

# OPEN SECTION

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## DARWIN CITY COUNCIL

### ENVIRONMENT & INFRASTRUCTURE COMMITTEE

#### MONDAY 17 AUGUST 2009

MEMBERS: Member R K Elix (Chairman); The Right Worshipful, The Lord Mayor, Mr G R Sawyer, Member J L Sangster; Member G A Lambert; Member H D Sjoberg.

OFFICERS: Chief Executive Officer, Mr B Dowd; General Manager Infrastructure, Mr L Cercarelli; Manager Climate Change & Environment, Mrs P Robinson; Manager Infrastructure Projects, Mr D Lelekis; Manager Infrastructure Maintenance, Mr K Smith; Assistant Committee Administrator, Mrs A Adams.

***Enquiries and/or Apologies: Amanda Adams***

***E-mail: [amanda.adams@darwin.nt.gov.au](mailto:amanda.adams@darwin.nt.gov.au) - PH: 89300 685***

***OR Phone Committee Room 1, for Late Apologies - PH: 89300 519***

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#### ***Committee's Responsibilities***

* Car Parking	* Public Facilities
* Council Buildings	* Roads
* Drainage	* Street Lighting
* Environmental Management	* Traffic Management
* Parks and Reserves	* Urban Enhancement
* Plant Management	* Waste Management

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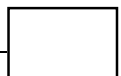


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Environment & Infrastructure Committee Meeting - Monday, 17 August, 2009

## 1 MEETING DECLARED OPEN

### 1.1 Election of Acting Chairman for Environment & Infrastructure Committee Meeting for 17 August 2009.

Common No.375173

#### COMMITTEE'S DECISION

THAT Member ..... be elected as Acting Chairman for the Environment & Infrastructure Committee Meeting on Monday, 17 August, 2009 in the absence of Elected Chairman, Member R K Elix.

DECISION NO.20\() (17/08/09)

## 2 APOLOGIES AND LEAVE OF ABSENCE

### 2.1 Apologies

### 2.2 Leave of Absence Granted

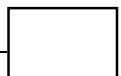
THAT it be noted that Member R K Elix is an apology due to a Leave of Absence being previously granted on 28 July 2009 for the period 9 – 22 August 2009.

DECISION NO.20\() (17/08/09)

## 3 ELECTED MEMBERS CONFLICT OF INTEREST DECLARATION

## 4 CONFIDENTIAL ITEMS

Nil



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Environment & Infrastructure Committee Meeting - Monday, 17 August, 2009

### 5 WITHDRAWAL OF ITEMS FOR DISCUSSION

#### COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority that all Information Items and Officers Reports to the Environment & Infrastructure Committee Meeting held on Monday, 17 August, 2009, be received and all recommendations contained therein be adopted by general consent with the exception of Item Number .....

DECISION NO.20\() (17/08/09)

### 6 CONFIRMATION OF MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING

#### COMMITTEE'S DECISION

THAT the Committee resolve that the minutes of the previous Environment & Infrastructure Committee Meeting held on Monday, 20 July 2009, tabled by the Chairman, be received and confirmed as a true and correct record of the proceedings of that meeting.

DECISION NO.20\() (17/08/09)

### 7 BUSINESS ARISING FROM THE MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE MEETING

### 8 INFORMATION ITEMS

Nil



ENCL: NO

## DARWIN CITY COUNCIL

DATE: 29/07/09

### REPORT

**TO:** ENVIRONMENT & INFRASTRUCTURE  
COMMITTEE/OPEN A

**APPROVED:** PR

**FROM:** MANAGER CLIMATE CHANGE &  
ENVIRONMENT

**APPROVED:** BD

**REPORT NO:** 09TS0104 PR

**COMMON NO:** 1464638

**SUBJECT:** BHP BILLITON'S PROPOSED USE OF THE PORT OF DARWIN

#### ITEM NO: 9.1

#### SYNOPSIS:

BHP Billiton has published a Draft Environmental Impact Statement (Draft EIS) with a view to gaining approval from the Australian, South Australian and Northern Territory governments to undertake a major expansion of the Olympic Dam mine and minerals processing operation in northern South Australia and to develop associated infrastructure.

#### GENERAL:

BHP Billiton's future plans for Olympic Dam are based on continuing their assessment of sustainable development. Therefore, they have published a Draft EIS as mentioned in the synopsis above.

Much of the description of the proposed expansion at Olympic Dam is beyond what Darwin City Council can respond to as the area in question sits within South Australia and much of the decision will be made through the Australian and South Australian governments.

However, and whilst the Northern Territory Government is seen to be the only considered authority by BHP Billiton in terms of how Darwin will be affected, Darwin City Council, as a responsible manager of a considerable area of the harbour coastline should respond to many of the matters that will affect Darwin Harbour. As such our comments need to be in relation to the terrestrial ecology, marine environment, noise and vibration, climate change, greenhouse gas and air quality and the social environment for the community.

Of particular note is that the use of Darwin Harbour by BHP Billiton for the purposes of their shipping in relation to the proposed expansion of Olympic Dam mine, exposes Darwin to the vagaries of not having an overall Strategic Darwin Harbour

Coastal Management Plan. Whilst projects such as this one comes as a 'one off', collectively Darwin Harbour region is addressing several projects that will be located in the harbour vicinity – all of which will have a collective affect on the land-water interface for our community. This is further developed in the dot points below.

### **Comment to the Draft Environmental Impact Statement (EIS)**

- Concern over the reclamation of remaining mangrove habitat at East Arm to accommodate the concentrate storage and handling facility. Although the proposal states that previously disturbed land will be utilised for this purpose, the foot print of the potential location of the facility shown on Figure E4.2 page 99 Appendix E *Draft Environmental Impact Statement 2009* indicates otherwise.
- The proposed expansion of the Olympic Dam project would contribute to increasing global CO<sub>2</sub> levels resulting from the increased energy requirements during construction, processing operations and the proposed desalination plant required to supply the increased demand for process and potable water to support the mines expansion. The increase in fossil fuel consumption required for mining operations and transportation of ore will also contribute to the green house gas emissions resulting from the expansion of ore production at Olympic Dam.
- The proposal describes the storage and handling facility as a closed system with zero discharge where by, waste wash down water and other material will be collected and sent back to the Olympic Dam Mine for disposal and or reprocessing. There is no detail given as to the method of storing this contaminated waste water nor how the wet season may affect the storage capacity, particularly in the event of an overflow resulting from high rainfall events if an open storage system is used, such as a dam, or pump failures in closed tank systems caused by power loss during storms and Cyclones. It is stated that, the facilities storm water flows into the existing East Arm stormwater infrastructure which in turn discharges into the harbour. This is particularly concerning as Copper concentrate (Cu) is highly toxic, so any accidental discharge from the facility, shipping accident, or other significant incident such as an fire or explosion could potentially have a major impact on aquatic life in the vicinity and possibly surrounding urban areas.
- The close proximity of the storage and handling facility to the water-way is concerning. Taking into account the nature of the material being handled and the potentially damaging effects of cyclones and associated storm surge and the potential impact of rising sea levels, it would be advisable to locate such a facility on higher ground further away from the waters edge.
- How will the location of the facility and its operations affect the potential for current and future urban development in the area. The fate of dust and other airborne emissions from the storage and loading facility along with the potential adverse affects on the CBD and urban areas in terms of potential spillages and/or shipping accidents, needs to be fully investigated and reported.

- Question the cumulative effects on, power and water resources, the integrity of aquatic ecosystems, flora and fauna populations and civil infrastructure of the seemingly ad hoc nature of introducing large industries to the region with the associated increase in shipping traffic, without clearly understanding what level and types of activities the harbour ecosystems and surrounding environments can sustain.
- There is no acknowledgment of Darwin City Council as being the organisation possibly responsible for accepting and managing waste generated from the proposed development and ongoing operations.
- Globally there is still widespread concern with the ability to adequately address the issue of nuclear waste. This being the case it would be considered unwise to increase production of these materials until a safe and sustainable method of dealing with nuclear waste is developed.
- The safeguards required to mitigate the risks associated with the Port of Darwin expansion need to be outlined in more detail. It is expected that this will be addressed (and commented on) as Development Proposals are submitted.

#### **FINANCIAL IMPLICATIONS:**

Unknown at this stage.

#### **STRATEGIC PLAN IMPLICATIONS:**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the 'Evolving Darwin Strategic Directions: Towards 2020 and Beyond':-

##### **Goal**

4 Create and Maintain an Environmentally Sustainable City

##### **Outcome**

4.4 Enhance, preserve and protect the Darwin environment

##### **Key Strategies**

4.4.1 Preserve the Darwin Harbour

##### **Key Strategies**

4.4.2 Enhance water quality, ecological systems and biodiversity in Darwin

#### **LEGAL IMPLICATIONS:**

NIL

#### **ENVIRONMENTAL IMPLICATIONS:**

See above.

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**PUBLIC RELATIONS IMPLICATIONS:**

**Council Support**

The Darwin Community will expect Darwin City Council, as a Darwin Harbour Coastal Manager to advocate on their behalf.

**COMMUNITY SAFETY IMPLICATIONS:**

Air and Water Quality implications

**DELEGATION:**

NIL

**CONSULTATION:**

NIL

**PROPOSED PUBLIC CONSULTATION PROCESS:**

Council to communicate to the community the response it provided to BHP Billiton's Draft EIS pertaining to Darwin Harbour.

**APPROPRIATE SIGNAGE**

NIL

**RECOMMENDATIONS:**

THAT it be a recommendation to Council:-

- A. THAT Report Number 09TS0104PR entitled BHP Billiton's Use of the Port of Darwin, be received and noted.
- B. THAT Darwin City Council forward the comments contained in this report to BHP Billiton in response to their Draft Olympic Dam Expansion EIS 2009.
- C. THAT a copy of Council's response to BHP Billiton's Draft Olympic Dam Expansion EIS 2009 be forwarded to the Northern Territory Government's Chief Minister and Minister for Environment.
- D. THAT Council request that the Northern Territory Government develop a Strategic Darwin Harbour Management Plan.

**PAM ROBINSON**  
**MANAGER CLIMATE CHANGE &**  
**ENVIRONMENT**

**BRENDAN DOWD**  
**CHIEF EXECUTIVE OFFICER**

Any queries on this report may be directed to Pam Robinson on 8930 0530.

**ENCL:** YES

## **DARWIN CITY COUNCIL**

**DATE:** 05/08/09

### **REPORT**

**TO:** ENVIRONMENT & INFRASTRUCTURE COMMITTEE/OPEN A **APPROVED:** DC

**FROM:** GENERAL MANAGER INFRASTRUCTURE **APPROVED:** DL

**REPORT NO:** 09TS0127DC:rb **APPROVED:** LC

**COMMON NO:** 316857

**SUBJECT:** SMITH STREET CONNECTION - PROGRESS UPDATE.

#### **ITEM NO: 9.2**

#### **SYNOPSIS:**

The Northern Territory Government are undertaking an upgrade of the pedestrian walkway from Bennett Street end of the Mall to the entrance of the suspended walkway over Hughes Avenue in order to provide a connection between the Darwin central Business Zone and the Waterfront development.

Council has been engaged in consultations with the NT Government and principal Contractor (Macmahon Constructions) as a primary stakeholder and have endeavoured to accommodate the relatively narrow timeframes available. Construction is scheduled for completion in November 2009.

This report provides an update on the progress of the project for Council's information.

#### **GENERAL:**

Construction on site began on Monday 27 April 2009 with areas 2 and 2a open to pedestrians. Works are currently being conducted in areas 3 and 4 with weekly project meetings taking place between Macmahon, Northern Territory Government and Council representatives.

Blade structures for holding shade in areas 3 and 4 have been established, tree pits have been designed and excavated, footpath installed and services established.

Glazing for the glass panels (15.8mm toughened glass laminate) has been commissioned.

The tree pits incorporate principles of urban sensitive water design and will act as stormwater filters for water passing through the stormwater system.

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There have been two species offered for consideration for the build out pits. This has been subject to significant rigor and is a result of availability and suitable growth form.

The species considered are the Rain Tree (*Samanea saman*) and The Leopard Tree (*Caesalpinia ferrea*). Neither species is native to Australia although the Rain Tree has been used in the Central Business Zone (Rain Tree Park) and would be consistent with this theme.

Discussions are continuing with the Northern Territory Government regarding the gifting of the asset to Council and likely ongoing costs from a whole of life consideration.

**Attachment A** are of images of work progress on site.

### **FINANCIAL IMPLICATIONS:**

Nil for construction.

As the works are being funded by the Northern Territory Government a maintenance budget will be required when the asset is gifted to Council. The maintenance and ongoing budget is currently under assessment.

### **STRATEGIC PLAN IMPLICATIONS:**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the 'Evolving Darwin Strategic Directions: Towards 2020 and Beyond':-

#### **Goal**

1 Achieve Effective Partnerships and Engage in Collaborative Relationships

#### **Outcome**

1.1 Improve relations with all levels of Government

#### **Key Strategies**

1.1.4 Play a strategic role in the planning and developmental processes that impact Darwin

### **LEGAL IMPLICATIONS:**

NIL

### **ENVIRONMENTAL IMPLICATIONS:**

NIL

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**PUBLIC RELATIONS IMPLICATIONS:**

Significant, as the site is highly visible and will represent a primary pedestrian thoroughfare from the Central business Zone to the Waterfront and the Wharf.

**COMMUNITY SAFETY IMPLICATIONS:**

NIL

**DELEGATION:**

NIL

**CONSULTATION:**

NIL

**PROPOSED PUBLIC CONSULTATION PROCESS:**

Currently being managed by the Northern Territory Government in their role as the Project Manager for this project.

**APPROPRIATE SIGNAGE**

Currently being managed by the Northern Territory Government in their role as the Project Manager for this project.

**RECOMMENDATIONS:**

THAT it be a recommendation to Council:-

- A. THAT Report Number 09TS0127DC:rb entitled Smith Street Connection - Progress Update, be received and noted.

**DROSSO LELEKIS**  
**MANAGER INFRASTRUCTURE**  
**PROJECTS**

**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

Any queries on this report may be directed to David Cash on 89300618.

ENCL: YES

**DARWIN CITY COUNCIL**

**DATE:** 06/08/09

**REPORT**

**TO:** ENVIRONMENT & INFRASTRUCTURE  
COMMITTEE/OPENA

**APPROVED:** PC

**FROM:** GENERAL MANAGER INFRASTRUCTURE

**APPROVED:** LC

**REPORT NO:** 09TS0132LC:KB

**COMMON NO:** 1297260

**SUBJECT:** OSTERMANN STREET, COCONUT GROVE – TRAFFIC SPEED

**ITEM NO: 9.3**

**SYNOPSIS:**

Council has previously considered the matter of reducing the speed limit in Ostermann Street area in September 2008 and resolved:

**Coconut Grove Street Access Information Report**

Report No.08TS0191 (10/09/08) Common No. 1297260

- A. THAT Report Number 008TS0191 entitled Coconut Grove Street Access Information Report, be received and noted.
- B. THAT Council staff liaise with residents of Coconut Grove streets to conduct verge trimming activities.
- C. THAT residents be advised of the current traffic volumes and speeds measured on Ostermann Street and Martin Crescent and that Council does not support a reduction in the speed limit from 50 k/h to 30 k/h on these streets.
- D. THAT Council endorse the resident's proposal to undertake vegetation management works on their respective verges in consultation with the Parks and Reserves staff and that staff provide assistance when requested.

DECISION NO.20\0780 (30/09/08)

Carried

It was re-considered in November 2008 and the previous Council decision remained unchanged.

Officers have been requested to review the matter and any alternatives, by Alderman Jarvis following representations by the community to him.

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This report is a review of the previous decisions and does not recommend a reduction to the default speed limit in Ostermann Street area.

### **GENERAL:**

Speed limits in Darwin are set in accordance with road hierarchy, function and use. Ostermann Street, Martin Crescent and Vigor Street are all local roads. Local roads are the lowest use roads in the road classification system and are normally set at the default 50k/h speed limit.

The following statistics were collected at Ostermann Street and Martin Crescent in 2008.

Street	AM Peak (Vehicles)	Pm Peak (Vehicles)	85 <sup>th</sup> % ile speed	Mean Speed
Ostermann	23	28	49 km/h	38 km/h
Martin	14	17	44 km/h	34.8 km/h

The data shows that current majority of motorist behaviour within the area conform to the default 50km/hr speed limit. This is not to say that there are not some motorist that may exceed the limit at times.

As previously indicated in earlier reports in this matter without law enforcement or physical changes to the road layout reducing posted speed limits alone has little effect over time as motorist will drive at the speed they feel comfortable with in the given environment.

Based on available data (i.e. speed and volume counts) there appears to be no significant triggers to indicate that the area is a priority for Local Area Traffic Management (LATM) works or supporting the reduction of the speed limit.

Following representation as a result of Council's decision relating to this matter officers have undertaken a review of what warning/advisory signage maybe applicable as an alternative to regulatory signs and a reduction in the posted speed limit.

**Attachment A** indicates a possible treatment for the area utilising warning/advisory signage. The use of the warning and guide signs suggested is not strictly in accordance with the Australian Standards and **would not be enforceable** under the traffic rules or regulations.

The placement of road signage is generally undertaken in accordance with the Australian Standard 1742, Manual for Uniform Traffic Control Devices and a brief explanation of the difference between the Warning Signs suggested and Regulatory Signs is presented for information.

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Warning Signs – are used to advise of road conditions which require caution on the part of the driver, such as sharp bends, winding road etc. and may call for a reduction in speed in interest of safety of the driver and of other road users. The W8 series signs (advisory speed signs) should not be used alone, but in conjunction with other signs in the Warning Series (mentioned above) to supplement and clarify the message conveyed.

Regulatory Signs – these inform the road users of traffic laws or regulations which it would be an offence to disregard. The “normal” speed limit signs we see on our roadways are Regulatory Signs.

As discussed previously the use of signage alone has minimal to no impact over time on driver behaviour. The use of warning/advisory signage as per **Attachment A** has the additional issue of not being enforce able. The risk with such signage is that drivers and/or pedestrian are given a false sense of security/safety believing that the majority of drivers will drive at the reduced speed.

Similar signage has been used previously by Council in locations such as Armidale Street, Stuart Park and Gregory Street, Parap. These areas also contain LATM infrastructure works within the road area not just the signage and the signs are advisory/regulatory speed signs due to the LATM devices in place. The “Residential Traffic Only” sign appears in various locations with a variety of wording.

The use of this combination of signage without LATM devices in this particular case is not supported.

### **FINANCIAL IMPLICATIONS:**

Should Council consider the installation of warning/advisory signage it is estimated that the cost will be \$200.

### **STRATEGIC PLAN IMPLICATIONS:**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the ‘Evolving Darwin Strategic Directions: Towards 2020 and Beyond’:-

#### **Goal**

3 Assist Individuals and the Community Stay Connected with the Darwin Region

#### **Outcome**

3.2 Enhance transport systems

#### **Key Strategies**

3.2.2 Continue to manage and maintain the municipal road network and infrastructure to a standard that meets the needs of the community

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**LEGAL IMPLICATIONS:**

The warning/advisory signage is **not enforceable**.

**ENVIRONMENTAL IMPLICATIONS:**

Nil

**PUBLIC RELATIONS IMPLICATIONS:**

Council may be perceived by the public as not adequately dealing with their safety concerns.

**COMMUNITY SAFETY IMPLICATIONS:**

Current information available indicates that the area is not a priority for LATM or speed reduction. Managing safety and prioritising works over Council's entire road network has risk management issues which should and are always considered.

**DELEGATION:**

Nil

**CONSULTATION:**

Team Leader Design

**PROPOSED PUBLIC CONSULTATION PROCESS:**

Nil

**APPROPRIATE SIGNAGE**

Nil

**RECOMMENDATIONS:**

THAT it be a recommendation to Council:-

- A. THAT Report Number 09TS0132LC:KB entitled Ostermann Street, Coconut Grove – Traffic Speed, be received and noted.

**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

Any queries on this report may be directed to Luccio Cercarelli on 89300581.

ENCL: YES

**DARWIN CITY COUNCIL**

DATE: 31/07/09

**REPORT****TO:** ENVIRONMENT & INFRASTRUCTURE  
COMMITTEE/OPEN A**APPROVED:** JB**FROM:** GENERAL MANAGER COMMUNITY &  
CULTURAL SERVICES**APPROVED:** NM**REPORT NO:** 09C0126 AR:kl**APPROVED:** AR**COMMON NO:** 1175923**SUBJECT:** DEVELOPER CONTRIBUTION SCHEME FOR PUBLIC ART**ITEM NO: 9.4****SYNOPSIS:**

Recommended by the Environment & Infrastructure Committee on 23 March 2009 this following was resolved by Council at the 2<sup>nd</sup> Ordinary Meeting on 31 March 2009:

**Developers Contribution to Public Art**

THAT a Report be submitted to a future Environment & Infrastructure Committee Meeting regarding options for developers contributions towards public art.

Decision No.20\1385 (31/03/09)

This report provides an update on recent progress regarding a development contribution scheme for Public Art in Darwin.

**GENERAL:***Previous Decisions*

Decision No. 19\4359 (24/04/07)

- C. THAT Council support in principle the allocation of a percentage or fixed amount of funds from the budget of major Capital Works projects, to be dedicated to the establishment of public art.
- D. THAT the support of public art development through a budget allocation for major Capital Works undertaken by Council be referred to the Arts & Culture Strategy development project and referred back to Council for further consideration.

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## REPORT

In 2008 Council partnered with Arts NT to deliver a Public Art Forum and Public Art workshop for professional Public Art managers and artists in Darwin.

As a result of this partnership and shared commitment to the development of Public Art in Darwin, Arts NT coordinated a series of meetings between the Northern Territory Government Department of Planning and Infrastructure (DPI), Arts NT, Darwin City Council staff including the General Manager Community and Cultural Services, and Western Australian Public Art consultants Malcolm McGregor and Jenny Kerr (Artsource), to discuss the opportunity to establish and implement a Northern Territory Developer Contribution Scheme for Public Art.

The working group discussed different models currently implemented across Australia (**Attachment A**), focusing especially on the Western Australian model, where developers are mandated to implement a one per cent commitment of their total development budget (if over \$2 million) towards Public Art. This may take the form of a developer cash contribution to state funds towards Public Art in the local area, the direct engagement of artists in the design and development process, or contracted engagement of a Public Art Manager to manage the delivery of Public Art. The WA Government funds a number of full-time Public Art Manager positions who are able to provide expert assistance to developers in implementing the one per cent Policy.

The WA Government leads by example, stating on their website that “The Western Australian Percent for Art Scheme allocates up to one per-cent of the estimated total construction cost of each State capital works project (which is \$2million and over) to a commissioned Western Australian artwork. This includes refurbishments as well as new building works. This scheme is a partnership between the Department of Culture and the Arts and the Department of Treasury and Finance’s Building Management and Works Division in recognition of the intrinsic value of arts being seen, heard and felt in our buildings and structures.”

It was recognized by the working group that for a Developer Contribution Scheme to be successful, government needs to lead by example in its own Capital Works program. Arts NT, which has recently undergone a restructure, is currently tasked with this project and intends to prepare a cabinet submission to the Northern Territory Government on this matter.

Darwin City Council has committed in principle to a Per Cent for Arts Program however this has yet to be adopted as a policy.

The Arts and Cultural Development Officer is currently being mentored by consultant Cathy Hunt (Positive Solutions) to develop best practice Public Art commissioning guidelines, a Public Art Acquisitions Policy and De-Accessioning Policy. It is proposed that a Per Cent for Arts Policy be developed at the same time as these operational documents for review by Council’s Arts and Cultural Development Advisory Committee and presentation to Council.

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In addition to this work Positive Solutions have been commissioned to undertake a study for city Planning for Public Art as part of the city revitalisation project.

In cases where development occurs on Council land, for example the Cavenagh Street Car Park proposal, Council at the time of entering into a development agreement can require the provision of Public Art. This can be achieved by the simple inclusion within the agreement of a contribution towards Public Art to a level reflective of the nature and size of the development proposal. This process will be considered as part of the development of Cavenagh Street Car Park.

Consideration to a contribution and/or development of art within residential suburbs is being reviewed as part of Council's updated sub-divisional guidelines and will be presented to Council in due course.

### **FINANCIAL IMPLICATIONS:**

Nil at this time.

### **STRATEGIC PLAN IMPLICATIONS:**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the 'Evolving Darwin Strategic Directions: Towards 2020 and Beyond':-

#### **Goal**

1 Achieve Effective Partnerships and Engage in Collaborative Relationships

#### **Outcome**

1.1 Improve relations with all levels of Government

#### **Key Strategies**

1.1.4 Play a strategic role in the planning and developmental processes that impact Darwin

#### **Goal**

5 Facilitate and Maintain a Cohesive Community

#### **Outcome**

5.2 Promote Darwin's culture

#### **Key Strategies**

5.2.2 Create opportunities for the expression of cultural diversity through art

### **LEGAL IMPLICATIONS:**

Nil pertaining to this report.

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### **ENVIRONMENTAL IMPLICATIONS:**

Nil pertaining to this report.

### **PUBLIC RELATIONS IMPLICATIONS:**

No immediate public relations implications have been identified in respect to this report. There is potential media interest in any Council activity and Council's Chief Officers Group review all reports and potential issues or any media interest is brought to the attention of the General Manager, Cultural & Community Services.

### **COMMUNITY SAFETY IMPLICATIONS:**

Nil pertaining to this report.

### **DELEGATION:**

A Council decision is required.

### **CONSULTATION:**

#### **Internal**

General Manager Infrastructure  
 General Manager Community and Cultural Services  
 Strategic Town Planner  
 Arts and Cultural Development Officer

#### **External**

Mr David Haylock, Department Planning Infrastructure  
 Ms Fiona Ray, Department Planning Infrastructure I  
 Ms Hania Radvan, Director Arts NT  
 Ms Michelle Broun, Arts NT

### **PROPOSED PUBLIC CONSULTATION PROCESS:**

Nil pertaining to this report.

### **APPROPRIATE SIGNAGE**

Nil pertaining to this report.

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**RECOMMENDATIONS:**

THAT it be a recommendation to Council:-

- A. THAT Report Number 09C0126 AR:kl entitled Darwin Development Contribution Scheme For Public Art, be received and noted.
- B. THAT a Public Art Contribution Policy be developed as part of current work to develop best practice Public Art commissioning guidelines, and that this be referred to by the Arts and Cultural Development Advisory Committee before presentation to Council.

**ALICE RAE**  
**ARTS & CULTURAL DEVELOPMENT**  
**OFFICER**

**JOHN BANKS**  
**GENERAL MANAGER COMMUNITY &**  
**CULTURAL SERVICES**

Any queries on this report may be directed to Alice Rae on 8930 0674.

## PUBLIC ART POLICIES BY STATE / TERRITORY

## ATTACHMENT A

State/Territory	Policy/Program	Year	Comment
ACT	Public Art Program	1995	"The Program undertakes a range of activities including planning, commissioning new works, maintenance and education."
ACT	Action Statement for Public Art	2007	<p>"Percent-for-art Scheme – Under the Government's Percent-for-art Scheme, the Government will commit an amount equivalent to 1% of the new capital works program in a financial year to public art projects."</p> <p><a href="http://www.arts.act.gov.au/pages/images/Action%20Statement%20for%20Public%20Art.pdf">http://www.arts.act.gov.au/pages/images/Action%20Statement%20for%20Public%20Art.pdf</a></p>
QLD	Art Built-In	1999 - 2007	(superseded by current policy)
QLD	art+place	1999 - 2007	<p>"The art+place public art fund, launched in 2007, devotes \$12 million to new public art projects in Queensland from 2008-2010 and builds on Queensland's reputation as a leader in public art."</p> <p><a href="http://www.arts.qld.gov.au/funding/pub-art-funds.html">http://www.arts.qld.gov.au/funding/pub-art-funds.html</a></p>
NSW			Offers arts grants
NT	Northern Territory Public Art Policy	2006	<p>"The Northern Territory Government will adopt a whole of government approach to public art in Government projects" and will "Provide an annual budget allocation to commission, install, maintain, and eventually decommission public art, on behalf of interested government agencies"</p> <p><a href="http://www.nt.gov.au/nreta/publications/artsnt/pdf/public_art.pdf">http://www.nt.gov.au/nreta/publications/artsnt/pdf/public_art.pdf</a></p>
SA	Art for Public Places	1986	(superseded by current policy)
SA	Public Art and Design Program	current	<p>Offers funding to artists and commissioning agencies in three categories –</p> <ul style="list-style-type: none"> <li>- Project seed funding</li> </ul>

## PUBLIC ART POLICIES BY STATE / TERRITORY

## ATTACHMENT A

State/Territory	Policy/Program	Year	Comment
			<ul style="list-style-type: none"> <li>- Commission funding support</li> <li>- Major Commission</li> </ul> <a href="http://www.arts.sa.gov.au/site/page.cfm?u=273">http://www.arts.sa.gov.au/site/page.cfm?u=273</a>
TAS	Art for Public Buildings	1980	<a href="http://www.arts.tas.gov.au/">http://www.arts.tas.gov.au/</a>
VIC			Offers arts grants
WA	Per Cent for Art Scheme	1989	<p>"The Western Australian State Government Percent for Art Scheme allocates up to one percent of the estimated total construction cost of each State capital works project, valued at \$2million and over, to a commissioned Western Australian artwork. This includes refurbishments as well as new building works.</p> <p>"The Scheme is a partnership between the Department of Culture and the Arts and the Department of Treasury and Finance's Building Management and Works Division"</p> <a href="http://www.dca.wa.gov.au/programs/artform/visual_arts_and_crafts/percent_for_art">http://www.dca.wa.gov.au/programs/artform/visual_arts_and_crafts/percent_for_art</a>
City of Adelaide	Public Art Policy	2001	<p>"Council will commit a minimum of 1.3% of its total Capital Renewal and Strategic Enhancement budgets annually to a public art funding pool for the commissioning of artworks and the co-ordination and administrative costs of implementing the Policy."</p> <a href="http://www.adelaidecitycouncil.com/adccwr/publications/policies_strategies/public_art_policy.pdf">http://www.adelaidecitycouncil.com/adccwr/publications/policies_strategies/public_art_policy.pdf</a>
Alice Springs Town Council	Public Art policy and procedure	2006	<p>"A minimum amount of 2% of the Council's total expenditure in the Capital Works Program should go directly towards the commissioning of works of public art work to be included in each Capital Works Building Project where the total project budget is over \$250 000. If the project budget is under that amount, it is recommended that the percentage is pooled towards an integrated design solution intended for inclusion in a number of projects where the combined total budget is above that figure. Integrated design solutions will be identified as a single Public Art Project and allocated to an appropriate Public Art Reference Group for development towards a project brief."</p> <a href="http://www.alicesprings.nt.gov.au/astc_site/community/arts_and_culture/public_art/public_art_policy">http://www.alicesprings.nt.gov.au/astc_site/community/arts_and_culture/public_art/public_art_policy</a>

## PUBLIC ART POLICIES BY STATE / TERRITORY

## ATTACHMENT A

State/Territory	Policy/Program	Year	Comment
City of Melbourne	Public Art Policy	?	<p>“The City of Melbourne has a broad legislative mandate for the governance of the city. The City of Melbourne Act refers to Council’s role in ‘economic, social, environmental and cultural’ development. In this regard, Council’s broad role is differentiated from the role of other government bodies with a primary focus on the arts, such as Arts Victoria at the State Government level and the Australia Council at the Federal Government level. This difference is highlighted by the fact that the City of Melbourne currently commits around 4 per cent of its total operating expenditure on the arts.”</p> <p><a href="http://www.melbourne.vic.gov.au/rsrc/PDFs/ArtsStrategy0405/CM_Art_Strategy_optimum.pdf">http://www.melbourne.vic.gov.au/rsrc/PDFs/ArtsStrategy0405/CM_Art_Strategy_optimum.pdf</a></p> <p>“Melbourne is renowned for its Public Art Program, ranging from commissions to create art for unexpected corners of the CBD to exhibitions at the City Gallery or in the city's parks. The Public Art Program features both permanent and temporary works, making a walk around our city an ever-changing experience.”</p> <p><a href="http://www.melbourne.vic.gov.au/info.cfm?top=75&amp;pa=3128&amp;pg=3133">http://www.melbourne.vic.gov.au/info.cfm?top=75&amp;pa=3128&amp;pg=3133</a></p>
City of Sydney	Public Art Policy	1994	<p>“A public art commissioning program will be implemented (subject to available funding) which will:</p> <p>&gt; Include public art as an integral component in all suitable capital works projects undertaken by Council .... A range of funding options will be explored including a firm financial commitment by Council as well as the generating of income from other sources ...”</p> <p><a href="http://www.cityofsydney.nsw.gov.au/Council/documents/policies/PublicArt.pdf">http://www.cityofsydney.nsw.gov.au/Council/documents/policies/PublicArt.pdf</a></p>
City of Sydney	Public Art Policy and Strategy	2006	New policy has been developed in draft but not yet adopted.

Additional Source: “Notes for a history of public art ...” by Ruth Fazakerley

[http://www.craftaustralia.org.au/library/review.php?id=notes\\_for\\_a\\_history](http://www.craftaustralia.org.au/library/review.php?id=notes_for_a_history)

For further details on these policies please refer to the original documents using the links provided.

ENCL: YES

**DARWIN CITY COUNCIL**

DATE: 07/08/09

**REPORT****TO:** ENVIRONMENT & INFRASTRUCTURE  
COMMITTEE/OPENA**APPROVED:** KS**FROM:** GENERAL MANAGER INFRASTRUCTURE**APPROVED:** LC**REPORT NO:** 09TS0135KS:NH**COMMON NO:** 1628409**SUBJECT:** 2009/10 ROAD RESEAL PROGRAM**ITEM NO: 9.5****SYNOPSIS:**

Council's 2009/10 budget allows for a road reseal program with a budget of \$850,000. A public tender for the works will be advertised within four weeks.

This report is to advise Council of the 2009/2010 intended.

**GENERAL:**

Council's road reseal program is developed through the asset management plan which provides base data collected on road pavement condition. Once road pavement condition assessments are completed a possible and probable list of roads requiring surface treatment is produced for each financial years annual plan. These roads are then inspected by Cityworks technical staff to confirm the need for and finalise treatment options for individual roads including prioritisation based on approved budget.

The program included with **Attachment A** has been estimated to cost \$800,000 with the remaining \$50,000 of the available budget held as contingency to allow for any unforeseen variations to the works or change in road conditions in the forthcoming wet season. This balance of funding will be expanded on road treatment after the wet and prior to the 30 June 2010.

The type of treatments to be used on each road has been identified as asphalt overlay or a spray seal these are standard treatments and have been used in the past programs. A description of the treatment is as follows:

Asphalt overlay is applied to CBD roads, local roads where minor shape correction is required, bell ends of cul-de-sacs and roads that have been profiled to replace major surface breakdown or to correct kerb height or to correct water shed for increased drainage function.

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 REPORT NUMBER: 09TS0135KS:NH  
 SUBJECT: 2009/10 ROAD RESEAL PROGRAM

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Spray seal is applied to other roads on the program with a 7 mm aggregate used for local roads and 10 mm aggregate used for Industrial roads and high volume local roads. A polymer modified (rubber) bitumen seal is applied to the surface prior to aggregate spreading.

#### **FINANCIAL IMPLICATIONS:**

Funding approved in the 2009/2010 Budget – Capital Works Program.

#### **STRATEGIC PLAN IMPLICATIONS:**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the 'Evolving Darwin Strategic Directions: Towards 2020 and Beyond':-

##### **Goal**

3 Assist Individuals and the Community Stay Connected with the Darwin Region

##### **Outcome**

3.2 Enhance transport systems

##### **Key Strategies**

3.2.2 Continue to manage and maintain the municipal road network and infrastructure to a standard that meets the needs of the community

#### **LEGAL IMPLICATIONS:**

Nil

#### **ENVIRONMENTAL IMPLICATIONS:**

Nil

#### **PUBLIC RELATIONS IMPLICATIONS:**

Nil

#### **COMMUNITY SAFETY IMPLICATIONS:**

Road reseal program provides a continuous assessment of Darwin City Council road network with safer roads as the outcome.

#### **DELEGATION:**

Nil

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 REPORT NUMBER: 09TS0135KS:NH  
 SUBJECT: 2009/10 ROAD RESEAL PROGRAM

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**CONSULTATION:**

Manager Assets  
 Senior Technical Officer Cityworks  
 Team Coordinator Cityworks

**PROPOSED PUBLIC CONSULTATION PROCESS:**

Residents of streets affected by the reseal program are notified via letter drop within two weeks of reseal works in their street. Advisory notices are published in NT News periodically throughout the program.

**APPROPRIATE SIGNAGE**

Nil

**RECOMMENDATIONS:**

THAT it be a recommendation to Council:-

- A. THAT Report Number 09TS0135KS:NH entitled 2009/10 Road Reseal Program, be received and noted.

**KERRY SMITH**  
**MANAGER INFRASTRUCTURE**  
**MAINTENANCE**

**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

Any queries on this report may be directed to Kerry Smith on 8930 0655.

**2009/10 RESEAL PROGRAM****Reseal Program by Treatment**

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**Asphalt Overlay**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Suburb</b>
SPAIN PLACE	AUSTIN LN	CAVENAGH ST	DARWIN
STOTT LANE	CAVENAGH ST	DEAD END	DARWIN
YUEN PLACE	AUSTIN LN	DEAD END	DARWIN
DRYSDALE STREET	PARAP RD	ROSS SMITH AVE	PARAP
PARAP PLACE	PARAP RD	VICKERS ST	PARAP

**7mm Spray Seal**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Suburb</b>
WHEAL COURT	BRITANNIA CRS	DEAD END	ANULA
CLIFTON COURT	SPRINGHILL ST	DEAD END	ANULA
JADE COURT	BRITANNIA CRS	DEAD END	ANULA
HAZEL COURT	ROUNDABOUT	DEAD END	COCONUT GROVE
CRAIG CRESCENT	DICK WARD DR	ROUNDABOUT	COCONUT GROVE
MUSGRAVE CRESCENT	DICK WARD DR	HAZEL CRT	COCONUT GROVE
PETERS STREET	RADFORD CRT	FLOYD CRT	COCONUT GROVE
RADFORD COURT	DICK WARD DR	DEAD END	COCONUT GROVE
BRAZIL CRESCENT	WYLIE CRT	WEARING CRS	KARAMA
BUD COURT	BLOODWOOD CIRCUIT	DEAD END	KARAMA
EUCALA COURT	DORRIGO CRS	DEAD END	KARAMA
KOOLAMA COURT	KOOLAMA CRT	DEAD END	KARAMA
PERON COURT	FOURCROY ST	DEAD END	KARAMA
SUNDEW COURT	MAHOGANY CRS	DEAD END	KARAMA
WYLIE COURT	BRAZIL CRS	DEAD END	KARAMA
BAUDIN COURT	FREYCINET ST	DEAD END	KARAMA
KOOLAMA COURT	DORRIGO CRS	DEAD END	KARAMA
LEOBEN COURT	FOURCROY ST	DEAD END	KARAMA
NONDA COURT	MULLAMULLA CIRCUIT	DEAD END	KARAMA
SPATHE COURT	MAHOGANY CRS	DEAD END	KARAMA
BERNIER COURT	DEAD END	DEAD END	KARAMA
BLOODWOOD CIRCUIT	MULLAMULLA CIRCUIT	MULLAMULLA CIRCUIT	KARAMA
BRAZIL CRESCENT	WEARING CRS	WYLIE CRT	KARAMA
FOURCROY STREET	MANUNDA ICE	FREYCINET ST	KARAMA
FREYCINET STREET	MORAY ST	BERNIER CRT	KARAMA
KARAMA CRESCENT	KALYANOS DR	DORRIGO CRS	KARAMA
BEROONA COURT	DORRIGO CRS	DEAD END	KARAMA
KALYANOS DRIVE	KOOLILANS RD	KOOLILANS RD	KARAMA
KALYANOS DRIVE	KOOLILANS CRS	VANDERLIN DR	KARAMA
KOOLILANS DRIVE	DORRIGO CRS	DEAD END	KARAMA
DOTTEREL COURT	KILLUPPA CRS	DEAD END	LEANYER
TIMOR COURT	CAOELL ST	DEAD END	LEANYER

**7mm Spray Seal**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Suburb</b>
DANIELS STREET	FITZER CR	DEAD END	LUDMILLA
EMMIT STREET	GRIBBON PL	TABLETOP PL	MALAK
ROSS STREET	MAGUELENE CRT	FAWCETT CRT	MALAK
SUNNINGDALE COURT	CARNOUSTIE CIRC	DEAD END	MARRARA
TEE COURT	CARNOUSTIE CIRC	DEAD END	MARRARA
TROON PLACE	CARNOUSTIE CIRC	DEAD END	MARRARA
WENTWORTH COURT	CARNOUSTIE CIRC	DEAD END	MARRARA
CARNOUSTIE CIRCUIT	CARNOUSTIE CIRC	CARNOUSTIE CIRC	MARRARA
CARNOUSTIE CIRCUIT	CARNOUSTIE CIRC	MC MILLANS RD	MARRARA
COOLBAH STREET	BANKSIA ST	MIMOSA ST	NIGHTCLIFF
JOHNSON PLACE	VALDER CRS	DEAD END	RAPID CREEK
JORDAN PLACE	RYLAND RD	DEAD END	RAPID CREEK
FOX CRESCENT	NIGHTCLIFF RD	CHAPMAN RD	RAPID CREEK
MARIA STREET	TASMAN CIRC	LEE ROAD RD	WAGAMAN

**10mm Spray Seal**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Suburb</b>
MOO STREET	BERRIMAH RD	DEAD END	BERRIMAH
VIGILANT LANE	HIDDEN VALLEY RD	DEAD END	BERRIMAH
OLD MCMILLANS ROAD	DICK WARD DR	CHIN ST	COCONUT GROVE
COUSIN STREET	REICHARDT RD	WINNELLIE RD	WINNELLIE

ENCL: YES

**DARWIN CITY COUNCIL****DATE:** 06/08/09**REPORT****TO:** ENVIRONMENT & INFRASTRUCTURE  
COMMITTEE/OPENA**APPROVED:** DL**FROM:** GENERAL MANAGER INFRASTRUCTURE**APPROVED:** LC**REPORT NO:** 09TS0129 DL:rb**COMMON NO:** 497836**SUBJECT:** WOOLNER ROAD BLACK SPOT PROJECT PROGRESS REPORT -  
AUGUST 2009**ITEM NO: 9.6****SYNOPSIS:**

Council has approved the construction of a roundabout in Woolner Road as part of its 2008/09 Black Spot Program. Additional Australian Government and Council funding has been approved which has allowed the project to proceed.

Additional funding will also be provided by the Northern Territory Government for the inclusion of works at the Stuart Highway/Woolner Road Street intersection and along Illiffe Street, as described below.

The scope of this project includes:

- **Part A** – Woolner Road upgrade - Bishop Street to Brewery Place including road re-alignment of Illiffe Street, a new car park for the NT Fire and Rescue Services, a new roundabout at Brewery Place, landscaping and irrigation, and other works;
- **Part B** – Stuart Highway/Woolner Road intersection upgrading works; and
- **Part C** - Illiffe Street stormwater drainage works.

The scope of works is depicted in **Attachment A**.

This report provides Council with an update on project progress and project finances, and is the third of a series of monthly progress reports on this project.

**GENERAL:**

Progress in regard to the main aspects of the Woolner Road Upgrade – Stuart Highway to Brewery Place project is summarised below:

**Tendering and Contract Award**

Three tenders were received for the combined project, with Downer EDI Works, Wolpers Grahl and Ciarla Constructions making submissions. On the basis of best value for money, a contract has been awarded to Downer EDI Works' for the project.

**Commencement Date**

The project commencement date was 9 June 2009 (date of Acceptance of Tender) and works commenced on-site on Tuesday, 30 June 2009 following an induction meeting held at the Downer EDI Works site office.

**Public Relations, Information and Media Event**

A media event occurred on-site on Friday 12 June 2009 with Darwin City Council, Northern Territory Government and Australian Government representatives amongst those present.

Letters were mailed out and/or letter-dropped to residents/owners/occupiers/entities of properties along Bishop Street, Illiffe Street, Brewery Place, Jolly Street and City Valley, informing of the works planned and the timing of same after the abovementioned media event.

Variable message boards were in place from 14/07/2009 to 29/07/2009 to inform road users of the planned works and possible traffic disruption during the works. These have now been removed as they do not form part of the Traffic Management Plan being implemented by the Contractor on this project.

The media campaign (including print and radio) to be undertaken over the life of the project to ensure the community is well informed has now moved to a construction focus. When construction is completed the media campaign focus will shift into post-construction mode, acknowledging the roles the key players had in delivery of a successful outcome and thanking the travelling public for their patience during the project delivery period.

**Contract Period/Completion Date**

The contract period for this project was 16 weeks. The works were expected to be completed in the first week of October 2009. However, due to delay caused as the result of the time required to undertake unforeseen works relating to the lowering of Telstra infrastructure being undertaken by Telstra's contractor, an Extension of Time claim for 10 days has been submitted and approved.

Providing there are no further extensions of time on this contract, the works will be completed by mid October 2009.

**Aboriginal Areas Protection Authority Certificate (AAPA)**

An AAPA Certificate covering the area of works was applied for in April 2009, has been issued and the conditions outlined in the approval are being addressed.

**Land Tenure Issues**

Portions of Crown land will be converted into road reserve as the result of the works. Darwin City Council staff are liaising with Northern Territory Government Officers to progress and finalise these arrangements. This land tenure process is underway.

Negotiations are also taking place with Telstra Corporation in regard to a property boundary that will require truncation and the associated land issues.

**Weekly Site Meetings**

Site meetings are taking place weekly to discuss project progress and address construction and/or traffic issues as required.

**Works Update**

Works have been progressing at a steady and satisfactorily rate. There has been no recorded major incidents on site. The new car park for the Northern Territory Fire and Rescue Services is taking shape and infrastructure such as stormwater and street light is being installed and power poles in Iliffe Street have been relocated. **Attachment B** is a selection of photographs showing work progress of the project.

Traffic management remains in place and is continually monitored and reviewed by the contractor and Council to ensure compliance. Disruption to traffic as a result of this stage of the works has been minimal and pedestrians have been diverted to the eastern side of Woolner Road.

The following issues have been encountered and resolved:

- Rock has been encountered at corner of Woolner Road and Iliffe;
- Remove and disposal of contaminated material excavated from stormwater drainage trench running through an old dump site;
- Design treatment for stormwater drainage trench running through an old dump site;
- Lowering existing Telstra infrastructure and associated works as required.

### **FINANCIAL IMPLICATIONS:**

The estimated cost of the project (excluding Northern Territory Government's components) prepared by quantity surveyors prior to going to tender was \$2.88million. This includes all civil works, landscaping, marketing/communication and contingencies.

Council has secured funding from the Australian Government Black Spot Program totalling \$1,672,000. The difference is being funded by Council in the 2008/2009 and 2009/2010 financial years.

The Northern Territory Government components will be fully funded by Government with Council undertaking project management on their behalf.

A Schedule of Rates Contract has been awarded to Downer EDI Works Pty Ltd for an estimated value of \$2,056,826 (GST exclusive). In addition to this component Council will be undertaking a number of associated activities directly, e.g. service relocation.

#### **Estimated Income**

Source	Budget	
Australian Government	\$1,672,000	Payments as per grant conditions
Northern Territory Government	\$407,400	Payments as per agreed conditions
Darwin City Council	\$1,208,000	Funding over 2008/2009 & 2009/2010
<b>Total</b>	<b>\$3,287,400</b>	

#### **Estimated Expenditure**

Project Component	Budget	Actual To Date
Part A (Blackspot)	\$1,978,885	\$201,237
Part B (NTG)	\$215,326	\$28,578
Part C (NTG)	\$192,074	\$5,250
Contingencies	\$300,000	Est. \$132,728
<b>Total</b>	<b>\$2,686,285</b>	<b>Est. \$367,793</b>

*(Note: all figures are GST exclusive)*

### **STRATEGIC PLAN IMPLICATIONS:**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the 'Evolving Darwin Strategic Directions: Towards 2020 and Beyond':-

**Goal**

1 Achieve Effective Partnerships and Engage in Collaborative Relationships

**Outcome**

1.1 Improve relations with all levels of Government

**Key Strategies**

1.1.1 Effectively engage with Territory and Australian Government officials, particularly in the Darwin region

1.1.3 Develop partnerships and joint projects with other levels of government

1.1.4 Play a strategic role in the planning and developmental processes that impact Darwin

**Goal**

3 Assist Individuals and the Community Stay Connected with the Darwin Region

**Outcome**

3.2 Enhance transport systems

**Key Strategies**

3.2.2 Continue to manage and maintain the municipal road network and infrastructure to a standard that meets the needs of the community

**LEGAL IMPLICATIONS:**

Nil.

**ENVIRONMENTAL IMPLICATIONS:**

Nil.

**PUBLIC RELATIONS IMPLICATIONS:**

The Infrastructure Department is working closely with the Marketing and Communications Section to implement the public relations and communications strategy for this project to ensure that the general public, funding bodies and other stakeholders are well informed.

Council is making use of paper, radio and television media to promote this key project.

**COMMUNITY SAFETY IMPLICATIONS:**

Positive. The Woolner Road Project meets the criteria for Black Spot funding and as such, has a history of accidents.

**DELEGATION:**

Nil.

**CONSULTATION:**

Team Leader Design  
Capital Works Coordinator (Civil)

**PROPOSED PUBLIC CONSULTATION PROCESS:**

Extensive public and stakeholder consultation has been undertaken during the planning and design phases and will continue as required prior to and during construction.

Ongoing as per the adopted public relations and communications strategy.

**APPROPRIATE SIGNAGE**

Signage delineating a Black Spot, Northern Territory Government and Council funded project has been erected prior to construction commencing and will be in place for the duration of the project.

**RECOMMENDATIONS:**

THAT it be a recommendation to Council:-

- A. THAT Report Number 09TS0129 DL:rb entitled Woolner Road Black Spot Project Progress Report - August 2009, be received and noted.

**DROSSO LELEKIS**  
**MANAGER INFRASTRUCTURE**  
**PROJECTS**

**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

Any queries on this report may be directed to Drosso Lelekis on 8930 0414.

ENCL: NO

## DARWIN CITY COUNCIL

DATE: 22/06/09

### REPORT

<b>TO:</b>	ENVIRONMENT & INFRASTRUCTURE COMMITTEE/OPEN A	<b>APPROVED:</b>	BS
<b>FROM:</b>	GENERAL MANAGER INFRASTRUCTURE	<b>APPROVED:</b>	PL
<b>REPORT NO:</b>	09TS0099 BS:cb	<b>APPROVED:</b>	LC
<b>COMMON NO:</b>	1462346		
<b>SUBJECT:</b> SHORT TERM PARKING – BENNETT STREET, DARWIN			

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#### ITEM NO: 9.7

#### SYNOPSIS:

Council at their Ordinary Meeting on the 28 April 2009, resolved:

#### Short Term Parking on Bennett Street

THAT a Report be submitted to a future Environment & Infrastructure Committee meeting in relation to short term parking along Bennett Street in the CBD.

DECISION NO.20\1488      (28/04/09) Carried

Following a review this report recommends that no changes be made to the short term parking along Bennett Street.

#### GENERAL:

Bennett Street currently contains 20, 15 minute carparking bays. There are 6 bays adjacent to the Paspaley Building, 7 bays adjacent to the Westpac Bank and 7 bays adjacent to the old Commonwealth Bank.

Council staff monitored these bays twice a day for four days to provide a basic understanding of usage. The 7 carpark bays in Smith Street adjacent to the old Commonwealth Bank were included.

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 REPORT NUMBER: 09TS0099 BS:cb  
 SUBJECT: SHORT TERM PARKING – BENNETT STREET, DARWIN

Date	Time	Number of Vacant Carparking Bays Adjacent to			Total Vacant Bays out of 27 bays
		Paspaley 6 bays	Westpac 7 bays	Commonwealth 7 bays + Smith St 7 bays	
25 May 2009	9:50	2	2	6	10
	14:17	2	4	6	12
26 May 2009	10:15	2	1	3	6
	13:57	3	2	1	6
27 May 2009	10:35	0	1	2	3
	14:32	4	3	4	11
28 May 2009	10:05	1	1	2	4
	14:02	3	3	4	10
<b>Average bays vacant</b>		<b>2</b>	<b>2</b>	<b>3.5</b>	<b>7.5</b>

It was noted that an average of 7.5 empty carparks per day at those specific times. It should be noted that this is purely a snap shot in time and further detailed monitoring would be required to determine detailed occupancy rates.

Council at their Ordinary Meeting on the 28 April 2009, resolved:

**Short Term Free Car Parking in the Central Business District**

Report No: 09TS0049 BS:cb (03/04/09) Common No.1462346

- A. THAT Report Number 09TS0049 entitled, Short Term Free Car Parking in the Central Business District, be received and noted.
- B. THAT the following short term free 15 minute car parking bays be removed and replace within long term bays of equivalent time periods and zone charges to those bays adjacent:
- Mitchell Street – four (4) bays adjacent to Lot 1763 (old National Australia Bank);
  - Smith Street – seven (7) bays in adjacent to Lot 413 (old Commonwealth Bank) and;
  - Searcy Street – six (6) bays in adjacent to Lot 1519 (new Commonwealth Bank).
- C. THAT the following short term free 15 minute car parking bays be installed:
- Peel Street – five (5) bays adjacent to the Australian Central Credit Union Lot 2187 and Six (6) bays adjacent to the National Australia Bank Lot 7586.

DECISION NO.20\1480 (28/04/09)

Carried

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 REPORT NUMBER: 09TS0099 BS:cb  
 SUBJECT: SHORT TERM PARKING – BENNETT STREET, DARWIN

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The removal of these bays is expected to increase the use in Bennett Street.

Furthermore Council at their Ordinary Meeting on the 16 June 2009, approved the removal of further carparking bays along Bennett Street and Yuen Place, due to a proposed new development in the Commonwealth Bank of Australia site thus further reducing the total number of 15 minute bays available in the future.

The development of the Commonwealth Bank of Australia site will also result in a change in demand due to the miscellaneous uses proposed on the site.

It is also likely that during development of the Commonwealth Bank of Australia site that parking surrounding the site will be effected for various periods of time resulting in increased demand in the area.

Base on this preliminary review it is recommended that no amendments be made to 15 minute car parking in Bennett Street at this time but a review of time restricted parking be undertaken on completion of the development of the Commonwealth Bank of Australia site.

#### **FINANCIAL IMPLICATIONS:**

Nil

#### **STRATEGIC PLAN IMPLICATIONS:**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the 'Evolving Darwin Strategic Directions: Towards 2020 and Beyond':-

##### **Goal**

3 Assist Individuals and the Community Stay Connected with the Darwin Region

##### **Outcome**

3.2 Enhance transport systems

##### **Key Strategies**

3.2.1 Review transport and parking needs.

#### **LEGAL IMPLICATIONS:**

This issue is not considered confidential.

#### **ENVIRONMENTAL IMPLICATIONS:**

Nil.

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**PUBLIC RELATIONS IMPLICATIONS:**

Nil.

**COMMUNITY SAFETY IMPLICATIONS:**

Nil.

**DELEGATION:**

Nil.

**CONSULTATION:**

Nil.

**PROPOSED PUBLIC CONSULTATION PROCESS:**

Nil.

**APPROPRIATE SIGNAGE**

Nil.

**RECOMMENDATIONS:**

THAT it be a recommendation to Council:-

- A. THAT Report Number 09TS0099 BS:cb entitled Short Term Parking - Bennett Street, Darwin, be received and noted.
- B. THAT no changes be made to the number of 15 minute time restricted car parking spaces in Bennett Street, Darwin at this time for reasons outlined in Report Number 09TS0099 BS:cb.

**PETER LINDWALL**  
**STRATEGIC TOWN PLANNER**

**LUCCIO CERCARELLI**  
**GENERAL MANAGER INFRASTRUCTURE**

Any queries on this report may be directed to Brian Sellers on 8930 0583.

# OPEN SECTION

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Environment & Infrastructure Committee Meeting - Monday, 17 August, 2009

## 10 GENERAL BUSINESS

