

Business Papers

Environment & Infrastructure Committee Meeting

Tuesday, 15 March 2016
12:00 pm



Notice of Meeting

To the Lord Mayor and Aldermen

You are invited to attend an Environment & Infrastructure Committee Meeting to be held in Meeting Room 1, Level 1, Civic Centre, Harry Chan Avenue, Darwin, on Tuesday, 16 March 2016, commencing at 12.00 pm.

B P DOWD
CHIEF EXECUTIVE OFFICER

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Removed from Public Notice Board: _____

OPEN SECTION

E&I03/1

CITY OF DARWIN

ENVIRONMENT & INFRASTRUCTURE COMMITTEE

TUESDAY, 15 MARCH 2016

MEMBERS: Member S J Niblock (Chairman); The Right Worshipful, The Lord Mayor, Katrina Fong Lim; Member R M Knox; Member R Want de Rowe; Member E L Young.

OFFICERS: Chief Executive Officer, Mr B Dowd; General Manager Infrastructure, Mr L Cercarelli; Executive Manager, Mr M Blackburn; Manager Technical Services, Mrs N Nilon; Manager Design, Planning & Projects, Mr D Lelekis; Manager Infrastructure Maintenance, Mr K Smith; Manager Climate Change & Environment, Ms S Gamble; Executive Assistant, Ms A Smit.

Enquiries and/or Apologies: Arweena Smit
E-mail: a.smit@darwin.nt.gov.au - PH: 89300 685
OR Phone Committee Room 1, for Late Apologies - PH: 89300 519

Committee's Responsibilities

- | | |
|-----------------------------------|--|
| • Asset Management | • Infrastructure Projects |
| • Building Services | • Infrastructure Maintenance |
| • Cemeteries | • Design |
| • Mosquito control | • Planning |
| • Operations | • Road Construction and Traffic Management |
| • Parks & Reserves | • Urban Enhancement |
| • Pathways | • Climate Change and Environment |
| • Road maintenance | • Waste Management |
| • Sporting Areas | • Outdoor Dining |
| • Stormwater Drainage Maintenance | • Signage |
| • Street Cleaning | |
| • Urban Forest Management | |

THAT effective as of 16 April 2012 Council, pursuant to Section 32 (2)(b) of the Local Government Act 2008, hereby delegates to the Environment & Infrastructure Committee the power to make recommendations to Council and decisions relating to Environment & Infrastructure matters within the approved budget.

OPEN SECTION

E&I03/2

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OPEN SECTION

E&I03/4

Environment & Infrastructure Committee Meeting – Tuesday, 15 March 2016

1. MEETING DECLARED OPEN

2. APOLOGIES AND LEAVE OF ABSENCE

Common No. 2695036

2.1 Apologies

2.2 Leave of Absence Granted

3. ELECTRONIC MEETING ATTENDANCE

Common No. 2221528

4. DECLARATION OF INTEREST OF MEMBERS AND STAFF

4.1 Declaration of Interest by Members

Common No. 2752228

4.2 Declaration of Interest by Staff

Common No. 2752228

5. CONFIDENTIAL ITEMS

Common No. 1944604

6. WITHDRAWAL OF ITEMS FOR DISCUSSION

THAT the Committee resolve under delegated authority that all Information Items and Officers Reports to the Environment & Infrastructure Committee Meeting held on Tuesday, 15 March 2016 be received and considered individually.

OPEN SECTION

E&I03/5

Environment & Infrastructure Committee Meeting – Tuesday, 15 March 2016

7. CONFIRMATION OF MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING

THAT the Committee resolve that the minutes of the previous Environment & Infrastructure Committee Meeting held on Tuesday, 16 February 2016, tabled by the Chairman, be received and confirmed as a true and correct record of the proceedings of that meeting.

8. BUSINESS ARISING FROM THE MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING

8.1 Business Arising

9. DEPUTATIONS AND BRIEFINGS

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 10.1

FANNIE BAY NORTH TRAFFIC STUDY - CONSULTATION OUTCOMES

REPORT No.: 16TS0013 DL:jg

COMMON No.: 2701794

DATE: 15/03/2016

Presenter: Manager Design Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to report on the outcomes of the Level 2 community consultation undertaken for the Fannie Bay North traffic management upgrades.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.1 Improved access and connectivity

Key Strategies

2.1.3 Manage the road network to meet community needs

KEY ISSUES

- Traffic studies were undertaken in 2014 and 2015 to assess the impacts of the expected traffic on the existing road network through this intensification and to consider options for possible upgrading measures to address the impacts.
- The preferred traffic management solution was identified as the extension of Kurringal Court to the Dick Ward Drive/Buntine Avenue intersection and the installation of traffic signals at this location.
- The preferred traffic management solution was endorsed by Council for the purposes of community consultation.
- The consultation shows that there is strong community support for the proposed traffic management proposal.

PAGE: 2
 REPORT NUMBER: 16TS0013 DL:jg
 SUBJECT: FANNIE BAY NORTH TRAFFIC STUDY - CONSULTATION OUTCOMES

RECOMMENDATIONS

THAT it be a recommendation to Council

- A. THAT Report Number 16TS0013 DL:jg entitled Fannie Bay North Traffic Study - Consultation Outcomes, be received and noted.
- B. THAT Council endorse the extension of Kurringal Court to the Dick Ward Drive/Buntine Avenue intersection and the installation of traffic signals at this location and associated works and the creation of a new road reserve to accommodate the developer contribution plan to assist in the funding of the works.
- C. THAT the extension of Kurringal Court to the Dick Ward Drive/Buntine Avenue intersection and the installation of traffic signals at this location and associated works be included in Council's Long Term Capital Works program to occur within the five year time frame subject to funding.
- D. THAT in accordance with a Level 2 consultation process, Council write to relevant stakeholders, providing feedback on how public input influenced the decision.

BACKGROUND

It is expected that the area of Fannie Bay bounded by East Point Road, Ross Smith Avenue and Dick Ward Drive (Fannie Bay North) will be subject to densification as the result of rezonings and more intense development at sites such as 1 Dick Ward Drive ("Kurringal Flats" site) and 3, 5 and 7 Waratah Crescent (Sports House development). This will result in greater traffic pressures on the existing road network and the need to undertake traffic management upgrading works to cater for the expected development in the area.

Traffic studies were undertaken in 2014 and 2015 to assess the impacts of the expected traffic on the road network and to determine possible upgrading measures to address the impacts. The preferred solution was identified as the extension of Kurringal Court to the Dick Ward Drive/Buntine Avenue intersection and the installation of traffic signals at this location and at the 2nd Ordinary Council Meeting held 29 September 2015 Council resolved as follows:

DECISION NO. 21\3772 (29/09/15)

1Fannie Bay North Traffic Study

Report No. 15TS0146 DL:jg (29/09/15) Common No. 2701794

- A. *THAT Report Number 15TS0146 DL:jg entitled Fannie Bay North Traffic Study, be received and noted.*

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 REPORT NUMBER: 16TS0013 DL:jg
 SUBJECT: FANNIE BAY NORTH TRAFFIC STUDY - CONSULTATION OUTCOMES

- B. *THAT Council endorse Option 3 (**Attachment C**) as outlined in Report Number 15TS0146 DL:jg entitled Fannie Bay North Traffic Study, being a new signalised intersection on Dick Ward Drive and the extension of Kurringal Court, for the purposes of Level 2 community consultation.*
- C. *THAT a further report be submitted to Council on the outcomes of the community consultation process.*

The Level 2 community consultation for this project has been completed and this report presents the outcomes of the process and recommends proceeding with the proposal, subject to available funding.

DISCUSSION

Council resolved to proceed to community consultation on this traffic management solution.

Community Consultation

A Level 2 community consultation (“we will keep you informed, listen to and acknowledge your concerns and provide feedback on how public input influenced the decision”) was undertaken for the preferred traffic management option.

The purpose of the consultation was to inform the community about the proposed upgrades and to seek feedback on the proposals, including gathering any recommendations for improvements or alternatives to the designs proposal.

Face to face meetings were held with the following key stakeholders:

- Owners and operators of the Fannie Bay Race Course;
- Land Development Corporation;
- The Department of Lands, Planning and the Environment;
- NT Department of Housing;
- Pearl Supported Care Village residents; and
- The Member for Fannie Bay.

Each of these key stakeholder groups was provided with a project summary letter (including a request for comments).

Residents and shop owners in the area were letter-dropped, informing them of the proposals and inviting them to two after-hours community information sessions at the Fannie Bay Shopping Centre.

The general community was consulted by way of the community information sessions, information on the City of Darwin’s website and via notices placed at the Fannie Bay Shopping Centre and in local media.

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 REPORT NUMBER: 16TS0013 DL: jg
 SUBJECT: FANNIE BAY NORTH TRAFFIC STUDY - CONSULTATION OUTCOMES

The consultation process commenced on 5 November 2015 and concluded on 16 December 2015 and overall, there is strong community support for the traffic management proposal presented.

The Executive Summary from the Fannie Bay North Traffic Management Upgrades Consultation Summary report is provided at **Attachment A** to this report.

Way Forward

Task	Status	Completion Date
Council endorsement to proceed with the implementation of the extension of Kurringal Court to the Dick Ward Drive/Buntine Avenue intersection and the installation of traffic signals at this location and associated works	Report to Council on the outcomes of the community consultation process to the Environment & Infrastructure Committee meeting 15 March 2016 for recommendation to Council.	22 March 2016.
Creation of a developer contribution plan for the implementation of the works	Pending Council's decision to proceed.	Expected completion August 2016.
Creation of a road reserve to accommodate new road		To be completed at least 12 months prior to expected construction date.
Seek external and internal funding for the upgrading works.	Project on Council's Long Term Capital Works Plan and continue to seek external funding opportunities from the NT and Federal Governments.	Ongoing.
Construct the upgrading works	Pending detailed design, a tender process and available funding	Within two to five years, pending funding availability.

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 REPORT NUMBER: 16TS0013 DL:yg
 SUBJECT: FANNIE BAY NORTH TRAFFIC STUDY - CONSULTATION OUTCOMES

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Executive Manager

The external community consultation process undertaken for the proposed traffic management works is covered in the Discussion section of this report.

Elton Consulting conducted the community consultation on behalf of Council.

POLICY IMPLICATIONS

Developer Contribution Plans for the upgrading of the road network will be administered by the City of Darwin.

City of Darwin Policy No 025 - Community Consultation, Level 2 consultation is that Council will keep stakeholders informed, listen to and acknowledge concerns and provide feedback on how the public input influenced the decision.

BUDGET AND RESOURCE IMPLICATIONS

Council has sought, but was not successful in to date in obtaining a grant funded contribution from the Northern Territory Government through the Improving Strategic Local Roads program. However, we will continue to actively seek grant funds from the Northern Territory and Australian Governments for these works in order to reduce the required financial contribution by Council.

It is recommended that a Developer Contribution Plan be created by Council in order to recover a proportion of the cost of these works from current and future developments within the subject area. Funds currently exist within Council 2015/2016 Budget for creation of this contribution plan.

It is also recommended that the works be included in Council's Long Term Capital Works Program.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Implementing appropriate traffic management measures increases the safety of the City of Darwin's road network for all road users.

The Northern Territory Government's Planning Scheme does allow for the construction of a new road through public open space. A new road reserve will be created to accommodate the road.

The land that the proposed extension of Kurringal Court is located is currently zoned public open space. Some of this public open space would be lost to road reserve.

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 REPORT NUMBER: 16TS0013 DL:jg
 SUBJECT: FANNIE BAY NORTH TRAFFIC STUDY - CONSULTATION OUTCOMES

ENVIRONMENTAL IMPLICATIONS

Implementing appropriate traffic management measures will likely result in a safer and more efficient road environment for all road users.

Although the implementation of the traffic management works will result in a reduction of community open space, it would increase potential accessibility to the existing open space and future increased community use.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

DROSSO LELEKIS
MANAGER DESIGN PLANNING & PROJECTS

LUCCIO CERCARELLI
GENERAL MANAGER INFRASTRUCTURE

For enquiries, please contact Drosso Lelekis on 89300414 or email: d.lelekis@darwin.nt.gov.au.

Attachment A: Executive Summary from Fannie Bay North Traffic Management Upgrades Consultation Summary

ATTACHMENT A

Executive Summary

Project History

Recent traffic studies and anecdotal evidence have revealed the need to improve traffic flow in the Fannie Bay area, around the Dick Ward Drive and Philip Street, Fannie Bay Place and Ross Smith Avenue intersections. These intersections are not currently functioning at optimal levels and there are long delays at certain times of the day.

Over the past couple of years, there has been a marked increase in the development of new dwellings in this northern area of Fannie Bay. With the NT Government's current compact urban growth policy, redevelopment of existing residential areas for higher density within 400m of an activity centre is strongly encouraged. It is expected that additional new multiple dwelling developments will continue to be developed in the area.

With new developments in the area (both approved and expected), there is expected to be a complementary increase in traffic. Accordingly, the impact upon overall traffic flow and the levels of delay will soon cause significant inconvenience for all road users. Further, a number of local community members have recently requested that City of Darwin reviews traffic concerns in the neighbourhood.

To plan for the long-term, Council determined to take a proactive approach to addressing traffic issues before they become unmanageable and lead to negative impacts for all road users.

City of Darwin investigated the traffic concerns and likely causes, developed a workable solution, and determined to present the solution to the community for community input and feedback.

Consultation on this project was carried out in November and December 2015 with the local Fannie Bay community and key local stakeholders and government agencies.

Proposed Design Solution

The proposed solution to managing traffic flows, reducing traffic delays and providing upgraded amenity to all road users involves extending Kurringal Court to connect with Dick Ward Drive and Buntine Drive at a new four-way signalised intersection. The design includes a new shared pedestrian and cycle path along Kurringal Court that will connect across Dick Ward Drive and over to Playford Street. The shared path and roadway will be enhanced by new landscaping and appropriate levels of street lighting. Additional pedestrian refuge crossings will be implemented along Kurringal Court and no-parking zones will be placed approaching pedestrian crossings and at intersections along Philip Street, Waratah Crescent and Kurringal Court.

This solution allows for traffic to be spread out and flow more smoothly along Dick Ward Drive, through the new intersection and through the existing intersections at Ross Smith Avenue, Philip Street and Fannie Bay Place. The use of traffic signals ensures safe pedestrian and cycling crossing of the heavily travelled Dick Ward Drive, which would be impossible with a roundabout design.

Community Consultation Process

The purpose of the consultation was to inform the community about the proposed upgrades and to seek feedback on the proposal, both positive and negative, including gathering any recommendations for improvements or alternatives to the design proposal.

Consultation with the community included addressing three main groups, with different engagement techniques employed for each group:

- » Specific key stakeholders, including directly affected organisations and government agencies:
 - > Darwin Turf Club
 - > Pearl Retirement Village
 - > NT Department of Lands, Planning and the Environment
 - > NT Department of Housing
 - > Michael Gunner, MLA for Fannie Bay.
- » Directly affected residents and shop owners within Fannie Bay North, which included all Fannie Bay properties north of Dick Ward Drive, as well as the six residential properties and one commercial business bordering Dick Ward Drive between Ross Smith Avenue and Buntine Drive.
- » Wider Darwin community.

One-on-one meetings were held with each of the five key stakeholder groups. For directly affected residents and shop owners, all properties were letterbox dropped and all property owners were mailed an information flyer and invitation to Community Feedback Sessions held at the Fannie Bay Shops. The wider Darwin community was invited to learn more about the project through advertisement of the project on Council's website and through engagement at the Community Feedback Sessions.

Consultation Outcomes

Overall, there was strong support for the proposal from the key stakeholder groups and the public. Over 100 individuals attended the Community Feedback Sessions and several comments were emailed to the City of Darwin. The overwhelming majority of the comments were in support of the project, with only approximately five negative comments received. Those individuals not in favour of the project either do not consider the current traffic issues to be a problem or are against any changes.

A summary of the feedback received is provided below.

- » There is strong support for the project from community members.
- » People are supportive of the idea as long as traffic flows remain smooth and the intersection is not seen as cause for additional delays.
- » There is strong support for the no-parking zones at the intersections of Philip Street and Waratah Crescent.
- » While some community members were interested in a roundabout design, it was explained that a roundabout is not a preferred traffic management solution for the current challenge.
- » The community was supportive of the shared path and enhanced landscaping.
- » There were no negative comments received from any residents of Kurringal Court.
- » There was robust support for bringing forward the project timeline as much as possible.

Future steps

It is recommended that Council move forward with the proposal into the detailed design phase.

The sourcing of funding for the project is also a critical next step, including seeking grants and the creation and implementation of a contribution plan for development in the area.

It is recommended that if Council is able to source funding, the implementation of appropriately-sited on street no-parking zones should occur soon as possible, as a sign of good will from the Council and a positive outcome from the consultation process.

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 10.2

**CULLEN BAY MARINA - REQUEST FOR LANDSCAPING CONTRIBUTION –
GRIBBLE COURT AND PERKINS COURT, CULLEN BAY**

REPORT No.: 16TS0047 NK:jw COMMON No.: 3014302

DATE: 15/03/2016

Presenter: Acting Manager Design Planning & Projects, Cindy Robson

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to inform Council of a proposal by the Cullen Bay Marina Management Corporation to partner in landscape improvements to the road reserve of Gribble Court and Perkins Court, Cullen Bay.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.2 A sense of place and community

Key Strategies

2.2.2 Develop vibrant suburban centres of activity

KEY ISSUES

- The Cullen Bay Marina Management Corporation (CBMMC) have previously partnered with the City of Darwin to deliver landscape improvements within the Cullen Bay Estate.
- The City of Darwin and the CBMMC have an agreement in place whereby maintenance of the landscaped areas within Cullen Bay is managed by the CBMMC. The City of Darwin pays an annual fee of \$36,240 for this maintenance.
- CBMMC has requested that Council consider a 50/50 funding contribution for landscape renewal projects identified within this report.

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 REPORT NUMBER: 16TS0047 NK:jw
 SUBJECT: CULLEN BAY MARINA - REQUEST FOR LANDSCAPING
 CONTRIBUTION – GRIBBLE COURT AND PERKINS COURT, CULLEN
 BAY

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 16TS0047 NK:jw entitled Cullen Bay Marina – Request for Landscaping Contribution - Gribble Court and Perkins Court, Cullen Bay, be received and noted.
- B. THAT Council endorse 50% of total cost or \$34,454, whichever is lesser, landscaping upgrading contribution as proposed by Cullen Bay Marina Management Corporation, on presentation of invoices and works being completed to the Chief Executive Officer's satisfaction, subject to 2016/17 budget deliberations.

BACKGROUND

In 2015 the City of Darwin contributed to the funding of a landscape revitalization project at Hickey Court, Cullen Bay. The contribution of \$3,500.00 was funded from Council's Streetscape Development and Upgrade program.

DISCUSSION

Previously, Council and CBMMC have partnered in the delivery of landscape improvement projects at Hickey Court with Council providing 50% of the capital cost of the project and CMMBC providing the balance of funds and project management.

The CBMMC has written to Council requesting a 50/50 funding contribution for landscape improvements to four locations within the Cullen Bay Estate, provided as **Attachment A**.

Perkins Court

Right and left side of causeway



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 SUBJECT: CULLEN BAY MARINA - REQUEST FOR LANDSCAPING
 CONTRIBUTION – GRIBBLE COURT AND PERKINS COURT, CULLEN
 BAY

Gribble Court

Right hand side of causeway and end of causeway



The landscaping in these areas has been assessed and requires rejuvenation if it is to provide the level of amenity as was the intent when constructed. The total contribution by Council, requested by the CBMMC, is \$34,454. Total price of the works being undertaken is \$68,908.

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Team Leader Capital Works
- Manager Infrastructure Maintenance

POLICY IMPLICATIONS

Any landscape works on Council land will be subject to any relevant Council Policies in regard to any relevant elements.

BUDGET AND RESOURCE IMPLICATIONS

Council has an ongoing annual program for the development and upgrade of streetscapes within the municipality. Council's streetscape programs exist to facilitate landscape improvements within the municipality. The works included in these programs, however, are prioritised throughout the municipality.

Staff recommend that Council provide a contribution of \$34,454 towards the costs of improving the landscape treatment as requested by CBMMC from the 2016/17 operational and capital works programs subject to annual budget deliberations.

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 REPORT NUMBER: 16TS0047 NK:jw
 SUBJECT: CULLEN BAY MARINA - REQUEST FOR LANDSCAPING
 CONTRIBUTION – GRIBBLE COURT AND PERKINS COURT, CULLEN
 BAY

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

There is a risk that should the funds not be provided that the landscape at these locations will continue to deteriorate to a point where public comment is received.

ENVIRONMENTAL IMPLICATIONS

The landscaping proposed will require minimal inputs to maintain. The provision of new irrigation will maximise water efficiency. The fertilisers and soil conditioners used in the project shall be environmentally appropriate due to the landscapes proximity to the marina/harbour.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

CINDY ROBSON
A/MANAGER DESIGN PLANNING
& PROJECTS

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Cindy Robson on 8930 0528 or email:
 c.robson@darwin.nt.gov.au.

Attachment A: Landscaping Proposal for Gribble and Perkins Court - February
 2016

LANDSCAPING PROPOSAL FOR GRIBBLE AND PERKINS COURT – FEBRUARY 2016



In recent years, the City of Darwin and Cullen Bay Marina Management Corporation have partnered in projects to improve the City of Darwin Assets that are scattered throughout the Cullen Bay Estate. These have included the Marina Boulevard pathway, and several gardens and park areas including the Hickey Court Causeway, a project that was undertaken last year. The Hickey Court revitalisation as pictured, was a test platform that included the removal of all gravel surfaces and storage of the same to be re-used, the excavation and replacement of the old loam soil with new material, the installation of weed matting, the replanting of the entire garden still utilising the original Triangle Palms, the replacement of all irrigation and then the re-instatement of gravel to assist in weed control. The result of this partnership has been a vast improvement to the areas, and we would now like to once again carry on this agreement to the Perkins

and Gribble Court causeways in the following upgrade proposal.

Proposal

Cullen Bay Marina Management Corporation would once again like to put forward a proposal to Council to partner them on a 50/50 basis for the proposed improvements to the Perkins Court Causeway and the Gribble Court Causeway and garden beds. Both of these areas have Spider lilies and Croutons that will be removed and re-planted in other areas as indicated so all usable plants will be re-cycled. The original Triangle and Bismarck Palms that are in these areas will also be retained. The soil in all of these gardens is of a very poor quality being very sand based and almost totally deprived of natural nutrients. Even with constant fertilising and pH testing, the present garden beds struggle, and therefore these areas are in need of major works. It is proposed as can be seen by the



accompanying quote that all areas will have the rock removed to be re-instated and topped up at the completion of the job, soil will be replaced, weed matting will be installed and new irrigation will also compliment the finished product. At all times, utilisation of current assets will be a priority with the re-using of gravel and relocation of existing plants wherever possible. Miniature Bougainvillea's will be mass planted in all areas to match the Hickey Court Causeway. As

can be seen by the attached quotes, the job is divided into two sections being Gribble and Perkins Court.

Perkins Court – Right hand side	\$17900
Left Hand Side	\$16350
Plants and incidentals	\$2800
Total Cost of Perkins Court	\$37050 gst inc
Gribble Court – Right Hand side	\$19500
End of Gribble Court	\$16850
Plants and incidentals	\$2400
Total Cost of Gribble Court	\$38750 gst inc.

It is proposed that Cullen Bay Marina Management Corporation will provide partnership funding for the above two projects of 50%, as well as project management.

I trust that you look favourably on this proposal and we look forward to your positive response at your earliest convenience. If you require any further information then please do not hesitate to contact me direct

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Robbie Standaloft'.

Robbie Standaloft
General Manager
Cullen Bay Marina Management Corporation



**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 10.3

PROPOSED OPTUS TOWER WITHIN COUNCIL LAND

REPORT No.: 16TS0035 JW:tz

COMMON No.: 3303120

DATE: 15/03/2016

Presenter: Manager Technical Services, Nadine Nilon

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to request Council not approve the use of public open space for the use of third party telecommunication towers.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

1. Collaborative, Inclusive and Connected Community

Outcome

- 1.2 Desirable places and open spaces for people

Key Strategies

- 1.2.1 Enhance places and open spaces

KEY ISSUES

- Council currently does not host any third-party base station facilities on Council land.
- This report presents options for consideration by Council and recommends Council does not approve the use of its land for telecommunications as requested.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 16TS0035 JW:tz entitled Proposed Optus Tower Within Council Land, be received and noted.
- B. THAT Council not approve the use of public open space for the use of third-party telecommunication base stations.

PAGE: 2
 REPORT NUMBER: 16TS0035 JW:tz
 SUBJECT: PROPOSED OPTUS TOWER WITHIN COUNCIL LAND

BACKGROUND

Daily International has approached Council on behalf of Optus requesting the lease of a portion of Lot 9075 (21) Lakeside Drive, Alawa for a telecommunications base station facility.

Daily International has also indicated to Council the desire to place base stations in Muirhead and Fannie Bay areas.

In 2011, Council was approached by Telstra to lease a portion of public open space within Nightcliff. Council requested that before a decision was made, community consultation be conducted by an independent consultant at the full cost of the applicant. As a result of negative responses from the community consultation, Council resolved that Telstra were not permitted to use the land.

DISCUSSION

In the past it has been Council's practice to refuse requests for telecommunication base stations on Council land due to negative community feedback, and proponents have been advised to seek alternative locations.

Information provided by Daily International is that the Alawa area has a low level of service for Optus telecommunication users and Optus is looking to locate a base station within the vicinity of Trower Road, between Rapid Creek Road and Casuarina Senior College, to improve the service. Daily International believes that the only suitable site within the target area is within Lot 9075 (21) Lakeside Drive, Alawa, which is land owned by Council. Lot 9075 Lakeside Drive is zoned PS -Public Open Space.

Daily International is requesting an area of approximately 8.4 metres by 12.4 metres (104.16 square metres), approximately 100 metres off Lakeside Drive, and the adjacent residential properties.

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 REPORT NUMBER: 16TS0035 JW:tz
 SUBJECT: PROPOSED OPTUS TOWER WITHIN COUNCIL LAND

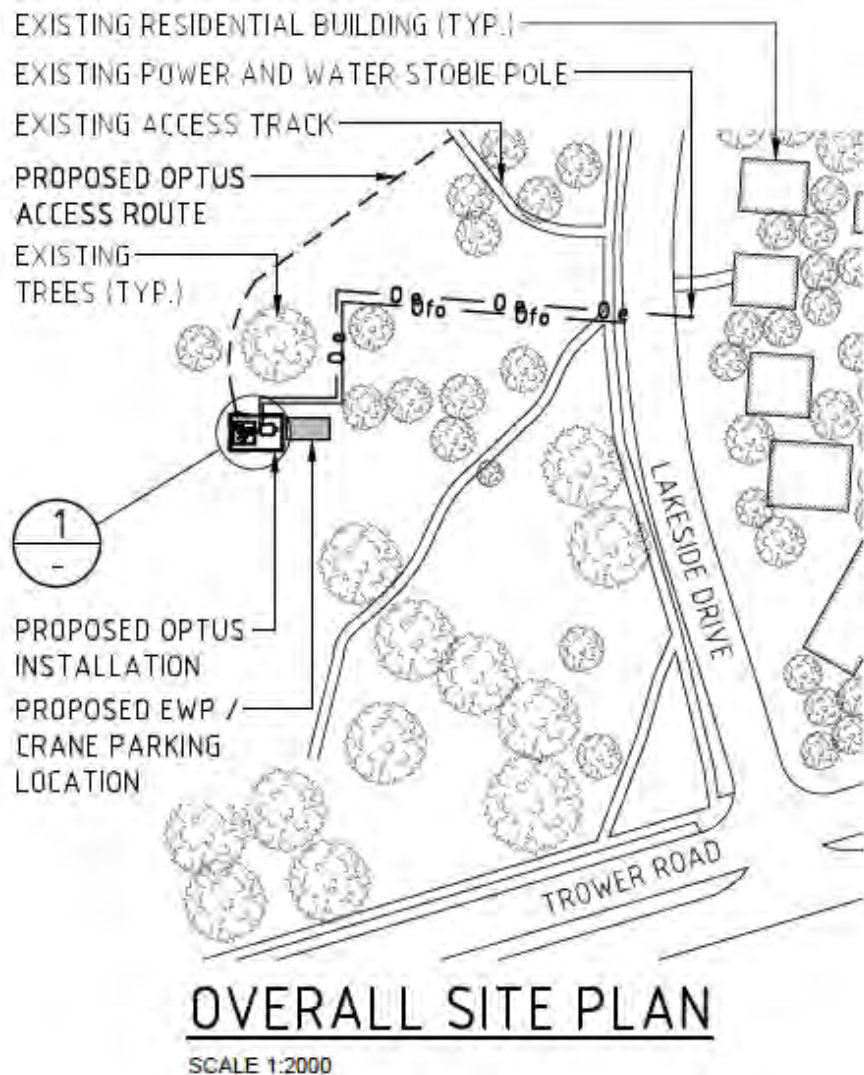


Figure 1: Overall site plan, provided by Daily International

In the addition to the above site Daily International are proposing to place two additional base stations in Muirhead and Fannie Bay. They have not progressed the investigation of these locations to a point where they can approach Council with specific site requests.

It is considered that there are three main options to Council: not approve the use of its land, seek community consultation prior to considering approval; or approve without community consideration. The options are discussed further below.

Option 1 Not approve the use of the public open space for the third party telecommunications station (Recommended)

As the land owner, Council has the option of not approving the use of public open space at lot 9075 Lakeside Drive, or any open spaces within Muirhead or Fannie Bay for the use of telecommunications base stations.

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 REPORT NUMBER: 16TS0035 JW:tz
 SUBJECT: PROPOSED OPTUS TOWER WITHIN COUNCIL LAND

The advantages of this option are that no public open space would be lost for the purposes of third party use and it would keep in line with the previous decision and expressed public concern relating to the health and safety factors associated with telecommunication towers and loss of public open space for commercial purposes.

Through the consultation period of the Telstra base station in Nightcliff in 2011/12 it was identified that there was significant concern for the base stations being located near residences due to the public health and safety issues.

This option may disadvantage users of the respective telecommunications network as, however it is considered that there would be other appropriate locations on privately owned property that could service the area adequately, which would be the responsibility of the telecommunications authority to investigate and attain, or alternatively telecommunications parties could co-exist on existing infrastructure.

This option is recommended as it is consistent with previous Council decisions and allows the public open space to remain as it is intended.

There is also the opportunity for this option to extend beyond this request and for it to be applied to all future requests by having it reflected in the existing land use policy which is currently under review; City of Darwin Policy No. 041 – Land Use Planning – General.

Option 2 Approve the use of the public open space for the telecommunications station (Not Recommended)

Council has the option of allowing the use of public open space at lot 9075 Lakeside Drive for the installation of telecommunication base stations.

The advantages of allowing this to occur would be to provide a stronger telecommunications network for Optus users within Alawa and the surrounding area and to receive income from the lease of land.

The disadvantages of this option include that the public open space may be compromised, and any future development of the site would be impeded by the telecommunications station. It may also set a precedent, encouraging other telecommunication companies to request similar use public open land across the municipality.

A long term lease may require a sub-division.

Negative community feedback would be likely in relation to a Council decision to allow use of public open space without any prior consultation, including concerns for public health and safety that arose through the previous consultation process.

If this option is considered, then Level 1 consultation would be required to be undertaken by the applicant, at their cost.

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This option is not recommended due to the impact on the public open space and the anticipated negative community feedback.

Option 3 Undertake community consultation prior to considering approval of the station (not recommended).

Council has the option to consider the use of public open space at lot 9075 Lakeside Drive for the use of telecommunication base stations following the undertaking of community consultation for the proposed site at Lakeside Drive, Alawa.

If this option is selected it is recommended that the consultation is conducted by the Council at the cost of the applicant in accordance with Level 3 (participate) of the City of Darwin Policy No 025 – Community Consultation Policy. The information from the community consultation would be used to guide Council's final decision.

The outcome of the decision, would be based on the consultation and would have advantages and disadvantages as discussed in the previous options.

This option should only be considered if the Council is prepared to allow the use of its land subject to outcome of the consultation.

Summary

Although City of Darwin would receive an income stream generated by the lease of land it is not considered significant enough to warrant the loss of land and its encumbrance on existing amenity and on any potential future uses of the area.

For this reason Option 1, to not approve the use of public open space for telecommunications stations, is recommended.

CONSULTATION PROCESS

As discussed with the options different consultation levels may be required, and if required would be in accordance with City of Darwin Policy No. 025 – Community Consultation Policy.

In preparing this report, the following City of Darwin officers were consulted:

- Team Leader Development
- Business Manager
- Property Officer

In preparing this report, the following external parties were consulted:

- Daily International

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 REPORT NUMBER: 16TS0035 JW:tz
 SUBJECT: PROPOSED OPTUS TOWER WITHIN COUNCIL LAND

POLICY IMPLICATIONS

There are no policy implications associated with Option 1, to not approve the use of public open space for telecommunications base stations

The following Policies would be applicable for Option 2 if it was progressed further.

- City of Darwin Policy No. 083 – Long Term Lease
- City of Darwin Policy No. 025 – Community Consultation Policy

BUDGET AND RESOURCE IMPLICATIONS

No discussion has been entered into with Daily International in relation to the cost associated with the rental of the area of land required, however some income would be generated by the lease of land in accordance with Council policy.

If required, all other costs associated with consultation, or works, would be at no cost to Council.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

If the location is not approve there is a risk that Council may be seen as impeding the progression of telecommunication advancement and the service of Optus customers in the Alawa and surrounding area.

Should the land be leased to Optus, a formal lease arrangement would be proposed. There is also a large risk that it may set a precedent for future requests of a similar nature, and may also impede any future development of the site as a result of the telecommunication base stations.

All other risks have been discussed within the report.

ENVIRONMENTAL IMPLICATIONS

If the use of the land was approved for the telecommunications system, the public health and safety issues associated around telecommunication antennas emitting radio frequency electromagnetic energy (EME) as “radio waves” is something which may cause considerable interest and debate within the community, as it has done in the past.

The base station may be considered to be poor amenity to the residents on the opposite side of Lakeside Drive and users of the area.

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SUBJECT: PROPOSED OPTUS TOWER WITHIN COUNCIL LAND

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

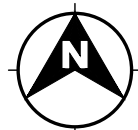
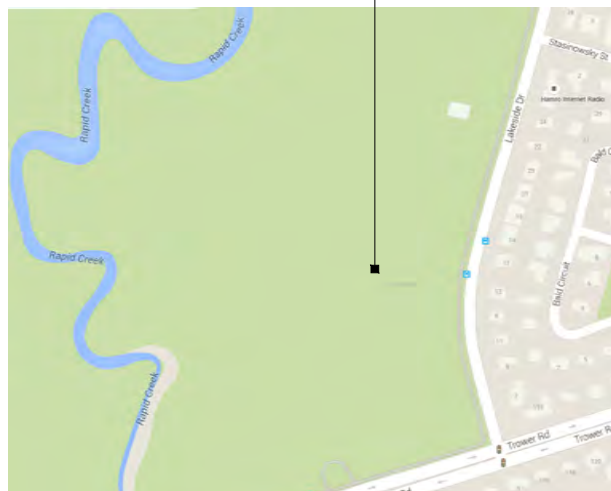
NADINE NILON
MANAGER TECHNICAL
SERVICES

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact James Whyte on 89300413 or email:
j.whyte@darwin.nt.gov.au.

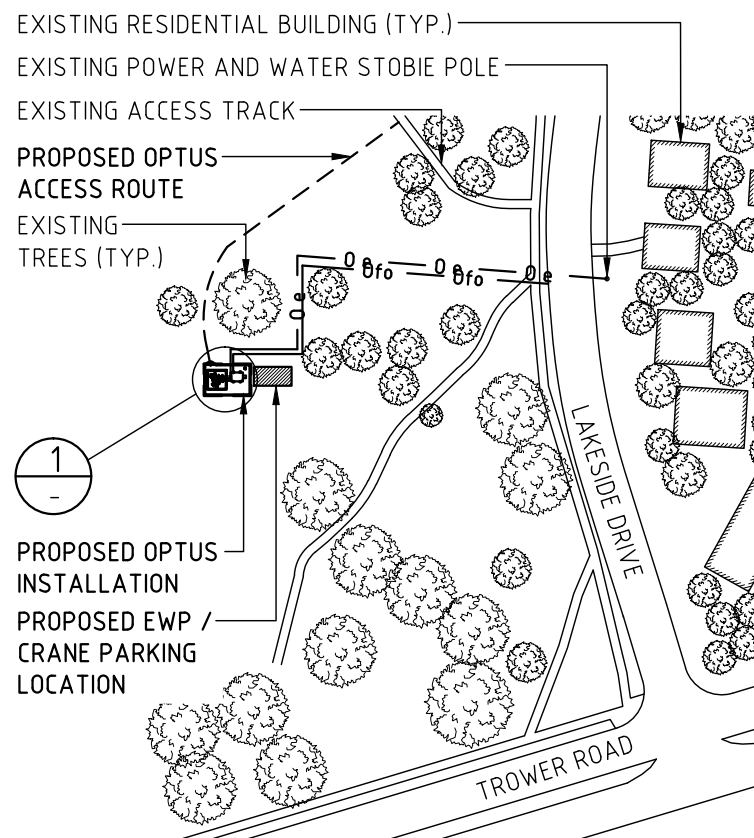
Attachments:

Attachment A: Site Plan of proposed telecommunications base station

PROPOSED OPTUS
BASE STATION

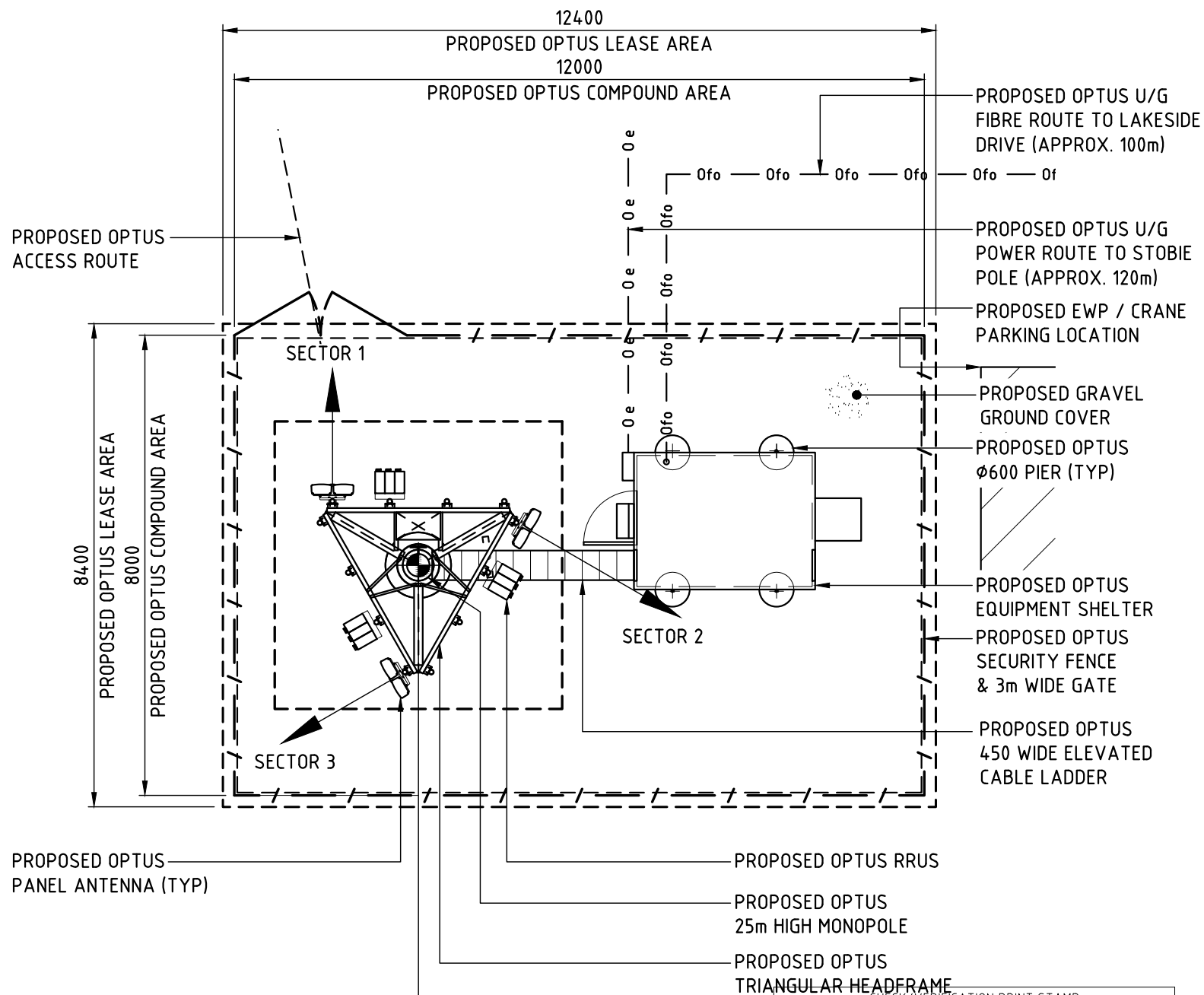
LOCALITY MAP

COPYRIGHT © GOOGLE MAPS



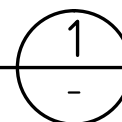
OVERALL SITE PLAN

SCALE 1:2000



MGA ZONE 52
E 703 608
N 8 630 354
AT 6 MONOPOLE

DETAIL
SCALE 1:100



NOTE:
THIS DRAWING IS DIAGRAMMATIC ONLY
AND SHOULD NOT BE SCALED.
DIMENSIONS, COORDINATES, AND LEVELS
SHOWN ARE NOMINAL AND SUBJECT TO
CONFIRMATION BY SURVEYOR.

SITE ADDRESS:

21 LAKESIDE DRIVE
ALAWA NT 0810

NOTES:

- BASIS OF DESIGN**
 - > SITE INSPECTION 04/02/16
- PANEL ANTENNAS**
 - > 1-OFF PER SECTOR (EACH 2.52m LONG) AT EL 24.5m
 - > SECTOR 1 - 0°, SECTOR 2 - 120°, SECTOR 3 - 240°
 - > MOUNTED ON TRIANGULAR HEADFRAME
- TRANSMISSION**
 - > VIA NEW OPTUS FIBRE CONNECTION BY OPTUS
- EQUIPMENT SHELTER**
 - > VOS 1.3 eJV EQUIPMENT SHELTER (3.15m x 2.38m)
 - > SANDWICH PANEL SHELTER, COLOURED "PALE EUCALYPT"
 - > SUPPORTED ON BORED PIERS
- OPTUS MONOPOLE**
 - > 25m CONCRETE MONOPOLE WITH TRIANGULAR HEADFRAME AT EL 24.5m
- FEEDER CABLES**
 - > SIZE: 9/18" ALL SECTORS
 - > LENGTH: 35m ALL SECTORS
 - > 450 WIDE HORIZONTAL CABLE LADDER
- SITE ACCESS**
 - > SITE LOCATED ON CORNER OF TROWER ROAD AND LAKESIDE DRIVE IN COUNCIL RESERVE. FOLLOW EXISTING TRACK ONTO ALLOTMENT.
- ANTENNA ACCESS**
 - > STEP-PEGS/LADDER & 'LAD-SAF' PROVIDED ON MONOPOLE
- POWER SUPPLY**
 - > 3-PHASE SUPPLY IS AVAILABLE FROM EXISTING STOBIE POLE #1108. POWER AND WATER TO CONFIRM DETAILS
- OTHER REQUIREMENTS**
 - > SECURITY FENCE TO BE COLOURED BLACK

CHECK/VERIFICATION PRINT STAMP				
VERIFICATION BY OTHERS DISCIPLINES				
	INITIAL CHECKS		FINAL CHECKS	
PERSONNEL	INITIALS	DATE	INITIALS	DATE
CAD DESIGNER	GP	23.02.16	GP	23.02.16
CAD STRUCTURAL DETAILER				
SENIOR CAD DESIGNER/CHECKER	BRS	23.02.16	BRS	23.02.16
DESIGN ENGINEER	JD	25.02.16		
STRUCTURAL ENGINEER				
ELECTRICAL ENGINEER				
VERIFICATION BY OTHER DISCIPLINES				
1. RF ENGINEER				
2. SAE				
3. BUILD				
4. TX				
5. (OTHERS)				
DESIGN MANAGER				
ALTERATIONS & COMMENTS NEED NOT TO BE CHANGED TO BE SHOWN IN BLUE ALTERATIONS & COMMENTS MUST BE CHANGED TO BE SHOWN IN RED COMPLETED ALTERATIONS TO BE HIGHLIGHTED IN YELLOW BY DRAFTER CORRECT/ACTIONED ITEMS TO BE HIGHLIGHTED IN GREEN BY CHECKER				



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Client:
Project:
**MOBILE NETWORK
AUSTRALIA**
SITE No:- D0056 - D
ALAWA
21 LAKESIDE DRIVE

Drawing Title:
DRAFT SITE LAYOUT

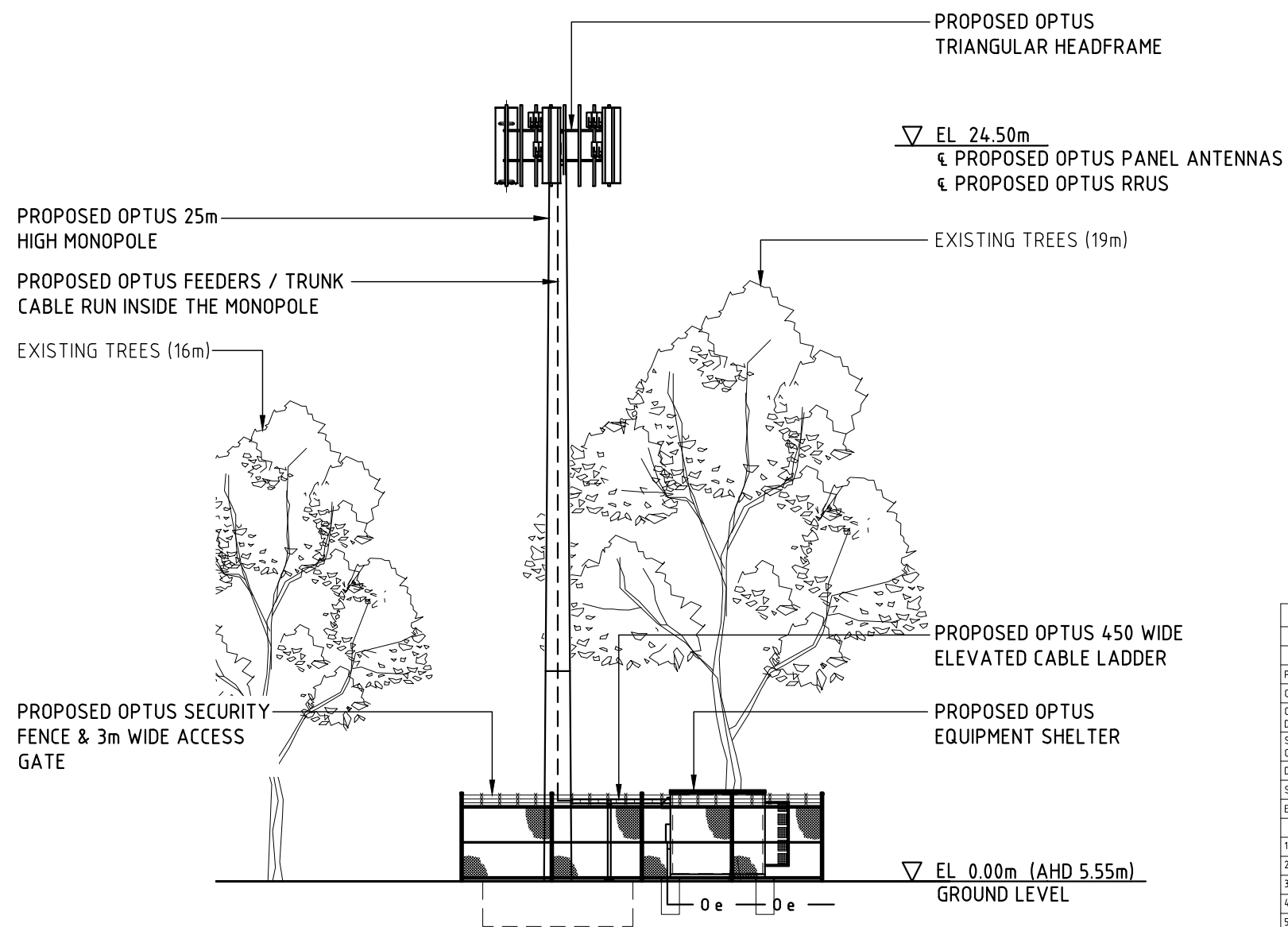
Drawing Status:
FOR APPROVAL

Drawing No.
D0056-P1

Revision
01

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NOTE:
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SOUTHERN ELEVATION

SCALE 1:200

CHECK/VERIFICATION PRINT STAMP				
VERIFICATION BY OTHERS DISCIPLINES				
	INITIAL CHECKS		FINAL CHECKS	
PERSONNEL	INITIALS	DATE	INITIALS	DATE
CAD DESIGNER	GP	23.02.16	GP	23.02.16
CAD STRUCTURAL DETAILER				
SENIOR CAD DESIGNER/CHECKER	BRS	23.02.16	BRS	23.02.16
DESIGN ENGINEER	JD	25.02.16		
STRUCTURAL ENGINEER				
ELECTRICAL ENGINEER				
VERIFICATION BY OTHER DISCIPLINES				
1. RF ENGINEER				
2. SAE				
3. BUILD				
4. TX				
5. (OTHERS)				
DESIGN MANAGER				
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Rev	Date	Revision Details	Consultant	CAD	Designer	Verifier	Approver
01C	23.02.16	ISSUED FOR APPROVAL	DALY	GP	JD	DI	IT



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Client:



Project:

MOBILE NETWORK
AUSTRALIA
SITE No:- D0056 - D
ALAWA
21 LAKESIDE DRIVE

Drawing Title:

DRAFT SITE ELEVATION

Drawing Status:

FOR APPROVAL

Drawing No.

D0056-P2

Revision

0130

ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN

AGENDA ITEM: 10.4

NORTHERN TERRITORY BALANCED ENVIRONMENT STRATEGY

REPORT No.: 16TC0017 SG:nj COMMON No.: 3218619

DATE: 15/03/2016

Presenter: Acting Manager Climate Change & Environment, Jade Leask

Approved: Acting Executive Manager, Shenagh Gamble

PURPOSE

The purpose of this report is to seek endorsement of a submission to the Northern Territory *Balanced Environment Strategy Discussion Draft*.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

5 Effective and Responsible Governance

Outcome

5.3 Good governance

Key Strategies

5.3.5 Increase community awareness of the role and achievements of Council

KEY ISSUES

- The Chief Minister wrote to the Lord Mayor requesting feedback on the Northern Territory Government's '*Balanced Environment Strategy Discussion Draft*' (*draft Strategy*)
- This report details officer comment on the *draft Strategy* for endorsement by Council.

PAGE: 2
 REPORT NUMBER: 16TC0017 SG:nj
 SUBJECT: NORTHERN TERRITORY BALANCED ENVIRONMENT STRATEGY

RECOMMENDATIONS

THAT the Committee resolve under delegated authority: -

- A. THAT Report Number 16TC0017 SG:nj entitled Northern Territory Balanced Environment Strategy, be received and noted.
- B. THAT the submission provided in **Attachment A** to Report Number 16TC0017 SG:nj entitled Northern Territory Balanced Environment Strategy, be endorsed and provided to the Department of the Chief Minister by Friday 18 March 2016

BACKGROUND

In February 2016 the Chief Minister wrote to the Lord Mayor requesting feedback on the Northern Territory Government's 'Balanced Environment Strategy Discussion Draft'.

DISCUSSION

The Northern Territory Department of the Chief Minister, Economic and Environment Policy Division has prepared the *Balanced Environment Strategy Discussion Draft (draft Strategy)* to provide a framework for development with a view to environmental security. The document can be found online at:
<http://haveyoursay.nt.gov.au/balancedenvironment>

The *draft Strategy* supports the NT Government's *Strong Society, Confident Culture Strategy* and *Framing the Future* and provides a whole of government approach to the future of the Territory.

A draft submission has been prepared by officers (**Attachment A**) for endorsement by Council. As per the request of the Chief Minister, comment has been prepared against the following areas:

- Vision for a balanced environment
- Principles that will guide activities
- Framework to achieve a balanced environment
- Roles of government, industry and the community
- Goals and how they will be achieved

As a very early and broad strategic document, the *draft Strategy* covers a broad stretch of environmental matters. Significant work will need to continue to strengthen and give effect to the vision and goals of this document.

Comments contained in the submission address the particular areas of interest noted above and how these affect the community and local government in general, and City of Darwin in particular.

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 REPORT NUMBER: 16TC0017 SG:nj
 SUBJECT: NORTHERN TERRITORY BALANCED ENVIRONMENT STRATEGY

Particular points to note include:

- Precautionary Principle should be included as a guiding principle
- No reference to local government at all
- Limited acknowledgement of threats to the environment
- There is no mention of climate change.

These points and others have been detailed further in **Attachment A**.

A covering letter is provided in **Attachment B**.

CONSULTATION PROCESS

This report was considered by the Executive Leadership Team on Monday 7 March 2016 and is now referred to the Environment & Infrastructure Committee for consideration.

In preparing this report, the following City of Darwin officers were consulted:

- Strategic Town Planner
- Team Leader Waste and Recycling

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Nil

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

The broad intent of the *draft Strategy* is to conserve the environment. Recommendations contained within the submission document serve to improve the opportunity for environmental conservation.

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 REPORT NUMBER: 16TC0017 SG:nj
 SUBJECT: NORTHERN TERRITORY BALANCED ENVIRONMENT STRATEGY

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

JADE LEASK
ACTING MANAGER CLIMATE
CHANGE & ENVIRONMENT

SHENAGH GAMBLE
ACTING EXECUTIVE MANAGER

For enquiries, please contact Shenagh Gamble on 89300530 or email:
 s.gamble@darwin.nt.gov.au.

Attachments:

Attachment A: Draft Submission on the *Balanced Environment Strategy Discussion Draft*

Attachment B: Covering Letter from the Lord Mayor to the Chief Minister

Northern Territory Balanced Environment Strategy Discussion Draft

City of Darwin Response

City of Darwin welcomes the opportunity to provide a response to the *Northern Territory Balanced Environment Strategy Discussion Draft*. The following response was prepared by officers and endorsed by council, under delegated authority of the Environment and Infrastructure Committee on Tuesday 15 March 2016. This response is to be taken as public and non-confidential.

As an early and broad strategic document the *draft Strategy* encompasses a range of environmental matters. Significant work will need to continue to strengthen and give effect to the vision and goals of this document.

Comments contained below address the particular areas of interest requested in the *draft Strategy* and how these impact on the community and local government in general, and City of Darwin (CoD) in particular.

Vision for a balanced environment

“Balancing protection and sustainable use to maintain a healthy and resilient environment”

- No reference to equitable access to resources
- No reference to the future
- No reference to climate variability

Recommendation: *That the vision read “Balancing protection, sustainable use and equitable access to maintain a healthy environment resilient to climate change, to be enjoyed now and into the future”*

Principles that will guide activities

1. **Balance** - *environmental, social and economic factors will be integrated into decision-making.*

This introduces the intent of ecologically sustainable development (ESD), however should be further strengthened by referring explicitly to ESD. For guidance, the NT EPA has developed a guiding document regarding ESD¹.

A good example of how environmental factors could be better integrated into decision making is through the Northern Territory Planning Scheme (NTPS), particularly the planning permissions for vegetation removal².

2. **Strategic Planning** – *defining our long term goals and systematically planning how to achieve them.*

¹ http://www.ntepa.nt.gov.au/_data/assets/pdf_file/0015/144060/EPA-Report_ESD-in-the-Northern-Territory.pdf

² http://www.lands.nt.gov.au/_data/assets/pdf_file/0004/52447/Part-4.pdf refer to page 56+57

Crucial to the realisation of this principle will be a commitment to existing and future strategic planning instruments, such as the Darwin Regional Land Use Plan and Area Plans.

6. Transparency – *information on decisions and reasoning are clearly communicated.*

Transparency around decision making is welcomed by CoD. CoD also encourages the NTG to explore broader mechanisms for engaging with the community, including social media.

7. Evidence based – *decision-making that is informed by credible scientific data.*

In acknowledgement of this principle, CoD strongly encourages the NTG to embrace and address the overwhelming scientific evidence of human induced climate change and its impacts on our environment, community and economy. With particular regard to the NTPS a more robust evidence base must be determined to improve and support planning decisions.

An additional consideration with this principle is that in the absence of scientific certainty, a precautionary approach will be taken

Recommendation: *Include “Precautionary Principle” as one of the principles of the draft Strategy, as defined by the NT EPA³ “where there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation”*

8. Polluter pays – *the costs of environmental pollution is the responsibility of the polluter*

Remediation costs should be incorporated into planning approvals process, establish a remediation fund to account for future costs. There is also a need for improved regulation and enforcement. Greater empowerment of the NT EPA to follow through with prosecutions will help to develop a case base to establish precedence.

9. Leadership – *government will lead by example through effective management and monitoring of government projects and government assets.*

Local government has an important leadership role in our communities, providing good governance as well as government. CoD suggests the Government strive for *better* than best practice and encourage innovation through investment in the government asset base (for example through energy efficiencies across all government owned buildings)

Why our environment matters

The vision of the CoD is for Darwin to be a tropical liveable city. We value our history and culture, our outdoor life and our proximity and location. CoD encourages the NTG to enhance our Northern Territory identity, focusing on our precious natural environment.

³ http://www.ntepa.nt.gov.au/_data/assets/pdf_file/0015/144060/EPA-Report_ESD-in-the-Northern-Territory.pdf

As an example, the NT Heritage Register is only for declared heritage objects or places. To ensure protection of our environment, culture and heritage, all heritage objects and/or places should be protected and included in the NT Heritage Register rather than waiting to be nominated. This will ensure transparency for developers, community and government.

Recommendation: Utilise the NT Heritage Register as an environmental protection measure.

What are our challenges?

CoD believes that we can manage the risk to life and property by limiting/restricting development within primary and secondary Storm Surge zones. Urbanisation needs to be specifically addressed to manage storm water runoff and need to introduce consideration into the Planning Scheme to manage permeable land surfaces. Community health and wellbeing should be considered in the context of extensive dry season burning outside of our urban areas that impacts densely populated cities and towns. Climate change must be identified as a challenge in order for its effects to be mitigated.

Our current context

CoD encourages continued identification of land opportunities and constraints such as those identified in the Darwin Regional Land Use Plan 2015. Constraints identified include: significant concentrations of threatened vegetation; sites of conservation significance; water resources; horticultural potential; minerals and extractive minerals; biting insects; storm tide; reticulated services; Darwin Airport Constraints and Defence properties. This provides a transparent forum for the community and developers to understand land opportunities and constraints.

Roles of government, industry and the community

When defining roles, CoD requests that the NTG explicitly identify local government as a key stakeholder in managing the environment. NTG should collaborate openly with local government to enhance the delivery of community initiatives. Collaboration will reduce waste and duplication, delivering services more efficiently. Local government is durable, adaptable and flexible enough to accommodate changing needs and circumstances of the community. Local government has long been a partner in cooperative efforts to address national and Territory issues such as regional infrastructure and economic development, community wellbeing, climate change and environmental management. Engagement with the community must be placed based and community based. Local government is best positioned to engage in this way.

An important role for government (including local government) is to lead by example. Government should drive innovation by striving for *better* than best practice.

Recommendation: acknowledge the role of local government in delivering community and place based environmental services such as waste management, parks and reserves and managing stormwater infrastructure. Collaborate with local government as a durable, adaptable and flexible level of government.

Goals

Healthy water, catchments and waterways

- Local government manage significant stormwater infrastructure, which has implications for waterway management.
- Health of catchments should be held in high regard over development. Precautionary principle should apply when considering development in possible water catchment areas.
- Flood and storm surge mitigation has implications for local government, as a manager of stormwater infrastructure in particular.

Recommendation: definition of waterways to be clarified, particularly whether this includes stormwater infrastructure.

Resilient ecosystems

- The *draft Strategy* focuses on a commercial response to protecting plants and animals, rather than removing the threat
- To build resilience in ecosystems known threats should be mitigated. No discussion of threats to ecosystems has been made.

Recommendation: identify known threats to the ecosystems, including habitat loss, climate change, impacts of fire regimes, weeds and feral animals. Aim to reduce threats to ecosystems to build resilience.

Increased knowledge and understanding

- Improved collaboration and data sharing will increase knowledge and understanding.
- Data can influence decisions in different ways.
- Renewable energy projects should be supported throughout the Territory

Recommendation: With regards to knowledge and understanding, the precautionary principle shall prevail; where there is a threat of irreversible environmental harm, then the absence of full scientific certainty should not be used as a reason to prevent environmental protection. Collaborative data sharing should underpin research endeavours.

Contemporary management practices

CoD recommends the Government strive for better than contemporary practices, strive for innovative and “*better than best*” practice. An example of this is to strategically conserve land of high biodiversity values now, rather than once these areas are threatened and at risk.

Recommendation: Strive for better than best practice at all times. Identify and conserve land of high biodiversity value.

Environmental responsibility

Local government has responsibility for a range of environmental services. The Government should engage local government, particularly with regards to waste management

Liveable cities and towns

There need for a balanced environment includes the viability of developing sustainable regions is determined by its resilience to respond to issues such as:

- land constraints
- projected growth
- the natural environment
- heritage and culture
- social and physical infrastructure
- land uses.

All development should provide open space which meets the minimum requirements of Clause 7.5 of the Northern Territory planning Scheme. The provision of Open Space should not offset the need for developers being required to provide the minimum requirements. Public Open Space is surplus to private open space and is a forum for public activities to occur. Developing sustainable regions should be done in an integrated manner with relevant stakeholders to ensure a coordinated approach is undertaken, this can be achieved through the development of (and adherence to) Strategic Regional Plans and Area Plans.

Growth and development should to some degree determined by the services available immediately available in activity centres and the availability of physical and social infrastructure (or can be accommodated in the future) across the region. Greater access and connectivity that the region has will influence the health, wellbeing and economy of the community

Recommendation: develop and commit to Strategic Regional Plans and Area Plans, being mindful of the issues listed above.

How this will be achieved

Improving the environmental regulatory system

- any strengthening of the regulatory system is welcome
- welcome the strengthened audit and compliance role of the NT EPA
- consistency and clarity is paramount
- educational tools and guiding documents to help community, government and industry navigate the system are essential

Improving our engagement with the community and industry

- Welcome the support of non-government environmental organisations
- Encourage strategic and evidence based behaviour change initiatives
- Community engagement needs to be broader than providing incentives

Strategic planning

- Continued application of Strategic Land Use Plans and Area plan as discussed above.
- Continued identification of land opportunities and constraints and discussed above
- Consideration should be given to strengthen strategic and statutory decision making approach, such decisions should be supported by evidence as the documents suggests to ensure that the environment is not at the detriment of development
- Question what the threshold of the last two dot points within the “What can we improve” will be?
- NTG is reminded of the significant body of work that was undertaken in the City Centre Master Plan, a strategic planning document that includes many environmental initiatives.
- Need to understand threats in order to mitigate their impact on environment

Conducting research and building knowledge to enable innovative and adaptive management practices

- Improve data sharing with local government as well as Commonwealth Government

In Conclusion

The *draft Strategy* sets out an overarching intent to balance economic development with environmental protection. CoD commends this approach and invites further engagement with our Council, staff and community to develop the priorities and on ground actions that will enact the *draft Strategy*. CoD recommends the City Centre Masterplan as a guiding document for strategic planning and encourages the Government to acknowledge the unique challenges that climate change, weeds, feral animals and urbanisation pose to our precious environment.

16 March 2016

Please quote: 3218619 JL:ph

The Honourable Adam Giles MLA
Chief Minister
Northern Territory Government
GPO Box 3146
DARWIN NT 0801

Dear Chief Minister

Balanced Environment Strategy Discussion Draft

Thank you for your letter, advising Council of the release of the *Northern Territory Balanced Environment Strategy Discussion Draft*. We are pleased to provide comment.

I strongly support the vision towards balancing protection and sustainable use of our precious environment. I encourage you to give consideration to the comments provided to ensure a holistic vision for the Territory's environment that meets the needs of the community.

Thank you again for the opportunity to provide feedback to your Government. I look forward to the further development of this document and its positive impact it will have on the Darwin environment.

Yours sincerely

KATRINA FONG LIM BBus, MPA, FAIM, FIPA, JP
LORD MAYOR

OPEN SECTION

E&I03/6

Environment & Infrastructure Committee Meeting – Tuesday, 15 March 2016

11. **INFORMATION ITEMS**
12. **GENERAL BUSINESS**
13. **CLOSURE OF MEETING**