

Business Papers

Town Planning Committee Meeting

Tuesday, 6 December 2016
5:00pm



Notice of Meeting

To the Lord Mayor and Aldermen

You are invited to attend a Town Planning Committee Meeting to be held in Council Chambers, Level 1, Civic Centre, Harry Chan Avenue, Darwin, on Tuesday, 6 December 2016, commencing at 5.00 pm.

LUCCIO CERCARELLI
ACTING CHIEF EXECUTIVE OFFICER

OPEN SECTION

TP12/1

CITY OF DARWIN

TOWN PLANNING COMMITTEE

TUESDAY, 6 DECEMBER 2016

MEMBERS: Member S J Niblock, (Chair); The Right Worshipful, Lord Mayor, Ms K M Fong Lim; Member R K Elix; Member J A Glover; Member G J Haslett; Member R M Knox; Member G A Lambert; Member G Lambrinidis; Member M Palmer; 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 Design, Projects & Planning, Mr D Lelekis; Strategic Town Planner, Ms C Robson; Planning Officer, Mr B Sellers; Town Planner, Ms N Smith; Committee Administrator, Mrs P Hart.

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

- Development Applications referred from the Development Consent Authority
- Town Planning Strategy, Policies and Procedures
- Development and Planning Matters referred to Council from Developers, Community Groups and Individuals
- Signage Applications, Policies and Procedures

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

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OPEN SECTION

TP12/2

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OPEN SECTION

TP12/3

Town Planning Committee Meeting – Tuesday, 6 December 2016

1. MEETING DECLARED OPEN

2. APOLOGIES AND LEAVE OF ABSENCE

Common No. 2695036

2.1 Apologies

THAT the apology from Member J A Glover be received.

2.2 Leave of Absence Granted

- A. THAT it be noted Member G A Lambert is an apology due to a Leave of Absence previously granted on 16 August 2016 for the period 20 November to 7 December 2016.
- B. THAT it be noted Member E L Young is an apology due to a Leave of Absence previously granted on 15 November 2016 for the period 3 December 2016 to 9 January 2017.
- C. THAT it be noted Member M Palmer is an apology due to a Leave of Absence previously granted on 29 November 2016 for the period 3 to 7 December 2016.

3. ELECTRONIC MEETING ATTENDANCE

Common No. 2221528



OPEN SECTION

TP12/4

Town Planning Committee Meeting – Tuesday, 6 December 2016

4. **DECLARATION OF INTEREST OF MEMBERS AND STAFF** Common No. 2752228

4.1 **Declaration of Interest by Members**

4.2 **Declaration of Interest by Staff**

5. **CONFIDENTIAL ITEMS** Common No. 1944604

5.1 **Closure to the Public for Confidential Items**

THAT pursuant to Section 65(2) of the Local Government Act and Regulation 8 of the Local Government (Administration) Regulations the meeting be closed to the public to consider the following Items:-

<u>Item</u>	<u>Regulation</u>	<u>Reason</u>
C14.1	8(c)(iv)	information that would, if publicly disclosed, be likely to prejudice the interests of the council or some other person
C16.1	8(e)	information provided to the council on condition that it be kept confidential

5.2 **Moving Open Items Into Confidential**

5.3 **Moving Confidential Items Into Open**

OPEN SECTION

TP12/5

Town Planning Committee Meeting – Tuesday, 6 December 2016

6. WITHDRAWAL OF ITEMS FOR DISCUSSION

THAT the Committee resolve under delegated authority that all Information Items and Officers Reports to the Town Planning Committee Meeting held on Tuesday, 6 December 2016 be received and considered individually.

7. CONFIRMATION OF MINUTES PERTAINING TO THE PREVIOUS TOWN PLANNING COMMITTEE MEETING

THAT the Committee resolve that the minutes of the previous Town Planning Committee Meeting held on Tuesday, 4 October 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 TOWN PLANNING COMMITTEE MEETING

8.1 Business Arising

9. DEPUTATIONS AND BRIEFINGS

Nil



ENCL: TOWN PLANNING COMMITTEE/OPEN
YES

AGENDA ITEM: 10.1

DRIPSTONE ROAD PARKING COMMUNITY CONSULTATION OUTCOMES

REPORT No.: 16TS0193 NS:hd COMMON No.: 3237036

DATE: 06/12/2016

Presenter: Manager Technical Services, Nadine Nilon

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to provide the Town Planning Committee with the Dripstone Road parking community consultation feedback received for Council's consideration.

LINK TO STRATEGIC PLAN

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

Goal

5. Effective and responsible governance

Outcome

5.3 Good governance

Key Strategies

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

KEY ISSUES

- Dripstone Road has been identified as having car parking and traffic related issues opposite Casuarina Square.
- In August 2016 the Town Planning Committee resolved to undertake Level 2 Community Consultation on the preferred management option for on-street car parking.
- This report summarises the Community Consultation feedback received during the three week consultation period undertaken from 14 October – 4 November 2016.
- The consultation feedback received included 30 survey responses and two email responses. The Community Consultation Report can be seen at **Attachment A**.
- It is recommended that:
 - i. Council provide formalised on-street car parking limited to 2 hours during regulation hours in February 2017, as detailed within the report.

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- ii. Council write to the Development Consent Authority and UniLodge requesting that UniLodge address identified car parking related issues and seek appropriate action.

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

- A. THAT Report Number 16TS0193 NS:hd entitled Dripstone Road Parking Community Consultation Outcomes, be received and noted.
- B. THAT on-street car parking be formalised on Dripstone Road and:
 - (i) managed as per:
 - (a) 2 hour time restricted, Monday to Friday 8am – 5pm
 - (b) 2 hour time restricted, Saturday & Sunday 9am – 2pm
 - (c) No time restrictions, all other times
 - (ii) be enforced within existing Regulatory Services resources and budgets
 - (iii) be implemented in early 2017

as indicated in Option 1a and **Attachment B** of Report Number 16TS0193 NS:hd entitled Dripstone Road Parking Community Consultation Outcomes.
- C. THAT Council write to the Development Consent Authority outlining the relevant issues from the community feedback received in relation to UniLodge car parking issues on Dripstone Road and seek appropriate action.
- D. THAT Council write to UniLodge in accordance with the complaints handling process of the endorsed Car Parking Management Plan to address the issues identified through the community consultation and seek appropriate action.
- E. THAT Council write to those who participated in the community consultation to inform them of the Council decision.

BACKGROUND

In 2015, Council raised the following matter in General Business:

DECISION NO.21\4015 (08/12/15)

Parking Situation on Dripstone Road
Common No. 2406979

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 OUTCOMES

- A. *THAT a report on managing the parking situation on Dripstone Road and associated areas be presented to Council, including consultation with affected residents.*
- B. *THAT any non-compliance with provisions of the Development Permit for the university accommodation at Casuarina Square be reported to the appropriate authority.*
- C. *THAT the Traffic Police be advised of the unsafe driving practices operating in the Dripstone Road area and asked to take appropriate action.*

A project has been underway to assess and identify improvements to pedestrian, cyclist and vehicular movements and existing car parking issues along Dripstone Road. Improved lighting, safety and beautification were also considerations of this project.

In April 2016, a workshop was conducted with the Elected Members to look at the issues identified and review concept options to understand the priorities of Council.

Options to resolve issues along Dripstone Road were presented to the Town Planning Committee in August 2016. The Town Planning Committee resolved to install on-street car parking through line marking to Dripstone Road and undertake community consultation on the management issues, as follows:

DECISION NO.21\4693 (02/08/16)

Bradshaw Terrace And Dripstone Road Upgrade Concept For Community Consultation

Report No. 16TS0121 NS:hd (02/08/16) Common No. 3237036

THAT the Committee resolve under delegated authority:-

- C. *THAT on-street carpark line marking is installed on Dripstone Road as indicated in Attachment F to Report Number 16TS0121 NS:hd entitled Bradshaw Terrace and Dripstone Road Upgrade Concept for Community Consultation, and Council undertakes a Level 2 community consultation on the management options for the car parking and that a report be prepared for Council consideration following the consultation.*

Community Consultation was undertaken from 14 October – 4 November 2016 and applied various methods and tools to understand both the residents and users of the area's preference for on-street car parking management.

DISCUSSION

As per Decision No. 21\4693 referenced above, Council resolved to undertake consultation at level 2 in accordance with *City of Darwin Policy No. 025 – Community*

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Consultation Policy. The purpose was to understand the preferred management options for the proposed on-street car parking on Dripstone Road.

The consultation plan was designed to promote the consultation to the whole community with a focus on reaching the residents of the local area most affected by the decision.

As identified within the Community Consultation Report as at **Attachment A**, 30 survey responses were received to the three survey questions. Part three and four of the Community Consultation Report provides details on the consultation results and a conclusion for Council's consideration.

In response to the Community consultation feedback the below options are discussed for Council's consideration:

Option 1 – Install on-street car parking:

Install formalised on-street car parking bays, including line marking to identify bays and yellow lines to identify no parking areas in clearance zones, ensuring appropriate sightlines for driveways are maintained, as seen in **Attachment B**.

The benefits of this option include:

- Improved safety by maintaining appropriate clearance zones and sightlines to driveways. This also addresses resident complaints received prior to undertaking community consultation who raised concerns that cars parking within close proximity to driveways resulted in inadequate sightlines and safety issues when exiting their driveways.
- Given that Casuarina Square is currently the largest shopping centre within the Greater Darwin Region, the provision of on-street car parking provides an opportunity for the broader population to park in that location and therefore serves a purpose beyond the immediate residents.
- From a traffic survey undertaken in February 2016, there were approximately 500 vehicles identified during Friday PM peak time counts for westbound traffic on Dripstone Road. The provision of 24 on-street car parking bays provides an opportunity for any one of those vehicles to park at this location.
- Consistency with the *Traffic and Transport Review* undertaken as part of the Dripstone Road project, recommended that "formalised parallel parking on the westbound lane between Trower Road and Bradshaw Terrace" be installed.
- Reduced potential for vehicles to illegally park on the nature strip given that on-street car parking would be made available.
- Formalised on-street car parking would likely improve the amenity of the area by providing a more orderly system of car parking.
- Residents and their visitors would have a reasonable opportunity to park close by.
- On-street car parking will reduce the width of the kerbside lane and reduced lane widths often encourage motorists to drive at a reduced speed.

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The disadvantages of this option include:

- Feedback from the survey indicates that the majority of residents would prefer no on-street car parking in front of their properties.
- It does not eliminate resident on-street car parking concerns related to UniLodge vehicles. However, this can be partially addressed through the car parking management option as described below.

Car Parking Management

The community consultation purpose was to seek community feedback on the preferred on-street car parking management of Option 1. A summary of these options is outlined below:

Option:	On-street car parking management:	Responses received:
1A	Monday to Friday 8am – 5pm, and Saturday & Sunday 9am – 2pm (during regulation hours). Time restricted: 2 hour parking All other times: No time restriction	7 / 27 (26%)
1B	Monday to Friday 8am – 5pm, and Saturday & Sunday 9am – 2pm (during regulation hours). Time restricted: 3 hour parking All other times: No time restriction	3 / 27 (11%)
1C	No time restrictions at any time.	17 / 27 (63%)

The most popular outcome from the feedback received was Option 1C (no time restrictions at any time) which had 17 responses. 13 of these 17 responses were from UniLodge residents and three were residents within the local area (within 1km).

Whilst it is acknowledged that there was 63% of respondents indicating a preference for “no time restrictions at any time”; it is important to note that 13 of these 17 responses were from UniLodge residents. There are conditions within the UniLodge Parking Management Plan which state they will not park on surrounding streets which should be a consideration in this decision. This is explored further in the Consultation Report.

Whilst a 3 hour time restriction may provide greater flexibility for the users of the bays, only 11% of respondents identified this as the preferred car parking management method as opposed to 26% who were in favour of a 2 hour time restriction.

In consultation with the General Manager Corporate Services, it is understood that the recent installation of the bollards within Bradshaw Terrace has resolved a prior

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car parking issue that was previously enforced by Regulatory Services within an existing regulated route that is within the immediate vicinity. Therefore, existing resources are available to regulate the 2 hour time restriction in preference to the 3 hour time restriction as this is a more efficient use of this resource.

It is therefore recommended that Option 1A (2 hour time restriction during regulated hours) is the most suitable method for on-street car parking management as:

- It provides a balance between the resident's needs and the broader population's needs.
- It will allow for vehicle turn over during the day and prevent vehicles parking longer term.
- It is a more efficient use of existing resources.

It is recommended that the on-street car parking be installed in early 2017, after the Christmas period rush has concluded as to ensure that there is a minimal impact to the increased traffic which occurs at this time of year.

Option 2 – No parking:

The community consultation presented a strong preference from residents for there to be no parking permitted in front of the houses opposite UniLodge. Seven of the 30 survey respondents (majority of which were residents of Dripstone Road), identified their preference for no on-street car parking. This option was not recommended previously due to there being adequate space and an identified need for the provision of safe on-street car parking for the community.

However, in response to the feedback received Council could consider an option to install a single yellow line to identify no on-street car parking as seen in **Attachment C**.

The benefits of this option include:

- Reduced potential for incidents between vehicles parking and through traffic.
- Feedback from adjacent residents indicates they do not want on-street car parking.
- Waste collection vehicles will not have to manoeuvre around parked cars.
- More space for on road cyclists and potential future bike lanes.
- Limiting on-street car parking (during regulation hours) may encourage UniLodge to address their current car parking issues and abide by their Car Parking Management Plan.

The negatives of this option include:

- Inconsistency with Council's decision to install on-street car parking.
- Restricting on-street car parking will increase the kerbside lane to be approximately 5.6m wide and wider lanes often encourage motorists to speed.

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- A risk that restricting on-street car parking in this location could create a flow on issue somewhere else, in which vehicles may park in a more dangerous location.
- A risk that residents/visitors may park illegally on the nature strip when on-street parking is no longer an option. As per the Australian Road Rules, stopping a vehicle on the nature strip is an offence which may result in an infringement being issued.
- Inconsistency with the *Traffic and Transport Review* undertaken as part of the Dripstone Road project which recommended that “formalised parallel parking on the westbound lane between Trower Road and Bradshaw Terrace” be installed.

Option 3 – Change nothing:

Whilst Council resolved to install on-street car parking along Dripstone Road, given the combination of community feedback received, Council could decide to leave the area un-changed, that is not formalise on-street car parking or implement car parking restrictions. This however is not recommended for the following reasons:

- It does not address safety issues of insufficient clearance being left alongside driveways, where vehicles are currently parking.
- It does not address the residents parking concerns and is therefore likely that complaints will continue to be received by Council.
- It would be inconsistent with the recommendation to install formalised on-street car parking based on the *Traffic and Transport Review* undertaken as part of the Dripstone Road project.

UniLodge car parking issues:

Council wrote to DAS on 14 January 2016, requesting information in relation to the endorsed Car Parking Management Plan associated to the UniLodge development. The Development Consent Authority responded to Council's concerns and advised that they addressed the matter directly with UniLodge, who confirmed that the “policies agreed upon in the parking management plan are still in force and that their management team directly monitor compliance on a regular basis”.

Part 3 of the Car Parking Management Plan provides appropriate “measures to ensure student/visitor vehicles are not parked within car parking spaces not designated for the development or on surrounding streets”.

Given that the City of Darwin are not the Consent Authority, Council's capacity is limited to responding to Development Applications as its role as a ‘Service Authority’; therefore ensuring compliance with Development Permit conditions is also limited given that the functions sit with the Northern Territory Government.

It is evident from the community consultation feedback that UniLodge residents are using Dripstone Road for their car parking. This is causing concern for the Dripstone Road residents with cars parking for extended periods of time. By implementing the car parking management Option 1A (2 hour parking during regulated hours), vehicles

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will turnover more frequently and cars will be unable to be parked there for extended periods of time during regulation hours.

Conclusion:

The installation of on-street car parking restricted to 2 hours during regulation hours has been recommended to improve safety, provide on-street parking for the community whilst ensuring vehicle turnover.

Rather than resolving UniLodge on-street car parking concerns, implementing no parking may push the problem elsewhere in the area causing other issues. For this reason it is recommended that Council write to both the Development Consent Authority and UniLodge in an effort to address the issues through the appropriate channels.

CONSULTATION PROCESS

Community consultation occurred at a Level 2 in accordance with *City of Darwin Policy No. 025 – Community Consultation Policy*.

In accordance with the policy, level 2 community consultation is to “*keep you (the community) informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision*”.

Tools, methods and community consultation feedback received are summarised above and as detailed within **Attachment A**.

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

- Town Planner
- Project Officer Capital Works
- Technical Officer (Civil Drafting)
- Senior Community Engagement Officer
- General Manager Corporate Services

POLICY IMPLICATIONS

Community consultation occurred at a Level 2 in accordance with *City of Darwin Policy No. 025 – Community Consultation Policy*.

BUDGET AND RESOURCE IMPLICATIONS

Community consultation was undertaken within the existing budget allocated to the Dripstone road project. In consultation with the General Manager Corporate Services, it is understood that regulation of the recommended Option 1A can occur within existing Regulatory Services budgets and resources.

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Approximate costs for options 1 to 3 are as follows:

Option:	Approximate cost:
Option 1A	\$14,500
Option 1B	\$14,500
Option 1C	\$12,700
Option 2	\$3,900
Option 3	Nil

The above costs can be absorbed within existing minor capital works programs.

If Council resolved to apply any of the above options, enforcement of the area may result in an income to Council where members of the community are found to be parking illegally or outside of the time restrictions (pending the chosen option).

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

There is a risk that the residents will negatively receive the recommended option for time limited car parking, particularly given that:

- a number of residents identified their preference for no on-street car parking within Dripstone Road, and
- a number of respondents identified their preference for no time restrictions.

All infrastructure associated with the chosen option will be designed in accordance with relevant standards and requirements.

ENVIRONMENTAL IMPLICATIONS

Not assessed.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

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

NADINE NILON
MANAGER TECHNICAL
SERVICES

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Nadine Nilon on 8930 0417 or email:
 n.nilon@darwin.nt.gov.au.

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OUTCOMES

Attachments:

Attachment A: Community Consultation Report – Dripstone Road parking

Attachment B: Option 1 - On-street parking plan - Dripstone Road

Attachment C: Option 2 - No on-street parking plan – Dripstone Road



Community Consultation Report

Level 2 - Consult

Dripstone Road Parking

October/November 2016

1. BACKGROUND

Informal car parking is being utilised along Dripstone Road between Bradshaw Terrace and Trower Road. The informal parking has created safety issues due to insufficient clearance being left alongside driveways. At the Town Planning Committee meeting on 2 August 2016 the following recommendation was endorsed:

C. THAT on-street carpark line marking is installed on Dripstone Road as indicated in Attachment F to Report Number 16TS0121 NS:hd entitled Bradshaw Terrace and Dripstone Road Upgrade Concept for Community Consultation, and Council undertakes a Level 2 community consultation on the management options for the car parking and that a report be prepared for Council consideration following the consultation.

DECISION NO. 21\4693 (02/08/16)

The plan to formalise the parking is to ensure appropriate clearance zones to driveways are maintained and regulated. This will include line marking to identify car parks and yellow lines to identify the no parking areas in the clearance zones, as shown below.



There would be no fee charged for parking in this area. The purpose of the consultation was to seek community input into the preferred parking management option.

The options include:

OPTION 1

Monday to Friday 8am – 5pm and Saturday & Sunday 9am – 2pm (during regulation hours)

- Time restricted: 2 hour parking

All other times

- No time restrictions

OPTION 2

Monday to Friday 8am – 5pm and Saturday & Sunday 9am – 2pm (during regulation hours)

- Time restricted: 3 hour parking

All other times

- No time restrictions

OPTION 3

No time restrictions at any time

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 14 October to 4 November 2016.

The methods and tools used included door knocking, letters, fact sheets, website, online survey, phone, email, public notices and social media.

Council officers door knocked to the residents on Dripstone Road between Trower Road and Bradshaw Terrace. A letter (**Appendix A**) and Fact Sheet (**Appendix B**) were left when no one was home.

Fact Sheets were left on the parked cars in the area on two occasions and placed in the Casuarina Library and Civic Centre Customer Service area.

A letter (**Appendix C**) with the Fact Sheet was mailed to owners and residents within a 250m radius of the area.

A webpage was created within the Have Your Say section of Council's website. It contained details of the parking plan, options for parking management and a survey link to provide feedback. A Facebook post (**Appendix D**) 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 15 October and 22 October. Community members could submit information through the survey, via email or by phone.

3. CONSULTATION RESULTS

The consultation plan was designed to promote the consultation to the whole community with a focus on reaching the residents of the local area most affected by the decision.

There were 30 survey responses received. **Appendix E** provides the survey results per question. **Appendix F** provides the survey results per individual respondent. The survey results per individual respondent has been included to show the feedback and concerns based on how the individual is affected, i.e. whether they are a Dripstone Road resident or a UniLodge resident.

The survey asked the following three questions:

Q1. Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

OPTION 1

Monday to Friday 8am – 5pm and Saturday & Sunday 9am – 2pm (during regulation hours)

- Time restricted: 2 hour parking

All other times

- No time restrictions

OPTION 2

Monday to Friday 8am – 5pm and Saturday & Sunday 9am – 2pm (during regulation hours)

- Time restricted: 3 hour parking

All other times

- No time restrictions

OPTION 3

No time restrictions at any time

Q2. Do you have any other comments, questions or concerns?

Q3. Please tick which best describes you:

- I am a Dripstone Road Resident
- I am a resident of the local area (live within 1km)
- I am a UniLodge resident
- I use parking on Dripstone Road
- Other

SURVEY RESULTS

Question 1 – Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

The survey results show the 63% of respondents selected parking management Option 3 'No time restrictions at any time'. 26% of respondents preferred Option 1 and 11% of respondents preferred Option 2. Although this question showed significantly higher support for Option 3, further analysis of the feedback as described in the 'conclusion' shows a number of factors to be considered.

Dripstone Road Parking

Q1 Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Answered: 27 Skipped: 3



Answer Choices	Responses
Monday to Friday 8am-5pm and Saturday & Sunday 9am-2pm (during regulation hours): Time restricted 2 hour parkingAll other times: No time restrictions	25.93% 7
Monday to Friday 8am-5pm and Saturday & Sunday 9am-2pm (during regulation hours): Time restricted 3 hour parkingAll other times: No time restrictions	14.81% 4
No time restrictions at any time	62.96% 17
Total Respondents: 27	

Chart 1 shows that 76% of the respondents who voted for 'no time restrictions at any time' are UniLodge residents. None of the Dripstone Road residents selected the option of 'no time restrictions at any time'.

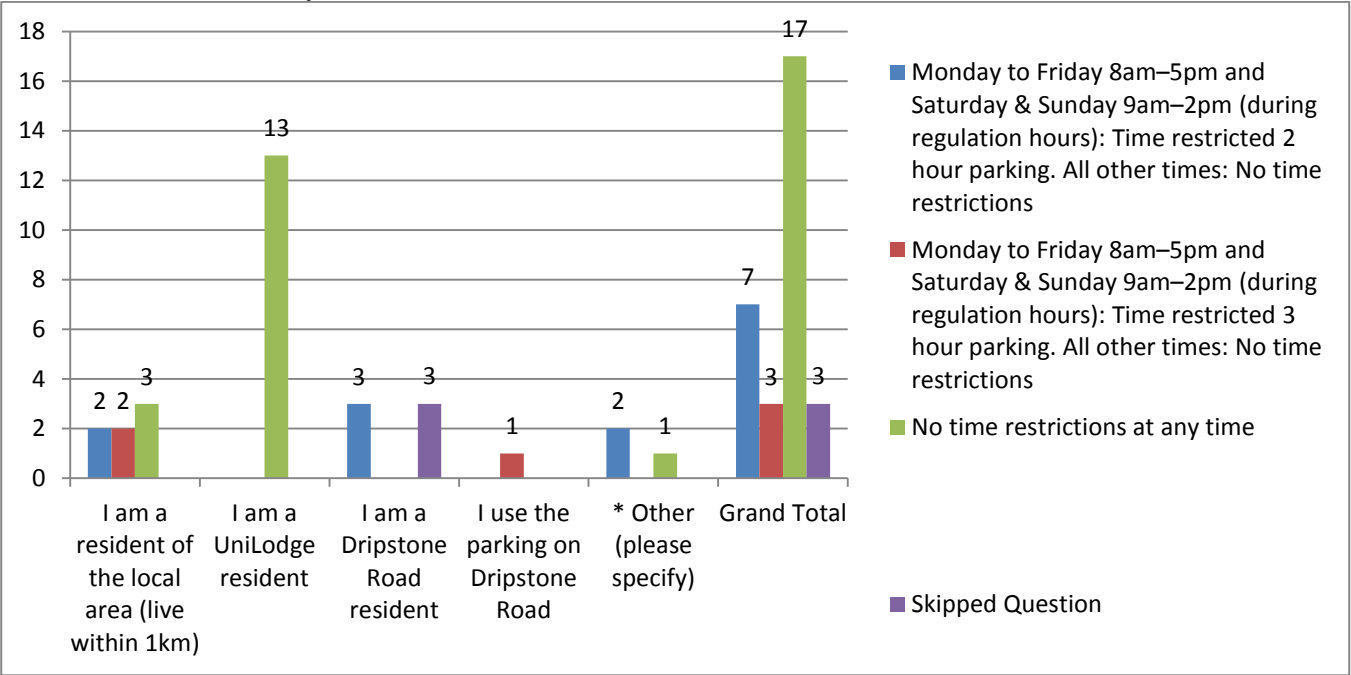


Chart 1: Parking management preference per respondent category

Question 2 Do you have any other comments, questions or concerns?

The key feedback received in response to this question includes:

- 7 respondents want 'no parking'
- Frustration that the UniLodge development told the community that students would not have vehicles and would not disrupt the roadways
- UniLodge residents want more parking options in the area
- Adding time restrictions adds to regulation requirements, so the suggestion was to add line markings for parking then review the need for time restrictions after a few months
- The main issue is the obstruction of driveways, if this is resolved then it should be treated the same as anywhere else

Question 3 Which of the following best describes you:

The most survey responses were received from UniLodge residents (43.3%), followed by residents within 1km of the local area (23.3%) and Dripstone Road residents (20%).

EMAIL RESPONSES

Two email responses were received as shown at **Appendix G**. Respondent #1 also contacted by phone expressing the messages in the email, strongly advocating for 'no parking' in the area.

4. CONCLUSION

As per the Council Decision, the consultation process focused on seeking input into the preferred parking management option for the section of road. However, Question 2 of the survey which asked for any additional comments or concerns did allow for the community to voice any other preferences, such as 'no parking'. The option of 'no parking' has come through as a strong message from a number of Dripstone Road residents (7 out of 30 respondents). The main reason stated was to retain privacy to their property and that it is being used by UniLodge residents as their permanent parking, which was not meant to occur. This long term parking impacts on the resident's use of the parking in front of their homes.

Of the 13 UniLodge residents who completed the survey they all voted for the option of 'no time restrictions at any time'. This option had the most support of the three options. The comments from the UniLodge residents state that they need more parking options in the area and if time restrictions were put in place it would limit their parking options. Of note is that the UniLodge Car Parking Management Plan, as shown in **Appendix H**, states that 'UniLodge actively manages the number of tenants with vehicles wanting to be parked on the premises so that they don't exceed available spaces and don't park in the shopping centre car park or adjacent roads'. It also states that 'UniLodge management shall monitor parking in neighbouring streets to ensure students are not parking in the streets.'

The Dripstone Road residents and the UniLodge residents are most greatly impacted by the parking on this section of road and therefore have been

the greatest respondents to the survey. However, the parking does also get used by other members of the community to utilise the area. Chart 1 shows there was a fairly even spread of preferences between the three parking options from respondents who weren't Dripstone Road or UniLodge residents.

It is clear from the consultation there are two main opposing points of view. The Dripstone Road residents predominantly support 'no parking'. The UniLodge residents support no time restricted parking. The UniLodge Development Permit was conditional on the Parking Management Plan which commits to ensuring residents will not park on surrounding streets. The consultation feedback shows that this has not been achieved and the UniLodge residents are using Dripstone Rd for their car parking which is impacting on the Dripstone Rd residents. Aside from UniLodge residents, the feedback received most strongly supports no parking to stop it being used as long term UniLodge parking. It is recommended that Council consider this option to resolve the issue of long term parking being used by UniLodge residents or at a minimum implement 2 hour timed parking restrictions during regulation hours to ensure cars cannot be parked there for extended periods.

14 October 2016

Please quote: 3237036 SJ

Dear Sir / Madam

Dripstone Road Parking – Community Consultation

The informal car parking along Dripstone Road, between Bradshaw Terrace and Trower Road, has created safety issues due to insufficient clearance being left alongside driveways. Council is planning to formalise the parking in this area to ensure appropriate clearance zones to driveways are maintained and regulated.

Council is seeking your input on the preferred parking management option. Please find enclosed a fact sheet with all the details of the planned works as well as how to contribute to the consultation.

Council Officers visited your residence today however no one was home. We will try again during the week of 17 October.

If you have any queries please contact me on 8930 0197 or s.jeeves@darwin.nt.gov.au

Yours sincerely



SHEREE JEEVES
SENIOR COMMUNITY ENGAGEMENT OFFICER

Encl.

Dripstone Road Parking Fact Sheet

FACTSHEET

Dripstone Road Parking

There is currently informal car parking being utilised along Dripstone Road between Bradshaw Terrace and Trower Road. The informal parking has created safety issues due to insufficient clearance being left alongside driveways. Council is planning to formalise the car parking to ensure appropriate clearance zones to driveways are maintained and regulated. This will include line marking to identify car parks and yellow lines to identify the no parking areas in the clearance zones. There will be no fee charged for parking in this area.

MAP OF WORKS



Have Your Say!

City of Darwin is seeking input from the community on the preferred parking management options for the Dripstone Rd Parking. There will no fee charged for the parking.

The options include:

OPTION 1

Monday to Friday 8am – 5pm and Saturday & Sunday 9am – 2pm (during regulation hours)

- Time restricted: 2 hour parking

All other times

- No time restrictions

OPTION 2

Monday to Friday 8am – 5pm and Saturday & Sunday 9am – 2pm (during regulation hours)

- Time restricted: 3 hour parking

All other times

- No time restrictions

OPTION 3

No time restrictions at any time

The consultation is running from **Friday 14 October** until **Friday 4 November 2016**.

The feedback from the consultation will be presented to Council to inform the decision for the parking management of the area.

To provide your feedback on the preferred parking management option for Dripstone Road you can complete the survey at www.darwin.nt.gov.au/dripstoneparking

For more information contact City of Darwin's Community Engagement Officer haveyoursay@darwin.nt.gov.au or 8930 0197

14 October 2016

Please quote: 3237036 SJ:hd

Mr

Dear Resident/Owner

Dripstone Road Parking – Community Consultation

The informal car parking along Dripstone Road, between Bradshaw Terrace and Trower Road, has created safety issues due to insufficient clearance being left alongside driveways. Council is planning to formalise the parking to ensure appropriate clearance zones to driveways are maintained and regulated.

Council is seeking the views of the community on the preferred parking management option. Please find enclosed a fact sheet with all the details of the planned works as well as how to contribute to the consultation.

If you have any further queries please contact me on 8930 0197 or s.jeeves@darwin.nt.gov.au

Yours sincerely



SHEREE JEEVES
SENIOR COMMUNITY ENGAGEMENT OFFICER

Encl.

Dripstone Road Parking Fact Sheet

**City of Darwin**

Published by Sheree Jeeves [?] · October 26 at 3:24pm · 🌐

HAVE YOUR SAY! We want to hear your thoughts about parking options on Dripstone Rd between Bradshaw Terrace and Trower Road.

For more information and to have your say go to

www.darwin.nt.gov.au/dripstoneparking



1,316 people reached

Boost Post

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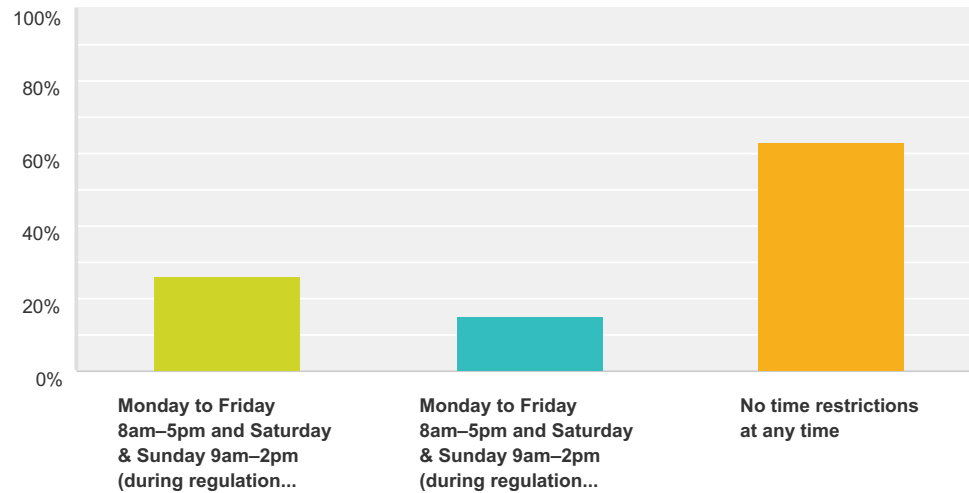


:f=page_internal yn Faalong

Chronological ▾

Q1 Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Answered: 27 Skipped: 3



Answer Choices	Responses	
Monday to Friday 8am-5pm and Saturday & Sunday 9am-2pm (during regulation hours): Time restricted 2 hour parkingAll other times: No time restrictions	26	7
Monday to Friday 8am-5pm and Saturday & Sunday 9am-2pm (during regulation hours): Time restricted 3 hour parkingAll other times: No time restrictions	11%	3
No time restrictions at any time	63%	17
Total Respondents: 27		

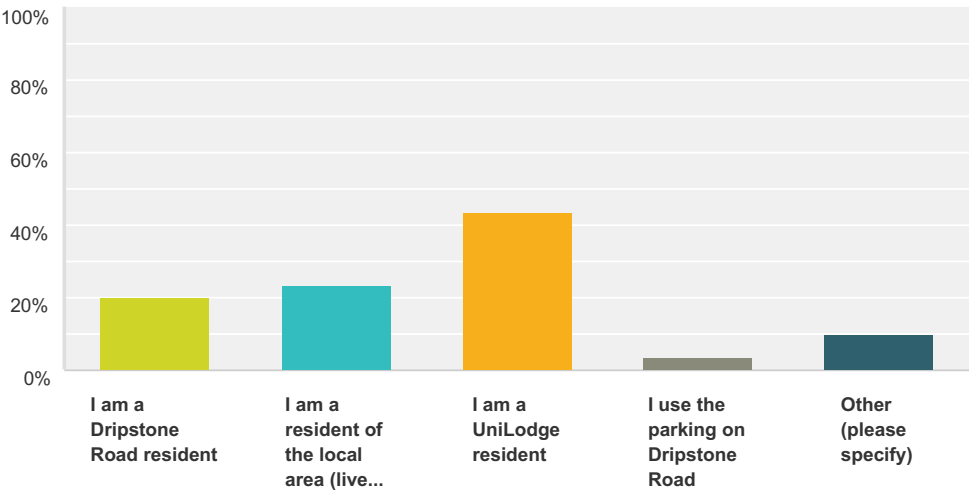
Q2 Do you have any other comments, questions, or concerns?

Answered: 19 Skipped: 11

#	Responses	Date
1	Council needs to ensure that car parking requirements are provided for all developments.	11/6/2016 7:02 PM
2	If there are time restrictions on parking, there will not be enough parking for UniLodge residents	10/31/2016 9:08 PM
3	The area is a mess and could definitely user greater regulation.	10/31/2016 4:07 PM
4	Unilodge residence need more parking pls.	10/31/2016 3:47 PM
5	Please allow us to park at Dripstone Road. Thanks	10/31/2016 2:37 PM
6	So long as people don't park in driveways, why should it be different from anywhere else.	10/31/2016 11:07 AM
7	Residents on Dripstone don't want parking there at all. Ridiculous!	10/28/2016 5:38 PM
8	People should park at the shopping centre only!!!! Nowhere else. Residents should have their own privacy, and not people parking directly out the front of their places. If its Unilodge people parking causing issues, maybe they need to enforce the Lodge people parking at the Casuarina Centre parking, as they were meant to.. Thanks	10/27/2016 2:32 PM
9	We want No Parking what so ever like on the Casuarina side of Dripstone road why is that not an option on your survey	10/27/2016 1:00 PM
10	Why was the option of no parking at all offered that would be the most preferred option a yellow line painted like on the other side of road	10/27/2016 12:49 PM
11	There should be NO PARKING outside these residences at all	10/26/2016 8:40 PM
12	Do something about people parking on the median between the banks and Casuarina Shopping centre. It's dodgy!	10/26/2016 7:23 PM
13	Why has there been an increase of parked vehicles in this area? Is it because of the Uni Lodge student accommodation building that has been built on the commercial site? This was "sold" to the public stating that students would not have vehicles and would not disrupt the roadways.	10/26/2016 5:44 PM
14	The issue isnt about how long people are parking, just that they are parking blocking line of sight for exiting vehicles. Im sure the residents would prefer that the accommodation and vehicles just go away but thats too late now. By adding a time component you are just adding more work to the people that have to manage that enforcement. how about you add the markings, give it a few months and then see if the issue warrants a time restriction.	10/25/2016 12:21 PM
15	You do not offer the option of NO PARKING which is what the residents who pay their rates want in this location. Yellow lines and NO PARKING	10/25/2016 10:38 AM
16	I am agaunst any parking along this stretch of road as my elderly mum lives there ..has lived there since 1978. The best option i would like is NO PARKING..double yellow lines painted up to Bradshaw please. The residents and their visitors will park in driveways...or up on nature strip ..if we are visiting our family. I would be okay with parking bays if it is monitored by rangers...as people are cunning creatures...and will work around the restrictions. . Thank you for consultation.	10/24/2016 4:56 PM
17	Morning, You would not have this problem if it were not for the Casuarina Shopping Center introuducing parking limits in the car parks. Basically it all comes down to for the need of greed. Where you go get lunch, catch a movie, go do some shopping, you can not do that anymore with one and a half parking. I don't even bother going down there anymore they can shove their shopping center where it fits.	10/24/2016 8:53 AM
18	Shame you can not restricted parking at other times. Many park overnight. Often coming and going at all hours. Whilst not being particularly noisy the sound carries at night	10/20/2016 5:07 PM
19	Minimal input now - As the issue is the obstruction of driveways why not just mark the driveway clearance area (a line on each side of the driveway) and then penalise infringements of this area. Future formalization (marking each bay, centreline marking and parking signage) may be required when the area becomes busier than it is now.	10/17/2016 4:30 PM

Q3 Please tick which of the following best describes you:

Answered: 30 Skipped: 0



Answer Choices	Responses	
I am a Dripstone Road resident	20.00%	6
I am a resident of the local area (live within 1km)	23.33%	7
I am a UniLodge resident	43.33%	13
I use the parking on Dripstone Road	3.33%	1
Other (please specify)	10.00%	3
Total		30

Dripstone Road Parking

#1

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Monday, October 17, 2016 4:24:03 PM

Last Modified: Monday, October 17, 2016 4:30:00 PM

Time Spent: 00:05:57

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Minimal input now - As the issue is the obstruction of driveways why not just mark the driveway clearance area (a line on each side of the driveway) and then penalise infringements of this area.

Future formalization (marking each bay, centreline marking and parking signage) may be required when the area becomes busier than it is now.

Q3: Please tick which of the following best describes you: I am a resident of the local area (live within 1km)

#2

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Thursday, October 20, 2016 5:01:50 PM

Last Modified: Thursday, October 20, 2016 5:07:21 PM

Time Spent: 00:05:30

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 2 hour parking All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

Shame you can not restricted parking at other times. Many park overnight. Often coming and going at all hours. Whilst not being particularly noisy the sound carries at night

Q3: Please tick which of the following best describes you: I am a Dripstone Road resident

#3

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, October 24, 2016 5:03:11 AM
 Last Modified: Monday, October 24, 2016 5:04:45 AM
 Time Spent: 00:01:33

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 2 hour parking
 All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I am a Dripstone Road resident

#4

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, October 24, 2016 8:48:44 AM
 Last Modified: Monday, October 24, 2016 8:53:26 AM
 Time Spent: 00:04:41

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Morning, You would not have this problem if it were not for the Casuarina Shopping Center introducing parking limits in the car parks. Basically it all comes down to for the need of greed. Where you go get lunch, catch a movie, go do some shopping, you can not do that anymore with one and a half parking. I don't even bother going down there anymore they can shove their shopping center where it fits.

Q3: Please tick which of the following best describes you:

I am a resident of the local area (live within 1km)

#5

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Monday, October 24, 2016 4:49:26 PM

Last Modified: Monday, October 24, 2016 4:56:27 PM

Time Spent: 00:07:00

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 2 hour parking
All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

I am against any parking along this stretch of road as my elderly mum lives there ..has lived there since 1978. The best option i would like is NO PARKING..double yellow lines painted up to Bradshaw please. The residents and their visitors will park in driveways...or up on nature strip ..if we are visiting our family.

I would be okay with parking bays if it is monitored by rangers...as people are cunning creatures...and will work around the restrictions.

Thank you for consultation.

Q3: Please tick which of the following best describes you:

Other (please specify)

I have an elderly mother in . Dripstone rd who i care for. Mum also has two properties no and no dripstone rd. So we are very interested in the councils parking proposals for this area.

#6

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Tuesday, October 25, 2016 10:37:13 AM

Last Modified: Tuesday, October 25, 2016 10:38:12 AM

Time Spent: 00:00:58

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Respondent skipped this question

Q2: Do you have any other comments, questions, or concerns?

You do not offer the option of NO PARKING which is what the residents who pay their rates want in this location. Yellow lines and NO PARKING

Q3: Please tick which of the following best describes you:

I am a Dripstone Road resident

#7

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Tuesday, October 25, 2016 12:13:55 PM

Last Modified: Tuesday, October 25, 2016 12:20:32 PM

Time Spent: 00:06:37

IP: 192.168.1.1

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

The issue isn't about how long people are parking, just that they are parking blocking line of sight for exiting vehicles. I'm sure the residents would prefer that the accommodation and vehicles just go away but that's too late now. By adding a time component you are just adding more work to the people that have to manage that enforcement. How about you add the markings, give it a few months and then see if the issue warrants a time restriction.

Q3: Please tick which of the following best describes you:

Other (please specify)
person who sees an issue and happy to give their two cents.

#8

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Wednesday, October 26, 2016 5:41:07 PM

Last Modified: Wednesday, October 26, 2016 5:43:45 PM

Time Spent: 00:02:38

IP: 192.168.1.1

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 2 hour parking
All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

Why has there been an increase of parked vehicles in this area? Is it because of the Uni Lodge student accommodation building that has been built on the commercial site? This was "sold" to the public stating that students would not have vehicles and would not disrupt the roadways.

Q3: Please tick which of the following best describes you:

I am a resident of the local area (live within 1km)

#9

COMPLETE**Collector:** Web Link 1 (Web Link)**Started:** Wednesday, October 26, 2016 6:26:14 PM**Last Modified:** Wednesday, October 26, 2016 6:29:56 PM**Time Spent:** 00:03:41

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 3 hour parking All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I use the parking on Dripstone Road

#10

COMPLETE**Collector:** Web Link 1 (Web Link)**Started:** Wednesday, October 26, 2016 7:20:50 PM**Last Modified:** Wednesday, October 26, 2016 7:23:28 PM**Time Spent:** 00:02:37

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 3 hour parking All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

Do something about people parking on the median between the banks and Casuarina Shopping centre. It's dodgy!

Q3: Please tick which of the following best describes you:

I am a resident of the local area (live within 1km)

#11

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Wednesday, October 26, 2016 8:39:08 PM

Last Modified: Wednesday, October 26, 2016 8:40:00 PM

Time Spent: 00:00:51

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Respondent skipped this question

Q2: Do you have any other comments, questions, or concerns?

There should be NO PARKING outside these residences at all

Q3: Please tick which of the following best describes you:

I am a Dripstone Road resident

#12

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Thursday, October 27, 2016 12:37:31 PM

Last Modified: Thursday, October 27, 2016 12:48:57 PM

Time Spent: 00:11:25

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 2 hour parking
All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

Why was the option of no parking at all offered that would be the most preferred option a yellow line painted like on the other side of road

Q3: Please tick which of the following best describes you:

I am a Dripstone Road resident

#13

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, October 27, 2016 12:53:36 PM

Last Modified: Thursday, October 27, 2016 12:59:46 PM

Time Spent: 00:06:09

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Respondent skipped this question

Q2: Do you have any other comments, questions, or concerns?

We want No Parking what so ever like on the Casuarina side of Dripstone road why is that not an option on your survey

Q3: Please tick which of the following best describes you:

I am a Dripstone Road resident

#14

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, October 27, 2016 2:28:58 PM

Last Modified: Thursday, October 27, 2016 2:31:34 PM

Time Spent: 00:02:36

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 2 hour parking
All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

People should park at the shopping centre only!!!! Nowhere else. Residents should have their own privacy, and not people parking directly out the front of their places. If its Unilodge people parking causing issues, maybe they need to enforce the Lodge people parking at the Casuarina Centre parking, as they were meant to.. Thanks

Q3: Please tick which of the following best describes you:

Other (please specify)
I live nearby, and shop at casuarina.

#15

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Friday, October 28, 2016 5:36:02 PM

Last Modified: Friday, October 28, 2016 5:38:01 PM

Time Spent: 00:01:59

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Residents on Dripstone don't want parking there at all. Ridiculous!

Q3: Please tick which of the following best describes you:

I am a resident of the local area (live within 1km)

#16

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Monday, October 31, 2016 10:28:01 AM

Last Modified: Monday, October 31, 2016 10:28:12 AM

Time Spent: 00:00:11

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#17

COMPLETE



Collector: Web Link 1 (Web Link)
Started: Monday, October 31, 2016 10:30:57 AM
Last Modified: Monday, October 31, 2016 10:31:15 AM
Time Spent: 00:00:17

- Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time
- Q2: Do you have any other comments, questions, or concerns? Respondent skipped this question
- Q3: Please tick which of the following best describes you: I am a UniLodge resident

#18

COMPLETE



Collector: Web Link 1 (Web Link)
Started: Monday, October 31, 2016 10:32:11 AM
Last Modified: Monday, October 31, 2016 10:33:13 AM
Time Spent: 00:01:01

- Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time
- Q2: Do you have any other comments, questions, or concerns? Respondent skipped this question
- Q3: Please tick which of the following best describes you: I am a UniLodge resident

#19

COMPLETE**Collector:** Web Link 1 (Web Link)**Started:** Monday, October 31, 2016 11:06:16 AM**Last Modified:** Monday, October 31, 2016 11:06:57 AM**Time Spent:** 00:00:40

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

So long as people don't park in driveways, why should it be different from anywhere else.

Q3: Please tick which of the following best describes you: I am a UniLodge resident

#20

COMPLETE**Collector:** Web Link 1 (Web Link)**Started:** Monday, October 31, 2016 12:04:48 PM**Last Modified:** Monday, October 31, 2016 12:08:43 PM**Time Spent:** 00:03:55

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#21

COMPLETE



Collector: Web Link 1 (Web Link)
 Started: Monday, October 31, 2016 2:32:24 PM
 Last Modified: Monday, October 31, 2016 2:32:44 PM
 Time Spent: 00:00:20

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#22

COMPLETE



Collector: Web Link 1 (Web Link)
 Started: Monday, October 31, 2016 2:35:56 PM
 Last Modified: Monday, October 31, 2016 2:37:18 PM
 Time Spent: 00:01:21

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Please allow us to park at Dripstone Road. Thanks

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#23

COMPLETE



Collector: Web Link 1 (Web Link)

Started: Monday, October 31, 2016 3:02:27 PM

Last Modified: Monday, October 31, 2016 3:03:36 PM

Time Spent: 00:01:08

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#24

COMPLETE



Collector: Web Link 1 (Web Link)

Started: Monday, October 31, 2016 3:45:52 PM

Last Modified: Monday, October 31, 2016 3:46:44 PM

Time Spent: 00:00:51

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Unilodge residence need more parking pls.

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#25

COMPLETE



Collector: Web Link 1 (Web Link)
 Started: Monday, October 31, 2016 3:51:03 PM
 Last Modified: Monday, October 31, 2016 3:51:42 PM
 Time Spent: 00:00:38

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#26

COMPLETE



Collector: Web Link 1 (Web Link)
 Started: Monday, October 31, 2016 4:06:07 PM
 Last Modified: Monday, October 31, 2016 4:07:27 PM
 Time Spent: 00:01:19

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 3 hour parking
 All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

The area is a mess and could definitely use greater regulation.

Q3: Please tick which of the following best describes you:

I am a resident of the local area (live within 1km)

#27

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Monday, October 31, 2016 9:04:46 PM

Last Modified: Monday, October 31, 2016 9:07:30 PM

Time Spent: 00:02:43

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

If there are time restrictions on parking, there will not be enough parking for UniLodge residents

Q3: Please tick which of the following best describes you: I am a UniLodge resident

#28

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Wednesday, November 02, 2016 1:09:09 AM

Last Modified: Wednesday, November 02, 2016 1:11:14 AM

Time Spent: 00:02:05

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road? No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns? Respondent skipped this question

Q3: Please tick which of the following best describes you: I am a UniLodge resident

#29

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Thursday, November 03, 2016 11:30:55 AM

Last Modified: Thursday, November 03, 2016 11:31:17 AM

Time Spent: 00:00:21

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

No time restrictions at any time

Q2: Do you have any other comments, questions, or concerns?

Respondent skipped this question

Q3: Please tick which of the following best describes you:

I am a UniLodge resident

#30

**COMPLETE**

Collector: Web Link 1 (Web Link)

Started: Sunday, November 06, 2016 7:00:32 PM

Last Modified: Sunday, November 06, 2016 7:02:26 PM

Time Spent: 00:01:54

Q1: Which parking management option do you prefer for Dripstone Road between Bradshaw Terrace and Trower Road?

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 2 hour parking
All other times: No time restrictions

Monday to Friday 8am–5pm and Saturday & Sunday 9am–2pm (during regulation hours): Time restricted 3 hour parking
All other times: No time restrictions

Q2: Do you have any other comments, questions, or concerns?

Council needs to ensure that car parking requirements are provided for all developments.

Q3: Please tick which of the following best describes you:

I am a resident of the local area (live within 1km)

I would also like to enquire about a contact number I can phone to bring to attention when parked vehicles are committing a parking offence when the new parking plan is in progress.

Thankyou for your attention

Kind regards

Council Response:

Hi,

I've looked into your concern about the trucks parking. The information I got was that the light rigid design vehicle is 8.8m long so wouldn't fit in the car parking bays. So hopefully once the car parking bays are formalised it will stop the trucks from parking in that area. And if there are any trucks that take up two bays you can call the number 8930 0600 to report it.

Hopefully this will assist with that problem.

Let me know if you have any further queries.

Regards

Sheree

Resident Reply:

hi sheree

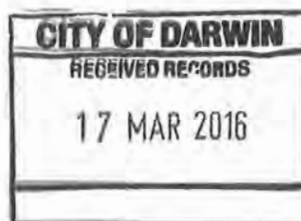
thank you for the information and support on these matters, very much appreciated.

Regards

GPO BOX 1680
DARWIN NT 0801

Telephone No: (08) 8999 6046
Facsimile No: (08) 8980 0707

In reply please quote: PA2013/0765



Mr Drosso Lelekis
Acting General Manager Infrastructure
City of Darwin
GPO Box 84
DARWIN NT 0801

Dear Mr Lelekis

UNILODGE DARWIN – CAR PARKING ISSUES

Thank you for your letter of 16 January 2016 in which you raise concerns with increased parking issues in Dripstone Road since completion of the Unilodge Darwin development. In your letter you indicate that Council has requested a review of the matter by the Development Consent Authority (DCA).

As you know, the development was approved by the DCA in January 2014 following consideration of the proposal, public submissions and comments received from service authorities, including the City of Darwin. At the time, the DCA considered that a variation to the onsite provision of car parking was appropriate and approval was granted on the condition of submission of a car parking management plan. A copy of the car parking management plan is enclosed for information.

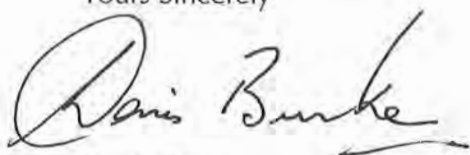
The DCA has received recent correspondence from Unilodge that confirms that the policies agreed upon in the parking management plan are still in force and that their management team actively monitor compliance on a regular basis.

I am aware that current construction works at Casuarina Shopping Square have resulted in temporary changes to the car parking arrangements at the centre and may account for an increase in vehicles parked in the surrounding streets and Dripstone Road specifically given the absence of Council imposed on-street parking restrictions and its convenient location to the shopping centre.

While the DCA will continue to monitor compliance with the car parking management plan, the plan provides contact details for complaints which Council may wish to use to seek further information from Unilodge directly to aid in management of the local road network.

Should you wish to discuss the matter further, please contact Doug Lesh (Director, Development Assessment Services) on 89997937 or at doug.lesh@nt.gov.au.

Yours Sincerely



Denis Burke
Chairman, Development Consent Authority

14 March 2016



(Corner of Dripstone Road and Bradshaw Terrace)

UniLodge Darwin

Car Parking Management Plan

1. Introduction

This car parking management plan has been prepared in response to Development Permit DP14/0054, Schedule of Conditions – General Condition - Section 7.

General Condition – Section 7 - *'Before the use/ occupation of the development starts, a Car Parking Management Plan for the use to the satisfaction of the consent authority must be submitted to and approved by the consent authority'. When approved, the plan will be endorsed and will then form part of the permit:*

- *Measures to Restrict and Control Student Car Ownership;*
- *Measures to ensure student/visitor vehicles are not parked within car parking spaces not designated for the development or on surrounding streets;*
- *Operational and management details of any car share scheme;*
- *Procedures for monitoring, investigation and reporting; and*
- *Procedures to receive and address complaints and infringements including the position and details of the manager (or other nominated person), recording mechanisms of complaints received and infringements identified and actions undertaken.*

Property Details

Accommodation Details

UNIT TYPE	TOTAL SUITES	TOTAL BEDS
Studio Suite- 1 Bed	148	148
2 Bed Suite- 2 Bed	9	18
2 Bedroom Suite- 2 Bed	26	52
4 Bed Suite 4 Beds	18	72
Accessible Suite- 1 Bed	13	13
TOTAL	214	303

Car Park Details

Car Park Type	Spaces Available
Car share scheme spaces	5
Resident Car Park Spaces	26 Spaces (4 undercroft and at least 22 Aboveground)
Guest Car Park Spaces	drop off area at loading bay in front Ultra Tune office
Motorcycle Park Spaces	40
Bicycle Parking	80

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2. Measures to Restrict and Control Student Car Ownership

Due to the close proximity of the University, public transport, and the provision of a car share scheme (similar to a GoGet car share scheme) there will be a low demand for car spaces by students. Due to this low demand forecast a limited number of cars are available for student use at the premises.

It is important UniLodge actively manages the number of tenants with vehicles wanting to be parked on the premises so that they don't exceed available spaces and don't park in the shopping centre car parks or adjacent roads.

Tenants will be offered the limited number of securable car park spaces on a - *'first come, first serve basis'*.

The UniLodge Darwin web page will provide tenants with details of:

1. the proximity of the complex to the CDU Campus and Casuarina Shopping centre,
2. the accessible and affordable car share cars located on the premises,
3. the 40 motor cycle and 80 secure bicycle parks provided free of charge, and
4. the local public transport networks with a local map of the area

Upon booking accommodation, tenant will be reinforced with information of convenience of the location and that motor vehicle ownership will not be necessary for travel to and from university as it is within short walking or riding distance and public transport is also convenient for commuting to the university and for travel broader afield.

The limited car parking spaces will be available for the exclusive use of building occupants only and will be leased individually to UniLodge tenants. A Car Park Agreement will be signed and a new account (separate to the accommodation account) will be created in 'Star Rez' (the property management software used at the property).

3. Measures to ensure student/visitor vehicles are not parked within car parking spaces not designated for the development or on surrounding streets

As part of the induction process, students will be advised that they are not to use the Casuarina Shopping Centre car park or neighbouring streets to park vehicles during their stay at UniLodge Darwin.

Car registration details will be obtained from all residents if relevant as part of the induction process. These details will be shared with the Casuarina Shopping Centre which shall use license plate recognition software integrated as part of the centre security system to identify any unauthorised parking within the shopping centre. Any unauthorised parking identified shall be reported to UniLodge management.

UniLodge management shall monitor parking in neighbouring streets to ensure students are not parking in the streets.

Any action relating student car parking either identified by UniLodge management, other students or the Casuarina Shopping Centre will be responded to immediately as per the UniLodge complaints handling procedure (*CS 30 - Grievances & Complaints Management*). The offending vehicle owner will be issued with a Breach Notice and asked to remove the vehicle immediately.

A repeat offence could result in refusal to renew or extend the tenant's lease.

Any vehicles parked illegally on the Casuarina Shopping Centre Property (including the disabled parking and loading bay) will be issued with an initial warning and subsequently wheel clamped should the offence be repeated.

4. Operational and management details of any car share scheme

A car share scheme with a pool of 5 will be operated by an independent party from the secure car parking below the student accommodation building. The car share will be a web based system which runs off the same platform as the popular 'GoGet' Car share scheme established on the East coast of Australia. It is envisaged the member of the Casuarina car share scheme will have access to reciprocal membership rights to the GoGet scheme.

This inexpensive, flexible web based 'car share scheme' will discourage tenants from needing to own vehicles during their stay at UniLodge Darwin.

5. Procedures for monitoring, investigation and reporting

Access to the controlled UniLodge car park spaces will only be assigned to current Car Park Agreement holders. Once such an agreement is signed and the driver and vehicle details are set up in 'Star Rez', the relevant access control will be issued with an expiry date corresponding with the Car Park Lease end date. No Car Park Agreements will be extended beyond the accommodation lease end date. A list of the current Car Park Agreement holders can be populated on demand from the software for internal car park audits.

For the limited undercover car spaces electronic access control will be issued

For open air parking spaces which are secured via lockable bollards – UniLodge will issue keys to the UniLodge lease holder who has a vehicle allocated.

As all tenant vehicle registration, make and model details will be stored in the property management software, the Customer Service Manager will print a current tenant list and physically check the car park as part of the daily/weekly building inspection/walk around. Any vehicles parked illegally on

the property (including the disabled parking and loading bay) will be issued with an initial warning and subsequently wheel clamped should the offence be repeated.

6. Procedures to receive and address complaints and infringements including the position and details of the manager (or other nominated person), recording mechanisms of complaints received and infringements identified and actions undertaken

Any complaints or disputes regarding the car park will be handled as per the UniLodge Policy CS30 'Grievances/Complaints Management'. Refer to Appendix 1 for a flow chart which outlines the steps involved once a complaint is received.

The Property Manager – Operations contact details are listed below;

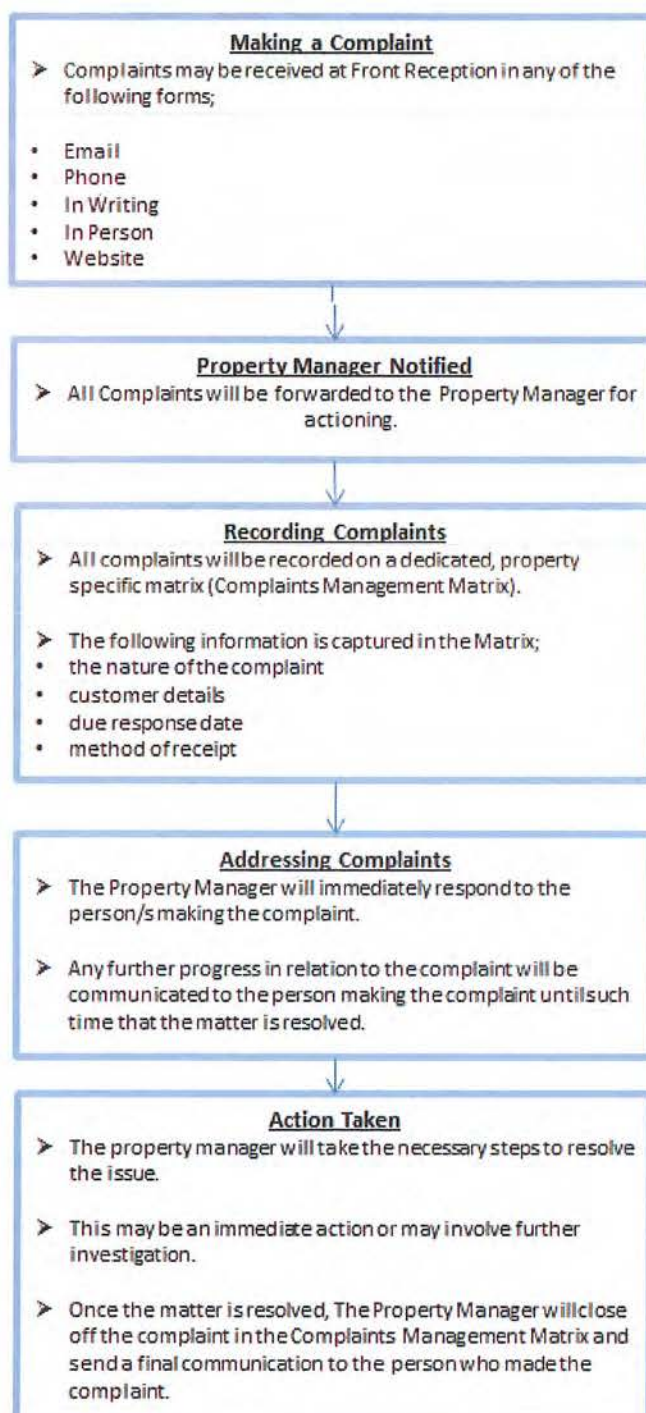
Email: Darwin@unilodge.com.au

Phone: +61 8 8942 0706

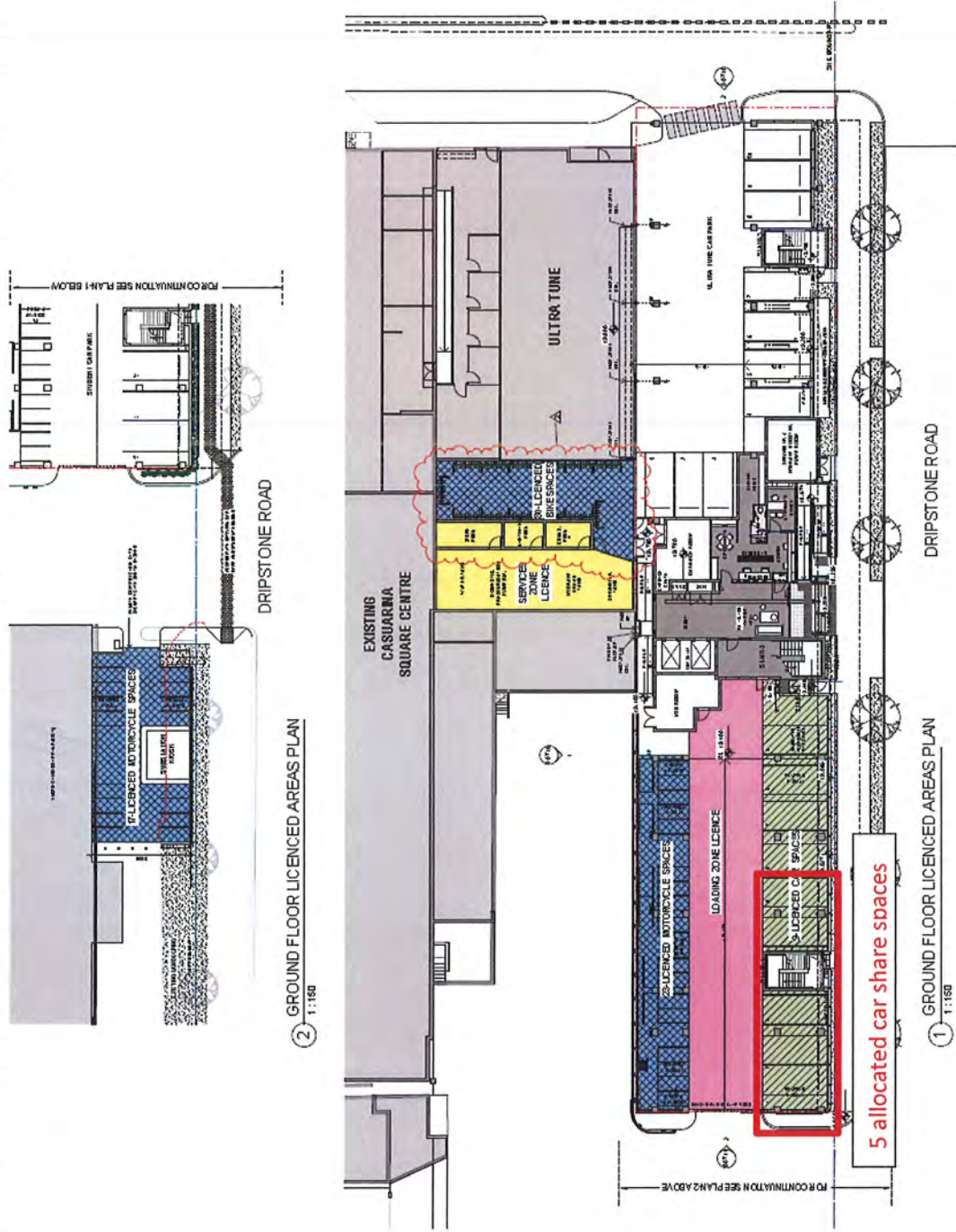
Mobile: +61 (0) 429 512 834

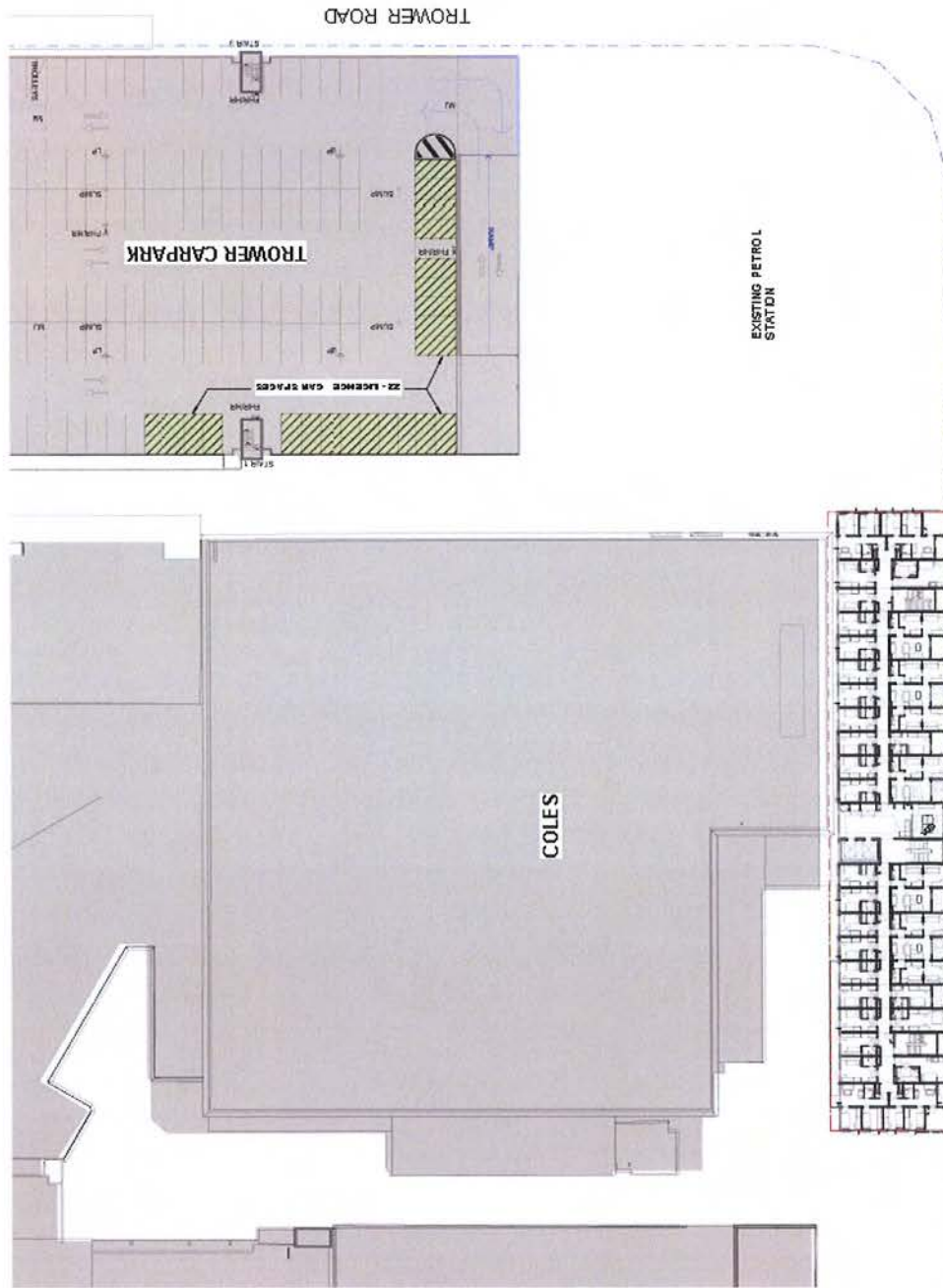
Address: UniLodge Darwin
Casuarina Square
247 Trower Road
Casuarina NT 0810

Appendix 1 - Complaints Handling Procedure



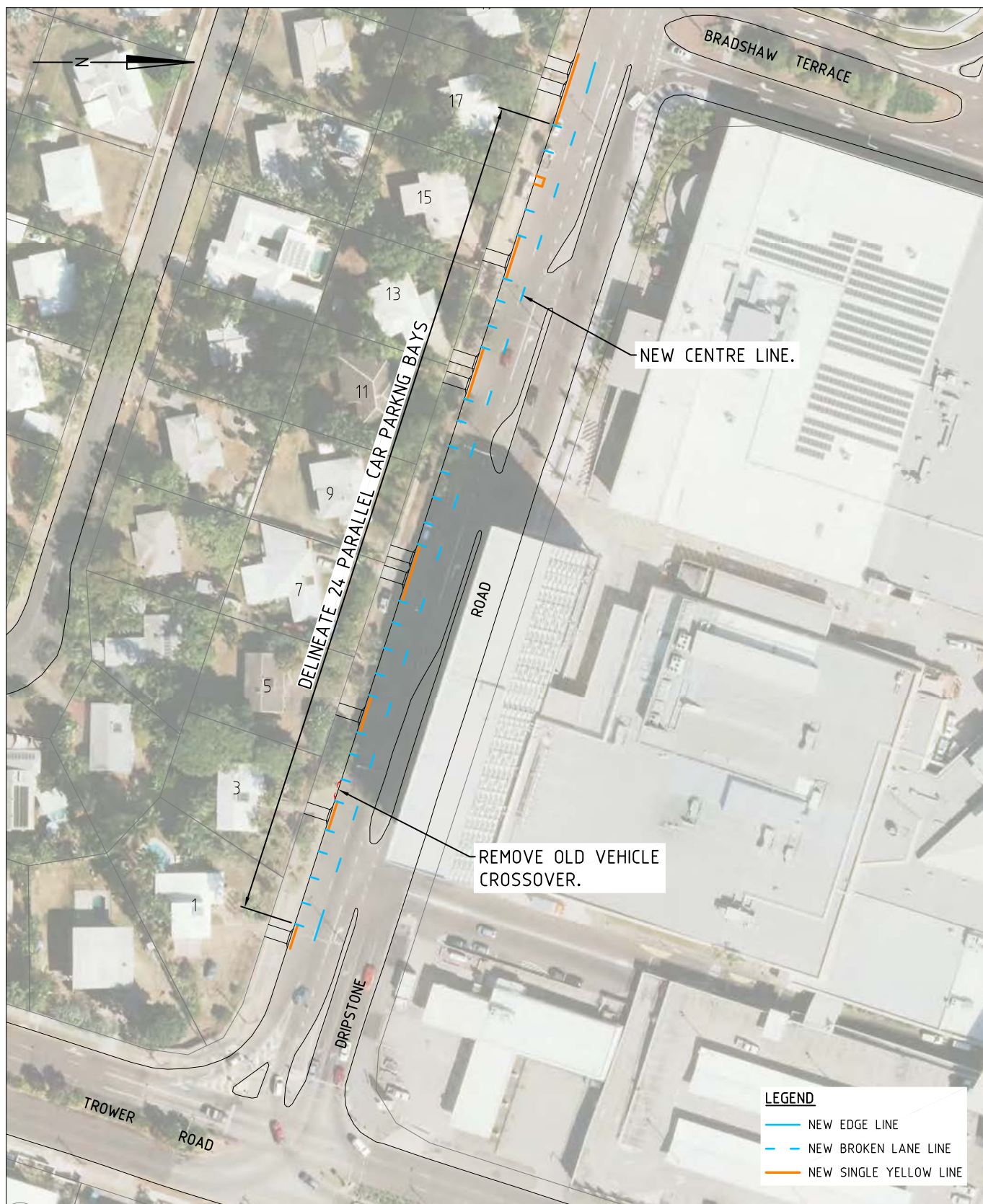
Appendix 2 – Casuarina Student Accommodation Car space, Scooter space & Bike storage locations






① LEVEL 2 - SITE PLAN
1:300

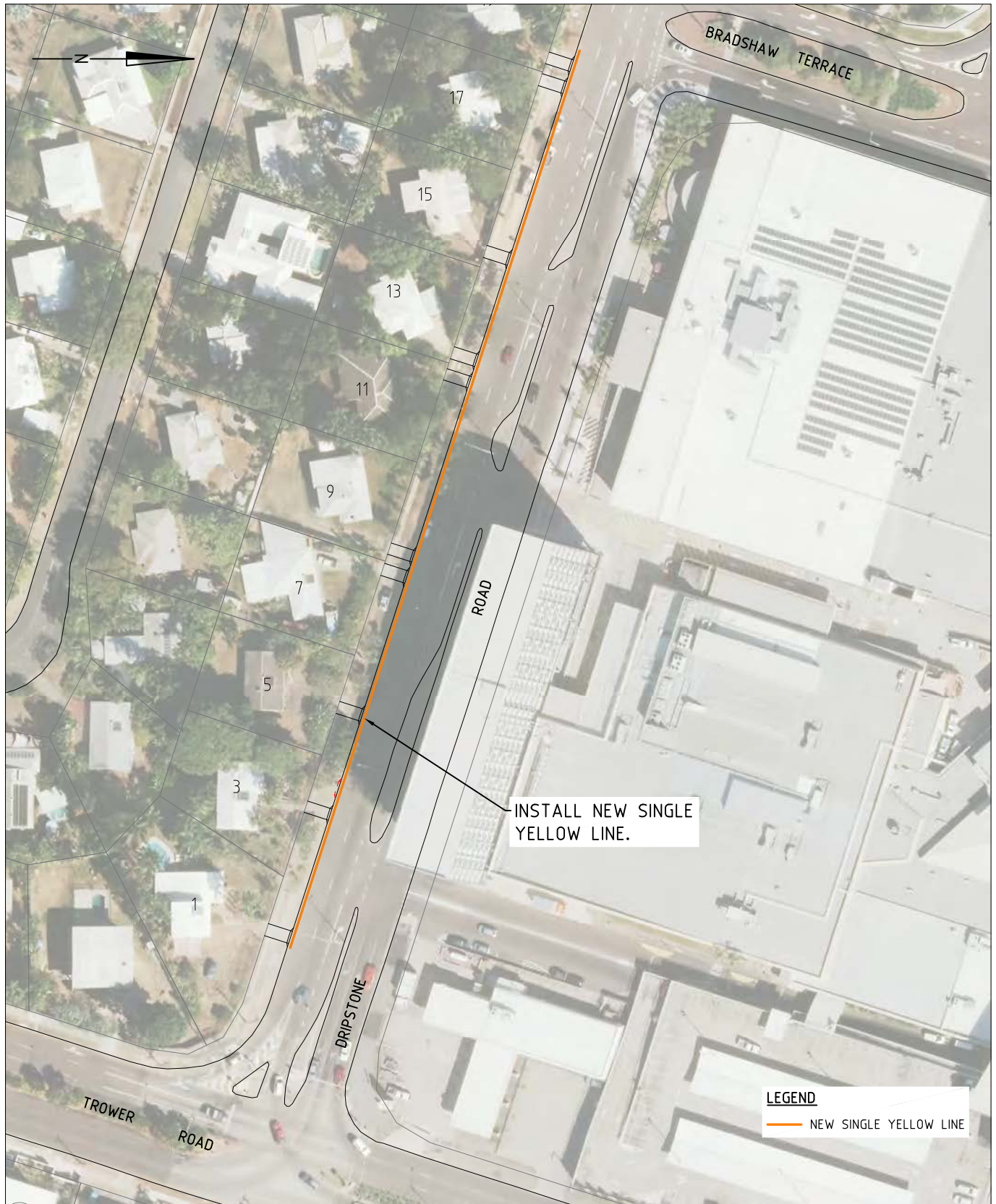
ATTACHMENT B



CONCEPT PLAN


K:\Investigations 16-17\Dripstone Road, Casuarina - On-Street Car Parking Bays\01661502.dwg

DRAWN RM	DESIGNED	DRIPOSTONE ROAD, CASUARINA DELINEATION OF PARKING BAYS CONCEPT PLAN			
SCALE NTS	CHECKED				
APPROVED	DATE SEPT '16				
	SHEET 1 OF 1	SHEET SIZE: A4	DRAWING No. 0166/15/02	AMENDT. A	



CONCEPT PLAN

K:\Investigations 16-17\Dripstone Road, Casuarina - On-Street Car Parking Bays\01661502.dwg

DRAWN RM	DESIGNED	DRIPOSTONE ROAD, CASUARINA DELINEATION OF PARKING BAYS CONCEPT PLAN			
SCALE NTS	CHECKED				
APPROVED	DATE SEPT '16				
	SHEET 1 OF 1	SHEET SIZE: A4	DRAWING No. 0166/15/02	AMENDT. A	

ENCL:
YES

TOWN PLANNING COMMITTEE/OPEN

AGENDA ITEM: 10.2

**SECTIONS 7347, 7348 & 7349 - HUNDRED OF BAGOT - NT PLANNING SCHEME
AMENDMENT TO REVISE THE BERRIMAH FARM PLANNING PRINCIPLES AND
AREA PLAN AT CLAUSE 14.1.4 - PA2016/0565**

REPORT No.: 16TS0183 NS:hd

COMMON No.: 2800302

DATE: 06/12/2016

Presenter: Manager Design, Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to refer to Council for comment, Pursuant to Section 19 of the *Planning Act*, the following: Sections 7347, 7348 & 7349 - Hundred of Bagot - NT Planning Scheme Amendment to Revise the Berrimah Farm Planning Principles and Area Plan at Clause 14.1.4 - PA2016/0565.

LINK TO STRATEGIC PLAN

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

Goal

1. Collaborative, Inclusive and Connected Community

Outcome

1.4 Improved relations with all levels of government and significant stakeholders

Key Strategies

1.4.2 Play an active role in strategic and statutory planning processes

KEY ISSUES

- It is recommended that Council endorse the attached letter supporting the proposed amendments to the Berrimah Farm Area Plan and Planning Principles.
- The matter was heard by the Northern Territory Planning Commission on 1 December 2016 and a report will be prepared for the Minister.
- A number of new and revised Berrimah Farm Planning Principles are proposed.
- The Berrimah Farm Area Plan has been revised and redesigned to respond to changes to the intended uses for the area as provided at **Attachment A**.
- Council wrote to the former Northern Territory Government requesting that the existing City of Darwin Municipal Boundary be relocated to include the subject site and land to the east, up to Tivendale Road. Council reaffirms its position and believes that it is best placed to provide quality services and infrastructure for the future residents and visitors of the area.

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- If the long-term ownership and maintenance responsibilities are to be transferred to the City of Darwin, all physical and social infrastructure should be designed and constructed to Council requirements.

RECOMMENDATIONS

- A. THAT Report Number 16TS0183 NS:hd entitled Sections 7347, 7348 & 7349 - Hundred of Bagot - NT Planning Scheme Amendment to Revise the Berrimah Farm Planning Principles and Area Plan at Clause 14.1.4 - PA2016/0565 be received and noted.
- B. THAT Council endorse the submission, dated 22 November 2016, to the Reporting Body within **Attachment B** to Report Number 16TS0183 NS:hd entitled Sections 7347, 7348 & 7349 - Hundred of Bagot - NT Planning Scheme Amendment to Revise the Berrimah Farm Planning Principles and Area Plan at Clause 14.1.4 - PA2016/0565.
- C. THAT Council write to the Chief Minister, the Minister for Housing and Community Development and the Minister for Infrastructure, Planning and Logistics reiterating:
 - (i) Council reaffirm its position and request that the existing City of Darwin Municipal Boundary be relocated to include the subject site and land to the east, up to Tivendale Road; and
 - (ii) If the long-term ownership and maintenance responsibilities are to be transferred to City of Darwin, all physical and social infrastructure should be designed and constructed to Council requirements.

BACKGROUND

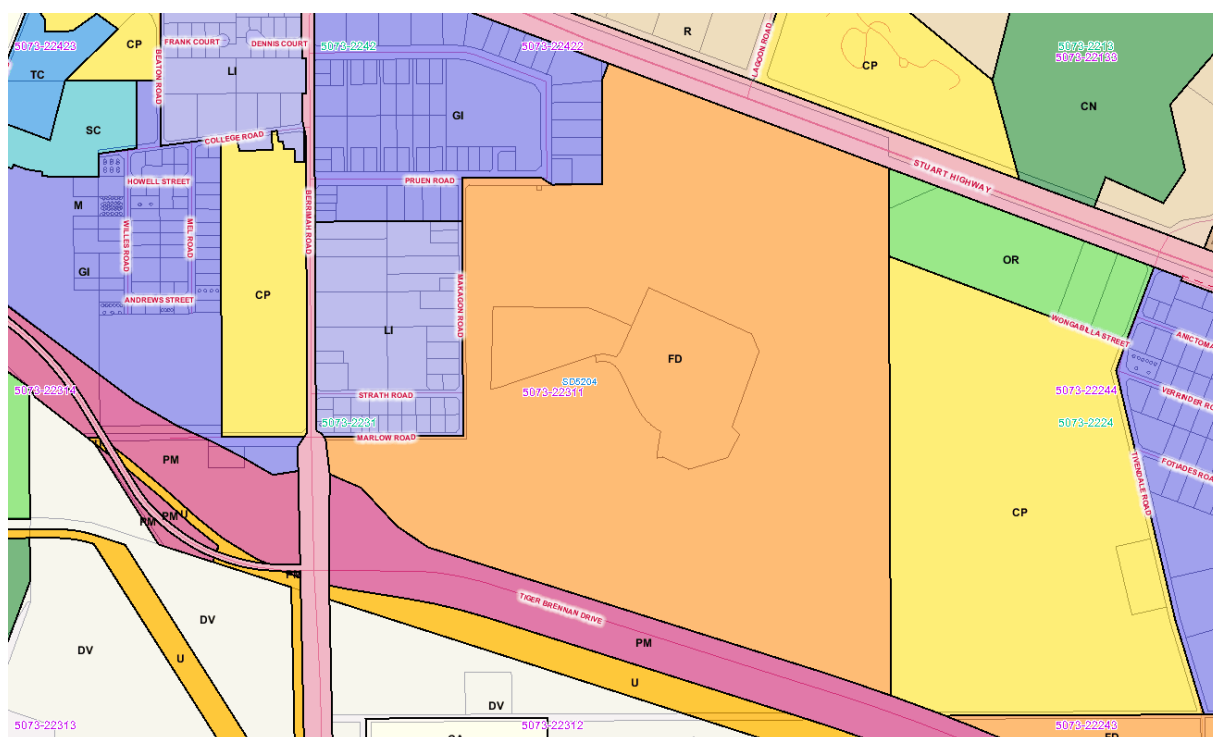
The Berrimah Research Farm has undertaken research into agriculture, horticulture and cattle breeding. Farming practices, along with the surrounding land uses, have changed over time and retaining the entire facility in this location is no longer necessary.

Site and Surrounds

The subject sites, being Sections 7347, 7348 and 7349, Makagon Road, Berrimah, are currently being used as the Berrimah Research Farm (Berrimah Farm) and are located directly to the east of the existing City of Darwin Municipal boundary, between the Stuart Highway and Tiger Brennan Drive. The land is within Zone FD (Future Development). The site contains a number of research and agricultural buildings, largely to the centre of the site, surrounded by grassed paddocks.

Directly to the east of the site are the Don Dale Youth Detention Centre within Zone CP (Community Purposes) and the Robbie Robins Reserve within Zone OR (Organised Recreation). To the west are existing industrial uses within Zone GI

To the north of Berrimah Farm (across the Stuart Highway), are rural uses within the Knuckey's Lagoon area. To the south of Tiger Brennan Drive is largely undeveloped land within Zone DV (Development) intended in the long-term to support uses at the East Arm Port and surrounding industrial areas. To the south-west of the site, is the Hidden Valley Motor Sports Complex.



Site Development History

Council provided a response to this application, raising a number of matters for the Planning Commission to consider, including:

- unincorporated land,
- request to establish a working group,
- reverse sensitivity issues,
- physical and social infrastructure,

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- urban design, and
- cultural heritage and contamination.

A copy of the endorsed letter is provided at **Attachment C**.

Further to responding to the Planning Commission, Council wrote to the Minister for Local Government and Regions in 2014, requesting that the City of Darwin municipality be extended to incorporate the Berrimah Farm and land to the east, to Tivendale Road. In addition, Council wrote to the Minister for Lands, Planning and the Environment seeking the establishment of a working group to further investigate long-term infrastructure needs for the area.

The Planning Scheme Amendment was approved by the Minister for Lands, Planning and the Environment and a copy of the approved amendment and notice are available at **Attachment D**.

In 2015, an application was made to consolidate Section 4195, Portions 1168, 1238 and 4989 to create three “superlots”. The application was approved and subsequently the subject Sections being 7347, 7348 and 7349 were created. A copy of the subdivision plan is provided at **Attachment A**.

DISCUSSION

Current Proposal:

The Applicant has identified in the statement of effect (as at **Attachment A**) that “since 2014, some uses that were accommodated in the Area Plan have changed or their requirements have become clearer. The current application is made to bring the Area Plan into alignment with these changes. This will enable eventual rezoning and subdivision of the land to construct the envisaged suburb, associated community facilities, and Secondary Activity Centre.” Subsequently, the applicant has amended the Area Plan and the Planning Principles. The amendments are summarised below:

Berrimah Farm Planning Principles proposed amendments:

Planning Principle:	Proposed changes:
1. Stormwater	No changes proposed.
2. Defence regulations	No changes proposed.
3. WWII heritage	No changes proposed.
4. Noise impacts	No changes proposed.
5. Safe and diverse urban residential environment	No changes proposed.

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6. Pedestrian and cyclist network	Subclause (b) has been expanded to include reference that the safe connections to the (shared) path on the northern side of the Stuart Highway will occur; “at the stage of development at which construction of the Stuart Highway intersection is complete.”
7. Secondary Activity Centre objectives	<p>Two existing subclauses have been amended slightly, however their intent remains similar.</p> <p>New subclauses have been included to emphasise the need for the activity centre to provide:</p> <ul style="list-style-type: none"> • high quality urban design, • compact use and development • pedestrian-friendly environment with convenient access to public transport, • an urban public space for community gathering and events, and • higher density mixed-use development located around community spaces and within convenient access to public transport.
8. Community focused, integrated and engaging Secondary Activity Centre principles *	<p>Six new subclauses have been included to emphasise the need for the Secondary Activity Centre to provide:</p> <ul style="list-style-type: none"> • convenient access to public transport, • active streets, • “location of anchor stores and entertainment uses to encourage pedestrian flow past smaller speciality shops”, • traffic calming measures, • public spaces that create a sense of place that are safe, and • “open or integrated spaces at ground level to ensure cohesive and well-maintained community and trading spaces.”
9. Multi user research precinct	No changes proposed.
10. Community, education and aged care facilities	Subclause (a) has been amended to ensure that community, education and aged care facilities are “accessed from within 400m of the Secondary Activity Centre.” The distance has been amended to be “600m”.

* Note: this is a new subclause proposed to *Clause 14.1.4* of the Scheme.

The proposed amendments to the planning principles are considered acceptable and create firmer expectations of what the delivery of the future area should look and feel like, at the benefit of future residents and users of the area. The rewording of the

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Subclause (a) to allow the community, education and aged care facilities to be “accessed from within 600m of the Secondary Activity Centre rather than “400m” is discussed further in this report.

Berrimah Farm Area Plan Proposed Amendments:

- Increased densities across the area.
- Altered arrangement of internal major collector networks.
- More defined in the intended uses within the Secondary Activity Centre and within the supporting commercial and community areas.
- Altered locations/defined areas for the proposed residential, Secondary Activity centre, community, commercial, tourism and open spaces uses.
- Inclusion of an urban public space within the Secondary Activity Centre.
- Excluded reference to existing natural drainage lines.
- Excluded reference to electricity easements.
- Altered locations of noise attenuation measures/treatments.

Matters to be considered:

Below is a summary of the matters raised for consideration by the Department:

Management of land:

The subject sites and adjoining land to the east are unincorporated land, located outside the municipal boundaries of the surrounding City of Darwin, Litchfield Council and City of Palmerston local government areas.

It is considered that incorporating the land into an adjoining local government area would provide the future residents with local government representation and access to services and infrastructure that the municipality would provide, including waste collection and social infrastructure.

If the long-term ownership and maintenance responsibilities are to be transferred to City of Darwin, all physical and social infrastructure should be designed and constructed to a standard which is to the satisfaction of Council and in accordance with *City of Darwin Subdivision and Development Guidelines*.

Compact Urban Growth:

Since the *Berrimah Farm Planning Principles and Area Plan* were adopted into the *Northern Territory Planning Scheme*, the *Northern Territory Compact Urban Growth Policy* has been incorporated as a Policy document into the Scheme.

It is noted that proposed Planning Principle 10. (a) proposes that “community, education and aged care facilities” are to be “accessed from within 600m of the secondary Activity Centre.” The original wording of the same Planning Principle

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required a distance of 400m. For consistency, and to encourage the principles of walkability and a healthy and active community, it is recommended that Council support the application of the *Northern Territory Compact Urban Growth Policy* in the development of *Berrimah Farm Planning Principles and Area Plan*.

Road network:

The proposed Area Plan includes the creation of a number of '4-way' intersections, both internal to the site and where the site connects back into the exiting road network. The Area Plan nominates at least three 4-way 'secondary intersections' along the western boundary of the site, including with Makagon, Pruen and Strath Roads, which are existing City of Darwin roads. *City of Darwin Subdivision and Development Guidelines* do not allow for uncontrolled 4-way intersection. Subsequently, it was requested that the developer engage further with Council to resolve any intersections that connect into City of Darwin road network.

It is recommended that a Traffic Impact Assessment be provided to address all proposed connections with existing City of Darwin road networks which are currently designed as industrial collector and industrial local roads.

Transport Networks – public transport, vehicles, cyclists and pedestrians:

It is recommended that before locking in any road hierarchy, a detailed transport study addressing connectivity and accessibility be undertaken to best develop pedestrian, cyclist, public transport and motor vehicle linkages. The study should assess the internal access arrangements as well as likely impacts of the proposed changes to existing traffic conditions on the surrounding road networks and any upgrades required to facilitate the long-term uses for this site and any adjoining sites.

Stormwater Drainage:

Stormwater drainage for the site should be designed in conjunction with roads and infrastructure. For this reason, early assessment of the sites drainage capabilities should be made through a stormwater drainage study that considers upstream stormwater flows coming into the system, drainage across the site, and limiting stormwater drainage exiting the site to predevelopment levels.

Community Infrastructure and Uses:

Studies, including a Social Infrastructure Plan, should be undertaken to understand the demand for community infrastructure in the area considering the likely demographics, needs and surrounding infrastructure. To reduce car dependency and promote alternative transport means, the serviceability of the proposed community facility locations should look at how the needs for all future residents of the subject sites will be addressed. For example, how accessible proposed infrastructure will be for residents in the south-eastern corner.

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Surrounding Land Uses:

The proposal notes the existing industrial land uses to the west of the site and incorporates 'buffer' uses within community purpose and tourism areas. Controls or guidelines to limit the impact of existing surrounding conflicting land uses should be considered to protect both the future proposed residential and existing uses from the impacts of reverse sensitivity.

The site is also bounded to the east by the Don Dale Youth Detention Centre. The future use of this adjoining site is integral in the planning of the subject site, given that residential development is proposed on the adjoining boundary line. It is recommended that the subject site be planned in conjunction with the adjoining site to ensure a cohesive development that will not impact on the amenity, security and safety of the future residents.

Secondary Activity Centre:

The proposed Secondary Activity Centre should as per the description of the *Darwin Regional Land Use Plan 2015*; "be governed by catchment size, and designated floor space ranges established by more detailed policy and the evaluation of the potential to impact on the role and function of Town Centres in terms of existing and future growth potential." To ensure viability of the Secondary Activity Centre, it is suggested that its scale and location is addressed in the needs assessment recommended above.

Urban Design and Form:

Support is given to providing finer grained retail streets. Buildings that have a positive relationship to the street, with frequent doors and openings that allow for activity and interaction are more likely to create a vibrant public realm.

An urban boulevard that is interesting and inviting with a mix of retail and food/beverage will allow for weekday/weekend trade that appeals to most. The encouragement of landscaping and awnings (shade and weather protection) that promote a comfortable pedestrian and cyclist environment are supported.

Summary:

The response letter at **Attachment B** for Council endorsement supports the proposal in principle, however includes several matters (summarised above) for the Department to consider. There are several matters that remain unresolved from the time Council provided its original response (as at **Attachment C**). These have been addressed in **Attachment B**.

Additionally, given that the area is not intended to be incorporated within a local government municipality, infrastructure may not be to the future Council's requirements. It is therefore recommended that Council write to Chief Minister, the

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Minister for Housing and Community Development and the Minister for Infrastructure, Planning and Logistics reaffirming Council's request for the land to be incorporated within the City of Darwin municipality and for all infrastructure to be to Council's requirements, should long-term ownership and maintenance responsibilities be transferred.

CONSULTATION PROCESS

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

- Town Planner
- Strategic Town Planner

POLICY IMPLICATIONS

Not assessed.

BUDGET AND RESOURCE IMPLICATIONS

If assets and infrastructure are to be inherited by the City of Darwin in the longer term, infrastructure should be designed and constructed to Council's Subdivision and Development Guidelines to ensure that they are constructed to a standard that allows for cost effective maintenance.

At this stage, it is too early to determine any income and expenses, given that there is little detail available on the scale of proposed development and number of assets. It is also not clear if they are to be inherited by Council for management.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

If the Berrimah Farm area is to be included within the City of Darwin municipality in the longer term, there is a risk that if Council is not involved in the development process, that assets may be constructed to a standard that are not to the satisfaction of Council and may be at the detriment of future residents and the successful delivery of the Area Plan.

ENVIRONMENTAL IMPLICATIONS

As per the letter at **Attachment B**, environmental considerations have been included such as vegetation, stormwater, compact urban growth, reverse sensitivity and urban design and form.

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 SUBJECT: SECTIONS 7347, 7348 & 7349 - HUNDRED OF BAGOT - NT PLANNING
 SCHEME AMENDMENT TO REVISE THE BERRIMAH FARM PLANNING
 PRINCIPLES AND AREA PLAN AT CLAUSE 14.1.4 - PA2016/0565

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:** Development Application, Sections 7347, 7348 & 7349 - Hundred of Bagot - NT Planning Scheme Amendment to Revise the Berrimah Farm Planning Principles and Area Plan at Clause 14.1.4 - PA2016/0565
- Attachment B:** City of Darwin, Letter of Response to Reporting Body, dated 22 November 2016
- Attachment C:** City of Darwin, letter of Response to Minister for Lands Planning and the Environment, dated 13 June 2014
- Attachment D:** Approved Scheme Amendment and notice dated 29 September 2014

NORTHERN TERRITORY OF AUSTRALIA

PROPOSAL TO AMEND NT PLANNING SCHEME PA2016/0565

June D'Rozario & Associates Pty Ltd requested the Minister for Infrastructure, Planning and Logistics to amend the NT Planning Scheme by omitting clause 14.1.4 and inserting the revised Berrimah Farm Planning Principles and Area Plan. The Minister has considered the request and decided to continue consideration of the proposed amendment by placing it on exhibition.

Attached are:

- extracts from the NT Planning Scheme relating to the Berrimah Farm Planning Principles and Area Plan in Section 14.1.4;
- proposed Berrimah Farm Planning Principles and Area Plan;
- a locality map; and
- a copy of the application from June D'Rozario & Associates Pty Ltd.

The exhibition period is from Friday 21 October 2016 to Friday 18 November 2016.

Written submissions about the proposed planning scheme amendment are to be received by 11.59pm on Friday 18 November 2016 and made to:

NT Planning Commission
GPO Box 1680
DARWIN NT 0801; or

Email: planning.dlpe@nt.gov.au

Fax: (08) 8999 7189 or

Hand delivered to Level Two, Energy House, 18-20 Cavenagh Street, Darwin.

For more information please contact Campbell Grace, Lands Planning on telephone (08) 8999 6121.

14.1.4 Berrimah Farm Planning Principles

Amendment No. 357
published in the NT
News on 03.10.2014
introduces
clause 14.1.4

Future development within the Berrimah Farm locality is to:

1. Minimise the off-site impacts of concentrated stormwater by managing the magnitude, quality and duration of stormwater runoff to ensure that the capacity of downstream infrastructure is not exceeded and that the quality of stormwater does not unreasonably impact the receiving environment.
2. Accord with the Defence (Areas Control) Regulations 1989.
3. Appropriately present the WWII Heritage Site and provide access to the general public.
4. Mitigate the impacts of noise associated with aircraft, traffic and industrial land uses to provide a high quality of amenity for future residents by creating visually appealing solutions through the use of architectural design, landscaping and other techniques.
5. Create a safe and diverse urban residential environment that:
 - (a) is structured around a Secondary Activity Centre;
 - (b) is developed in the order of six stories in height around the Secondary Activity Centre and reduces in height and density with distance from the centre;
 - (c) comprises a variety of lot sizes and housing types.
 - (d) provides high quality adaptable public spaces and open space areas that are usable for both passive and active recreation; and
 - (e) has an interconnected local road network that distributes the anticipated traffic flow within the site and integrates with the surrounding road network through appropriate intersection design.
6. Create a pedestrian and cyclist network that:
 - (a) traverses the site to create a loop suitable for exercise and commuting;
 - (b) provides safe connections to the bike path on the northern side of the Stuart Highway; and
 - (c) provides connections between the Secondary Activity Centre, adjacent sites and other public spaces including active and passive public open space.
7. Create a Secondary Activity Centre that:
 - (a) is a safe, vibrant, street based, mixed-use environment;
 - (b) provides commercial and retail opportunities at ground and first floor level and residential at upper levels;
 - (c) provides safe and direct access for pedestrians and cyclists to the bus interchange;
 - (d) allows traffic to move through the centre efficiently;
 - (e) provides off street parking in areas behind buildings, totally or partially screened from the street;.
 - (f) provides on street car parking where appropriate;

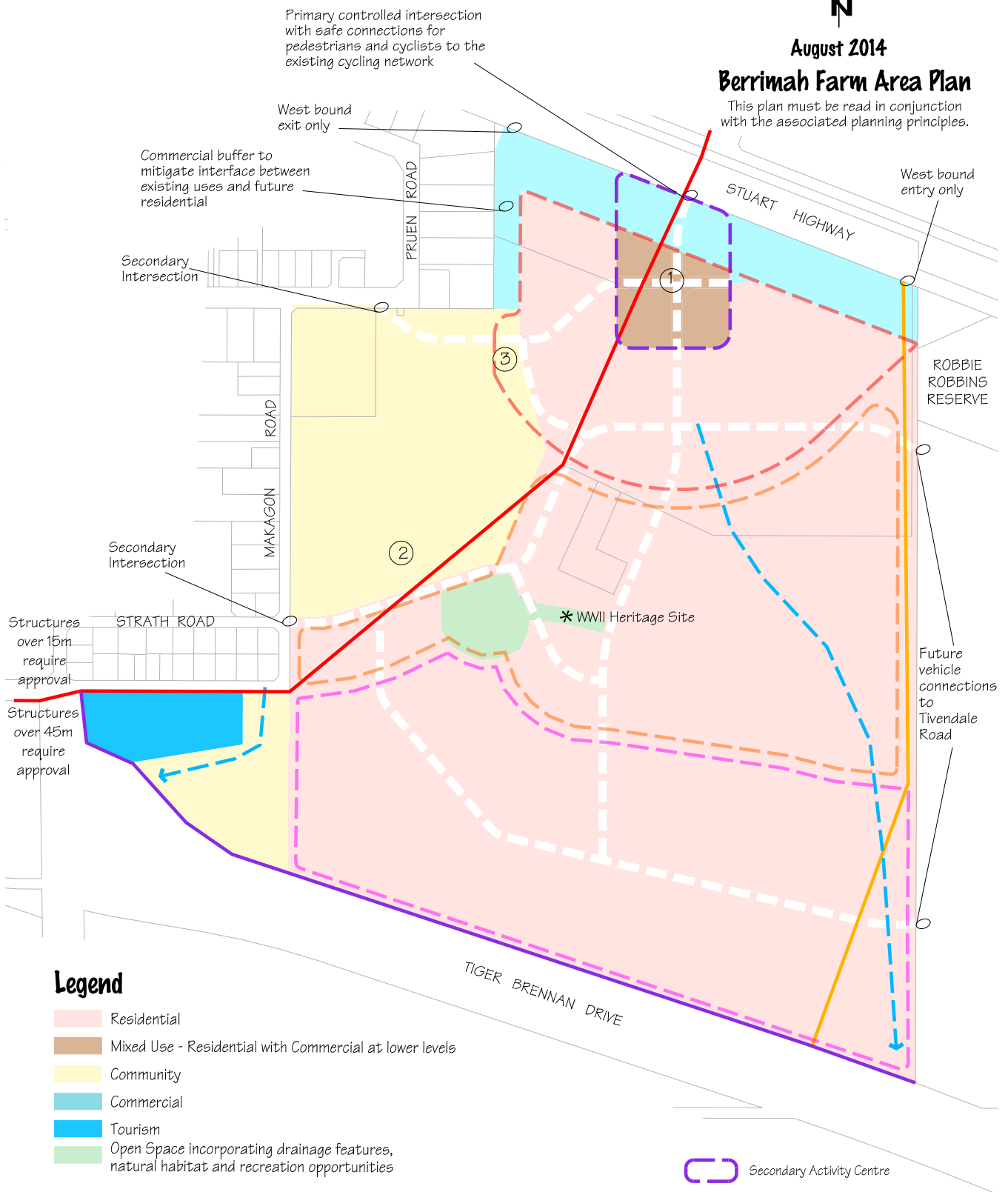
- (g) activates the street by locating large format uses behind a sleeve of smaller retail outlets;
 - (h) provides footpaths adjacent ground floor commercial and retail uses that is sufficiently wide to encourage street life such as alfresco dining;
 - (i) provides shade and shelter for pedestrians; and
 - (j) provides landscaping to soften the pedestrian environment
8. Create a multi user research precinct that:
- (a) contains multi-story office and shared use facilities including laboratories for use by Government and private organisations;
 - (b) provides an active frontage to the surrounding road network or allows compatible ancillary uses to provide an active frontage to the surrounding road network; and
 - (c) preserves the large trees and established vegetation that currently creates well shaded communal areas between buildings.
9. Create community, education and aged care facilities that:
- (a) are accessed from within 400m of the Secondary Activity Centre;
 - (b) provide flexible and coordinated spaces and facilities.



August 2014

Berrimah Farm Area Plan

This plan must be read in conjunction with the associated planning principles.



Legend

- Residential
- Mixed Use - Residential with Commercial at lower levels
- Community
- Commercial
- Tourism
- Open Space incorporating drainage features, natural habitat and recreation opportunities

- Natural drainage lines to be incorporated into public open space
- Electricity easement
- Noise attenuation to mitigate effects of existing and future planned road traffic noise intrusion
- Height controls in accordance with Defence (Areas Control) Regulations 1989

- ① Secondary Activity Centre supported by mixed use development
- ② Collocation of government, private research based organisations and supporting uses
- ③ Education, aged care and community facilities within 400m of Secondary Activity Centre.

Secondary Activity Centre

Anticipated Densities

- 40-60 dwellings per hectare (gross)
- 20-40 dwellings per hectare (gross)
- 10-20 dwellings per hectare (gross)

Berrimah Farm Area Plan.dgn

14.1.4 Berrimah Farm Planning Principles

Future development within the Berrimah Farm locality is to:

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7. Create a Secondary Activity Centre that:
 - (a) is a safe, vibrant, street-based, mixed-use environment;
 - (b) provides for a high-quality urban design space, promoting facilities and services within walkable distances to medium and high density residential development;
 - (c) provides a pedestrian-friendly environment with direct and convenient access to high frequency public transport services;
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 - (e) includes an urban public space that provides a focus for community gathering and events;
 - (f) provides for commercial, retail, restaurants, licensed clubs, entertainment, business uses, hotels, and medical services opportunities at ground level and high density residential development at upper levels;
 - (g) locates the highest densities of mixed-use development around community spaces and within convenient access to public transport facilities;
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 - (j) provides on-street car parking where appropriate;
 - (k) provides footpaths adjacent to ground floor commercial and retail uses that are sufficiently wide to encourage street life such as alfresco dining outside restaurants, food carts and retail kiosks as appropriate;
 - (l) provides shade and shelter for pedestrians; and
 - (m) provides landscaping to soften the pedestrian environment.

8. Promote a community focused, integrated and engaging Secondary Activity Centre through:
 - (a) provision of convenient pedestrian links between public transport and urban public space and shops;
 - (b) activation of the street by locating a sleeve of smaller retail tenancies in front of large format retail stores;

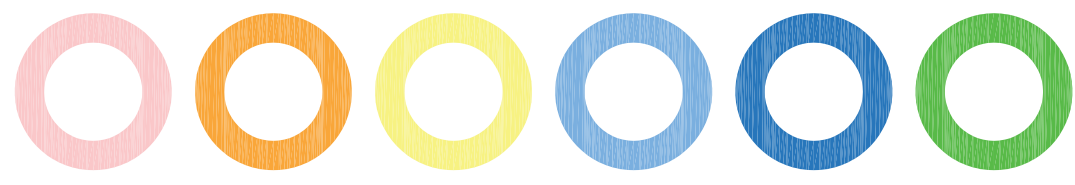
- (c) location of anchor stores and entertainment uses to encourage pedestrian flow past smaller specialty shops;
- (d) incorporation of appropriate traffic calming measures to manage traffic behaviour;
- (e) provision of good quality, safe, comfortable, and engaging public spaces that create a sense of place; and
- (f) encouragement of property title arrangements, including unit titles schemes, that include open or integrated spaces at ground level to ensure cohesive and well-maintained community and trading spaces.

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- (a) are accessed from within 600 m of the Secondary Activity Centre;
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RESIDENTIAL

MIXED USE
RESIDENTIAL & COMMERCIAL

COMMUNITY

COMMERCIAL

TOURISM

OPEN SPACE

INCORPORATING DRAINAGE FEATURES, NATURAL HABITAT AND RECREATIONAL OPPORTUNITIES



SECONDARY ACTIVITY CENTRE
150-420 DWELLINGS PER HECTARE (GROSS)
MAXIMUM HEIGHT: 10 STOREY



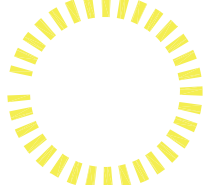
50-100 DWELLINGS PER HECTARE
SINGLE DWELLING (TERRACE / VILLA)
MULTIPLE DWELLING - 2 DWELLINGS PER LOT
MULTIPLE DWELLING MORE THAN 2 STOREYS
MAXIMUM HEIGHT: 6 STOREY



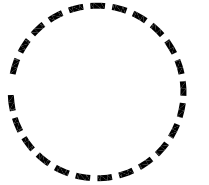
25-60 DWELLINGS PER HECTARE
SINGLE DWELLING (DETACHED)
SINGLE DWELLING (TERRACE / VILLA)
MULTIPLE DWELLING 2 DWELLINGS PER LOT
MULTIPLE DWELLING MORE THAN 2 STOREYS
MAXIMUM HEIGHT: 3 STOREY



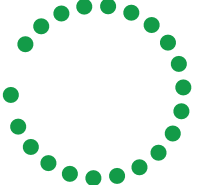
16-40 DWELLINGS PER HECTARE
SINGLE DWELLING (DETACHED)
SINGLE DWELLING (TERRACE / VILLA)
MULTIPLE DWELLING 2 DWELLINGS PER LOT
MULTIPLE DWELLING MORE THAN 2 STOREYS
MAXIMUM HEIGHT: 3 STOREY



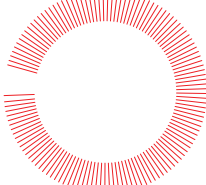
10-25 DWELLINGS PER HECTARE
SINGLE DWELLING (DETACHED)
MAXIMUM HEIGHT: 2 STOREY



MAJOR COLLECTORS
POTENTIAL BUS ROUTES, CYCLEWAYS & PEDESTRIAN LINKS



BUFFER / FENCING TREATMENT AREAS
TO TIGER BRENNAN DRIVE



HEIGHT CONTROLLED AREA
HEIGHT CONTROLLED BY DEFENCE (AREAS CONTROL) REGULATIONS 1989

1

SECONDARY ACTIVITY CENTRE SUPPORTED BY MIXED USE DEVELOPMENT

SECONDARY ACTIVITY CENTRE CONSISTING OF RESTAURANTS, FOOD PREMISES, RETAILING (INC. LARGE FORMAT STORES), ENTERTAINMENT, LICENSED CLUBS, BUSINESS USES, HOTELS, MOTELS, HIGH DENSITY RESIDENTIAL AND MEDICAL SERVICES

2

COLLECTION OF GOVERNMENT, PRIVATE RESEARCH, COMMERCIAL BASED ORGANISATIONS AND SUPPORTING USES

3

EDUCATION FACILITIES

4

COMMUNITY RECREATIONAL AND SPORTS FACILITIES, MEDICAL CLINICS, SHOWROOMS AND CHILDCARE

5

RESIDENTIAL, RETIREMENT LIVING AND COMMUNITY FACILITIES

6

OFFICE, PARK, STORAGE AND ANCILLARY PURPOSES, RESEARCH INSTITUTIONS

7

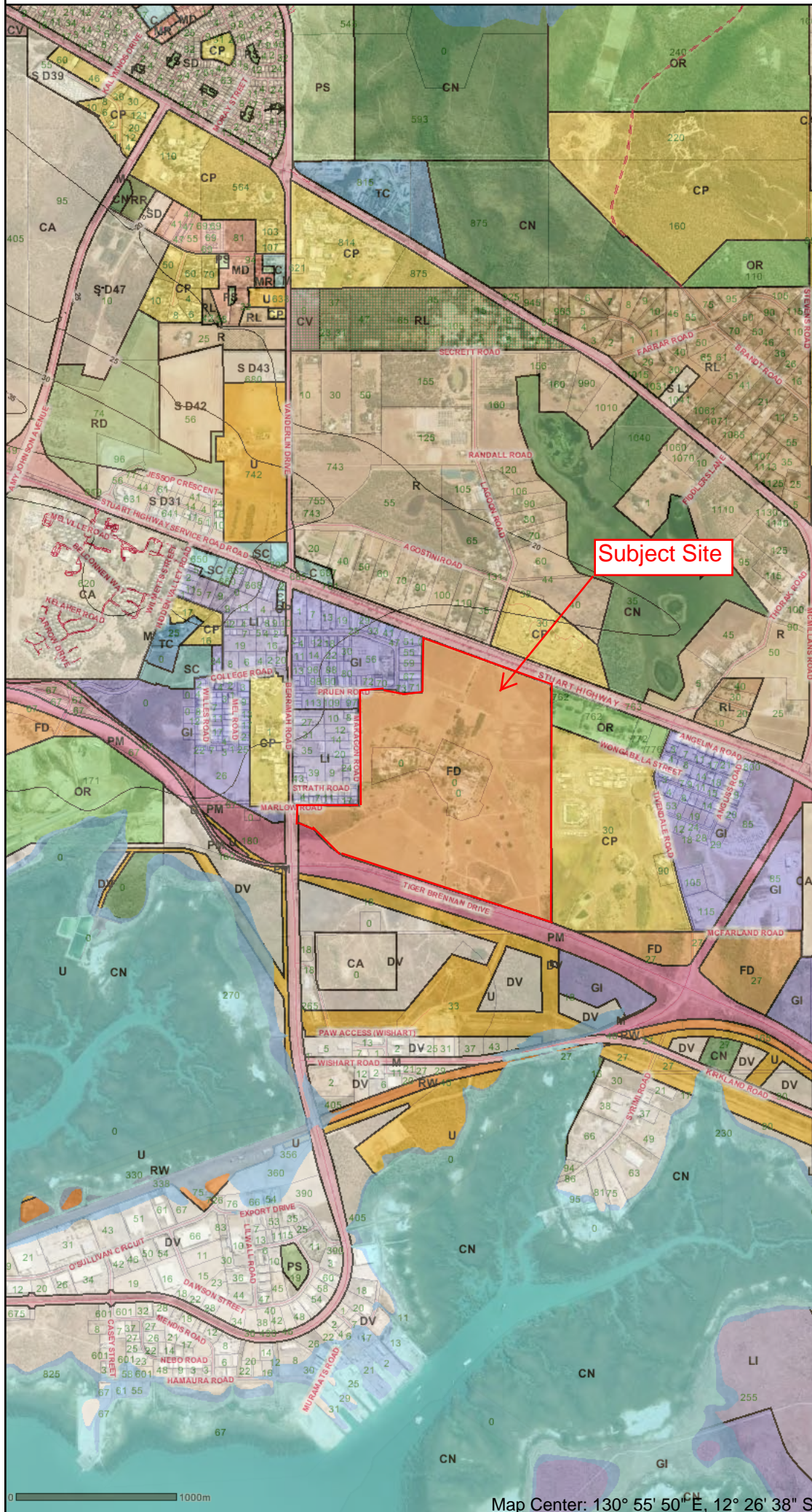
SHOWROOM, VEHICLE SALES, SERVICE STATION, DRIVE THROUGH FAST FOOD AND SIMILAR, DRIVE THROUGH LIQUOR STORES



Locality Map - Berrimah Farm

Legend

80



- Town Planning IDCO
- Storm Surge 2100 Primary
- Storm Surge 2100 Secondary
- General Lines
- Aircraft Noise Exposure Forecast 2030
- 2030
- Aircraft Noise Exposure Forecast 2024
- 2024
- Restricted Rural Residential
- Town Planning Zones
- A - Agriculture
- CV - Caravan Park
- CB - Central Business
- C - Commercial
- CL - Community Living
- CP - Community Purpose
- CN - Conservation
- DV - Development
- RR - Rural Residential
- GI - General Industry
- HT - Heritage
- HR - High Density
- H - Horticulture
- LI - Light Industry
- M - Main Road
- MR - Medium Density
- MD - Multiple Dwelling
- CA - No Planning Scheme Controls
- OR - Organised Recreation
- PM - Proposed Main Road
- PS - Public Open Space
- RW - Railway
- RD - Restricted Development
- R - Rural
- RL - Rural Living
- SC - Service Commercial
- SD - Single Dwelling
- S - Specific Use
- TC - Tourist Commercial
- U - Utilities
- WM - Water Management
- FD - Future Development
- JABTC - Town Centre
- JABRES - Residential
- JABSF - Service Facilities
- JABI1 - Industry
- JABREC - Recreation
- JABO - Open Space
- JABSP - Special Purpose
- JABFU - Future Use
- Road Labels
- Road Centrelines
- Highway
- Other Road
- Street Numbers
- Cadastre
- Coastline

Created by IMG

Bottom Left: 130° 54' 25", -12° 27' 25"
 Top Right: 130° 57' 13", -12° 25' 50"
 Approximate Scale: 1:35,000
 Datum: GDA 1994
 Data for information purposes only
 - accuracy not guaranteed
 N.T. Land Information System
 Copyright Northern Territory of Australia

Map Center: 130° 55' 50" E, 12° 26' 38" S

80

SECTION 13 PLANNING ACT – REQUEST FOR AMENDMENT OF PLANNING SCHEME

SECTIONS 7347, 7348 AND 7349 HUNDRED OF BAGOT : (BERRIMAH FARM)

FORMAL MATTERS

This application is made by June D'Rozario & Associates Pty Ltd on behalf of Halikos Developments Pty Ltd, the development lessee of Sections 7347, 7348 and 7349 Hundred of Bagot.

The application is made under section 13(1) of the Planning Act.

The application is to amend the Northern Territory Planning Scheme by replacing clause 14.1.4 and the diagram to this clause (Berrimah Farm Planning Principles and Area Plan) with the Planning Principles and Area Plan in Annexures 1 and 2.

LAND INFORMATION - ITEM 1 OF APPROVED FORM

The land in respect of which this application is made is Sections 7347, 7348 and 7349 Hundred of Bagot, situated at 0 Makagon Road, as shown in the locality diagram in Figure 1.

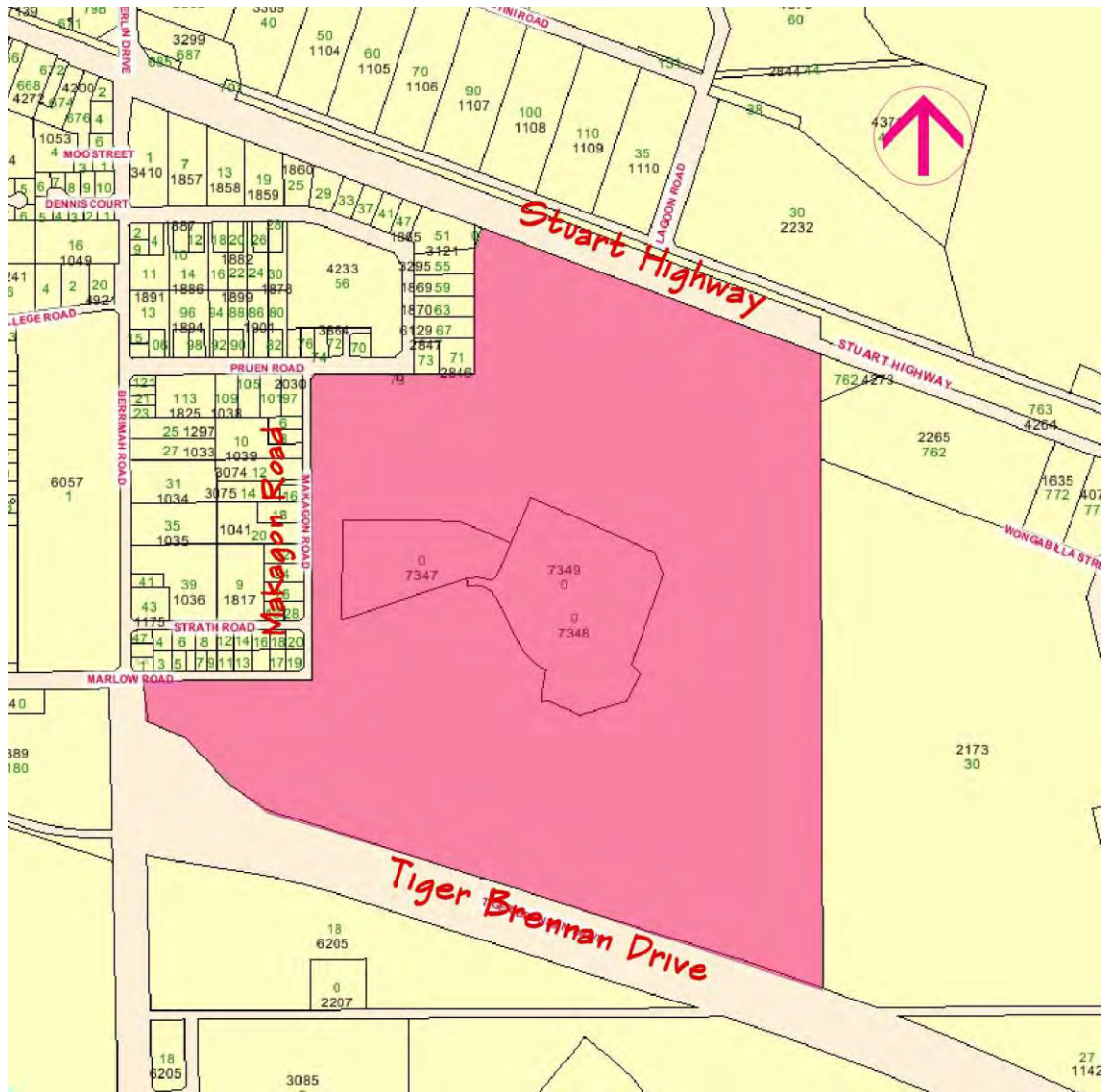


Figure 1 : Locality Plan

PROPONENT INFORMATION – ITEM 2 OF APPROVED FORM

The proponent is Halikos Developments Pty Ltd, the lessee of the land, on whose behalf this application is made.

Contact details required by this item are entered on the approved form.

DESCRIPTION OF THE PROPOSED AMENDMENT – ITEM 3 OF APPROVED FORM

The application is to amend the Northern Territory Planning Scheme by replacing clause 14.1.4 and the diagram to this clause (Berrimah Farm Planning Principles and Area Plan) with the Planning Principles and Area Plan in Annexures 1 and 2.

REASONS FOR PROPOSAL – ITEM 4 OF APPROVED FORM

The land subject of this application is known as Berrimah Farm, and was owned by NT Government.

In February 2014, NT Government confirmed that Berrimah Farm was among about 70 sites being considered for residential land development, and commenced preparation of a draft Area Plan. The stated intention was to turn off residential land to meet future housing demand and underpin economic growth.

An Area Plan was introduced into the NT Planning Scheme in October 2014, as clause 14.1.4 of the NT Planning Scheme.

The purpose of the Area Plan is to guide future development in the area covered by the Area Plan, which comprises a plan depicting key development requirements as well as a set of planning principles to be read in conjunction with the plan.

The Area Plan envisaged development of Berrimah Farm as an urban residential neighbourhood around a Secondary Activity Centre, with residential densities at the highest around the Centre, and transitioning to lower densities with distance from the Centre. The Area Plan also provided for community facilities, including schools, and the protection of a WWII heritage site.

In pursuit of the development objectives for the land, NT Government invited proposals from qualified bidders to develop the land. After a competitive process, the proponent of this application was named as the successful developer, and a Development Agreement was signed in August 2016.

Due to the large and complex nature of the envisaged development, and the length of time that it will require to deliver the development, the project has been given major project status.

Since 2014, some uses that were accommodated in the Area Plan have changed or their requirements have become clearer. The current application is made to bring the Area Plan into alignment with these changes. This will enable eventual rezoning and subdivision of the land to construct the envisaged suburb, associated community facilities, and Secondary Activity Centre.

The changes are depicted on the proposed Area Plan in Annexure 2, and are –

1. Reorientation and reconfiguration of the shape of the Secondary Activity Centre

This has been done in consultation with road and public transport agencies to accommodate queuing at the Stuart Highway intersection, and to accommodate a safe lay-by for buses at a convenient location near the Centre.

An urban public space, suitable for gatherings and events, has been added to the Secondary Activity Centre.

2. Reduction in the area of commercial land fronting the Stuart Highway

This has been done to reflect the likely demand for highway commercial development, to present a distinct estate identity from Stuart Highway that would not be characterised by highway development, and to avoid highway development drawing development away from the Secondary Activity Centre.

3. Distribute the land allocated for community purposes in defined sites

Except for the south-western corner of the land, where land is shown in the existing Area Plan for community purposes, the area of land allocated for community purposes in the proposed amendment is approximately the same as in the existing Area Plan.

The area in the south-western corner was intended for a sentinel herd, but NT Government has advised that this use is now not required on the land.

The land shown for community purposes in the proposed Area Plan includes two school sites, as well as precincts for government, research institutions, clinics, and child care.

4. Change the portion of land in the south-western corner from community purposes to low density residential development

This portion was previously intended for the sentinel herd, which as noted in 3, is no longer required. Accordingly, it is proposed for low density residential development.

5. Identify a site for offices and research institutions on the Makagon Road edge of the land.

This use is merged in community purposes on the existing Area Plan.

6. Show a natural drainage line in the eastern portion of the land as open space

This feature is depicted as a drainage line through residential land use in the existing Area Plan.

7. Shape residential density bands shown on the existing Area Plan and increase density bands from three to four.

The residential density bands have been shaped to reflect the likely road pattern in the estate.

The range of the lowest density band has been changed from 10 – 20 dwellings/ha in the existing area Plan to 10 – 25 dwellings/ha.

The mid-density band of 20 – 40 dwellings/ha in the existing Area Plan has been split into two bands of 16 – 40 dwellings/ha and 25 – 60 dwellings/ha.

The high density band of 40 – 60 dwellings/ha has been changed to 50 – 100 dwellings/ha.

This has been done to enable a wide range of housing types and to allow transitions between low and higher density precincts.

8. Change an area in the western portion of the land, adjoining a community purposes precinct, that was shown as a mid-density precinct to a low density precinct

This has been done because the terrain in this part of the site is steep (5 to 15%), and construction of medium density dwelling types would incur considerable additional costs for lot buyers.

9. Add building heights for residential zones and the Secondary Activity Centre

Building heights have been shown on the proposed Area Plan, to indicate the scale of future development.

Low density residential development will be limited to two storeys. Mid-density development will be limited to three storeys, and high density development will be limited to six storeys.

Concomitant changes are also proposed to the Berrimah Farm Planning Principles, clause 14.1.4.

These changes stress elements that are desirable in the Secondary Activity Centre, such as an urban public space, pedestrian amenity and walkability to key destinations in the neighbourhood and to public transport, and promotion of ways to make a vibrant Secondary Activity Centre.

MERITS OF THE PROPOSAL

The proposal will not significantly alter the essential basis of the existing Berrimah Area Plan and Planning Principles.

The proposal is in response to changed circumstances and clarifications that have emerged since the existing Berrimah Area Plan and Planning Principles were adopted, and in response to consultation with relevant managing agencies.

The proposal will enable rezoning and subdivision proposals to enable the delivery of the residential neighbourhood, community facilities and Secondary Activity Centre envisaged by the existing Area Plan.

The proposal will enable development of early stages within the timeframe required by the development agreement for the release of land to the public.

REQUEST FOR PUBLIC EXHIBITION

The Minister is requested to place this proposed amendment to the NT Planning Scheme on public exhibition to enable the views of interested people to be considered and heard.

JUNE D'ROZARIO

14.1.4 Berrimah Farm Planning Principles

Future development within the Berrimah Farm locality is to:

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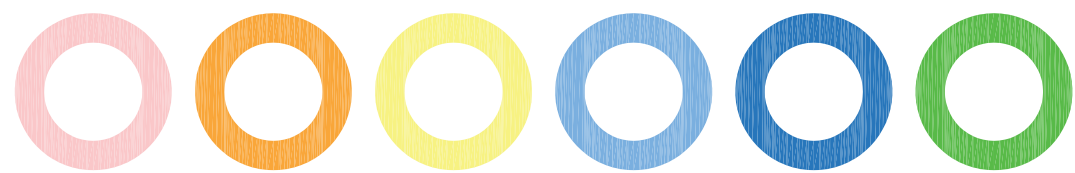
- (c) location of anchor stores and entertainment uses to encourage pedestrian flow past smaller specialty shops;
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MIXED USE
RESIDENTIAL & COMMERCIAL

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COMMERCIAL

TOURISM

OPEN SPACE

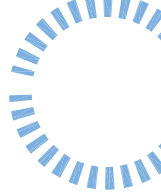
INCORPORATING DRAINAGE FEATURES, NATURAL HABITAT AND RECREATIONAL OPPORTUNITIES



SECONDARY ACTIVITY CENTRE
150-420 DWELLINGS PER HECTARE (GROSS)
MAXIMUM HEIGHT: 10 STOREY



50-100 DWELLINGS PER HECTARE
SINGLE DWELLING (TERRACE / VILLA)
MULTIPLE DWELLING - 2 DWELLINGS PER LOT
MULTIPLE DWELLING MORE THAN 2 STOREYS
MAXIMUM HEIGHT: 6 STOREY



25-60 DWELLINGS PER HECTARE
SINGLE DWELLING (DETACHED)
MULTIPLE DWELLING 2 DWELLINGS PER LOT
MULTIPLE DWELLING MORE THAN 2 STOREYS
MAXIMUM HEIGHT: 3 STOREY



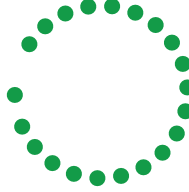
16-40 DWELLINGS PER HECTARE
SINGLE DWELLING (DETACHED)
SINGLE DWELLING (TERRACE / VILLA)
MULTIPLE DWELLING 2 DWELLINGS PER LOT
MULTIPLE DWELLING MORE THAN 2 STOREYS
MAXIMUM HEIGHT: 3 STOREY



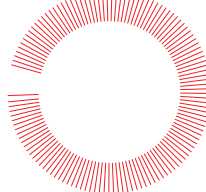
10-25 DWELLINGS PER HECTARE
SINGLE DWELLING (DETACHED)
MAXIMUM HEIGHT: 2 STOREY



MAJOR COLLECTORS
POTENTIAL BUS ROUTES, CYCLEWAYS & PEDESTRIAN LINKS



BUFFER / FENCING TREATMENT AREAS
TO TIGER BRENNAN DRIVE



HEIGHT CONTROLLED AREA
HEIGHT CONTROLLED BY DEFENCE (AREAS CONTROL), REGULATIONS 1989

1

SECONDARY ACTIVITY CENTRE SUPPORTED BY MIXED USE DEVELOPMENT

SECONDARY ACTIVITY CENTRE CONSISTING OF RESTAURANTS, FOOD PREMISES, RETAILING (INC. LARGE FORMAT STORES), ENTERTAINMENT, LICENSED CLUBS, BUSINESS USES, HOTELS, MOTELS, HIGH DENSITY RESIDENTIAL AND MEDICAL SERVICES

2

COLLECTION OF GOVERNMENT, PRIVATE RESEARCH, COMMERCIAL BASED ORGANISATIONS AND SUPPORTING USES

3

EDUCATION FACILITIES

4

COMMUNITY RECREATIONAL AND SPORTS FACILITIES, MEDICAL CLINICS, SHOWROOMS AND CHILDCARE

5

RESIDENTIAL, RETIREMENT LIVING AND COMMUNITY FACILITIES

6

OFFICE, PARK, STORAGE AND ANCILLARY PURPOSES, RESEARCH INSTITUTIONS

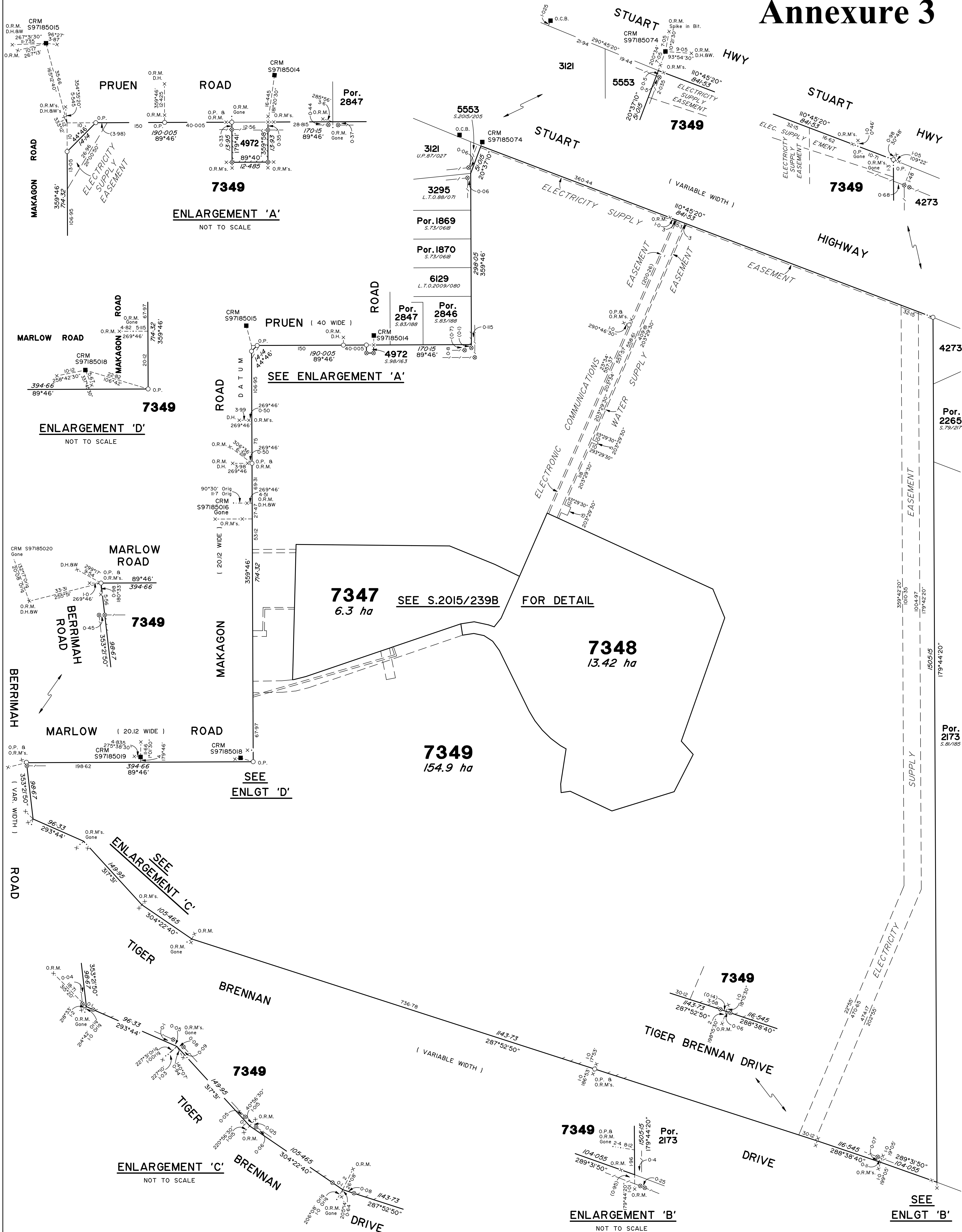
7

SHOWROOM, VEHICLE SALES, SERVICE STATION, DRIVE THROUGH FAST FOOD AND SIMILAR, DRIVE THROUGH LIQUOR STORES



Supersedes plans A.238, S.86/226C and part of plan OP.I274

Annexure 3



I, **ALISTAIR CHARLES TENNANT**, hereby certify that the survey represented on this plan was carried out by me or under my supervision and was completed on, **01/04/2016**, and that this survey has been executed in accordance with the Licensed Surveyors Act and the Directions thereunder.

01/04/2016
Date
Licensed Surveyor

NOTE: Reference Marks are at one metre unless otherwise shown.
The Electricity Supply and Water Supply Easements are in favour of the Power and Water Corporation.
The Electronic Communications Easements are in favour of Telstra.

Field Book
71557

Drawn
FYFE Jan '16

Examined
FYFE



... TRUE MID ... Bearings

AZIMUTH

Assumed from, **S.97/293A**

Observed at,

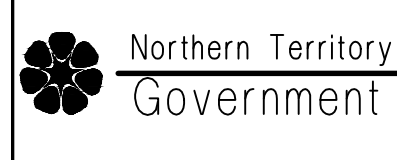
LEGEND

- Concrete Post.
- Concrete Block.
- Peg or Wooden Post.
- Reference Mark.
- Locksplit.
- Fence Post.

SECTIONS 7347 TO 7349 HUNDRED OF BAGOT

REPRESENTATIVE SCALE 1 : 3000
60 0 60 120 180
metres

S.2015/239A
SHEET 1 OF 2



SURVEY APPROVED

12 May 2016
Date
Surveyor-General

VERSION 1.3

22 November 2016

Please quote: 2800302 NS:hd
Your reference: PA2016/0565

Ms Michael Holmes
Acting Director Lands Planning
Department of Infrastructure, Planning & Logistics
GPO Box 1680
DARWIN NT 0801

Dear Mr Holmes

Parcel Description: Sections 7347, 7348 & 7349 - Hundred of Bagot

Proposed Development: Proposal to amend the NT Planning Scheme by revising the Berrimah Farm Planning Principles and Area Plan at Clause 14.1.4

Thank you for the opportunity to comment on the proposal to amend the *Berrimah Farm Planning Principles and Area Plan*. This letter will be placed before the City of Darwin's Town Planning Committee Meeting to be held on the 6 December 2016. Should this letter be varied or not endorsed by Council, you will be advised accordingly.

Council provides the following matters for consideration by the Department:

a) Management of land

The subject sites and adjoining land to the east are unincorporated land, located outside the municipal boundaries of the surrounding City of Darwin, Litchfield Council and City of Palmerston local government areas.

Council has written to the previous Minister for Local Government and the Regions, requesting the existing City of Darwin Municipal Boundary be relocated to include the subject sites. Council also wrote to the then Minister for Lands, Planning and the Environment requesting a working group to develop the Berrimah Farm site.

Council considers that incorporating the land into an adjoining local government area would provide the future residents with local government representation and access to services and infrastructure that the municipality would provide, including waste collection and social infrastructure.

If the long-term ownership and maintenance responsibilities are to be transferred to City of Darwin, all physical and social infrastructure should be designed and constructed to a standard which is to the satisfaction of Council and in accordance with *City of Darwin Subdivision and Development Guidelines*.

b) Compact Urban Growth

Since the *Berrimah Farm Planning Principles and Area Plan* were adopted into the *Northern Territory Planning Scheme*, the *Northern Territory Compact Urban Growth Policy* has been incorporated as a Policy document into the *Northern Territory Planning Scheme*.

Council strongly supports the inclusion and incorporation of the performance criteria of the *Northern Territory Compact Urban Growth Policy* into the *Berrimah Farm Planning Principles and Area Plan*. The performance criteria include considerations such as; accessibility, neighbourhood character, traffic management, service infrastructure, constrained land and social infrastructure.

It is noted that proposed Planning Principle 10. (a) proposes that “community, education and aged care facilities” are to be “accessed from within 600m of the secondary Activity Centre”. The original wording of the same Planning Principle required a distance of 400m. For consistency, Council supports the application of the *Northern Territory Compact Urban Growth Policy* in the development of *Berrimah Farm Planning Principles and Area Plan*.

Furthermore, Clause 11.2.2 of the *Northern Territory Planning Scheme* identifies infrastructure and community facility principles in residential subdivisions which are consistent with the requirements of the *Northern Territory Compact Urban Growth Policy*.

c) Road network

The proposed Area Plan includes the creation of a number of ‘4-way’ intersections, both internal to the site and where the site connects back into the exiting road network. The Area Plan nominates at least three 4-way ‘secondary intersections’ along the western boundary of the site, including with Makagon, Pruen and Strath Roads, which are existing City of Darwin roads. *City of Darwin Subdivision and Development Guidelines* do not allow for uncontrolled 4-way intersection, subsequently it is requested that the developer engage further with Council to resolve any intersections that connect into City of Darwin road network.

Furthermore, City of Darwin will require a Traffic Impact Assessment to address all proposed connections with existing City of Darwin road networks which are currently designed as industrial collector and industrial local roads. The Traffic Impact Assessment will need to address the load capacity of these roads, potential impacts and how traffic flows will connect with Berrimah Road intersections.

d) Transport networks – public transport, vehicles, cyclists and pedestrians

The hierarchy of streets should be established early to ensure that they are designed to cater for transport routes. Road widths should be designed to be large enough to cater for buses, service vehicles, on-street parking, social spaces, street trees and cyclists and pedestrians. Consideration for bus and coach access should be given to identified public transport routes, as well as tourism, community purpose and education precincts.

The proposed Area Plan nominates a number of ‘major collector’ roads to allow for “potential bus routes, cycleways and pedestrian links” whilst the amended Planning Principles identifies that an “interconnected local road network that distributes the anticipated traffic flow within the site and integrates with the surrounding road network through appropriate intersection design” is to be included to “create a safe and diverse urban residential environment”.

It is recommended that before locking in any road hierarchy, a detailed transport study addressing connectivity and accessibility be undertaken to best develop pedestrian, cyclist, public transport and motor vehicle linkages. The study should assess the internal access arrangements as well as likely impacts of the proposed changes to existing traffic conditions on the surrounding road networks and any upgrades required to facilitate the long-term uses for this site and any adjoining sites. Furthermore, the Area Plan fails to nominate a road network to the rear southern section of the subject sites that is capable of accommodating public transport. Council strongly encourages the provision of continued road networks that support alternative and active transport means for the needs of the residents.

It is noted that Planning Principle 6. (a) requires a pedestrian and cyclist network that “traverses the site to create a loop suitable for exercise and commuting”. It appears from the Area Plan that such a loop has not been clearly identified. Council supports an integrated cycle and pedestrian network for future residents that is safe, accessible, well shaded and promotes an active and healthy lifestyle.

e) Stormwater Drainage

Stormwater drainage for the site should be designed in conjunction with roads and infrastructure. For this reason, early assessment of the sites drainage capabilities should be made through a stormwater drainage study that considers upstream stormwater flows coming into the system, drainage across the site, and limiting stormwater drainage exiting the site to predevelopment levels.

f) Community Infrastructure and Uses

Studies, including a Social Infrastructure Plan, should be undertaken to understand the demand for community infrastructure in the area considering the likely demographics, needs and surrounding infrastructure. To reduce car dependency and promote alternative transport means, the serviceability of the

proposed community facility locations should look at how the needs for all future residents of the subject sites will be addressed, for example how accessible is any proposed infrastructure to residents in the south-eastern corner.

Public open spaces and their facilities should:

- Have an established hierarchy to ensure that the needs of the community are met,
- allow for adaptive uses over time for broad and varied uses such as community markets and the alike,
- incorporate infrastructure such as car parking, bins, street lighting, artificial and natural shade, play equipment, seating etc. pending their intended level of hierarchy,
- be designed to provide a safe environment for users by providing clear views of open space from surrounding dwellings and passing vehicles,
- require open space to be unencumbered, meaning that drainage should not inconvenience the primary use of the land as useable open space consistent with Clause 11.2.2 of the *Northern Territory Planning Scheme*, and
- ensure that the majority of dwellings are within a 400m walking distance of neighbourhood parks as per Clause 11.2.2 of the scheme.

g) Surrounding Land Uses

The proposal notes the existing industrial land uses to the west of the site and incorporates 'buffer' uses within community purpose and tourism areas. Controls or guidelines to limit the impact of existing surrounding conflicting land uses should be considered to protect both the future proposed residential and existing uses from the impacts of reverse sensitivity.

The developer should also consider upgrades to the existing entry points to the proposed development area, including landscaping and traffic treatments that would better reflect a vibrant and welcoming urban area given that the surrounding sites are of an industrial nature.

The site is bounded to the east by the Don Dale Youth Detention Centre. The future use of this adjoining site is integral in the planning of the subject site, given that residential development is proposed on adjoining boundary line. It is recommended that the subject site be planned in conjunction with the adjoining site to ensure a cohesive development that will not impact on the amenity, security and safety of the future residents.

h) Secondary Activity Centre

The proposed Secondary Activity Centre should as per the description of the *Darwin Regional Land Use Plan 2015*; "be governed by catchment size, and designated floor space ranges established by more detailed policy and the

evaluation of the potential to impact on the role and function of Town Centres in terms of existing and future growth potential". To ensure viability of the Secondary Activity Centre, Council suggests that its scale and location is addressed in the needs assessment recommended above.

The proposed Planning Principle 8. (f) states that "encouragement of property title arrangements, including unit title schemes, that include open or integrated spaces at ground level to ensure cohesive and well-maintained community and trading spaces". The intent of this Planning Principle isn't clear and could be left open to interpretation. Further clarification or amendment is recommended.

i) Urban Design and Form

Support is given to providing finer grained retail streets. Buildings that have a positive relationship to the street, with frequent doors and openings that allow for activity and interaction are more likely to create a vibrant public realm.

An urban boulevard that is interesting and inviting with a mix of retail and food/beverage will allow for weekday/weekend trade that appeals to most. Council supports the encouragement of landscaping and awnings (shade and weather protection) that promote a comfortable pedestrian and cyclist environment;

The community uses area identified as number 4. on the Area Plan has been identified as being appropriate for "community, recreational and sports facilities, medical clinics, showrooms and child care". Zone CP (Community Purposes) currently prohibits the use of 'showroom sales' for example, it is therefore questioned why non-related community services are proposed when such uses can be accommodated within areas proposed for commercial related uses.

In summary Council supports the proposal in principle however request that the above matters be addressed prior to any approvals being issued to ensure seamless delivery of the Area Plan in the interests of the future residents and infrastructure owners.

If you require any further discussion in relation to this application, please feel free to contact me on 8930 0528.

Yours faithfully



CINDY ROBSON
STRATEGIC TOWN PLANNER

13 June 2014

Please quote: 2800302 CR:dj

Hon. Peter Chandler
Minister for Lands, Planning
and the Environment
GPO BOX 3146
DARWIN NT 0801

Dear Mr Chandler *Peter*

Submission in response to the proposed Planning Scheme Amendment to include the Berrimah Farm Area Plan and Planning Principles within Part 8 of the NT Planning Scheme and Rezone - Portion 1168 & 1238 Section 4972 & 4989 - 29 Makagon Road, Berrimah - PA2014/0351.

Thank you for the opportunity to comment on the proposed Berrimah Farm Area Plan and associated rezoning. This letter was placed before the City of Darwin's 1st Ordinary Council Meeting held on 10 June 2014 and the following matters are raised for consideration by the Planning Commission:

Unincorporated land

The site and adjoining land to the east is unincorporated land, located outside the municipal boundaries of the surrounding City of Darwin, Shire of Litchfield and City of Palmerston local government areas.

In this regard, Council has previously written to the Minister for Local Government and the Regions, requesting the existing City of Darwin Municipal Boundary be relocated to include the subject site. In light of this proposed Area Plan, Council will reiterate this request to the Minister and extend its request to include the remaining unincorporated land, to east of the Berrimah Research Farm, up to Tivendale Road.

This will allow the Planning Commission and the Northern Territory Government to engage with Council at an early stage of the planning process to develop further detailed studies and plans for the area.

Incorporating the land into an adjoining local government would also provide the future residents with local government representation and access to any services or infrastructure that the municipality may provide such as waste collection and social infrastructure.

Working Group

Should the development area be transferred into the City of Darwin Municipality, Council requests that the Northern Territory Government and Planning Commission establish a Working Group to further investigate long-term infrastructure needs for the area. By working with the Northern Territory Government early opportunities to incorporate and co-locate community infrastructure, open space, transport linkages and activity centres can be identified. It is recommended that the Working Group includes direct representation from key stakeholders including the City of Darwin.

Where Council and the Northern Territory Government consider it appropriate to transfer the long-term ownership and maintenance responsibilities of the infrastructure to the City of Darwin it should be designed and constructed to a standard which is to the satisfaction of Council.

In working with the Northern Territory Government, the City of Darwin will support design that incorporates ecologically and socially sustainable, economically viable solutions for future open space, urban design and infrastructure across the site.

Surrounding Land Uses

The proposal notes the existing industrial land uses to the west of the site and incorporates 'buffer' uses within a community purpose and tourism areas. The Planning Commission may consider controls or guidelines to limit the impact of existing surrounding conflicting land uses; to protect both the future proposed residential and existing uses from the impacts of reverse sensitivity.

The Planning Commission may also consider upgrades to the existing entry points to the proposed development area, including landscaping and traffic treatments that would better reflect a vibrant and welcoming urban area.

The site is bounded to the east by the Berrimah Prison and it is acknowledged that a majority of the associated prison uses will soon be relocated to a new correctional precinct in Holtze. The future use of this adjoining site is integral in the planning of the subject site, given that residential development is proposed on the boundary line. It is recommended that the subject site be planned in conjunction with the adjoining site to ensure a cohesive development that will not impact on the amenity of the future residents.

The Area Plan indicates an electrical easement running down the eastern boundary; while this is not strictly a local government issue, consideration should be given to how appropriate land uses will buffer the easement without creating a physical divide.

Roads

The proposed Area Plan nominates a number of internal roads and indicates in the supporting documentation that *“roads will be designed to efficiently distribute traffic throughout the site, and allow for connection to future development east of Berrimah Farm. Access to the Stuart Highway shall be via a primary controlled intersection, with minor slip lanes at the north-eastern and north-western corners facilitating entry to, and exit from the site in a left in, left out format”*

It is recommended that before locking in any road hierarchy, a detailed transport study addressing connectivity and accessibility be undertaken to best develop pedestrian, cyclist, public transport and motor vehicle linkages. The study should assess the internal access arrangements as well as likely impacts of the proposed changes to existing traffic conditions on the surrounding road networks and any upgrades required to facilitate the long-term uses for this site and any adjoining sites.

Stormwater Drainage

Stormwater drainage for the site will be designed in conjunction with roads and infrastructure. For this reason, early assessment of the sites drainage capabilities should be made through a drainage study that considers upstream stormwater flows coming into the system, drainage across the site, and limiting stormwater drainage exiting the site to predevelopment levels.

Community Purpose and Infrastructure

The Area Plan nominates approximately 27 hectares for community purpose along the western boundary of the site. This area will incorporate a range of uses including a research hub, education facility associated with the Berrimah Research Farm and aged care. With these uses and the remaining Area Plan in mind, further studies, including a Social Infrastructure Plan, should be undertaken to identify opportunities for appropriate community facilities in the area. While it is noted that a large open space area is nominated in the area plan, it is considered that opportunities for smaller recreation nodes should be identified. These may include sporting and other community facilities that can provide important unifying elements to new and developing communities.

Urban Design

Support is given to providing finer grained retail streets. Buildings that have a positive relationship to the street, with frequent doors and openings that allow for activity and interaction are more likely to create a vibrant public realm.

An urban boulevard that is interesting and inviting with a mix of retail and food/beverage will allow for weekday/weekend trade that appeals to most. Council

supports the encouragement of landscaping and awnings (shade and weather protection) that promote a comfortable pedestrian and cyclist environment;

Cultural Heritage

The City of Darwin supports the preservation of the site's heritage, through a Cultural Heritage Management Plan (CHMP), or similar plan, given that the site has agricultural history, WWII Heritage significance and Indigenous ties.

The name Berrimah is associated with industrial uses. Consideration should be given to providing a new name to the proposed urban area to allow for ease of identification.

Contamination

It is understood that some contamination studies have been undertaken for the site given the heavy agricultural use and surrounding industrial uses. Any land to be handed to the City of Darwin for care and control should be fully remediated prior to handover, at no cost to Council.

Summary

The early opportunity to comment on issues of importance for the area is emphasised. While more detail is required to comment further, it is hoped that this will result in the development of an effective plan.

Council suggests further studies or investigations into transport and connectivity, social and engineering infrastructure, cultural heritage, upgrading entry points and contamination for consideration by the Planning Commission.

To ensure any development is designed and implemented to the relevant local government standards, Council requests that the subject land is transferred to the City of Darwin and that a Working Group represented by the Key Stakeholders is established.

If you require any further discussion in relation to these comments please feel free to contact Luccio Cercarelli, General Manager Infrastructure on 8930 0581.

Yours faithfully



KATRINA FONG LIM
LORD MAYOR

ATTACHMENT D

NORTHERN TERRITORY OF AUSTRALIA

Planning Act

AMENDMENT TO NT PLANNING SCHEME

I, PETER GLEN CHANDLER, Minister for Lands, Planning and the Environment, under section 25(2)(c) of the *Planning Act*, amend the NT Planning Scheme by making the amendment, specified in the Schedule.

Dated 29 SEP 2014.


 Minister for Lands, Planning and the Environment

SCHEDULE

AMENDMENT TO NT PLANNING SCHEME

AMENDMENT No. 357

1. Citation

This amendment to the NT Planning Scheme may be cited as Amendment No. 357.

2. Definition

In this amendment –

"amending map" means the map, signed by the Minister for Lands, Planning and the Environment and marked "NT Planning Scheme Amendment No. 357", deposited in the office of the Department of Lands, Planning and the Environment, Darwin;

"area plan" means the area plan within the meaning of the NT Planning Scheme;

"zoning map" means the zoning map within the meaning of the NT Planning Scheme.

3. Amendment of Zoning Map

The NT Planning Scheme is amended by amending the zoning map relating to Darwin to the extent of its inconsistency with the amending map in respect of the area of land shown on the amending map bounded by a thick black line and lettered FD which is part Portions 1168 and 1238 and Sections 4972 and 4989 Town of Darwin.

4. Addition of Berrimah Farm Planning Principles and Area Plan

The NT Planning Scheme is amended by adding the Berrimah Farm Planning Principles and Area Plan.

14.1 Darwin

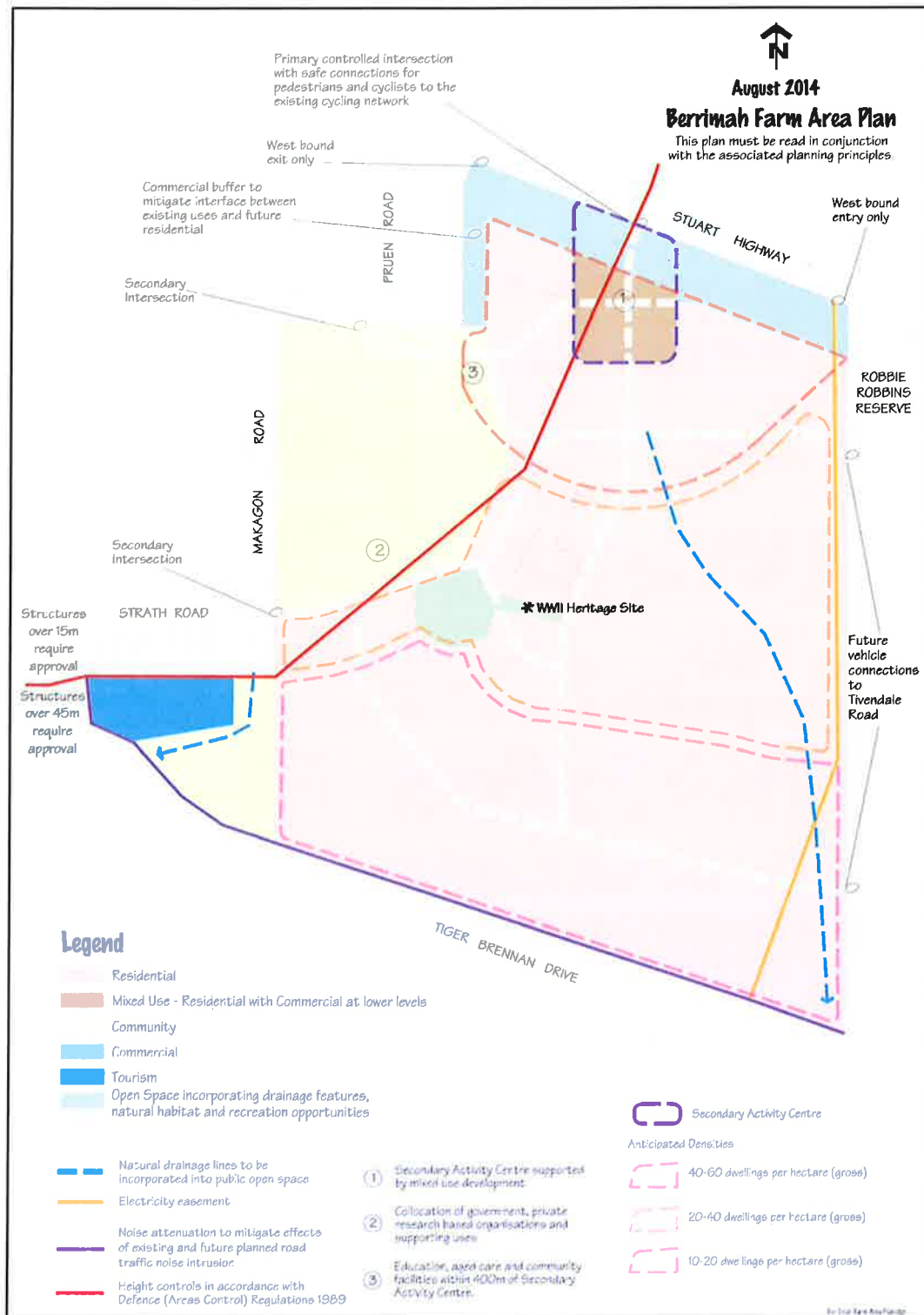
14.1.4 Berrimah Farm Planning Principles and Area Plan

Future development within the Berrimah Farm locality is to:

1. Minimise the off-site impacts of concentrated stormwater by managing the magnitude, quality and duration of stormwater runoff to ensure that the capacity of downstream infrastructure is not exceeded and that the quality of stormwater does not unreasonably impact the receiving environment.
2. Accord with the Defence (Areas Control) Regulations 1989.
3. Appropriately present the WWII Heritage Site and provide access to the general public.
4. Mitigate the impacts of noise associated with aircraft, traffic and industrial land uses to provide a high quality of amenity for future residents by creating visually appealing solutions through the use of architectural design, landscaping and other techniques.
5. Create a safe and diverse urban residential environment that:
 - (a) is structured around a Secondary Activity Centre;
 - (b) is developed in the order of six stories in height around the Secondary Activity Centre and reduces in height and density with distance from the centre;
 - (c) comprises a variety of lot sizes and housing types.
 - (d) provides high quality adaptable public spaces and open space areas that are usable for both passive and active recreation.
 - (e) has an interconnected local road network that distributes the anticipated traffic flow within the site and integrates with the surrounding road network through appropriate intersection design;

6. Create a pedestrian and cyclist network that:
 - (a) traverses the site to create a loop suitable for exercise and commuting;
 - (b) provides safe connections to the bike path on the northern side of the Stuart Highway;
 - (c) provides connections between the Secondary Activity Centre, adjacent sites and other public spaces including active and passive public open space.
7. Create a Secondary Activity Centre that:
 - (a) is a safe, vibrant, street based, mixed-use environment;
 - (a) provides commercial and retail opportunities at ground and first floor level and residential at upper levels;
 - (b) provides safe and direct access for pedestrians and cyclists to the bus interchange;
 - (c) allows traffic to move through the centre efficiently;
 - (d) provides off street parking in areas behind buildings, totally or partially screened from the street;.
 - (e) provides on street car parking where appropriate;
 - (f) activates the street by locating large format uses behind a sleeve of smaller retail outlets;
 - (g) provides footpaths adjacent ground floor commercial and retail uses that is sufficiently wide to encourage street life such as alfresco dining;
 - (h) provides shade and shelter for pedestrians; and
 - (i) provides landscaping to soften the pedestrian environment
8. Create a multi user research precinct that:
 - (a) contains multi-story office and shared use facilities including laboratories for use by Government and private organisations;
 - (b) provides an active frontage to the surrounding road network or allows compatible ancillary uses to provide an active frontage to the surrounding road network; and
 - (c) preserves the large trees and established vegetation that currently creates well shaded communal areas between buildings.

9. Create community, education and aged care facilities that:
- are accessed from within 400m of the Secondary Activity Centre;
 - provide flexible and coordinated spaces and facilities.

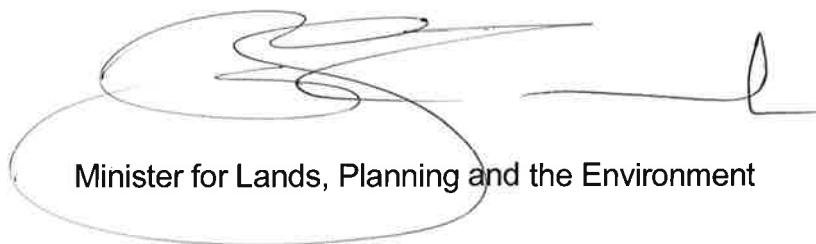


NORTHERN TERRITORY OF AUSTRALIA***Planning Act*****NOTICE OF MAKING OF AMENDMENT TO NT PLANNING SCHEME
AMENDMENT No. 357**

I, PETER GLEN CHANDLER, Minister for Lands, Planning and the Environment, under section 28(1) of the *Planning Act*, give notice that –

- (a) I have, under section 25(2)(c) of the Act, amended the NT Planning Scheme by introducing the Berrimah Farm Planning Principles and Area Plan in Part 8 of the NT Planning Scheme and rezoning part Portions 1168 and 1238 and Sections 4972 and 4989 Hundred of Bagot from Zone CP (Community Purpose), Zone LI (Light Industry) and Zone GI (General Industry) to Zone FD (Future Development), and
- (b) copies of the amendment, (Amendment No. 357), are available from the Offices of the Department of Lands, Planning and the Environment, Ground Floor, 16 Parap Road, Parap.

Dated 29 Sep 2014



Minister for Lands, Planning and the Environment

NORTHERN TERRITORY OF AUSTRALIA

Planning Act **Section 29**

Reasons for Decision

NORTHERN TERRITORY PLANNING SCHEME **AMENDMENT No. 357**

The introduction of the Berrimah Farm Planning Principles and Area Plan provides a framework to guide the development of Berrimah Farm.

The rezoning of Part Portions 1168 and 1238 and Sections 4972 and 4989 Hundred of Bagot (29 Makagon Road, Berrimah) rezoning from Zone CP (Community Purpose), Zone LI (Light Industry) and Zone GI (General Industry) to Zone FD (Future Development) will allow the development of the land in accordance with the Berrimah Farm Area Plan and planning principles.

Specifically, the introduction of the Berrimah Farm Planning Principles, Area Plan and rezoning:

- establishes the intended future land use for the site with consideration of its location and potential future role in the region;
- will facilitate development utilizing existing transport corridors and other public infrastructure;
- will facilitate the delivery of a mixed use development including, residential, commercial, community purpose and public open space.



PETER GLEN CHANDLER
Minister for Lands, Planning and the Environment

29 / 9 / 2014

ENCL: TOWN PLANNING COMMITTEE/OPEN
NO

AGENDA ITEM: 10.3

TOWN PLANNING COMMITTEE STRATEGIC ISSUES

REPORT No.: 16TS0090 CR:hd COMMON No.: 2481144

DATE: 06/12/2016

Presenter: Manager Design, Planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to identify priority strategic town planning issues for discussion and reporting on in 2017.

LINK TO STRATEGIC PLAN

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

Goal

1. Collaborative, Inclusive and Connected Community

Outcome

1.4 Improved relations with all levels of government and significant stakeholders

Key Strategies

1.4.2 Play an active role in strategic and statutory planning processes

KEY ISSUES

- The majority of strategic planning issues previously identified for reporting have now either been addressed or are no longer priority issues.
- This report is intended to identify priority strategic planning issues suitable for reporting on in the first half of 2017.
- This report provides a list of existing outstanding issues that could be reported on and discussed at the next two committee meetings, commencing in March 2017.

PAGE: 2
 REPORT NUMBER: 16TS0090 CR:hd
 SUBJECT: TOWN PLANNING COMMITTEE STRATEGIC ISSUES

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:

THAT Report Number 16TS0090 CR:hd entitled Town Planning Committee Strategic Issues, be received and noted.

BACKGROUND

Council previously resolved that the Town Planning Committee Meeting will be held once every two months, with a primary focus on strategic town planning matters.

Council also resolved to address strategic town planning matters on a priority basis, with an updated schedule of identified strategic town planning matters and expected time frames for addressing these matters being presented at each Town Planning Committee meeting.

DISCUSSION

A majority of the strategic planning issues previously identified by the Town Planning Committee for reporting have now either been addressed or are no longer priority issues.

This report is intended to identify and prioritise outstanding strategic planning issues suitable for reporting on at Town Planning Committee meetings in the first half of 2017.

The following Table provides the status of strategic planning issues previously identified, that are yet to be considered by the Town Planning Committee.

Table 1: Strategic Planning Reports

Issue	Council Decision No.	Expected Report Date
Various Area Plans		Ongoing
Tree Planting in car park areas with a view to increasing the amount of shaded land area and improving public amenity and air purification, taking into account the requirements of the Planning Scheme in relation to shading parking areas.	Decision No.21\3387	March 2017

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 REPORT NUMBER: 16TS0090 CR:hd
 SUBJECT: TOWN PLANNING COMMITTEE STRATEGIC ISSUES

Funding for Social Infrastructure and Open Space. Identify the specific process, studies required, and associated costs to develop a social infrastructure model for the Municipality of Darwin.	Decision No.21\4277	March 2017
Local Government (Darwin Parking Local Rates) Regulations		March 2017
Fee and Penalty Options to Discourage Retrospective Sign Permits and Similar Applications	Decision No.21\4964	March 2017
Retrospective approval of town planning matters	Decision No.21\5000	March 2017
Car parking on the podium level.	Decision No.21\3135	May 2017

In addition to the above, the City of Darwin is actively progressing issues as they arise, some of which are in conjunction with the Northern Territory Planning Commission, Department of Infrastructure, Planning & Logistics and the Department of Transport. Projects include the ongoing involvement in the preparation of Area Plans across the Darwin Municipality.

Other issues include, but are not limited to, reviewing the Outdoor Advertising Signs Code along with commenting and input on planning scheme amendments as they arise.

Current National and Local Planning Issues

In considering these strategic planning matters, the Town Planning Committee should consider current national, regional and local planning issues.

National Planning issues are raised through a range of forums including the Federal Government, Council of Capital City Lord Mayors (CCCLM) and Peak Professional bodies. The following are current issues:

- Smart Cities.
- City Deals.
- Planning for Active and Healthy Communities.
- Developing the North.

Local Planning Issues are raised through community consultation, the Planning Commission and the Northern Territory Government (NTG) and other local groups. The following are current issues:

- Projects arising from the Darwin Inner and Mid Suburbs Area Plans. This may include identifying projects that are suitable for partnering with the NTG.
- Implementation of the Darwin City Centre Master Plan.

PAGE: 4
 REPORT NUMBER: 16TS0090 CR:hd
 SUBJECT: TOWN PLANNING COMMITTEE STRATEGIC ISSUES

- Darwin CBD summit.

CONSULTATION PROCESS

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

- Town Planner

POLICY IMPLICATIONS

Any applicable policy implications will be considered during the preparation of specific reports resulting from this report.

BUDGET AND RESOURCE IMPLICATIONS

Not Assessed.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Not assessed.

ENVIRONMENTAL IMPLICATIONS

Nil

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
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LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

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OPEN SECTION

TP12/6

Town Planning Committee Meeting – Tuesday, 6 December 2016

11. INFORMATION ITEMS

Nil

12. GENERAL BUSINESS

