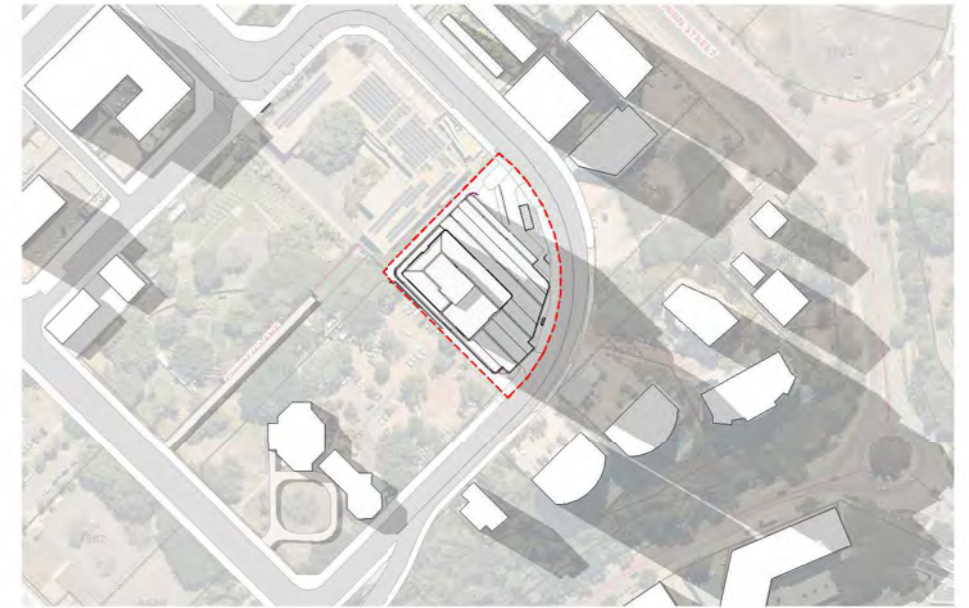
3 Site- Sun Study- Summer Solstice 5pm  
1 : 3500



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



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



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



# Darwin Civic Centre Redevelopment

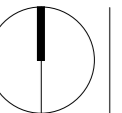
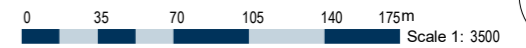
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## Shadow Diagrams

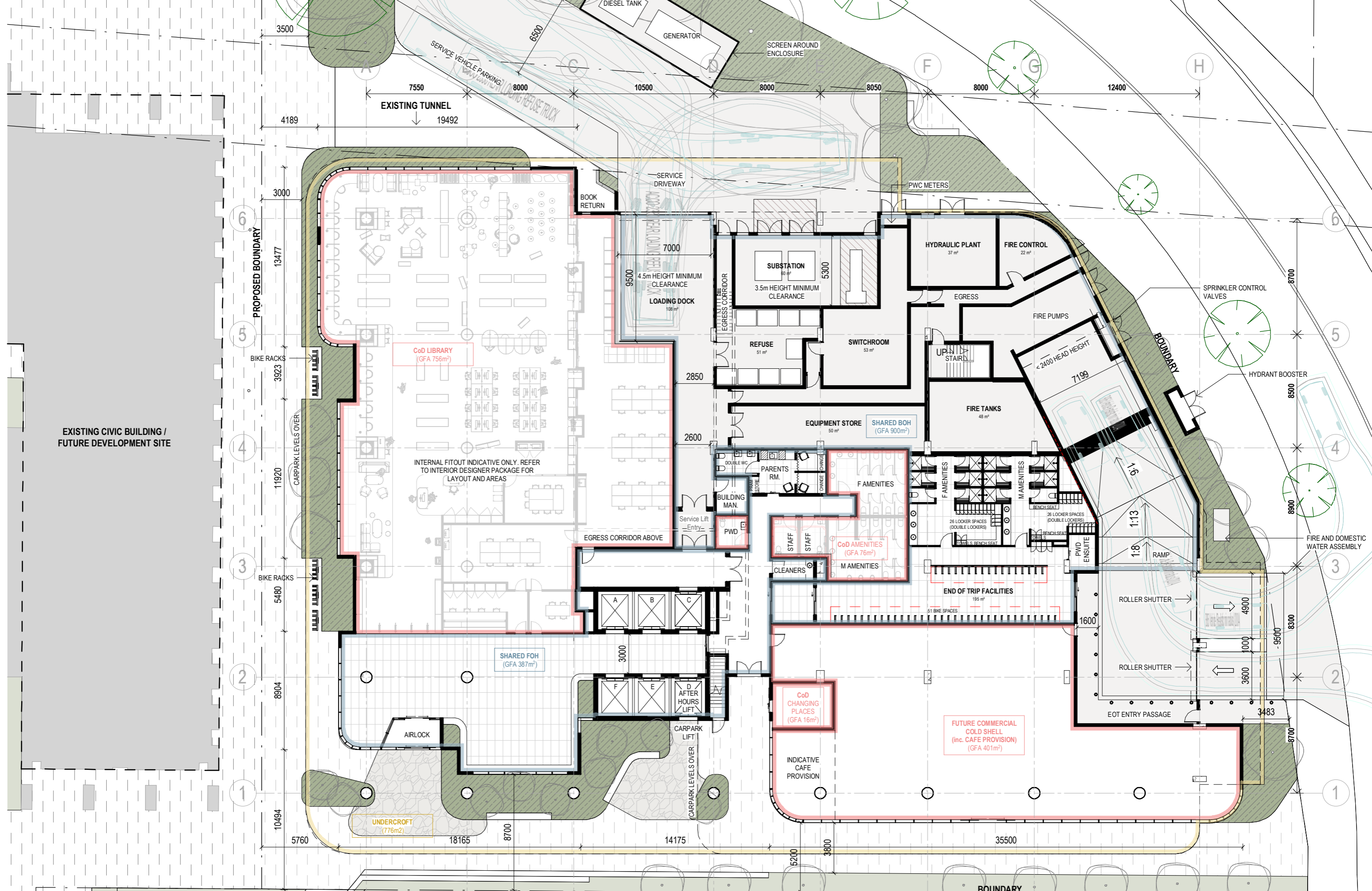
2248\_DA DA-010 Rev 4 22/11/2024 3:34:34 PM  
Drawn: FT Check: JH

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1 : 3500 @ A3





# Darwin Civic Centre Redevelopment



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**Level 1**

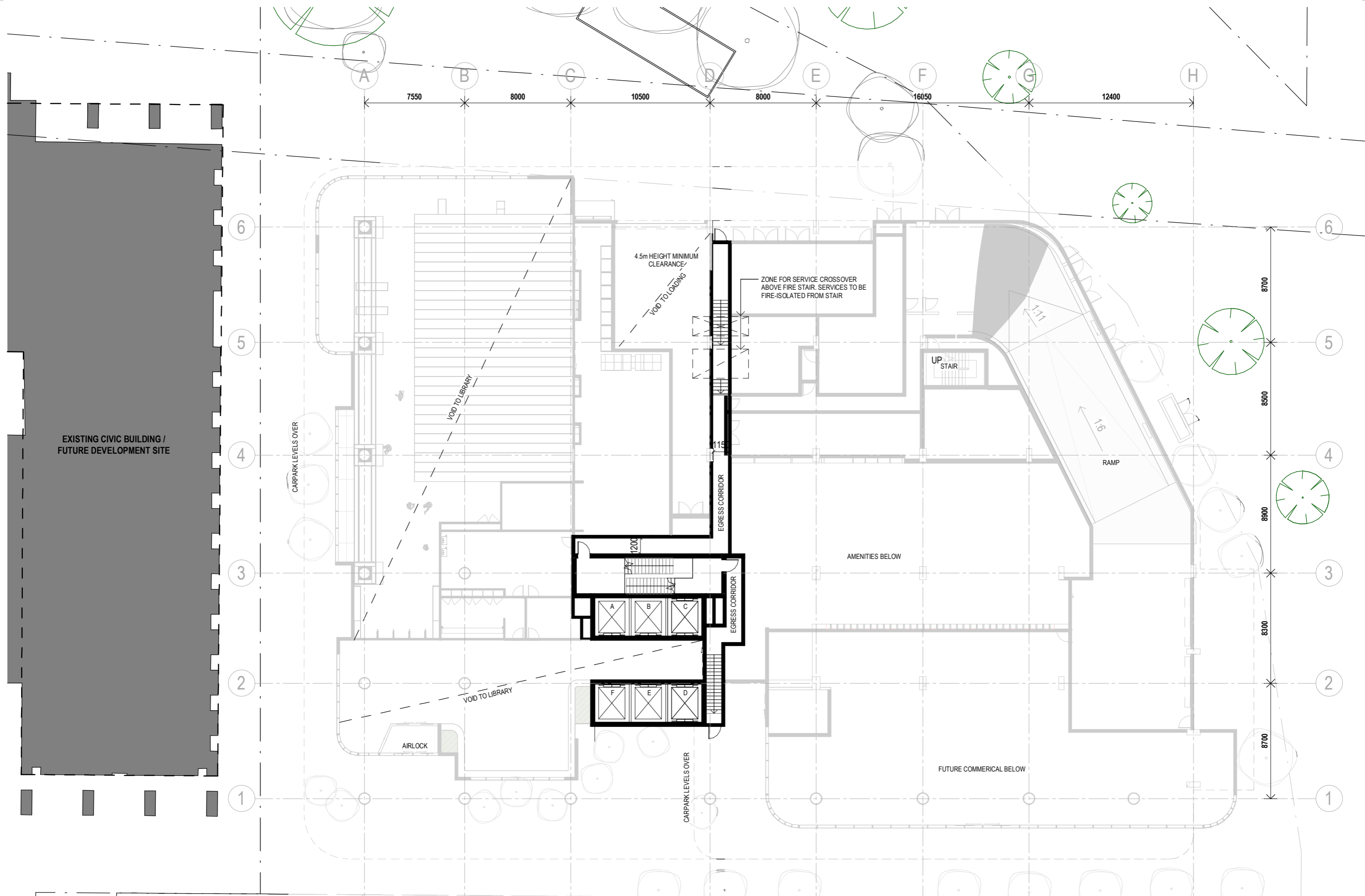
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Drawn: FT Check: JH

22/11/2024 3:34:46 PM  
DA ISSUE

0 2 5 10m 12.5m  
Scale 1:250



1 : 250 @ A3



**Darwin Civic Centre  
Redevelopment**



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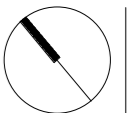
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**Level 1.5**

2248\_DA DA-102 Rev 3  
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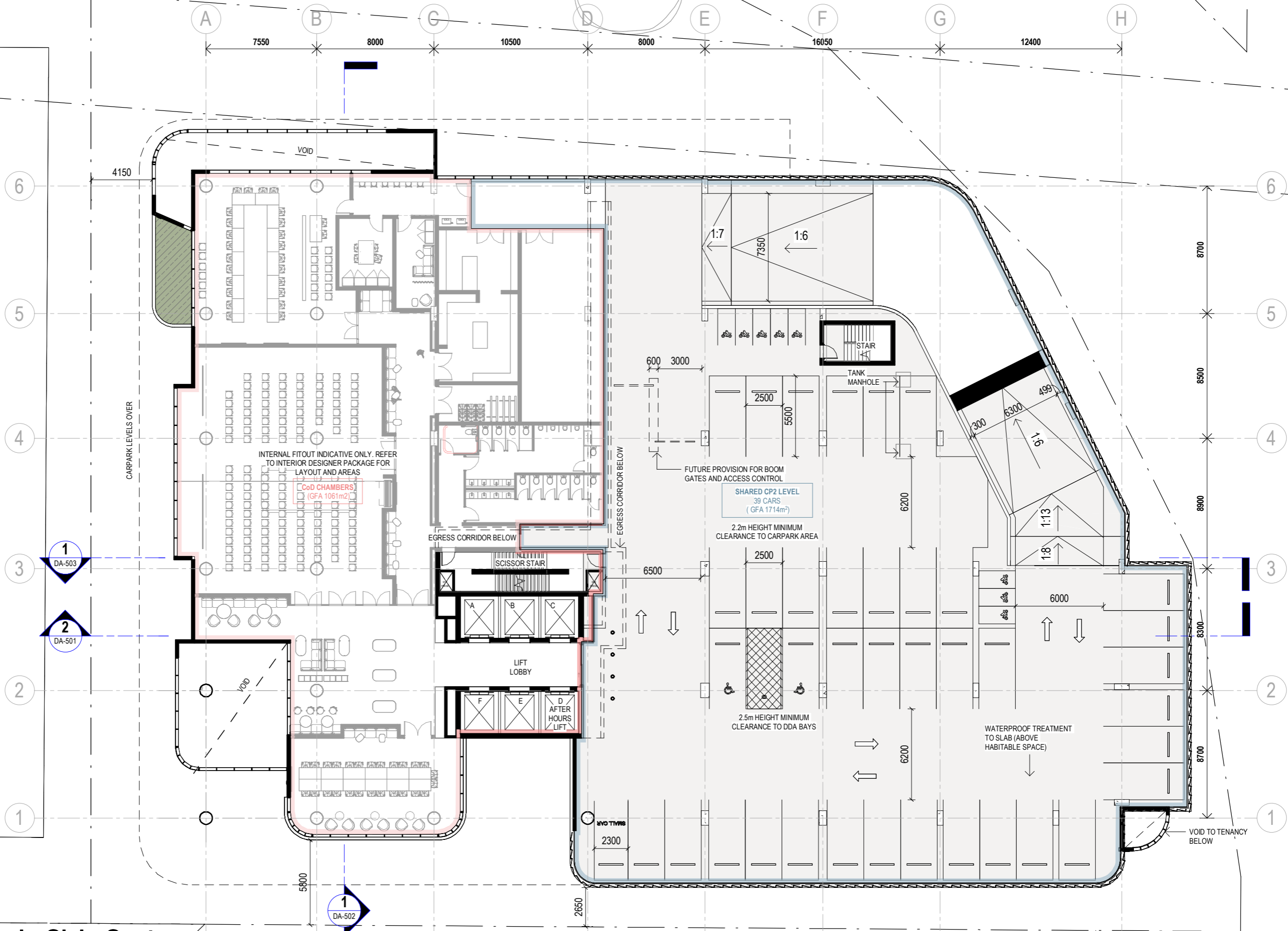
22/11/2024 3:34:51 PM  
DA ISSUE

0 2 5 10m 12.5m  
Scale 1:250



1 : 250 @ A3

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

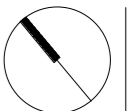


# Darwin Civic Centre Redevelopment



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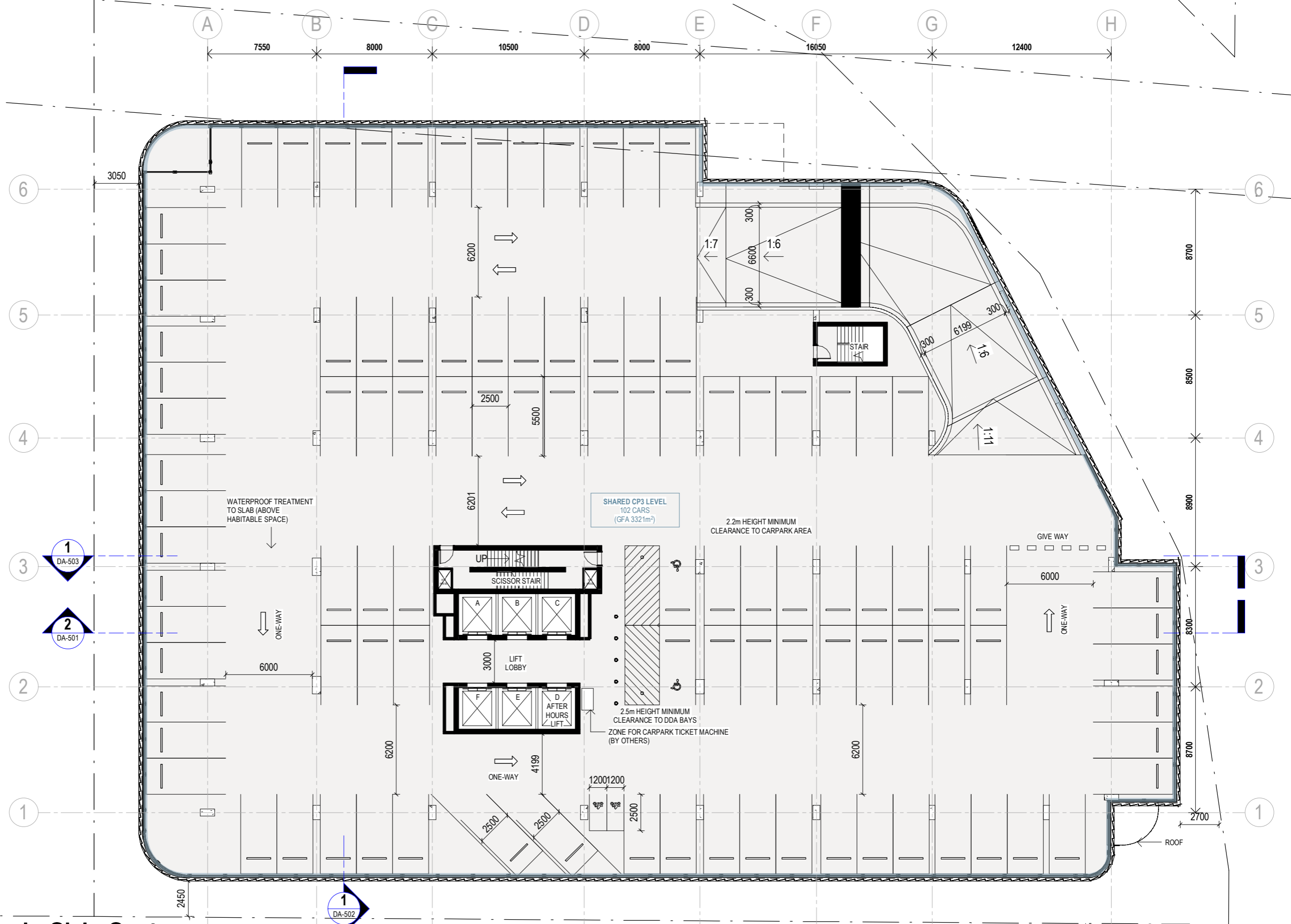
**Level 2 - CP / Chambers**  
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 Drawn: FT Check: JH DA ISSUE





**CARPARKING NUMBERS**

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



**GENERAL NOTE:**  
2.2M CLEAR TO CARPARKS

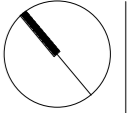
**Darwin Civic Centre  
Redevelopment**



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e: reception@caarchitects.com.au t: +617 4031 6367

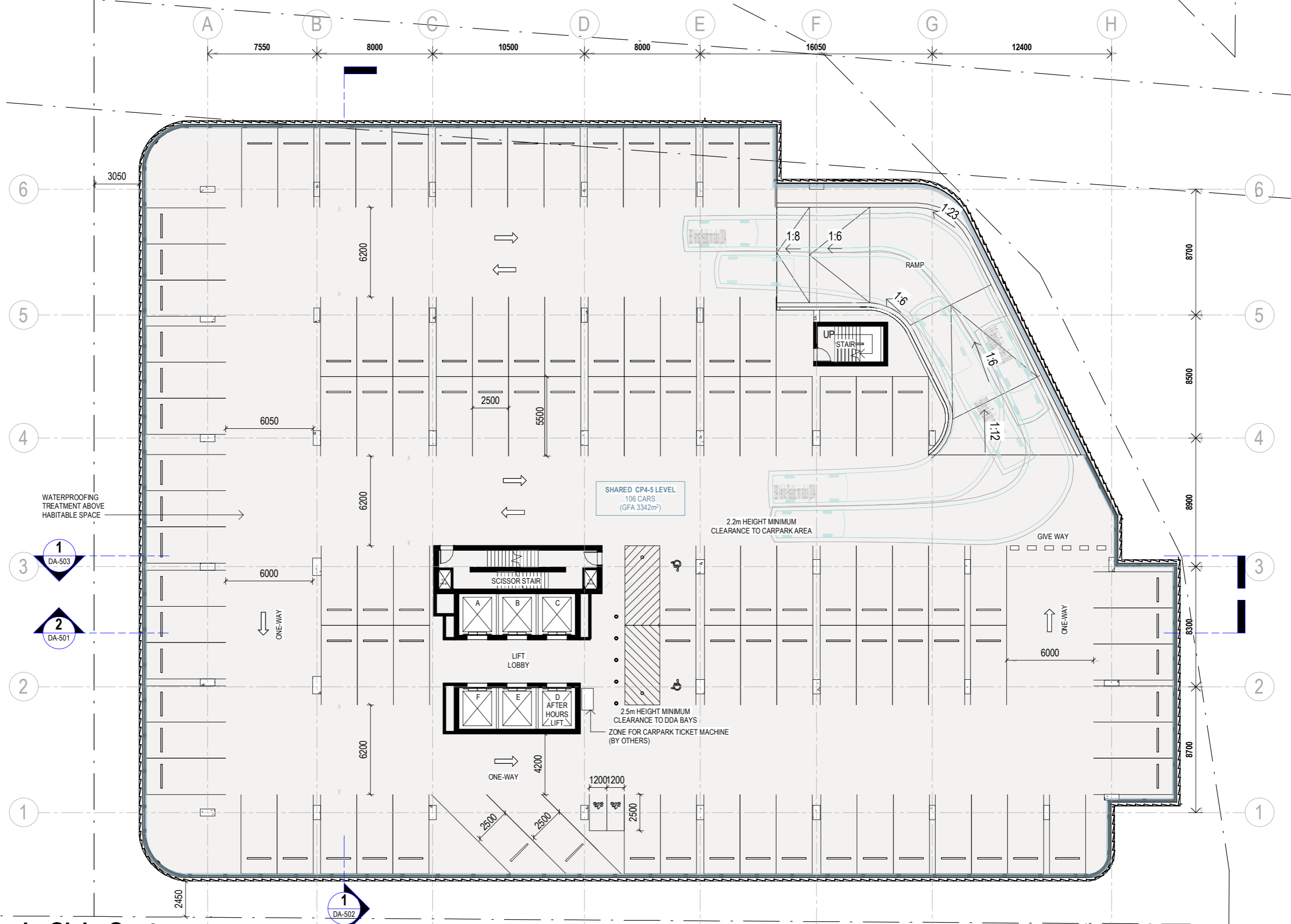
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2248\_DA DA-104 Rev 3  
Drawn: FT Check: JH

22/11/2024 3:35:04 PM  
DA ISSUE



CARPARKING NUMBERS	
CAR PARK TYPE	NUMBER

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



GENERAL NOTE:  
2.2M CLEAR TO CARPARKS

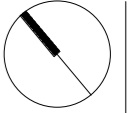
# Darwin Civic Centre Redevelopment



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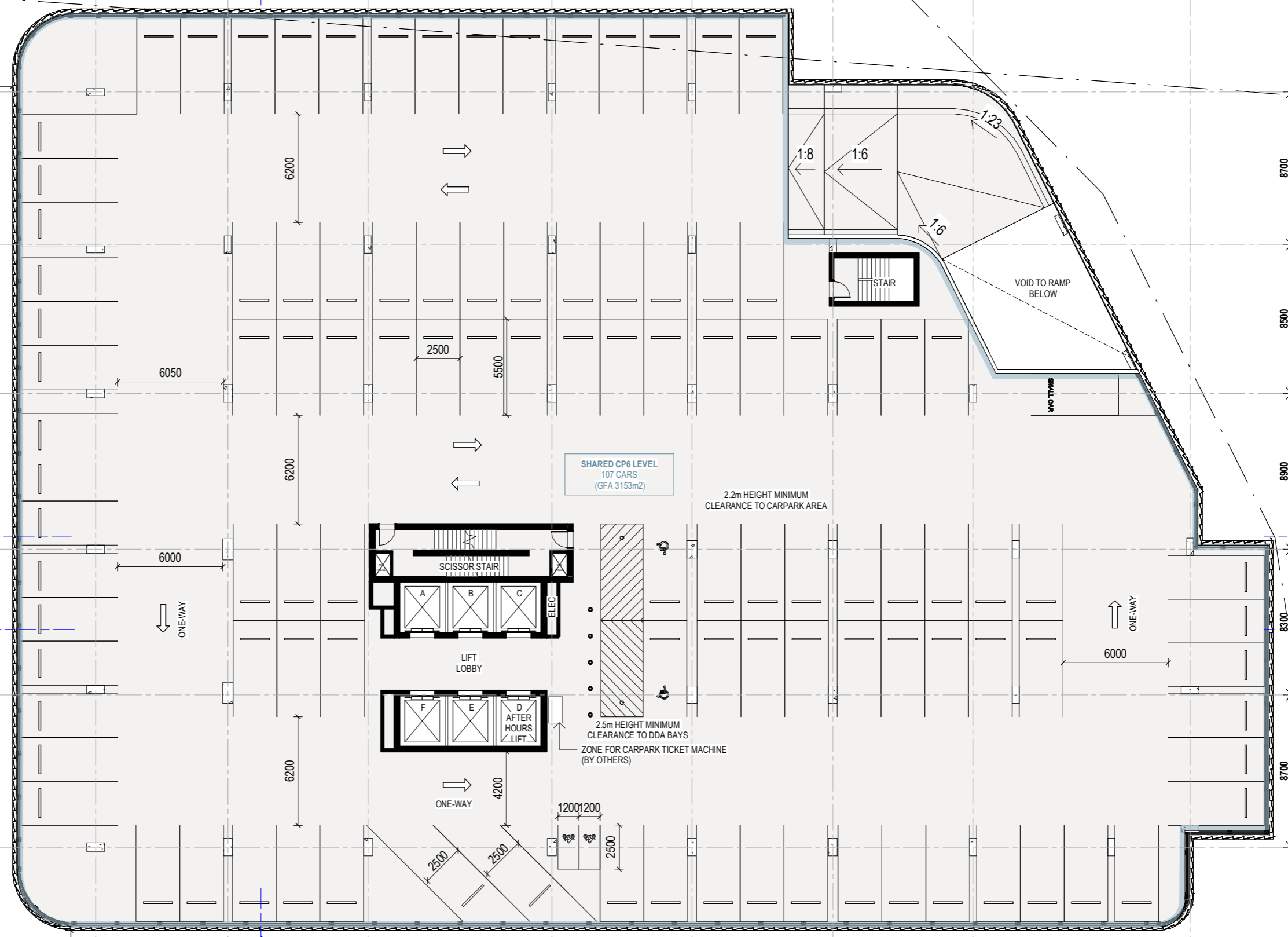
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Drawn: FT Check: JH

22/11/2024 3:35:09 PM  
DA ISSUE



**CARPARKING NUMBERS**

CAR PARK TYPE	NUMBER
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2.5x5.5 - Standard Car	36
	39
<b>Level 3</b>	
2.5x5.5 - Disabled	2
2.5x5.5 - Standard Car	100
	102
<b>Level 4</b>	
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<b>Grand total:</b>	<b>460</b>



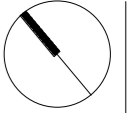
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2.2M CLEAR TO CARPARKS

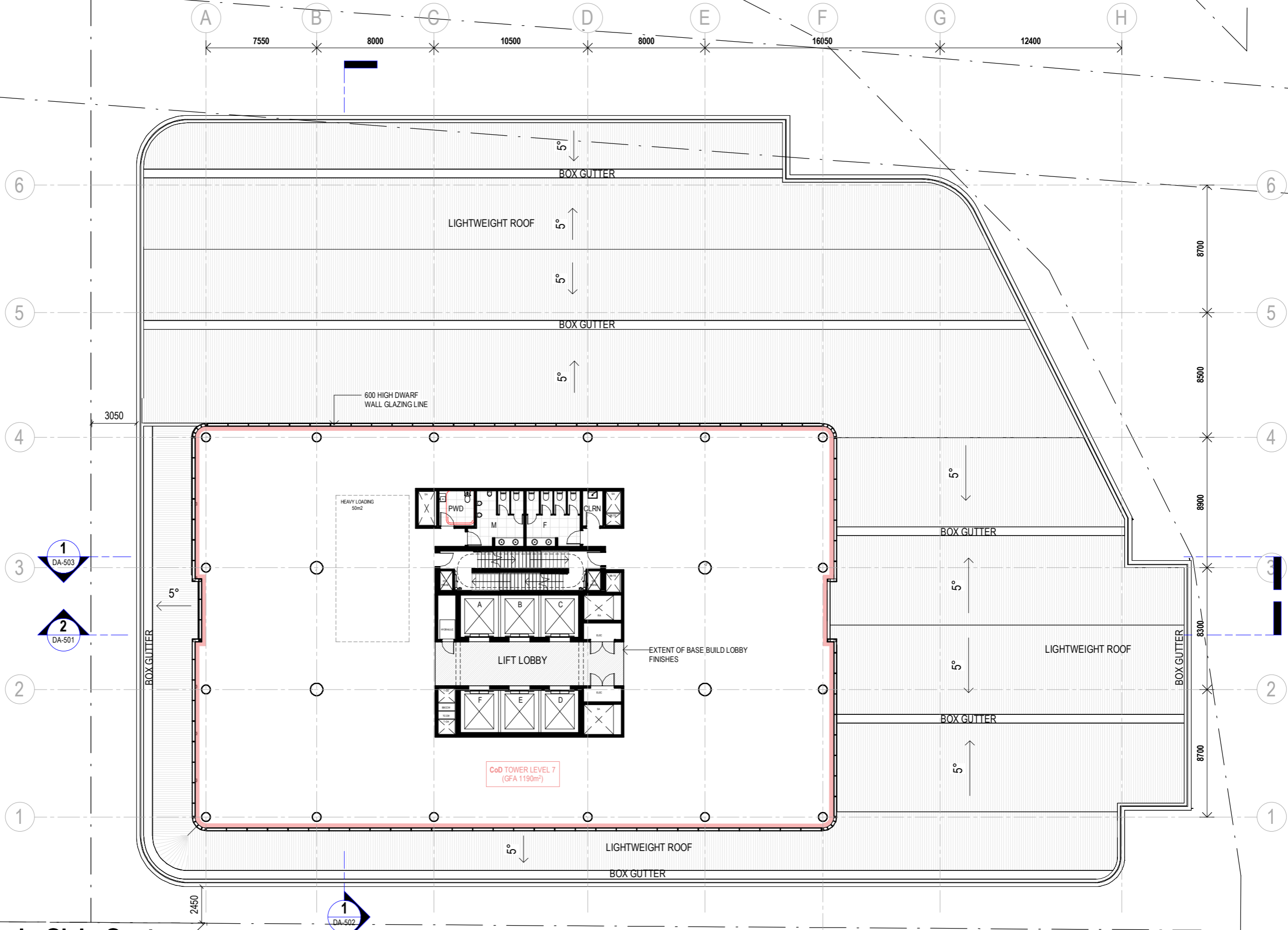
**Darwin Civic Centre  
Redevelopment**

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**Level 6 - CP**  
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Drawn: FT Check: JH

22/11/2024 3:35:15 PM  
DA ISSUE





**Darwin Civic Centre  
Redevelopment**



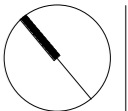
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**Level 7 - CoD**

2248\_DA DA-107 Rev 3  
Drawn: FT Check: JH

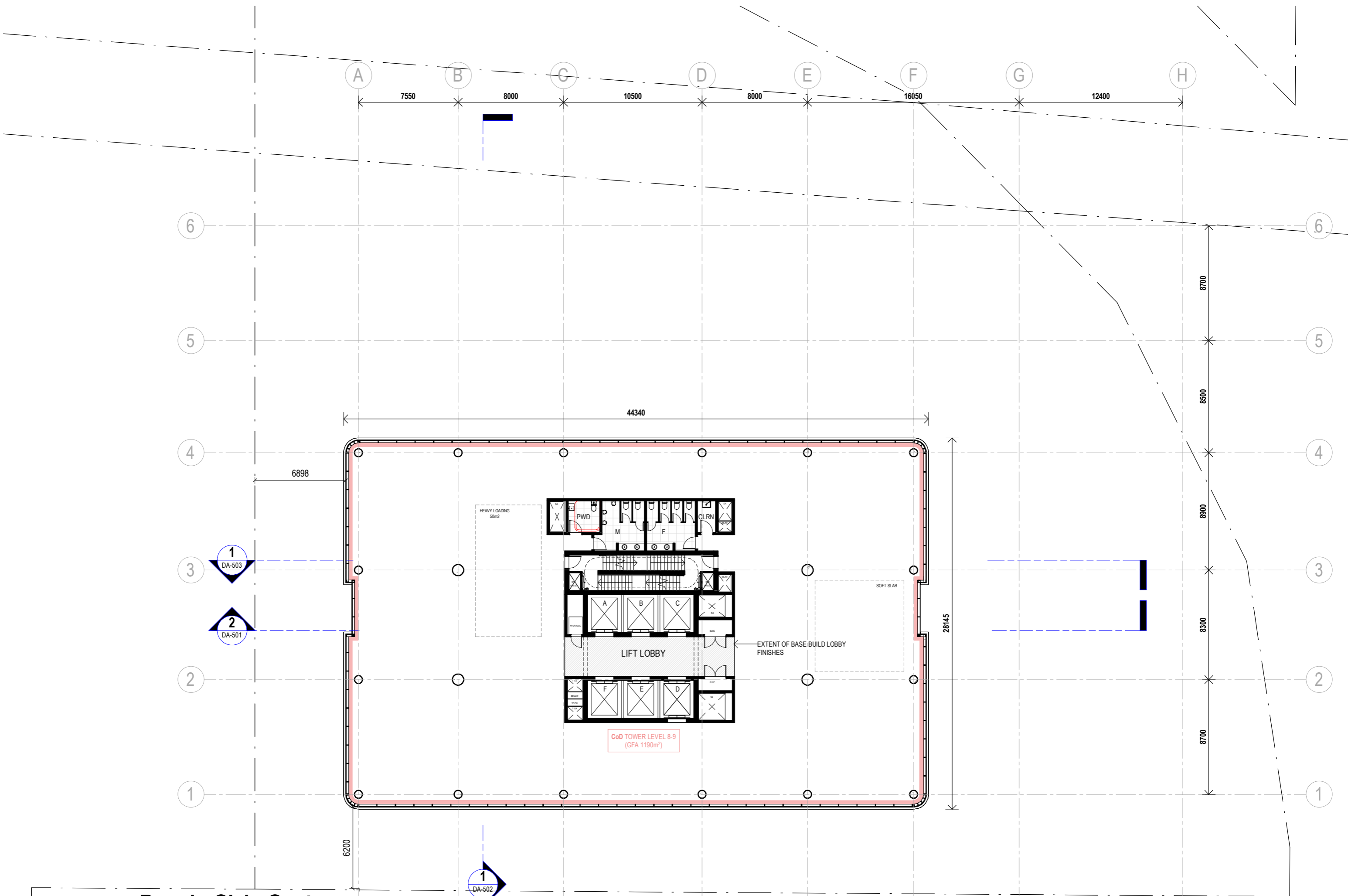
22/11/2024 3:35:19 PM  
DA ISSUE



1 : 250 @ A3

Scale 1:250





**Darwin Civic Centre  
Redevelopment**



**CA Architects**

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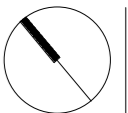
**Level 8-9 - CoD**

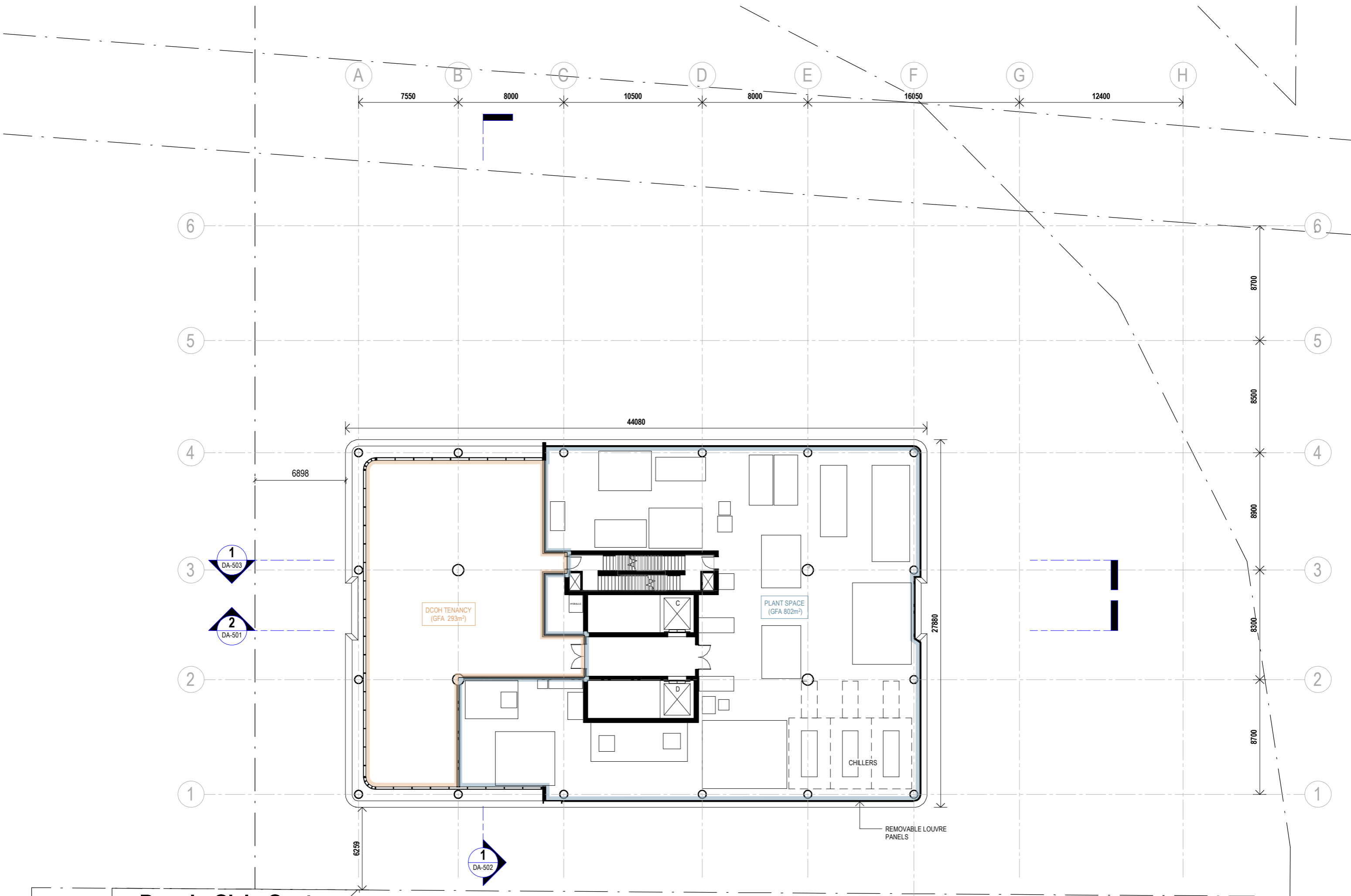
2248\_DA DA-108 Rev 3  
Drawn: FT Check: JH

22/11/2024 3:35:23 PM  
DA ISSUE

0 2 5 10m 12.5m Scale 1:250

1 : 250 @ A3





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Redevelopment**



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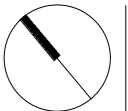
**Level 10 - PLANT**

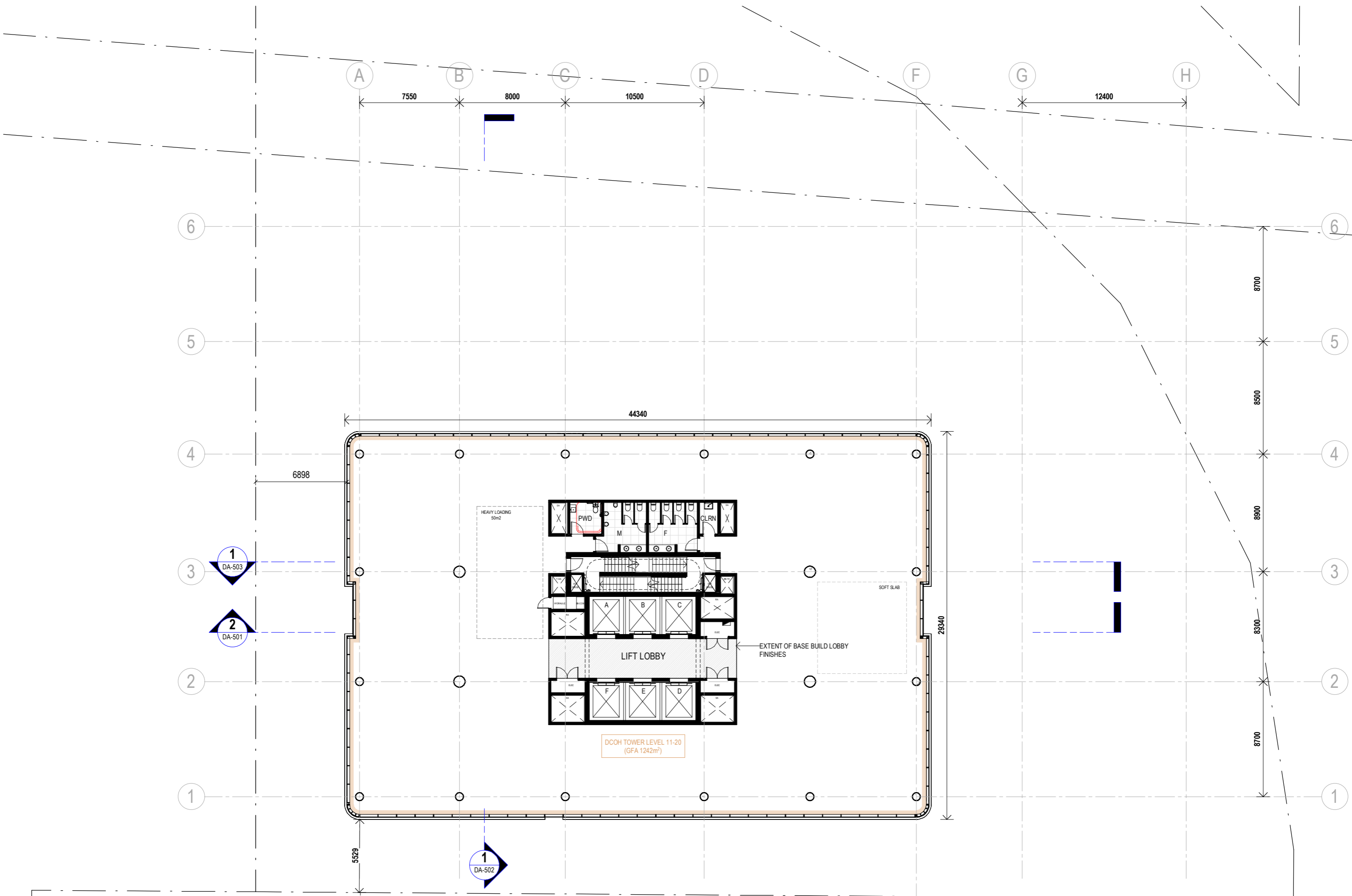
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Drawn: FT Check: JH

DA ISSUE



1 : 250 @ A3





**Darwin Civic Centre  
Redevelopment**



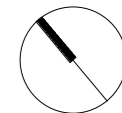
**CA Architects**

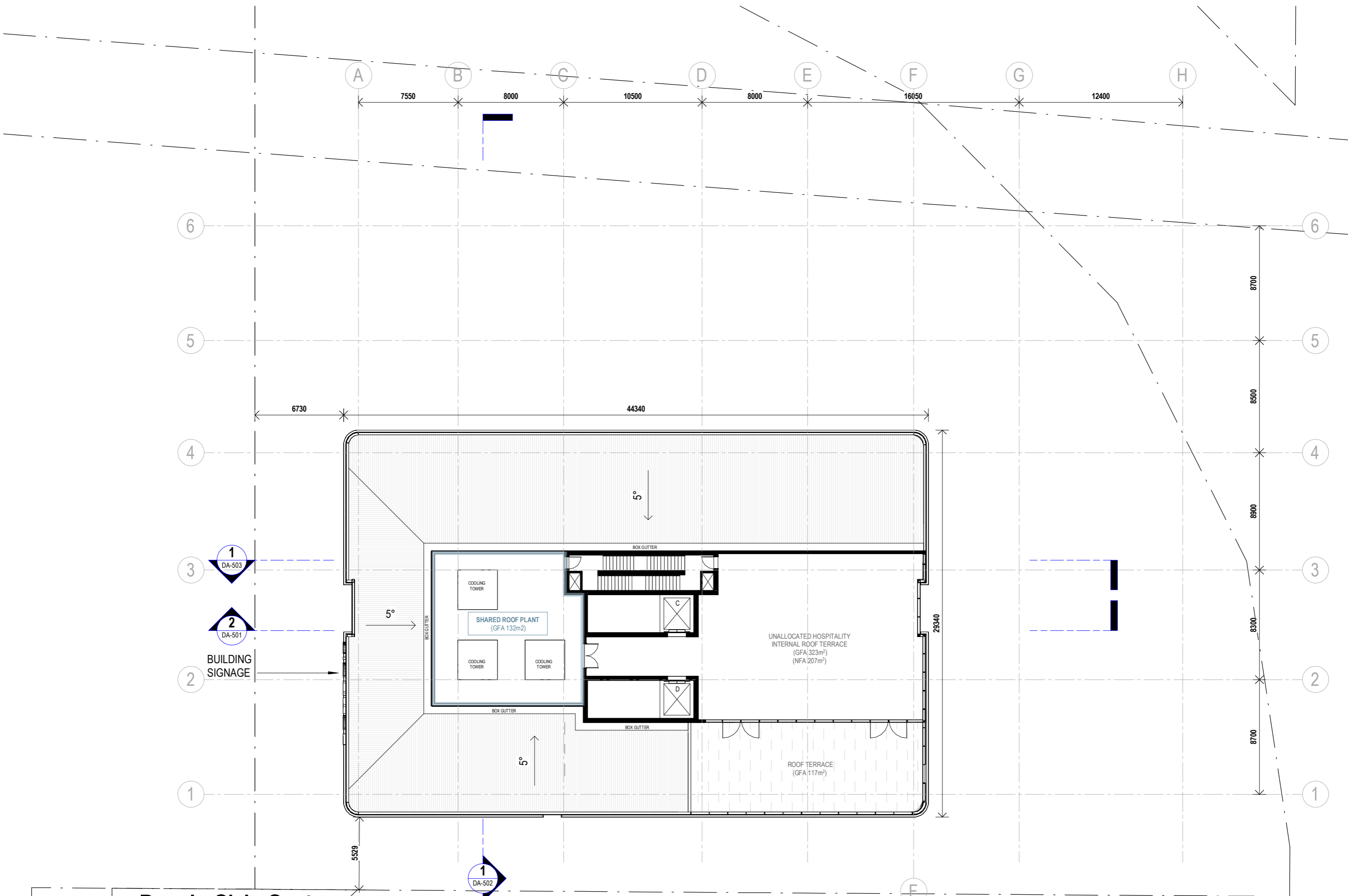
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**Level 11-20 - DCOH**

2248\_DA DA-110 Rev 3  
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22/11/2024 3:35:30 PM  
 DA ISSUE





**Darwin Civic Centre  
Redevelopment**



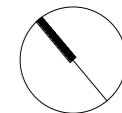
**CA Architects**

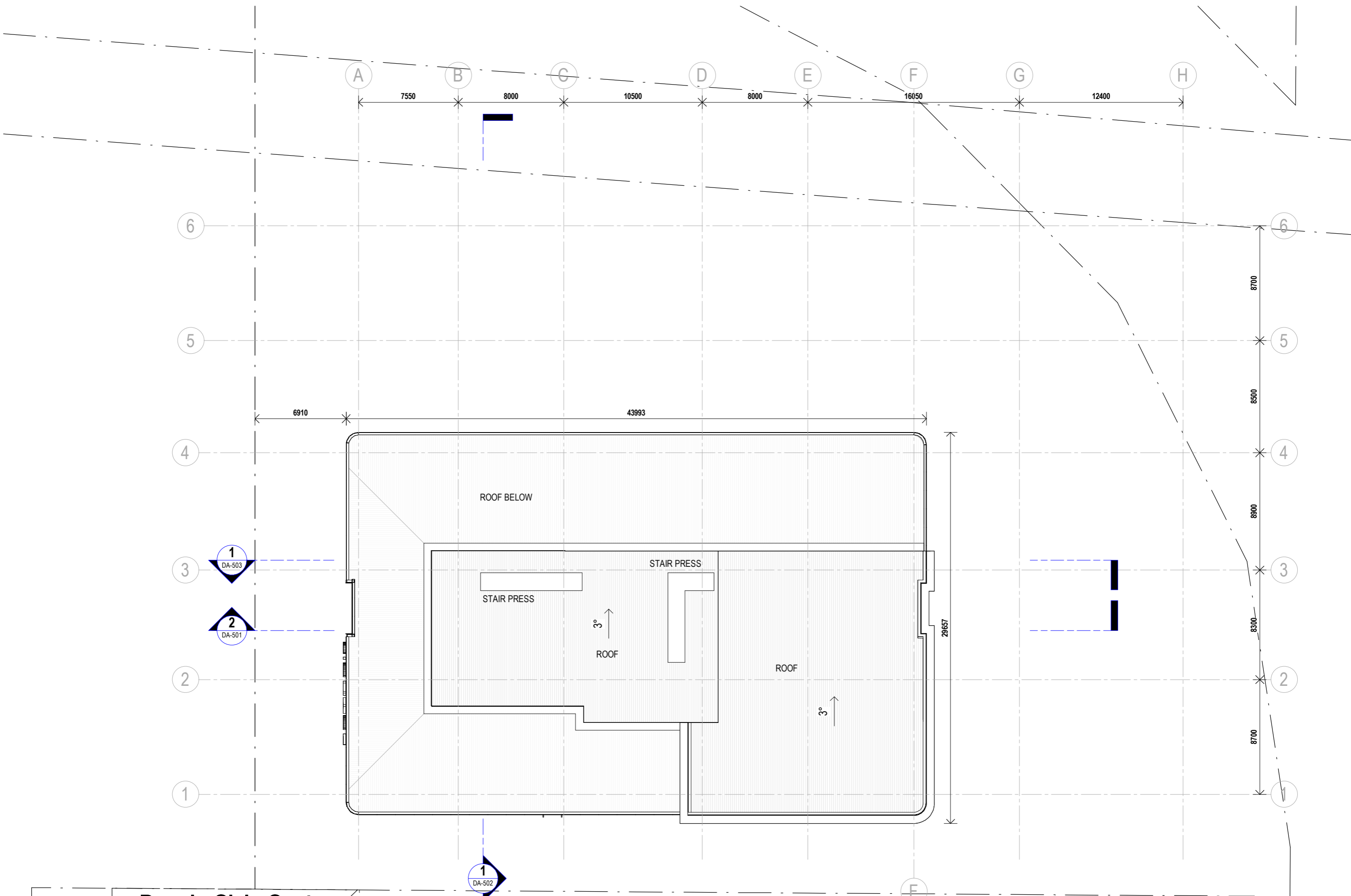
Cairns | Brisbane | Townsville | Darwin  
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**Level 21- Plant/ Roof Terrace**

2248\_DA DA-111 Rev 3 22/11/2024 3:57:59 PM  
Drawn: FT Check: JH

1 : 250 @ A3





**Darwin Civic Centre  
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**Level Roof**

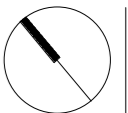
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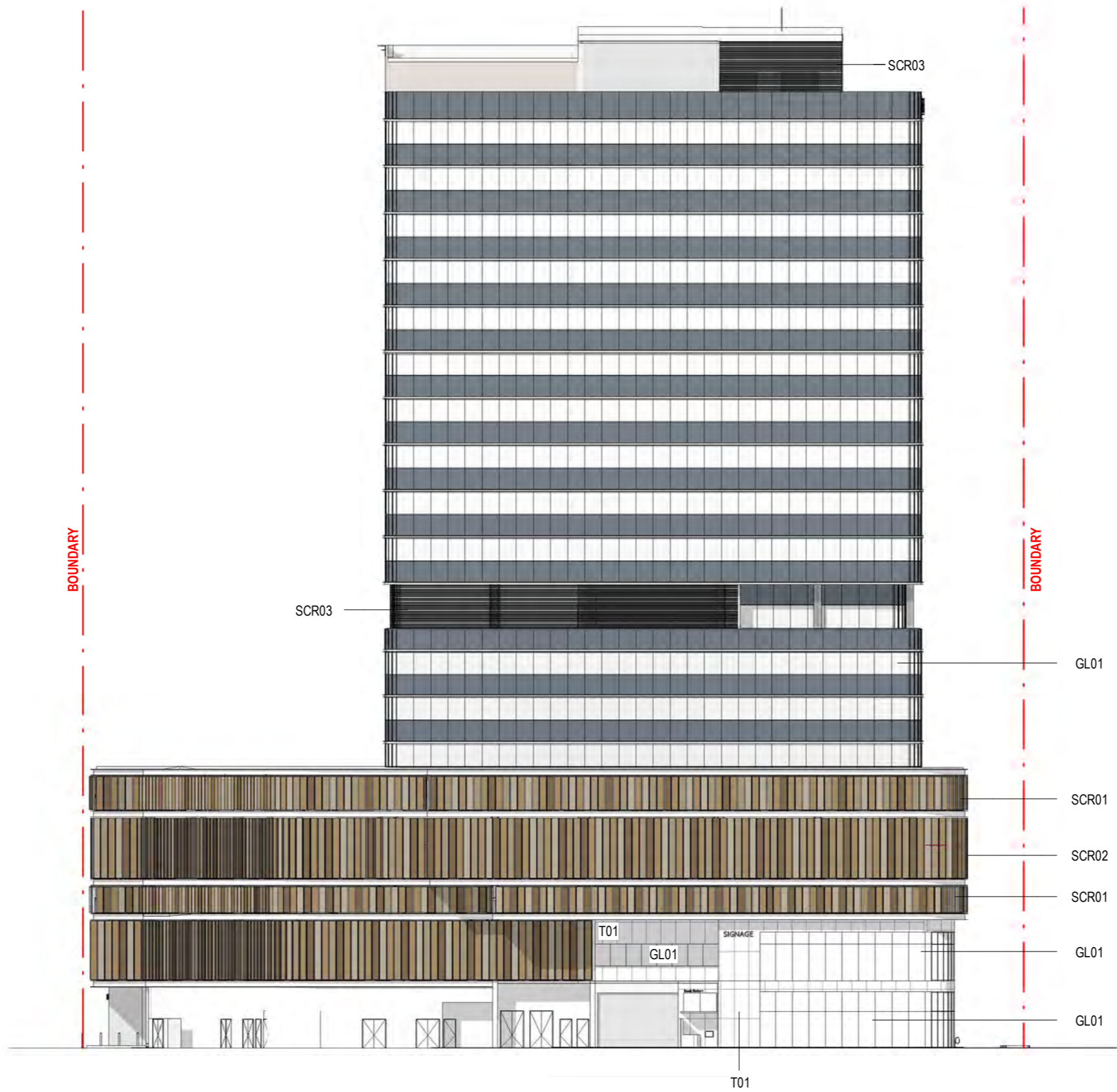
22/11/2024 3:58:04 PM

DA ISSUE



1 : 250 @ A3





**FINISHES LEGEND**

**DESCRIPTION/ MATERIAL**

- GL01 TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
- SCR01 ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
- SCR02 ALUMINIUM - DOUBLE LEVEL VERTICAL SCREEN
- SCR03 ALUMINIUM - LOUVRED SCREEN
- T01 PREFINISHED WALL CLADDING



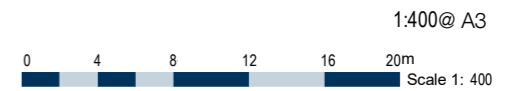
**Darwin Civic Centre  
Redevelopment**

**CA Architects**

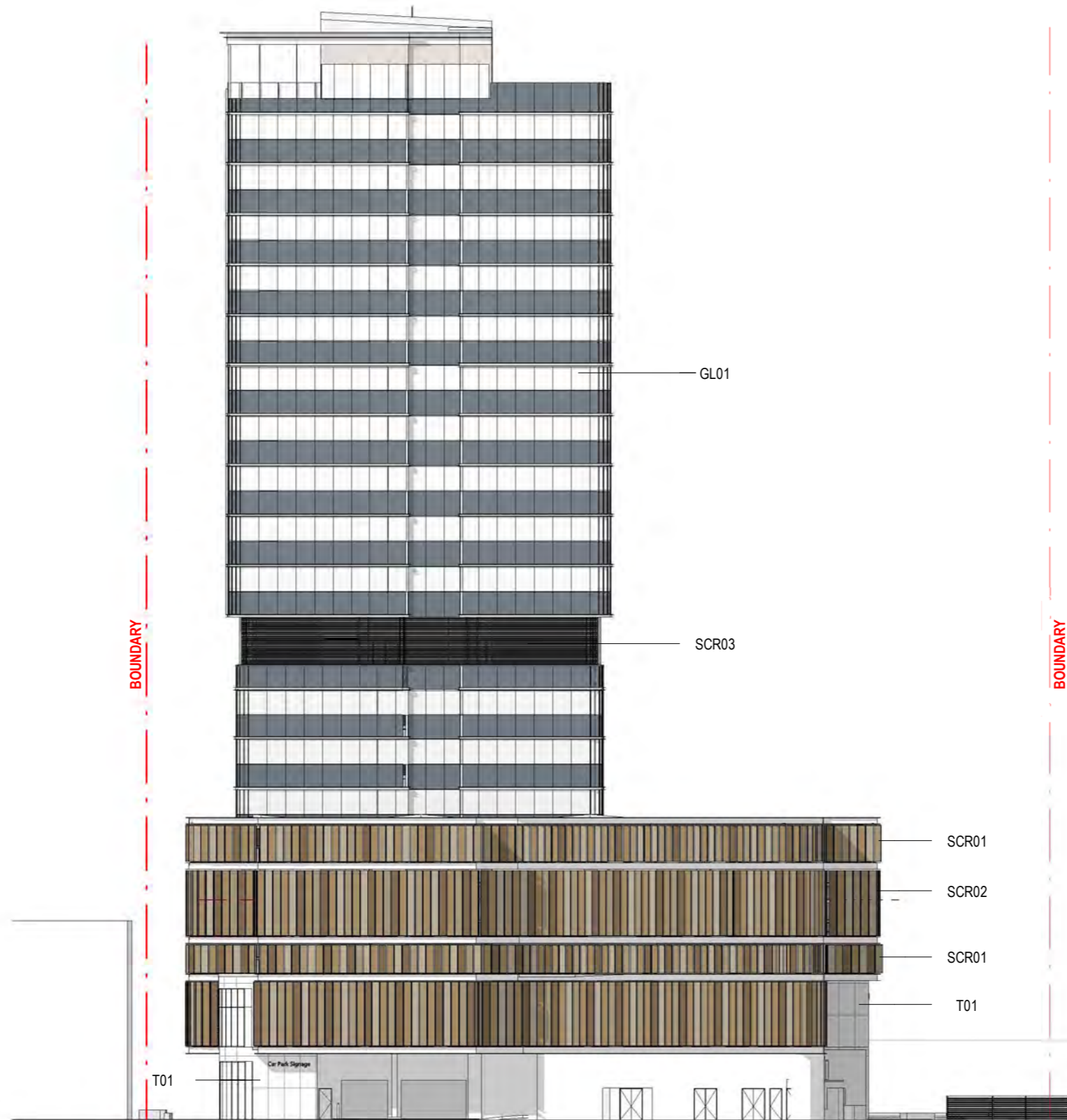
Cairns | Brisbane | Townsville | Darwin  
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**North - East Elevation**

2248\_DA DA-401 Rev 3 22/11/2024 3:35:58 PM  
Drawn: FT Check: JH DA ISSUE







**FINISHES LEGEND**

**DESCRIPTION/ MATERIAL**

- GL01 TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
- SCR01 ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
- SCR02 ALUMINIUM - DOUBLE LEVEL VERTICAL SCREEN
- SCR03 ALUMINIUM - LOUVRED SCREEN
- T01 PREFINISHED WALL CLADDING

**Darwin Civic Centre  
Redevelopment**



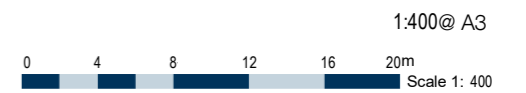
**CA Architects**

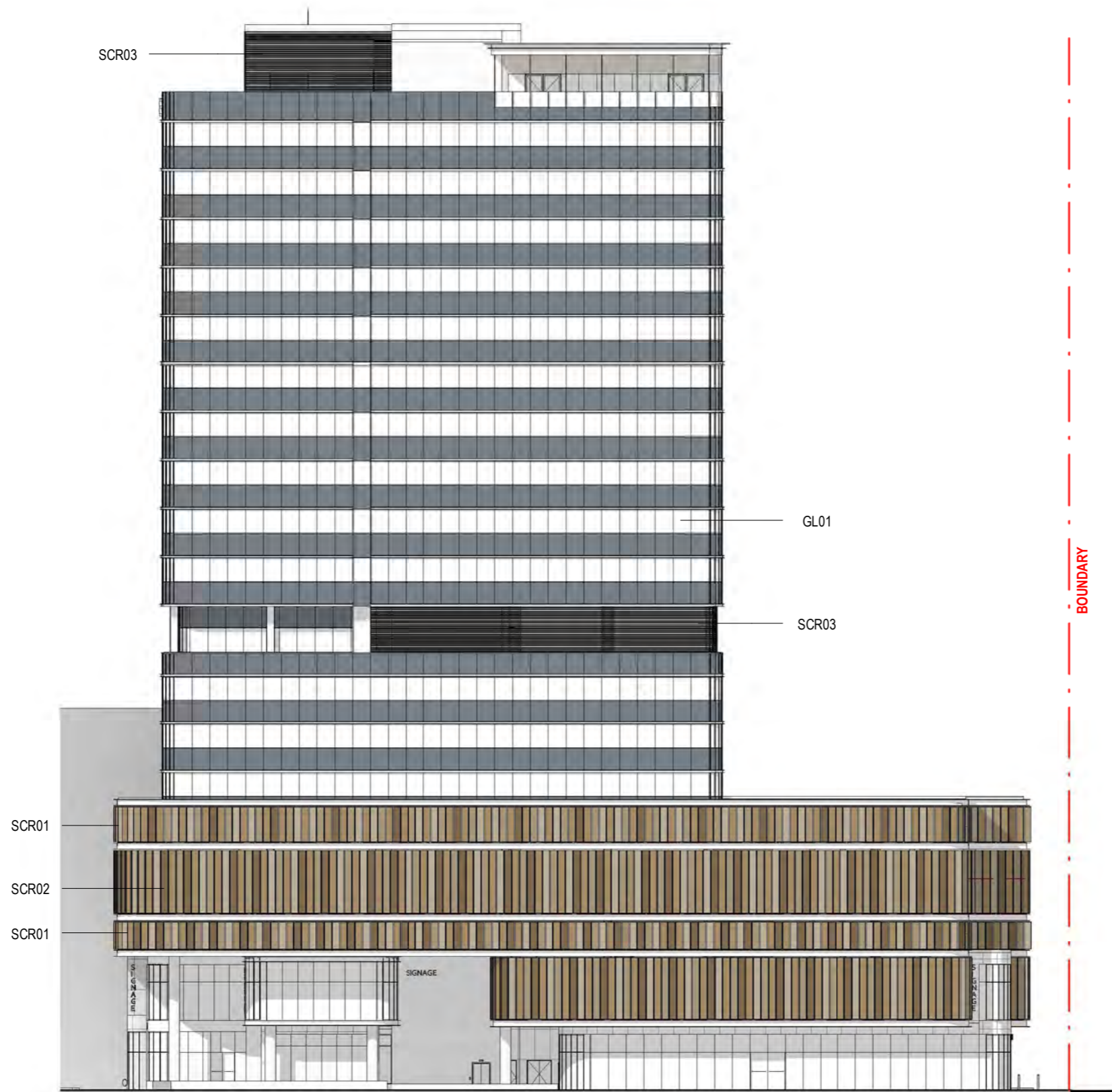
Cairns | Brisbane | Townsville | Darwin  
e: reception@caarchitects.com.au t: +617 4031 6367

**South - East Elevation**

2248\_DA DA-402 Rev 3 22/11/2024 3:36:22 PM  
Drawn: FT Check: JH

DA ISSUE ■





**FINISHES LEGEND**

**DESCRIPTION/ MATERIAL**

GL01	TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
SCR01	ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
SCR02	ALUMINIUM - DOUBLE LEVEL VERTICAL SCREEN
SCR03	ALUMINIUM - LOUVRED SCREEN
T01	PREFINISHED WALL CLADDING



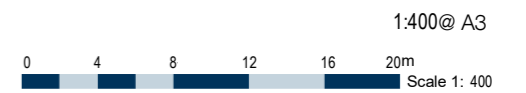
**Darwin Civic Centre  
Redevelopment**

**CA Architects**

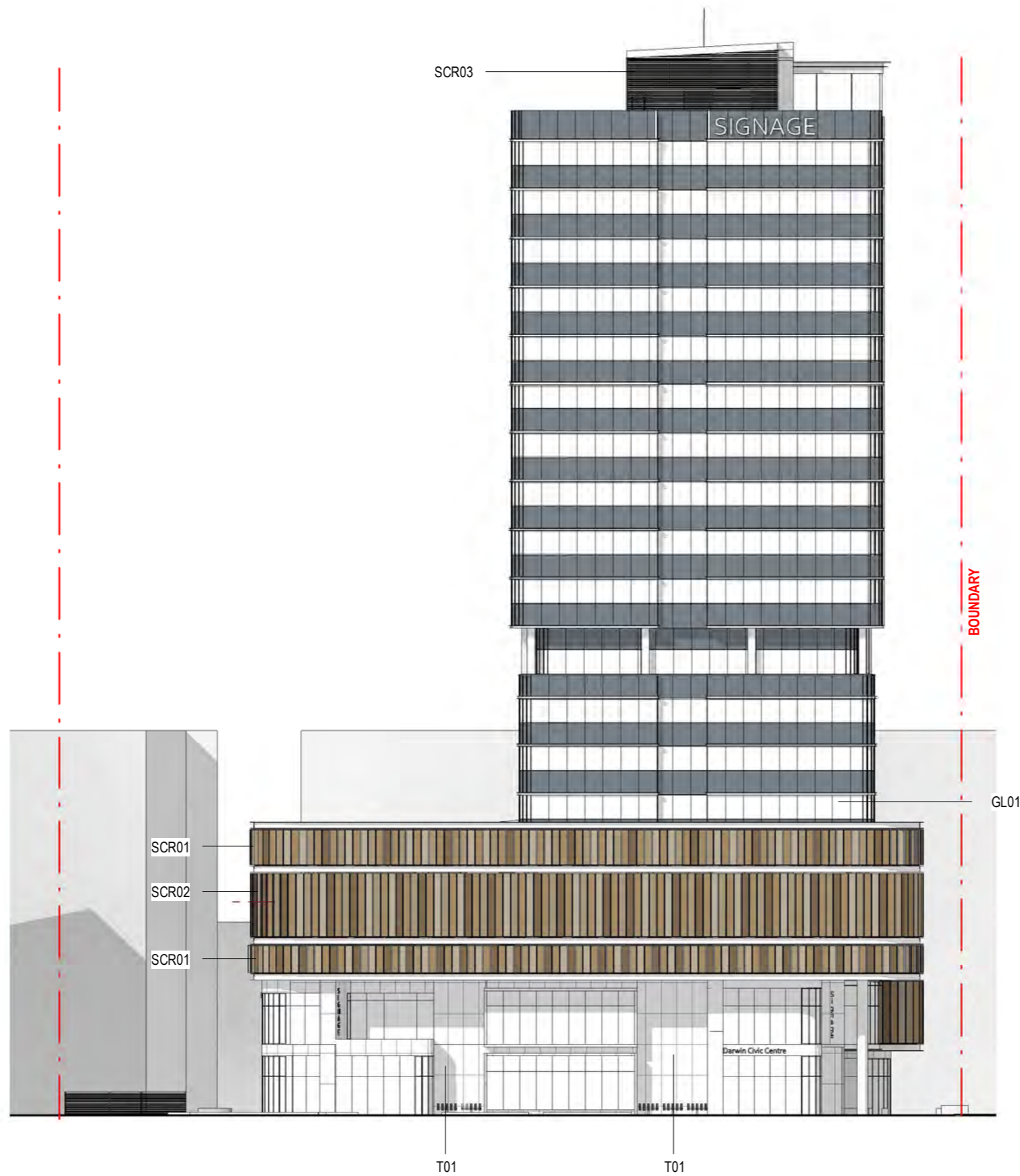
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**South - West Elevation**

2248\_DA DA-403 Rev 3 22/11/2024 3:36:47 PM  
Drawn: FT Check: JH DA ISSUE







**FINISHES LEGEND**

**DESCRIPTION/ MATERIAL**

- GL01 TOWER GLAZING - HIGH PERFORMANCE BLUE GLASS
- SCR01 ALUMINIUM - SINGLE LEVEL VERTICAL SCREEN
- SCR02 ALUMINIUM - DOUBLE LEVEL VERTICAL SCREEN
- SCR03 ALUMINIUM - LOUVRED SCREEN
- T01 PREFINISHED WALL CLADDING



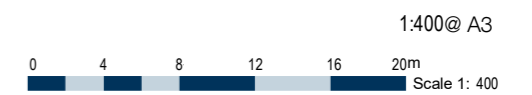
**Darwin Civic Centre  
Redevelopment**

**CA Architects**

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e: reception@caarchitects.com.au t: +617 4031 6367

**North - West Elevation**

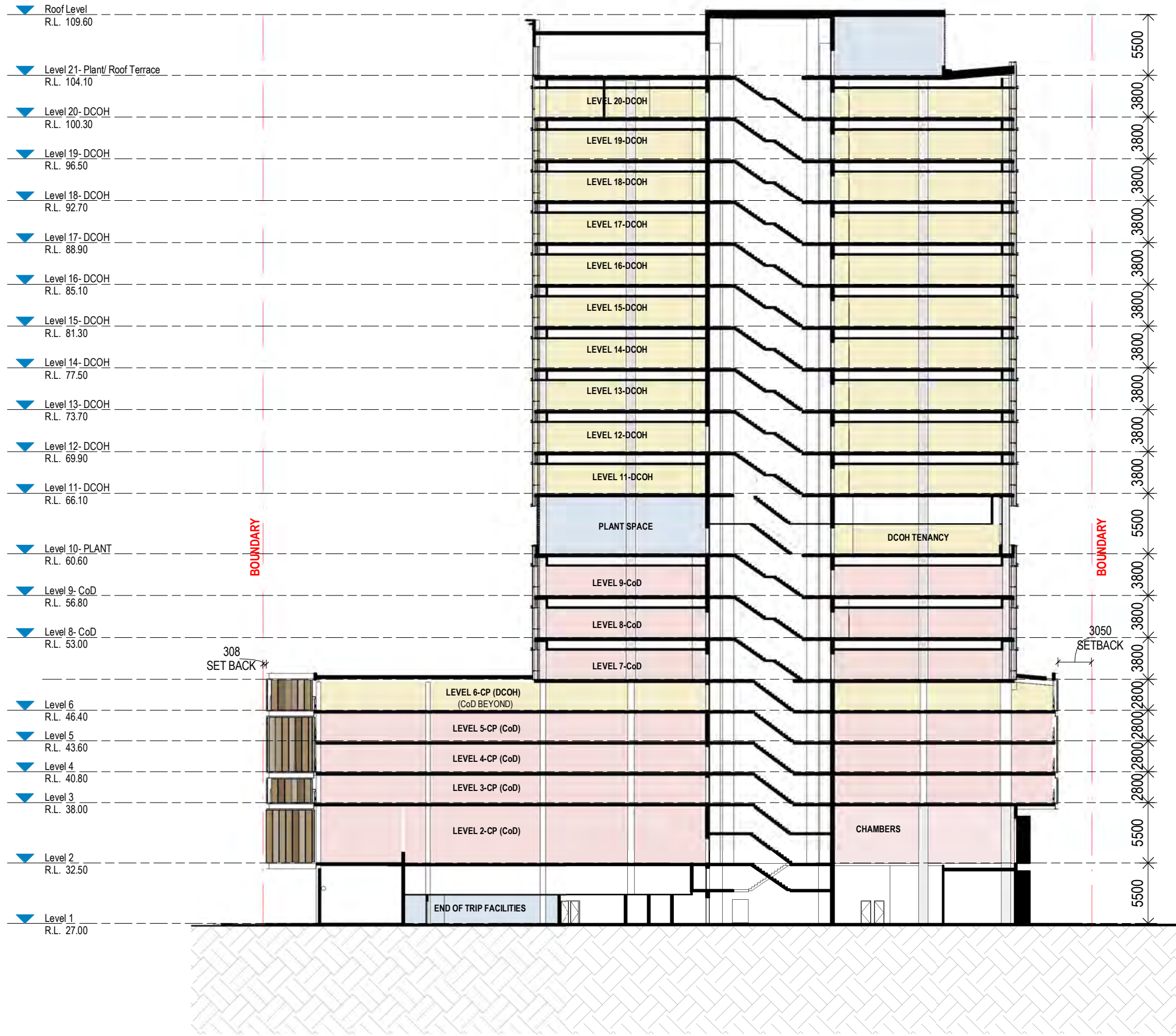
2248\_DA DA-404 Rev 3 22/11/2024 3:37:11 PM  
Drawn: FT Check: JH DA ISSUE











# Darwin Civic Centre Redevelopment

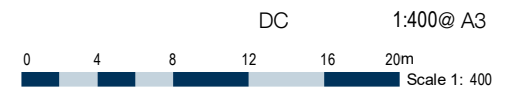


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## Section - Long

2248\_DD DA-503 Rev 3  
 Drawn: TH Check: TH

5/12/2024 1:00:31 PM  
 DA ISSUE





## NET FLOOR AREA (NFA) - DEFINITION

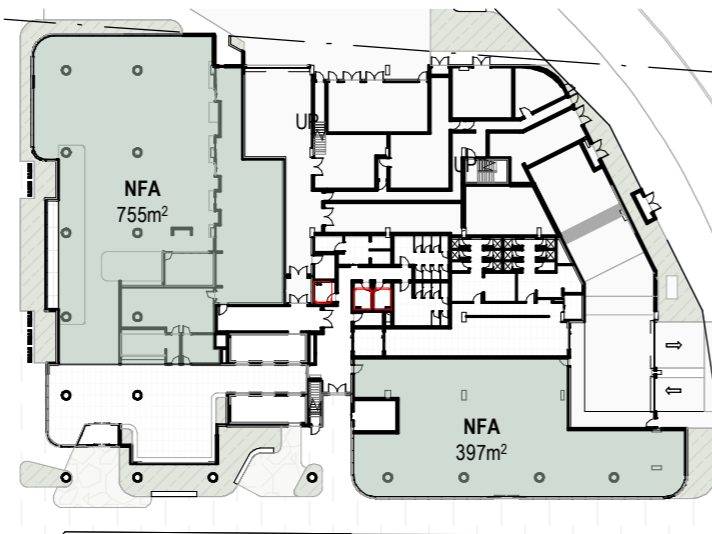
\*AS PER NORTHERN TERRITORY PLANNING SCHEME 2020

Measured from the internal surfaces of external walls and centerline of shared walls, excluding:

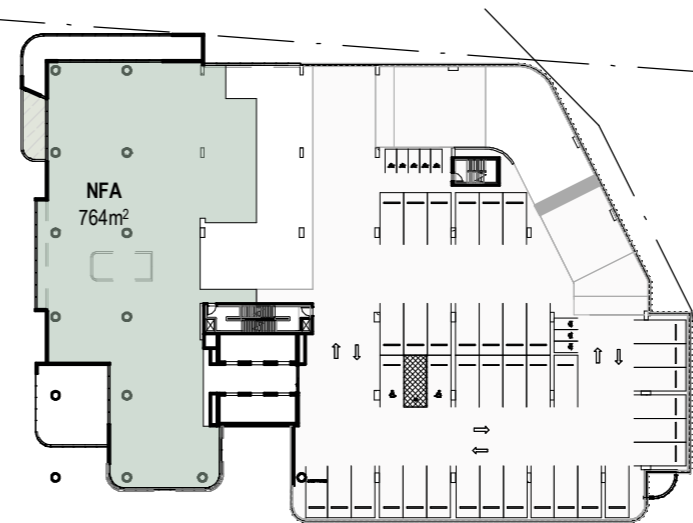
- Vertical Circulation, cleaners, Amenities, Lift Lobbies, public space or thoroughfares, plant space, loading bays, car parking & access.

## NET FLOOR AREA (NFA) - YIELD

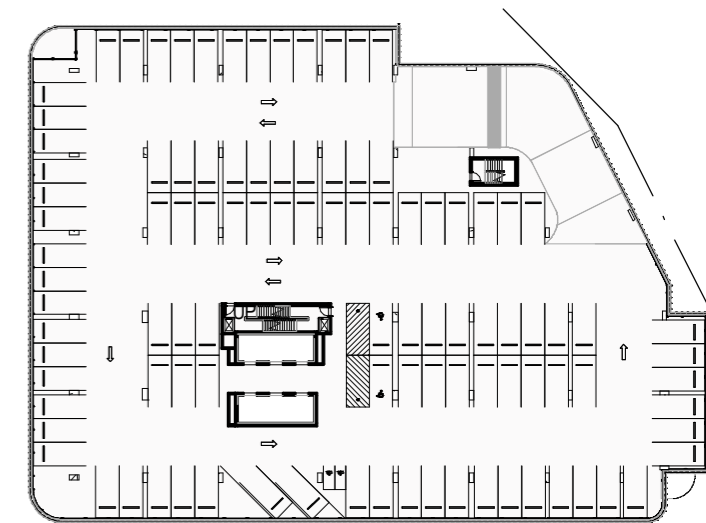
LEVEL	USE	NET FLOOR AREA
Level 1	Library + Commerical	1152m <sup>2</sup>
Level 2	CP + Chambers	764m <sup>2</sup>
Level 3	CP	0m <sup>2</sup>
Level 4	CP	0m <sup>2</sup>
Level 5	CP	0m <sup>2</sup>
Level 6	CP	0m <sup>2</sup>
Level 7	CoD Tenancy	976m <sup>2</sup>
Level 8	CoD Tenancy	976m <sup>2</sup>
Level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



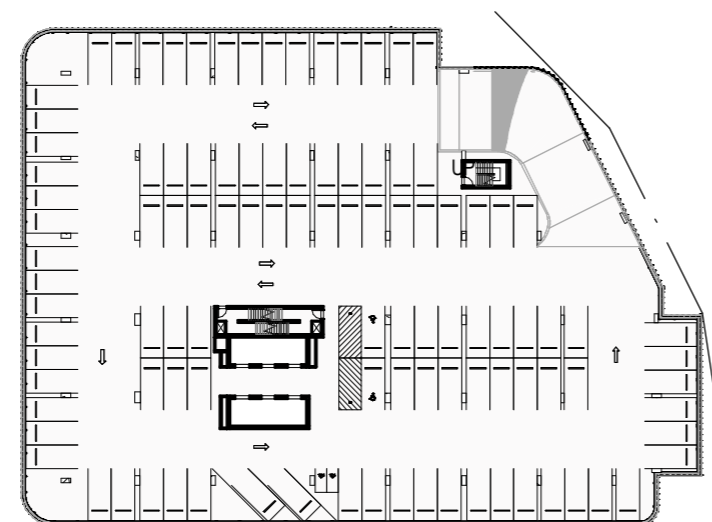
1 NET FLOOR AREA - Level 1  
1 : 800



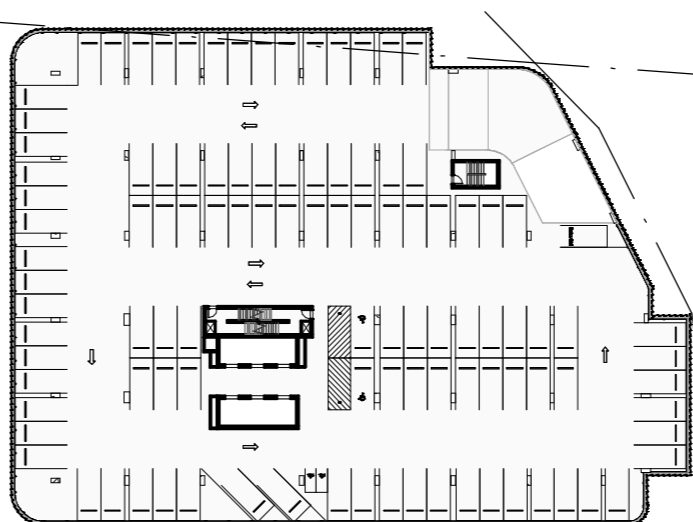
2 NET FLOOR AREA - Level 2- CP + Chambers  
1 : 800



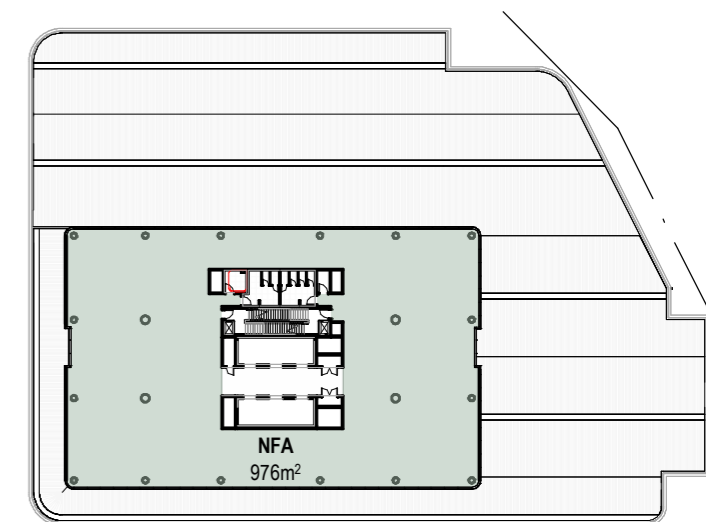
3 NET FLOOR AREA - Level 3- CP  
1 : 800



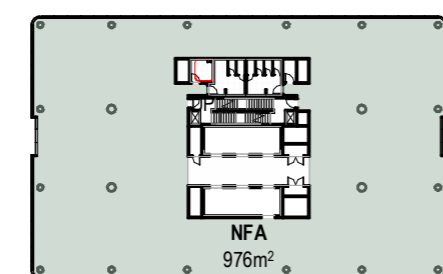
4 NET FLOOR AREA - Level 4-5- CP  
1 : 800



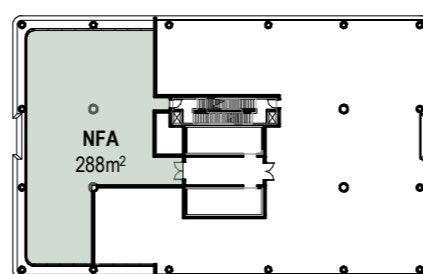
5 NET FLOOR AREA - Level 6- CP  
1 : 800



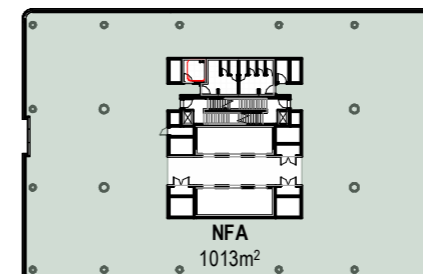
6 NET FLOOR AREA - Level 7  
1 : 800



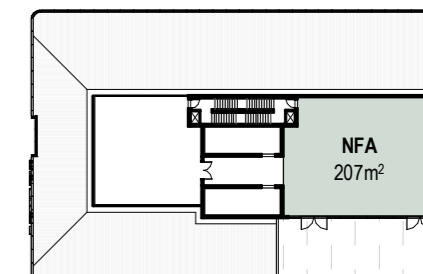
7 NET FLOOR AREA - Level 8-9 (CoD)  
1 : 800



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



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



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



## Darwin Civic Centre Redevelopment

### CA Architects

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### Net Floor Area

2248\_DA DA-902 Rev 2 22/11/2024 3:37:43 PM  
Drawn: FT Check: JH DA ISSUE

1:800@ A3



## GROSS FLOOR AREA (GFA) - DEFINITION

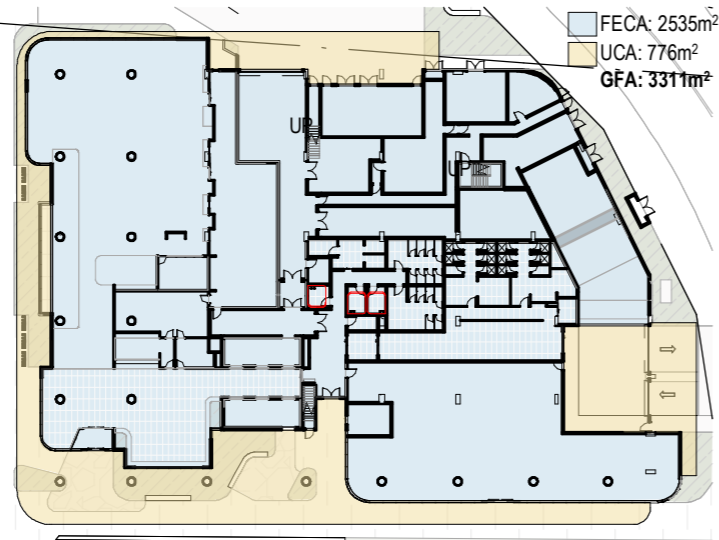
\*AS PER METHODS OF AREA MEASUREMENT (THE UNIVERSITY OF ADELAIDE)

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

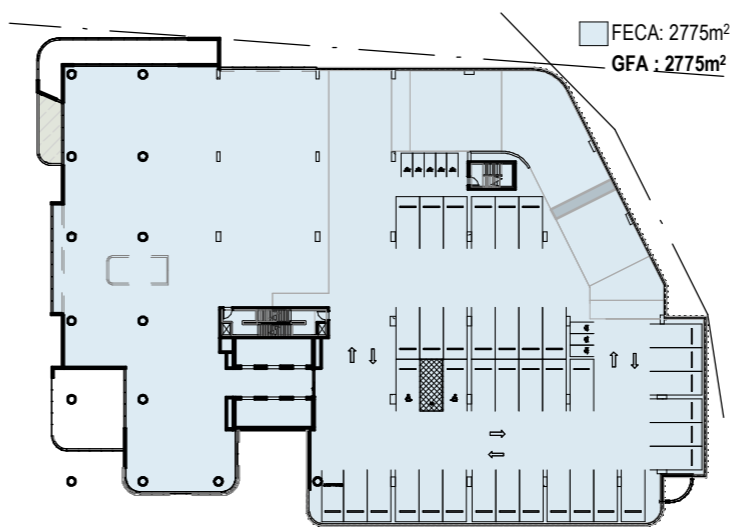
Measured from inside face of exterior walls

## GROSS FLOOR AREA (GFA) - YEILD

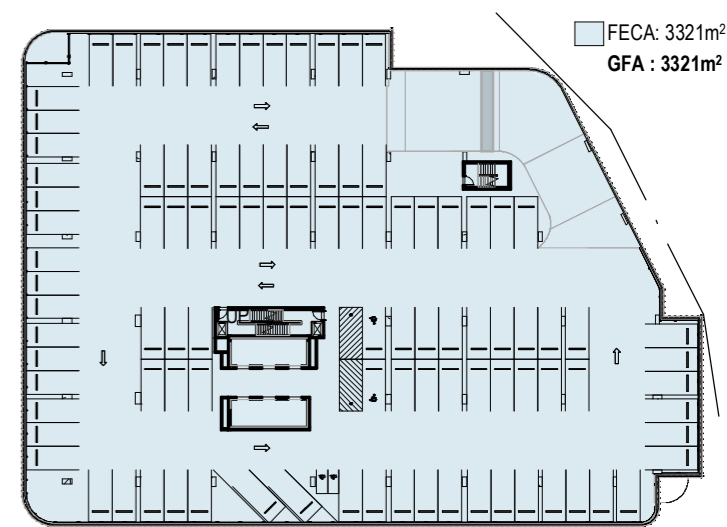
LEVEL	USE	GROSS FLOOR AREA
Level 1	Library + Commerical	3311m <sup>2</sup>
Level 2	CP + Chambers	2775m <sup>2</sup>
Level 3	CP	3321m <sup>2</sup>
Level 4	CP	3342m <sup>2</sup>
Level 5	CP	3342m <sup>2</sup>
Level 6	CP	3153m <sup>2</sup>
Level 7	CoD Tenancy	1190m <sup>2</sup>
Level 8	CoD Tenancy	1190m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



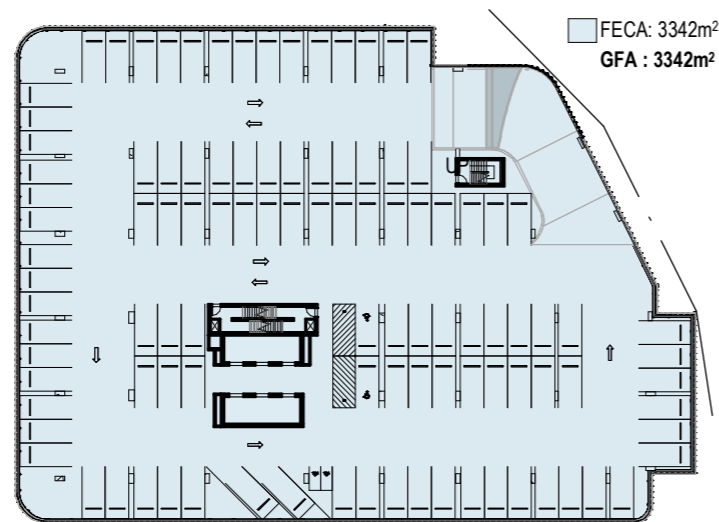
1 GROSS FLOOR AREA - Level 1  
1: 800



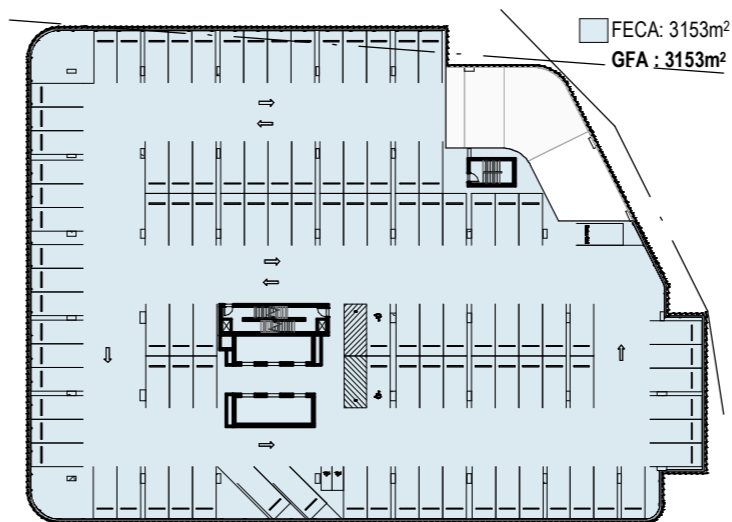
2 GROSS FLOOR AREA - Level 2- CP + Chambers  
1: 800



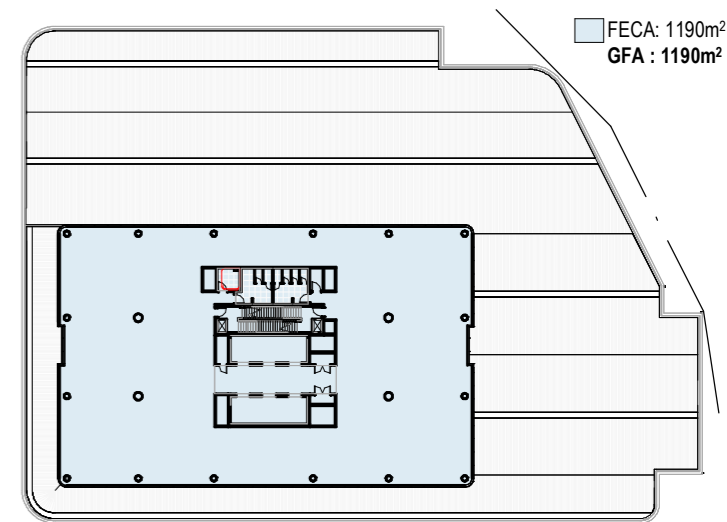
3 GROSS FLOOR AREA - Level 3- CP  
1: 800



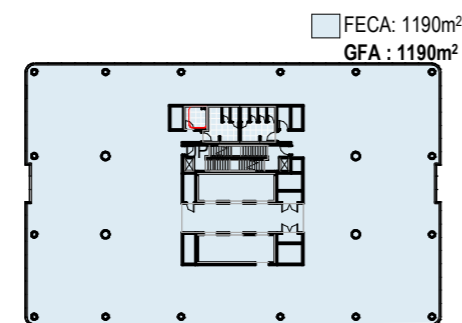
4 GROSS FLOOR AREA - Level 4-5- CP  
1: 800



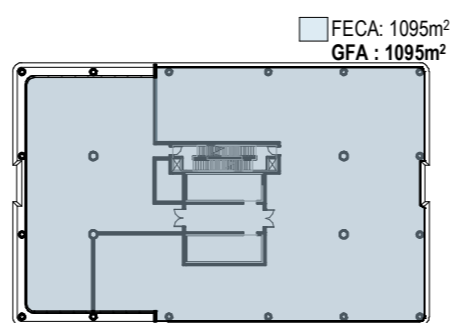
5 GROSS FLOOR AREA - Level 6- CP  
1: 800



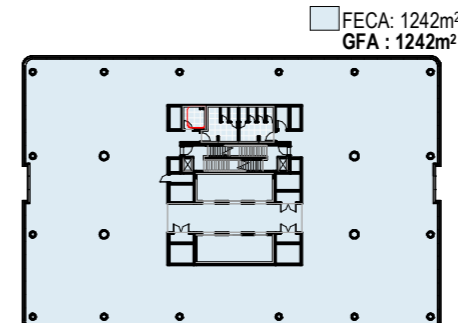
6 GROSS FLOOR AREA - Level 7  
1: 800



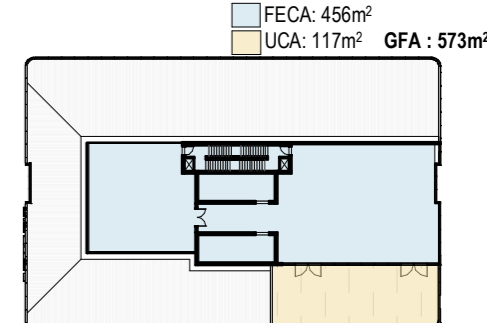
7 GROSS FLOOR AREA - Level 8-9 (CoD)  
1: 800



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



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



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



**Darwin Civic Centre  
Redevelopment**

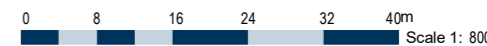
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**Gross Floor Area**

2248\_DA DA-904 Rev 2 22/11/2024 3:38:02 PM  
Drawn: FT Check: JH DA ISSUE

1:800@ A3









*ca*  
ARCHITECTS

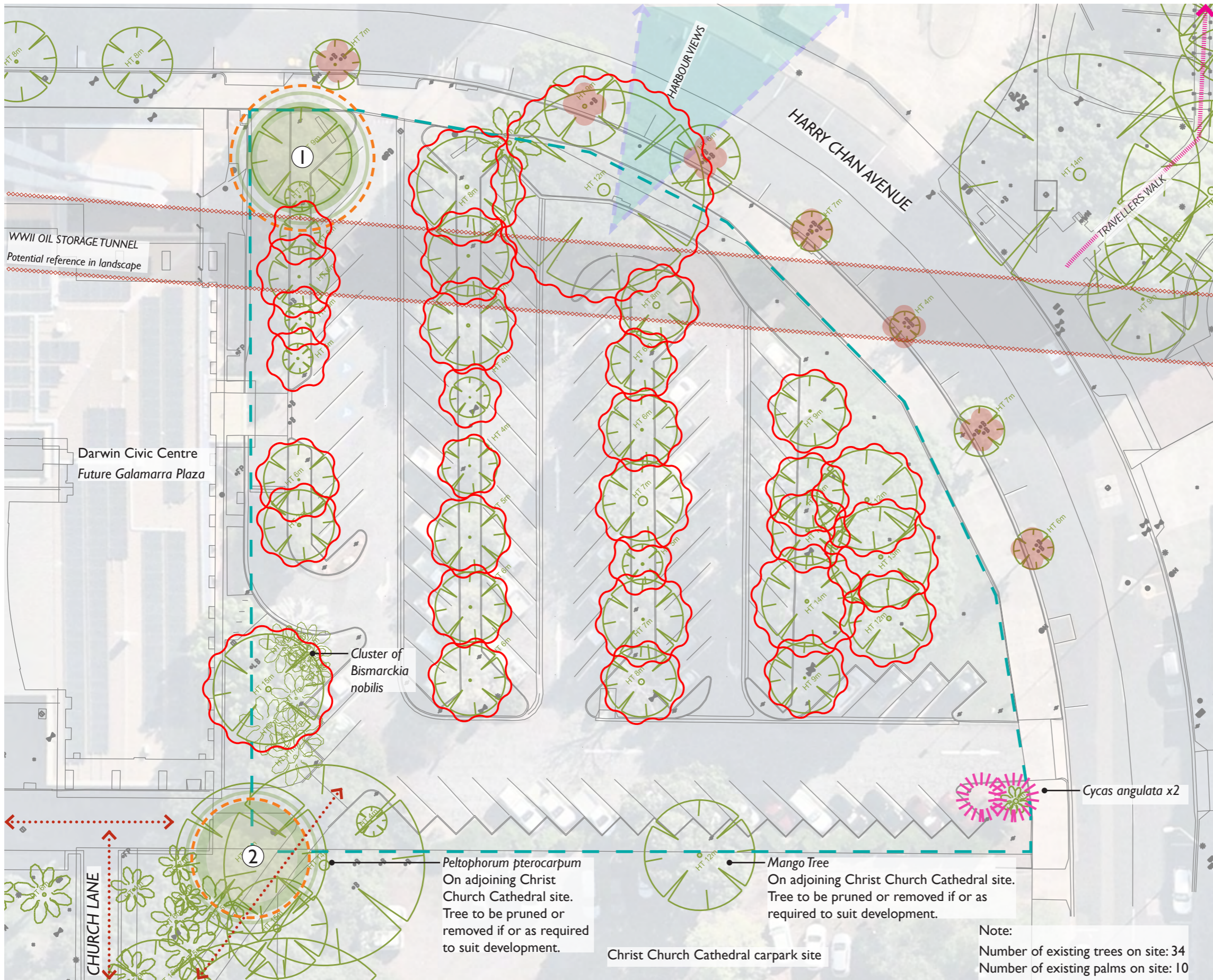
**DCOH**

  
CITY OF  
**DARWIN**

CAIRNS | BRISBANE | TOWNSVILLE | DARWIN

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- LEGEND**
- — — SCOPE OF WORKS
  - TPZ  
Tree Protection Zone
  - EXISTING TREES  
High value shade trees.  
To be retained & protected.
  - ① *Mimusops elengi*  
High amenity. Good form.  
TPZ: 7.2m radius
  - ② *Peltophorum pterocarpum*  
On adjoining Church Lane site.  
Moderate amenity. Poor form.  
TPZ: 6m radius  
Significant memorial tree, TBC.  
Plaque:  
"Planted by Ald Charlie Taylor,  
Arbor week 1985"
  - EXISTING TREES  
To be removed
  - ⊙ EXISTING CYCAS  
To be salvaged & transplanted in new landscape work.
  - ⋯ EXISTING PEDESTRIAN ACCESS

- OTHER OPPORTUNITIES**
- PORCELLANITE ROCK BOULDERS  
Salvage existing site boulders to reuse in new landscape works.
  - EXISTING STREET TREES  
Poor form & low shade value.  
Opportunity to replace with new street trees, in separate works, with improved conditions, increasing canopy cover & amenity to site, reflecting goals in *Greening Darwin Strategy* (not in current scope of works).

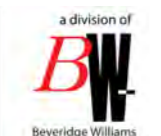
Cluster of *Bismarckia nobilis*

② *Peltophorum pterocarpum*  
On adjoining Christ Church Cathedral site.  
Tree to be pruned or removed if or as required to suit development.

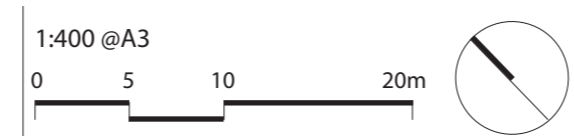
Mango Tree  
On adjoining Christ Church Cathedral site.  
Tree to be pruned or removed if or as required to suit development.

*Cycas angulata* x2

Note:  
Number of existing trees on site: 34  
Number of existing palms on site: 10



Client:  
DCOH



**DARWIN CIVIC CENTRE • Darwin, NT**     **DA Submission**

**SITE ANALYSIS**

**2402281 Sk 01**

21-11-2024

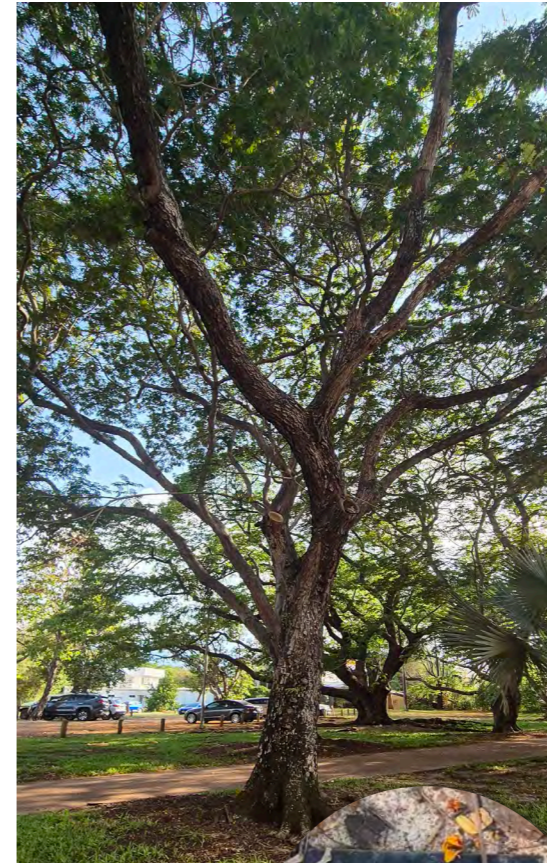




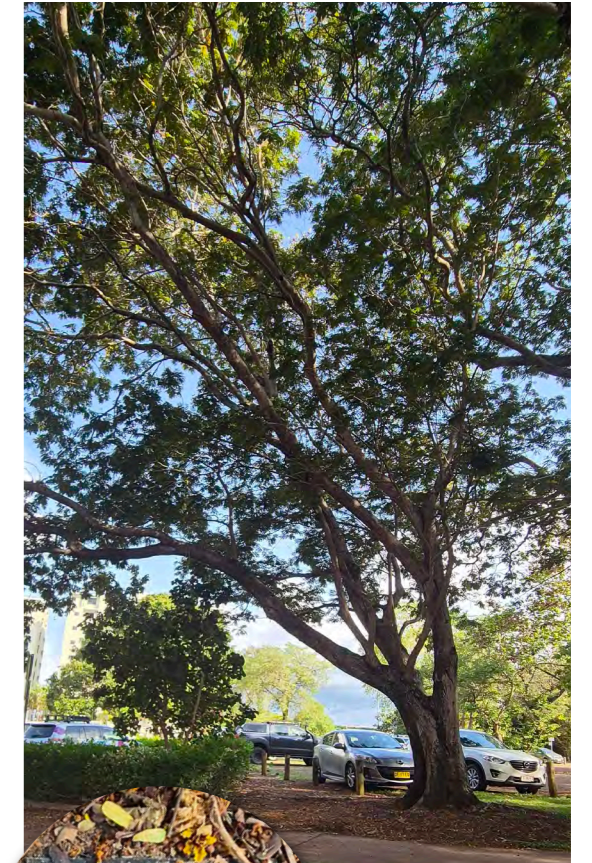
*Albizia saman* to be removed.



*Adansonia gregorii* to be removed.



*Peltophorum pterocarpum* to be retained & protected.



*Peltophorum pterocarpum*, refer Sk 01 notes.



Porcellanite rock boulders to be salvaged.



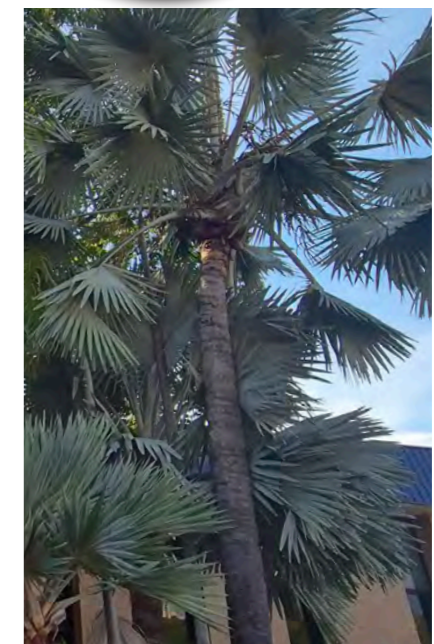
Resident Bush Stone-curlews. Provide habitat in new works.



*Mimusops elengi* to be retained & protected.



*Cycas angulata* to be transplanted.



*Bismarckia nobilis* to be removed.



Client:  
DCOH

DARWIN CIVIC CENTRE • Darwin, NT

DA Submission

2402281 Sk 02

SITE ANALYSIS (IMAGES)






21-11-2024



**CONCEPT STATEMENT**

Mini plaza, public realm, welcoming, seating spaces (responding to library and waiting to meet people), opportunities for people to gather - small (café, library, entry lobby), capturing pedestrians into site, interest, colour, porcellanite tones, highlighting culture & history (example: Larrakia seasons / WWII tunnels), flexible for future development, want to linger, cool, landscape supporting fauna, public art opportunities, relaxed.

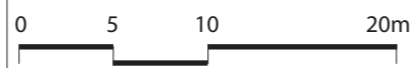
**LEGEND**

-  TPZ  
Tree Protection Zone
-  EXISTING TREE  
To be retained & protected.  
High amenity. Good form.
-  TREE  
Refer planting schedule for species.
-  PALM  
Refer planting schedule for species.
-  CYCAD  
Transplanted from site & new.  
Refer planting schedule for species.
-  GARDEN BED  
Species selection considering passive surveillance. Inclusive of site re-purposed porcellanite rock boulders. Refer planting schedule for species.
-  DRIVEWAY  
Plain concrete, refer to Civil
-  PAVEMENT  
Combination masonry feature pavement to suit pedestrian & vehicle movements
-  FEATURE PAVEMENT  
Feature pavement delineating entrance zones
-  SEATING  
Porcellanite clad or perforated patterned steel backlit.
-  Historical interpretation in pavement of WWII tunnel below. Consider proposed link to Traveller's Walk.
-  BIKE RACKS
-  ROCK BOULDERS  
Reclaimed Porcellanite boulders from site & new.
-  PORCELLANITE STONE BLADES  
Carrying design language through from Liberty Square.



Client:  
DCOH

1:400 @A3



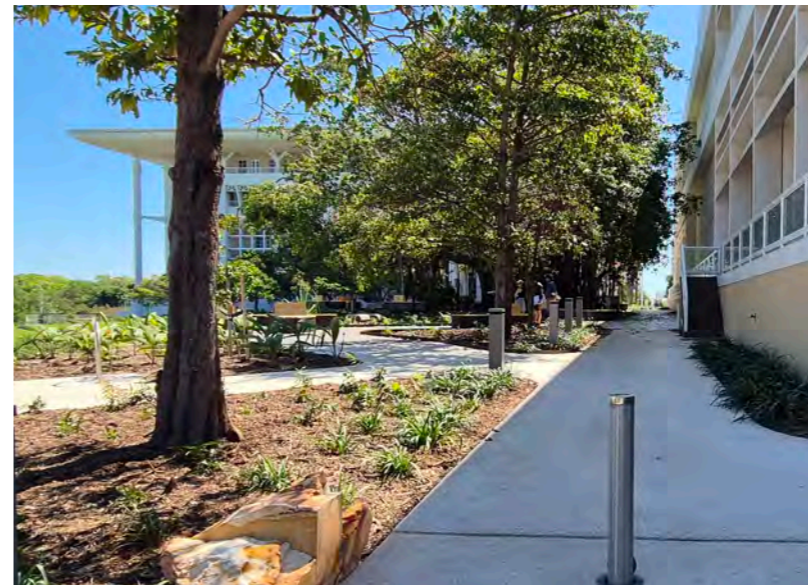
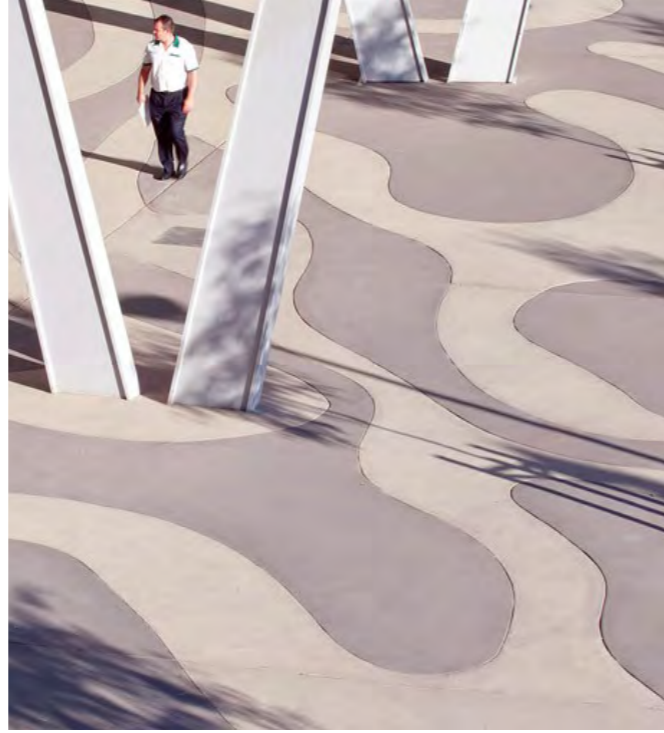
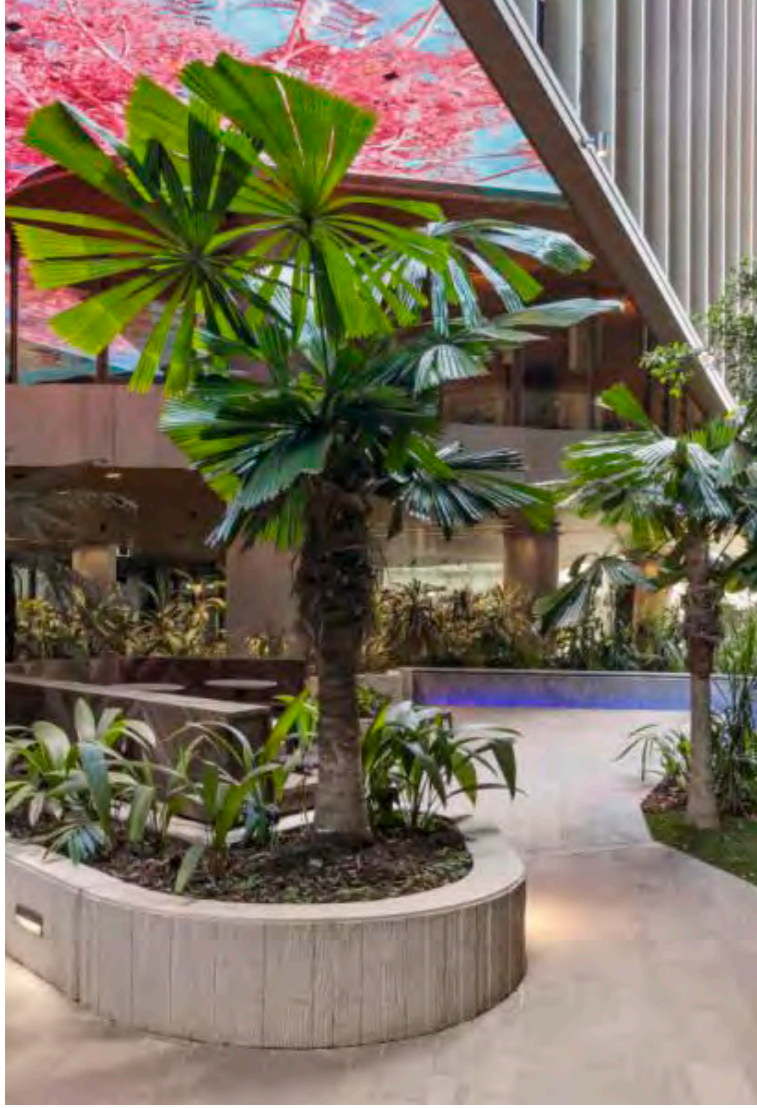
DARWIN CIVIC CENTRE • Darwin, NT DA Submission

**LANDSCAPE CONCEPT PLAN - GROUND FLOOR**

2402281 Sk 03

21-11-2024





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DCOH

DARWIN CIVIC CENTRE • Darwin, NT

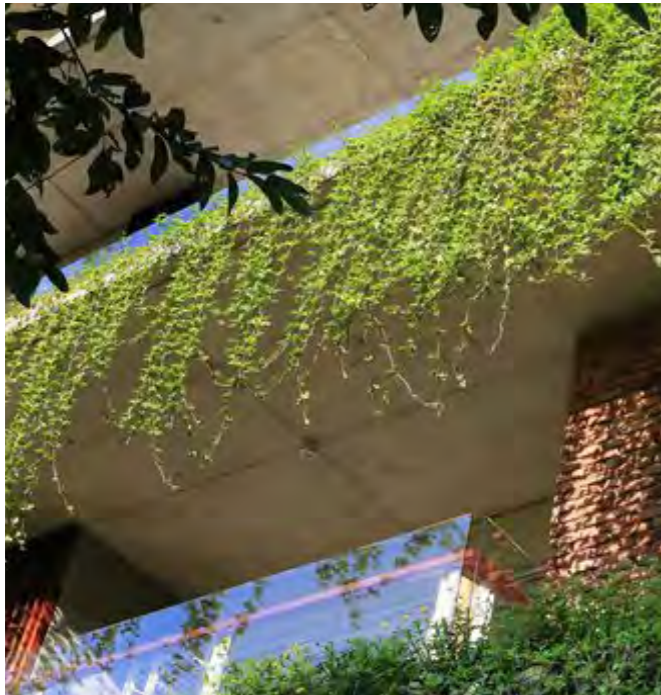
DA Submission

2402281 Sk 04

LANDSCAPE PRECEDENTS

21-11-2024





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DA Submission

2402281 Sk 05

**LANDSCAPE MATERIALITY**

21-11-2024





*Alstonia actinophylla*



*Peltophorum pterocarpum*



*Cycas angulata* (transplanted from site) x2



*Cycas armstrongii*



*Livistona rigida*



*Licuala grandis*



*Horsfieldia australiana*



*Pandanus basedowii*

**TREES, PALMS & PANDANUS PLANTING SCHEDULE**

Overall quantity: Shown on plan

KEY	SPECIES	COMMON NAME	HEIGHT
AA	ALSTONIA ACTINOPHYLLA	MILKWOOD	10-20M
HA	HORSFIELDIA AUSTRALIANA	NUT HORSFIELDIA	10-15M
LG	LICUALA GRANDIS	RUFFLED FAN PALM	5M
LR	LIVISTONA RIGIDA	MATARANKA PALM	20M
PP	PELTOPHORUM PTEROCARPUM	YELLOW FLAME TREE	10-12M
PB	PANDANUS BASEDOWII	SANDSTONE PANDANUS	3-5M



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DA Submission

2402281 Sk 06

**PLANTING PALETTE & SCHEDULE - TREES & FEATURE PLANTS**

21-11-2024





*Grevillea pteridifolia*



*Asteromyrtus sp.*



*Melastoma malabathricum*



*Leea rubra*



*Vitex rotundifolia*



*Grevillea formosa*



*Lomandra verday*



*Belchum brasiliense*

UNDERCROFT (SHADED AREAS)

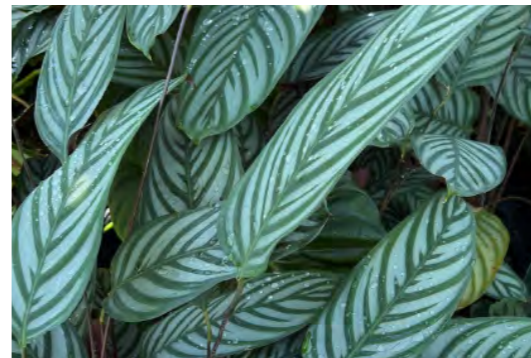
SHRUBS, GRASSES & GROUNDCOVERS PLANTING SCHEDULE

Approximate overall quantity: 2 per m2

KEY	SPECIES		HEIGHT
ACR SPE	ACROSTICHUM SPECIOSUM	MANGROVE FERN	1-1.5M
AST MAG	ASTEROMYRTUS MAGNIFICA	-	1-3M
BEL BRA	BLECHNUM BRASILIENSE	BRAZILIAN TREE FERN "RED FORM"	1.5M
CHE SPE	CHEILOSTOSUS SPECIOSUS	VARIEGATED CREPE GINGER	2-3M
CTE SET	CTENANTHE SETOSA	GREY STAR	1M
CYC ARM	CYCAS ARMSTRONGII	-	N/A
DIA ODO	DIANELLA ODORATA	NATIVE FLAX LILY	8-1M
FIC PUM	FICUS PUMILA	CLIMBING FIG	N/A
GRE FOR	GREVILLEA FORMOSA	MT BROCKMAN'S GREVILLEA	1-2M
GRE PTE	GREVILLEA PTERIDIFOLIA	FERN-LEAVED GREVILLEA	5-8M
HOM RUB	HOMALOMENA RUBESCENS "MAGGY"	MAGGY	1M
HYM SPE	HYMENOCALLIS SPECIOSA	GREEN-TINGE SPIDER LILY	.7M
LEE RUB	LEEAA RUBRA	-	1-3M
LOM VER	LOMANDRA VERDAY	-	.7M
MEL MAL	MELASTOMA MALABATHRICUM	NATIVE LASIANDRA	1-2M
MON DEL	MONSTERA DELICIOSA	SWISS CHEESE PLANT	N/A
PHI BIP	PHILODENDRON BIPINNATIFIDUM	-	.5 - .8M
PLE ANG	PLEOMELE ANGUSTIFOLIA	NATIVE DRACAENA	2M
STE PAL	STENOCHLAENA PALUSTRIS	CLIMBING SWAMP FERN	5-8M
VIT ROT	VITEX ROTUNDIFOLIA	BEACH VITEX	2-.5M



*Cheilocostus speciosus*



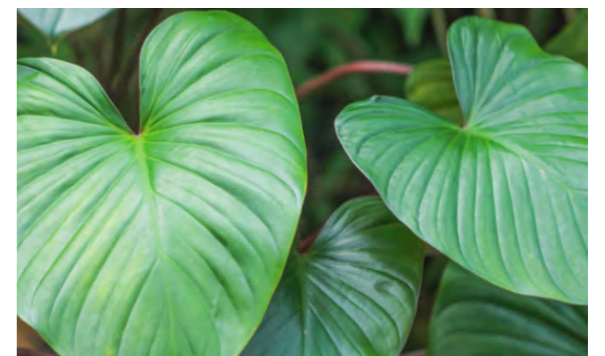
*Pleomele angustifolia*



*Philodendron bipinnatifidum*



*Ctenanthe setosa*



*Homalomena rubescens*



Client:  
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DARWIN CIVIC CENTRE • Darwin, NT

DA Submission

2402281 Sk 07

PLANTING PALETTE & SCHEDULE - SHRUBS / GROUNDCOVERS

21-11-2024



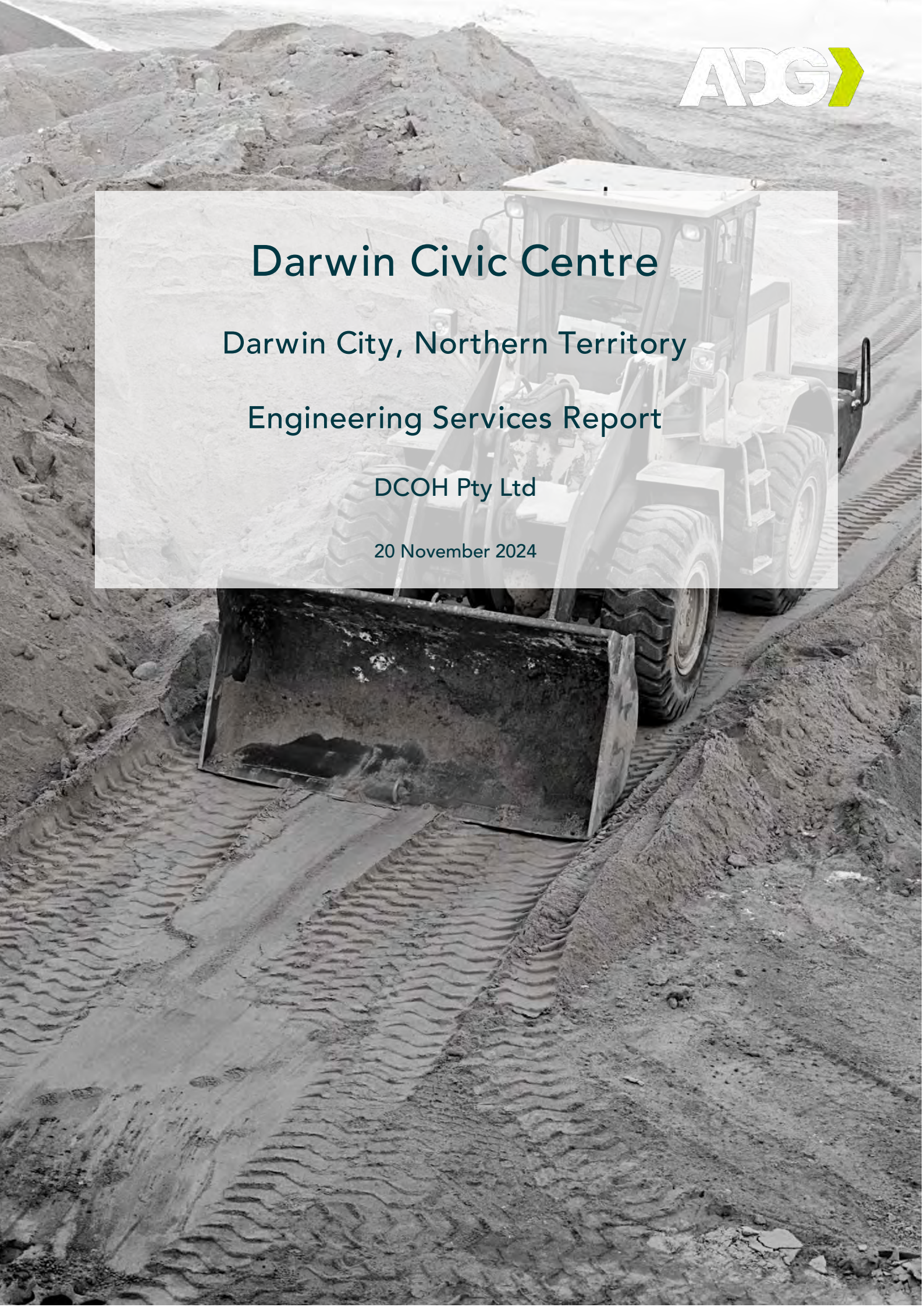
# Darwin Civic Centre

Darwin City, Northern Territory

Engineering Services Report

DCOH Pty Ltd

20 November 2024





**DOCUMENT VERIFICATION**

Job Title            **Darwin Civic Centre**  
 Job Number        25858.002  
 Document Title    Engineering Services Report

**DOCUMENT CONTROL**

Date	Document	Revision No.	Author	Reviewer
8.11.24	Engineering Services Report - DRAFT	00	J. Lanyon	S. Warner
18.11.24	Engineering Services Report	01	J. Lanyon	S. Warner
20.11.24	Engineering Services Report	02	J. Mitchell	S. Warner

**APPROVAL FOR ISSUE**

Authority	Name	Signature	Date
Author	Jacinta Mitchell		20 November 2024
Reviewer	Sam Warner		20 November 2024

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Appendix A Architectural Drawings
Appendix B Civil Concept Plan
Appendix C Service Concept Plan
Appendix D Site Survey and Utilities Mapping
Appendix E City of Darwin Stormwater Utilities Map

# 1 INTRODUCTION

ADG Engineers (Aust.) Pty Ltd was engaged by DCOH Pty Ltd to prepare an Engineering Services Report to support the Development Application for the proposed Darwin Civic Centre located on Harry Chan Avenue, Darwin. The proposed development is for a 21-story building featuring City of Darwin (CoD) Council offices, Council chambers, public library, four (4) levels of above ground carparking and office spaces. The building falls within the Civic Park precinct and seeks to integrate with the Darwin Civic and State Square Master Plan. Refer to Figure 1 for the proposed development site.



Figure 1 - Development Site

## 1.1 Property Details

The details of the property for the proposed development are provided in Table 1.

Table 1 - Property Details

Title	Lot 3981, Town of Darwin
Street Address	17 Harry Chan Avenue, Darwin City, NT
Site Area	1.995 ha
Development Site Area	0.486 ha

---

## 2 EXISTING SITE

The property consists of an existing two storey building, carparking facilities and public open space. The property can be access from Harry Chan Avenue or Smith Street. The proposed new building is to be located on the existing carpark in the eastern corner of the site. The existing carpark will be demolished as part of the works. Further works are proposed to the remainder of the lot as part of the Masterplan however this will be covered in a separate development application.

Vehicle access to the site is gained from two (2) existing crossovers on Harry Chan Avenue.

The site is bound by:

- Harry Chan Avenue to the north and west
- Cavenagh Street to the west;
- Harry Chan Avenue/Esplanade to the east;
- Smith Street to the south

The existing site condition is shown in Figure 1.



### 3 ACID SULPHATE SOILS

Acid sulphate soils are soils which contain iron sulphides and are generally found in low-lying, coastal areas below 20m AHD. A review of the Northern Territory Government's Natural Resources Maps (NR Maps) Acid Sulphate Soils Risk map overlay has indicated that the property is outside of an area that possesses a probability of acid sulphate soil occurrence. The NR maps overlay is shown in Figure 2 with the property identified.

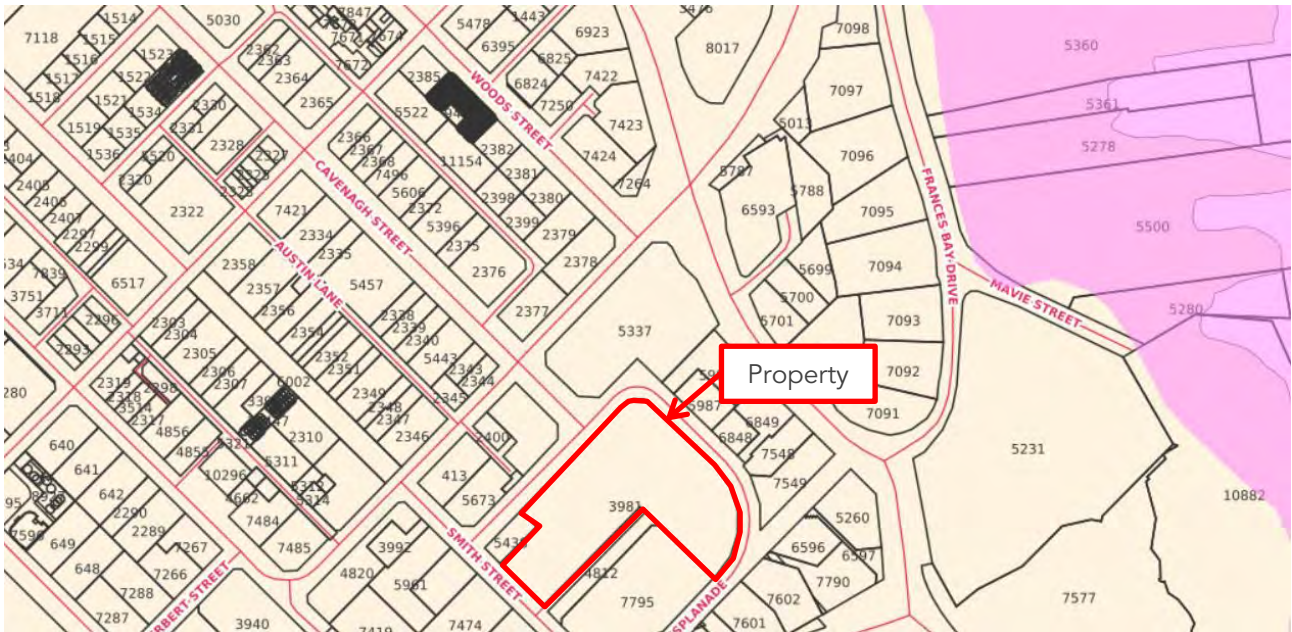


Figure 2 - Acid Sulphate Soils

## 4 STORM SURGE

A review of NTG Storm Surge map dated September 2020 has identified that the property is not impacted from flooding during either a primary (1% AEP), secondary (0.1% AEP) or extreme (0.01% AEP) storm surge scenario. Refer to Figure 3 for the storm surge map and the property shown.

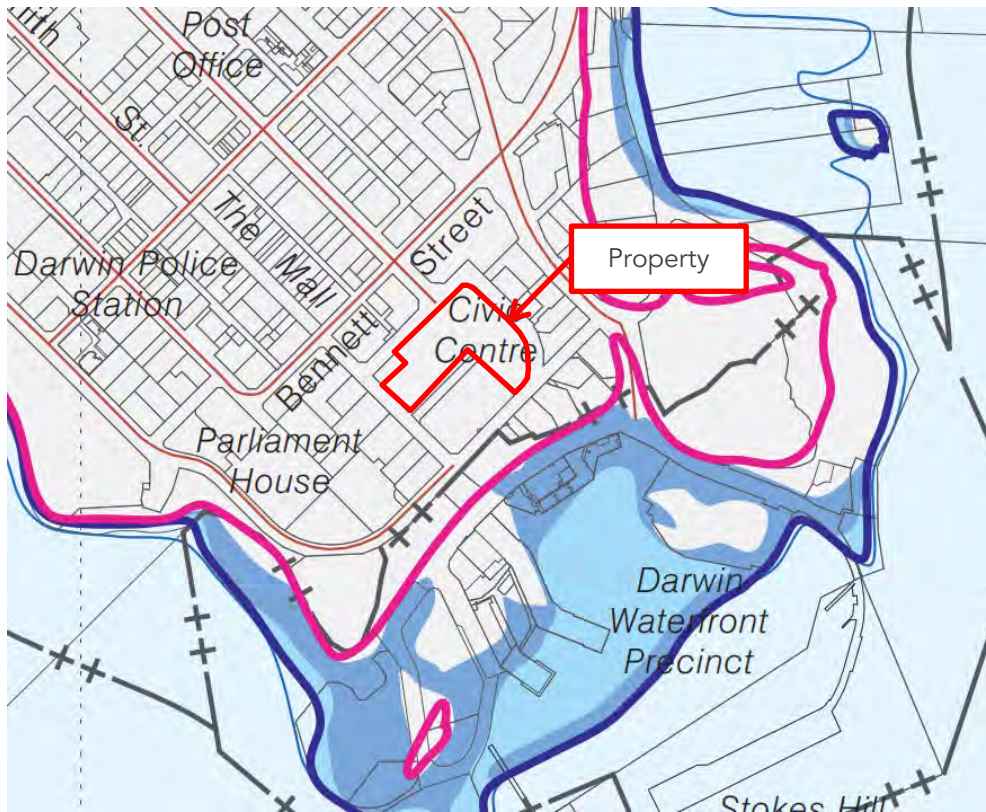


Figure 3 - NTG Storm Surge

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## 5 BULK EARTHWORKS

A conceptual site grading and civil works plan has been developed for the Darwin Civic Centre and shall be refined during the detailed design of the stage. The earthworks strategy for the development was to follow the natural contours of the land and minimising the volume of cut and fill on site. The conceptual earthworks design has been developed in accordance with the NT Subdivision Guidelines. The design ensures all external pavement areas fall away from the building and overland flow is conveyed to the adjacent road reserve.

A concept grading plan has been developed to nominate floor levels and proposed grading across the site for the proposed development. A single external retaining wall has been proposed along the southern boundary of the site at a maximum height of 1m high. The design of the retaining wall shall be completed by a qualified structural engineer. The details of the proposed retaining wall shall be completed during the detailed design phase. It is noted that during the detailed design it is intended that this retaining wall will be minimised and coordinated with the landscape architect and may change to a landscaped batter or terrace. Refer to Appendix B for the conceptual civil works plan.

---

## 6 ROADWORKS & ACCESS

### 6.1 Existing Infrastructure

The subject site is adjacent to the following roads:

- ▶ Harry Chan Avenue – Local road with two (2) lanes of traffic in opposite directions. The street intersects with Cavenagh Street to the north-west of the development site and the Esplanade to the south-west. The road has two-way crossfall with a kerb and gutter drainage system and full width footpath on both sides of the road.
- ▶ Smith Street – Local road with two (2) lanes of traffic in opposite directions. The street intersects with Bennett Street and the Esplanade to the south of the development site. The road has two-way crossfall with a kerb and gutter drainage system and full width footpath on both sides of the road.
- ▶ Cavenagh Street – Collector road with two (2) lanes of traffic in opposite directions. The street intersects with Harry Chan Avenue to the north-west of the development site. The road has two-way crossfall with a kerb and gutter drainage system and full width footpath on both sides of the road.
- ▶ Esplanade – Local road with two (2) lanes of traffic in opposite directions. The street intersects with Harry Chan Avenue to the south-west of the development site. The road has two-way crossfall with a kerb and gutter drainage system and full width footpath on both sides of the road.

The existing carpark in the area of the proposed development is currently accessed via two (2) crossovers to Harry Chan Avenue. Once crossover in the northern corner of the carpark and the other in the southern end of the carpark.

### 6.2 Proposed Infrastructure

As part of the new development, the existing crossovers for the carpark will be demolished and replaced with two (2) new crossovers to suit the proposed development. The location of the new crossovers is generally in the same location as the existing crossovers. The design of the crossovers shall be completed during the detailed design phase in coordination with the traffic engineer to ensure the crossovers are suitable for the proposed vehicles and their turning movements. The crossovers will generally be in accordance with the Northern Territory Subdivision Development Guidelines standard drawing SS1006. Refer to the architectural drawings in Appendix A and the preliminary civil document in Appendix B for further information regarding the new proposed crossovers.

There are no works or alterations proposed to the existing Council roads surrounding the development.



---

## 7 STORMWATER INFRASTRUCTURE AND ASSESSMENT

### 7.1 Existing Infrastructure

The Utility Mapping survey and the City of Darwin's (CoD) online stormwater mapping have identified the following infrastructure in the vicinity of the development:

- DN150 RCP main to the south-west of the development site. The main collects stormwater from the existing City of Darwin building. The main travels south-north before discharging into an existing manhole to the west of the development site.
- DN375 RCP main to the west of the development site. The main collects stormwater from the existing City of Darwin building. The main travels south-north before discharging into an existing manhole in the north-west of the development site.
- DN375 RCP main to the north-west of the development site. The main collects stormwater from the existing City of Darwin building. The main travels west-east before discharging into a large manhole on the northern side of the development site.
- DN375 RCP which traverses through the development site. The main travels from the south-west to the north-east of the development site. The main discharges at a large manhole on the northern side of the development site.
- DN225 RCP to the north-east of the site on Harry Chan Avenue. The main travels west-east along Harry Chan Avenue and terminates at a large manhole on the northern side of the development site.
- DN300 RCP to the north-east of the site on Harry Chan Avenue. The main collects stormwater from the side entry pits on the northern side of the road and discharges at the large manhole on the southern side of Harry Chan Avenue and on the northern side of the development site.
- An existing stormwater main north of the development site. The details of the main are unknown and its flow direction are to be confirmed.
- DN300 RCP to the east of the development site. The main collects stormwater from the existing road network side entry pits and discharges to the downstream side entry pit on the northern side of the road.

For further information, refer to the site survey and utilities mapping in Appendix D and City of Darwin's online stormwater utilities map in Appendix E.

### 7.2 Lawful Point of Discharge (LPD)

#### 7.2.1 Existing LPD

Stormwater from the existing development site is currently collected in the internal pit and pipe infrastructure before being discharged into the Council stormwater network on Harry Chan Avenue which ultimately discharges to Darwin Harbour. Refer to the City of Darwin's online stormwater utilities map in Appendix E for further information.

---

## 7.2.2 Proposed LPD

It is proposed to maintain the existing flow regime and LPD for the site, being the Council stormwater network on Harry Chan Avenue. The proposed drainage connections are shown in the civil concept plan in Appendix B.

## 7.3 Stormwater Quantity Objective

The aim of the stormwater quantity assessment is to ensure that the development shall impose no adverse effects on downstream properties or receiving water bodies and that the conveyance of flows will be in a safe manner with minimal risk of human endangerment as well as the following objectives:

- Address the need for stormwater quantity control measures.
- Ensure there is no increase in peak discharges from the subject site for events up to and including the 1% AEP event.

It is essential that there are no increases in volume and flow rate of stormwater runoff, and that any increases are mitigated such that post-developed peak flows do not exceed those for the pre-developed case.

## 7.4 Peak Flow Estimation

### 7.4.1 Design Storm Events

Based on recommendations within the Northern Territory Subdivision Development Guidelines and AS3500.3, the major and minor storm events were selected as follows:

- Minor Event: 10% AEP
  - Surface drainage infrastructure sized for a 10% AEP storm through to point of discharge.
- Major Event: 1% AEP
  - Surface drainage overflows in events up to and including the 1% AEP storm will not present a hazard to people or cause significant damage to property.

### 7.4.2 Rational Method for Peak Flow Rate

The peak flow rate for the site has been obtained using the Rational Method (Equation 1) in accordance the Queensland Urban Drainage Manual (QUDM). It is noted that QUDM, as the name implies, is a Queensland guideline, however, is considered by the industry as a national guideline for the estimation and control for stormwater runoff. Summaries of the hydrology calculations can be seen in Sections 7.4.3 and 7.4.4 for the pre- and post-development scenarios respectively.

$$Q = (2.78 \times 10^{-3}) C_y I_y A \quad \text{Equation 1}$$

$Q$  = Peak flow rate ( $\text{m}^3/\text{s}$ ) for average recurrence interval

$C_y$  = Co-efficient of runoff for ARI of  $y$  years (dimensionless)

$A$  = Catchment area (ha)

$I_y$  = Average rainfall intensity (mm/hr) for a design duration of  $t$  hours and an ARI of  $y$  years

### 7.4.3 Pre-Development Hydrology

The hydrology of the pre-development catchment has been assessed using the Rational Method. The development site has been assessed as a single catchment. The existing development site comprises of an existing carpark, external pavement and landscaped areas.

The percentage impervious for the existing development was measured using aerial imagery for the site. The Coefficient of discharge ( $C_V$ ) value for the catchment was derived from QUDM 2017 Table 4.5.3 and Table 4.5.4.  $F_y$  frequency factors were applied to determine runoff coefficients for various average recurrence interval (ARI) storm events in accordance with QUDM 2017 Table 4.5.2. QUDM 2017 Section 4.6 was applied to determine the minimum time of concentration to be 5 minutes. Rational Method calculations were performed, the results of which can be seen in Table 2.

Table 2 - Pre-development Catchment Details

Catchment	Area (ha)	% Impervious	$C_{10}$	$C_{100}$	Time of Concentration ( $t_c$ )	$Q_{10}$ (m <sup>3</sup> /s)	$Q_{100}$ (m <sup>3</sup> /s)
Development Site	0.486	68%	0.84	1.00	5	0.242	0.369

### 7.4.4 Post-Development Hydrology

As part of the post development scenario, the site shall consist of a new building, landscaping and external paved areas. Similarly, the site has been assessed as a single catchment for the development site.

The same process as the pre-development hydrology was applied to determine the coefficient of discharge, frequency factor, coefficients of runoff and minimum time of concentration to be 5 minutes. Rational Method calculations were performed, the results of which can be seen in Table 3.

Table 3 - Post-development Catchment Details

Catchment	Area (ha)	% Impervious	$C_{10}$	$C_{100}$	Time of Concentration ( $t_c$ )	$Q_{10}$ (m <sup>3</sup> /s)	$Q_{100}$ (m <sup>3</sup> /s)
Development Site	0.486	90%	0.88	1.00	5	0.253	0.369

## 7.5 Detention Analysis

Comparison of the estimated peak flows for the pre and post developed site for the proposed development site identifies an increase of 0.009m<sup>3</sup>/s in the minor event (10% AEP) peak discharge and no change for the major event (1% AEP) peak discharge. The changes in the pre and post development flows are considered negligible and therefore no stormwater detention is proposed.

## 7.6 Stormwater Quality

As part of the development a stormwater quality treatment device will be provided at each outlet into Council's stormwater network in accordance with Section 7.10 of the NT Subdivision Development Guidelines. The details of the stormwater quality treatment device will be confirmed as part of the detailed design.

---

## 7.7 External Catchments

There are two (2) external catchments which fall towards the development site. Both catchments are to the west, north-west of the development site and discharge sheets flows towards the site. The catchments are the existing church allotment and civic park. As part of the proposed development, the flows from these upstream catchments will be captured and collected within the development site and discharged to the site's LPD. The details of this drainage arrangement shall be determined during the detailed design phase of the project. The site will be graded to ensure the upstream catchments do not convey water towards the entrances of the proposed building.



---

## 8 SEWER & WATER DEMANDS

The number of equivalent persons (EP) was used to calculate high level demand rates of the proposed water and sewerage reticulation. The proposed EP for the development was calculated based on the proposed architectural layout and applying EP rates as outlined in the PWC NT Supplements to WSAA Codes (2002) to the Net Lettable Area Yield and occupancy based upon NCC assessments of 1person / 10m<sup>2</sup> for offices and 15400 m<sup>2</sup> NLA for the development. Table 4 provides a summary of the EP calculations for the proposed development.

Table 4 - Proposed EP

Lot	Quantity	Unit	EP multiplier	Total EP
Business Office	1540	EP / employee	0.2	308
Total EP				308

---

## 9 WATER

### 9.1 Existing Infrastructure

The Utility Mapping survey, PWC's ArcGIS online mapping service and BYDA information have indicated that there is existing potable water infrastructure located within close proximity to the subject site, including:

- A DN150 CACL water distribution main located on the southern side of Harry Chan Avenue to the north and east of the development site. The existing main contains several valves and hydrants in various locations.
- A DN225 CACL water distribution main located on the northern side of Harry Chan Avenue to the north and east of the development site. The existing main contains several valves and hydrants in various locations and numerous property connections to the properties on the northern side of Harry Chan Avenue.
- A DN100 existing property connection located to the north of the site off the existing DN150 CACL main on Harry Chan Avenue.

For further information, refer to the site survey and utilities mapping in Appendix D.

### 9.2 Point of Connection

A new common water meter assembly is proposed, located adjacent the car park entry ramp point to the new development. The assembly will comprise a DN150 firefighting service and appropriately sized domestic metering service. Any sub metering will be achieved internally within the development.

Power Water will not permit a same size connection to a water main and so the new connection will be derived from the DN225 distribution main to the North of Harry Chan Avenue.

The hydraulic consultant will determine the extent of the upgrade and connection works that will be required for the proposed development during detailed design stage.

Refer sketch plan "GROUND LEVEL SITE PLAN - PROPOSED INFRASTRUCTURE SERVICES" included in Appendix C of this report for further context

---

## 10 SEWER

### 10.1 Existing Infrastructure

The Utility Mapping survey, PWC's ArcGIS online mapping service and BYDA information have indicated that there is existing sewer infrastructure located within close proximity to the subject site, including:

- A DN150 PVC gravity main located to the west of the development site on Harry Chan Avenue.
- A DN150 GEW gravity main located to the west of the development site on Harry Chan Avenue.
- A DN150 GEW gravity main located on the southern side of Harry Chan Avenue to the north of the development site
- A DN150 PVC gravity main located on the southern side of Harry Chan Avenue to the north of the development site. This main discharge into an existing DN300 PVC trunk main.
- A DN300 VC main trunk sewer located on Harry Chan Avenue to the north of the development site. The main travels north along the Harry Chan Avenue/Esplanade prior to connection into the DN450 GRP main on Frances Bay Drive.
- An existing DN150 property connection located to the west of the site off the existing DN150 PVC gravity main on Harry Chan Avenue. The connection discharges directly into access chamber 1/11 F/1.
- An existing sewer main on the western boundary of the Development site. The details of this main are unknown.

For further information, refer to the site survey and utilities mapping in Appendix D.

### 10.2 Point of Connection

As the development EP exceeds 80, the gravity sewer connection from the development to the authority main will be through a sewer chamber. The proposed point of connection will be the south of the building to the DN300 trunk sewer to the East of Harry Chan Avenue.

Being a main trunk sewer connection, a gas trap will also be required adjacent the new sewer chamber.

The hydraulic consultant will determine the extent of the upgrade and connection works that will be required for the proposed development during detailed design stage.

Refer sketch plan "GROUND LEVEL SITE PLAN - PROPOSED INFRASTRUCTURE SERVICES" included in Appendix C of this report for further context.

---

## 11 ELECTRICAL

The Utility Mapping survey, PWC's ArcGIS online mapping service and BYDA information have indicated the following electrical infrastructure located within close proximity to the subject site, including:

- A series of underground High Voltage (HV) cables with a nominal 11kV voltage located to the northern, western and eastern side of the Development site on the northern side of Harry Chan Avenue.
- A Ring Main Unit (RMU) located to the north-west of the Development site on the southern side of Harry Chan Avenue.
- A Distribution Transformer located to the north-west of the Development site on the southern side of Harry Chan Avenue.
- A Distribution Substation located to the north-west of the Development site on the southern side of Harry Chan Avenue.
- Two (2) underground Low Voltage (LV) service connections with a nominal 240V voltage located internally to the site. One connection services the existing Darwin City Council building and one services the adjacent Lot 4.
- One Low Voltage (LV) metered points with a nominal 240V voltage located internally to the site which services the existing Darwin Council building.

For further information, refer to the site survey and utilities mapping in Appendix D.

An electrical consultant will determine the extent of the upgrading and connection works that will be required to facilitate the required electrical reticulation for the proposed development at detailed design stage.

### 11.1 Point of Connection

A new Power Water Standard Indoor Substation, 2 transformer arrangement will be provided at ground level to the Northwest of the development, with external access and hardstand available immediately externally.

A new easement (alignment TBA) will run to the allotment boundary.

The electrical consultant will determine the extent of the upgrade and connection works that will be required for the proposed development during detailed design stage.

Refer sketch plan "GROUND LEVEL SITE PLAN - PROPOSED INFRASTRUCTURE SERVICES" included in Appendix C of this report for further context



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## 12 COMMUNICATIONS

The Utility Mapping survey and BYDA information have indicated the following telecommunications infrastructure located within close proximity to the subject site, including:

- Existing 2 x 100mm AC communications conduits containing optic fibre to the north and east of the Development site along Harry Chan Avenue. BYDA has identified this as being Telstra infrastructure
- Existing 2 x 80mm AC communications conduit containing existing optic fibre connection to the site to service the existing Darwin City Council building.
- Existing communications pits and chambers for optic fibre infrastructure to the north-east of the Development site on the northern side of Harry Chan Avenue. The pits vary in depth between 0.5m to 1.1m. BYDA has identified these pits as being Telstra infrastructure with the pits being a combination of Type 8 and Type 6 communication pits and foot access chambers of varying size.
- Optus have identified there being existing communications infrastructure to the north and east of the development site on Harry Chan Avenue. The details of this infrastructure is unknown.
- Telstra have identified there being a Type 6 pit the east of the development site
- TPG Telecom have identified there being existing communications pit in vicinity of the site. The details of this pit is unknown.
- Vocus have identified there being pit and conduit to the north, on the northern side of Harry Chan Avenue, of the development site. Additionally, a pit and conduit runs to the south of the existing Council Building. The details of this infrastructure is unknown.

For further information, refer to the site survey and utilities mapping in Appendix D.

An electrical consultant will determine the extent of the upgrading and connection works that will be required to facilitate the required communications infrastructure for the proposed development at detailed design stage.

### 12.1 Point of Connection

It is anticipated that NBN, Telstra and Vocus services will be derived from the existing infrastructure to the North-east of the site.

The electrical consultant will determine the extent of the upgrade and connection works that will be required for the proposed development during detailed design stage.

Refer sketch plan "GROUND LEVEL SITE PLAN - PROPOSED INFRASTRUCTURE SERVICES" included in Appendix C of this report for further context

---

## 13 CONCLUSION

ADG Engineers have undertaken an Engineering Services Assessment for the proposed development site for the Darwin Civic Centre at 17 Harry Chan Avenue, Darwin City. The site can be adequately serviced by all essential infrastructure through the installation of new and existing infrastructure and connection to existing infrastructure. The works discussed within this report are subject to detailed design and authority approval. The design of all infrastructure shall be completed in accordance with all relevant authority guidelines/standards. Detailed engineering documentation shall be submitted to and approved by all relevant authorities prior to commencement of works onsite.

---

# Appendix A

## Architectural Drawings

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# Appendix B

## Civil Concept Plan



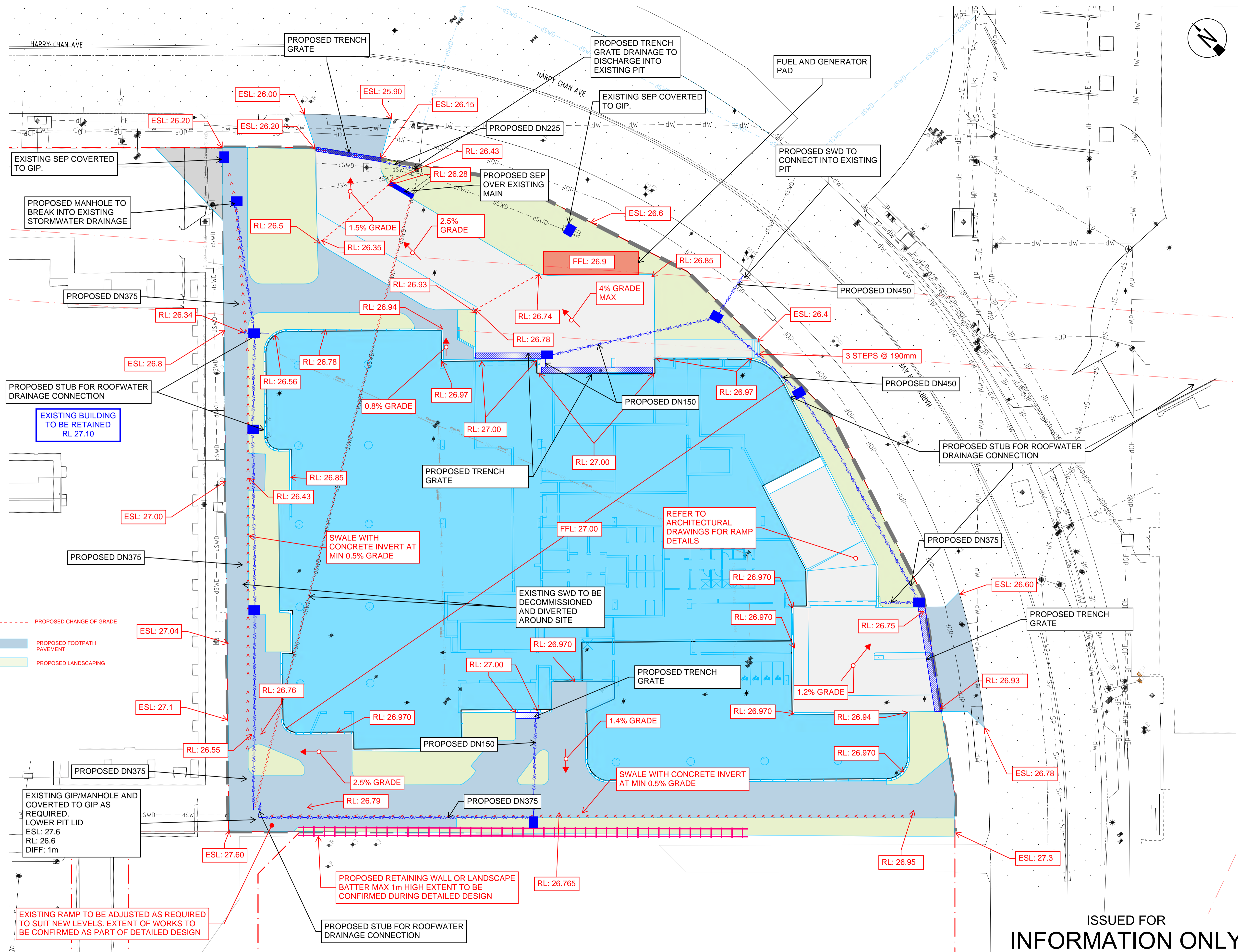
**LEGEND**

- 12.0 — EXISTING SURFACE CONTOURS
- — — — — LIMIT OF WORKS
- — — — — SITE BOUNDARY
- — — — — EXISTING TUNNEL BOUNDARY
- — — — — EXISTING PROPERTY BOUNDARY
- — — — — EXISTING NOMINAL KERB LINE / EDGE OF ROAD
- — — — — EXISTING EDGE OF BITUMEN
- — — — — EXISTING ROAD CENTERLINE
- — — — — EXISTING EDGE OF BUILDING
- — — — — EXISTING EDGE OF BUILDING EAVE
- SWD — EXISTING STORMWATER DRAINAGE
- dSWD — EXISTING STORMWATER DRAINAGE (RECORDS)
- dSWD — EXISTING STORMWATER DRAINAGE (RECORDS CITY OF DARWIN GIS)
- S — EXISTING SEWER
- dS — EXISTING SEWER (RECORDS)
- RM — EXISTING SEWER RISING MAIN
- dSRM — EXISTING SEWER RISING MAIN (RECORDS)
- W — EXISTING WATER
- dW — EXISTING WATER (RECORDS)
- E — EXISTING UNDERGROUND ELECTRICITY
- dE — EXISTING UNDERGROUND ELECTRICITY (RECORDS)
- OE — EXISTING OVERHEAD ELECTRICITY
- G — EXISTING GAS
- dG — EXISTING GAS (RECORDS)
- NBN — EXISTING NBN
- dNBN — EXISTING NBN (RECORDS)
- T — EXISTING TELECOMMUNICATIONS
- dT — EXISTING TELECOMMUNICATIONS (RECORDS)
- dOF — EXISTING FIBER OPTIC (RECORDS)
- C — EXISTING COMMUNICATIONS
- ? — EXISTING UNKNOWN SERVICE
- x x x x — ABANDONED SERVICE
- — — — — EXISTING BATTER
- — — — — EXISTING RETAINING WALL
- — — — — EXISTING FENCE
- — — — — EXISTING CONCRETE DRAIN
- — — — — EXISTING ROAD

- — — — — PROPOSED RETAINING WALL OR LANDSCAPED BATTER
- — — — — PROPOSED CHANGE OF GRADE
- — — — — PROPOSED BUILDING FOOTPRINT
- — — — — PROPOSED FOOTPATH PAVEMENT
- SW—SW—SW—SW—SW—SW — PROPOSED STORMWATER DRAINAGE
- — — — — PROPOSED LANDSCAPING
- — — — — PROPOSED STORMWATER PIT
- — — — — PROPOSED SWALE INVERT
- — — — — PROPOSED GRADE
- — — — — PROPOSED SURFACE LEVEL
- — — — — PROPOSED DRIVEWAY AS PER NT SDG STD DRG SS1006

**CAUTION**

THE LOCATION AND DEPTH OF EXISTING SERVICES AS SHOWN IS BASED ON INFORMATION OBTAINED FROM UTILITY MAPPING DATED 2011/12 AND COUNCIL RECORDS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE ACTUAL LOCATION AND DEPTH OF EXISTING SERVICES PRIOR TO CARRYING OUT ANY EXCAVATION, TRENCHING OR TUNNELING WORKS.



ISSUED FOR INFORMATION ONLY

C	20.11.24	ISSUED FOR INFORMATION	SW	DG
B	20.11.24	ISSUED FOR INFORMATION	SW	DG
A	5.11.24	ISSUED FOR INFORMATION	JL	SW
Rev	Date	Description	By	Chk

SCALE 1:200  
AT ORIGINAL SIZE (A1)

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Quality Assurance ISO 9001:2015 | Work Health Safety ISO 45001:2018  
Environmental Management ISO 14001:2015

Client	DCOH
Project Name	DARWIN CIVIC CENTRE

Discipline	CIVIL	Status	INFORMATION
Designed By	JL	Checked By	SW
Project No.	25858	Drawn By	VA
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Scale at A1	1:200 m	Drawing No.	SK01
		Revision	C

Title	CIVIL CONCEPT PLAN
Drawing No.	SK01
Revision	C

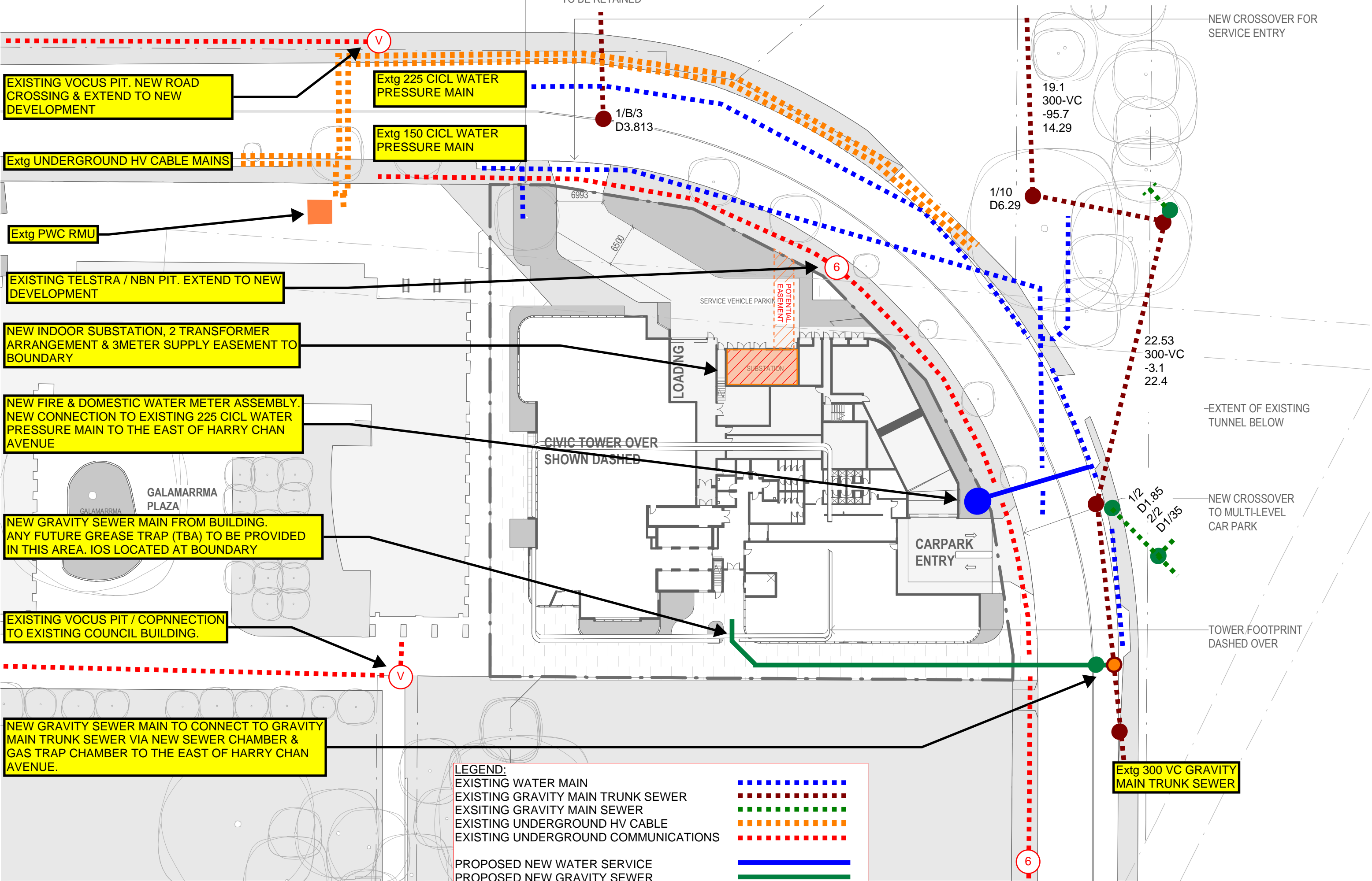
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# Appendix C

## Service Concept Plan



EXISTING VOCUS PIT. NEW ROAD CROSSING & EXTEND TO NEW DEVELOPMENT

Extg 225 CICL WATER PRESSURE MAIN

Extg 150 CICL WATER PRESSURE MAIN

Extg UNDERGROUND HV CABLE MAINS

Extg PWC RMU

EXISTING TELSTRA / NBN PIT. EXTEND TO NEW DEVELOPMENT

NEW INDOOR SUBSTATION, 2 TRANSFORMER ARRANGEMENT & 3METER SUPPLY EASEMENT TO BOUNDARY

NEW FIRE & DOMESTIC WATER METER ASSEMBLY. NEW CONNECTION TO EXISTING 225 CICL WATER PRESSURE MAIN TO THE EAST OF HARRY CHAN AVENUE

NEW GRAVITY SEWER MAIN FROM BUILDING. ANY FUTURE GREASE TRAP (TBA) TO BE PROVIDED IN THIS AREA. IOS LOCATED AT BOUNDARY

EXISTING VOCUS PIT / COPNNECTION TO EXISTING COUNCIL BUILDING.

NEW GRAVITY SEWER MAIN TO CONNECT TO GRAVITY MAIN TRUNK SEWER VIA NEW SEWER CHAMBER & GAS TRAP CHAMBER TO THE EAST OF HARRY CHAN AVENUE.

**LEGEND:**

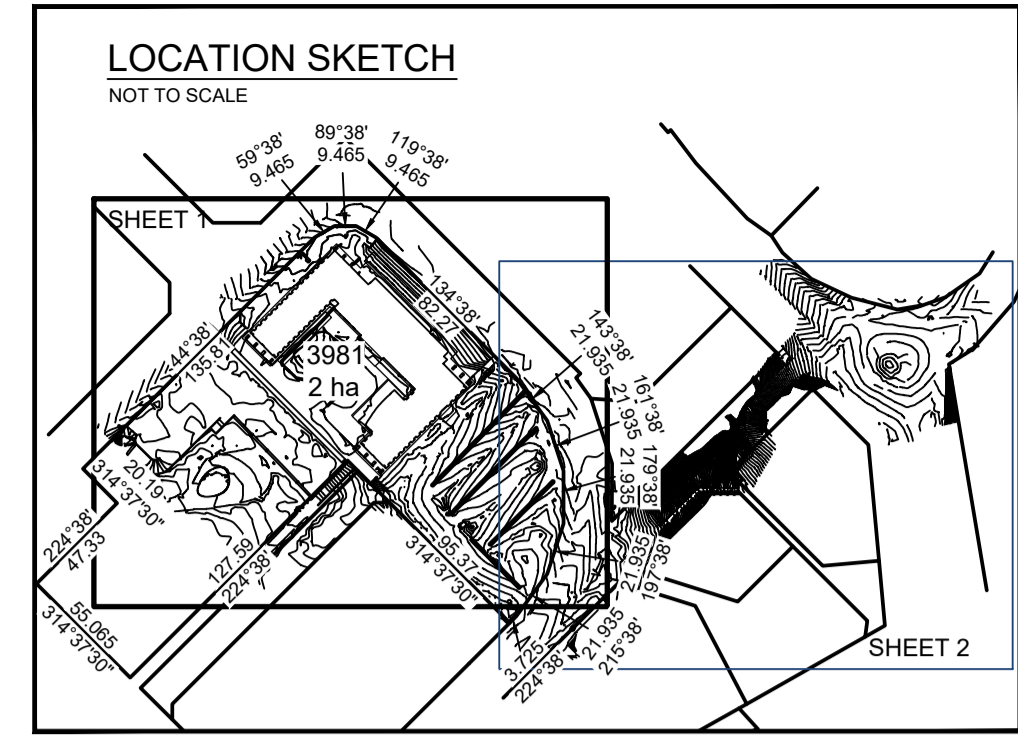
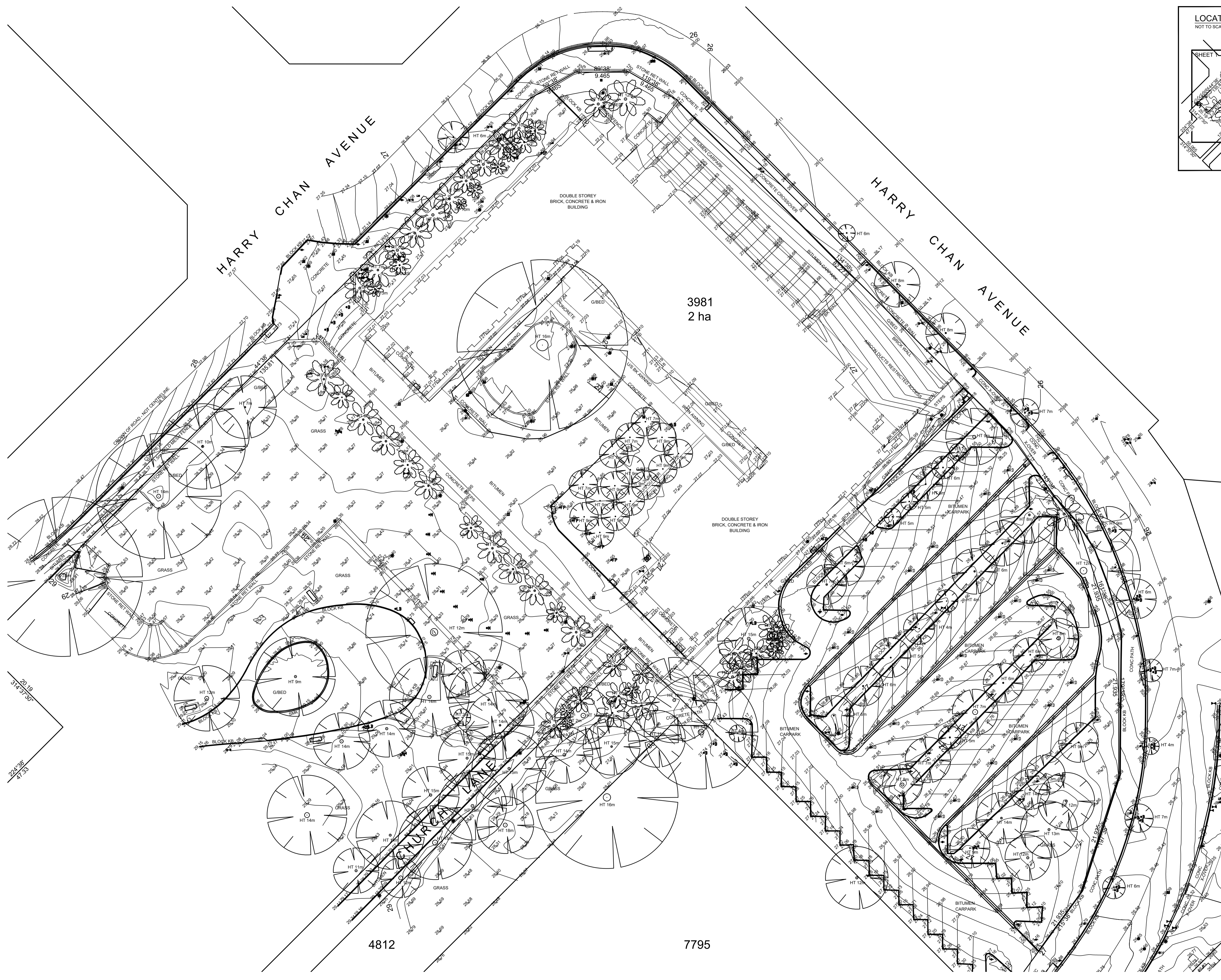
EXISTING WATER MAIN	
EXISTING GRAVITY MAIN TRUNK SEWER	
EXISTING GRAVITY MAIN SEWER	
EXISTING UNDERGROUND HV CABLE	
EXISTING UNDERGROUND COMMUNICATIONS	
PROPOSED NEW WATER SERVICE	
PROPOSED NEW GRAVITY SEWER	

---

# Appendix D

## Site Survey and Utilities Mapping





**SURVEY CONTROL COORDINATE LISTING**  
MGA 94 Z52

STATION	EASTING	NORTHING	ELEVATION
S00157B03A	700505.538	8620699.794	5.500
S05156001	700368.272	8620872.113	5.849
S07154001	700706.39	8621580.038	9.570
S95222007	700339.697	8621053.926	26.652
S95222008	700680.853	8621301.603	26.260
S95222023	700851.679	8621541.478	5.911

NOTE:  
AHD LEVEL DERIVED FROM COORDINATED  
REFERENCE MARKS LISTED IN TABLE

NOTE:  
THIS PLAN HAS BEEN PREPARED WITH  
MGA94 COORDINATES.

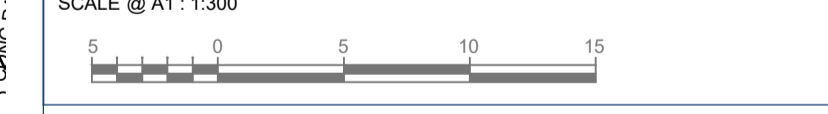
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MAJOR CONTOURS 00  
MINOR CONTOURS

- LEGEND:**
- COMMS PIT
  - ELECTRICAL PIT
  - ELECTRICAL SWITCHBOARD
  - ELECTRICAL LIGHT POLE
  - ELECTRICAL FLOOD LIGHT
  - DRAINAGE GRATE
  - DRAINAGE MANHOLE
  - SEWER MANHOLE
  - PARK METER
  - ROAD MARKING
  - FLAG POLE
  - GATE
  - BOLLARD
  - SIGN
  - LITTER BIN
  - WATER IRRIGATION VALVE
  - WATER STOP VALVE
  - WATER HYDRANT
  - WATER MARKER
  - WATER METER
  - UNDEFINED SERVICE
  - NATURAL SURFACE SPOT HT



REV	DESCRIPTION	DRN	DATE	APP
B	CORRECTION TO BUILDING LINWORK ON SHEET 1	MR	22/09/23	WB

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E darwin@landsurveys.net.au  
www.landsurveys.net.au



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SURVEYED ON: 18 - 31/05/2023 & 07/07/2023  
DRAWN BY: ED  
DRAWN ON: 14/08/2023  
HOR DATUM: MGA 94 Z52  
VERT DATUM: AHD

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DARWIN CIVIC CENTRE REDEVELOPMENT  
HARRY CHAN AVENUE  
DARWIN CITY, NT, 0800

CLIENT:  
CITY OF DARWIN

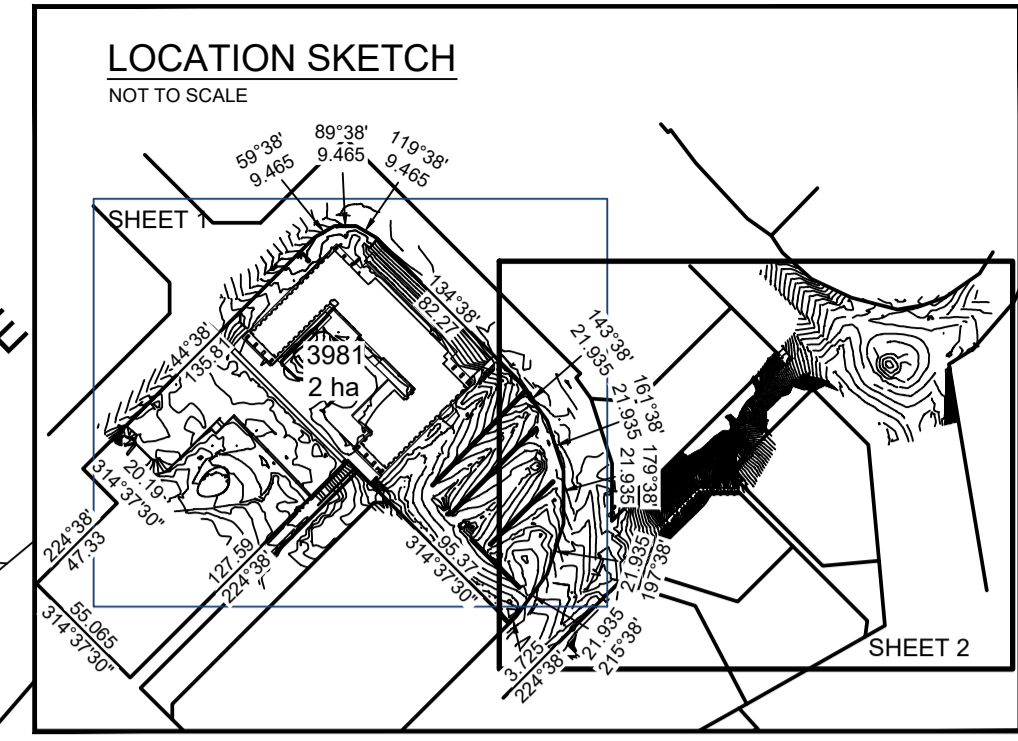
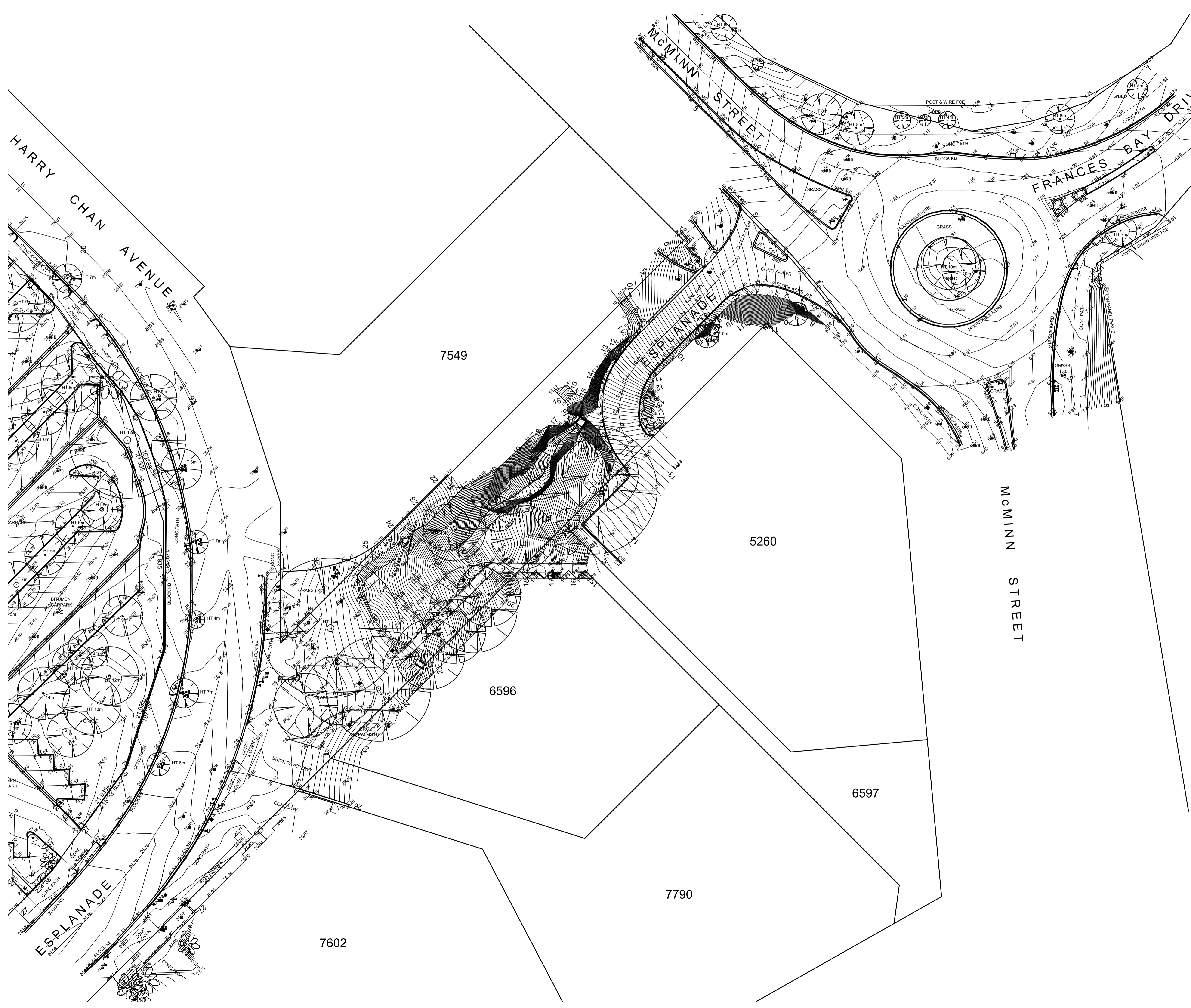
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2300520 - FS - 001 - B				1 OF 2

4812

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2 ha





**SURVEY CONTROL COORDINATE LISTING**  
MGA 94 Z52

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S05156001	700368.272	8620872.113	5.849
S07154001	700706.39	8621580.038	9.570
S95222007	700339.697	8621053.926	26.652
S95222008	700680.853	8621301.603	26.260
S95222023	700851.679	8621541.478	5.911

NOTE:  
AHD LEVEL DERIVED FROM COORDINATED REFERENCE MARKS LISTED IN TABLE

NOTE:  
THIS PLAN HAS BEEN PREPARED WITH MGA94 COORDINATES.

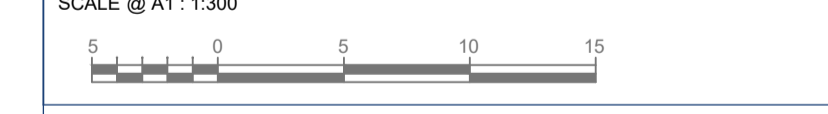
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MAJOR CONTOURS 00 ———  
MINOR CONTOURS ———

- LEGEND:
- COMMS PIT
  - ELECTRICAL PIT
  - ELECTRICAL SWITCHBOARD
  - ELECTRICAL LIGHT POLE
  - ELECTRICAL FLOOD LIGHT
  - DRAINAGE GRATE
  - DRAINAGE MANHOLE
  - SEWER MANHOLE
  - PARK METER
  - ROAD MARKING
  - FLAG POLE
  - GATE
  - BOLLARD
  - SIGN
  - LITTER BIN
  - WATER IRRIGATION VALVE
  - WATER STOP VALVE
  - WATER HYDRANT
  - WATER MARKER
  - WATER METER
  - UNDEFINED SERVICE
  - NATURAL SURFACE SPOT HT



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B	CORRECTION TO BUILDING LINEWORK ON SHEET 1	MR	22/09/23	WB

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SURVEYED ON: 18 - 31/05/2023 & 07/07/2023  
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2300520 - FS - 001 - B				2 OF 2





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1	ADDITIONAL SCOPE AND UPDATED SURVEY (SHEETS 11, 15 & 17)	13/07/23	JCR	JP



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DARWIN CITY, NT

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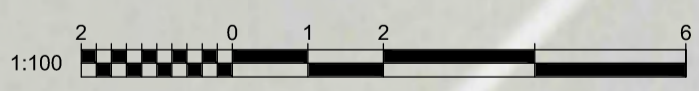
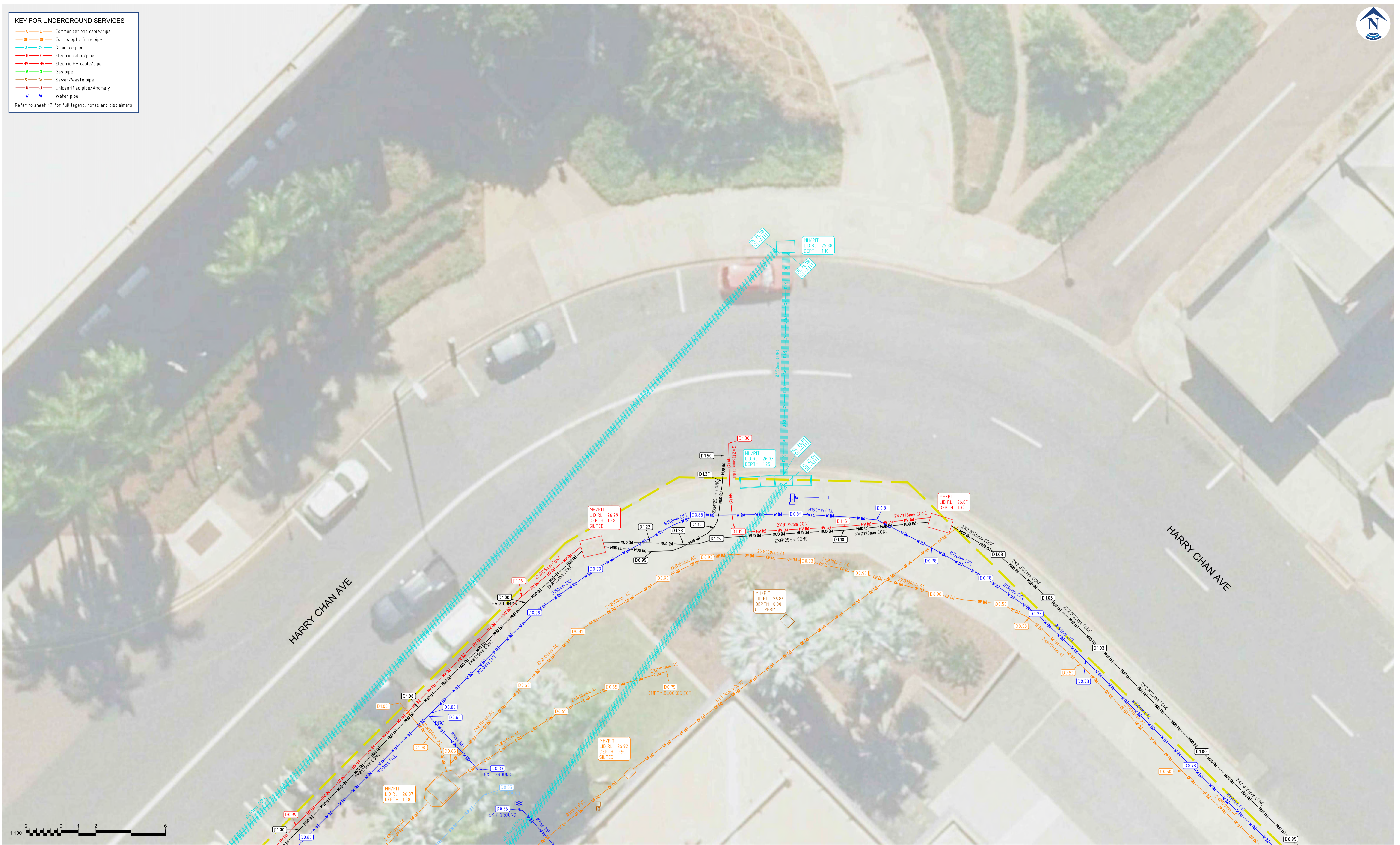
SHEET 1 OF 18



**KEY FOR UNDERGROUND SERVICES**

- C — Communications cable/pipe
- - - OF — Comms optic fibre pipe
- D — Drainage pipe
- E — Electric cable/pipe
- - - HV — Electric HV cable/pipe
- G — Gas pipe
- S — Sewer/Waste pipe
- - - U — Unidentified pipe/Anomaly
- W — Water pipe

Refer to sheet 17 for full legend, notes and disclaimers.



REV	REVISION DESCRIPTION	DATE	DRN	CHK
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1	ADDITIONAL SCOPE AND UPDATED SURVEY (SHEETS 11, 15 & 17)	13/07/23	JCR	JP

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SHEET 2 OF 18



**KEY FOR UNDERGROUND SERVICES**

- C — Communications cable/pipe
- OF — Comms optic fibre pipe
- D — Drainage pipe
- E — Electric cable/pipe
- HV — Electric HV cable/pipe
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1	ADDITIONAL SCOPE AND UPDATED SURVEY (SHEETS 11, 15 & 17)	13/07/23	JCR	JP

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SHEET 3 OF 18





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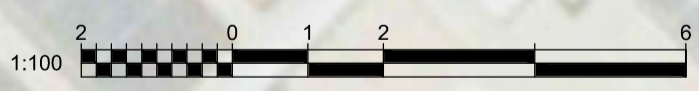




**KEY FOR UNDERGROUND SERVICES**

- Communications cable/pipe
- Comms optic fibre pipe
- Drainage pipe
- Electric cable/pipe
- Electric HV cable/pipe
- Gas pipe
- Sewer/Waste pipe
- Unidentified pipe/Anomaly
- Water pipe

Refer to sheet 17 for full legend, notes and disclaimers.



REV	REVISION DESCRIPTION	DATE	DRN	CHK
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**DARWIN CITY, NT**

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VIC23	- 5071 - US	- 01	R02	

SHEET 5 OF 18





**KEY FOR UNDERGROUND SERVICES**

- Communications cable/pipe
- o- Comms optic fibre pipe
- Drainage pipe
- Electric cable/pipe
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- Gas pipe
- Sewer/Waste pipe
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Refer to sheet 17 for full legend, notes and disclaimers.



REV	REVISION DESCRIPTION	DATE	DRN	CHK
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1	ADDITIONAL SCOPE AND UPDATED SURVEY (SHEETS 11, 15 & 17)	13/07/23	JCR	JP

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**DARWIN CITY, NT**

LOCATED: JP	CHECKED: JP	DATE: 09/06/2023		
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SHEET 6 OF 18

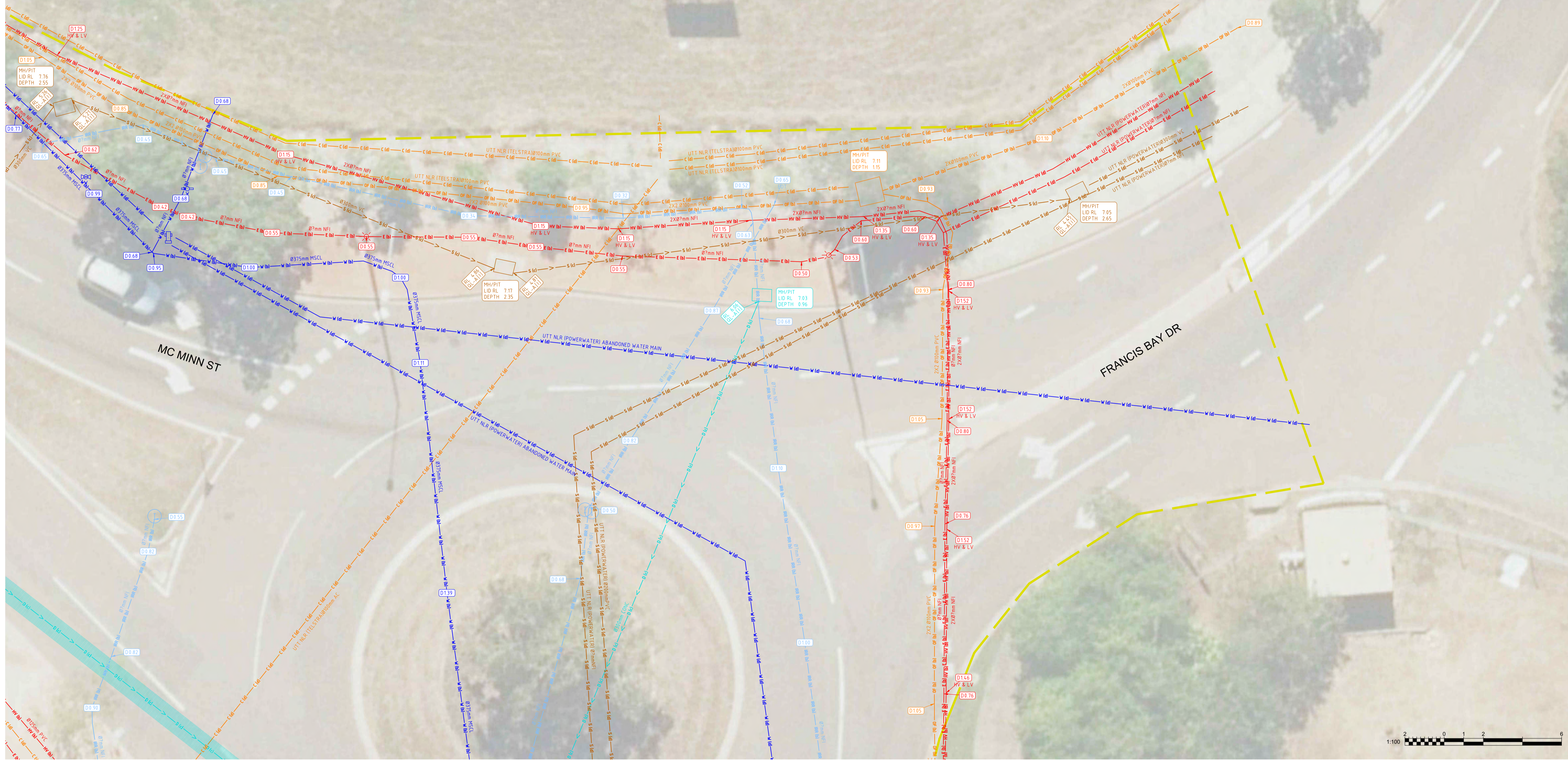




**KEY FOR UNDERGROUND SERVICES**

- Communications cable/pipe
- Comms optic fibre pipe
- Drainage pipe
- Electric cable/pipe
- Electric HV cable/pipe
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- Water pipe

Refer to sheet 17 for full legend, notes and disclaimers.



2	ADDITIONAL SEWER DATA (SHEETS 5,6,7,11,15,16)	30/10/23	LCC	JP
1	ADDITIONAL SCOPE AND UPDATED SURVEY (SHEETS 11, 15 & 17)	13/07/23	JCR	JP
REV	REVISION DESCRIPTION	DATE	DRN	CHK

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**LAND SURVEYS**  
**UNDERGROUND UTILITY SURVEY**  
**DARWIN CIVIC CENTER**  
**HARRY CHAN AVENUE**  
**DARWIN CITY, NT**

LOCATED: JP	CHECKED: JP	DATE: 09/06/2023		
SURVEYED: JP	SCALE AT A1: 1:100	DATUM: AHD		
DRAWN: TN/JCR	DBYD REF: VARIOUS	GRID: MGA94 Z52		
STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071	- US	- 01	R02

SHEET 7 OF 18



- KEY FOR UNDERGROUND SERVICES**
- Communications cable/pipe
  - Comms optic fibre/pipe
  - Drainage pipe
  - Electric cable/pipe
  - Electric HV cable/pipe
  - Gas pipe
  - Sewer/Waste pipe
  - Unidentified pipe/Anomaly
  - Water pipe
- Refer to sheet 17 for full legend, notes and disclaimers.



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**LAND SURVEYS**

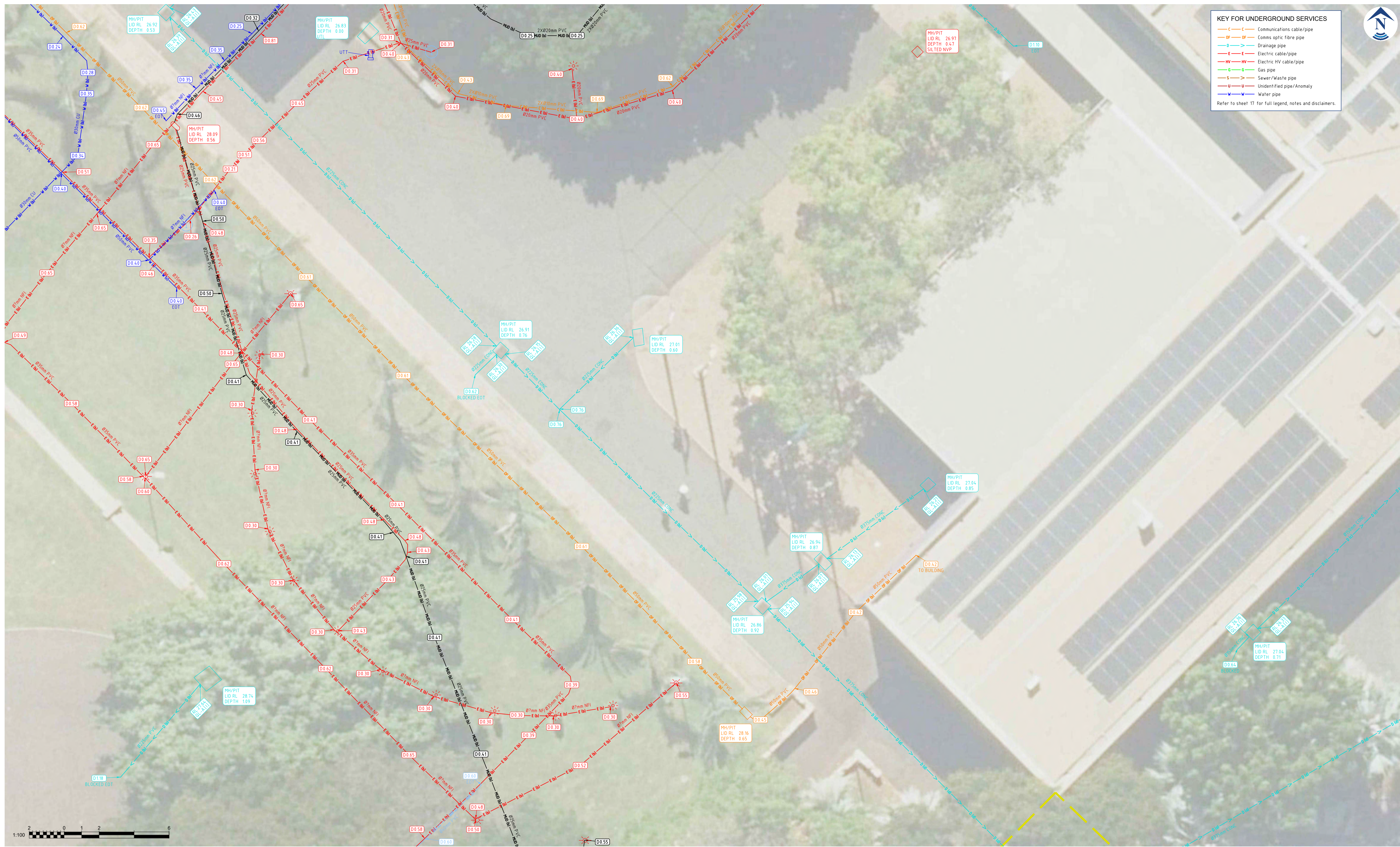
**UNDERGROUND UTILITY SURVEY**

**DARWIN CIVIC CENTER**  
**HARRY CHAN AVENUE**  
**DARWIN CITY, NT**

LOCATED: JP	CHECKED: JP	DATE: 09/06/2023		
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STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071 -	US -	01	R02

SHEET 8 OF 18





**KEY FOR UNDERGROUND SERVICES**

- Communications cable/pipe
- Comm. optic fibre pipe
- Drainage pipe
- Electric cable/pipe
- Electric HV cable/pipe
- Gas pipe
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STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071	- US	- 01	R02

SHEET 9 OF 18

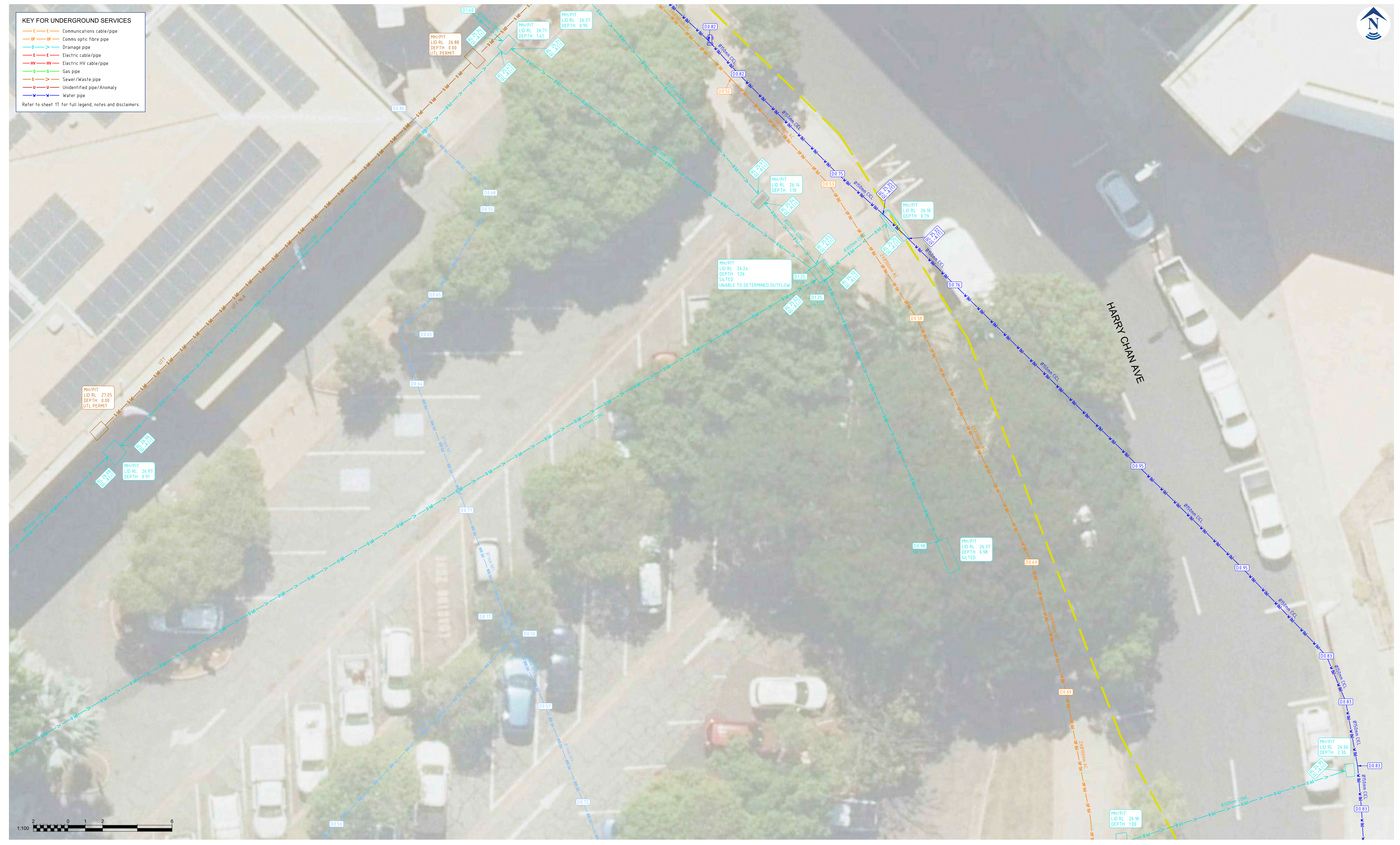




**KEY FOR UNDERGROUND SERVICES**

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STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071 - US - 01			R02

SHEET 10 OF 18



**KEY FOR UNDERGROUND SERVICES**

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- Drainage pipe
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- Gas pipe
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STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071	- US	- 01	R02

SHEET 11 OF 18





**KEY FOR UNDERGROUND SERVICES**

- C — Communications cable/pipe
- OF — Comms optic fibre pipe
- D — Drainage pipe
- E — Electric cable/pipe
- HV — Electric HV cable/pipe
- G — Gas pipe
- S — Sewer/Waste pipe
- U — Unidentified pipe/Anomaly
- W — Water pipe

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DRAWN: TN/JCR	DBYD REF: VARIOUS	GRID: MGA94 Z52		
STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071 - US	- 01	R02	

SHEET 12 OF 18



**KEY FOR UNDERGROUND SERVICES**

- C — Communications cable/pipe
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**DARWIN CITY, NT**

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DRAWN: TN/JCR	DBYD REF: VARIOUS	GRID: MGA94 Z52		
STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071	- US	- 01	R02

SHEET 13 OF 18

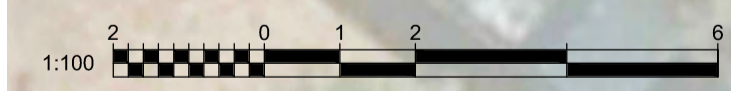




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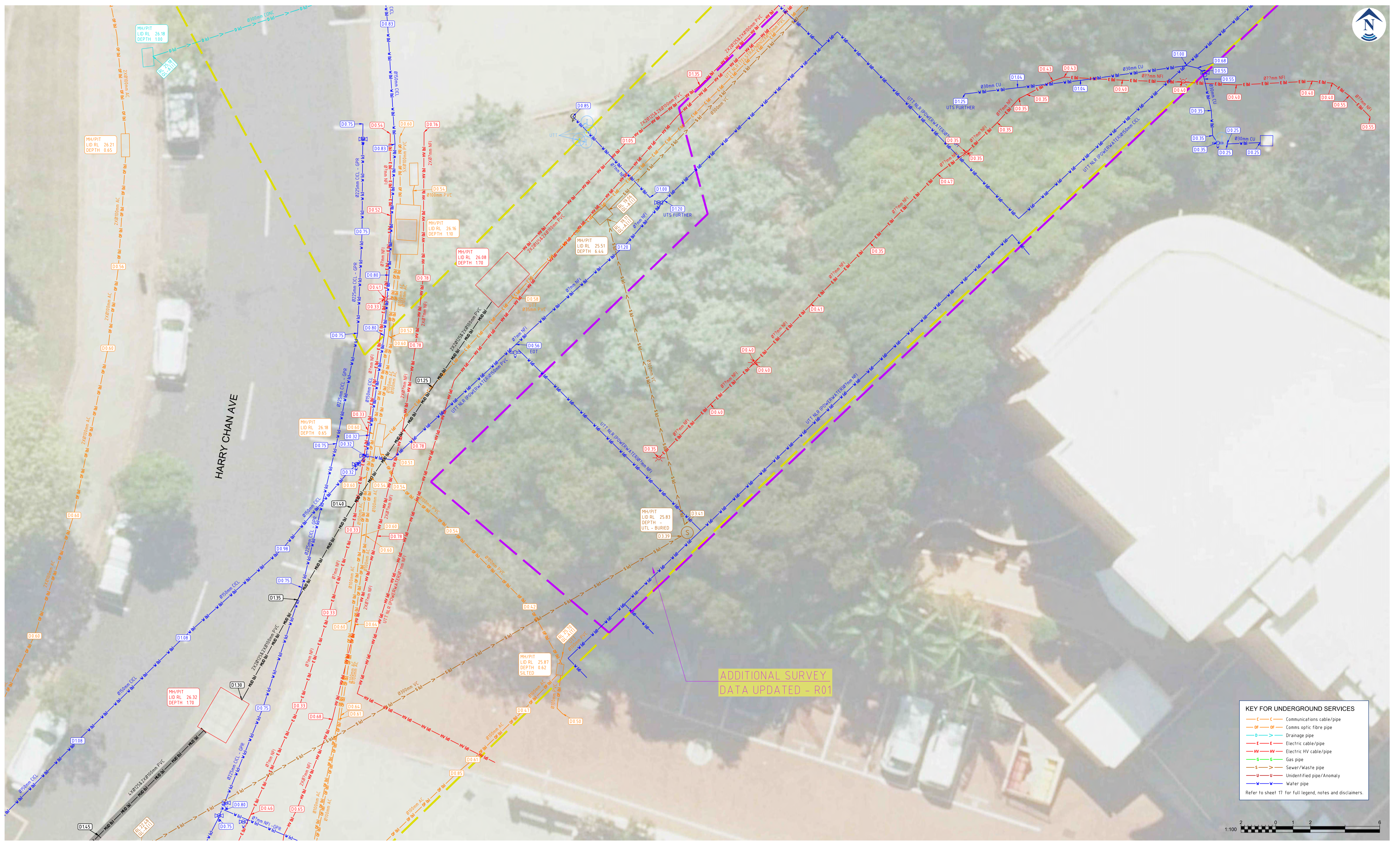
Ph: 1300 62 77 46  
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VIC23	- 5071 - US	- 01	R02	

SHEET 14 OF 18





REV	REVISION DESCRIPTION	DATE	DRN	CHK
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VIC23	- 5071 - US	- 01	R02	

SHEET 15 OF 18





**KEY FOR UNDERGROUND SERVICES**

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STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071 - US	- 01	R02	

SHEET 16 OF 18





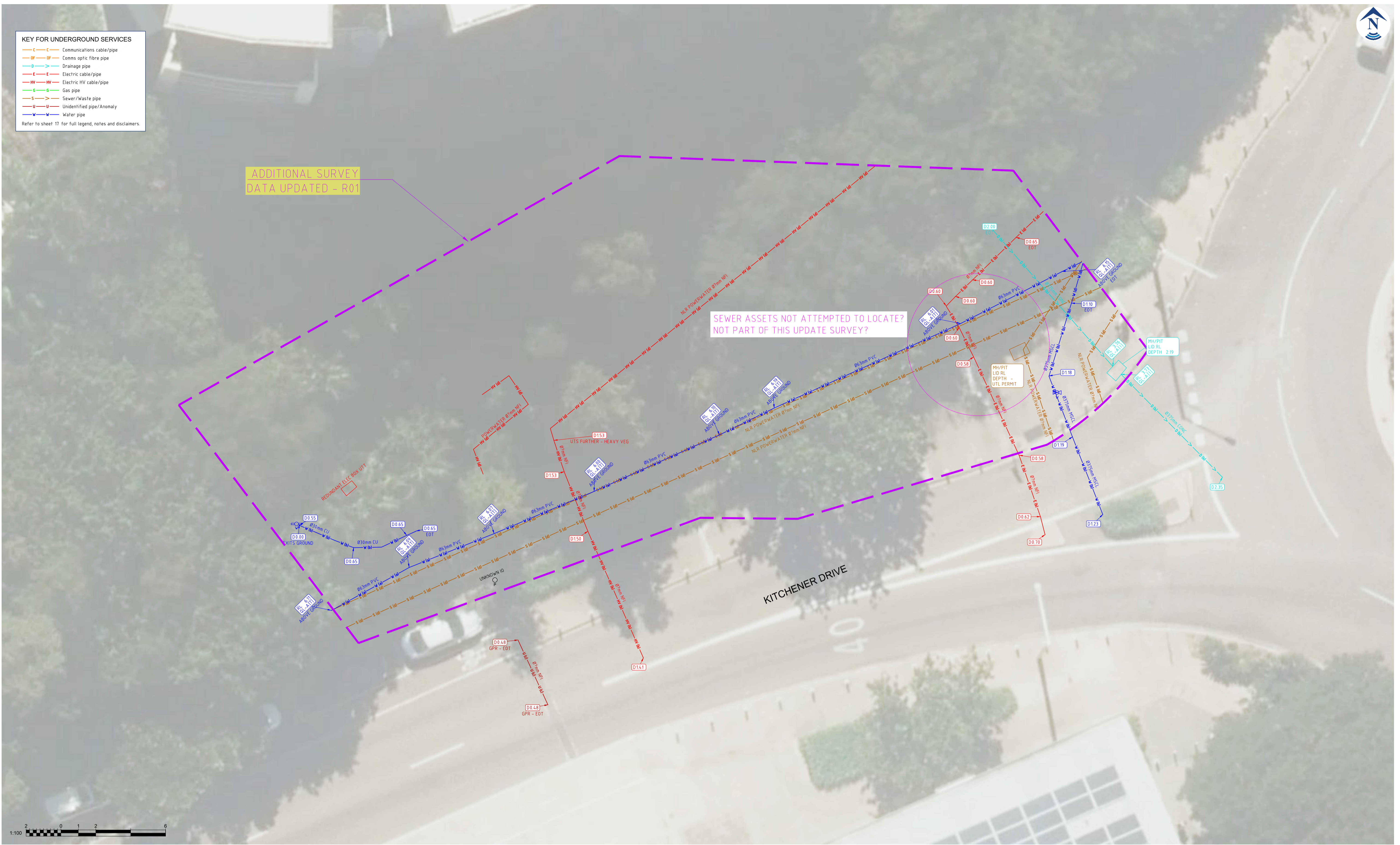
**KEY FOR UNDERGROUND SERVICES**

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ADDITIONAL SURVEY  
DATA UPDATED - R01

SEWER ASSETS NOT ATTEMPTED TO LOCATE?  
NOT PART OF THIS UPDATE SURVEY?



REV	REVISION DESCRIPTION	DATE	DRN	CHK
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DARWIN CIVIC CENTER  
HARRY CHAN AVENUE  
DARWIN CITY, NT

LOCATED: JP	CHECKED: JP	DATE: 09/06/2023		
SURVEYED: JP	SCALE AT A1: 1:100	DATUM: AHD		
DRAWN: TN/JCR	DBYD REF: 34496754	GRID: MGA94 Z52		
STATE/YEAR	JOB No	DRG TYPE	DRG No	REV
VIC23	- 5071	- US	- 01	R02

SHEET 17 OF 18



**SUBSURFACE UTILITY INFORMATION (SUI) AS5488.1:2019 CLASSIFICATION**

QUALITY LABELING UTILITY INFORMATION BY A CLASSIFICATION CODE ALLOWS THE USER OF THIS INFORMATION TO UNDERSTAND CLEARLY HOW THE INFORMATION WAS COLLECTED AND THEN PLACE AN APPROPRIATE AMOUNT OF RELIANCE ON IT. PROJECT RISKS RELATED TO UNDERGROUND UTILITIES CAN THEN BE PROPERLY MANAGED.

**QUALITY A:**

INFORMATION IS THE HIGHEST POSSIBLE LEVEL OF ACCURACY AND IS OBTAINED EXPOSING THE UNDERGROUND UTILITY USING A NON DESTRUCTIVE EXCAVATION (POT HOLING) TECHNIQUE. THE VERTICAL INFORMATION FOR THIS LOCATING METHOD IS TO THE TOP OF THE SHALLOWEST PART OF THE LOCATED SERVICE. THE 3D LOCATION IS RECORDED AS AN X,Y,Z COORDINATE. EXPECTED HORIZONTAL AND VERTICAL ACCURACY IS +/-50mm.

**QUALITY B:**

INFORMATION IS COLLECTED BY DESIGNATING THE HORIZONTAL AND VERTICAL LOCATION OF UNDERGROUND UTILITIES BY USING ELECTROMAGNETIC PIPE AND CABLE LOCATORS, SONDES OR FLEXI TRACE, GROUND PENETRATING RADAR AND ACOUSTIC PULSE EQUIPMENT. THIS IS THE MOST COMMON FORM OF UTILITY LOCATING AND ALTHOUGH AN X,Y, AND Z AXIS CAN BE ESTABLISHED IT IS NOT ALWAYS ENTIRELY ACCURATE DUE TO DIFFERING ELECTROMAGNETIC FIELDS, SOIL CONDITIONS AND MULTIPLE BANKS OF CABLES AFFECTING THE LOCATING SIGNAL. EXPECTED HORIZONTAL ACCURACY IS +/-300mm, VERTICAL ACCURACY +/-500mm.

**QUALITY C:**

INFORMATION IS COLLECTED BY CORRELATING THE SURVEY OF VISIBLE UTILITY SURFACE FEATURES SUCH AS MARKER PLATES OR WATER HYDRANTS AND ACQUIRED DIAL BEFORE YOU DIG PLANS TO DRAW A STRING WHICH SHOWS THE APPROXIMATE POSITION OF SERVICES. THIS METHOD DOES NOT USUALLY SHOW MULTIPLE BANKS OF CABLES AND DOES NOT ALWAYS SHOW THREE DIMENSIONAL INFORMATION. EXPECTED HORIZONTAL ACCURACY (SURFACE FEATURES ONLY) IS +/-300mm.

**QUALITY D:**

INFORMATION IS THE MOST BASIC LEVEL OF UTILITY LOCATIONS USING ONLY INFORMATION BASED ON EXISTING DIAL BEFORE YOU DIG PLANS OR OTHER RECORDS AND BY MEASURING BOUNDARY OFFSETS ETC. THIS METHOD OF UTILITY LOCATION SHOULD ALWAYS BE TREATED AS AN INDICATION OF THE PRESENCE OF A SERVICE ONLY AND SHOULD NOT BE USED FOR DESIGN. TOLERANCE DOES NOT APPLY TO AN INDICATIVE LOCATION THAT IS ATTRIBUTED TO QUALITY LEVEL D.

**DETECTION DISCLAIMER:**

ELECTROMAGNETIC LOCATING TECHNIQUES AS WELL AS GROUND PENETRATING RADAR HAVE BEEN UTILISED IN THE LOCATION OF UNDERGROUND SERVICES. THESE RESULTS ARE NOT INFALLIBLE AND A NON DESTRUCTIVE DIG PROCESS SHOULD BE CARRIED OUT TO CONFIRM SERVICE IDENTIFICATION, POSITIONS AND PARTICULARLY HEIGHTS, WHERE THESE ARE CRITICAL. ALTHOUGH ALL REASONABLE EFFORT HAS BEEN MADE IN LOCATING AND MAPPING THE UNDERGROUND SERVICES, THE COMPLETE EXTENTS OF THE THIS UTILITY SURVEY INFORMATION CANNOT BE GUARANTEED.

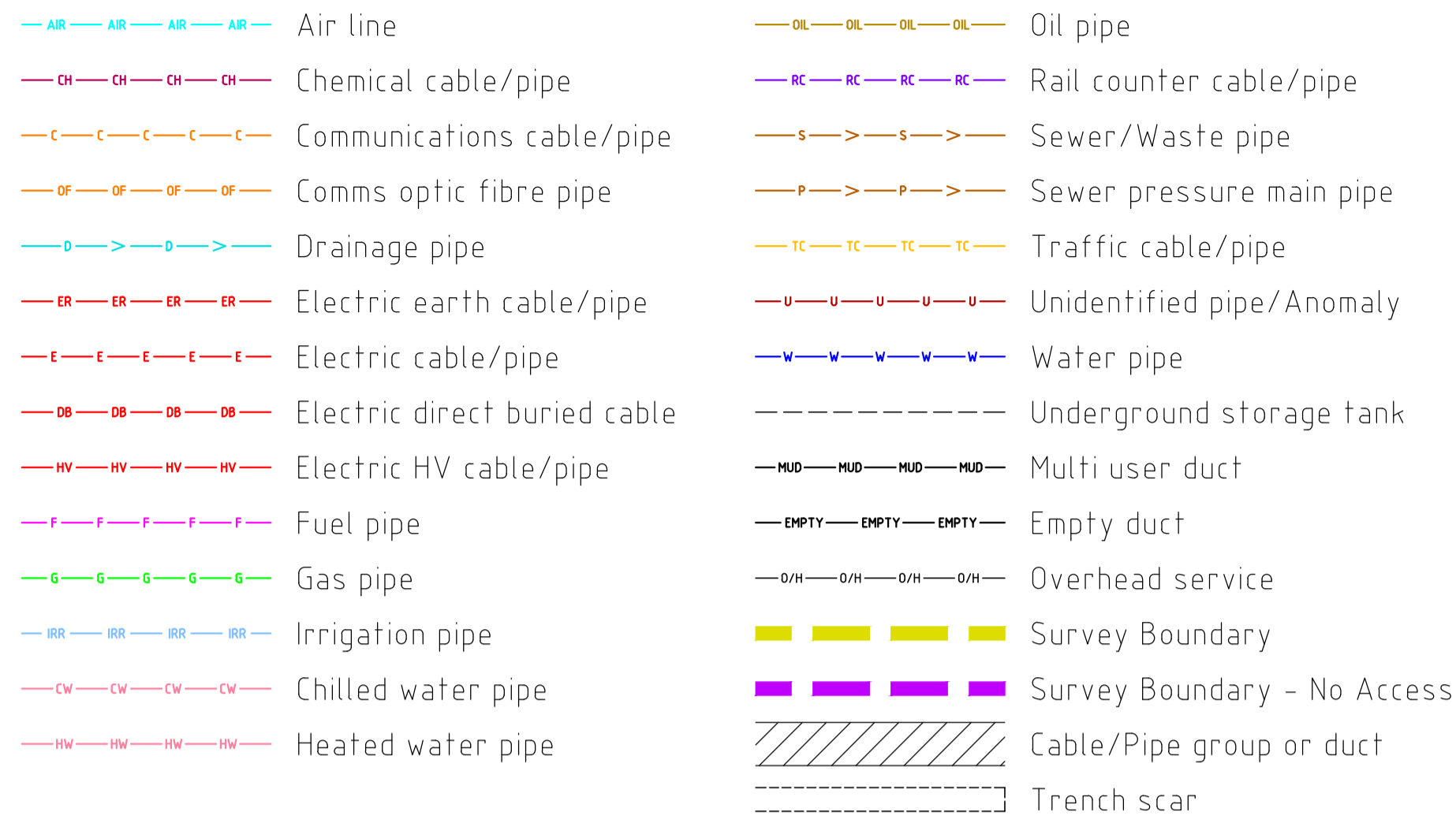
**SURVEY TECHNIQUE DISCLAIMER:**

ALL SURVEY INFORMATION COLLECTED BY UTILITY MAPPING SHOWN ON THIS PLAN HAS BEEN SURVEYED USING GNSS AND TPS SURVEY METHODS. EXPECTED MINIMUM ACCURACY OF GNSS SURVEY DATA IS +/-50mm. ACCURACY IS SUBJECT TO VARIATION DEPENDANT ON SITE CONDITIONS AND SURVEY CONTROL NETWORK SOURCES. AFOREMENTIONED TOLERANCE PROVIDED SHOULD BE USED AS A GUIDE ONLY AND REVIEWED ON A PROJECT BY PROJECT BASIS.

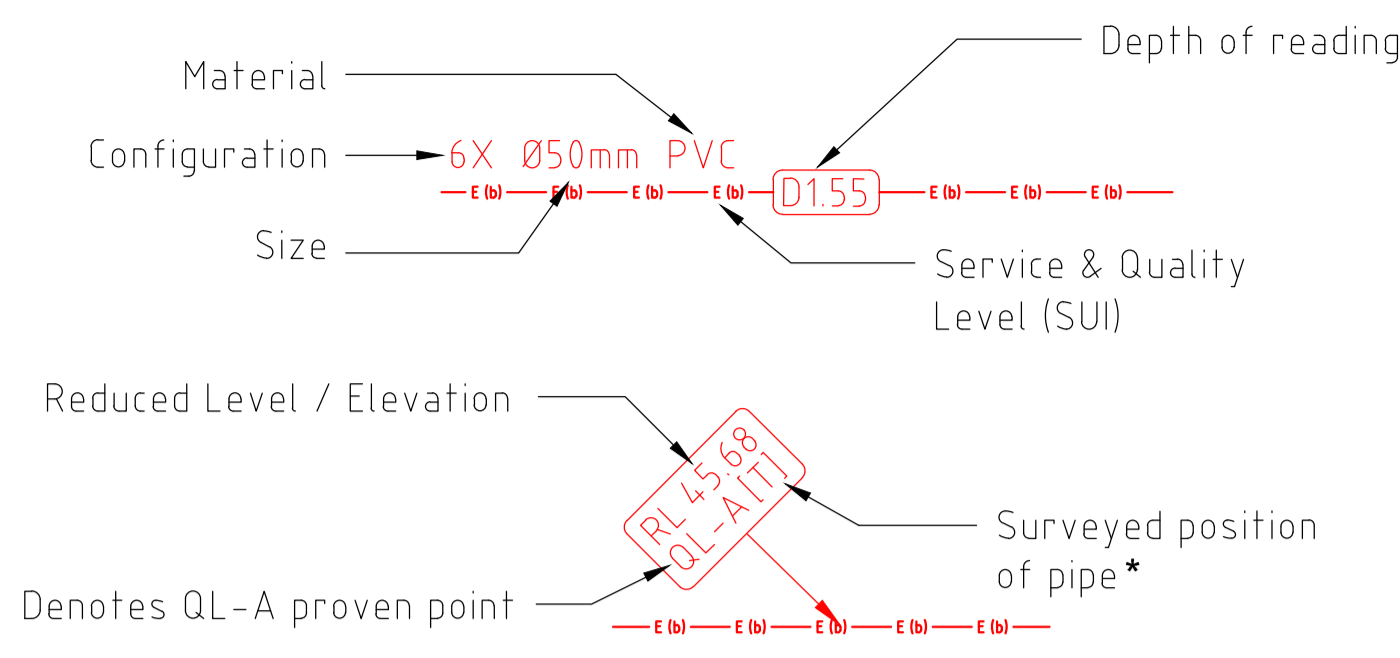
**AERIAL IMAGERY DISCLAIMER:**

AERIAL IMAGERY HAS BEEN SUPPLIED UNDER A COMMERCIAL LICENCE AGREEMENT AND IS NOT TO BE REPRODUCED FOR ANY OTHER PURPOSES OTHER THAN THAT INTENDED BY UTILITY MAPPING UNDER ANY CIRCUMSTANCE WITHOUT WRITTEN APPROVAL. FEATURES SHOWN ON IMAGERY ARE INDICATIVE ONLY AND MAY NOT REPRESENT THE TRUE AND FINAL POSITION OF FEATURES ON SITE.

**KEY FOR UNDERGROUND SERVICES**

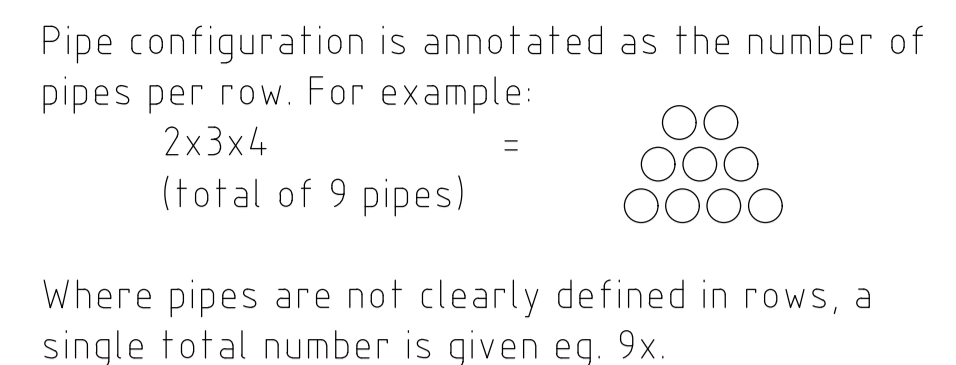


**EXPLANATION OF PIPE ANNOTATION**

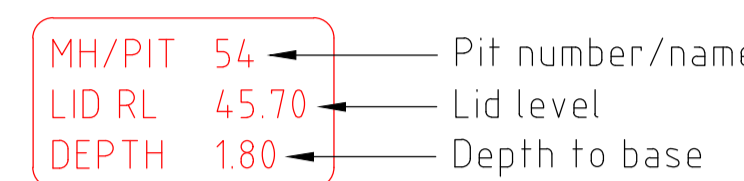


\* Surveyed position of pipe: C = Centre, I = Invert, T = Top, G = Ground Level Where Ground Level is shown it indicates that no depth has been obtainable.

**EXPLANATION OF CONFIGURATION**



**EXPLANATION OF PIT ANNOTATION**



**EXPLANATION OF SUBSURFACE UTILITY INFORMATION (SUI AS5488)**



**ABBREVIATIONS FOR UNDERGROUND SERVICES**

MATERIALS	GENERAL INFORMATION	PS	Poor signal
AC Asbestos cement	AR Assumed route	SL	Silt level
ALK Alkathene	B/D Backdrop	TFR	Taken from records (QL-D)
BR Brick	CL Cover level	UTF	Unable to find
CI Cast iron	DB Direct buried	UTL	Unable to lift
CICL Cast iron cement lined	DOC Depth of cover	UTR	Unable to rod
CONC Concrete	DTB Depth to base	UTS	Unable to survey
CU Copper	DTI Depth to invert	UTT	Unable to trace
DI Ductile iron	DTS Depth to silt	VP	Vent pipe
DICL Ductile iron cement lined	DTW Depth to water	WL	Water level
DIPL Ductile iron poly lined	EOT End of trace		
EW Earthenware	FOD Full of debris		
FG Fibreglass	FOS Full of silt (silted)		
GI Galvanised iron	GPR Ground penetrating radar		
GRP Glass reinforced plastic	IL Invert level		
MDPE Medium density polyethylene	NFI No further information		
MS Medium steel	NLA Not located - route assumed		
MSCL Medium steel cement lined	NLI Not located - route plotted from on-site information		
PE Polyethylene	NLR Not located - route plotted from records		
PVC Polyvinyl chloride	NLT Not located - plotted from visible trench scar detail		
RC Reinforced concrete	NS No signal		
SGW Salt glazed ware	NVP No visible pipes		
SI Spun iron	OBV Obvert		
SPL Steel poly lined			
ST Steel			
VC Vitriified clay			

**NOTES FOR UNDERGROUND SERVICES**

- Pipe sizes which cannot be obtained by visual survey are taken from record drawings/marker plates where available.
- Cable routes shown as a single line may actually consist of many cables, refer to annotated configuration details.
- Drainage pipe sizes & invert levels have been determined without man entry into chambers. Every effort has been made to correctly obtain this information, however, accuracy is dependent on visibility from the surface.
- All annotations depict 'depth to service' UNLESS otherwise stated. Annotations marked 'RL' indicate the true elevation of service feature.
- Utility lines located using Electromagnetic Induction (EMI) or similar proving techniques are assumed to have been located to the approximate CENTRE of the service.
- Utility lines located using Ground Penetrating Radar (GPR) or similar proving techniques are assumed to have been located to the TOP of the service.

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**LAND SURVEYS**

**UNDERGROUND UTILITY SURVEY**

**DARWIN CIVIC CENTER**  
**HARRY CHAN AVENUE**  
**DARWIN CITY, NT**

LOCATED: JP CHECKED: JP DATE: 09/06/2023  
 SURVEYED: JP SCALE AT A1: NTS DATUM: AHD  
 DRAWN: TN/JCR DBYD REF: VARIOUS GRID: MGA94 Z52

STATE/YEAR JOB No DRG TYPE DRG No REV  
**VIC23 - 5071 - US - 01 R02**

SHEET 18 OF 18



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# Appendix E

## City of Darwin Stormwater Utilities Map



City of Darwin Stormwater Utility Map - 18/11/2024

<https://darwin.maps.arcgis.com/apps/webappviewer/index.html?id=bf930bbb76124cee95d8856ded2abf5c>



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Adelaide  
Level 6, 19 Grenfell Street  
Adelaide SA 5000  
Phone: 1300 657 402  
Email: info@adgce.com

Brisbane  
596 Milton Road  
Toowong, QLD 4066  
Postal: PO Box 1492 Toowong  
BC QLD 4066  
Phone: 1300 657 402  
Email: info@adgce.com

---

Canberra  
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Canberra, ACT, 2600, Australia  
Phone: 1300 657 402  
Email: info@adgce.com

Darwin  
Suite G01, Manunda Place  
38 Cavenagh Street  
Darwin, NT 0800  
Phone: 1300 657 402  
Email: info@adgce.com

---

Gold Coast  
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Southport, QLD 4215  
Postal: PO Box 208  
Southport, QLD 4215  
Phone: 1300 657 402  
Email: info@adgce.com

Hobart  
Tenancy 1B, Level 1,  
199 Collins Street  
Hobart TAS 7000  
Phone: 1300 657 402  
Email: info@adgce.com

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Melbourne  
321 / 838 Collins Street  
Docklands, VIC 3008  
Phone: 1300 657 402  
Email: info@adgce.com

Perth  
Suite 9, Level 2, 23 Railway Road,  
Subiaco WA 6008  
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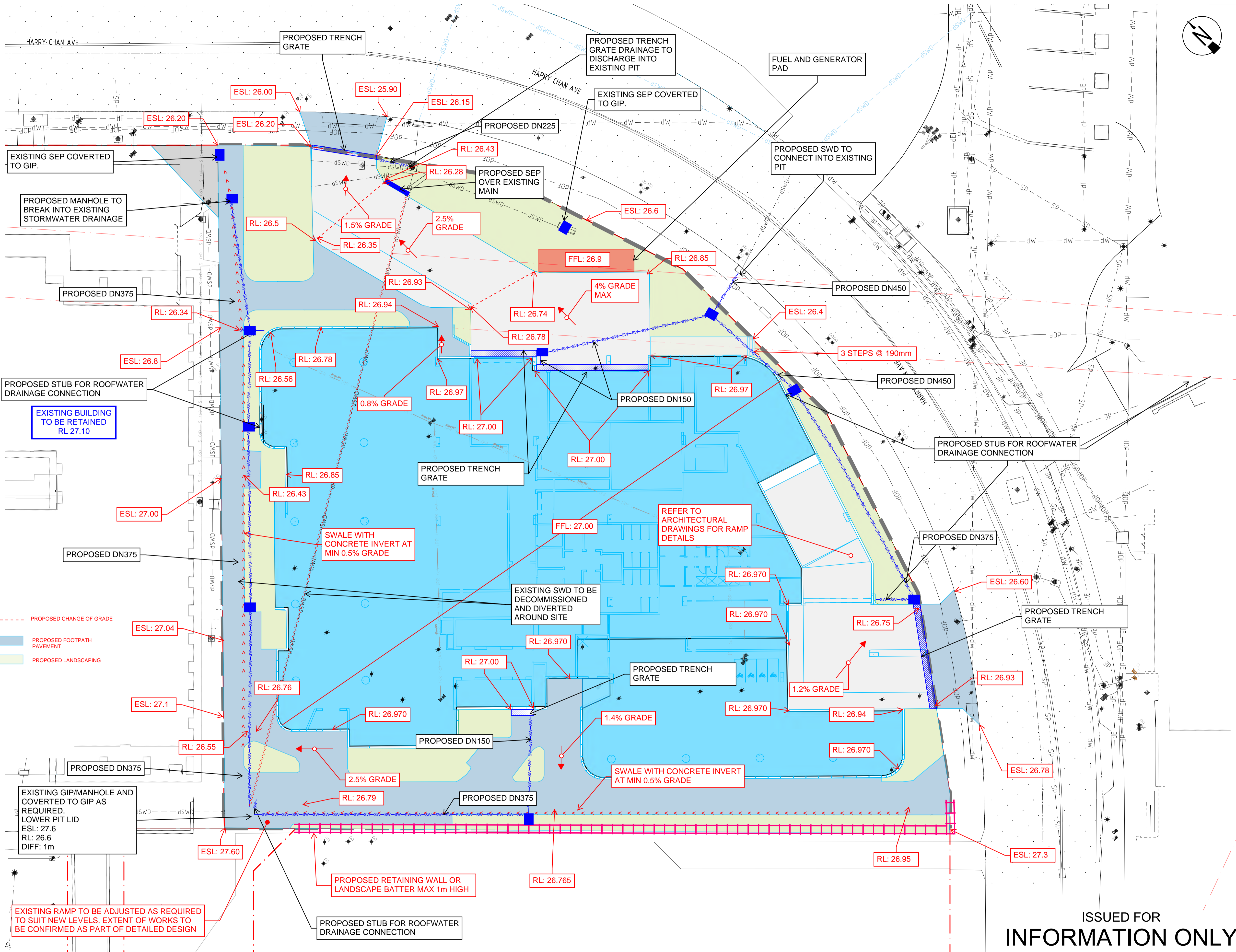
**LEGEND**

- EXISTING SURFACE CONTOURS
- LIMIT OF WORKS
- SITE BOUNDARY
- EXISTING TUNNEL BOUNDARY
- EXISTING PROPERTY BOUNDARY
- EXISTING NOMINAL KERB LINE / EDGE OF ROAD
- EXISTING EDGE OF BITUMEN
- EXISTING ROAD CENTERLINE
- EXISTING EDGE OF BUILDING
- EXISTING EDGE OF BUILDING EAVE
- EXISTING STORMWATER DRAINAGE
- EXISTING STORMWATER DRAINAGE (RECORDS)
- EXISTING STORMWATER DRAINAGE (RECORDS CITY OF DARWIN GIS)
- EXISTING SEWER
- EXISTING SEWER (RECORDS)
- EXISTING SEWER RISING MAIN
- EXISTING SEWER RISING MAIN (RECORDS)
- EXISTING WATER
- EXISTING WATER (RECORDS)
- EXISTING UNDERGROUND ELECTRICITY
- EXISTING UNDERGROUND ELECTRICITY (RECORDS)
- EXISTING OVERHEAD ELECTRICITY
- EXISTING GAS
- EXISTING GAS (RECORDS)
- EXISTING NBN
- EXISTING NBN (RECORDS)
- EXISTING TELECOMMUNICATIONS
- EXISTING TELECOMMUNICATIONS (RECORDS)
- EXISTING FIBER OPTIC (RECORDS)
- EXISTING COMMUNICATIONS
- EXISTING UNKNOWN SERVICE
- ABANDONED SERVICE
- EXISTING BATTER
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING CONCRETE DRAIN
- EXISTING ROAD

- PROPOSED RETAINING WALL
- PROPOSED BUILDING FOOTPRINT
- PROPOSED STORMWATER DRAINAGE
- PROPOSED STORMWATER PIT
- PROPOSED SWALE/INVERT
- EXISTING SURFACE LEVEL
- PROPOSED GRADE
- PROPOSED SURFACE LEVEL
- PROPOSED DRIVEWAY AS PER NT SDG STD DRG SS1006
- PROPOSED CHANGE OF GRADE
- PROPOSED FOOTPATH PAVEMENT
- PROPOSED LANDSCAPING

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Rev	Date	Description	By	Chk
B	20.11.24	ISSUED FOR INFORMATION	SW	DG
A	5.11.24	ISSUED FOR INFORMATION	JL	SW

SCALE 1:200  
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Client	DCOH
Project Name	DARWIN CIVIC CENTRE

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Scale at A1		1:200 m	

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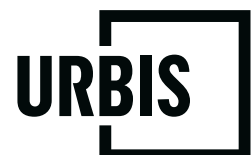




# CIVIC CENTRE AT HARRY CHAN AVENUE, DARWIN

Traffic Impact Statement

Prepared for  
**DCOH**  
22/11/2024



**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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# 1. INTRODUCTION

Urbis has been commissioned by DCOH to provide traffic engineering advice regarding the Proposed Darwin Civic Centre at 17 Harry Chan Avenue, Darwin. This traffic impact statement (TIS) outlines the traffic and transport impacts of the proposed development.

The purpose of this report is to assess the traffic and transport components of the proposed development against the requirements of the Northern Territory Planning Scheme 2020 (NT) and relevant Australian Standards (AS2890).

This report addresses the following:

- Active and public transport
- Internal traffic arrangements, including:
  - Parking provision
  - Servicing requirements
  - Access locations
  - Servicing provisions
- External traffic impacts on the road network

## 2. DEVELOPMENT OVERVIEW

### 2.1. SITE LOCATION

The proposed development is situated adjacent to the Darwin City Council. Additionally, there is a Civic Square located to the north and north-west and Christ Church Cathedral to the south. The subject site is shown on Figure 1 in context with the local road network.

Figure 1. Site Location



Source: Nearmap

The subject site currently functions as a public car park with up to 95 spaces as a combination of City of Darwin (COD) vehicles, staff and public car parking. As part of the proposal, the current car parking area will be replaced by a Civic Centre with multi-storey public car park. This proposed development will include a library, Chambers, offices and provision for a future café space. Table 1 presents the characteristics of the current and proposed land uses for the proposed redevelopment.

Table 1. Development Current and Proposed Land Uses

Existing site	
Land used	Yield
Public and Private Car Parking	95 Spaces
Proposed Land Uses	
Land used	Yield (net floor area)
Café (future provision)	401 m <sup>2</sup>
Library	751 m <sup>2</sup>
Chambers	764 m <sup>2</sup>
CoD Tenancy	2,928 m <sup>2</sup>
DCOH Tenancy	10,625 m <sup>2</sup>
<b>Total area</b>	<b>15,469 m<sup>2</sup></b>



### 3. EXISTING ROAD ENVIRONMENT

The subject site has frontage along Harry Chan Avenue, Esplanade, and Smith Street, as depicted in Figure 1. According to the City of Darwin's road ownership plan, these roads are classified into two categories: City of Darwin roads and Northern Territory Government roads. The majority of the roads within the vicinity of the site are controlled by Darwin City Council.

The roads surrounding the subject site are managed by the City of Darwin and are classified as local roads according to the Northern Territory Government's Road hierarchy maps.

Table 2 provides a summary of the surrounding road network's characteristics, including road hierarchy, geometry, and speed limits.

Table 2. Surrounding Road Network

Road Name	Hierarchy	Cross Section	Posted Speed Limit
Harry Chan Avenue	City of Darwin Road / Local Roads	Two lanes, two ways undivided, with on street parking	50km/h*
Esplanade	City of Darwin Road/ Local Roads	Two lanes, two ways undivided, with on street parking	50km/h*
Smith Street	City of Darwin Road/ Local Roads	Two lanes, two ways undivided, with on street parking	50km/h*

\*Source: City of Darwin, New Speed Limits in Darwin CBD Map

# 4. EXISTING TRANSPORT NETWORK

## 4.1. ACTIVE TRANSPORT NETWORK

Pedestrian footpaths are provided both sides of the local surrounding roads. There are existing footpaths along the boundary of Harry Chan Avenue, Esplanade, and Smith Street. Furthermore, there is an on-road Cycle Lane along Kitchener Drive within 400m walking distance of the site, as well as a non-continuous cycle path on Esplanade.

As shown in Figure 2 , the subject site enjoys excellent pedestrian connectivity, with crossings linking it to the nearby local park (to the west and northwest).

Figure 2. Existing Active and Public Transport Network 400m & 800m Walking Radius



Source: Open Street Map

## 4.2. PUBLIC TRANSPORT NETWORK

Access to public transport from the site is considered excellent. The Darwin bus interchange is located approximately 145 metres (2-minute walking distance) from the site. Additionally, there are bus stops along Harry Chan Avenue and Kitchener Drive within 400 metres of the proposed site, with frequencies ranging from every 23 minutes to once an hour during peak hours.

Table 3 reports the existing nearby bus stops within 400m of the site. The locations of these stops are shown on Figure 2.



Table 3. Nearby Bus Stops

Stop ID	Stop Name	Bus Routes	Destinations	Frequency
951	Kitchen Drive Outbound	14	Darwin to Darwin via Cullen Bay and Darwin Waterfront	Weekdays: Every 23 mins, 45 mins, and hourly Weekends: 45 mins and hourly
Darwin (DRW)	DRW (Adjacent to Darwin Interchange)	GX680	Broome to Darwin	All timetables are subject to change without notice  This stop is on request only, advance booking is required
Darwin (DRW)	DRW (Adjacent to Darwin Interchange)	GX882	Broome to Darwin	All timetables are subject to change without notice  This stop is on request only, advance booking is required
Darwin Interchange	Darwin Interchange	4,5,6,7,8, 10,14,15,21,22,25,28, OL1, and OL2	Various Destinations	Weekdays: 20 mins, 30 mins to hourly  Weekends: 30 mins and hourly

The Darwin Bus Interchange is a major hub for public bus transportation in the Northern Territory, located at Harry Chan Avenue (approximately 3 minutes walks from the subject site). It connects various parts of Darwin and the surrounding regions through approximately 14 bus routes (including routes 4,5,6,7,8, 10,14,15,21,22,25,28, OL1, and OL2). These routes include express services such as the OL1 and OL2 orbital routes, which provide faster transit between Darwin, Palmerston, and Casuarina. Additionally, other routes link key areas including Rapid Creek, Fannie Bay, and Stuart Park, providing a comprehensive coverage across the nearby regions, as per CDC Northern Territory website.

# 5. CAR PARKING AND INTERNAL TRAFFIC MANAGEMENT

## 5.1. PARKING PROVISION

### 5.1.1. Car Parking

Northern Territory Planning Scheme (Part 5, Table 5.9.2.11) provides Minimum Number of Car Parking Spaces Required Within Zone CB in Darwin for specific land uses. The parking requirement for the subject development is listed below in Table 4.

Table 4 Land Use Parking Requirements – Car Parking

Land Use	Northern Territory Planning Scheme Requirement	NCC People with Disability (PWD) Parking Requirements	Yield	Parking Requirement	Parking Provision
Library (Community Centre) or (Place of assembly)	2 for every 100m <sup>2</sup> of net floor area	1 space per 50 car park spaces	751 m <sup>2</sup>	15 spaces 1 PWD space	460 spaces 10 PWD spaces
<i>Future Provision</i> Café	2 for every 100m <sup>2</sup> of net floor area*	1 space per 50 car park spaces	401 m <sup>2</sup>	8 spaces 1 PWD space	
Office	2 for every 100m <sup>2</sup> of net floor area*	1 space per 100 parking spaces for Class 5 (office)	14,317 m <sup>2</sup>	286 spaces 3 PWD spaces	
<b>Total</b>	-	-	<b>15,469 m<sup>2</sup></b>	<b>309 Car park spaces</b> <b>5 PWD parking spaces</b>	<b>460 Car park spaces</b> <b>10 PWD parking spaces</b>

\*Only 1 parking space required where a building has a net floor area of up to 500m<sup>2</sup>

The Northern Territory Planning Scheme requires a minimum number of 309 parking spaces for the site in accordance with requirements. This site provides a total of 460 parking spaces with an additional 16 motorcycle spaces. Therefore, the provision is compliant.

According to the National Construction Code (NCC) Table D3.5, the subject site should provide 5 PWD spaces. 10 PWD parking spaces have been included, fully satisfying the accessibility requirements outlined by the NCC for PWD parking.

### 5.1.2. Bicycle Parking

The Northern Territory Planning Scheme provides bicycle parking rates for specific land uses. The requirements for the subject development are listed below in Table 5.



Table 5 Land Use Bicycle Parking Requirements

Land Use	Yield	Northern Territory Planning Scheme Requirement	Bicycle Parking Requirement	Bicycle Parking Provision
Library (non-residential building)	751 m <sup>2</sup> (22 staff)	1 space per 300m <sup>2</sup> net floor area + 1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.	3 spaces <1 shower	51 spaces 5 female showers 5 male showers
<i>Future Provision</i> Café (non-residential building)	401 m <sup>2</sup> (3 staff estimated)	1 space per 300m <sup>2</sup> net floor area + 1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.	1 space <1 shower	
Office	14,317 m <sup>2</sup> (1,367 staff)	1 space per 300m <sup>2</sup> net floor area + 1 shower for up to 1,500m <sup>2</sup> net floor area, plus 1 additional shower for up to every 1,500m <sup>2</sup> thereafter.	48 spaces 10 showers	
<b>Total</b>			<b>52 spaces</b> <b>10 showers</b>	<b>51 spaces</b> <b>5 female showers</b> <b>5 male showers</b>

The subject site is required to provide End-of-Trip facilities in line with planning scheme requirements, including a minimum of 52 bicycle parking / storage spaces, at least 10 showers, and accompanying lockers and change areas.

The current plans indicate 51 bicycle spaces internal to the building, 25 spaces externally and 10 showers, split evenly between male and female. This satisfies the requirement.

Bicycle spaces shall be provided in accordance with AS2890.3 dimensions and spacing.

## 5.2. VEHICULAR ACCESS

### 5.2.1. Access Points

Vehicular access will be provided via Harry Chan Avenue, with entry points positioned along the northern and south-eastern boundaries of the site.

The proposed access points include one designated for heavy vehicles (servicing) on the northern side of the site and another for light vehicles (cars).

The characteristics of these access points are as follows:

1. Heavy vehicle access point, approximately 7.0 metres wide at the property boundary, designed for all-movement traffic.
2. Light vehicle driveway, approximately 9.5 metres wide at the property boundary with a splitter island to separate vehicle paths, also designed for all-movement traffic.

The lot layout and access locations to the site are shown on Figure 3.

The Library pickup and drop-off will occur within the car park area.

Figure 3. Lot Layout and Site Access Points



### 5.2.2. Access Points Location

The review of the proposed access locations is outlined in below.

Table 6. Typical Driveway Requirements

Design Component	Northern Territory Planning Scheme Requirement	Proposed Provision	Compliance
Distance from an adjacent driveway	3.0m	<b>Northern Driveway:</b> 4.0m  <b>Eastern Driveway:</b> 12.7m	Compliant
Sight Distance	50km/h (AS2890.1) - 69m Desirable - 45m Minimum	<b>Northern Driveway:</b> Approx 50m West Approx 55m East  <b>Eastern Driveway:</b>	Compliant with Minimum. See section 5.2.2.1 for further discussion

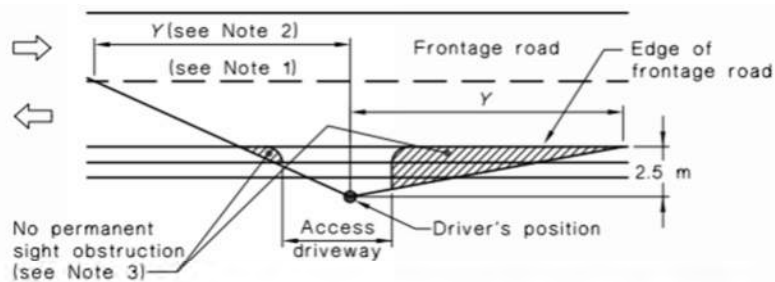


Design Component	Northern Territory Planning Scheme Requirement	Proposed Provision	Compliance
		Approx 65m North Approx 45m South	
Entry / Exit Width	Servicing vehicles – up to 12.5m (AS2890.2)  Light vehicles –6.0m – 8.0m for entry and exit with 1 to 3m separation (AS2890.1 Category 4)	<b>Northern Driveway:</b> 7.0m  <b>Eastern Driveway:</b> 3.6m entry and 4.9m exit with 1m separation	Performance Solution – See section 5.2.2.2
Minimum Queuing Provision	8 vehicles for parking capacity 460 spaces (AS2890.1)	63m (10 vehicles from property boundary to future boom gate)	Compliant
Pedestrian Sight Triangle	2.5m by 2.0m on the egress side of a driveway	2.5m by 2.0m on the egress side of the driveway	Compliant

### 5.2.2.1. Sight Distance Requirements

The sight distances at the site access points have been reviewed for compliance with AS2890.1 standards. For a road with a speed limit of 50 km/h, the desirable sight distance is 69m and the minimum distance is 45m, as shown in Figure 4.

Figure 4. AS2890.1 Sight Distance Requirements



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 <sup>nd</sup> and 3 <sup>rd</sup> columns
100	139	160	
110	153	190	

Source: AS2890.1

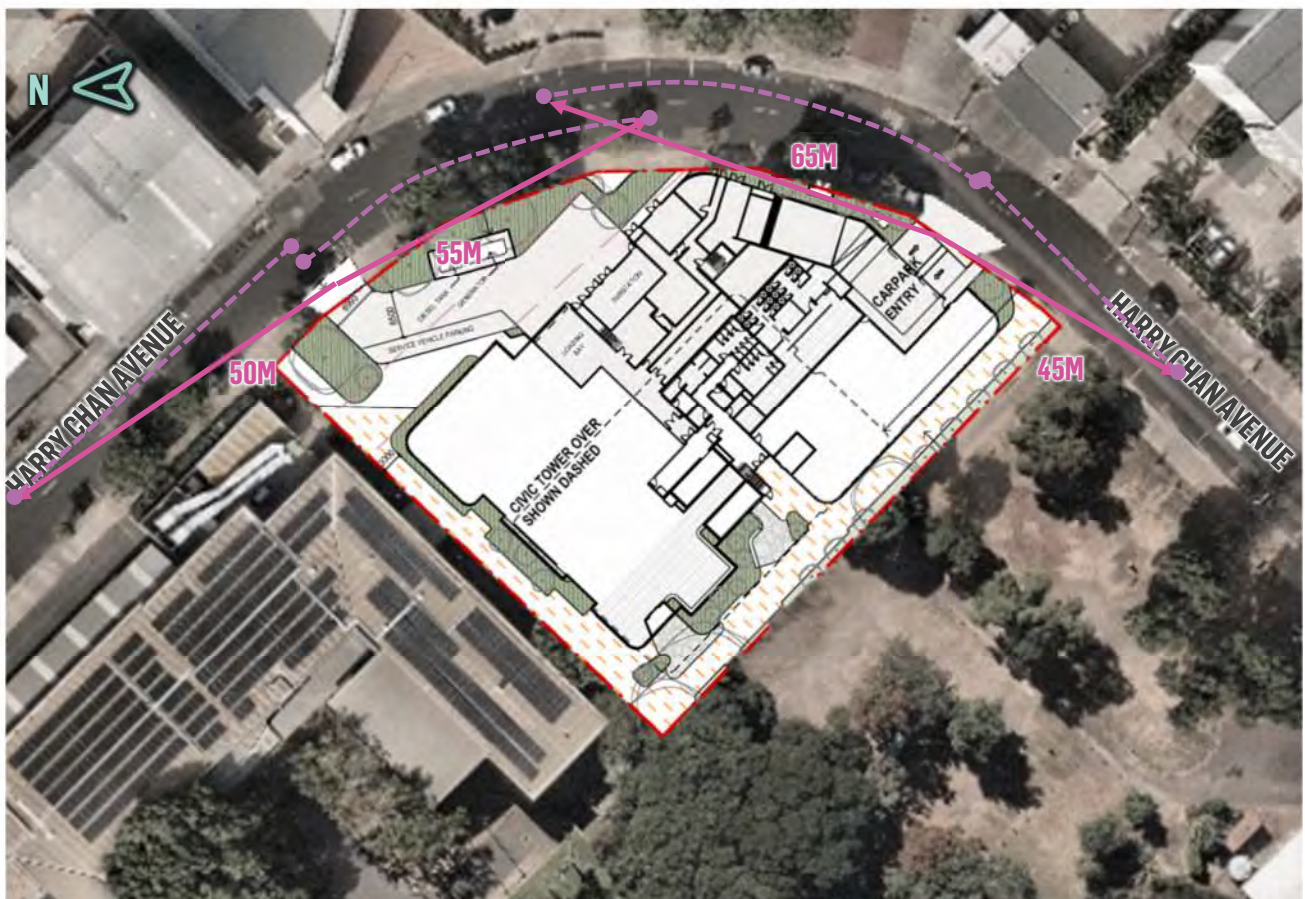
As shown in Figure 5, the southern car park access point on Harry Chan Avenue meets the minimum requirement, providing sight distances of 65 metres to the north and 45 metres to the south.

The northern servicing access point, for heavy vehicle use, meets the minimum sight distance requirements when considering the removal of the existing trees within the site. To the west, there is 50m sight distance and to the east there is 55m, as illustrated on Figure 5.

However, it is important to note that if the on-street parking spaces are occupied, the sight distance for both accesses will be affected. For the car park access, sightlines would be reduced to approximately 17 metres, which does not meet AS2890.1 standards. Similarly, for the servicing access, the sightlines would be reduced to 23m. However, on-street parking is a normal component of urban streets and part of the existing road form. The proposed access is located slightly north of the existing car park access, which is also subject to the on-street parking being a temporary obstruction for sight lines. Drivers will usually edge towards the carriageway when there is on-street parking, to see beyond the vehicle bodies. Therefore, the access sight lines are considered to be appropriate.

According to the City of Darwin CBD Speed Limit map, the posted speed limit is 50 km/h. However, due to the presence of on-street parking and the curved road geometry, the actual speeds are expected to be lower than the posted speed. Given the lower operating speeds in this area, the assessed sight distances would be conservative.

Figure 5. Sight Distance



### 5.2.2.2. Driveway Widths

The driveway designs have been informed from swept path assessment of design vehicles. For the servicing access, this has been designed to accommodate a 10m long refuse collection vehicle which also covers the 8.8m long medium rigid vehicle and smaller heavy vehicles which would service the site. This is discussed further in Section 5.4 and demonstrated in the swept paths at Appendix B.



The car park access has been designed for light vehicles (B99) to enter and exit the site simultaneously. The access widths are demonstrated at Appendix B to safely manoeuvre across the crossover and via the ramp to the parking areas.

### 5.3. PARKING DESIGN

Reference is made to the AS2890.1 parking design and Northern Territory Planning Scheme requirements for the parking design review. Table 7 identifies the characteristics of the proposed parking module(s) and the corresponding design requirement.

Table 7 Parking Design Compliance

Design Component	AS2890.1 Requirement	Northern Territory Planning Scheme Requirement	Provision	Compliance
Car Park Bay Length				
Standard	5.4m	5.5m	5.5m	Compliant
PWD	5.4m	-	5.5m	Compliant
Motorcycle	2.5m	-	2.5m	Compliant
Car Park Bay Width				
Standard	2.6m (User Class 3) 2.4m (User Class 1)	2.5m -	2.5m	Compliant
PWD	2.4m plus 2.4m shared area	-	2.5m plus 2.4m shared area	Compliant
Motorcycle	1.2m	-	1.2m	Compliant
Aisle Width:				
Parking Aisle	5.8m (two way) 3.7m (45 degree one way)	-	6.0m-6.5m (two way) 4.2m (one way)	Compliant Compliant Compliant
Ramp Width	5.5m width + 2 x 0.3m kerb clearance (6.1m total)	-	6.2m + 2 x 0.3m kerbs	Compliant
AS2890.1 Parking Envelope Clearances	Obstructions permitted between 0.75m and 1.75m of the aisle	-	Columns located 0.75m from the aisle	Compliant
Parking Envelope Door	0.3m	-	0.3m	Compliant

Design Component	AS2890.1 Requirement	Northern Territory Planning Scheme Requirement	Provision	Compliance
Opening Clearances				
Parking Aisle Extension	1.0m beyond last bay	1.0m beyond last bay	1.0m beyond bay	Compliant
Maximum Gradients Ramp (public car park)	1:6 (more than 20m length) 1:5 (up to 20m length)		1:6	Compliant
Height Clearance	2.2m over car parks 2.5m over PWD spaces 4.5m over loading bay	4m over loading bay	4.5m clearance	Compliant

See **Appendix B** for enclosed swept path analysis for access points, ramps and parking areas.

## 5.4. SERVICING ARRANGEMENT

### 5.4.1. Planning Standards

The preferred service vehicle provision that is outlined within the Northern Territory Planning Scheme is shown in Table 8 below.

Table 8. Design Vehicle Requirements

Design Component	Northern Territory Planning Scheme Requirement
Office	1 loading bay for every 2,000m <sup>2</sup> of the total net floor area, or part thereof
Café (Food premises restaurant)	1 loading bay for every 2,000m <sup>2</sup> of the total net floor area, or part thereof
Library (Place of Assembly)	1 loading bay for every 2,000m <sup>2</sup> of the total net floor area, or part thereof

Furthermore, the Planning Scheme outlines that each bay should have minimum dimensions of 7.5 metres in length, 3.5 metres in width, and a height clearance of 4 metres are required.

### 5.4.2. Service Bay Provision

The proposed uses for this site involve moderate-scale commercial and community use precinct, which generate less frequent and less intensive servicing needs than the planning scheme specifies. This differs

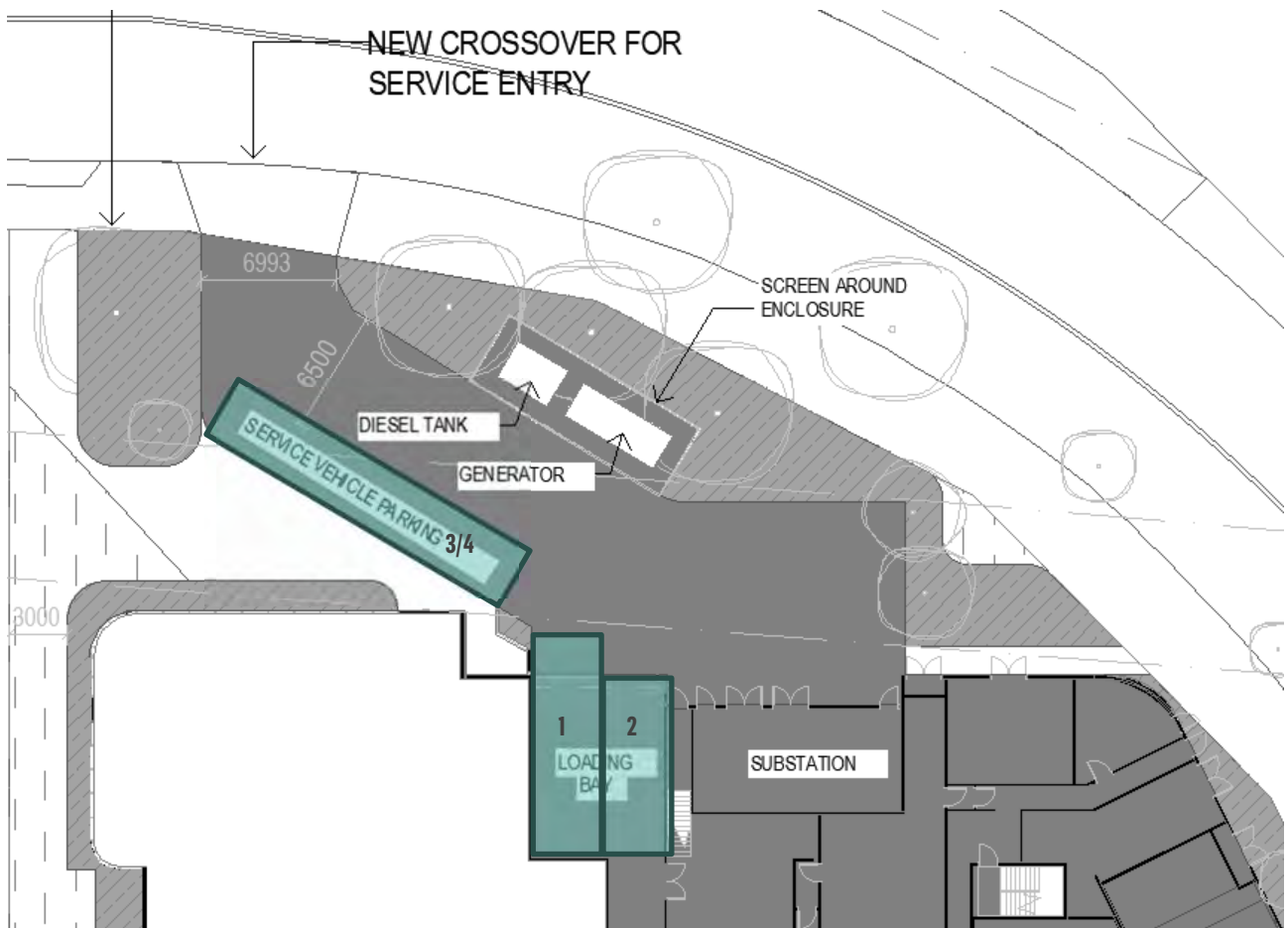


from high-density retail or industrial zones that require higher servicing capacity due to continuous or heavy-duty operations. The scale of the development would result in efficiencies of scale and therefore a reduced requirement for the overall number of loading dock spaces. The loading dock provision is outlined in Table 9 below and illustrated on Figure 6.

Table 9 Loading Dock Provision

Loading Dock ID	Dimension	Height Clearance	Use
1	3.5m x 7.5m	4.5m min	Waste Collection and General Large Vehicle Bay
2	3.5m x 7.5m	4.5m min	General Large Vehicle Bay
3&4	3.5m x 15m (shared)	Clear to sky	Small Vehicle Loading, Overflow Large Vehicle Loading and Waiting Bay

Figure 6 Loading Dock Arrangement



Source: CA Architects

Moreover, the three proposed bays will allow staggered scheduling of deliveries and services, mitigating any potential bottlenecks. With effective scheduling, the site's design supports safe and efficient access, minimising queuing or conflicts among service vehicles. It is recommended that a service vehicle management plan that incorporates the following characteristics be implemented to facilitate the operation of the loading area.

- All deliveries would be managed by the Facilities Management Team of the proposed building. All loading docks would be shared by all tenants and deliveries booked in via a central booking system.
- The loading by larger vehicles and refuse collection would be prioritised via the two undercover bays. Where vehicles overstay their slot or arrive outside of their allocated slot they would either unload from the parallel loading bay or wait on in the parallel loading bay for a slot at an undercover loading bay to become available
- Smaller vehicles (Vans/Utes etc) would be directed to use the parallel loading dock and use the turning area to undertake a three-point turn.
- The northern access and area would be restricted to loading and service vehicles only.

See **Appendix B** for enclosed swept path analysis.



# 6. TRAFFIC IMPACT ASSESSMENT

## 6.1. TRIP GENERATION

For the purposes of assessing the future traffic demands and impacts of the site for the office land use, Urbis refers to the NSW 'Guide to Traffic Generating Developments: Updated Traffic Surveys, 2013' for the office land use. The manual recommends using specific generation rates, for planning purposes, for different development types.

With regards to the library, there are no standard trip rates to apply. Therefore, a first principles approach has been adopted based on turnover of the required number of parking spaces. It has been assumed that each space will turnover once during the peak periods, resulting in two trips per space.

For the future proposed café, this is expected to serve an ancillary use for the precinct, resulting in predominantly walking trips from nearby uses. Therefore, no specific traffic generation is estimated for this use.

Table 10 below identifies the trip generation rates applied to the site. This trip rate has been applied to both AM and PM peaks.

Table 10 Traffic Generation – Development

Land Use	Trip Rate	Yield	Peak Hour Trips	IN / Out Split	Peak Hour In / Out Trips
Library	2 trips per parking space	751 m <sup>2</sup> 15 spaces	AM Peak: 30 trips PM Peak: 30 trips	50% / 50%	15 trips in / 15 trips out per peak
Office	AM Peak: 1.6 per 100 sq.m GFA PM Peak: 1.2 per 100 sq.m GFA	14,317 m <sup>2</sup>	AM Peak: 229 trips PM Peak: 172 trips	AM Peak: 80% / 20% PM Peak: 30% / 70%	AM Peak: 183 trips in / 46 trips out PM Peak: 52 trips in / 120 trips out
<i>Future provision Cafe</i>	N/A	401 m <sup>2</sup>	-	N/A	-
<b>Total</b>			<b>AM Peak: 259 trips</b> <b>PM Peak: 202 trips</b>		<b>AM Peak: 198 trips in / 61 trips out</b> <b>PM Peak: 67 trips in / 135 trips out</b>

It is estimated that the development will generate 259 trips in the AM peak and 202 trips in the PM peak.

The development replaces an existing car park with 95 spaces, which is reasoned to generate 95 trips per peak (1 trip per space). Therefore, the net additional traffic from the development is estimated to be:

- AM Peak: 103 trips in (95 trips reduced from existing use) / 61 trips out = 164 trips
- PM Peak: 66 trips in / 40 trips out (95 trips reduced from existing use) = 106 trips

The traffic impact of the additional trips is considered to be appropriate in the city centre area. At the highest case, being the AM trips into the site, this results in approximately 2 trips per minute, which is not considered to be unreasonable.

The site will service not only the proposed uses of office and library, but also the surrounding existing commercial uses within the civic centre. Therefore, there is a community benefit with impacts driven by users not related to the proposed development uses.

As a result, the traffic impacts are considered to be suitable and within the character of the surrounding road network, with detailed analysis not required.



## 7. SUMMARY

This traffic impact statement has been prepared to report the traffic and transport impacts of the proposed development. The following key points outline the findings of this assessment:

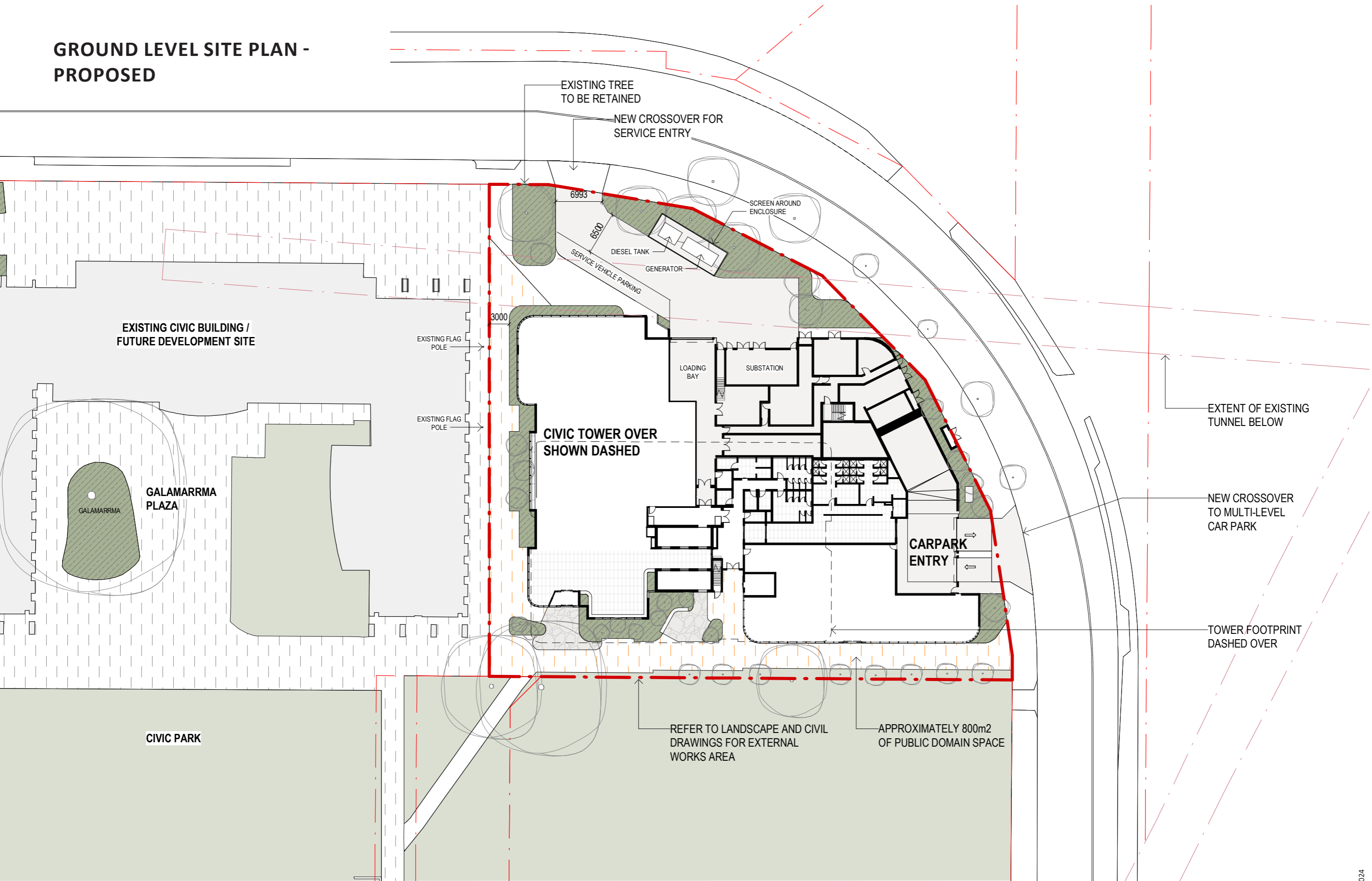
- The site proposes to deliver a Civic Centre facility at 17 Harry Chan Avenue, Darwin.
- Access is provided via two crossovers to Harry Chan Drive, being separate servicing and car park accesses. Access design and provision meets the requirements of AS2890.1 and Northern Territory Planning Scheme and have been demonstrated to be appropriate via swept path assessment.
- A total of 460 carparks and 16 motorcycle parks are provided. Urbis consider the proposed parking provisions to be adequate to comply with the Northern Territory Planning Scheme prescribed parking rates.
- The development provides 51 bicycle spaces internal to the building, 25 spaces externally and 10 showers for end of trip facilities. This is compliant with the NT planning scheme requirements.
- The parking areas have been designed to comply with the NT planning scheme provisions and Australian Standards 2890 series.
- Loading and service vehicle provision has been accommodated within the proposed design. The operation of the loading dock is recommended to be controlled by facilities management and a loading dock management plan should be implemented.
- Active and public transport facilities are available within 400m of the site providing convenient access to sustainable travel modes.
- The subject site is estimated to generate 294 trips during the AM peak hour and 202 trips during the PM peak hour. Based on the development replacing an existing car park, it is estimated that the net increase in traffic on the road network will 164 trips in the AM and 106 trips in the PM. When considering the directional split of trips, this results in approximately two additional vehicles per minute by direction which is considered to be appropriate.

Based on the assessment contained within this report, Urbis see no traffic engineering reason why the development should not be approved.

# APPENDIX A    DEVELOPMENT PLANS



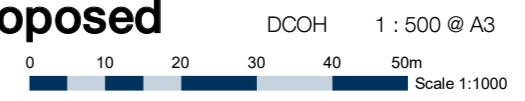
# GROUND LEVEL SITE PLAN - PROPOSED



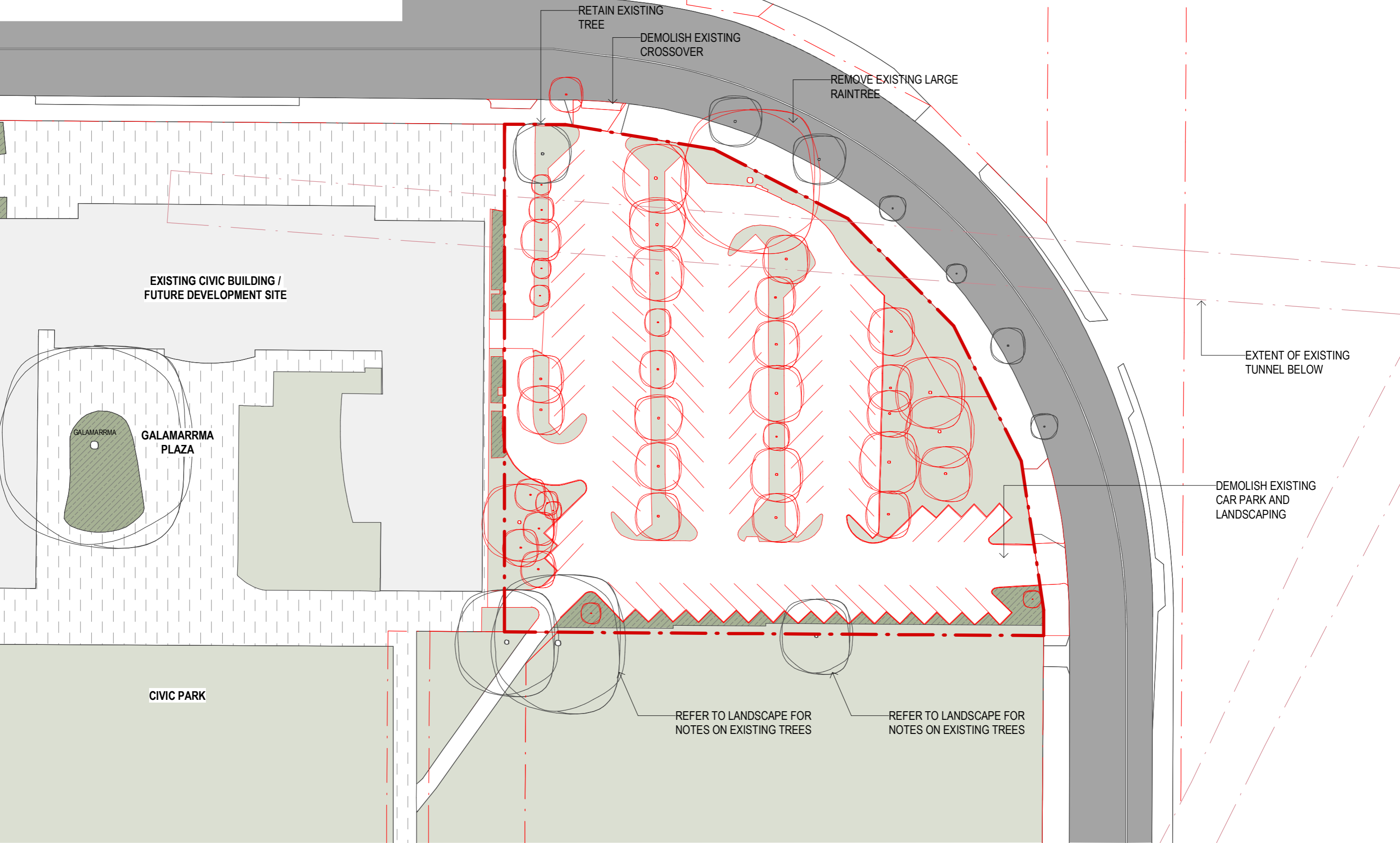
**Darwin Civic Centre  
Redevelopment**

**CA Architects**  
 Cairns | Brisbane | Townsville | Darwin  
 e: reception@caarchitects.com.au t: +617 4031 6367

**Ground Level Site Plan - Proposed**  
 2248\_DA DA-003 Rev 4 21/11/2024 4:59:34 PM  
 Drawn: JH Check: CA DA ISSUE



# SITE PLAN - EXISTING + DEMOLITION



EXISTING CIVIC BUILDING /  
FUTURE DEVELOPMENT SITE

GALAMARRMA  
GALAMARRMA  
PLAZA

CIVIC PARK

RETAIN EXISTING  
TREE

DEMOLISH EXISTING  
CROSSOVER

REMOVE EXISTING LARGE  
RAINTREE

EXTENT OF EXISTING  
TUNNEL BELOW

DEMOLISH EXISTING  
CAR PARK AND  
LANDSCAPING

REFER TO LANDSCAPE FOR  
NOTES ON EXISTING TREES

REFER TO LANDSCAPE FOR  
NOTES ON EXISTING TREES

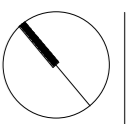


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**Site Plan - Existing + Demolition**  
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Drawn: JH Check: CA

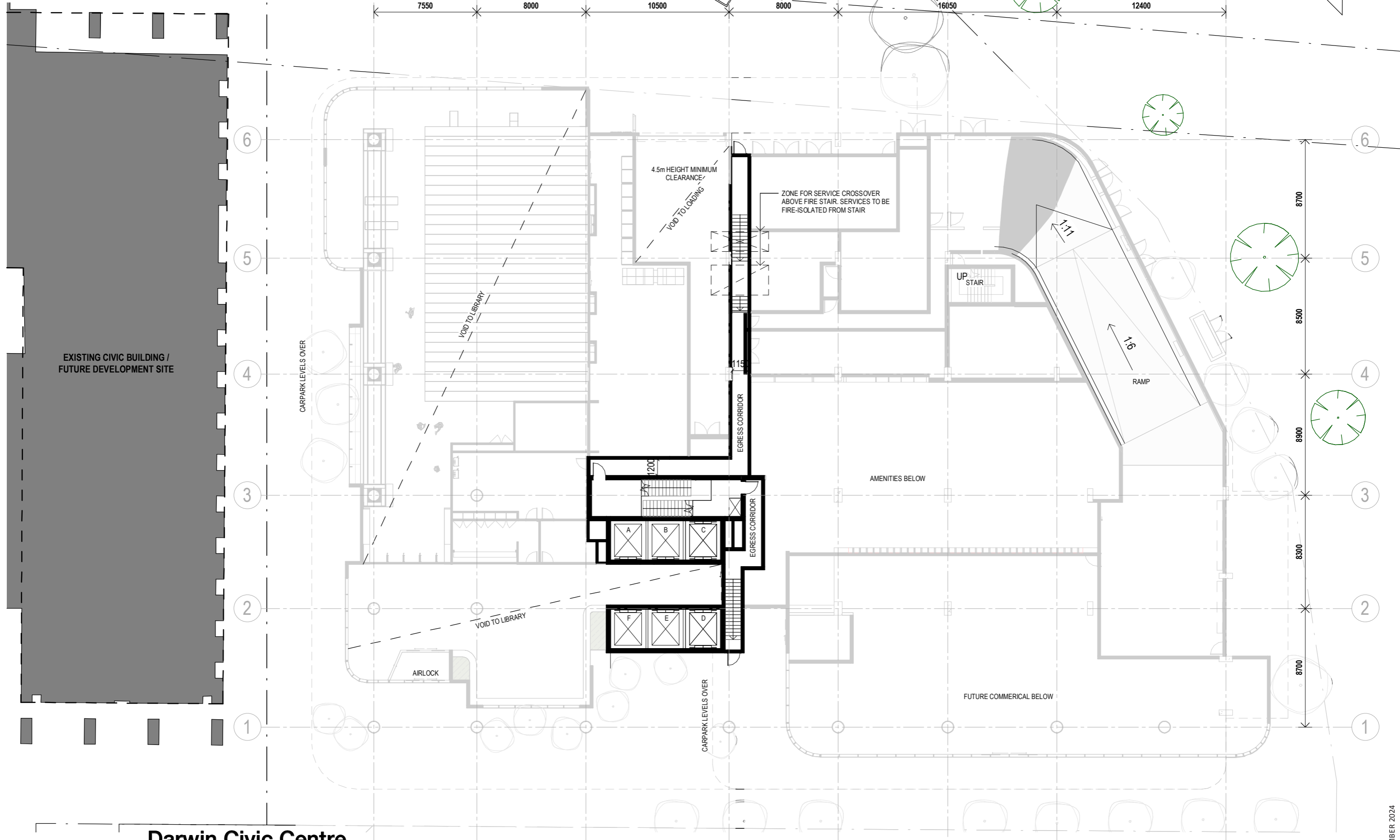
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0 10 20 30 40 50m  
Scale 1:1000







**LEVEL 1.5**



**Darwin Civic Centre  
Redevelopment**



**CA Architects**

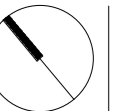
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**Level 1.5**

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21/11/2024 5:00:30 PM  
DA ISSUE

DCOH 1 : 250 @ A3





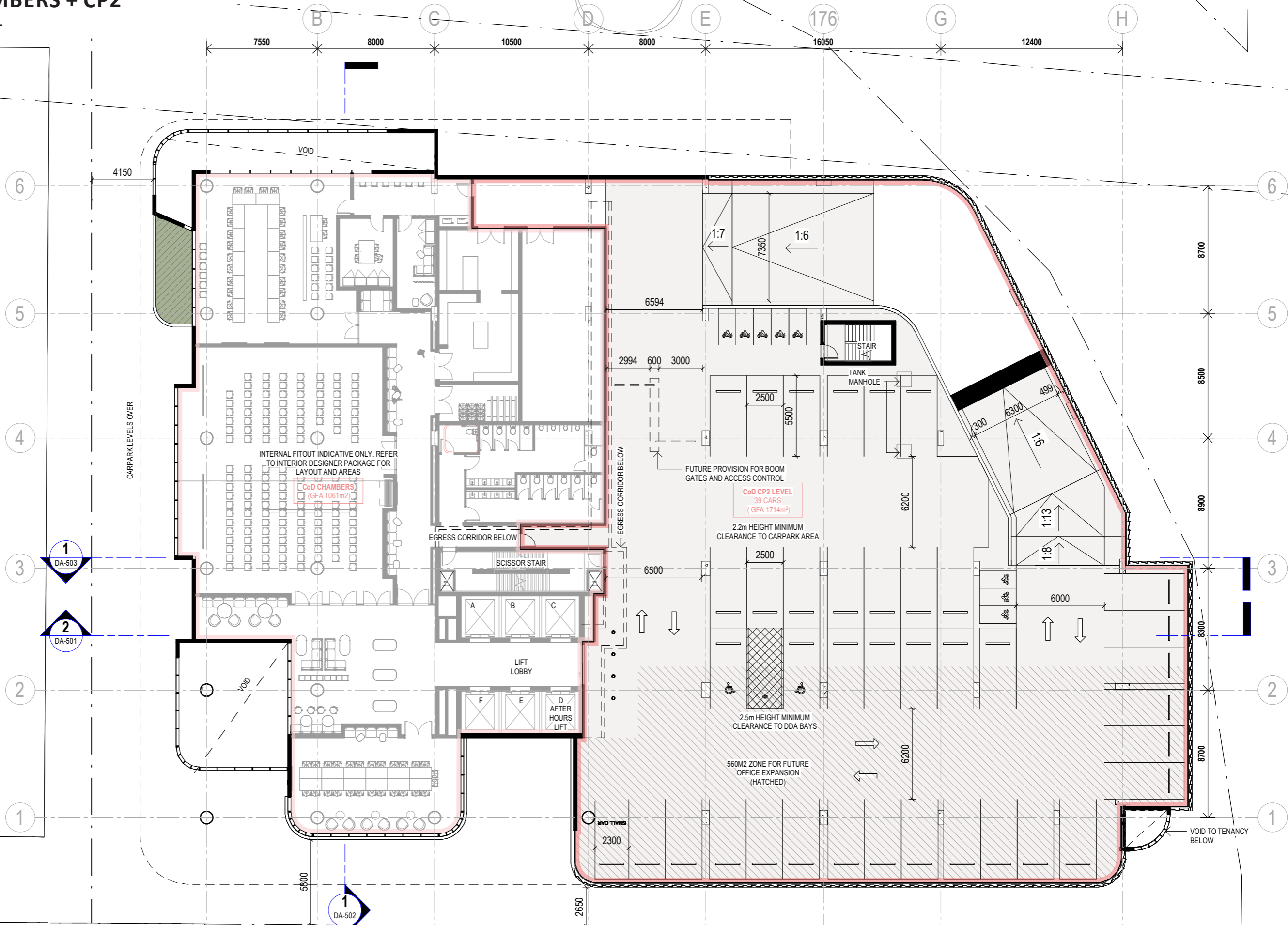
# LEVEL 2- CHAMBERS + CP2

## DARWIN CITY COUNCIL

### CARPARKING NUMBERS

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

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



**Darwin Civic Centre  
Redevelopment**



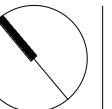
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**Level 2 - CP / Chambers**

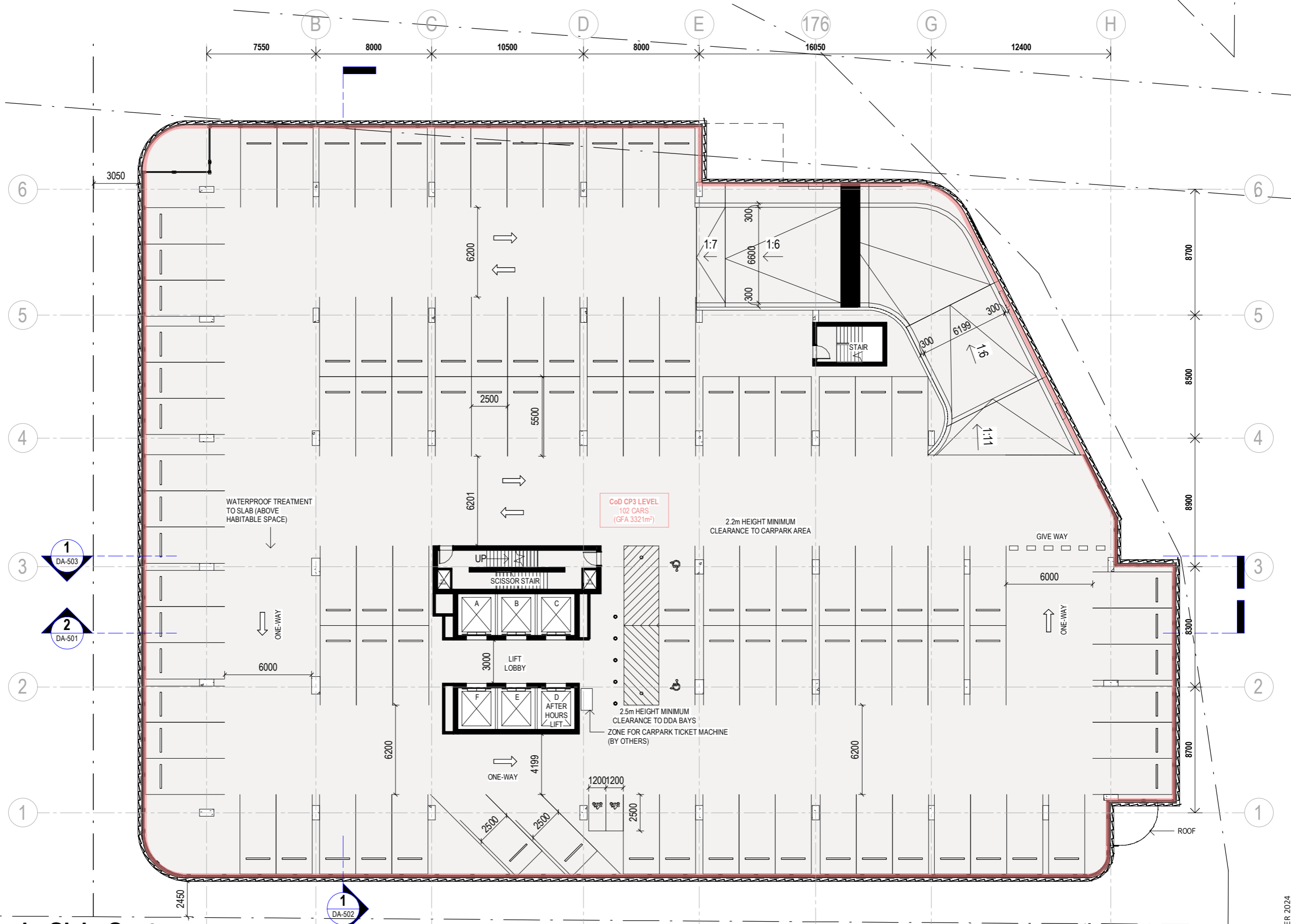
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Drawn: FT Check: JH DA ISSUE

DCOH 1 : 250 @ A3



# LEVEL 3- CP3

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



GENERAL NOTE:  
2.2M CLEAR TO CARPARKS

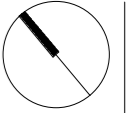
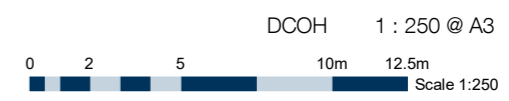
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Level 3 - CP  
2248\_DA DA-104 Rev 3  
Drawn: FT Check: JH

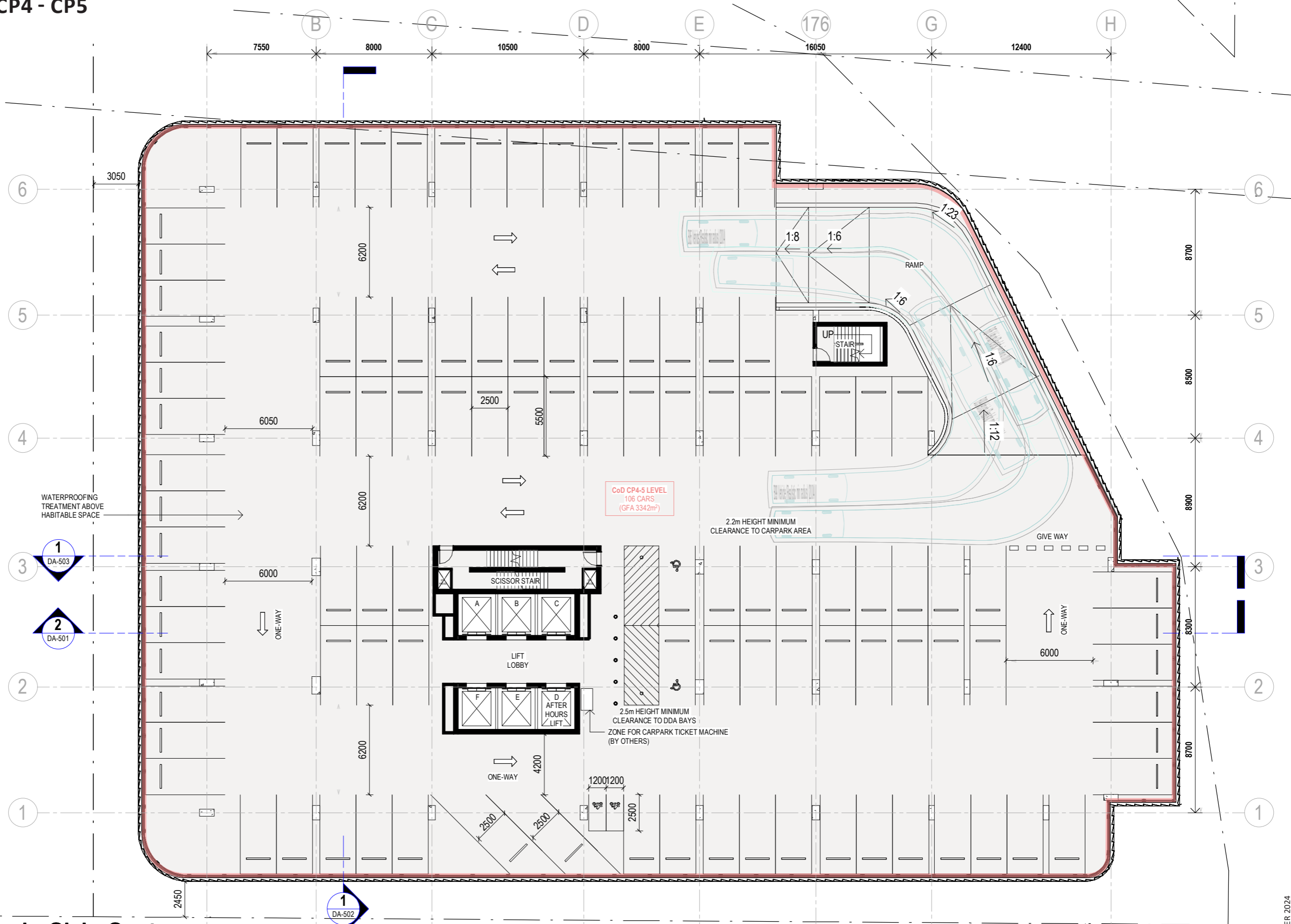
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DA ISSUE





# LEVEL 4 & 5- CP4 - CP5

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



GENERAL NOTE:  
2.2M CLEAR TO CARPARKS

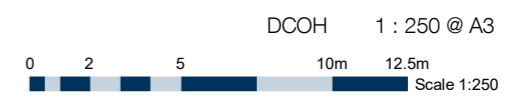
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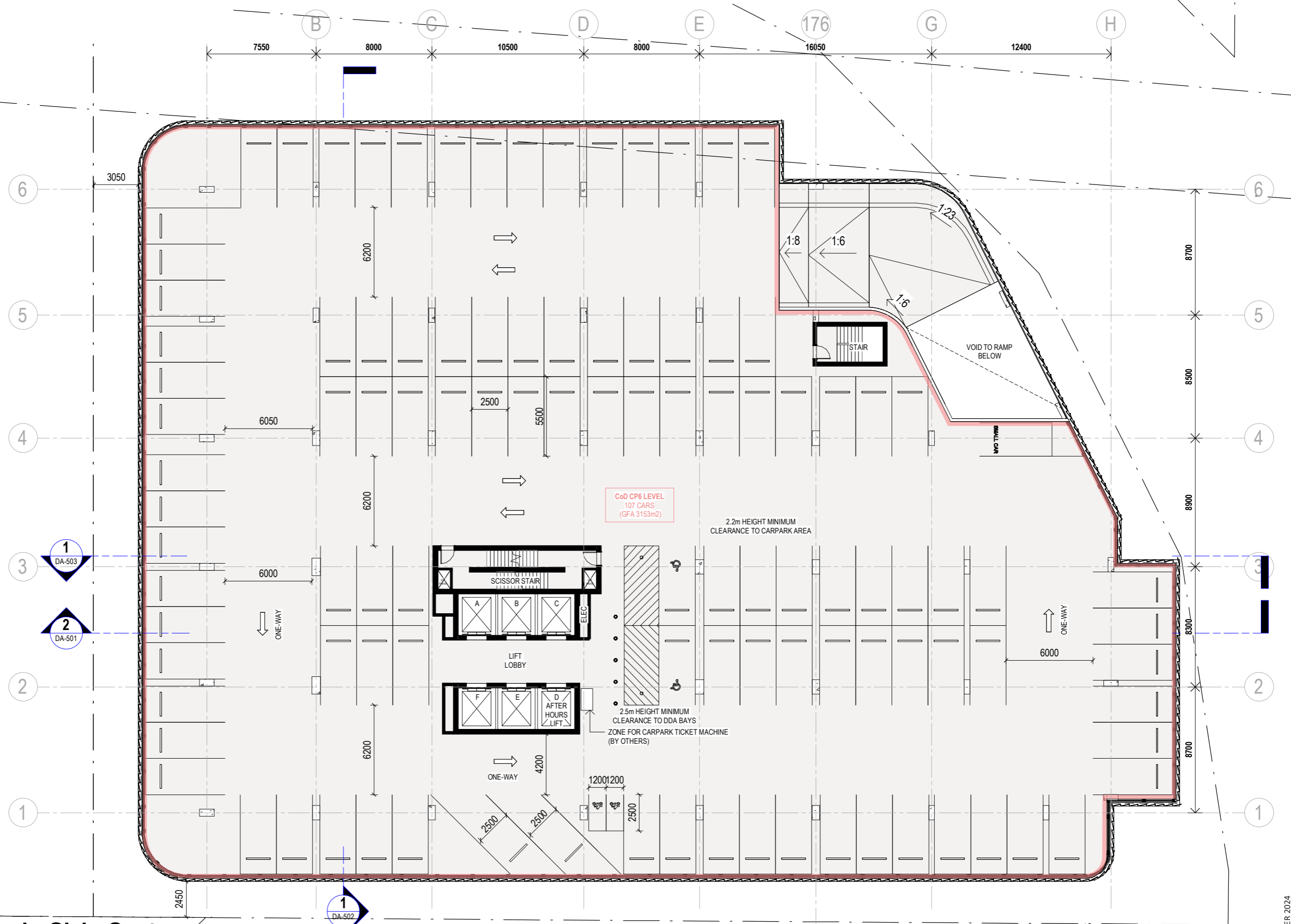
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2248\_DA DA-105 Rev 3  
Drawn: FT Check: JH

21/11/2024 5:00:46 PM  
DA ISSUE



# LEVEL 6- CP6

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



GENERAL NOTE:  
2.2M CLEAR TO CARPARKS

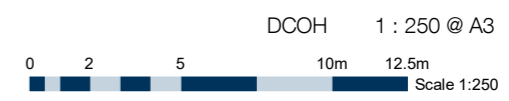
## Darwin Civic Centre Redevelopment



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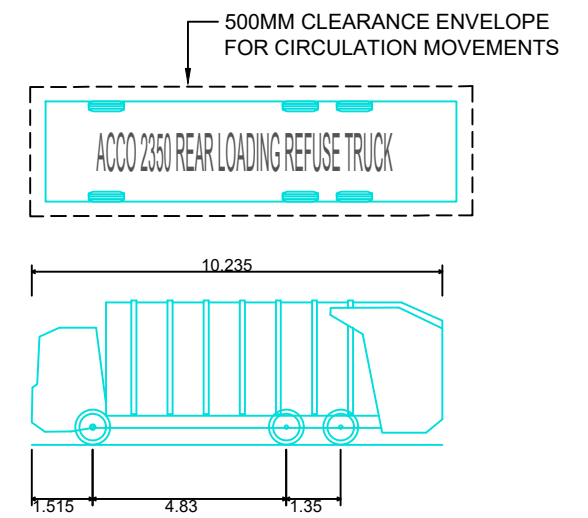
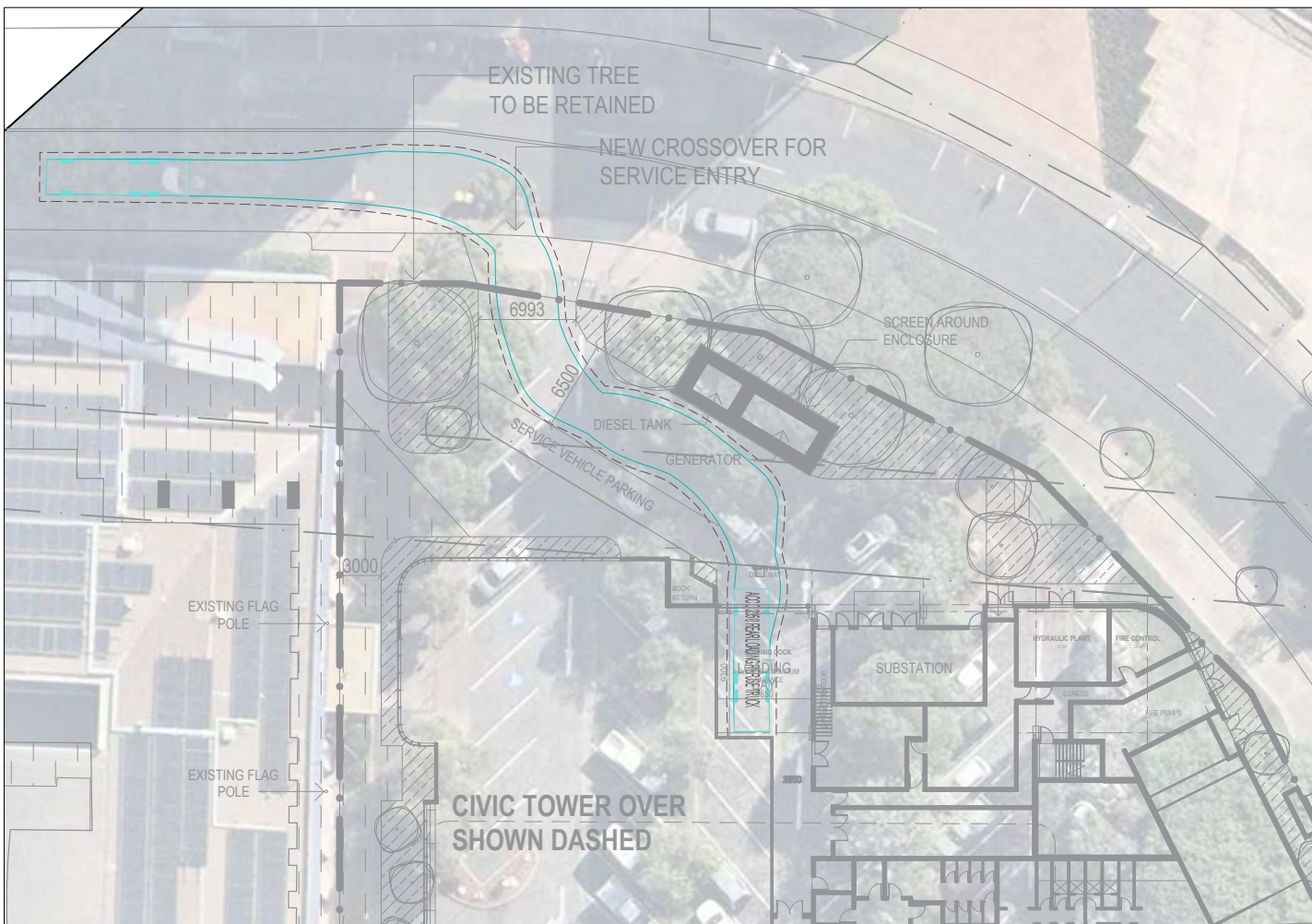
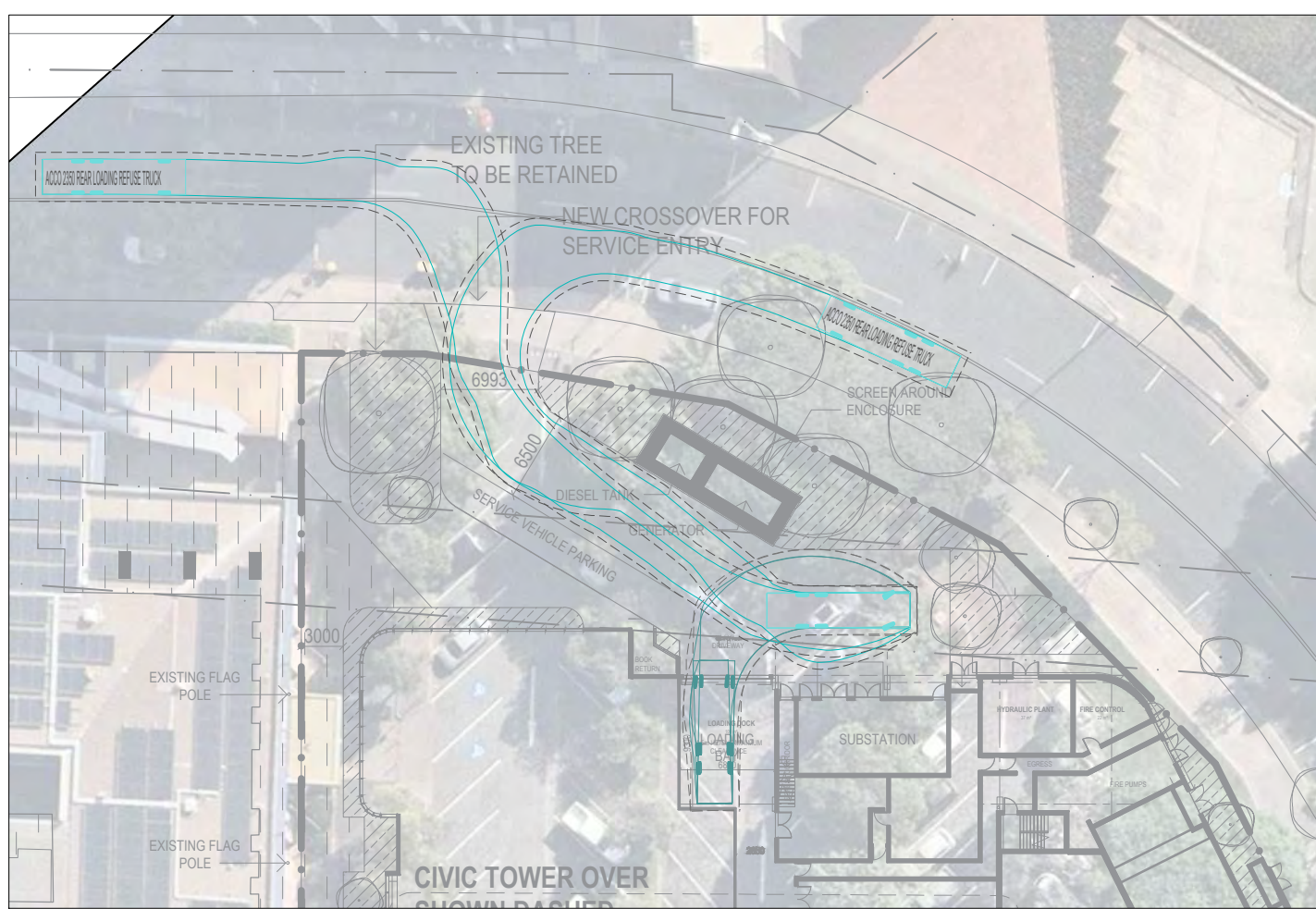
Level 6 - CP  
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Drawn: FT Check: JH

21/11/2024 5:00:49 PM  
DA ISSUE





# APPENDIX B    SWEPT PATH DRAWINGS



ACQO 2350 REAR LOADING REFUSE TRUCK	
Overall Length	10.235m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.757m

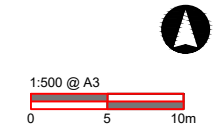
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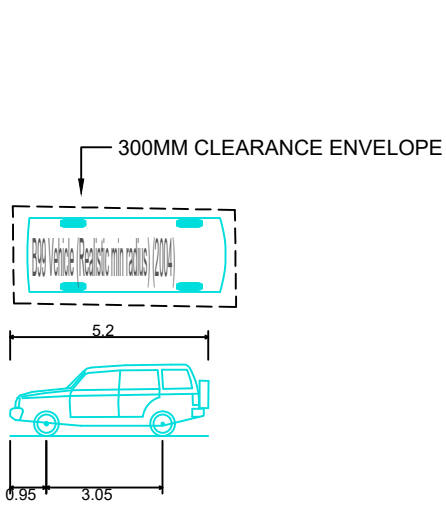
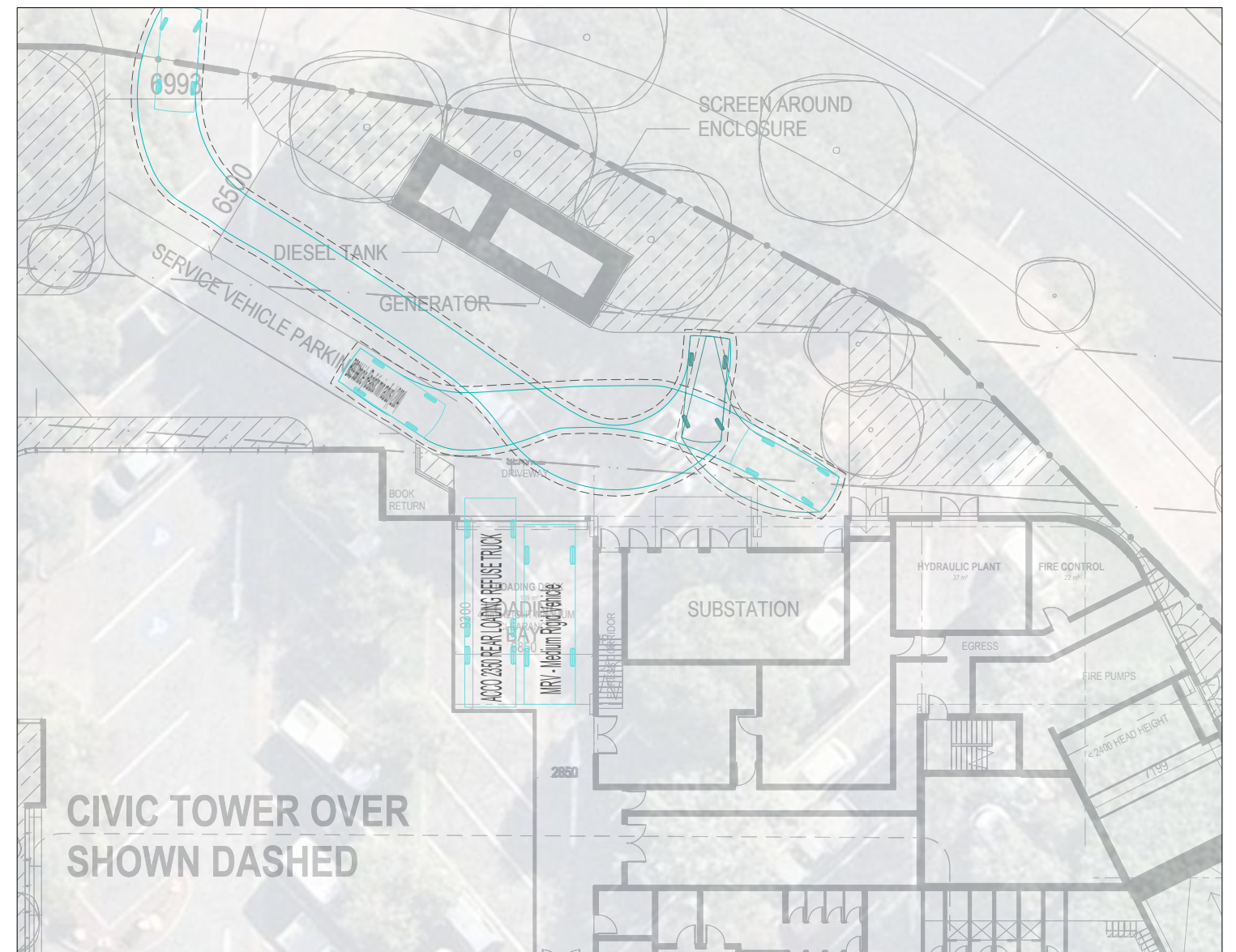
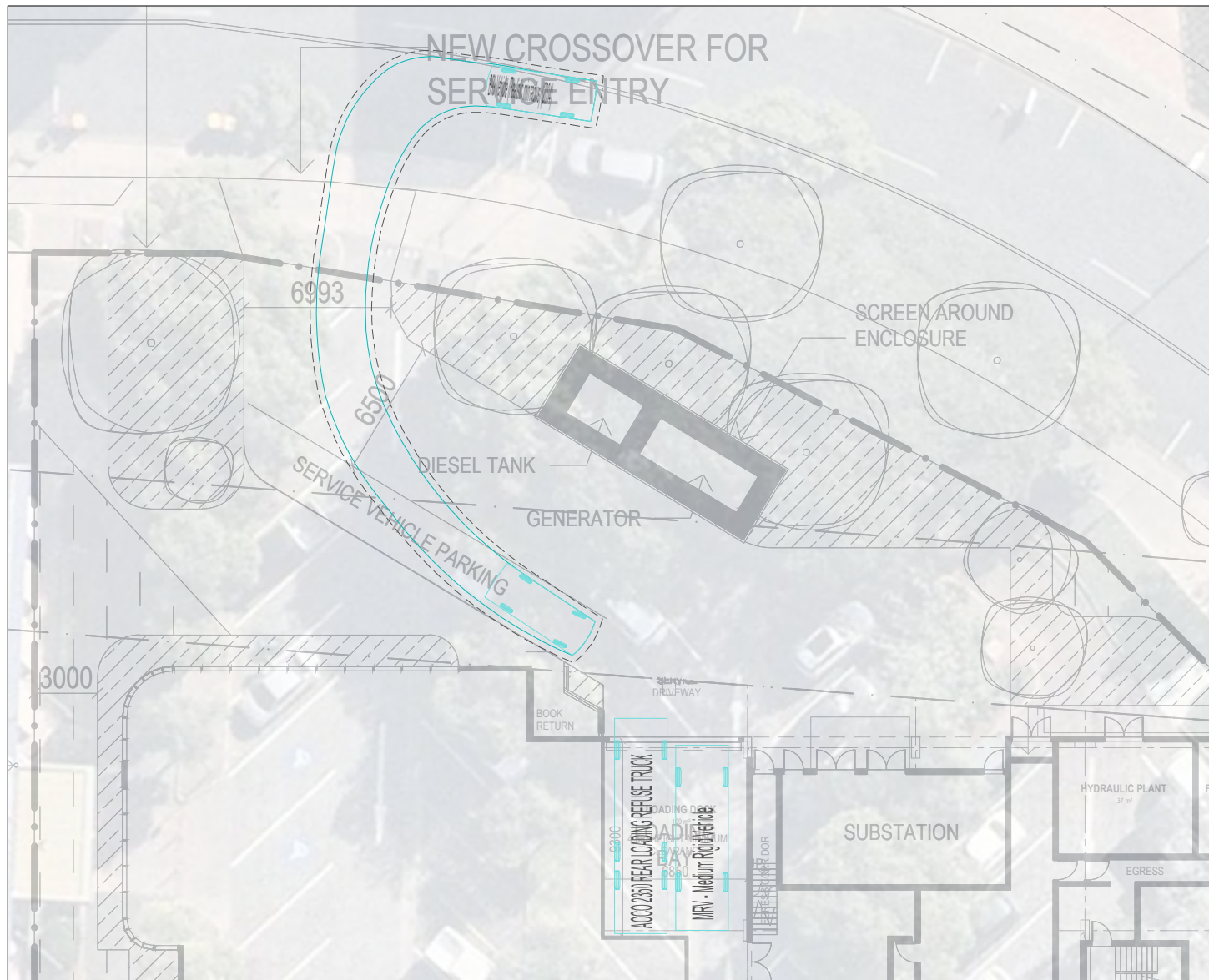
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B	RCV Swept Paths	N.Y.	A.S.	22/11/2024
A	RCV Swept Paths	N.Y.	A.S.	21/11/2024

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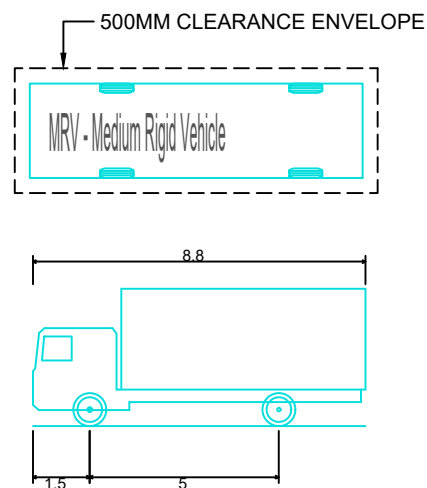
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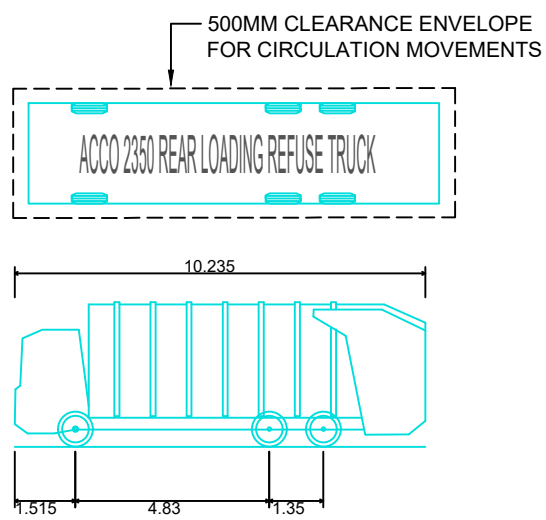




**B99 Vehicle (Realistic min radius) (2004)**  
 Overall Length 5.200m  
 Overall Width 1.940m  
 Overall Body Height 1.878m  
 Min Body Ground Clearance 0.272m  
 Track Width 1.840m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 6.250m



**MRV - Medium Rigid Vehicle**  
 Overall Length 8.800m  
 Overall Width 2.500m  
 Overall Body Height 3.633m  
 Min Body Ground Clearance 0.428m  
 Track Width 2.500m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 10.000m



**ACCO 2350 REAR LOADING REFUSE TRUCK**  
 Overall Length 10.235m  
 Overall Width 3.600m  
 Overall Body Height 3.600m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 9.757m

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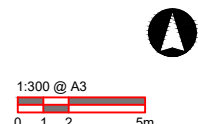
**Darwin Civic Centre**  
 Van Manoeuvring (B99)

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
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A	Swept Paths	N.Y.	A.S.	21/11/2024

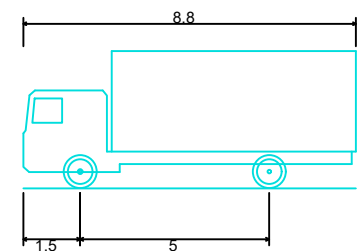
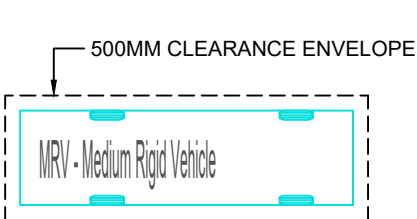
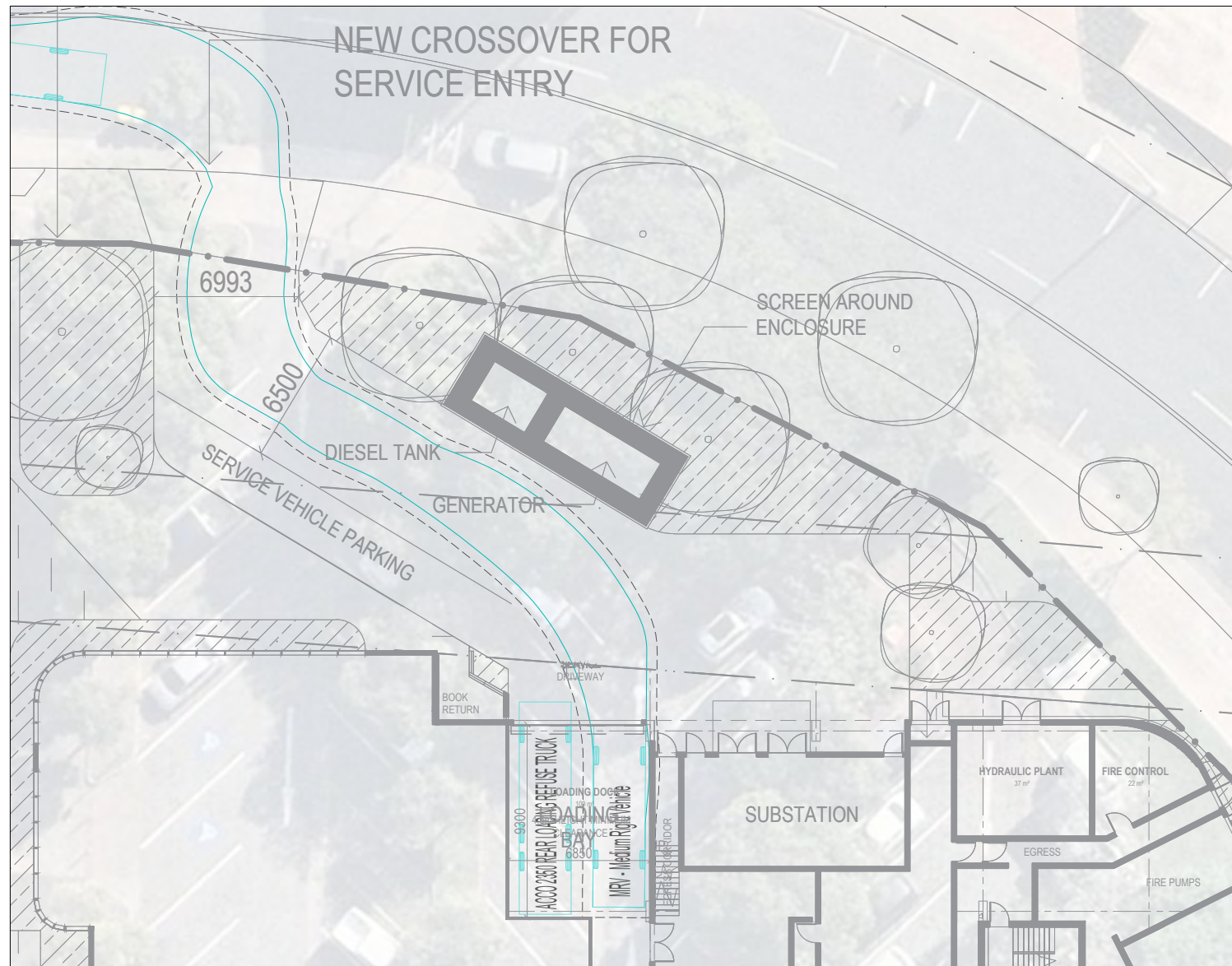
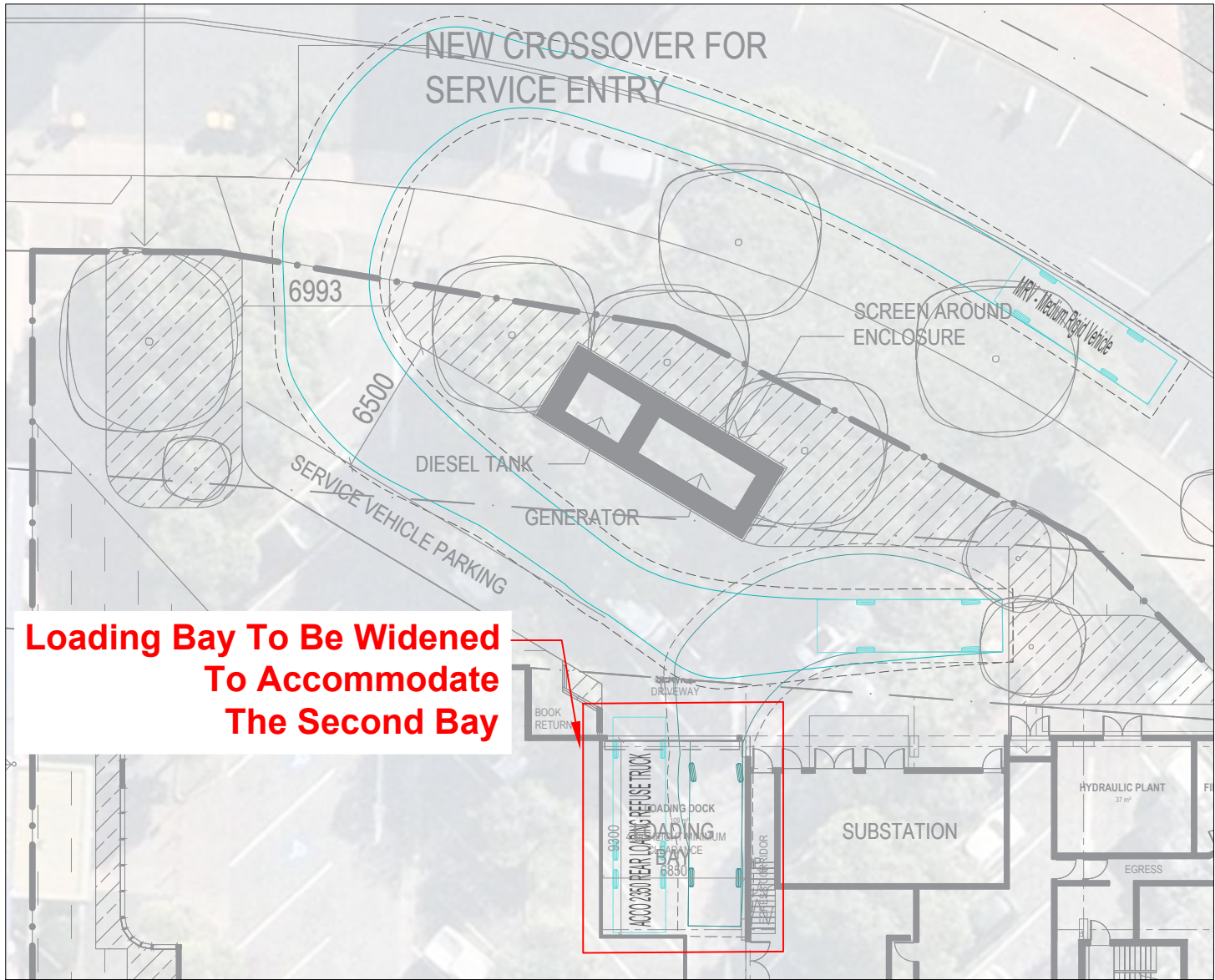
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DCOH

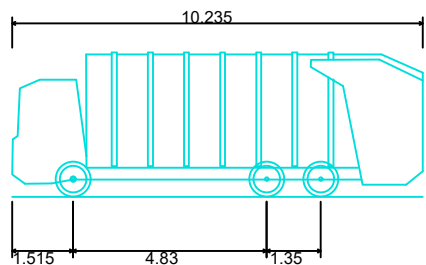
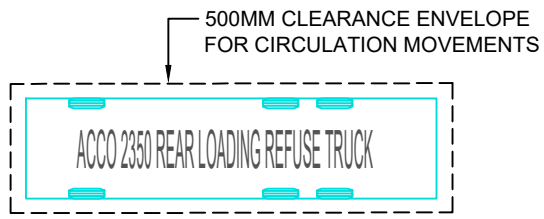


PROJECT NO. P0056187  
 DATE 22/11/2024  
 DRAWING NO. 02  
 REVISION B





MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



ACCO 2350 REAR LOADING REFUSE TRUCK	
Overall Length	10.235m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.757m

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Darwin Civic Centre  
MRV Entering & Exiting

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B	Swept paths	N.Y.	A.S.	22/11/2024
A	Swept Paths	N.Y.	A.S.	21/11/2024
REV	DESCRIPTION	DWN	CHK	DATE

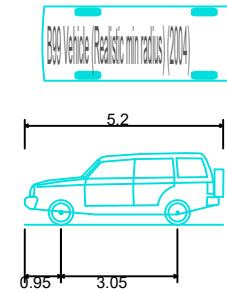
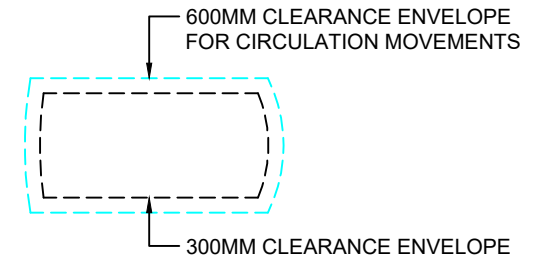
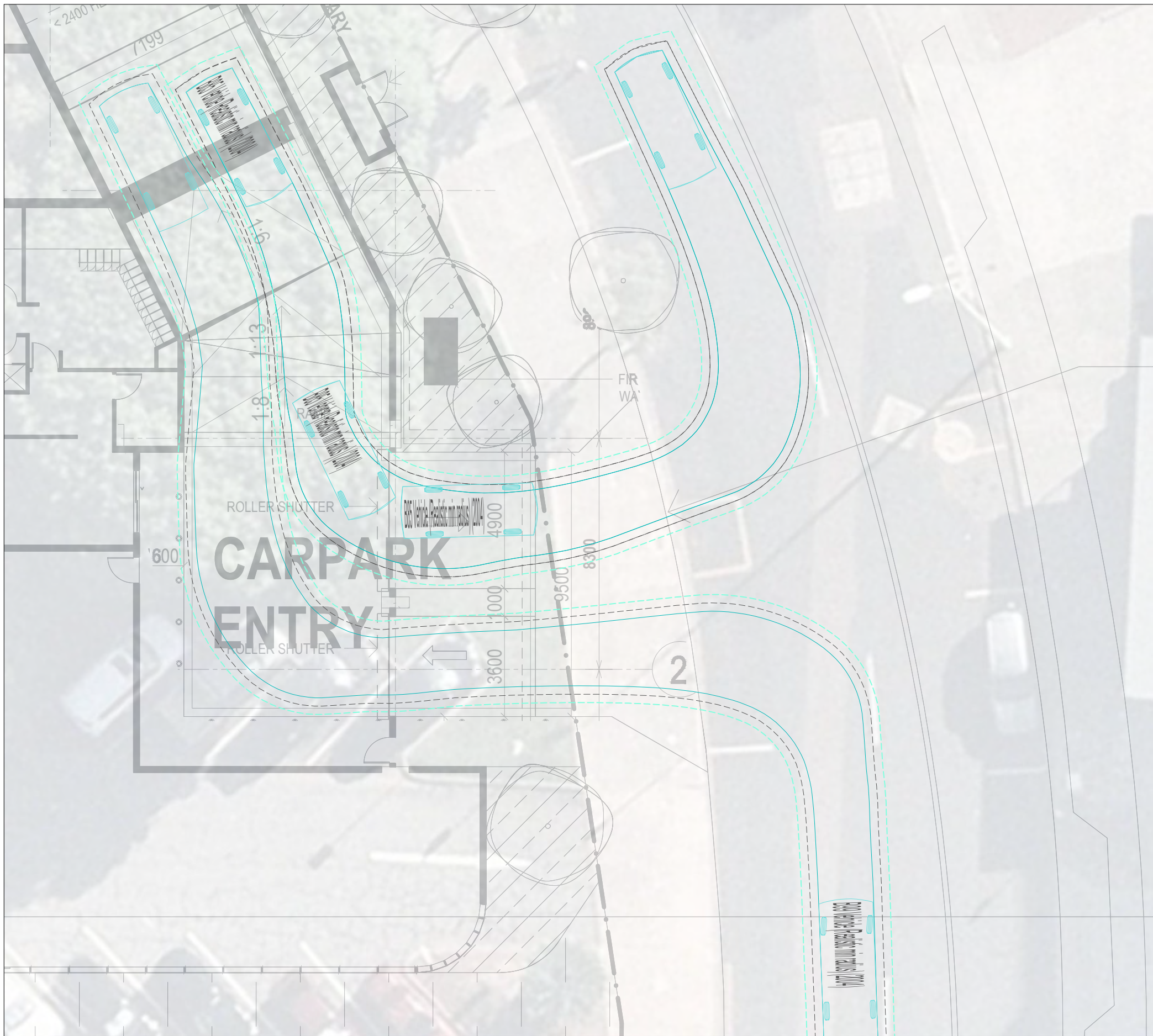
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DCOH

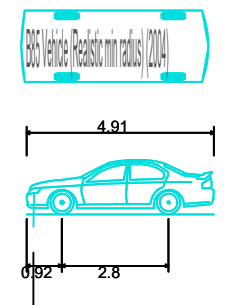


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DATE 22/11/2024  
DRAWING NO. 03  
REVISION B



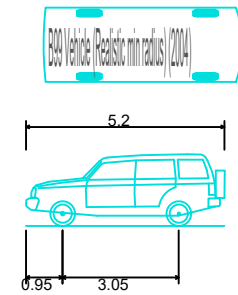
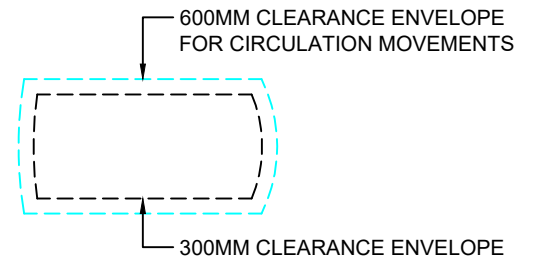
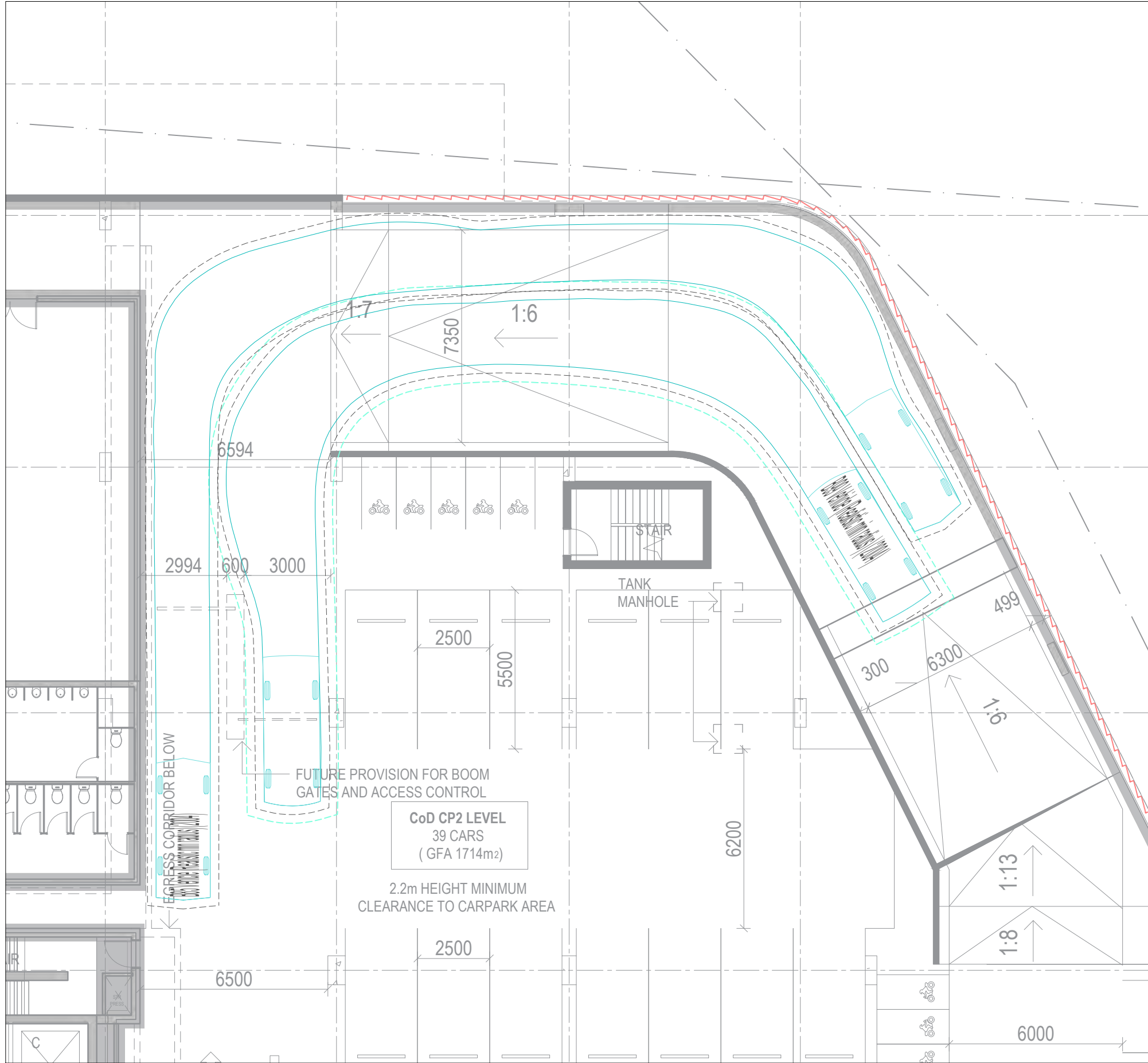


**B99 Vehicle (Realistic min radius) (2004)**  
 Overall Length 5.200m  
 Overall Width 1.940m  
 Overall Body Height 1.878m  
 Min Body Ground Clearance 0.272m  
 Track Width 1.840m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 6.250m



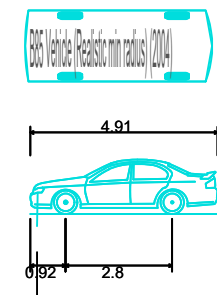
**B85 Vehicle (Realistic min radius) (2004)**  
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 Overall Width 1.870m  
 Overall Body Height 1.421m  
 Min Body Ground Clearance 0.159m  
 Track Width 1.770m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 5.750m

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**B99 Vehicle (Realistic min radius) (2004)**

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



**B85 Vehicle (Realistic min radius) (2004)**

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

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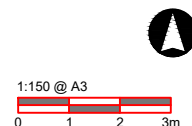
**Darwin Civic Centre**  
Ramp Circulation - Level 2 Boom Gate

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
B	Swept Paths	N.Y.	A.S.	22/11/2024
A	Swept Paths	N.Y.	A.S.	21/11/2024

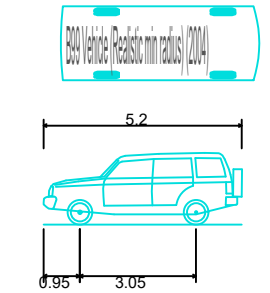
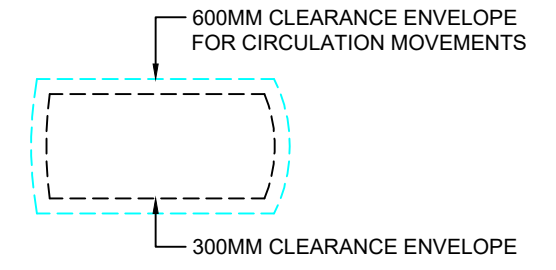
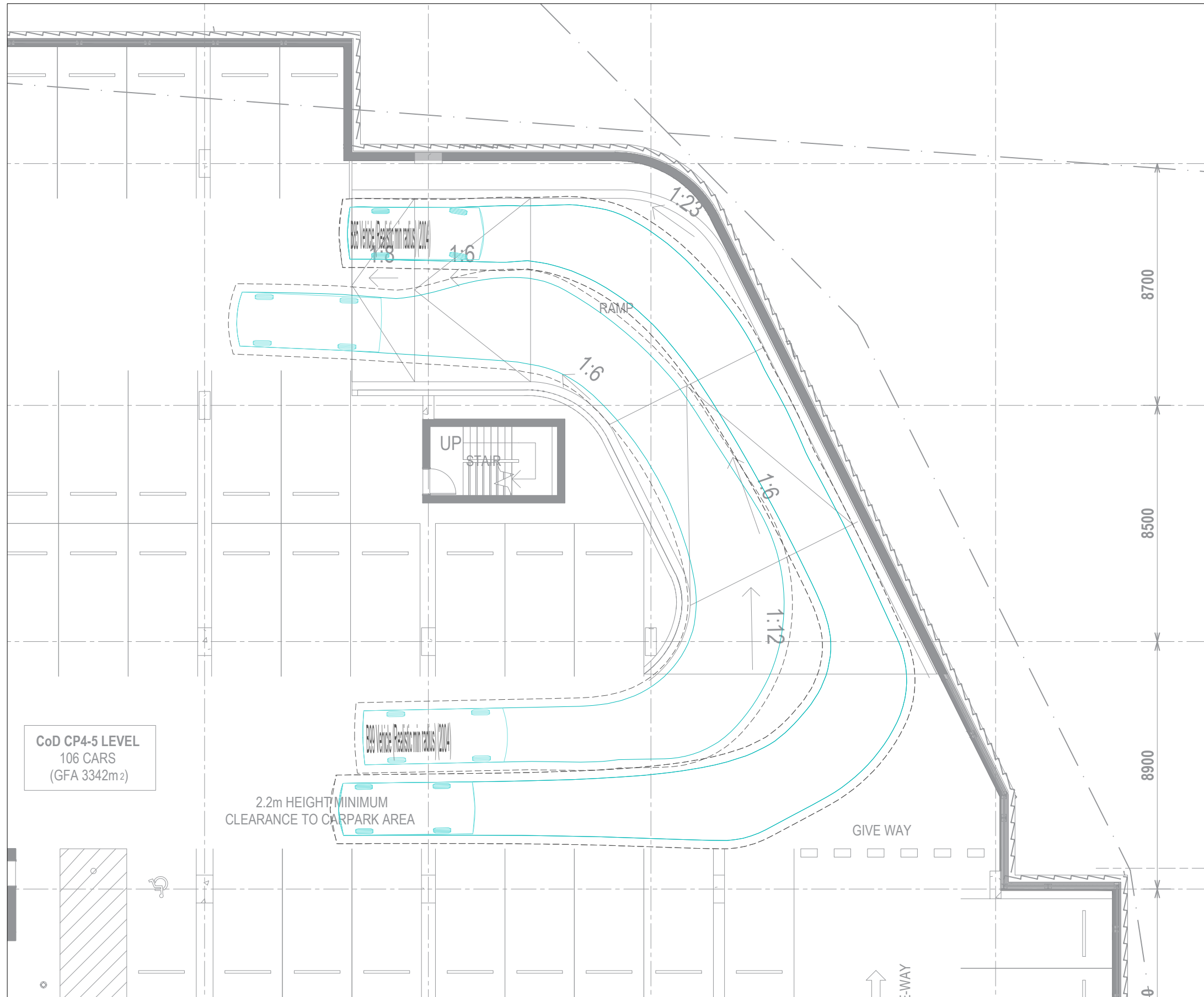
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DCOH

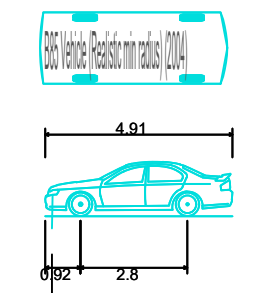


PROJECT NO.	DATE
P0056187	22/11/2024
DRAWING NO.	REVISION
05	B





**B99 Vehicle (Realistic min radius) (2004)**  
 Overall Length 5.200m  
 Overall Width 1.940m  
 Overall Body Height 1.878m  
 Min Body Ground Clearance 0.272m  
 Track Width 1.840m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 6.250m



**B85 Vehicle (Realistic min radius) (2004)**  
 Overall Length 4.910m  
 Overall Width 1.870m  
 Overall Body Height 1.421m  
 Min Body Ground Clearance 0.159m  
 Track Width 1.770m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 5.750m

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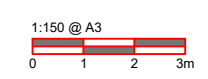
**Darwin Civic Centre Ramp Circulation**

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

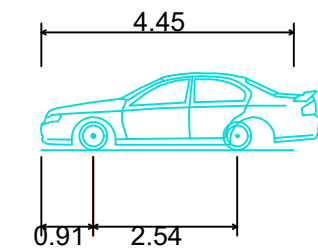
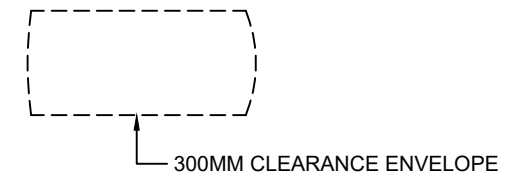
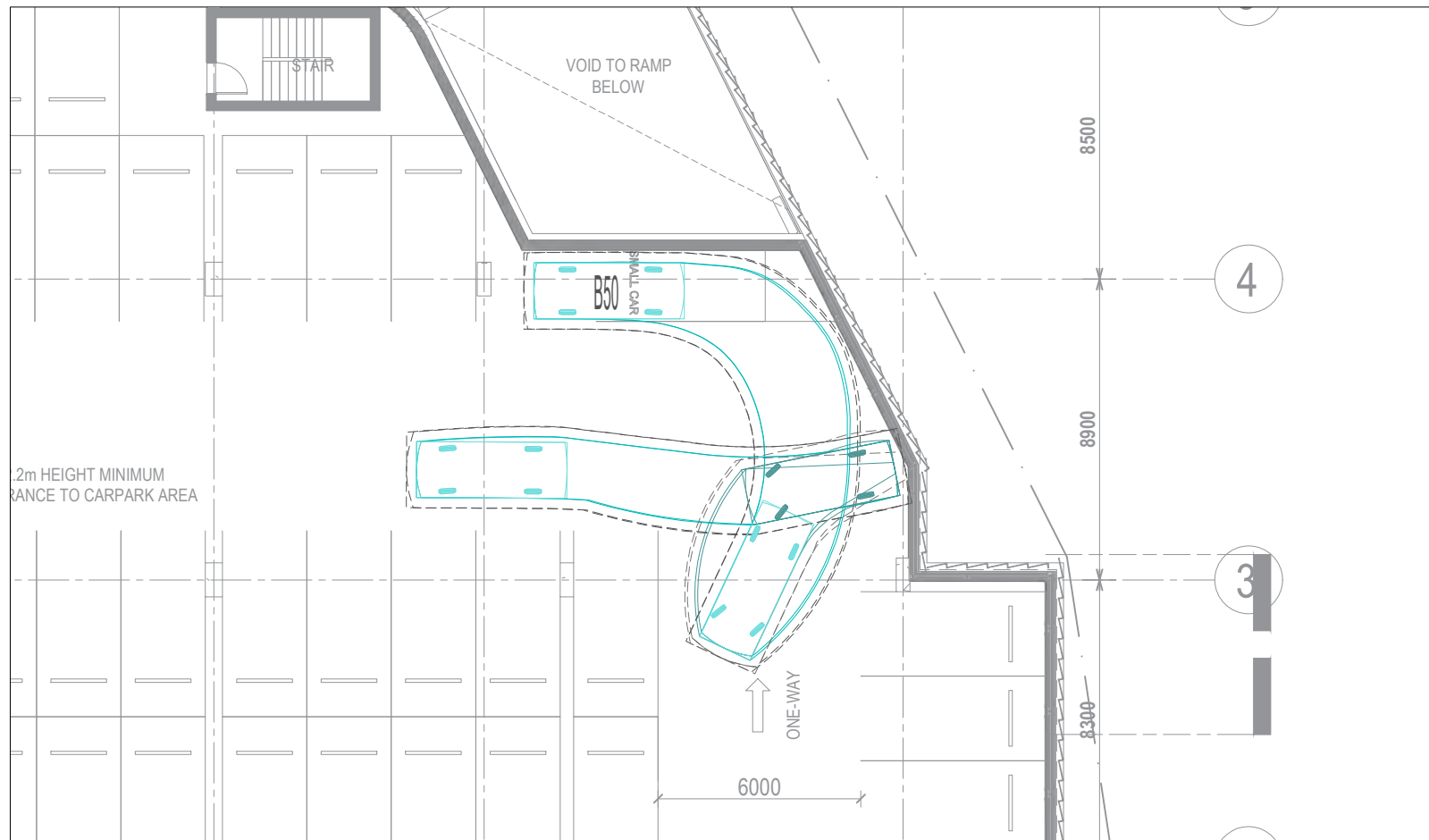
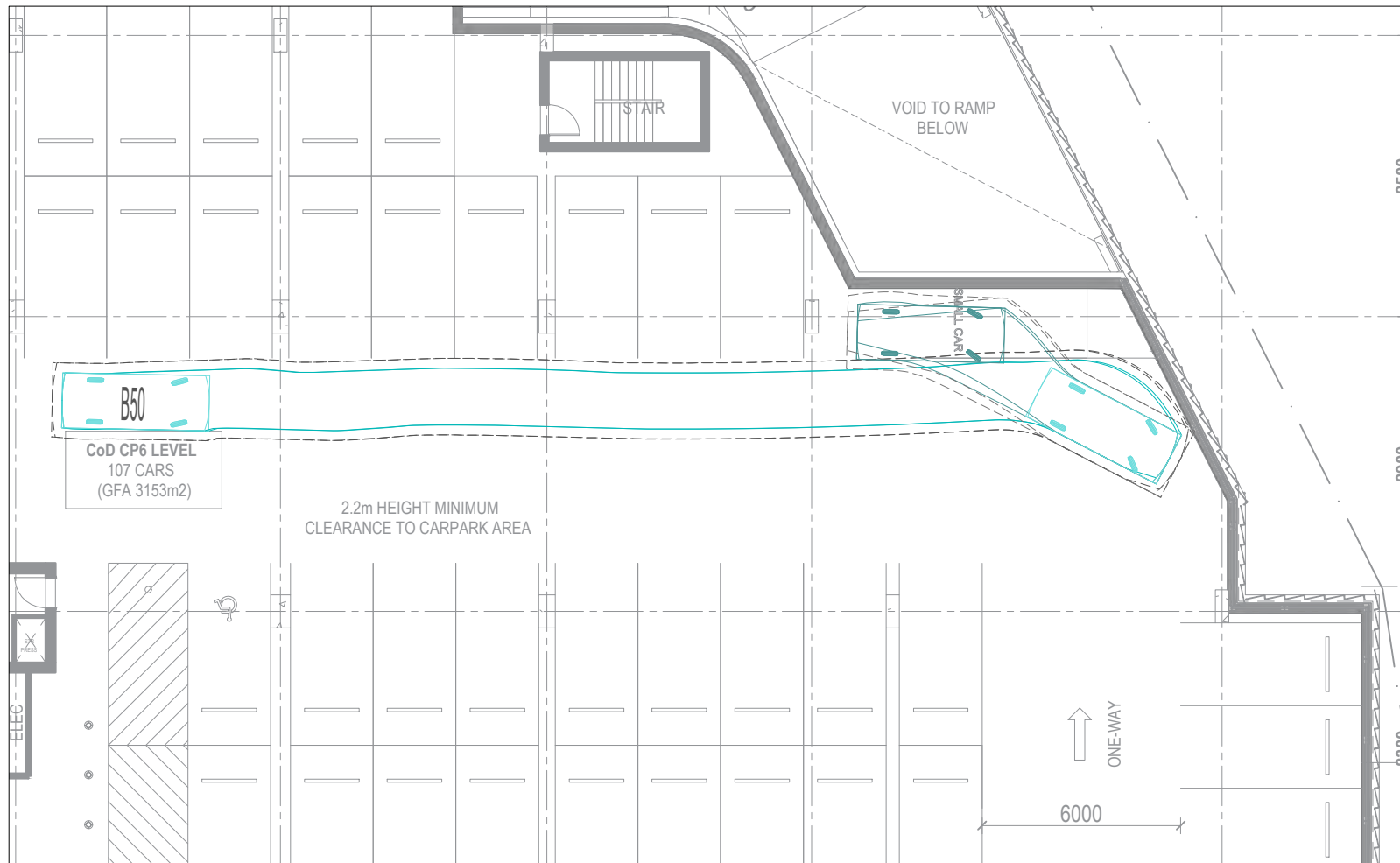
REV	DESCRIPTION	DWN	CHK	DATE
B	Swept Paths	N.Y.	A.S.	22/11/2024
A	Swept Paths	N.Y.	A.S.	21/11/2024

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DCOH



PROJECT NO. P0056187  
 DATE 22/11/2024  
 DRAWING NO. 06  
 REVISION B



B50	
Overall Length	4.450m
Overall Width	1.660m
Overall Body Height	1.356m
Min Body Ground Clearance	0.094m
Track Width	1.400m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	5.600m

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**Darwin Civic Centre**  
Small Car Bay - Level 6

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
A	Small Car Swept Paths	N.Y.	A.S.	21/11/2024

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DCOH

1:200 @ A3

0 1 2 3 4 5m

PROJECT NO. P0056187  
DATE 21/11/2024  
DRAWING NO. 07  
REVISION A





22/11/2024

Mr Brad Cunnington  
Director  
Cunnington Rosse  
Darwin Corporate Park  
Unit 6, T212, 631 Stuart Highway  
BERRIMAH NT 0828

Dear Mr Cunnington,

**RE: Development Application for New Civic Centre Building – Demolition of  
the Existing Civic Centre**

Further to our discussions, City of Darwin advises demolition of the existing civic centre will commence shortly following our City of Darwin civic centre team disembarking from the existing civic centre to the new civic centre building.

For further advice, please contact our General Manager Corporate, Ms Natalie Williamson at [natalie.williamson@darwin.nt.gov.au](mailto:natalie.williamson@darwin.nt.gov.au).

Yours sincerely

Signed by:  
  
2605E7299555F6EE

**SIMONE SAUNDERS**  
**CHIEF EXECUTIVE OFFICER**



22/11/2024

Mr Brad Cunnington  
Director  
Cunnington Rosse  
Darwin Corporate Park  
Unit 6, T212, 631 Stuart Highway  
BERRIMAH NT 0828

Dear Mr Cunnington,

**RE: Development Application for New Civic Centre Building - Car Parking  
During Construction**

Further to our discussions, City of Darwin advises during construction of the new civic centre building current users of the civic centre car park will have access to the following car parks which are all in close vicinity to the existing Civic Centre:

- West Lane Carpark
- Dragonfly Carpark
- State Square Carpark
- Kitchener Drive Multi-level Carpark (@ waterfront)
- Open air carpark near the cruise ship terminal at the Waterfront
- Nichols Place
- McMinn Carpark

For further advice, please contact our General Manager Corporate, Ms Natalie Williamson at [natalie.williamson@darwin.nt.gov.au](mailto:natalie.williamson@darwin.nt.gov.au).

Yours sincerely

Signed by:  
  
1307CEAC017B99BC

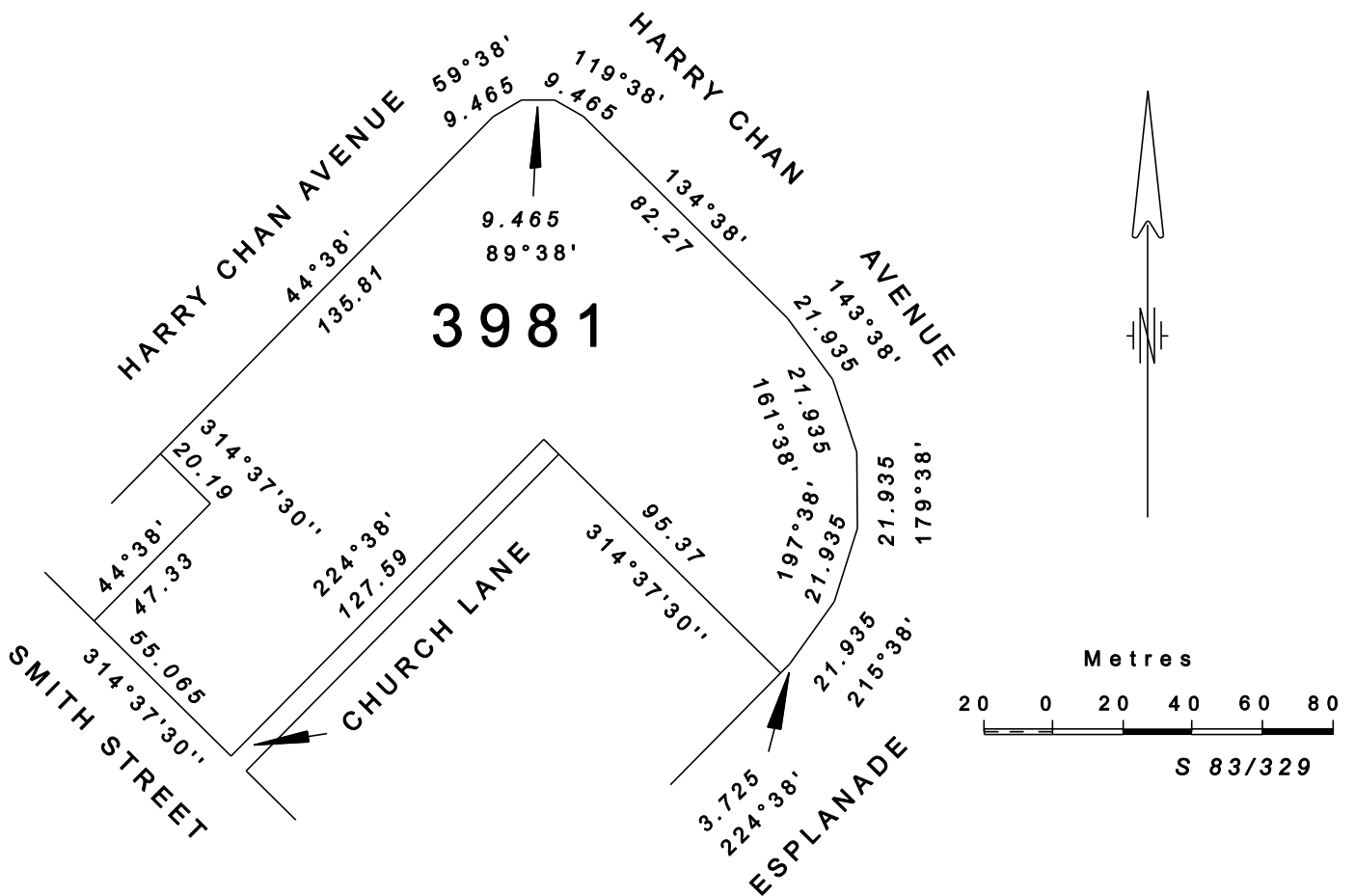
**SIMONE SAUNDERS**  
**CHIEF EXECUTIVE OFFICER**

**SEARCH CERTIFICATE**

Lot 3981 Town of Darwin from plan(s) S 83/329  
 Area under title is 2 hectares

**Owner:**  
 City of Darwin  
 of Lot 3981 Harry Chan Avenue, Darwin NT 0800

Registered Date	Dealing Number	Description
27/04/1993	284923	Previous title is <b>Volume 132 Folio 122</b> Lease to Local Government Association of the NT Inc (part) - expiring 31/12/1994
End of Dealings		







NORTHERN TERRITORY OF AUSTRALIA

## Record of Administrative Interests and Information

### Record of Administrative Interests and Information

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

**Parcel Reference:** Lot 03981 Town of Darwin plan(s) S 83/329

(See section 38 of the Land Title Act)

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

Registrar General

### Government Land Register

(none found)

### Custodian - Registrar General (+61 8 8999 6252)

#### Current Title

CUFT 804 383 (order 1)

#### Tenure Type

ESTATE IN FEE SIMPLE

#### Tenure Status

Current

#### Area Under Title

2 hectares

#### Owners

City of Darwin  
Lot 3981 Harry Chan Avenue, Darwin NT 0800

#### Easements

(none found)

#### Scheme Name

(none found)

#### Scheme Body Corporate Name

(none found)

#### Reserved Name(s)

(none found)

#### Unit Entitlements

(none found)

**Transfers**

(none found)

**Tenure Comments**

(none found)

**Historic Titles**

CUFT 132 122 (order 1)

CUCL 083 076 (order 1)

Visit the website [http://www.nt.gov.au/justice/bdm/land\\_title\\_office/](http://www.nt.gov.au/justice/bdm/land_title_office/)

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

17 HARRY CHAN AVE, DARWIN CITY

**Survey Plan**

S 83/329

**Survey Status**

Approved

**Parcel Status**

CURRENT

**Parcel Area**

2 hectares

**Map Reference**

Code 200 Scale 2500 Sheet 30.21

**Parent Parcels**

(none found)

**Parcel Comments**

RESERVE 1272 FOR MUNICIPAL PURPOSES NTG 41 8/10/1969. PART CONSOLIDATED WITH LOT 4993 INTO LOT 5438 VIDE S83/329. PART WW2 U/G TANK TUNNEL # 10 UNDER THIS PARCEL - REF CP3314, LI2004/7/77. DECLARED HERITAGE PLACE LOT 6413(A) (TREE OF KNOWLEDGE) OVER PART NTG G11 16/3/94. TO BE SUBDIVIDED INTO LOTS 7796 AND 7830 - S2008/201. LOT 3981 NAMED 'CIVIC SQUARE' AND PART NAMED 'CIVIC PARK' NTG G10 11/3/2010. CHANGE TO ALCOHOL RESTRICTION OVER PART - NTG G46 17/11/2001 - LI2021/0008~0018.

**Survey Comments**

(none found)

**Proposed Easements**

(none found)

**Local Government Area**

DARWIN MUNICIPALITY

**Region**

DARWIN

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

CITY OF DARWIN, GPO BOX 84, DARWIN NT 0801



**Parcels in Valuation**

Lot 03981 Town of Darwin

**Unimproved Capital Value**

\$20,000,000 on 01/07/2023  
\$20,000,000 on 01/07/2020  
\$26,275,000 on 01/07/2017  
\$29,700,000 on 01/07/2014  
\$27,000,000 on 01/07/2011  
\$27,000,000 on 01/07/2008  
\$11,500,000 on 01/07/2005  
\$7,000,000 on 01/07/2002  
\$5,500,000 on 01/07/1999  
\$2,000,000 on 01/07/1996  
\$1,000,000 on 01/07/1993  
\$1,000,000 on 01/01/1991  
\$1,000,000 on 01/01/1988  
\$525,000 on 01/01/1985  
\$500,000 on 01/01/1982  
\$415,800 on 01/05/1979  
\$415,800 on 01/05/1977

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

Acquisition proposal exists, contact Property Purchasing for details.

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

**Building Control Areas**

BBDAR001 - Building Control Area

DARWIN BUILDING AREA

**Building Permits**

**Application Number:**

30 of 33

**Description:**

Storage Container and Exhibition SignAGE

**Number of Residential Units:**

**Australian Bureau of Statistics Type:**

(none found)

**Building Class:**

Non-habitable building  
Structure (Fence, Mast)

**Area:**

7 square metres

**Certification:**

Non-habitable building - Occupancy Permit - *issued on 06/02/2020*  
Structure (Fence, Mast) - Occupancy Permit - *issued on 06/02/2020*

**Application Number:**

29 of 33

**Description:**

Procedural BP registration - Temporary Permit to Occupy  
LIGHTHOUSE Entertainment venue for Festival 2019

**Number of Residential Units:**

**Australian Bureau of Statistics Type:**

(none found)

**Building Class:**

Assembly building

**Area:**

525 square metres

**Certification:**

Assembly building - Occupancy Permit - *issued on 08/08/2019*

**Application Number:**

27 of 33

**Description:**

procedural application - there will be no Building Permit - Temporary  
Occupancy Permit Only. DARWIN FESTIVAL LIGHTHOUSE VENUE  
2018 Public Assembly / Performance venue

**Number of Residential Units:**

**Australian Bureau of Statistics Type:**

(none found)

**Building Class:**

Assembly building

**Area:**

500 square metres

**Certification:**

Assembly building - Occupancy Permit - *issued on 08/08/2018*

**Application Number:**

26 of 33

**Description:**

Emergency and Exit Lighting Upgrade

**Number of Residential Units:**

**Australian Bureau of Statistics Type:**

(none found)

**Building Class:**

Office  
Assembly building

**Area:**

0 square metres

**Certification:**

Office - Occupancy Permit - *issued on 22/10/2018*  
Assembly building - Occupancy Permit - *issued on 22/10/2018*

**Application Number:**

25 of 33

**Description:**

TEMPORARY PERMIT ONLY: LIGHTHOUSE VENUE FOR FESTIVAL  
2017

**Number of Residential Units:**



**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Assembly building  
**Area:** 1 square metres  
**Certification:** Assembly building - Occupancy Permit - *issued on 09/08/2017*

---

**Application Number:** 24 of 33  
**Description:** Toilet Block  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Non-habitable building  
**Area:** 26 square metres  
**Certification:** Non-habitable building - Occupancy Permit - *issued on 15/11/2016*

---

**Application Number:** 23 of 33  
**Description:** Temporary Permit to Occupy for 2016 Festival Venue: THE LIGHTHOUSE  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Structure (Fence, Mast)  
**Area:** (none found)  
**Certification:** Structure (Fence, Mast) - Occupancy Permit - *issued on 03/08/2016*

---

**Application Number:** 22 of 33  
**Description:** Genetor & MSB Upgrade  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 18 square metres  
**Certification:** Office - Full Code - *issued on 11/11/2015*

---

**Application Number:** 21 of 33  
**Description:** Temporary Occupancy only, for LIGHTHOUSE venue, virtually identical to 2014 permit, Lighthouse is an open-air hexagonal arena. (Notional value nil (say \$1) - temporary structure - will be removed)  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Assembly building  
**Area:** 518 square metres  
**Certification:** Assembly building - Full Code - *issued on 31/07/2015*

---

**Application Number:** 20 of 33  
**Description:** aluminum slat fencing  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Structure (Fence, Mast)  
**Area:** (none found)  
**Certification:** Structure (Fence, Mast) - Full Code - *issued on 24/02/2015*

---

**Application Number:** 19 of 33  
**Description:** PROCEDURAL RECORD ONLY TEMPORARY PERMIT TO OCCUPY DARWIN FESTIVAL 2013 - THE LIGHTHOUSE - FESTIVAL PARK  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Assembly building  
**Area:** (none found)  
**Certification:** Assembly building - Full Code - *issued on 07/08/2014*

---

**Application Number:** 18 of 33  
**Description:** Install 1800 high aluminium slat compound around new generator  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Structure (Fence, Mast)  
**Area:** 0 square metres  
**Certification:** Structure (Fence, Mast) - Full Code - *issued on 31/05/2013*

---

**Application Number:** 17 of 33  
**Description:** Temporary OP; The LIGHTHOUSE at Civic Park, for Darwin Festival 2012  
**Number of Residential Units:** 10  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Assembly building  
**Area:** (none found)  
**Certification:** Assembly building - Full Code - *issued on 10/08/2012*

---

**Application Number:** 15 of 33  
**Description:** Charles Darwin Bells  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Structure (Fence, Mast)  
**Area:** (none found)  
**Certification:** Structure (Fence, Mast) - Full Code - *issued on 31/08/2009*

---

**Application Number:** 10 of 33  
**Description:** REFUBISHMENT AND OFFICE FITOUT  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Assembly building  
**Area:** 4500 square metres  
**Certification:** Assembly building - Full Code - *issued on 02/04/1998*

---

**Application Number:** 8 of 33  
**Description:** RECREATION AREA  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)



**Building Class:** Public  
**Area:** 60 square metres  
**Certification:** Public - *issued on 16/11/1988*

**Application Number:** 6 of 33  
**Description:** ABLUTION BLOCK  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Out building  
**Area:** 8 square metres  
**Certification:** Out building - Full Code - *issued on 16/11/1988*

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

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

### **Planning Scheme Zone**

MZ (Multi Zone)

**Overlays:** The following overlays may apply to your land

- GL - Gateway Location

Refer to the NT Planning Scheme 2020 for more information.

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

Regional Plans:

- Darwin Regional Land Use Plan

Sub Regional Plans:

- None

Area Plans:

- Central Darwin Area Plan

### **Interim Development Control Orders**

(none found)

### **Planning Notes**

Significant Tree on Site; Contact Greening Australia on 8981 1344.

### **Planning Applications**

#### **File Number**

PA2013/0196

#### **Type**

Variation of Development Permit

#### **Date Received**

28/03/2013

#### **Application Purpose**

Installation of generator to the existing office building

#### **Application Status**

Approved

#### **Other Affected Parcels**

(none found)

**Instrument Signed**

03/04/2013

**Instrument Number**

DP13/0187

**Instrument Issued**

Signed

**Instrument Status**

Current

---

**File Number**

PA1987/0142

**Type**

Development

**Date Received**

13/02/1987

**Application Purpose**

BUSINESS SIGN

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

17/02/1987

**Instrument Number**

DV2537

**Instrument Issued**

Signed

**Instrument Status**

Completed

---

**File Number**

PA1985/0034

**Type**

Subdivision

**Date Received**

24/01/1985

**Application Purpose**

CREATE 2 LOTS PROVISIONAL PRINT RECEIVED 12 FEBRUARY 1985- S83/329.

**Application Status**

Approved

**Other Affected Parcels**

(none found)



**Instrument Signed**

04/03/1985

**Instrument Number**

S 1059

**Instrument Issued**

Signed

**Instrument Status**

Completed

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

(none found)

Visit the website for information on Pastoral land permits.

**Custodian - Power and Water Corporation (1800 245 092)****Meters on Parcel**

Power Water - Electricity 4

Power Water - Water 4

For Account balances, contact the Power and Water Corporation.

**Custodian - Pool Fencing Unit (+61 8 8924 3641)****Swimming Pool/Spa Status**

(none found)

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

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

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

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

**Energy Titles**

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

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

**Land Access Agreements**

(none found)

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

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

**Custodian - NT Environment Protection Authority (+61 8 8924 4218)****Results of site contamination assessment**

(none found)

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

**Custodian - Heritage Branch (+61 8 8999 5039)****Heritage Listing:**

Declared Heritage Place. Contact the Heritage Branch, Department of Territory Families, Housing and Communities on 8999 5051.

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

**Other Interests**

For Account balances, contact Darwin City Council



# Locality Diagram



