



Business Papers

Environment & Infrastructure Committee Meeting

**Tuesday, 21 February 2017
5.00pm**



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, 21 February 2017, commencing at 5.00pm.

A handwritten signature in black ink, appearing to read 'B P Dowd'.

B P DOWD
CHIEF EXECUTIVE OFFICER

OPEN SECTION

E&I02/3

CITY OF DARWIN

ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING

TUESDAY, 21 FEBRUARY 2017

MEMBERS: Member G A Lambert (Chair); The Right Worshipful, The Lord Mayor, Katrina Fong Lim; Member R K Elix; 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 Capital Works, Mr N Kleine; Manager Climate Change & Environment, Ms B Rankmore; Executive Assistant Infrastructure, Ms T Zerek.

Enquiries and/or Apologies: Penny Hart

E-mail: p.hart@darwin.nt.gov.au - PH: 89300 670

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&I02/4

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E&I02/5

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OPEN SECTION

E&I02/6

Environment & Infrastructure Committee Meeting – Tuesday, 21 February 2017

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

3.1 Electronic Meeting Attendance Granted

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

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, 21 February 2017 be received and considered individually.

OPEN SECTION

E&I02/7

Environment & Infrastructure Committee Meeting – Tuesday, 21 February 2017

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, 22 November 2016, tabled by the Chair, 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

Nil

OPEN SECTION

E&I02/8

Environment & Infrastructure Committee Meeting – Tuesday, 21 February 2017

10.1 OFFICERS REPORTS (ACTION REQUIRED)

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

AGENDA ITEM: 10.1.1

CAVENAGH STREET/BENNETT STREET INTERSECTION UPGRADE

REPORT No.: 17TS0005 DL:lf

COMMON No.: 3098948

DATE: 21/02/2017

Presenter: Manager Design, Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to provide an update on the Cavenagh Street/Bennett Street intersection upgrade and to seek Council's endorsement to proceed to community consultation on the project.

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

- Council has received funding for this intersection to the value of \$1,000,000 from the Northern Territory Government through the Northern Territory Government's Improving Strategic Local Roads Infrastructure Program.
- The scope of works includes a left lane inbound from Bennett Street to Cavenagh Street, signals and lane changes, landscaping and the upgrading of street lighting in the vicinity to LED lighting.
- The concept design includes shelter at the pedestrian crossing points, however there is insufficient funding in Council's 2016/2017 Capital Works budgets for these elements.
- It is recommended that a community consultation process be undertaken to inform the community of the project and provide the opportunity for feedback on the concept design prior to construction.
- The shelter elements could be staged subject to funding.

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 REPORT NUMBER: 17TS0005 DL:lf
 SUBJECT: CAVENAGH STREET/BENNETT STREET INTERSECTION UPGRADE

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 17TS0005 DL:lf entitled Cavenagh Street/Bennett Street Intersection Upgrade, be received and noted.
- B. THAT Council endorse the Concept Design at **Attachment A** and as described in Report Number 17TS0005 DL:lf entitled Cavenagh Street/Bennett Street Intersection Upgrade, for the purpose of community consultation (Level 2) and that a further report be submitted on the outcomes of the community consultation process, prior to proceeding to construction of the project.
- C. THAT Council refer \$400,000 in funding to the 2017/2018 budget process, should Council wish to include the optional shelter elements within the scope of the Bennett Street/Cavenagh Street intersection upgrade project, as described in Report Number 17TS0005 DL:lf entitled Cavenagh Street/Bennett Street Intersection Upgrade.

BACKGROUND

In February 2016, Council was successful in obtaining \$1,000,000 in funding through the Northern Territory Government's Improving Strategic Local Roads Infrastructure Program for the delivery of the Bennett Street/Cavenagh Street intersection upgrade.

The project is currently under design.

Council's endorsement is sought to proceed to community consultation for the project.

DISCUSSION

The Bennett Street/Cavenagh Street intersection is a significant intersection within the Darwin CBD and is a key part of the city's road network. As such, it is important that it operates efficiently and safely.

The upgrade works proposed will result in decreased queue lengths and delays (reducing traffic congestion) and make the intersection safer for all users. The scope of the project includes:

- Provision of a new inbound left lane from Bennett Street into Cavenagh Street.
- Modifications to the existing lane layouts and signals phasing to facilitate safer and more efficient movement of traffic.
- Upgrading the existing street lights in the vicinity to LED lighting.
- Continuation and connection of the current off road shared path through the intersection.

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 SUBJECT: CAVENAGH STREET/BENNETT STREET INTERSECTION UPGRADE

- New shade on the four corners of the intersection (to replace the three existing trees that would be removed).

During peak commuter periods, queueing at this intersection is significant and regularly causes congestion, delays and safety risks. These conditions have been worsened by a growth in traffic volumes on Bennett Street in the past five years which is likely to continue as the CBD develops further.

There have been 11 recorded crashes at the Bennett Street/Cavenagh Street for the five year period up until July 2016, with four of these involving injuries.

Furthermore, the location of the Darwin City Bus Interchange requires the majority of public buses to pass through this intersection and as such, the proposed improvements to the Cavenagh Street/Bennett Street intersection would lead to increased efficiencies and reduced commute times for those community members utilising public transport.

A plan of the concept design of the Bennett Street/Cavenagh Street intersection upgrade is provided at **Attachment A**.

The NTG is in support of the Bennett Street/Cavenagh Street intersection upgrade project proceeding, and the works are not directly impacted on by the Barneson Boulevard project.

It is recommended that Council proceed to community consultation on this project. The aim of the community consultation would be to inform the community that the project will be delivered, and to present the concept design for feedback. The results of the consultation process will be presented to Council including how feedback influenced any design changes.

The consultation will also include meetings with stakeholders that will be effected by the works, to develop plans to minimise the impacts during the construction phase.

It will be made clear in the community consultation process that the shelter elements shown on the concept design may not be installed in the initial scope of works and are subject to budget considerations. However, it is recommended that funding for these elements be referred to the 2017/2018 budget process.

CONSULTATION PROCESS

Refer also to the Discussion section of this report.

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

- Senior Community Engagement Officer
- Civil Engineering Officer
- Team Leader Design
- Manager Capital Works

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 SUBJECT: CAVENAGH STREET/BENNETT STREET INTERSECTION UPGRADE

- Manager Strategy and Outcomes

POLICY IMPLICATIONS

The consultation process will be delivered in accordance with City of Darwin Policy No. 25 – Community Consultation. The consultation process will include both Level 1 Inform and Level 2 Consult. A detailed consultation plan will be developed for this project.

BUDGET AND RESOURCE IMPLICATIONS

A total of \$1,000,000 in grant funding was obtained through the NTG's Improving Strategic Local Roads Infrastructure Program for the delivery of the Bennett Street/Cavenagh Street intersection upgrade project. It is expected that the project would be delivered within this budget with the exception of the shelter structures.

The estimated cost of providing the shelter structures shown at **Attachment B** is \$400,000. As this is an optional part of the scope of works, funding has not being allocated to implement these structures within this financial year. It is recommended that funding for these elements be referred to the 2017/2018 budget process.

There will be costs associated with the community consultation and these costs would be managed through existing budgets.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

The upgrade works are being designed in accordance with the relevant Australian standards/guidelines.

Council is responsible for ensuring the safety of its road network.

ENVIRONMENTAL IMPLICATIONS

The proposed works will likely improve the safety and efficiency of traffic flows at this intersection, resulting in an improved road environment.

The optional shelter structures at the four corners of the intersection would provide shade and shelter from the elements, for people wishing to cross the roads at the intersection and is in line with the principle of addressing the need for increased shelter for pedestrians within Darwin's CBD.

The intersection upgrade works would result in the need to remove three existing trees on the corners of the intersection. These trees would be replaced by planting four new shade trees at the intersection (**Attachment A**).

The new inbound left turn lane from Bennett Street to Cavenagh Street would result in the removal of three existing trees along Bennett Street. This loss of trees would be balanced with the provision of a new facility that would significantly improve the

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 SUBJECT: CAVENAGH STREET/BENNETT STREET INTERSECTION UPGRADE

operation of the intersection, by reducing queuing and delays during the AM peak time and also making the intersection safer.

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.

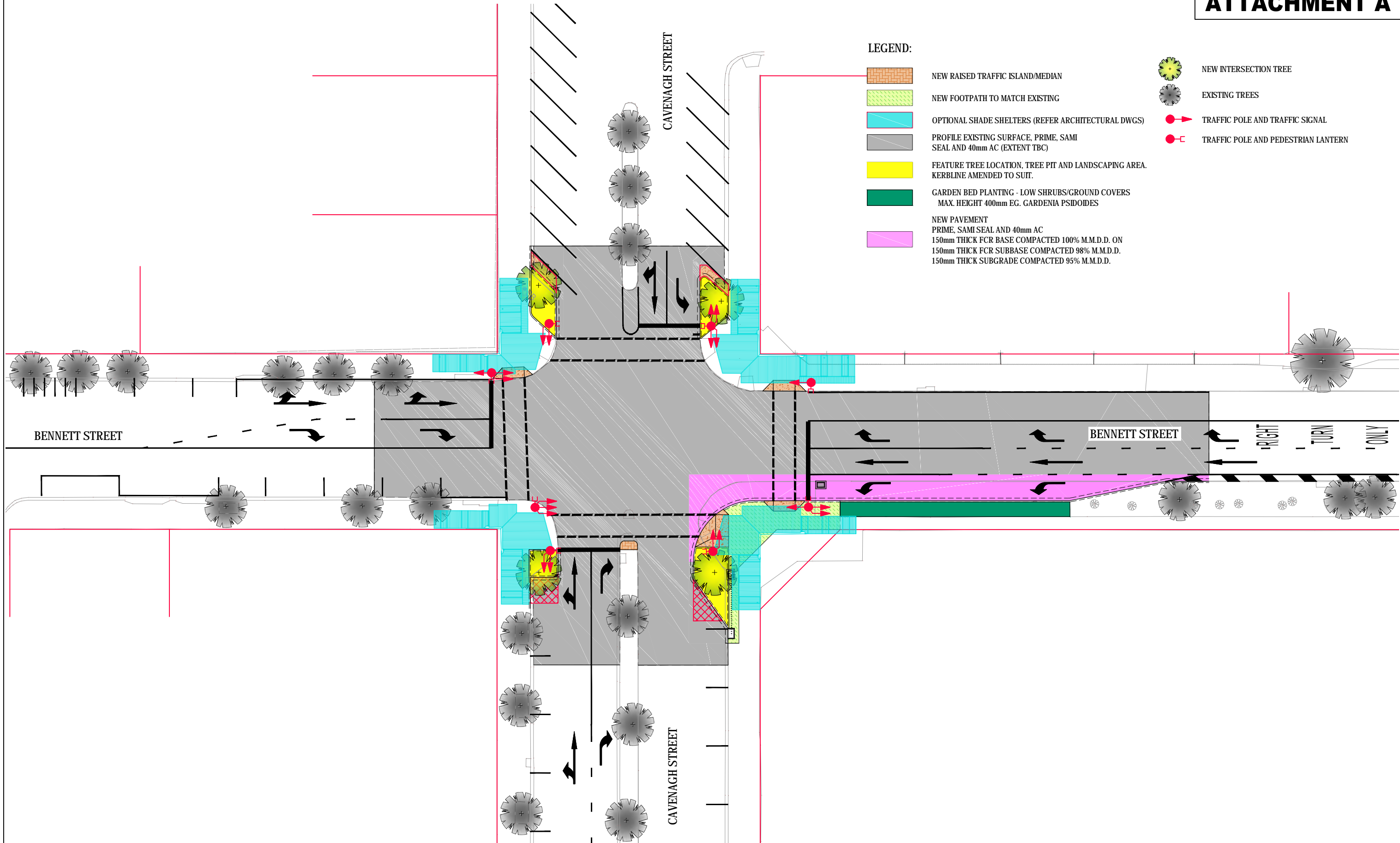
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MANAGER DESIGN, PLANNING
& PROJECTS

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Drosso Lelekis on 8930 0414 or email:
 d.lelekis@darwin.nt.gov.au.

Attachments:

- Attachment A:** Concept design of the proposed Cavenagh Street/Bennett Street signalised intersection upgrading and associated works.
Attachment B: Perspective Drawings of Shade/Shelters



INFORMATION ONLY

DRAWN	DESIGNED CARNO	BENNETT STREET & CAVENAGH STREET INTERSECTION UPGRADE OVERALL SITE PLAN	
SCALE AS SHOWN	CHECKED		
APPROVED	DATE FEB '17		
SHEET 1 OF 1		SHEET SIZE	DRAWING No. 0058/23/01





CROSSING BENNETT STREET
from Nicholas Place to Palm Court

CONCEPT DESIGN BENNETT AND CAVENAGH STREETS
INTERSECTION UPGRADE

tropica

clouston associates

Cardno
Shaping the Future



CROSSING CAVENAGH STREET

from Palm Court to Vacant Lot

CONCEPT DESIGN BENNETT AND CAVENAGH STREETS
INTERSECTION UPGRADE

Cardno
Shaping the Future



**ENCL: ENVIRONMENT & INFRASTRUCTURE
NO COMMITTEE/OPEN**

AGENDA ITEM: 10.1.2

BICYCLE REFERENCE GROUP

REPORT No.: 17TS0010 DL:lf COMMON No.: 1914410

DATE: 21/02/2017

Presenter: Manager Design, Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to provide information to Council on the City of Darwin's Bicycle Reference Group.

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

2.1.1 Improve the pathway and cycle networks and encourage cycling and walking

KEY ISSUES

- The City of Darwin established a Bicycle Reference Group (BRG) as a focus group to discuss cycling related matters within the municipality of Darwin.
- The BRG currently consists of officers from the City of Darwin and Northern Territory Government, as well as representatives from Pedals NT and Bicycle NT.
- The BRG discusses the progress of the delivery of the Darwin Bike Plan Implementation Plan projects, as well as other cycling related matters that may be placed on the agenda.
- The BRG acts as a focus group with regard to cycling related matters and is not a formal advisory committee to Council.
- Bicycle NT is in the process of being dissolved, with its functions being amalgamated with the NT branch of Bicycle Network.
- It is recommended that the BRG be disbanded and that Council undertake wider community and stakeholder engagement, including all relevant representative groups identified, on bicycle-related matters as they arise.

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 REPORT NUMBER: 17TS0010 DL:lf
 SUBJECT: BICYCLE REFERENCE GROUP

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 17TS0010 DL:lf entitled Bicycle Reference Group, be received and noted.
- B. THAT the Bicycle Reference Group be disbanded and that Council instead engage with the wider community, including all relevant representative groups, on bicycle-related matters as they arise.

BACKGROUND

The City of Darwin established a Bicycle Reference Group (BRG) several years ago as a focus group to discuss cycling matters within the municipality of Darwin. The group meets on a quarterly basis.

Initially, the membership of the group comprised of staff of the City of Darwin and the advocacy group Bicycle NT. More recently, the group has expanded to include representatives of the Northern Territory Government and the recently established peak cycling body in the Northern Territory, Pedals NT.

The BRG discusses the progress of the Darwin Bike Plan Bike Implementation Plan projects, Northern Territory Government's projects within the Darwin municipality and addresses other bike matters raised at the meetings. These quarterly discussions, in some cases, also result in actions to investigate and/or rectify cycling infrastructure issues.

As the whole community may be affected by decisions made in relation to bicycle-related matters, it is recommended that the BRG be disbanded and that Council instead undertake wider community engagement, including all relevant representative groups, on bicycle-related matters as they arise.

DISCUSSION

The BRG currently consists of the following membership:

Representatives of the City of Darwin:

- Civil Engineering Officer (Chair)
- Manager Capital Works
- Manager Infrastructure Maintenance
- Manager Climate Change and Environment
- Recreation and Healthy Lifestyles Coordinator

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 REPORT NUMBER: 17TS0010 DL:lf
 SUBJECT: BICYCLE REFERENCE GROUP

Other Representatives from:

- Northern Territory Government (Department of Infrastructure, Planning and Logistics)
- Pedals NT – This is the peak cycling advocacy body in the Northern Territory with membership consisting of Cycling NT, Bicycle NT, Northern Territory BMX Association and Darwin Off Road Cyclists
- Bicycle NT – This organisation represents commuter and recreational cyclists and is also a member group of Pedals NT. Bicycle NT will soon dissolve with its functions being taken over by the new Northern Territory branch of Bicycle Network.

The typical agenda items at the meetings and a description of discussions on each item are provided below:

- **Darwin Bike Plan Implementation Plan – Infrastructure and Complementary Facilities** – the Civil Engineering Officer provides an update to the group on the status and plans for projects in the current year of the Implementation Plan. It also allows for the reference group to seek clarity on particular projects and to provide input into aspects of the design and construction (e.g. design and location of bike racks).
- **Bike Implementation Plan – Education, Encouragement and Evaluation** – the Manager Climate Change and Environment and the Recreation and Healthy Lifestyles Coordinator provide updates on the status of the programs of the current year of the Implementation Plan and seek feedback from the group, which may improve or add value to the programs going forward.
- **Northern Territory Government Projects** – the representatives from the NTG discuss and provide updates on their projects with regard to cycling related infrastructure and programs that are occurring within their jurisdiction in the Darwin municipality.
- **General Discussion** – this allows all members of the BRG to put forward items for discussion relating to cycling and/or cycling infrastructure. This may include suggestions for future projects and programs as well as reporting of maintenance issues for rectification.

The BRG is not an advisory committee to Council. It is instead a focus group on bike riding matters. There are no formal Terms of Reference governing the function of the group, rather an agenda composed of the above and any other items added to it on an ongoing basis.

Given that the implementation of bicycle-related projects also impacts a wider section of the community, it is recommended that the current BRG be disbanded and that Council instead undertake consultation with the wider community and stakeholders in relation to major projects as required.

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 REPORT NUMBER: 17TS0010 DL:lf
 SUBJECT: BICYCLE REFERENCE GROUP

CONSULTATION PROCESS

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

- Civil Engineering Officer
- Manager Capital Works
- Manager Infrastructure Maintenance
- Manager Climate Change and Environment
- Recreation and Healthy Lifestyles Coordinator
- Senior Community Engagement Officer

Bicycle Network NT (with a membership of 120 persons) has advised that they do not wish to be involved in on-going focus group meetings and prefer to be engaged with on bicycle-related matters on a case by case basis. Bicycle Network NT has also stated that they are intending to set up their own advisory group to discuss local and technical cycling matters, with a view to interacting with Council and the Northern Territory Government on a case by case basis.

Council officers would consult with Pedals NT, Bicycle Network NT and any other relevant entity on major bicycle-related issues/matters.

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

There are no budget and resource implications associated with the Bicycle Reference Group - except for the time of City of Darwin and Northern Territory Government staff participating on the group, which is covered by existing operational budgets. The other participants attend on a voluntary basis.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

The Local Government Act (2008) outlines the requirements for establishing a Council committee and setting its roles and functions. Committees of Council are established by Council and involve some of the members of Council. The BRG was not established by Council as a committee and thus does not have delegation to make decisions on behalf of Council on matters relating to bike riding.

As the impacts of implementing bicycle-related projects are felt by the whole community, it is appropriate to undertake wider consultation on these projects, to minimise the risk of non-acceptance by the community at large.

ENVIRONMENTAL IMPLICATIONS

Supporting alternative modes of transport to the motor vehicle, such as cycling, would have positive environmental implications.

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REPORT NUMBER: 17TS0010 DL:lf
SUBJECT: BICYCLE REFERENCE GROUP

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 8930 0414 or email:
d.lelekis@darwin.nt.gov.au.

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

AGENDA ITEM: 10.1.3

**DRAFT CITY OF DARWIN POLICY NO. 041 - LAND USE PLANNING - GENERAL
REVIEW - COMMUNITY CONSULTATION OUTCOMES**

REPORT No.: 17TS0018 BS:hd

COMMON No.: 2078949

DATE: 21/02/2017

Presenter: Manager Design, Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to present to Council the outcomes of the community consultation associated with the draft *City of Darwin Policy No. 041 - Land Use Planning – General* and for Council to adopt the draft policy.

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

5.4 Effective leadership and advocacy

Key Strategies

5.3.4 Encourage community participation by engaging, communicating and working in partnership with the community

KEY ISSUES

- Council adopted the draft policy for the purpose of community consultation, which has now concluded.
- No responses were received during the community consultation period.
- It is recommended that Council adopt the revised draft *City of Darwin Policy No. 041 - Land Use Planning – General*, without amendments.

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 REPORT NUMBER: 17TS0018 BS:hd
 SUBJECT: DRAFT CITY OF DARWIN POLICY NO. 041 - LAND USE PLANNING -
 GENERAL REVIEW - COMMUNITY CONSULTATION OUTCOMES

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 17TS0018 BS:hd entitled Draft City of Darwin Policy No. 041 - Land Use Planning - General Review - Community Consultation Outcomes, be received and noted.
- B. THAT Council rescind *City of Darwin Policy No. 041 - Land Use Planning – General* (2010) at **Attachment A** to Report Number 17TS0018 BS:hd entitled Draft City of Darwin Policy No. 041 - Land Use Planning - General Review - Community Consultation Outcomes.
- C. THAT Council adopt *City of Darwin Policy No. 041 - Land Use Planning - General* at **Attachment B** to Report Number 17TS0018 BS:hd entitled Draft City of Darwin Policy No. 041 - Land Use Planning - General Review - Community Consultation Outcomes.

DISCUSSION

Council reviewed *City of Darwin Policy No. 041 - Land Use Planning – General* at the Environment & Infrastructure Committee Meeting in October 2016 and endorsed for the purpose of community consultation a revised draft policy (refer **Attachment B**). At the meeting, Council resolved as follows:

DECISION NO.21\4949 (18/10/16)

City Of Darwin Policy No. 041 - Land Use Planning - General

Report No. 16TS0163 CR:dj (18/10/16) Common No. 2078949

- A. *THAT Report Number 16TS0163 CR:dj entitled City Of Darwin Policy No. 041 - Land Use Planning - General, be received and noted.*
- B. *THAT the draft Policy, as contained in **Attachment C** to Report Number 16TS0163 CR:dj entitled City Of Darwin Policy No. 041 - Land Use Planning – General, be endorsed for the purposes of community consultation at Level 2 in accordance with City of Darwin Policy No. 025 – Community Consultation Policy.*

Community consultation has now concluded and no responses were received relating to the draft *City of Darwin Policy No. 041 - Land Use Planning – General*.

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 REPORT NUMBER: 17TS0018 BS:hd
 SUBJECT: DRAFT CITY OF DARWIN POLICY NO. 041 - LAND USE PLANNING -
 GENERAL REVIEW - COMMUNITY CONSULTATION OUTCOMES

Conclusion

As no submissions were received in response to the community consultation process relating to draft *City of Darwin Policy No. 041 - Land Use Planning – General*, it is recommended that the revised policy be adopted.

CONSULTATION PROCESS

Council undertook community consultation at a Level 2 – consult, in accordance with *City of Darwin Policy No. 025 - Community Consultation*. Refer **Attachment C**.

This involved the following activities:

- Website
- Phone
- Email
- Public Notices; and
- Social Media.

The consultation was for a three week period and City of Darwin did not receive any submissions from the community.

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

- Senior Community Engagement Officer
- Graduate Business
- Strategic Town Planner
- Planning Officer

POLICY IMPLICATIONS

The community engagement methodology for the project is consistent with *City of Darwin Policy No. 025 - Community Consultation*.

The reviewed *City of Darwin Policy No. 041 - Land Use Planning – General*, sets out Council's objectives to establish City of Darwin's expectations in relation to various types of development and land use applications and policies for the guidance of developers and the community.

BUDGET AND RESOURCE IMPLICATIONS

The revised policy will have no impact on current or future budgets or resourcing.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

There are no risk or legal implications as a result of adopting the reviewed policy.

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 REPORT NUMBER: 17TS0018 BS:hd
 SUBJECT: DRAFT CITY OF DARWIN POLICY NO. 041 - LAND USE PLANNING -
 GENERAL REVIEW - COMMUNITY CONSULTATION OUTCOMES

The policy will align with current procedures and remove areas already covered under other legislation, including the *Northern Territory Planning Scheme*.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications expected for Council as a result of this report.

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 Cindy Robson on 8930 0528 or email:
 c.robson@darwin.nt.gov.au.

Attachments:

- Attachment A:** City of Darwin Policy No. 041 - Land Use Planning – General (2010)
Attachment B: Draft City of Darwin Policy No. 041 - Land Use Planning – General
Attachment C: Community consultation report

Title: *Land Use Planning - General*

Policy No: *041*

Adopted By: *Council*

Next Review Date: *23/02/2014*

Responsibility: *General Manager Infrastructure*

Document Number: 2118392

Version	Decision Number	Adoption Date	History
1	20/2501	23/02/10	Adopted
2			
3			
4			

1 Policy Summary

The intent of the policy is to provide a framework for Council's responses on applications for:

- Building over Drainage easements
- Demountable structures and sea containers
- Liquor Licences
- Lot 7003 -Old Leanyer Dump Site - Transfer Of Title
- Place Names
- Sub-Division entry statements.

and,

General policy statements in relation to:

- Heritage
- Lot 7003 -Old Leanyer Dump Site - Transfer Of Title

2 Policy Objectives

To clearly establish City of Darwin's expectations in relation to various types of development and land use applications and policies in relation to sundry other land use issues for the guidance of staff, potential developers and the community at large.

3 Background

Land use planning and development control within Darwin is the responsibility of the Northern Territory Government. However as a body tasked with representing the interests of the Darwin community with the responsibility for 'seeking to ensure a proper emphasis on environmentally sustainable development and a proper balance between economic, social, environmental and cultural considerations' the Council provides comment to the Government and its statutory agencies and also develops its policies reflecting the aspirations of the Council and the Darwin community.

4 Policy Statement

Building Over Drainage Easements – Conditions

If a property owner wishes to erect a structure of a prefabricated nature over a registered Council stormwater drainage easement or portion thereof, permission may be granted subject to the owner agreeing in writing to:

- Fully indemnify the Council against any damage to the proposed structure as a result of any operations within the easement.
- Pay for any damage to the stormwater pipe or other structure within the easement caused in or by the erection of the structure.
- Lay the part of any concrete flooring or paving which is installed within 0.6 metres on either side of the centre line of the stormwater pipe in removable slabs of not more than 1.0m x 1.2m.
- Allow Council officers, employees or agents access to the structure at all times for the purpose of clearing any pipe or drain contained within the easement.
- Erect the structure according to the plan submitted and not to construct foundations running along the line of the storm water pipe closer than 1m from the centre line of the stormwater pipe.
- Advise any future owners of the property of the conditions under which approval for the erection of the structure was given.

No building whatsoever over flushing and inspection pits will be allowed and no buildings of brick, concrete block or concrete construction, will be allowed over easements.

Demountable Structures and Sea Containers Policy

The Northern Territory Planning Scheme (2007) defines a “demountable structure” as follows:

“...a building, including transport containers, which is wholly or substantially prefabricated and which is designed to be transported from site to site, but does not include a caravan or transportable module used in conjunction with an education establishment or used as a construction site office, or a prefabricated dwelling.”

Placement of a demountable structure on zoned land requires the consent of the Development Consent Authority (DCA).

Demountable structures and sea containers are not supported within **residential and open space zones**. If the DCA provides approval, Council requests that the following conditions be applied:

- The proposal for the demountable building or sea container meets the requirements of the Northern Territory Planning Scheme and should not impinge on any boundary setbacks required by the Planning Scheme.
- The demountable building or sea container is clad with an approved material, painted a uniform colour, have a pitched approved roof, concealed footings and be landscaped.
- The demountable building or sea container is located to the rear of the site or at minimum behind the line of the front wall of the dwelling, to minimise its impact upon the local streetscape.
- The demountable building or sea container complies with the Northern Territory Building Act.
- the demountable building or sea container has a personal access door which is openable from the inside at all times.

Demountable structures and sea containers are only supported for a maximum of two years within **industrial and commercial zones** provided that the following criteria are met:

- The proposal for the demountable building or sea container should meet the requirements of the Northern Territory Planning Scheme and should not impinge on any boundary setbacks required by the Planning Scheme.
- The demountable building or sea container should be clad with an approved material, painted a uniform colour, have a pitched approved roof, concealed footings and be landscaped.
- The demountable building or sea container should comply with the NT Building Act.

Heritage

Where, after consultation with the relevant specialist, Council is of the opinion a place is inhabited by an endangered species, or is of high scientific, educational, social, cultural, aesthetic, historic, recreational or tourist importance, Council will normally oppose development at that place, unless and until it can be shown that the qualities mentioned will be maintained or improved; and where it cannot be shown that these qualities will be maintained or improved then Council will request justification of the project from the developer and may request social and environmental impact studies where appropriate.

Liquor Licences

Locations licensed for the sale of liquor for consumption away from the premises shall be a separate entity and not be directly accessible from areas licensed to sell liquor for consumption on such premises.

THAT City of Darwin, pursuant to section 144(1) of the Local Government Act, hereby delegates to the Chief Executive Officer or his delegate for the time being the power to:

- Determine grounds for objections to Liquor Licence Applications and advise the in writing of Council's objection as and when required in order to meet statutory deadlines under the Northern Territory Liquor Act.
- Submit comments on Liquor License Applications to the Licensing Commission when required to meet external deadlines.

Lot 7003 -Old Leanyer Dump Site - Transfer Of Title.

Council will pursue the acquisition of Lot 7003 which includes the old Leanyer Dump site.

Place Names

The community may submit names to Council for consideration. Proposals for place names should be accompanied by supporting reasons that can be authenticated.

When a recently deceased person's name is suggested, permission from a member of the family to use the name will need to be submitted to Council.

A public place is defined in the *Place Names Act* as:

- a) A Natural feature (whether or not covered by water)*
- b) A county, hundred, town, suburb or locality within a town or site for a town, a reserve within the meaning of section 7 of the Social Welfare Act or a street, road, locality or other place to which the public has access whether or not the street, road, locality or place is within a county, hundred, town or site for a town; or*
- c) A public cemetery within the meaning of the Cemeteries Act.*

Council will consider place names which reflect existing themes associated with the history and character of Darwin as listed by the Place Names Committee.

Where no established theme exists, or where new names are sought to replace existing names, Council will consider names associated with the history and character of Darwin and the Northern Territory, including, but not limited to, the themes outlined below.

- Administrators of the Northern Territory
- Elected members from all levels of government who have served the Northern Territory
- Darwin's multicultural community, including her Sister City associations
- Prominent Territorians - people who have demonstrated outstanding merit OR people who have made an outstanding contribution to Darwin and the Northern Territory particularly in the areas of service, community, industry, leadership and personal bravery or who have achieved outstanding success in their chosen field of endeavour.
- Defence – reflecting Darwin's role in the defence of Australia
- Names of Aboriginal origin – such names will be required to have their origin in the area and their use supported by the Larrakia people.

Council will require any Estate Names advertised on public land to include the originating suburb name (eg. City Valley, Woolner). The inclusion of the originating suburb name is to ensure the identity of the suburb is not lost by the marketing name of the estate. Developers are encouraged to consult with Council about Estate Names prior to applying to the NT Place Names Committee.

Council generally prefers names to be of deceased persons. In exceptional circumstances, Council will support a name which honours a living person where that person's contribution to the Darwin community has been of outstanding benefit.

Council will allow the naming of areas within parks and reserves only where there is a recognisable and distinctive feature or a distinctive area of cultural or historical significance.

Council will consider the use of dual names (both given name/s and family name) in the naming of parks and features.

Council will only consider the use of dual names for streets and roads where it considers exceptional circumstances apply.

Names should not duplicate or nearly duplicate either in sound or spelling an existing name in the area, to avoid postal confusion.

Names should not be duplicated by using a different generic term for the road eg a court off a street of the same name.

Council will only support applications that comply with the principles of this policy. The Council will only consider names which otherwise do not fit into this policy if:

- The non-complying name in no way undermines the themes of the area of the policy; and
- There is strong reason why the non-complying name should be used in place of a name that complies with the principles of this policy

Sub Divisions - Entry Statements

Entry Statements are seen by Council developers as a necessary focus and identification of the particular subdivision areas' history and heritage, natural flora and fauna and/or built environment, and a necessary part of the infrastructure attached to and associated with subdivision development.

City of Darwin Entry Statements to be constructed on Council controlled land under special circumstances.

Approval for any such works is based on the following:

- the merit of the proposal;
- an agreement being entered into between a body corporate and Council to maintain the structure/landscaping/lighting thereby eliminating any future maintenance costs to Council; and
- payment by the developer of a once off fee to Council equal to the cost of removal and reinstatement of the area.

The Policy also permits Entry Statements within standard subdivisions that do not have bodies corporate. In the case of Strata type subdivisions, the responsibility for ongoing care and maintenance will remain with the body corporate.

Policy Criteria and Requirements

The following criteria and requirements apply and are common to both 'Standard' and 'Strata' type subdivisions:

Responsibility for determining minimum sizes of developments before they can have an Entry Statement, suburb and/or precinct name, etc is delegated to the General Manager Infrastructure.

Subject to Service Authority approval the Council will permit Entry Statements based on the merit of the proposal; adequate and appropriate attention to detail is required of developers to provide, develop, complement and maintain projects in a way that reflects the unique Darwin flora and lifestyle, history and heritage. Appropriate materials - reinforced concrete, masonry and minimum maintenance metal structures are generally acceptable, timber is not.

Approval would be based on minimisation or elimination of other liabilities such as requirements to remove or modify future service authority or other government requirements. Lighting and irrigation is to be separately metered.

Agreement

The developer will be required to enter into an agreement to:

- occupy Council road reserve;
- define expectations for performance and maintenance of the Entry Statement;
- commit to a minimum 12 month maintenance/defects liability period and be responsible for all maintenance and irrigation of the Entry Statement during the maintenance/defects liability period;
- pay a one off fee to Council equal to the cost of removal and reinstatement of the area including upgrades of footpaths and any other infrastructure.

Council reserves the right to alter, change or remove all or part of the structure at any time for whatever reason following consultation:

Standard subdivision specific conditions:

- Council will take over and be responsible for the ongoing care and maintenance of the Entry Statements at the end of the maintenance period;
- lighting, maintenance, irrigation and any other operating costs to be met by Council at the end of the maintenance period;
- the developer is required to pay a one off fee to Council equal to the estimated cost of maintenance of the Entry Statement for 5 years after off maintenance;
- the developer is required to pay a one off fee to Council equal to the estimated cost of lighting for 5 years after on maintenance;
- the developer is required to pay a one off fee to Council equal to the estimated cost of irrigation for 5 years after off maintenance; and
- Council will be responsible for lighting costs once on maintenance has been achieved.

Strata type subdivision – specific conditions

- the body corporate is to be responsible under agreement / licence with Council for the ongoing care and maintenance of the Entry Statements;
- lighting, maintenance and irrigation and any other operating costs are to be met by the body corporate. Meters to be placed on private property;
- the body corporate is to hold and maintain appropriate and approved public risk insurance indemnifying Council; and
- Council reserves the right to alter, change or remove all or part of the structure at any time for whatever reason following consultation with the body corporate.

5 Legislation, terminology and references

NT Planning Act
NT Place Names Act
City of Darwin Subdivision and Development Guidelines

6 Implementation and delegation

Where appropriate delegation is shown in the body of this policy.

TITLE: Land Use Planning - General

POLICY NUMBER: 041

ADOPTED BY: Council

NEXT REVIEW DATE:

RESPONSIBILITY: General Manager Infrastructure

DOCUMENT NUMBER:

Version	Decision Number	Adoption Date	History
1	20/2501	23/02/2010	Adopted
2			
3			

1 Policy Summary

The intent of the policy is to provide a framework for Council's responses on applications for:

- Building over Drainage easements
- Demountable structures
- Place Names

2 Policy Objectives

To clearly establish City of Darwin's expectations in relation to various types of development and land use applications and policies in relation to sundry other land use issues for the guidance of staff, potential developers and the community at large.

3 Background

Land use planning, including place naming and development control within Darwin is the responsibility of the Northern Territory Government. However, as a body tasked with representing the interests of the Darwin community with the responsibility for 'seeking to ensure a proper emphasis on environmentally sustainable development, proper balance between economic, social, environmental and cultural considerations' the Council provides comment to the Government and its statutory agencies. City of Darwin also develops its policies reflecting the aspirations of the Council and the Darwin community.

4 Policy Statement

Building Over Drainage Easements – Conditions

If a property owner wishes to erect a structure over a registered Council stormwater drainage easement or portion thereof, permission may be granted subject to the owner meeting City of Darwin requirements. Access must be maintained for Council officers, employees or agents to the structure at all times, for the purpose of clearing any pipe or drain contained within the easement.

Pools may be able to be installed within easements provided that adequate clearance from the pool and protection of the stormwater infrastructure is provided.

No building will be permitted over stormwater pits, including driveways and solid walls will not be permitted to be constructed over easements.

Demountable Structures

The Northern Territory Planning Scheme provides a definition and assessment criteria for the placement of demountable structures on zoned land.

The Planning Scheme states that where two or less demountable structures are located on land in Zone CL, SC, LI, PS, OR, H, A, RL, R and CP and the placement complies with the other provisions of the Planning Scheme, a development permit is not required. The majority of zoned land in Council ownership is included within these zones and where permission is sought from Council for the placement of demountable structures without Planning Consent, Council will consider the following in relation to their placement:

- The appearance of the demountable structure/s will be consistent with the intended purpose and adjoining and nearby development; and
- Where the demountable structure can be viewed from a public place or an adjoining property, it should be appropriately screened, landscaped or include architectural or design treatments to enhance the appearance of the structure.

Council will consider the placement of demountable structures such as sea containers on public land, having regard for the above criteria, any external approvals and their intended function.

Demountable structures located on road reserves or other Council owned land in association with a development, will be assessed as part of the works permit process, for temporary periods, and only relating to works at the adjacent property.

Place Names

The Place Names Committee for the Northern Territory administers the naming of a place within the Territory.

Applications may be submitted to the City of Darwin for the naming of a City of Darwin asset. The application is to comply with the guidelines provided on Place Names Committee for the Northern Territory web site. The City of Darwin will consider place names that reflect existing themes associated with the history and character of Darwin and the Northern Territory and as listed by the Place Names Committee.

If approved, the City of Darwin will provide written support to the applicant to make a further application to the Place Names Committee.

5 Legislation, terminology and references

Legislation:

- Northern Territory Planning Act
- Northern Territory Place Names Act

Definitions:

Under the Northern Territory Planning Scheme:

*“**demountable structure**” means a building, including transport containers, which is wholly or substantially prefabricated and which is designed to be transported from site to site, but does not include a caravan or transportable module used in conjunction with an education establishment or as a medical clinic or as a construction site office or a prefabricated dwelling;*

References:

- <http://www.placenames.nt.gov.au/policies/guidelines>
- Northern Territory Planning Scheme

6 Implementation and delegation

Where appropriate delegation is shown in the body of this policy.

7 Evaluation and review



Community Consultation Report

Level 2 - Consult

Draft Land Use Planning

December 2016

1. BACKGROUND

The current Land Use Planning Policy No. 041 has been reviewed and it was determined that many of the statements no longer need to be specifically included in a policy as they are included in legislative requirements, detailed within other documents. At the Environment & Infrastructure Committee meeting on 18 October 2016 the following recommendation was endorsed:

C. THAT the draft policy, as contained in Attachment C to Report Number 16TS0163 CR:dj entitled City of Darwin Policy No. 041 – Land Use Planning – General, be endorsed for the purposes of community consultation at Level 2 in accordance with the City of Darwin Policy No. 025 – Community Consultation Policy.

DECISION NO. 21\4949 (25/10/16)

The aim of this draft policy is to clearly establish City of Darwin's expectations in relation to various types of development and land use applications and policies in relation to sundry other land use issues for the guidance of staff, potential developers and the community at large.

2. CONSULTATION METHOD AND TOOLS

The level 2 community consultation methodology employed was consistent with the City of Darwin's Community Consultation Policy (025). The duration of the consultation program was three weeks, from 04 November to 25 November 2016.

The methods and tools used included website, phone, email, public notices and social media.

A webpage was created within the Have Your Say section of Council's website. It contained a copy of the draft policy. A Facebook post (**Appendix A**) was used to promote the consultation with a link through to the web page.

A Public Notice was placed in the NT News on Saturday 7 November. Community members could submit information via email or by phone.

3. CONSULTATION RESULTS

The consultation plan was designed to promote the consultation to the whole community.

There were no submissions received during the three week consultation period.

4. CONCLUSION

The draft policy represents a defined revision to the existing Land Use Planning on Council to be concise and retain policy statements that are relevant to various types of development and land use applications. The changes made in the revision had little impact on the intent of the policy statements. There was no feedback received through the consultation process.

It is recommended that Council adopt City of Darwin Policy No. 041 – Land Use Planning – General.

5. APPENDIX – FACEBOOK POST



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

AGENDA ITEM: 10.1.4

**CAR PARKING ALONG GARDENS ROAD, THE GARDENS,
BETWEEN GILRUTH AVENUE AND CHIN QUAN ROAD**

REPORT No.: 17TS0006 DL:lf

COMMON No.: 3444217

DATE: 21/02/2017

Presenter: Manager Design, Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to provide Council with a summary of the outcomes of an investigation into on-street car parking opportunities along Gardens Road, The Gardens, between Gilruth Avenue and Chin Quan Road.

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

2.1.4 Provide parking facilities to meet community needs

KEY ISSUES

- Council has called for an investigation into the possibility of implementing formalised car parking along Gardens Road, The Gardens, between Gilruth Avenue and Chin Quan Road.
- Informal kerbside parking is currently allowed along the eastern side and prohibited along the western side of Gardens Road, between Gilruth Avenue and Chin Quan Road.
- The section of Gardens Road under review has a carriageway width of 11 metres and is bounded by the George Brown Botanic Gardens (Botanic Gardens) to the east and the Gardens Sports Ovals to the west.
- When public events are held at the Botanic Gardens, Mindil Beach and Gardens Sports Ovals, they can attract large numbers of visitors and car parking in and around these facilities is in high demand.
- There are concerns about informal parking over shared paths along the road.
- It is recommended that community consultation be undertaken on four parking management options.

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 REPORT NUMBER: 17TS0006 DL:lf
 SUBJECT: CAR PARKING ALONG GARDENS ROAD, THE GARDENS, BETWEEN GILRUTH AVENUE AND CHIN QUAN ROAD

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 17TS0006 DL:lf entitled Car Parking Along Gardens Road, The Gardens, Between Gilruth Avenue and Chin Quan Road, be received and noted.
- B. THAT Council undertake community consultation on the car parking options presented in Report Number 17TS0006 DL:lf entitled Car Parking Along Gardens Road, The Gardens, Between Gilruth Avenue and Chin Quan Road.
- C. THAT a further report be presented to Council on the outcomes of the community consultation for car parking options.

BACKGROUND

At the Ordinary Council Meeting of 13 December 2016, Council resolved the following General Business item as follows:

DECISION NO.21\5109 (13/12/16)

Car Parking Along Gardens Road

THAT a report be prepared to consider allowing and formalising car parking along Gardens Road between Gilruth Avenue and Chin Quan Road.

A review of the on-street parking opportunities along Gardens Road between Gilruth Avenue and Chin Quan Road has been undertaken.

Gardens Road is an important transport link to and from Darwin's Central Business District and is classified as a Primary Collector Road. It is bounded by two major public facilities: the George Brown Botanic Gardens to the east and Gardens Sports Ovals to the west. Both of these locations attract large numbers of visitors and, at times (during major events in the vicinity), there is pressure on the existing car parking facilities in the area.

Gardens Road has a posted speed limit of 60 km/h and the measured speeds along this road are considered acceptable.

The Average Traffic Volume recorded along Gardens Road was 3,600 vehicles per day.

There have been two accidents recorded along Gardens Road between Gilruth Avenue and Chin Quan Road in the past five years. Both accidents were rear end collisions occurring at the intersections of Gilruth Avenue and Chin Quan Road.

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There are no major problems with this section of Gardens Road in its current configuration and it is functioning safely and efficiently.

There is concern that informally parked vehicles are parking on the shared paths along Gardens Road, between Gilruth Avenue and Chin Quan Road.

DISCUSSION

A review of the on-street parking opportunities along Gardens Road between Gilruth Avenue and Chin Quan Road was undertaken and the outcomes are provided below.

There are currently parking restrictions along the western side of Gardens Road (Gardens Sports Ovals side) between Gilruth Avenue and Chin Quan Road, in the form of a yellow no-parking line. These restrictions prohibit parking along this side of the road at all times and may have been put in place in response to a request from the users of Gardens Sports Ovals to address parking spectator issues during sporting events.

Informal kerbside parking is currently allowed along the eastern side of Gardens Road.

Gardens Road has a carriageway width (from kerb to kerb) of 11 metres and this width can accommodate on-street parking on both sides of the road, while still allowing two travel lanes of sufficient width.

There are a number of options open to Council in regard to Gardens Road parking and they are described below:

Option 1 – Leave the road as is.

Option 2 – Leave the road as is, with the removal of the existing yellow line and addition of signage along the western side to reinforce no parking at normal times - with the signage being hidden (i.e. bagged) to allow informal parking on that side during major events (**Attachment A**).

Option 3 – Formalise on-street parking on the eastern side of Gardens Road. This would involve the removal of the existing yellow line, the addition of signage along the western side to reinforce no parking at normal times and parking restrictions on the eastern side of Gardens Road on the bend on the northern approach and south of the Botanic Gardens access road (for road safety reasons). This would result in approximately 30 formalised parking spaces (**Attachment B**).

Option 4 – Formalise on-street parking on both sides of the road. This would result in a total of approximately 90 formalised parking spaces (**Attachment C**).

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Despite the existing road width being able to accommodate on-street parking on both sides, given the main function served by this route, its geometry and the composition of traffic (which includes local, commercial and heavy vehicles), on-street parking on both sides of the road could have an impact on the road's level of service. This would be in the form of congestion and additional conflict potential between cars travelling in the through lanes and vehicles exiting and entering an expanded parking area during major events.

There are a number of advantages and disadvantages associated with the provision of formalised on-street parking on major roads such as Gardens Road and these are listed below for consideration:

Advantages

- Provides easy and convenient access for customers/patrons attending the adjacent facilities.
- Eliminates the ability for cars to park on shared paths.
- Efficient use of land, limiting the need for additional off-street parking.
- Potential to reduce the speed of vehicles travelling on the roadway.

Disadvantages

- Could adversely impact the road capacity and safety by reducing the available lane widths.
- Disruption and delays to through traffic caused by the stop-start flow of on-street parking manoeuvres during major events.
- Can increase the number of conflicts and potential accidents, during major events.

Prior to further considering the implementation of the four options presented above, it is recommended that Council undertake a conversation with the community to seek and consider their views on these options and that a further report be presented to Council on the outcomes of this consultation process.

CONSULTATION PROCESS

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

- Design Team Leader
- Manager Recreation, Events and Customer Services
- Acting Manager Regulatory Services

Prior to further consideration of the four options presented in this report, a community conversation should be facilitated to gauge the views of key stakeholders on the proposals, including, but not limited to, users of the Gardens Sports Ovals, Botanic Gardens Management and the Mindil Beach Markets Association.

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The community consultation will be at Level 2 under City of Darwin Policy No. 25 – Community Consultation.

POLICY IMPLICATIONS

Community consultation would be in accordance with City of Darwin Policy No. 25 – Community Consultation and the views of the key stakeholders identified would be sought and considered prior to further consideration of the implementation of any of the options.

BUDGET AND RESOURCE IMPLICATIONS

There are no costs associated with Option 1.

The estimated cost of the signage in Option 2 is \$2,000.

The estimated cost to formalise parking along Gardens Road between Gilruth Avenue and Chin Quan Road (Option 3) is \$4,500.

The estimated cost to formalise parking along both sides of Gardens Road between Gilruth Avenue and Chin Quan Road (Option 4) is \$10,000.

There is sufficient funding within Council's 2016/2017 Local Area Traffic Management budget to undertake the works described in this report.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Providing formalised on-street parking may minimise the potential safety risks for pedestrians and motorists created by informal parking on shared paths.

Introducing further parking along Gardens Road may increase the risk of potential conflict between vehicles/cyclists travelling along this road and those leaving or entering the new parking area during major events.

Formalising and introducing further parking along Gardens Road would likely reduce traffic speeds along Gardens Road during periods of high use of the parking areas.

Council is responsible for ensuring the safety of its road network for all road users.

ENVIRONMENTAL IMPLICATIONS

Council undertakes road design to provide a safe and efficient road environment for all road users.

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 GILRUTH AVENUE AND CHIN QUAN ROAD

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

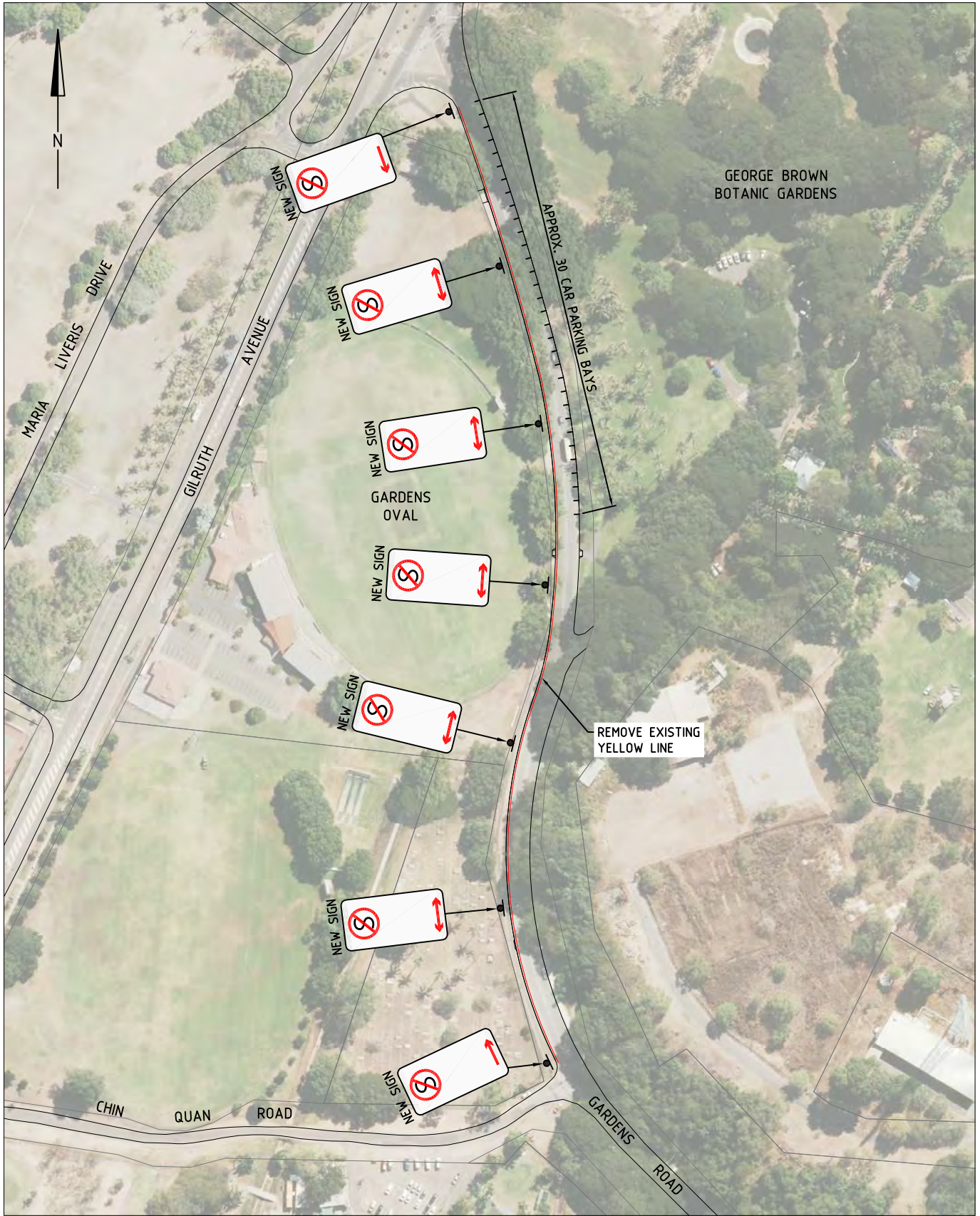
For enquiries, please contact Drosso Lelekis on 8930 0414 or email:
 d.lelekis@darwin.nt.gov.au.


Attachments:

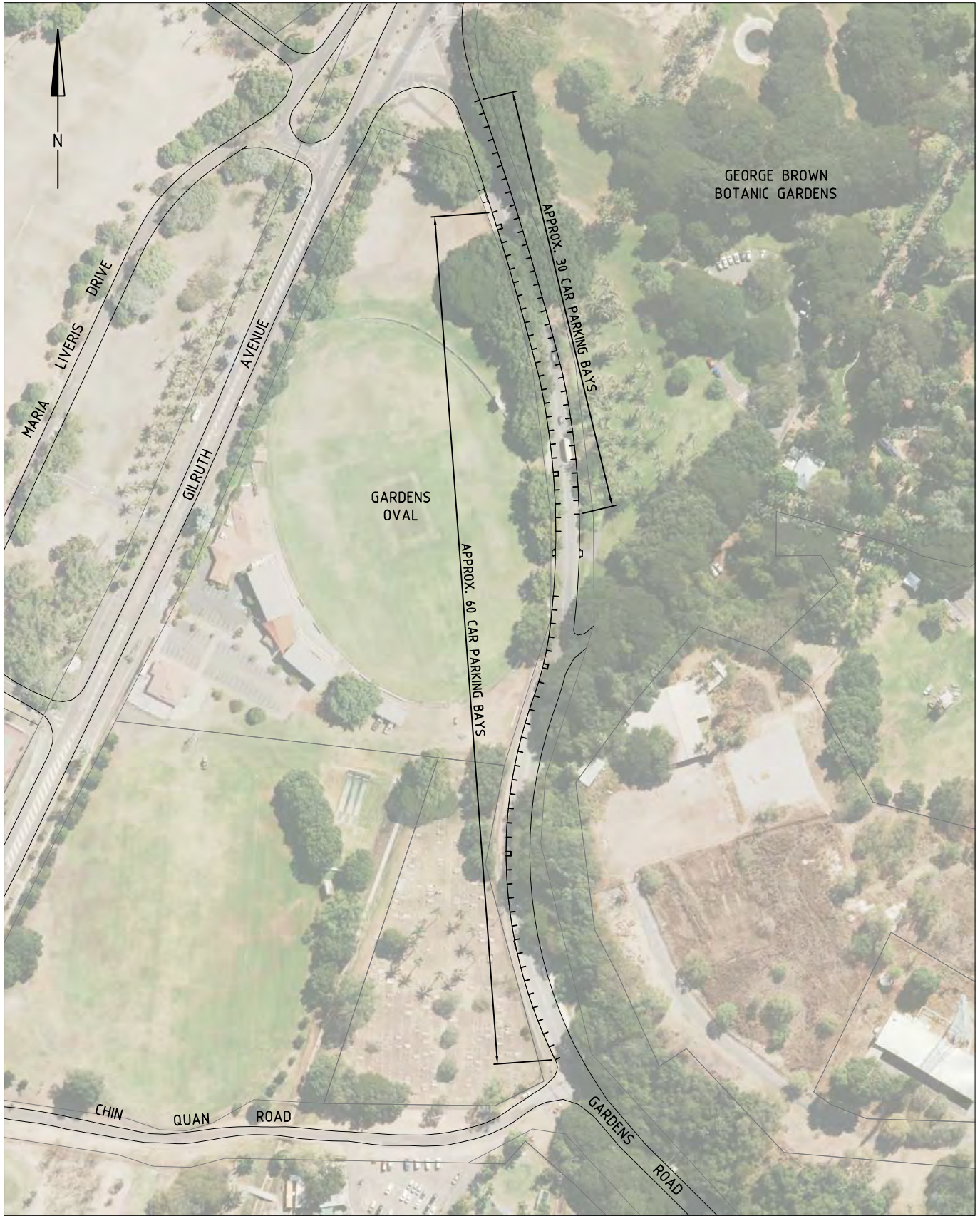
- Attachment A:** Option 2 – Road as is, with additional signage on western side
Attachment B: Option 3 – Formalised parking on eastern side, with additional
 signage on western side
Attachment C: Option 4 – Formalised parking on both sides



DRAWN RM	DESIGNED	GARDENS ROAD, THE GARDENS PROPOSED ON-STREET CAR PARKS OPTION 2			
SCALE	CHECKED				
APPROVED	DATE FEB '17				
	SHEET 1 OF 3	SHEET SIZE: A4	DRAWING No. 0227/11/02	AMENDT. A	



DRAWN RM	DESIGNED	GARDENS ROAD, THE GARDENS PROPOSED ON-STREET CAR PARKS OPTION 3			
SCALE	CHECKED				
APPROVED	DATE FEB '17				
	SHEET 2 OF 3	SHEET SIZE: A4	DRAWING No. 0227/11/03	AMENDT. A	



DRAWN RM	DESIGNED
SCALE	CHECKED
APPROVED	DATE FEB '17
	SHEET 3 OF 3

DESIGNED
CHECKED
DATE FEB '17
SHEET 3 OF 3

GARDENS ROAD, THE GARDENS PROPOSED ON-STREET CAR PARKS OPTION 4		
SHEET SIZE: A4	DRAWING No. 0227/11/04	AMENDT. A



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

AGENDA ITEM: 10.1.5

COOLING AND REVITALISING DARWIN CITY

REPORT No.: 17TS0011 DL:lf

COMMON No.: 3395266

DATE: 21/02/2017

Presenter: Manager Design, Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to seek Council's endorsement to engage with the Property Council of Australia NT to progress their "Cooling and Revitalising Darwin City" proposal and to set a Council financial contribution value for the project.

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

2.2.1 Develop a vibrant and active central business district

KEY ISSUES

- The Property Council of Australia NT (Property Council) made an unsuccessful application for funding to the value of \$10,000 towards their proposed "Cooling and Revitalising Darwin City" project under Council's 2nd round of the 2016/2017 Community Grants Program.
- The Property Council has since approached Council, seeking direct support and engagement to progress their proposal, including seeking commitment for a financial contribution to the value of \$10,000 and a waiver of car parking fees.
- The purpose of the proposal is to demonstrate to the public, through direct experience, the benefits of urban cooling elements such as shade, ventilation and the soft use of landscaping within a public road reserve.
- The proposal consists of a "Pop-up" green space that would occur at three agreed locations in the Darwin CBD over a three month trial period, for one month at each location with public feedback sought.
- The likely candidate locations are Cavenagh, Smith, Mitchell, Bennett, Knuckey and Peel Streets.

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 SUBJECT: COOLING AND REVITALISING DARWIN CITY

- The Property Council has received the Darwin City & Waterfront Retailers Association's strong support for their proposal.
- It is recommended that Council endorse the Property Council's "Cooling and Revitalising Darwin City" proposal in principle, including the approval of a Council cash contribution to the project to the value of \$10,000.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 17TS0011 DL:lf entitled Cooling And Revitalising Darwin City, be received and noted.
- B. THAT Council approve in principle the Property Council of Australia's "Cooling and Revitalising Darwin City" ("pop up display/lounge room") proposal shown at **Attachment A** of Report Number 17TS0011 DL:lf entitled Cooling And Revitalising Darwin City, including the approval of a Council cash contribution to the project to the value of \$10,000 and waiver of the cost of temporary loss of car parking revenue.

BACKGROUND

The Property Council made an unsuccessful funding application to the value of \$10,000 towards their proposed "Cooling and Revitalising Darwin City" project under Council's 2nd round of the 2016/2017 Community Grants Program.

They have since approached Council seeking in principle support for this project, including a financial commitment from Council to the value of \$10,000, in addition to other concessions.

This report provides more detail on their proposal and recommends approval in principle and a Council commitment to provide a funding contribution.

DISCUSSION

City of Darwin officers have been in discussions with the Property Council to seek further clarity and detail on their proposal.

The "Cooling and Revitalising Darwin City" proposal entails a moveable demonstration "pop up display/lounge room" that would be accommodated with on-road public parking bays in the Darwin CBD for a total period of three months, one month in each of three locations.

The candidate locations supplied by the Property Council are along:

- Cavenagh Street,
- Smith Street,
- Mitchell Street,

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- Bennett Street,
- Knuckey Street, and
- Peel Street.

The principles/criteria behind the selection of the final locations would be:

- Within the Darwin CBD area and in close proximity to retail/commercial/mixed-use areas.
- Utilising public on-street parking spaces.
- Locations with a high level of pedestrian traffic, but lacking in amenity (including shade).

The “pop up display/lounge room (pop up)” would be constructed of recycled timber boards/pallets for the flooring and sides and would include vehicle protection, potted trees, timber benches for seating and tables, solar powered fans, grassed areas and a shared canopy/awning structure (**Attachment A**).

The purpose of the proposal provided by the Property Council is to demonstrate how a different approach on how to allocate uses within a public road reserve could support:

- Increased shade and cooler streets.
- Improved conditions for pedestrians and walking.
- Social meeting and seating places – providing nodes of activity throughout the Darwin CBD.
- Providing an opportunity to obtain feedback from users on this alternative use of the road reserve in an urban development/streetscape planning context.

The Property Council is seeking Council's in principle support for and engagement on their proposal, as well as a direct financial commitment of \$10,000 towards its implementation. They are also requesting Council's waiving of the cost of any short term lost car parking revenue, assistance in preparing the user survey and promotion of both the trial and user survey results.

After receiving Council's endorsement in principle for the project, the Property Council has committed to undertake consultation and obtain approvals/inputs from the NT Police, Department of Transport (if applicable) property owners and retailers, prior to finalising the design and preferred locations for the “pop up”.

Council's cash contribution towards this project would be directed to the costs of the day to day management of the “pop up”, its relocation to the three designated and agreed locations and insurance costs. The Property Council has also agreed to accept funding incrementally (one site at a time) with \$4,000 being made available prior to the first installation and a further two payments of \$3,000 each, prior to installation at the other two locations. These payments would also be subject to acceptance of the projects by the community.

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The Property Council has received the Darwin City & Waterfront Retailers Association's strong support for their proposal (**Attachment B**).

In providing any in principle approval for the proposal, Council would require that the outcomes of the community consultation for each location are provided by the Property Council, prior to any payments being made.

Furthermore, a condition of Council approving the proposal in principle would be that the Property Council engage with relevant City of Darwin officers in regard to the implementation of the proposal, including but not limited to, the final locations selected for the "pop up" and the logistics of their implementation.

It is recommended that Council approve the Property Council's "pop up" proposal in principle, subject to the above mentioned conditions and normal conditions relating to the use of public land.

CONSULTATION PROCESS

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

- Manager Climate Change and Environment

In preparing this report, the following External Parties were consulted:

- Property Council of Australia

The Property Council has already sought and obtained strong support from the Darwin City & Waterfront Retailers Association for their proposal.

This is an alternative approval to engaging with the community in conversation on opportunities to improve the City Centre's amenity.

It would be a condition of Council's in principle approval and part-funding of the proposal, that the Property Council undertake community consultation with the community and other key stakeholders and provide the results of this consultation to Council.

POLICY IMPLICATIONS

None identified. However, cooling the city and improving shade have been identified as key objectives in the Darwin City Centre Master Plan.

BUDGET AND RESOURCE IMPLICATIONS

The project cost estimate supplied by the Property Council is \$48,000. It is understood that this will be supplemented by in-kind professional services support from their partners in the project.

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Council has been asked to provide \$10,000 toward the implementation of the project and the Property Council has agreed to accept this sum in incremental payments, subject to the conditions outlined in this report.

The project could be funded from Council's existing operational budget.

There will be some loss of parking revenue as the result of the proposal however this is not expected to be significant.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

There is a risk that the community will not support the ideas. However, these are temporary "pop ups" and community conversation will inform the Council. The loss of car parking, even temporary in nature, may not be supported by various elements of the community.

There is a variety of conversations occurring regarding options to reinvigorate the Darwin City Centre at various levels of Government and community. This project is not seen to conflict with these discussions and could further inform.

ENVIRONMENTAL IMPLICATIONS

The implementation of this project would provide cooling and improve shade in the Darwin CBD. It would also provide environmental education to the public on some of the city cooling options for the CBD, as per the Darwin City Centre Masterplan.

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 8930 0414 or email:
 d.lelekis@darwin.nt.gov.au.

Attachments:

Attachment A: Illustration of Proposed Pop Up

Attachment B: Letter of Support from Darwin City & Waterfront Retailers Association

ATTACHMENT A







Property Council of Australia

First Floor, Paspalis Centrepoint

Darwin NT 0800

Cooling and Revitalising Darwin City Project.

Dear Ruth,

The Darwin City & Waterfront Retailers Associations strongly supports the Property Council of Australia's project.

We believe that the project will play an important role in revitalising heat pockets of the CBD and will increase retail and trade opportunities.

The CBD is suffering a lack of investment and this will spur on additional activity and provide an insight into how Darwin can operate as a tropical city.

The research shows a cooler, more liveable city centre that connect spaces and places will improve time people spend walking throughout the City and impact positively on retail spending.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'D. Lynch', is written over a light blue horizontal line.

Darren Lynch

President

03/02/2017

OPEN SECTION

E&I02/9

Environment & Infrastructure Committee Meeting – Tuesday, 21 February 2017

10.2 OFFICERS REPORTS (RECEIVE & NOTE)

**ENCL: ENVIRONMENT & INFRASTRUCTURE
NO COMMITTEE/OPEN**

AGENDA ITEM: 10.2.1

BICYCLE TECHNICAL NOTES UPDATE

REPORT No.: 17TS0009 PH:lf

COMMON No.: 2476277

DATE: 21/02/2017

Presenter: Civil Engineering Officer, Peter Heffernan

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to update Council on the production of the Bicycle Technical Notes.

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

2.1.1 Improve the pathway and cycle networks and encourage cycling and walking

KEY ISSUES

- The original Darwin Bike Plan Implementation Plan 2015 – 2020 adopted by Council on 26 May 2015 included a project to develop Bicycle Technical Notes.
- The Bicycle Technical Notes provide clarity and guidance on key design aspects that will be applied across the Northern Territory Government's (NTG) and City of Darwin's (COD) bike facility networks.
- The Bicycle Technical Notes are intended for use in the design and maintenance of the assets and will be read in conjunction with various guidelines, Australian Standards and other documents.
- The draft Bicycle Technical Notes will be finalised and in use by the end of March 2017.
- This report provides Council an update on the delivery of these Bicycle Technical Notes and highlights some key bike related issues that they address.

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 REPORT NUMBER: 17TS0009 PH:lf
 SUBJECT: BICYCLE TECHNICAL NOTES UPDATE

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

THAT Report Number 17TS0009 PH:lf entitled Bicycle Technical Notes Update, be received and noted.

BACKGROUND

Council adopted the original Darwin Bike Plan Implementation Plan 2015 – 2020 in May 2015. The production of the Bicycle Technical Notes was in Year 1 of this original plan. This Implementation plan has since been updated.

The Bicycle Technical Notes have been drafted and will be in use by the end of March 2017.

DISCUSSION

The production of the Bicycle Technical Notes is a Year 1 project within the original Darwin Bike Plan Implementation Plan 2015 – 2020.

These Technical Notes will provide guidance and direction on a number of issues and to ensure consistency and clarity across the whole of the bicycle network in the Darwin municipality. Consequently, both NTG and COD officers have been actively involved in the development of the Bicycle Technical Notes.

A project brief was developed and Cardno (NT) Pty Ltd (the consultants that produced the Darwin Bike Plan) was engaged to produce the Bicycle Technical Notes.

The following list outlines the Bicycle Technical Notes currently being developed:

1. Bicycle Parking – Location, Design and Provision Rates
2. Bicycle Wayfinding Signage
3. Connections from Shared Paths to On-Road Facilities
4. Restricting Vehicle Access on Shared Paths
5. Shared Path and Bicycle Lane Construction Materials
6. Crossing Alignments for Shared Paths at Road and Driveway Intersections
7. Definition of the Design Bicycle
8. Horizontal and Vertical Geometry of Paths
9. Kerb Ramp Design and Positioning
10. Line Marking and Surface Treatments
11. Location and Requirements for Holding Rails
12. Shared Path and Bicycle Lane Widths – Minimum and Desirable
13. Pedestrian Access Ways
14. Priority at Path Crossings with Roads and Driveways
15. Regulatory and Advisory Signage for Shared Paths
16. Speed Management on Shared Paths
17. Timing for Construction of Paths in Newly Developed Areas.

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 REPORT NUMBER: 17TS0009 PH:lf
 SUBJECT: BICYCLE TECHNICAL NOTES UPDATE

Each of the Technical Notes provides reference to standards and guidelines relevant to the topic along with guidance for decision making on their implementation.

The following table highlights the issues, solutions and references for a sample of Bicycle Technical Notes in response to a number of key design and operational issues that are topical and that may be of particular interest to Council.

Technical Note / Issue	Solution	Reference
Crossing alignments for shared paths at road and driveway intersections	<ul style="list-style-type: none"> • The “S-Bend” treatment on approach to road intersections should be adopted where the parallel road has a volume greater than 5,000 vehicles per day or where there is frequent queuing, particularly during the peaks, on the intersecting road. • A “straight through” alignment should be used where the above conditions are not met and the crossing distance to a refuge or opposite side is seven metres or less. 	<ul style="list-style-type: none"> • Austroads Guide to Road Design Part 6A • Vicroads Cycle Note No. 17 • WA Shared Path Guidelines
Definition of the design bicycle	<ul style="list-style-type: none"> • The design bicycle should be: <ul style="list-style-type: none"> ○ Bicycle and trailer for high-use paths ○ Standard Bicycle for low-use paths 	<ul style="list-style-type: none"> • AS2890.3 – 2015 • Austroads Guide to Road Design Part 6A
Kerb ramp design and positioning	<ul style="list-style-type: none"> • A shared path should not discharge directly through an intersection, that is, allow diagonal movement across a signalised or unsignalised intersection or roundabout, unless it is a designated “scramble” crossing. 	<ul style="list-style-type: none"> • AS1428.1 – 2009 • AS1428.4.1 – 2009 • Austroads Guide to Road Design Part 4
Location and requirements for Holding Rails	<ul style="list-style-type: none"> • Holding rails on shared paths should be used : <ul style="list-style-type: none"> ○ On all high-use paths. ○ Paths crossing major roads or that are parallel to roads with a volume greater than 5,000 vehicles per day. ○ Where there is a high proportion of mobility impaired pedestrians. ○ Where there is a high proportion of use by children 	<ul style="list-style-type: none"> • Austroads Guide to Road Design Part 6A

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 SUBJECT: BICYCLE TECHNICAL NOTES UPDATE

	(e.g. near schools).	
Priority at path crossings with roads and driveways	<ul style="list-style-type: none"> • A cyclist or pedestrian shall give way to a vehicle where the shared path crosses a road or access road to a high volume car park. Appropriate signage and line marking should be implemented to indicate this priority. • A vehicle shall give way to a cyclist or pedestrian where a shared path crosses a driveway or access road to a low volume car park or a residential property. Where present, shared path centre line markings shall be continued across driveways or low volume access roads to reinforce this priority. 	<ul style="list-style-type: none"> • Australian Road Rules (2012) • WA Shared Path Guidelines

Several items are not covered by the Technical Notes at this stage. One example is bicycle treatment options through signalised intersections. These issues will be treated on a case by case basis.

The Bicycle Technical Notes will be applied to new construction and where upgrading and/or replacement of existing facilities take place.

The Bicycle Technical Notes will be finalised and be in use by the end of March 2017.

CONSULTATION PROCESS

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

- Manager Capital Works
- Manager Infrastructure Maintenance
- Manager Technical Services
- Team Leader Design
- Team Leader Development

In preparing this report, the following External Parties were consulted:

- Department of Infrastructure, Planning and Logistics

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 REPORT NUMBER: 17TS0009 PH:lf
 SUBJECT: BICYCLE TECHNICAL NOTES UPDATE

POLICY IMPLICATIONS

The intent of these Bicycle Technical Notes is to provide clarity and guidance and consistency in the bicycle infrastructure provided by both the City of Darwin and the Northern Territory Government within their interconnected bicycle networks.

The works described within the Technical Notes would be referred to, as the new bicycle facilities are provided or existing facilities are upgraded.

BUDGET AND RESOURCE IMPLICATIONS

The total cost of the production of the Bicycle Technical Notes is approximately \$30,000, with \$25,000 being contributed by the City of Darwin and \$5,000 contributed by the Northern Territory Government.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

The Bicycle Technical Notes are based on the various Austroads design guidelines and Australian Standards that are commonly adopted throughout the rest of Australia.

ENVIRONMENTAL IMPLICATIONS

Supporting alternative modes of transport to the motor vehicle, such as cycling, have positive environmental implications.

Continuous improvement to the municipality of Darwin's shared path networks, through the implementation of the content of the Bicycle Technical Notes, provides improved access, connectivity and safety for the community.

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.

PETER HEFFERNAN
CIVIL ENGINEERING OFFICER

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Peter Heffernan on 8930 0590 or email:
 p.heffernan@darwin.nt.gov.au.

**ENCL: ENVIRONMENT & INFRASTRUCTURE
NO COMMITTEE/OPEN**

AGENDA ITEM: 10.2.2

LAKESIDE DRIVE TREATMENT PLAN UPDATE

REPORT No.: 17TC0004 BR:nj COMMON No.: 3248668

DATE: 21/02/2017

Presenter: Manager Climate Change & Environment, Brooke Rankmore

Approved: Executive Manager, Mark Blackburn

PURPOSE

The purpose of this report is to update the Committee on the status of the Lakeside Drive Treatment Plan, the actions that have been completed and pending programmed works.

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

3 Environmentally Sustainable City

Outcome

3.3 Conserve and protect the Darwin environment

Key Strategies

3.3.1 Advocate for the conservation of natural systems

KEY ISSUES

- As previously reported, illegal dumping has occurred at Lakeside Drive
- This material has the potential to impact on the condition and amenity of this parkland area
- City of Darwin staff has liaised with stakeholders to develop a treatment plan to improve the condition and amenity of Lakeside Drive and to help deter illegal dumping in the future.
- The Lakeside Drive Treatment Plan was endorsed by the Environment and Infrastructure Committee on the 20th September 2016.
- The majority of the priority actions have been completed.
- Work has been suspended due to the wet weather conditions.
- The remaining actions will be completed over the coming dry season.

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 REPORT NUMBER: 17TC0004BR:nj
 SUBJECT: LAKESIDE DRIVE TREATMENT PLAN

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

THAT Report Number 17TC0004 BR:nj entitled Lakeside Drive Treatment Plan Update, be received and noted.

BACKGROUND

As previously reported, illegal dumping has occurred at Lakeside Drive and this material has the potential to impact on the condition and amenity of this parkland area.

City of Darwin staff has liaised with stakeholders to develop a treatment plan to improve the condition and amenity of Lakeside Drive and to help deter illegal dumping in the future.

The Lakeside Drive Treatment plan was endorsed by E&I Committee on the 20th September 2016. The Plan contained recommended actions to clean up the illegally dumped material and improve the amenity of the area.

DISCUSSION

The major works of the Treatment Plan began in late November with rubbish removal, removal of debris and removal of soil piles has being undertaken as a joint initiative between CoD staff and Parks and Wildlife.

CoD staff felt that it was important to ensure that this was a collaborative effort between Parks and Wildlife and CoD with several discussions being held to determine a suitable time for both parties. Unfortunately this meant that the start date of the work was delayed by a few weeks and was not fully completed by the arrival of the wet season. Hence, the clean-up had to be suspended due to weather, with the risk of equipment and trucks causing more damage to the area in the wet conditions. Activities will recommence once the site is dry enough to take the heavy equipment.

To date

- Debris has been removed from the area between Trower Road and the Lakeside Drive Community Garden. This equates to approximately 95% of the area completed.
- The site has been inspected by the mowing contractor and the grass/mangrove interface has been tidied up.
- Bollards and locked gates have been installed from Trower Road to the Power and Water Pump house to restrict vehicle access.

Table 1 provides a list of tasks that are to be undertaken as part of the Treatment Plan and an update on the current status of the on-ground works.

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 REPORT NUMBER: 17TC0004BR:nj
 SUBJECT: LAKESIDE DRIVE TREATMENT PLAN

Table 1: Provides a list of tasks to be delivered as part of the lakeside Drive Treatment Plan, including a revised timeframe for completion and the current status of the tasks.

Task	Recommendation	Revised Timeframe from Plan	Current Status – January 2017
Removal of Debris	Use excavator, backhoe and bobcat to pull out rubbish and felled trees to tidy the edges. Removal will need to be undertaken at several locations along the creek edge.	ASAP	95% Completed
	Remove visible rubble using machinery (bob cat, possibly some light aides such as crowbar and wheelbarrow)	ASAP	95% Completed
	Remove visible debris by hand - search along mangrove line, not extending beyond 10m into mangroves	ASAP	95% Completed
	Remove pushed up rubble/ gravel piles along mangrove edges	ASAP	95% Completed
Topography and Landscaping	Introduce topsoil around drain infrastructure for stabilisation and to allow for mowing up to the edge. conduct prior to wet season to ensure it is stable before significant rains	April – June 17	To be completed
	Smooth area behind the Power and Water Pump site and provide topsoil to areas that are currently unable to be mowed.	Apr- June 17	To be completed
Mowing	Liaise with mowing contractor to determine why some areas are not maintained / mown and address the problem. This may include removing debris and overhanging limbs or topsoiling.	Nov-16	Completed
	Clarify mowing contract conditions that mowing must occur up to the mangrove line. If an area cannot be accessed for mowing the contractor must advise Council so it can be actioned.	Nov-16	Completed
	Some tree limbs may need pruning to allow mower access; this pruning should be undertaken by someone who understands the vegetation being pruned to not damage the trees.	Nov-16	Completed
Weed Management	Slash grasses all along park edge, but leave onsite due to most having already seeded. Also ensure any machinery used is blown and washed down onsite.	Dec-16	Completed

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 SUBJECT: LAKESIDE DRIVE TREATMENT PLAN

	Develop annual Weed Management Program <ul style="list-style-type: none"> • Mission and guinea grass to be removed, in particular along edges • Grassy weeds – slash and spray where appropriate i.e. in drains. • Woody Weeds – physical removal and spray of anything exotic along edges • Broadleaf Spraying – to remove other weeds but won't damage grass 	Jun-17	To be completed
	Ensure machinery brought on site is clean and weed free. Wash vehicles and equipment prior to arriving onsite.	Immediate	Ongoing
	Removal / dumping of weeds needs to be at Shoal Bay for special burial	Immediate	Ongoing
	Use 2,4-D herbicide to remove snakeweed. Spot application only as this herbicide is expensive and harmful	Apr-June 17	To be completed
	Use Glyphosate Bio-Active 360 herbicide in drains to protect waterway.	Apr-June 17	To be completed
	Physically remove <i>Luceana sp</i> (Coffee Bush / Tan Tan) plants cut to stump (very low) and then chemical treat, with ongoing treatment of seedlings with Glyphosate	Jun-17	To be completed
	Ensure contractors weed ID is accurate i.e. for vines some are weeds some are not.	Apr-June 17	To be completed
Litter Removal	'Emu bob' type of rubbish removal should be undertaken coordinate with stakeholders	Nov -16	In progress
	Develop litter management program	Jun-17	To be completed
	Increase Regulatory Services patrols for illegal dumping and strengthening investigation process	Jun-17	To be completed
Drain Clearing	Update Drain clearing Standard Operating Procedure and enforce conditions on contractors for removal of cleared material.	Jun-17	In progress
Revegetation	No active revegetation required. Clearing site and weed management should allow natural mangrove recruitment.	n/a	NA
Tree Removal	Remove excess felled trees.	Nov -16	95% Completed
Tyre Drain	Remove weeds surrounding drain area and within the immediate outlet	Apr-June 17	To be completed
	Encourage <i>Ipomoea</i> growth in area to facilitate stabilisation	Apr-June 17	To be completed

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 SUBJECT: LAKESIDE DRIVE TREATMENT PLAN

Access and Egress	Restrict vehicular access to sites with bollards and locked gates. Install bollards along road edge with one locked gated access point.	Oct-16	Completed
	Block various access routes using rocks if necessary	Oct-16	Completed
	Liaise with stakeholders to shut and lock gates, particularly gate behind Power and Water site leading to Community Garden.	Oct-16	Completed
	Engage with Charles Darwin University in restricting site access from the northern end of the creek on university land.	Oct-16	Completed
Stakeholders	Keep stakeholders informed of plans and engage them where appropriate to assist.	Immediate	Ongoing
	Enlist Power and Water and Parks and Wildlife to undertake more proactive role in managing access	Immediate	Ongoing
	Liaise with Lakeside Dr Community Garden as to chemical use and weed control in the area.	Jun -17	In progress
	Ensure contractors and stakeholders understand current Council policies in regards to dumping and all relevant SOPs.	Immediate	Completed
	Review agreements of onsite stakeholders. Formalise responsibilities of those accessing the site.	Nov-16	Completed
	Develop communications plan about works being undertaken	Immediate	Ongoing

CONSULTATION PROCESS

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

- Coordinator Civil Infrastructure
- Manager Infrastructure Maintenance

BUDGET AND RESOURCE IMPLICATIONS

The costs incurred by the City of Darwin in delivering the Treatment Plan to date are provided in Table 2. All activities are being undertaken within the existing Infrastructure Operational budget.

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 REPORT NUMBER: 17TC0004BR:nj
 SUBJECT: LAKESIDE DRIVE TREATMENT PLAN

Table 2: Costs associated with the delivery of the lakeside Drive Treatment Plan to January 2017.

TASK	Description	Cost
Removal of Debris	Labour and equipment	\$44,000
Access and Egress (Bollards and Gates)	Materials and installation	\$40,000
	TOTAL	\$84,000

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

The activities discussed in this report improve the condition and amenity of the Lakeside Drive parkland area, and neighbouring mangroves.

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.

BROOKE RANKMORE
MANAGER CLIMATE CHANGE &
ENVIRONMENT

MARK BLACKBURN
EXECUTIVE MANAGER

For enquiries, please contact Brooke Rankmore on 89300530 or email: b.rankmore@darwin.nt.gov.au.

OPEN SECTION

E&I02/10

Environment & Infrastructure Committee Meeting – Tuesday, 21 February 2017

11. INFORMATION ITEMS

11.1 World Cities Urban Cooperation Project Invitation

Document No. 3479655 (14/02/17) Common No. 3479655

*The incoming letter is **Attachment A**.*

- A. THAT the incoming letter from the World Cities Team inviting City of Darwin to be involved with the Urban Cooperation Project be received and noted.
- B. THAT the Committee note that a report will be presented to Council in February 2017.

Dear Sir / Madam,

“World Cities” (www.world-cities.eu) is a project of the European Union managed by the European Commission’s Directorate-General for Regional and Urban Policy (DG REGIO). The project has been promoting the exchange of experience and best practice between EU and non-EU countries on the theme of sustainable urban development. The project is now to be piloted with Australia, including a kick-off meeting in early May 2017. Parallel projects are being conducted with South Korea, South Africa, Indonesia and Vietnam.

The intention is to enable exchange between a few selected cities from these countries and from the EU over the course of about a year. Cities will each partner with an EU counterpart and exchange experiences on specific themes that are of mutual interest within the themes of **Urban Economy** (start-ups policies, innovation, etc.), **Mobility** (smart city, etc.) and **Green Development** (including issues of circular economy). The agenda may also include cooperation on issues relevant to mitigate and adapt to **climate change**, including energy efficiency / access to clean energy.

The project will deliver full financial and contents support to following activities:

- 1 Kick-Off meeting and working visit in Australia. Duration: 5 days
- 1 Follow-up meeting in Europe (during the European Week of Cities and Regions in October 2017). Duration: 5 days, including participation at the above mentioned EU event in Brussels
- 1 Final Meeting in your pairing city in Europe in the 1st quarter of 2018. Duration: 3 days

The first event to take place is the **kick-off meeting** in Australia. The financial support of the EU includes all travel and participation costs for one delegation (up to 5 people) from your city.

In case your city is selected, our experienced project team will support your city in identifying concrete pilot projects within the selected thematic areas. The exchange should ideally include up to 2 representatives from the local administration as well as private sector representatives (e.g. sector associations, clusters) and research institutions that can work with local governments on the identified topics during preparation of the meeting.

If your city is interested in cooperating with counterparts in the EU, please indicate your interest by Monday **27 February 2017**.

Yours sincerely,

The World Cities Team

World Cities 2017 – Questionnaire

(Deadline: 15 February 2017. E-mail to application@world-cities.eu)

1) Which part of the EU would you prefer to work with? Please explain your preferences.	
2) Please mention your city's existing ties with the EU in the field of regional or urban development and innovation. If possible, please explain their potential for achieving urban development and innovation.	
3) Which areas of cooperation would you be interested in? Are there specific areas of focus in your Integrated Development Plan and other city strategies plans that could benefit from this experience?	
4) Which are the main sectors of focus for the economic development of your city?	
5) What kind of cooperation do you have in mind? Whom would you involve from the administration, research and business community?	
6) Please mention the three most relevant regional or urban development areas for cooperation between your city and the EU pair.	

7) Please mention some best-practices in urban development and/or innovation and economic development in your city.	
8) Please explain the resources that your city or region can commit to the World Cities' programme (e.g. people, time, co-financing, support to the involvement of the business sector, synergies with other initiatives, etc.).	
9) What is the added-value of your participation in this initiative for your city or region?	
10) Please mention the person to act as contact point for the programme activities (name, title, responsible department).	
Please add any further comments	

For questions, please contact the World Cities project office:

Project Office:

Rond Point Schuman 6

Brussels, 1040

Belgium

Contacts in Europe:

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OPEN SECTION

E&I02/11

Environment & Infrastructure Committee Meeting – Tuesday, 21 February 2017

12. GENERAL BUSINESS

13. CLOSURE OF MEETING