

**DEVELOPMENT CONSENT AUTHORITY
DARWIN DIVISION**

NORTHERN TERRITORY PLANNING SCHEME 2020

AGENDA ITEM: 1 **MEETING DATE:** 05/12/2025 **FILE:** PA2025/0247

APPLICATION PURPOSE: Changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks, decrease in overall height of each building, removal of 14 dwellings, removal of one basement level, and alterations to building materials and finishes

SUBJECT SITE: Lots 1287 (1) and 1288 (2) Montoro Court, and 1295 (8) and 1296 (7) Packard Place, Larrakeyah, Town of Darwin

ZONE: TC (Tourist Commercial)

SITE AREA: 3985 m²

APPLICANT Cunningham Rosse Town Planning and Consulting
Director - Brad Cunningham

LANDOWNER Joondanna Investments Pty Ltd
Directors – Peter LaPira and Natalie LaPira

ANY PERSON WITH AN AGREEMENT TO ACQUIRE AN INTEREST IN THE LAND None

1. PROPOSAL

The proposal is for changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks, decrease in overall height of each building, removal of 14 dwellings, removal of one basement level, and alterations to building materials and finishes at Lots 1287 (1) and 1288 (2) Montoro Court, and 1295 (8) and 1296 (7) Packard Place, Larrakeyah, Town of Darwin (the site).

The site is located in Zone TC (Tourist Commercial) and is not affected by any overlay pursuant to the Northern Territory Planning Scheme (NTPS 2020). A location plan is provided at **Bookmark A1**.

DP24/0010 was approved on 5 January 2024 for the purpose of 56 dwellings-multiple and 63 serviced apartments in 1x10 and 1x11 storey buildings plus three levels of basement car parking. DP24/0010 granted a variation to clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and 5.4.6 (Private Open Space for Dwellings-multiple), of the NTPS2020.

The following elements of the previous approved development permit DP24/0270 are unchanged:

- Application is still for 2 separate residential buildings. Building 1 will still comprise dwellings-multiple and Building 2 will still comprise serviced apartments.
- Individual dwelling layouts, including their private open spaces, for both serviced apartments and dwellings-multiple on levels 1 to 9.
- Gatehouse/awning over the primary pedestrian entrance to Smith Street.
- The reduced setback of Building 1 to the Smith Street property boundary.

Following the original exhibition of the proposal, the application was deferred under delegation on 22 September 2025 to allow the applicant time to address queries raised in the technical assessment undertaken by Development Assessment Services (DAS), and to provide a response to submissions received during the exhibition period.

On 10 November 2025, the applicant provided a letter response and amended plans that considered the queries raised by DAS and submitter concerns.

This application more specifically proposes the following changes to the development approved through DP24/0010:

- **Basement Level 3:** This level has been removed.
- **Basement Level 2:** Car parking layout has been altered – four discrete driveway aisles, with another aisle connecting these to the access ramps are proposed, where a circular arrangement is currently approved; and there are 92 car parking spaces proposed, where 84 are currently approved (noting 10 car parking spaces do not comply with the dimensions under clause 5.2.4.1 Car Parking Spaces of the NTPS 2020).
- **Basement Level 1:** Car parking layout has been altered – four discrete driveway aisles, with another aisle connecting these to the access ramps are proposed, where a circular arrangement is currently approved; and there are 83 car parking spaces proposed, where 84 are currently approved (noting 5 car parking spaces do not comply with the dimensions under 5.2.4.1 Car Parking Spaces of the NTPS 2020). In addition, it is noted that 4 car parking spaces are shown as *Disability Discrimination Act 1992*-compliant (where there were 6 originally). In addition, a fire-fighting pump room and 2 tank rooms are proposed.
- **Ground level:** Multiple changes are proposed. These include:
 - Provision of 17 undercroft, 6 angled, 4 parallel, and 6 perpendicular ground level car parking spaces
 - Driveway to Montoro Court being changed to one way exit
 - Relocation of the end of trip facility to central plaza
 - Bin enclosure being relocated closer to Packard Place
 - Basement exhausts being proposed adjacent to Montoro Court, corner of Montoro Court and Smith Street, and along Packard Place
 - Reorientation of the pool and outdoor area in the vicinity of Smith Street and Packard Place, and changes to the layout of the office, and gym areas
 - Lifts and stairwells have been slightly moved around. A stairwell part of Building 1 has been relocated closer towards Smith Street. This comment applies to all levels of buildings 1 and 2
 - Smith Street pedestrian entrance width is shortened to 4.5 m wide, with fencing along the full Smith Street and Montoro Court property boundaries now proposed

- Service cabinets are now proposed near the Smith Street and Montoro Court corner
- Removal of the 2 ground level dwellings-multiple (the 3 ground level serviced apartments have been retained)
- Office, cleaners cupboard, and store relocated to adjacent the on-site driveway. Office component has been reduced
- Gym has been relocated to building 1, with new indoor playground facility proposed in Building 2.
- **Levels 1 to 10/11:** Multiple changes are proposed. These include:
 - The landing in front of the lifts has been slightly reduced
 - A small, enclosed laundry space towards the front of each dwelling (within a portico space) is shown on the plans, with other internal dwelling elements moving around (i.e. kitchen and bathroom layouts moved around, and toilets and showers switched)
 - The Building 2 access balcony has been extended to be flush with the side building line
 - Dwelling balcony fencing is now proposed to be made of a mesh-like material
 - Removal of the top-most levels for both Building 1 and Building 2 (resulting in the reduction of 12 dwellings).

A location plan, pink sign and site context photos are provided at **Bookmark A**, with a copy of the application as exhibited provided at **Bookmark B**, and a copy of the amended application as provided with the deferral response provided at **Bookmark C**.

2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

Clause 1.10(1)(a) states that in considering an application for consent for a use or development, the consent authority must consider the use or development in its entirety except in relation to an application to alter, change or vary a development permit under sections 43A, 46 or 57 of the Act. The application seeks to change to Development Permit DP24/0010 under section 46 of the *Planning Act 1999*; therefore, the consent authority should consider only the proposed changes to the approved development

The proposed changes require planning permission as the proposal is *Impact Assessable* under clause 1.8(1)(c)(i) of the NTPS2020 as the use is shown as *Impact Assessable* on the relevant assessment table in Part 4 of the NTPS2020.

Zoning	Part 3 Overlay	Consent required by virtue of Overlay Requirement	Part 5 – General and Specific Development Requirements	Level of Assessment
Zone TC, and has been assessed as Dwelling-Multiple (including serviced apartments)	None apply	No	5.2.1 (General Height Control) 5.2.4 (Car Parking) 5.2.5 (Loading Bays) 5.2.6 (Landscaping) 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR)	<i>Impact Assessable</i>

			<p>5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC)</p> <p>5.4.3 (Building Setbacks for Residential Buildings and Ancillary Structures)</p> <p>5.4.4 (Extensions and Structures Ancillary to a Dwelling-Group or Dwelling-Multiple Development)</p> <p>5.4.6 (Private Open Space)</p> <p>5.4.7 (Communal Open Space)</p> <p>5.4.8 (Residential Building Design)</p> <p>5.4.17 (Building Articulation)</p>	
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The exercise of discretion by the consent authority that applies is clause 1.10(4), which states *In considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*

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

3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should vary the requirements of clauses 5.2.4.4 (Layout of Car Parking Area), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures), 5.4.8.2 (Building design for dwelling-multiple), and 5.4.17 (Building Articulation) of the NT Planning Scheme 2020, and approve the application subject to conditions on the development permit.

It is noted that DP24/0010 assessed and varied clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and 5.4.6 (Private Open Space for Dwellings-multiple), and the proposed changes do not impact on the previously approved variations.

4. BACKGROUND

Site

The site has a primary street frontage to Smith Street, and secondary street frontages to Montoro Court and Packard Place. The site is semi-regular in shape, and although there is existing excavation works, there is not considered to be distinctive slope in proximity to the site.

A review of the survey plan, and current title, found that the subject lot is encumbered by an electricity supply easement along Packard Place, and a sewerage easement along the Lot 1297 property boundary. No proposed changes were located over these easements.

A copy of the survey plan, and relevant easement plans, is provided at **Bookmarks A3 to A5**.

Surrounds

The site is located within land zoned TC (Tourist commercial), however, is surrounded by land in Zone HR (High Density Residential) to the north, south and west. Land to the east is in zones TC and CB (Central Business). While the site is surrounded by a variety of zones, adjacent developments facing the site are all residential in nature. Notwithstanding, it is noted that the site is located less than 2 km from the Darwin CBD, Mindil Beach Casino, and Cullen Bay.

The site has a primary frontage to the Smith Street road reserve, which currently hosts an off-street car parking area (Smith Street service road). The site is otherwise located between Montoro Court and Packard Place, both of which terminate in cul-de-sacs. Both of these streets allow for limited on-street, parallel car parking.

History

The subject lot has the following planning history –

- DP13/0895 – for the refurbishment of the existing motel and construct a 7-storey building for serviced apartments and a 13-storey building for multiple dwellings with 2 levels of basement car parking. No plans were endorsed as part of this permit.
- DP14/0362 - for the refurbishment of the existing motel and construct an 8-storey building for serviced apartments and a 13-storey building for multiple dwellings with 3 levels of basement car parking.
- DP14/0773 – for the consolidation of Lots 01287, 01288, 01295 and 01296 to create one lot. It is noted that this permit was not acted upon, and has subsequently lapsed.
- DP15/0400 – to replace the existing motel and construct two 6-storey buildings for serviced apartments, an 8-storey building for serviced apartments, and a 13-storey building for multiple dwellings with 3 levels of basement car parking. No plans were endorsed as part of this permit.
- DP24/0010 – 56 dwellings-multiple and 63 serviced apartments in 1x10 and 1x11 storey buildings plus three levels of basement car parking. The application before the Authority proposes changes to this DP24/0010.

A copy of DP24/0010 and its endorsed plans, were attached to the application, and are provided at **Bookmark B**. The remaining permits and their endorsed drawings are provided at **Bookmark D**.

5. PUBLIC EXHIBITION

The application was placed on public exhibition for a period of two weeks, between 15 August and 12 September, 2025. Four (4) public submissions were received under section 49(1) of the *Planning Act 1999*.

Following the original exhibition of the proposal, the application was deferred under delegation on 22 September 2025 to allow the applicant to address queries raised in the technical

assessment undertaken by DAS, and to provide a response to submissions received during the exhibition period.

On 10 November 2025, the applicant provided a letter response and amended plans that considered the queries raised and submitter concerns. This deferral response was circulated to public submitters on 11 November 2025, with no further comments received from submitters at the time of writing this report.

6. MATTERS TO BE TAKEN INTO ACCOUNT (SECTION 51 OF THE *PLANNING ACT 1999*)

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

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

Section 51 of the *Planning Act 1999* states that in considering a development application the consent authority must take into account a range of matter including compliance with the planning scheme.

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

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

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

In addition, clause 1.10(1) of the NTPS 2020 states *in considering an application for consent for a use or development, the consent authority must consider the use or development in its entirety except in relation to:*

- a) *an application to alter, change or vary a development permit under sections 43A, 46 or 57 of the Act.*

The proposed changes primarily relate to reconfiguration of ground level resulting in altered setbacks, decrease in overall height of each building, removal of 14 dwellings, removal of one basement level, and alterations to building materials and finishes.

The Northern Territory Planning Scheme 2020 (NTPS2020) applies to the land and changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes require consent under clause 1.8 (When development consent is required). It is identified as *Impact Assessable* under clause 1.8(1)(c)(i); therefore, the zone purpose and outcomes of Zone TC (Tourist Commercial), and clauses 5.2.1 (General Height Control), 5.2.4 (Car Parking), 5.2.5 (Loading Bays), 5.2.6 (Landscaping), 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR), 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC), 5.4.3 (Building Setbacks for Residential Buildings and Ancillary Structures), 5.4.4 (Extensions and Structures Ancillary to a Dwelling-Group or Dwelling-Multiple Development), 5.4.6 (Private Open Space), 5.4.7 (Communal Open Space), 5.4.8 (Residential Building Design), and 5.4.17 (Building Articulation), need to be considered.

These clauses have been considered and it is found that the proposal complies with the relevant requirements of the NTPS2020 except for clauses 5.2.4.4 (Layout of Car Parking Area), 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures), 5.4.8.2 (Building design for dwelling-multiple), and 5.4.17 (Building Articulation), which is discussed further below.

A technical assessment of the application is provided at **Bookmark E**. It is noted that DP24/0010 assessed and varied clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and 5.4.6 (Private Open Space for Dwellings-multiple), and the proposed changes do not impact on the previously approved variation.

A summary of the relevant parts of the NTPS2020 is as follows:

Part 2 – Strategic framework

Central Darwin Area Plan 2019 (CDAP)

The proposal is located within an area identified within the Central Darwin Area Plan (CDAP) for Mixed use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail) development. The mixed use theme identifies that intensive residential and commercial activity drive the activities within the city centre. This area plan encourages diverse development and uses to ensure that mixed use environments are robust, flexible and responsive to economic and social change. This is then achieved through a series of objectives that aim to support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities.

The application is considered to remain consistent with the relevant objectives of the CDAP.

Part 3 – Overlays

The site is not affected by any overlays.

Part 4 – Zoning

Clause 4.13 (Zone TC – Tourist Commercial)

The purpose of Zone TC is to *Facilitate commercial and residential development that caters for the needs of visitors, supports tourism activities, and is of a scale and character compatible with surrounding development.*

While the application will alter the composition of dwellings-multiple and serviced apartments at the site, the development will still primarily be comprised of serviced apartments (54%). In addition, the reduction in the scale of the development will improve its compatibility with residential developments to the north-west of the site, which are characterised by smaller scale dwelling-multiple developments.

Part 5 – Development requirements

As discussed above, the application was found to comply with the relevant part 5 development requirements of the NTPS2020, except for clauses 5.2.4.4 (Layout of Car Parking Area), 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures), 5.4.8.2 (Building design for dwelling-multiple), and 5.4.17 (Building Articulation).

Pursuant to clause 1.10 (Exercise of Discretion by the Consent Authority), subclause 5, of the NTPS2020, *the consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:*

- (a) The purpose and administration clauses of the requirement; and*
- (b) The considerations listed under clause 1.10(3) or 1.10(4).*

In response to clause 1.10(5)(a), it is considered that a variation to this clause is appropriate in this instance for the following reasons:

5.2.4.4 (Layout of Car Parking Area)

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

Clause 5.2.4.4(6)(a) requires that *A car parking area is to: (a) be not less than 3m from any lot boundary abutting a road;*, where the basement car parking spaces will be located adjacent to the property boundary.

Administratively, subclause (3) states *The consent authority may consent to a car parking area that is not in accordance with subclause 6 if it is satisfied that the non-compliance will not unreasonably impact on the amenity of the surrounding locality.*

A variation to this clause is supported in this instance because the basement car parking levels are not visible from the public domain, and as such, will not reasonably impact on local amenity.

In addition to the above, clause 5.2.4.4(8)(c) requires that *The layout of a car parking area is to: ... (c) be in accordance with the dimensions set out in the diagram to this clause*, where 46 car parking spaces do not meet the minimum dimensions. In addition, subclause (8)(d) requires *The layout of a car parking area is to: ... (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space*, where there is an instance where a 1 m long projection is not provided past a car parking space on basement level 1.

Administratively, subclause (4) states *The consent authority may consent to a car parking area that is not in accordance with subclauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.*

A variation to this clause is supported in this instance for the following reasons

- The application provided a statement from a suitably qualified person (**Bookmark C3**) that states the reduced dimensions of the affected car parking spaces will still comply with the relevant Australian Standards, and layout will be functional for its intended use.
- The application proposes a 59 car parking space surplus. The applicant has indicated that each dwelling-multiple and serviced apartment can be allocated the required number of compliant dimensioned car parking spaces, with the non-compliant car parking spaces provided as guest parking or possible additional allocations to dwellings-multiple.
- Adequate space is provided beyond the car parking space affected by the reduced projection for a vehicle to safely reverse into the affected car parking space, thereby maintaining future functionality of the affected car parking space.

Based on the above discussion, the proposed variation to clause 5.2.4.4 (Car parking layout) is supported, as the non-compliances are considered to be minor in scale, and the proposed car parking layout will reasonably be functional for their intended use.

5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures)

The purpose of this clause is to *Ensure that residential buildings and ancillary structures are located in a manner that: (a) is compatible with the streetscape and surrounding development including residential buildings on the same site; (b) minimises adverse effects of building massing when viewed from adjoining land and the street; (c) avoids undue overlooking of adjoining properties; and (d) facilitates breeze penetration through and between buildings.*

Clause 5.4.3(6)(a) requires that *Subject to clause 5.2.7, building setbacks of residential buildings and ancillary structures are to be set back from lot boundaries in accordance with: (a) the relevant table to this clause* [where the applicable setback is 6 m from the primary street, and 1.5 m from side boundaries], where:

- *Smith Street (primary street)* – A combined basement exhaust and services cabinet has a 0 m setback.
- *Montoro Court (secondary street)* – A basement exhaust has a 0 m setback.
- *Packard Place (secondary street)* – A basement exhaust has a 0 m setback.

Administratively, subclause (3) states *The consent authority may consent to a development that is not in accordance with subclause 6-8 only if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the site having regard to such matters as its location, scale and impact on adjoining and nearby property.*

A variation to this clause is supported in this instance because:

- The services cabinet and basement exhausts have a maximum height of 2.8 m, and pedestrian entrance gatehouse 6.2 m. With consideration to the approved 2 multi storey buildings on the site, these structures are considered small in scale and will integrate with the approved built form.
- The structures will be finished in barestone wall cladding and hardwood timber slat screening providing texture and articulation and ensuring no adverse building massing. In addition, landscaping is proposed within all setbacks which filters and screens the structures as viewed from the streetscape.
- Smith Street has a wide road reserve which results in the site already being set back approximately 18 m from the Smith Street carriageway. This existing setback reduces any adverse building massing as viewed from the streetscape.
- The ancillary structures are not habitable, and will not result in any overlooking of nearby private open spaces.
- The ancillary structures are small in scale, and unlikely to reasonably impede on breeze flow between buildings in the area.

Based on the above discussion, the proposed variation to clause 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) is supported.

5.4.8.2 (Building design for dwelling-multiple)

The purpose of this clause is to *Promote site-responsive design of dwellings-multiple that provides a sympathetic interface with the streetscape and surrounding dwellings, is climatically appropriate and provides a pleasant living environment for the occupants.*

Clause 5.4.8.2(11)(b) states *Development is to minimise the transmission of noise and exhaust from services by: ... (b) locating air conditioner plants away from openings in habitable rooms, where AC plant are shown in an outdoor area immediately adjacent habitable rooms.*

Administratively, subclause (4) *The consent authority may consent to a development that is not in accordance with sub-clause 11 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on habitable rooms within the site.*

A variation to this clause is supported in this instance because the AC plant for each dwelling will be located in an accessible manner (thereby aiding their ongoing maintenance), and are orientated in a way where the only affected dwelling will be the dwelling using the AC plant.

Based on the above discussion, the proposed variation to clause 5.4.8.2 (Building Design for Dwelling-multiple) is supported. Notwithstanding, *the Authority may wish to clarify with the applicant if the AC plant shown on the plans will service the entirety of each dwelling, or whether additional plant are proposed elsewhere (i.e. the rear balconies).*

5.4.17 (Building Articulation)

The purpose of this clause is to *Ensure that residential buildings mitigate the perception of building mass and bulking when viewed from adjoining properties and the street, and provide opportunities for cross-ventilation within building design.*

Clause 5.4.17(4) requires that *A step or recess to the building line of no less than 1m by 1m is required for every 15m of building length, or part thereof, where the basement ramp building line is 23.5 m long, and does not include a recess or step in its length.*

Administratively, subclause (2) states *The consent authority may consent to a development that is not in accordance with subclause 4 only if it is satisfied it is consistent with the purpose of this clause.*

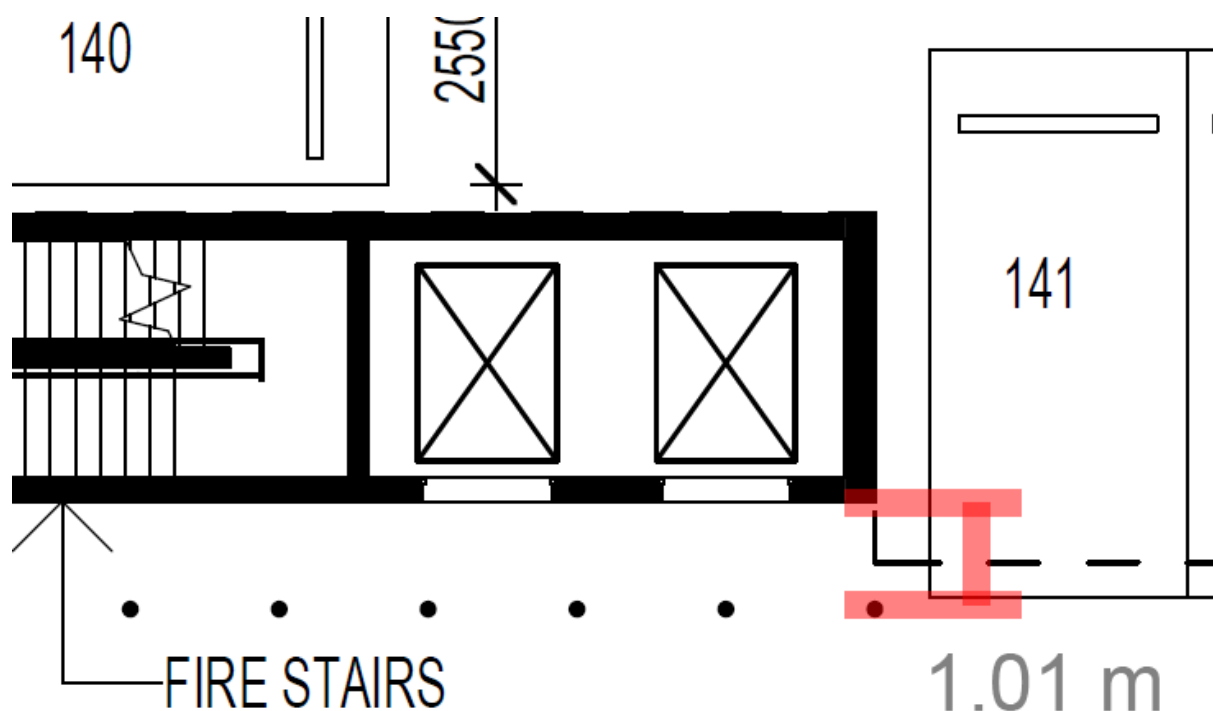
A variation to this clause is supported in this instance because the length of this non-compliant building line has been reduced 4.5 m compared to what was approved through DP24/0010. As such, this application will reduce the amount of building massing seen by the neighbouring property.

In response to clause 1.10(5)(b), the considerations listed under clause 1.10(4) have been given regard to and it has been found that the proposal complies with all relevant requirements of the NTPS2020, except for the non-compliant clause as identified above.

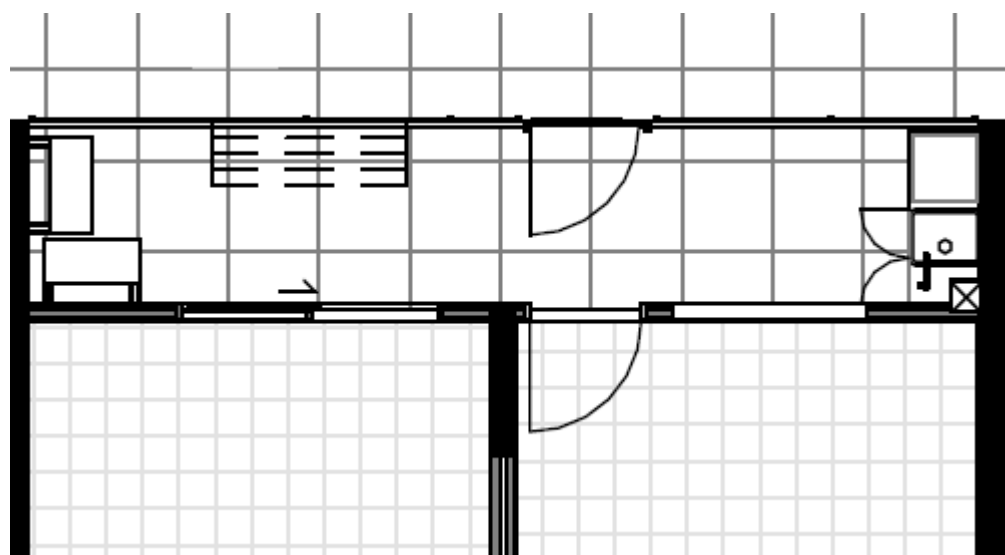
While the application was considered to be compliant with the other identified relevant development requirements, it is considered that the Authority may want to consider querying the applicant on 2 aspects that may adversely affect the safe functionality of the development, or general amenity for future occupants/visitors. These include:

Item 1

1. Basement lifts provide approximately 1 m wide landing between the lift doors and the adjacent driveway (as delineated by bollards); and



2. Each dwelling appears to provide a private laundry space (including clothesline) within the porch area (also referred to as the forecourt), which will likely be visible from residents/visitors passing by as they head to the lifts/stairwells.



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

A proposed planning scheme amendment, PA2024/0130, is relevant to this application. This proposed amendment *aims to remove unnecessary barriers to the development of dwelling-group and dwelling-multiple development and encourages a wider range of housing typologies (particularly smaller dwellings), housing innovation, and contributes to better housing affordability.* This will be achieved through 3 key initiatives, of which, initiative 2 is relevant to this application.

Initiative 2 intends to *Change the car parking requirements for one bedroom dwellings in group or multiple dwelling development*, and will be achieved through reducing the required number of car parks for one bedroom homes (either in the form of a group dwelling or a multiple dwelling) from two spaces to one.

This amendment would only be relevant to clause 5.2.4.1 (Car Parking Spaces), which currently requires that 159 car parking spaces be provided on-site, where 218 car parking spaces are proposed. As 16 single bedroom dwellings-multiple are proposed, this amendment would reduce the required number of car parking spaces by 16 (as they currently require 2 car parking spaces per dwelling).

As such, this amendment would result in the required provision of 143 car parking spaces, where 218 are proposed. As such, no non-compliances would be created through this proposed amendment.

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

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

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

There are no environmental protection objectives relevant to the land.

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

The application was placed on public exhibition for a period of two weeks, between 15 August and 12 September, 2025. Four (4) public submissions were received under section 49(1) of the Planning Act 1999.

Each submission has been summarised below.

Dorcas Shih (**Bookmark F1**) objects to the application, and raised concerns that the relocation of a basement exhaust closer to the Montoro Court property boundary will result in adverse amenity impacts on local residents.

Nick Kirlew (**Bookmark F2a and F2b**) on behalf of PLan: the Planning Action Network Inc, objects to the application, and raised the following concerns:

- The usage of fragmented and outdated documentation as part of this application, and specifically highlight that the traffic and parking assessment was based off data collected in 2019.
- Legal and procedural concerns regarding the making of any decision based on outdated documents.
- Inability of residents to make an informed assessment of the proposal.
- The reliance on the broader business environment to justify seeking a residential higher density.
- Impact of additional structures along the Smith Street frontage, and the impact of this sightlines between Daly Street roundabout and the roundabout adjacent the former Darwin Hospital site.
- Further intensification of residential land uses at the site, and misrepresentation of serviced apartments as commercial, when they'll likely be used for residential purposes.
- Lack of engagement by the proponent with nearby residents.
- Mr Kirlew concludes that this application should be withdrawn, and re-exhibited once updated supporting material is provided, so as to allow for the community to conduct an informed assessment of the development.

John Wade (**Bookmark F3**) objects to the application, and raised concerns around traffic impacts to Dashwood Crescent/Smith Street, and adverse building massing of the development when seen from the public domain.

Carolyn Marriott (**Bookmark F4**) objects to the application, and raised concerns that the development is not suitable for land in Zone TC, the adverse impact of the development on the neighbouring private open spaces, traffic impacts, lack of car parking on-site, and the incompatibility of permanent residents and serviced apartments in the same development.

On 10 November 2025, the applicant provided a letter response and amended plans that considered the matters raised and submitter concerns. The letter response and amended plans were circulated to public submitters on 11 November 2025. No further comments from the public submitters have been received.

DAS response: The submitters' concerns are noted and where relevant and appropriate have been considered through the applicant's amended plans, or recommended conditions. See below DAS response to key concerns raised.

Visual impact

The design addresses bulk and scale through its variable form, setbacks, landscaping and architectural treatments that provides articulation and will create an appropriate level of visual interest and expression of form that will enhance the urban setting.

The height and scale of the development is appropriate, particularly given the existing approved built form via DP24/0010.

Amenity impacts from basement exhausts

Submitters raised concerns that the extraction of basement exhaust and its release in proximity to roads (namely Montoro Court) will adversely impact on local amenity.

DAS response: The amended plans remove a basement level, as well as reduce the number of basement car parking spaces. As such, the basement air volumes have been decreased, and the number of basement exhausts have been increased therefore it is considered likely that each basement exhaust will have a reduced amenity impact than what is currently approved, and result in an improved amenity outcome.

Application material

Submitters raised concerns that the application included outdated material which would not allow the consent authority to make a genuinely informed decision.

DAS response: The application is for changes to an approved development. As such, the application is only required to provide information that relates to the changes as proposed, which DAS consider was acceptable.

Reliance on the current business environment

Submitters raised concerns that the application relies on a perceived current business environment to seek greater densities.

DAS response: The NTPS2020 doesn't apply density limits to dwelling-multiple developments (which includes serviced apartments) in Zone TC. Notwithstanding, there are no specific requirements within the *Planning Act 1999* or NTPS2020 that need to be considered in relation to the business or economic environment at the time an application is lodged.

Impact of the application on the Smith Street sightlines

Submitters raised concerns that the development will encroach upon sightlines between Daly Street and Cullen Bay along Smith Street.

DAS response: While this application proposes 3 ancillary structures immediately or in close proximity to the Smith Street property boundary (which have a maximum height of 3.8 m), the application retains an approved 8 storey building which is located adjacent this boundary. As such, this application is unlikely to substantially change existing degree of building massing along Smith Street.

Intensification of residential land uses at the site

Submitters raised concerns that the serviced apartments will be used for residential purposes.

DAS response: No substantial changes are proposed to the composition of dwellings at the site, which will be 54% serviced apartments and 46% dwellings-multiple, where DP24/0010 approved 53% of dwellings being serviced apartments, and 47% being dwellings-multiple. Notwithstanding, the future leasing/length of occupation arrangements of the serviced apartments are not considered to be a matter under the *Planning Act 1999* or NTPS2020.

Lack of engagement with the community

Submitters raised concerns that the applicant has not undertaken consultation with nearby residents.

DAS response: There are no specific requirements within the *Planning Act 1999* or NTPS2020 that need to be considered in relation to the requirement for an applicant to undertake consultation prior to lodging a development application.

Local traffic impacts

Submitters raised concerns that the application will result in adverse impacts on the local traffic network.

DAS response: This application seeks to reduce the number of dwellings than what is currently approved, while still providing a surplus number of on-site car parking spaces. As such, it is reasonably considered that this application will reduce the potential for adverse traffic impacts than what currently exists. It is noted that while the application proposed changes to the site access and egress, no concerns were raised by the City of Darwin.

It is noted that DP24/0010 included condition precedent 5 which required an updated traffic impact assessment report. While the City of Darwin made no comments in relation to the TIA, it is recommended that this condition is carried across from DP24/0010 and applied to any permit issued to ensure traffic impacts from this development are understood, and can be mitigated to the requirements of the City of Darwin.

For the reasons as discussed above, it is considered that planning matters raised in the submissions are acceptable in nature, or addressed through permit conditions.

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

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

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

The application identified that the proposal has the following merits:

The proposed development will increase the provision and range of short-term and residential accommodation available within immediate proximity of the Darwin CBD. The redevelopment of the site will enable the reuse of vacant land, and will appropriately integrate with the surrounding locality.

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

The land has been identified for high density residential development, and will be developed in accordance with the permit conditions of DP24/0010. No new land capability concerns regarding the changes proposed as part of this application were identified during the assessment nor by service authorities, and as such, it is reasonably considered that the subject lot will be capable of accommodating the development as changed by this application.

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

There is not considered to be any requirement for the provision of public facilities or open space as part of the proposed application. Notwithstanding, it is considered that future residents and visitors will be able to access a variety of nearby public facilities and open spaces for recreational needs, including the Darwin Esplanade, Doctors Gully, Harriet Place Park, and playground facilities at the former Darwin Hospital site.

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

The proposal was circulated to the following authorities for comment:

Local Authority:

City of Darwin (**Bookmarks G1 and G2**) has requested conditions precedent relating to dilapidation report, crossover plans, stormwater schematics, waste management plan, and site construction management plan; general conditions relating to the above, as well as landscaping, sightlines, easements, signage, and works over Council land; and permit notes relating to the above, as well as contribution for any loss of street trees/protection of trees, shoring and hording adequacy for adjoining properties, and building identification. In addition to the above, City of Darwin also advised that the adjacent Smith Street road corridor may be subject to future works, and that as street light upgrades are not planned for the adjacent public domain, requested that the proponent install adequate lighting at the vehicular and pedestrian site entrances.

DAS response: The conditions requested above have been included within the recommended conditions, including a general condition relating to the provision of adequate lighting at the vehicular and pedestrian site entrances.

It is noted that DP24/0010 included condition precedent 5 which required an updated traffic impact assessment report. While the City of Darwin have made no updated comment in relation to the TIA, it is recommended that this condition is carried across from DP24/0010 and applied to any permit issued.

Service Authority:

Power and Water Corporation (PWC) Power Services (**Bookmark G3 and G4**) advised that they had no objection to this application, and that their comments provided for DP24/0010 (**Bookmark G5**) are still relevant.

DAS response: DP24/0010 included conditions and notes to address PWC (Power) comments. DAS recommends that permit conditions included in DP24/0010 are to be applied to any permit issued ensuring that PWC (Power) comments continue to be addressed.

PWC Water Services (**Bookmark G6**) advised that they had no objection to this application, and that the comments provided for DP24/0010 (**Bookmark G7**) are still relevant.

DAS response: DP24/0010 included conditions and notes to address PWC (Water) comments. DAS recommends that permit conditions included in DP24/0010 are to be applied to any permit issued ensuring that PWC (Water) comments continue to be addressed.

Airport Development Group (Darwin International Airport, **Bookmark G8**) provided comments that are reasonably expected for an application of this type.

DAS response: A standard note in relation to crane operations during construction is recommended to be applied to any permit issued.

Telstra (**Bookmark G9**) advised they had no objections to the application.

DAS response: Noted.

The application was also circulated to the Land Resource Division of the Department of Lands, Planning and Environment (DLPE), the Survey Land Records, DLPE, NBNC Co, or the Department of Defence, however, no comments were received from these service authorities.

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

The impact on amenity should be considered in context of the site and its surrounds. The application is for changes to an approved dwelling-multiple/serviced apartment development, which reduce the scope and scale of the approved development. As such, the changes as proposed in this application are not considered likely to detract from the existing or future amenity in the area.

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

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

It is in the public interest to ensure that development generally accords with the land use requirements as stipulated within the NTPS2020, as this sets out reasonable expectations of the community for developments in a given locality.

In response to (i), it is considered that community safety through crime prevention principles in design have been broadly incorporated into design elements of various clauses of the NTPS2020, which are addressed in section (a) of this report. Notwithstanding, a review of the community safety design guide, which aims to improve safety and the perception of safety within the public and private realm through 15 identified crime prevention through environmental design principles is provide in section (a) of this report.

In response to (ii), water safety is expected to be reviewed as part of building code requirements when future development takes place, and dealt with under the *Building Act 1993* and *Swimming Pool Safety Act 2004*. It is noted that a pool safety barrier is located around the perimeter of the pool area.

In response to (iii), access for persons with disabilities is expected to be reviewed as part of building requirements and dealt with under the *Building Act 1993*.

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

Subdivision is not proposed as part of this application.

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

Not applicable to this application.

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

There are no known natural, social, cultural or heritage values of note on the subject lot or in the immediate surrounding area, nor were any identified as part of the public exhibition or assessment of this application.

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

The subject lot is located within the declared Darwin Harbour beneficial use area, which exists to protect surface water in the declared area for aquaculture, environment, cultural, rural stock and domestic purposes. It is noted that it is the responsibility of the developer and landowner to ensure that land use does not result in a contravention of the *Water Act 1992*.

- (t) *other matters it thinks fit*

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

The current application proposes changes to DP24/0010. It is noted that DP24/0010 also granted variations to clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and 5.4.6 (Private Open Space for Dwellings-multiple), of the NTPS2020. As approval granted under this application will supersede DP24/0010, it is recommended that any permit issued should also reflect the variations granted under DP24/0010.

The current application proposes changes to DP24/0010. It is noted that no new or altered comments (when compared to the previous application) were received from service authorities that would change previously applied permit conditions and notes. Service authority comments received generally align with those received as part of the DP24/0010 application and therefore permit conditions included in DP24/0010 remain relevant and are recommended to be included on any permit issued.

Comments received from City of Darwin also align with DP24/0010 and therefore permit conditions included in DP24/0010 remain relevant and are also recommended to be included on any permit issued. It is noted that DP24/0010 included a condition regarding building overhang and awnings into the Smith Street road reserve, the current application has removed any element of overhang and therefore condition precedent 2 on DP24/0010 is not considered applicable and is not recommended to be carried over to any new permit issued.

Section 51(2) of the Planning Act 1999

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

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

- (b) if the NT EPA has determined that an environmental impact assessment is required – an environmental approval has been granted under that Act for the proposal and the decision is consistent with that approval; or**
(c) the Environment Protection Act 2019 otherwise permits the making of the decision.

In response to (a), although no comments were received from the Environment Division of the Department of Lands, Planning and Environment, the proposed development is not considered to be of scale or intensity that would reasonably require the preparation of any environmental reports or impact statements under the *Environmental Protection Act 2019*.

7. RECOMMENDATION

That, the Development Consent Authority vary the requirements of clauses 5.2.4.4 (Layout of Car Parking Area), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures), 5.4.6 (Private Open Space for Dwellings-multiple), 5.4.8.2 (Building design for dwelling-multiple), and 5.4.17 (Building Articulation) of the Northern Territory Planning Scheme 2020, and pursuant to section 53(a) of the *Planning Act 1999*, consent to the application to develop Lots 1287 (1) and 1288 (2) Montoro Court, and 1295 (8) and 1296 (7) Packard Place, Larrakeyah, Town of Darwin for the purpose of changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks, removal of 14 dwellings, removal of one basement level and alterations to building materials and finishes, subject to the following conditions:

CONDITIONS PRECEDENT

1. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), in principle approval is required for the crossover and driveway to the site from the City of Darwin road reserve, to the satisfaction of the consent authority.
2. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), an engineered plan completed by a suitably qualified civil engineer demonstrating the on-site collection of stormwater and its discharge into the local underground stormwater drainage system, shall be submitted to, and approved by the City of Darwin, to the satisfaction of the consent authority. The plan shall include details of site levels, and Council's stormwater drain connection point/s and connection details.
3. Prior to the endorsement of plans and prior to the commencement of works, an updated traffic impact assessment report is to be prepared by a suitably qualified traffic engineer in accordance with the Austroads Document Guide to Traffic Management - Part 12: Traffic Impacts of Developments (Appendix C), with particular attention to vehicular, pedestrian, cyclist and public transport issues and opportunities. The report shall include justification to how the 0.32 to 0.5 trip generation rates were considered for the peak hour trips, a network analysis instead of an individual intersection performance analysis with SIDRA files to be submitted for further analysis, details of internal vehicle circulation including swept paths for waste collection vehicles to ensure no blockages at either entrance and/or SIDRA blockage probability, and details of any necessary upgrades to the surrounding street network as a result of the development and any other necessary information as identified by the City of Darwin. The developer will be required to install all required upgrade measures resulting from the traffic assessment at no cost and to the requirements of the City of Darwin, to the satisfaction of the consent authority.

4. Prior to the commencement of works (including site preparation), the applicant is to prepare a dilapidation report covering infrastructure within the road reserve to the requirements of the City of Darwin, to the satisfaction of the consent authority.
5. Prior to the commencement of works (including site preparation), a Waste Management Plan demonstrating waste disposal, storage and removal in accordance with City of Darwin's Waste Management Guidelines, shall be submitted to and approved by the City of Darwin, to the satisfaction of the consent authority.
6. Prior to the commencement of works (including site preparation), the applicant is to prepare a Site Construction Management Plan (SCMP) to the requirements of the City of Darwin, to the satisfaction of the consent authority. The SCMP should specifically address the impact to Council owned public spaces and include a waste management plan for disposal of waste to Shoal Bay, traffic control for affected City of Darwin roads, haulage routes, storm water drainage & sediment control, use of City of Darwin land, and how this land will be managed during the construction phase.

GENERAL CONDITIONS

7. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
8. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
9. All existing and proposed easements and sites for existing and required utility services must be vested in the relevant authority for which the easement or site is to be created.
10. Lots 1287, 1288, 1295 and 1296 (1 and 2 Montoro Court and 8 and 7 Packard Place, Larrakeyah) Town of Darwin are required to be consolidated and a new title issued for the consolidated lot. Also please refer to Note 2 for advice related to the National Construction Code (NCC).
11. Confirmation shall be provided to Development Assessment Services (in the form of an email addressed to the Power and Water Corporation) from a suitable qualified professional-confirming that all new number labels have been correctly installed at the Customer's Metering Panel(s) and water meters (where applicable). Please provide a copy of an email addressed to both landdevelopmentnorth@powerwater.com.au and powerconnections@powerwater.com.au
12. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage, and electricity and telecommunication networks to the development/each lot shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
Please refer to note 1 for further information
13. All works recommended by the traffic impact assessment are to be completed to the requirements of the City of Darwin, to the satisfaction of the consent authority.
14. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of City of Darwin, to the satisfaction of the consent authority.

15. The owner shall:
 - a. remove disused vehicle and/ or pedestrian crossovers;
 - b. provide footpaths/cycleways;
 - c. collect stormwater and discharge it to the drainage network; and
 - d. undertake reinstatement works;
all to the technical requirements of and at no cost to the City of Darwin, to the satisfaction of the consent authority.
16. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost to the City of Darwin, to the satisfaction of the consent authority.
17. Upon completion of any works within or impacting upon existing road reserves, the infrastructure within the road reserve shall be rehabilitated to the standards and requirements of the City of Darwin and returned to the condition as documented in the dilapidation report, to the satisfaction of the consent authority.
18. Storage for waste disposal bins is to be provided to the requirements of the City of Darwin, to the satisfaction of the consent authority.
19. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street to the requirements of the City of Darwin, to the satisfaction of the consent authority.
20. Prior to the use/occupation of the development and connection of services (i.e. power and water), the owner of the land must apply for street addressing from the Surveyor-General of the Northern Territory. This will form the legal address and will be required to be placed on the meters within the development in accordance with the allocation. An Occupancy Permit will not be able to be granted until such time as addressing is obtained.
21. Before the occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - a. constructed;
 - b. properly formed to such levels that they can be used in accordance with the plans;
 - c. surfaced with an all-weather-seal coat;
 - d. drained;
 - e. line marked to indicate each car space and all access lanes; and
 - f. clearly marked to show the direction of traffic along access lanes and driveways.
to the satisfaction of the consent authority. Car parking spaces, access lanes and driveways must be kept available for these purposes at all times.
22. Lighting that adequately illuminates the area in the vicinity of the vehicular and pedestrian site entrances must be provided, to the satisfaction of the consent authority. This lighting must be provided in a manner that does not unreasonably impact upon on-site or adjacent dwellings.
23. All substation, fire booster and water meter arrangements are to be appropriately screened to soften the visual impact of such infrastructure on the streetscape, to ensure that the infrastructure is sympathetic to and blends in with the design of the building, to the satisfaction of the consent authority. Details will need to be resolved

to the satisfaction of the consent authority in consultation with the Power and Water Corporation, and NT Fire and Emergency Services.

24. All external plant and equipment must be acoustically treated or placed in soundproof housing to reduce noise to a level satisfactory to the consent authority.
25. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.
26. All air conditioning condensers (including any condenser units required to be added or replaced in the future) are to be appropriately screened from public view and from view of neighbouring or nearby developments (or developments reasonably anticipated), located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed of to ground level in a controlled manner to the satisfaction of the consent authority. The use of angled louvered slats for screening purposes is acceptable, however the slat screening must be designed with a panel to gap ratio, such that the condenser units are not readily visible from any angle.
27. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.
28. A Compliance Certificate under the *Swimming Pool Safety Act 2004* issued by the Swimming Pool Safety Authority is required for the swimming pool prior to the commencement of the use/development, to the satisfaction of the consent authority.
29. Before the use/occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
30. The private open space areas of each dwelling shall be screened on each boundary by:
 - a. the erection of a solid wall or screen fence not less than 1.8 metres high; or
 - b. fenced to a height not less than 1.8 metres high and planted with dense vegetation.
31. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.

NOTES

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure
2. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the Northern Territory *Building Act 1993* before commencing any demolition or construction works. Due to provisions in the National Construction Code

(NCC), the subject lots may need to be consolidated before a building permit can be issued.

3. Any proposed works which fall within the scope of the *Construction Industry Long Service Leave and Benefits Act 2005* must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on (08) 8936 4070 to determine if the proposed works are subject to the Act.
4. The City of Darwin have provided the following comments on issues for which it is the sole responsible authority, under the *Local Government Act 2019* and associated By-Laws:
 - a. The proposal includes works within the City of Darwin road reserve. All works must comply with City of Darwin policies and guidelines and are subject to a separate assessment and approval process by City of Darwin. City of Darwin requires that the applicant obtains all necessary approvals before commencing any construction in the road reserve.
 - b. The proposed street tree/s to City of Darwin's road reserve fronting the development shall be carried out at full cost to the developer. As street trees will become an asset of City of Darwin, the developer shall provide City of Darwin specification for the purchasing of quality tree stock prior to construction. Specification for quality tree stock shall be submitted
 - c. for approval to the satisfaction of City of Darwin. The developer shall provide City of Darwin a Plant Schedule for street trees indicating: root-ball container volume (litres); height of species (metres); calliper (millimetres); details identifying the nursery supplying the tree stock, and confirmation that the developer will enter into a one year maintenance period with City of Darwin. Street trees shall be of advanced size to provide greater impact to the road reserve and the development. Prior to the establishment of street trees within the road reserve contact shall be made with City of Darwin's Parks and Reserves to ensure appropriate species and planting locations are defined.
 - d. City of Darwin requests that the Authority require an Arboriculture Impact Assessment (AIA), compliant with AS 4970-2009. The AIA is to be completed by a suitably qualified arborist, with an AQF Level 5 or higher qualification in Arboriculture. The AIA shall identify the Tree Protection Zone and include all trees on City of Darwin land that may be affected by the development, and provide recommendations for the tree's protection, with any identified conditions defined within the AIA being adhered to at all times. Copies of AS 4970-2009 Protection of Trees on Development Sites can be obtained from the Australian Standards web site.
 - e. If the development involves an excavation that extends below the level of the base of the footings of a building and or footpath/road reserve on adjoining land, the developer must, at their own expense: protect and support the adjoining property and pedestrians from possible damage or injury from the excavation, and where necessary, underpin the adjoining premises to prevent any such damage.
 - f. In accordance with City of Darwin By-Laws, prior to occupation, the applicant shall ensure that a building number is displayed in a position clearly visible from the street. The number must be visible against the background on which it is placed, to the satisfaction and at no cost to City of Darwin.
 - g. Designs and specifications for landscaping of the road verges adjacent to the property shall be submitted for approval by City of Darwin and all approved

works shall be constructed at the applicant's expense, to the requirements of City of Darwin.

- h. Any proposed signage for the site shall be subject to a separate assessment in accordance with City of Darwin's Policy 6310.100.E.R – Outdoor Advertising Signs Code.
5. The Surveyor-General advises you should immediately make application for unit/street addresses to the Survey and Land Records unit on (08) 8995 5346 (surveylandrecords@nt.gov.au).
6. The Department of Defence advises that there must be no site activity which would attract birds and create a hazard for aircraft operations.
7. Darwin International Airport advises that separate requests for assessment and approval must be submitted to Darwin International Airport and the Department of Defence NT for **any cranes** used during construction that will infringe on either the Obstacle Limitation Surfaces (OLS) or Procedures for Air Navigation Services – Operations (PANS-OPS) surfaces for Darwin Airport.
8. All land in the Northern Territory is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to owners and occupiers of land regarding declared weeds. Section 9 general duties include the requirement to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading. There are additional duties including a prohibition on buying, selling, cultivating, moving or propagating any declared weed and the requirement to notify the Weed Management Branch of a declared weed not previously present on the land within 14 days of detection. Should you require further weed management advice contact the weed management branch by phone on (08) 8999 4567 or by email to weedinfo@nt.gov.au

8. REASONS FOR THE RECOMMENDATION

1. The application is for changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks, decrease in overall height of each building, removal of 14 dwellings, removal of one basement level, and alterations to building materials and finishes at Lots 1287 (1) and 1288 (2) Montoro Court, and 1295 (8) and 1296 (7) Packard Place, Larrakeyah, Town of Darwin (the site). The site is located in Zone TC (Tourist Commercial) and is not affected by any overlay pursuant to the Northern Territory Planning Scheme (NTPS 2020).

DP24/0010 was approved on 5 January 2024 for the purpose of 56 dwellings-multiple and 63 serviced apartments in 1x10 and 1x11 storey buildings plus three levels of basement car parking. DP24/0010 granted a variation to clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and 5.4.6 (Private Open Space for Dwellings-multiple), of the NTPS2020.

This application more specifically proposes the following changes to the development approved through DP24/0010:

- **Basement Level 3:** This level has been removed.
- **Basement Level 2:** Car parking layout has been altered – four discrete driveway aisles, with another aisle connecting these to the access ramps are proposed, where a circular arrangement is currently approved; and there are 92 car parking spaces proposed, where

84 are currently approved (noting 10 car parking spaces do not comply with the dimensions under clause 5.2.4.1 Car Parking Spaces of the NTPS 2020).

- **Basement Level 1:** Car parking layout has been altered – four discrete driveway aisles, with another aisle connecting these to the access ramps are proposed, where a circular arrangement is currently approved; and there are 83 car parking spaces proposed, where 84 are currently approved (noting 5 car parking spaces do not comply with the dimensions under 5.2.4.1 Car Parking Spaces of the NTPS 2020). In addition, it is noted that 4 car parking spaces are shown as *Disability Discrimination Act 1992*-compliant (where there were 6 originally). In addition, a fire-fighting pump room and 2 tank rooms are proposed.
- **Ground level:** Multiple changes are proposed. These include:
 - Provision of 17 under croft, 6 angled, 4 parallel, and 6 perpendicular ground level car parking spaces
 - Driveway to Montoro Court being changed to one way exit
 - Relocation of the end of trip facility to central plaza
 - Bin enclosure being relocated closer to Packard Place
 - Basement exhausts being proposed adjacent to Montoro Court, corner of Montoro Court and Smith Street, and along Packard Place
 - Reorientation of the pool and outdoor area in the vicinity of Smith Street and Packard Place, and changes to the layout of the office, and gym areas
 - Lifts and stairwells have been slightly moved around. A stairwell part of Building 1 has been relocated closer towards Smith Street. This comment applies to all levels of buildings 1 and 2
 - Smith Street pedestrian entrance width is shortened to 4.5 m wide, with fencing along the full Smith Street and Montoro Court property boundaries now proposed
 - Service cabinets are now proposed near the Smith Street and Montoro Court corner
 - Removal of the 2 ground level dwellings-multiple (the 3 ground level serviced apartments have been retained)
 - Office, cleaners cupboard, and store relocated to adjacent the on-site driveway. Office component has been reduced
 - Gym has been relocated to building 1, with new indoor playground facility proposed in Building 2.
- **Levels 1 to 10/11:** Multiple changes are proposed. These include:
 - The landing in front of the lifts has been slightly reduced
 - A small, enclosed laundry space towards the front of each dwelling (within a portico space) is shown on the plans, with other internal dwelling elements moving around (i.e. kitchen and bathroom layouts moved around, and toilets and showers switched)
 - The Building 2 access balcony has been extended to be flush with the side building line
 - Dwelling balcony fencing is now proposed to be made of a mesh-like material
 - Removal of the top-most levels for both Building 1 and Building 2 (resulting in the reduction of 12 dwellings).

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

Section 51 of the *Planning Act 1999* states that in considering a development application the consent authority must take into account a range of matter including compliance with the planning scheme.

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

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

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

In addition, clause 1.10(1) of the NTPS 2020 states *in considering an application for consent for a use or development, the consent authority must consider the use or development in its entirety except in relation to:*

- b) *an application to alter, change or vary a development permit under sections 43A, 46 or 57 of the Act*

The proposed changes primarily relate to reconfiguration of ground level resulting in altered setbacks, decrease in overall height of each building, removal of 14 dwellings, removal of one basement level, and alterations to building materials and finishes.

The Northern Territory Planning Scheme 2020 (NTPS2020) applies to the land and changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes require consent under clause 1.8 (When development consent is required). It is identified as *Impact Assessable* under clause 1.8(1)(c)(i); therefore, the zone purpose and outcomes of Zone TC (Tourist Commercial), and clauses 5.2.1 (General Height Control), 5.2.4 (Car Parking), 5.2.5 (Loading Bays), 5.2.6 (Landscaping), 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR), 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC), 5.4.3 (Building Setbacks for Residential Buildings and Ancillary Structures), 5.4.4 (Extensions and Structures Ancillary to a Dwelling-Group or Dwelling-Multiple Development), 5.4.6 (Private Open Space), 5.4.7 (Communal Open Space), 5.4.8 (Residential Building Design), and 5.4.17 (Building Articulation), need to be considered.

These clauses have been considered and it is found that the proposal complies with the relevant requirements of the NTPS2020 except for clauses 5.2.4.4 (Layout of Car Parking Area), 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures), 5.4.8.2 (Building design for dwelling-multiple), and 5.4.17 (Building Articulation), which is discussed further below.

It is noted that DP24/0010 assessed and varied clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and 5.4.6 (Private Open Space for Dwellings-multiple), and the proposed changes do not impact on the previously approved variation.

A summary of the relevant parts of the NTPS2020 is as follows:

Part 2 – Strategic framework

Central Darwin Area Plan 2019 (CDAP)

The proposal is located within an area identified within the Central Darwin Area Plan (CDAP) for Mixed use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail) development. The mixed use theme identifies that intensive residential and commercial activity drive the activities within the city centre. This area plan encourages diverse development and uses to ensure that mixed use environments are robust, flexible and responsive to economic

and social change. This is then achieved through a series of objectives that aim to support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities.

The application is considered to remain consistent with the relevant objectives of the CDAP.

Part 3 – Overlays

The site is not affected by any overlays.

Part 4 – Zoning

Clause 4.13 (Zone TC – Tourist Commercial)

The purpose of Zone TC is to *Facilitate commercial and residential development that caters for the needs of visitors, supports tourism activities, and is of a scale and character compatible with surrounding development.*

While the application will alter the composition of dwellings-multiple and serviced apartments at the site, the development will still primarily be comprised of serviced apartments (54%). In addition, the reduction in the scale of the development will improve its compatibility with residential developments to the north-west of the site, which are characterised by smaller scale dwelling-multiple developments.

Part 5 – Development requirements

As discussed above, the application was found to comply with the relevant part 5 development requirements of the NTPS2020, except for clauses 5.2.4.4 (Layout of Car Parking Area), 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures), 5.4.8.2 (Building design for dwelling-multiple), and 5.4.17 (Building Articulation).

3. Pursuant to clause 1.10 (Exercise of Discretion by the Consent Authority), subclause 5, of the NTPS2020, *the consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:*
 - (a) The purpose and administration clauses of the requirement; and*
 - (b) The considerations listed under clause 1.10(3) or 1.10(4).*

In response to clause 1.10(5)(a), it is considered that a variation to this clause is appropriate in this instance for the following reasons:

5.2.4.4 (Layout of Car Parking Area)

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

Clause 5.2.4.4(6)(a) requires that *A car parking area is to: (a) be not less than 3m from any lot boundary abutting a road;*, where the basement car parking spaces will be located adjacent to the property boundary.

Administratively, subclause (3) states *The consent authority may consent to a car parking area that is not in accordance with subclause 6 if it is satisfied that the non-compliance will not unreasonably impact on the amenity of the surrounding locality.*

A variation to this clause is supported in this instance because the basement car parking levels are not visible from the public domain, and as such, will not reasonably impact on local amenity.

In addition to the above, clause 5.2.4.4(8)(c) requires that *The layout of a car parking area is to: ... (c) be in accordance with the dimensions set out in the diagram to this clause*, where 46 car parking spaces do not meet the minimum dimensions. In addition, subclause (8)(d) requires *The layout of a car parking area is to: ... (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space*, where there is an instance where a 1 m long projection is not provided past a car parking space on basement level 1.

Administratively, subclause (4) states *The consent authority may consent to a car parking area that is not in accordance with subclauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.*

A variation to this clause is supported in this instance for the following reasons

- The application provided a statement from a suitably qualified person (**Bookmark C3**) that states the reduced dimensions of the affected car parking spaces will still comply with the relevant Australian Standards, and layout will be functional for its intended use.
- The application proposes a 59 car parking space surplus. The applicant has indicated that each dwelling-multiple and serviced apartment can be allocated the required number of compliant dimensioned car parking spaces, with the non-compliant car parking spaces provided as guest parking or possible additional allocations to dwellings-multiple.
- Adequate space is provided beyond the car parking space affected by the reduced projection for a vehicle to safely reverse into the affected car parking space, thereby maintaining future functionality of the affected car parking space.

Based on the above discussion, the proposed variation to clause 5.2.4.4 (Car parking layout) is supported, as the non-compliances are considered to be minor in scale, and the proposed car parking layout will reasonably be functional for their intended use.

5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures),

The purpose of this clause is to *Ensure that residential buildings and ancillary structures are located in a manner that: (a) is compatible with the streetscape and surrounding development including residential buildings on the same site; (b) minimises adverse effects of building massing when viewed from adjoining land and the street; (c) avoids undue overlooking of adjoining properties; and (d) facilitates breeze penetration through and between buildings.*

Clause 5.4.3(6)(a) requires that *Subject to clause 5.2.7, building setbacks of residential buildings and ancillary structures are to be set back from lot boundaries in accordance with: (a) the relevant table to this clause* [where the applicable setback is 6 m from the primary street, and 1.5 m from side boundaries], where:

- *Smith Street (primary street)* – A combined basement exhaust and services cabinet has a 0 m setback.
- *Montoro Court (secondary street)* – A basement exhaust has a 0 m setback.
- *Packard Place (secondary street)* – A basement exhaust has a 0 m setback.

Administratively, subclause (3) states *The consent authority may consent to a development that is not in accordance with subclause 6-8 only if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the site having regard to such matters as its location, scale and impact on adjoining and nearby property.*

A variation to this clause is supported in this instance because:

- The services cabinet and basement exhausts have a maximum height of 2.8 m, and pedestrian entrance gatehouse 6.2 m. With consideration to the approved 2 multi storey buildings on the site, these structures are considered small in scale and will integrate with the approved built form.
- The structures will be finished in barestone wall cladding and hardwood timber slat screening providing texture and articulation and ensuring no adverse building massing. In addition, landscaping is proposed within all setbacks which filters and screens the structures as viewed from the streetscape.
- Smith Street has a wide road reserve which results in the site already being set back approximately 18 m from the Smith Street carriageway. This existing setback reduces any adverse building massing as viewed from the streetscape.
- The ancillary structures are not habitable, and will not result in any overlooking of nearby private open spaces.
- The ancillary structures are small in scale, and unlikely to reasonably impede on breeze flow between buildings in the area.

Based on the above discussion, the proposed variation to clause 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) is supported.

5.4.8.2 (Building design for dwelling-multiple)

The purpose of this clause is to *Promote site-responsive design of dwellings-multiple that provides a sympathetic interface with the streetscape and surrounding dwellings, is climatically appropriate and provides a pleasant living environment for the occupants.*

Clause 5.4.8.2(11)(b) states *Development is to minimise the transmission of noise and exhaust from services by: ... (b) locating air conditioner plants away from openings in habitable rooms, where AC plant are shown in an outdoor area immediately adjacent habitable rooms.*

Administratively, subclause (4) *The consent authority may consent to a development that is not in accordance with sub-clause 11 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on habitable rooms within the site.*

A variation to this clause is supported in this instance because the AC plant for each dwelling will be located in an accessible manner (thereby aiding their ongoing maintenance), and are orientated in a way where the only affected dwelling will be the dwelling using the AC plant.

Based on the above discussion, the proposed variation to clause 5.4.8.2 (Building Design for Dwelling-multiple) is supported. Notwithstanding, *the Authority may wish to clarify with the applicant if the AC plant shown on the plans will service the entirety of each dwelling, or whether additional plant are proposed elsewhere (i.e. the rear balconies).*

5.4.17 (Building Articulation)

The purpose of this clause is to *Ensure that residential buildings mitigate the perception of building mass and bulking when viewed from adjoining properties and the street, and provide opportunities for cross-ventilation within building design.*

Clause 5.4.17(4) requires that *A step or recess to the building line of no less than 1m by 1m is required for every 15m of building length, or part thereof, where the basement ramp building line is 23.5 m long, and does not include a recess or step in its length.*

Administratively, subclause (2) states *The consent authority may consent to a development that is not in accordance with subclause 4 only if it is satisfied it is consistent with the purpose of this clause.*

A variation to this clause is supported in this instance because the length of this non-compliant building line has been reduced 4.5 m compared to what was approved through DP24/0010. As such, this application will reduce the amount of building massing seen by the neighbouring property.

In response to clause 1.10(5)(b), the considerations listed under clause 1.10(4) have been given regard to and it has been found that the proposal complies with all relevant requirements of the NTPS2020, except for the non-compliant clause as identified above.

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

The application was placed on public exhibition for a period of two weeks, between 15 August and 12 September, 2025. Four (4) public submissions were received under section 49(1) of the *Planning Act 1999*.

Each submission has been summarised below.

Dorcas Shih (**Bookmark F1**) objects to the application, and raised concerns that the relocation of a basement exhaust closer to the Montoro Court property boundary will result in adverse amenity impacts on local residents.

Nick Kirlew (**Bookmark F2a and F2b**) on behalf of PAn: the Planning Action Network Inc, objects to the application, and raised the following concerns:

- The usage of fragmented and outdated documentation as part of this application, and specifically highlight that the traffic and parking assessment was based off data collected in 2019.
- Legal and procedural concerns regarding the making of any decision based on outdated documents.
- Inability of residents to make an informed assessment of the proposal.
- The reliance on the broader business environment to justify seeking a residential higher density.
- Impact of additional structures along the Smith Street frontage, and the impact of this sightlines between Daly Street roundabout and the roundabout adjacent the former Darwin Hospital site.
- Further intensification of residential land uses at the site, and misrepresentation of serviced apartments as commercial, when they'll likely be used for residential purposes.
- Lack of engagement by the proponent with nearby residents.

- Mr Kirlew concludes that this application should be withdrawn, and re-exhibited once updated supporting material is provided, so as to allow for the community to conduct an informed assessment of the development.

John Wade (**Bookmark F3**) objects to the application, and raised concerns around traffic impacts to Dashwood Crescent/Smith Street, and adverse building massing of the development when seen from the public domain.

Carolyn Marriott (**Bookmark F4**) objects to the application, and raised concerns that the development is not suitable for land in Zone TC, the adverse impact of the development on the neighbouring private open spaces, traffic impacts, lack of car parking on-site, and the incompatibility of permanent residents and services apartments in the same development.

On 10 November 2025, the applicant provided a letter response and amended plans that considered the matters raised and submitter concerns. The letter response and amended plans were circulated to public submitters on 11 November 2025. No further comments from the public submitters have been received.

DAS response: The submitters' concerns are noted and where relevant and appropriate have been considered through the applicant's amended plans, or recommended conditions. See below DAS response to key concerns raised.

Visual impact

The design addresses bulk and scale through its variable form, setbacks, landscaping and architectural treatments that provides articulation and will create an appropriate level of visual interest and expression of form that will enhance the urban setting.

The height and scale of the development is appropriate, particularly given the existing approved built form via DP24/0010.

Amenity impacts from basement exhausts

Submitters raised concerns that the extraction of basement exhaust and its release in proximity to roads (namely Montoro Court) will adversely impact on local amenity.

DAS response: The amended plans remove a basement level, as well as reduce the number of basement car parking spaces. As such, the basement air volumes have been decreased, and the number of basement exhausts have been increased therefore it is considered likely that each basement exhaust will have a reduced amenity impact than what is currently approved, and result in an improved amenity outcome.

Application material

Submitters raised concerns that the application included outdated material which would not allow the consent authority to make a genuinely informed decision.

DAS response: The application is for changes to an approved development. As such, the application is only required to provide information that relates to the changes as proposed, which DAS consider was acceptable.

Reliance on the current business environment

Submitters raised concerns that the application relies on a perceived current business environment to seek greater densities.

DAS response: The NTPS2020 doesn't apply density limits to dwelling-multiple developments (which includes serviced apartments) in Zone TC. Notwithstanding, there are no specific requirements within the *Planning Act 1999* or NTPS2020 that need to be considered in relation to the business or economic environment at the time an application is lodged.

Impact of the application on the Smith Street sightlines

Submitters raised concerns that the development will encroach upon sightlines between Daly Street and Cullen Bay along Smith Street.

DAS response: While this application proposes 3 ancillary structures immediately or in close proximity to the Smith Street property boundary (which have a maximum height of 3.8 m), the application retains an approved 8 storey building which is located adjacent this boundary. As such, this application is unlikely to substantially change existing degree of building massing along Smith Street.

Intensification of residential land uses at the site

Submitters raised concerns that the serviced apartments will be used for residential purposes.

DAS response: No substantial changes are proposed to the composition of dwellings at the site, which will be 54% serviced apartments and 46% dwellings-multiple, where DP24/0010 approved 53% of dwellings being serviced apartments, and 47% being dwellings-multiple. Notwithstanding, the future leasing/length of occupation arrangements of the serviced apartments are not considered to be a matter under the *Planning Act 1999* or NTPS2020.

Lack of engagement with the community

Submitters raised concerns that the applicant has not undertaken consultation with nearby residents.

DAS response: There are no specific requirements within the *Planning Act 1999* or NTPS2020 that need to be considered in relation to the requirement for an applicant to undertake consultation prior to lodging a development application.

Local traffic impacts

Submitters raised concerns that the application will result in adverse impacts on the local traffic network.

DAS response: This application seeks to reduce the number of dwellings than what is currently approved, while still providing a surplus number of on-site car parking spaces. As such, it is reasonably considered that this application will reduce the potential for adverse traffic impacts than what currently exists. It is noted that while the application proposed changes to the site access and egress, no concerns were raised by the City of Darwin.

It is noted that DP24/0010 included condition precedent 5 which required an updated traffic impact assessment report. While the City of Darwin made no comments in relation to the TIA, it is recommended that this condition is carried across from DP24/0010 and applied to any

permit issued to ensure traffic impacts from this development are understood, and can be mitigated to the requirements of the City of Darwin.

For the reasons as discussed above, it is considered that planning matters raised in the submissions are acceptable in nature, or addressed through permit conditions.

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

The land has been identified for high density residential development, and will be developed in accordance with the permit conditions of DP24/0010. No new land capability concerns regarding the changes proposed as part of this application were identified during the assessment nor by service authorities, and as such, it's reasonably considered that the subject lot will be capable of accommodating the development as changed by this application.

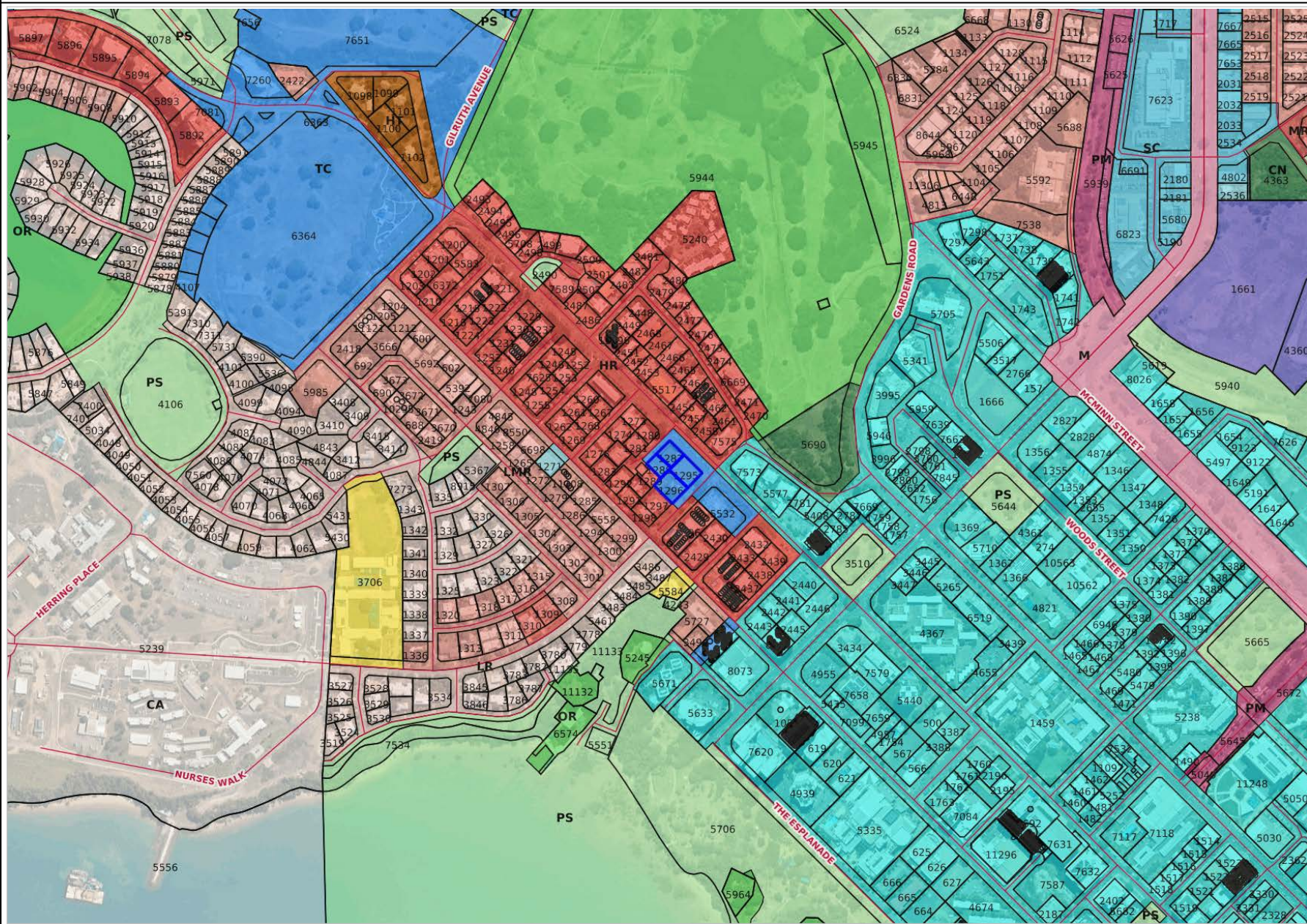
6. Pursuant to section 51(1)(n) of the *Planning Act 1999*, the consent authority must take into consideration the potential impact on the existing and future amenity of the area in which the land is situated

The impact on amenity should be considered in context of the site and its surrounds. The application is for changes to an approved dwelling-multiple/serviced apartment development, which reduce the scope and scale of the approved development. As such, the changes as proposed in this application are not considered likely to detract from the existing or future amenity in the area.



AUTHORISED:

.....
**SENIOR PLANNER – DARWIN
DEVELOPMENT ASSESSMENT SERVICES**



Legend

TOWN_PLANNING_ZONES

- A - Agriculture
- CV - Caravan Park
- CB - Central Business
- C - Commercial
- CL - Community Living
- CP - Community Purpose
- CN - Conservation
- DV - Development
- RR - Rural Residential
- GI - General Industry
- HT - Heritage
- HR - High Density Residential
- H - Horticulture
- LI - Light Industry
- M - Main Road
- MR - Medium Density Residential
- LMR - Low-Medium Density Residential
- CA - No Planning Scheme Control
- OR - Organised Recreation
- PM - Proposed Main Road
- PS - Public Open Space
- RW - Railway
- RD - Restricted Development
- R - Rural
- RL - Rural Living
- SC - Service Commercial
- LR - Low Density Residential
- S - Specific Use



Metres 100 200 300

nrmaps.nt.gov.au

Geospatial Services Unit



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Department of Lands,
Planning and Environment
© Northern Territory Government



NOTICE OF PROPOSED DEVELOPMENT

SUBMISSIONS CLOSE: MIDNIGHT, 12/09/2025

APPLICATION REF: PA2025/0247

APPLICANT: Cunnington Rosse Town Planning and Consulting

ADDRESS: Lot 1287 & Lot 1288 Town of Darwin (1 & 2 Montoro Court, Larrakeyah),
Lot 1295 & Lot 1296 Town of Darwin (8 & 7 Packard Place, Larrakeyah)

ZONE(S): TC (Tourist Commercial)

PROPOSAL: Changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes

VIEW THE APPLICATION AND LODGE A SUBMISSION:

ONLINE:



www.ntlis.nt.gov.au/planning

EMAIL: das.ntg@nt.gov.au

DARWIN

PHONE: 8999 6046

POST: GPO Box 1680
Darwin NT 0801



Indicative image only



Packard Place













Smith Street











Montoro Court





Montoro Court







NOTICE OF PROPOSED DEVELOPMENT

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Darwin NT 0801



Indicative image only

Smith Street service road



Smith Street service road



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Darwin NT 0801



Indicative image only



COMPILED PLAN OF R3 SUBDIVISION TOWN OF DARWIN

Hospital Reserve

See Diagram 370

Note: As to Lot 1231, Prop owner's grant amended vide File S.73/48 folio 8 and 118 R.F.C. 5
Note: Sewerage Easement addition to Lot 1311, vide F.B. R.F.C. 5 folio 7 and File S.79/1108 folio 40. The Easement is in favour of the NT Government
Date 2-12-1953
Surveyor General

CONVERSION TABLE	
FEET	METRES
21.21	6.465
87.5	26.67
90	27.43
120	36.575
LOT 1301	1120m ²

See O.P. 1104

Conversion Table and Metric Area added for Lot 1301
SUPERVISOR DRAFTSMAN(S)

DUPLICATED

Note: Proposed Sewerage Easement addition to Lots 1200-1203, 1213-1215, 1223, 1224, 1231, 1237-1239, 1245-1248, 1250, 1254, 1259-1262, 1264, 1268, 1273, 1274, 1276, 1279, 1286, 1288-1292, 1294-1296, 1300, 1315-1322, 1325-1332 & 1335
vide Field Book R.F.C. 5 folios 3, 4, 5, 7
Date 2-12-1953
Surveyor General

Note: Amendment to Lot 1332 and additions to abutting Pathway vide File S.88/6 folio 8
Date 2-12-1953
Surveyor General

Note: Proposed Sewerage Easement addition to Lot 1240, vide Field Book R.F.C. 5 folio 4 and File S.102/4 folio 35
Date 2-12-1953
Surveyor General

Note: As to Lots 1329 & 1332, proposed sewerage easements amended vide File D.T.A. 26 folio 126, D.T.A. 93 folio 95 and Field Book R.F.C. folio 13
Date 2-12-1953
Surveyor General

ENLARGEMENT

Not to Scale

OPERATING SURVEYORS

Plan B.120

Plan B.414

Plan B.120

Plan B.120

Plan B.120

Plan B.120

Plan B.120

Plan B.120

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Plan B.120

CONVERSION TABLE	
FEET	METRES
7	2.135
92	28.04
110-49	33.675
LOT 1224	944m ²

FOR METRIC CONVERSION SEE PLAN OP1226(M)

Note: As to Lot 1299, survey approved as amended vide File ANW144, file S.158/3, folio 10
Date 2-12-1953
Surveyor General

Note: Amendment to Lot 1311, vide File D.T.A. 2351 folios 3 & 33
Date 2-12-1953
Surveyor General

SURVEYOR'S CERTIFICATE

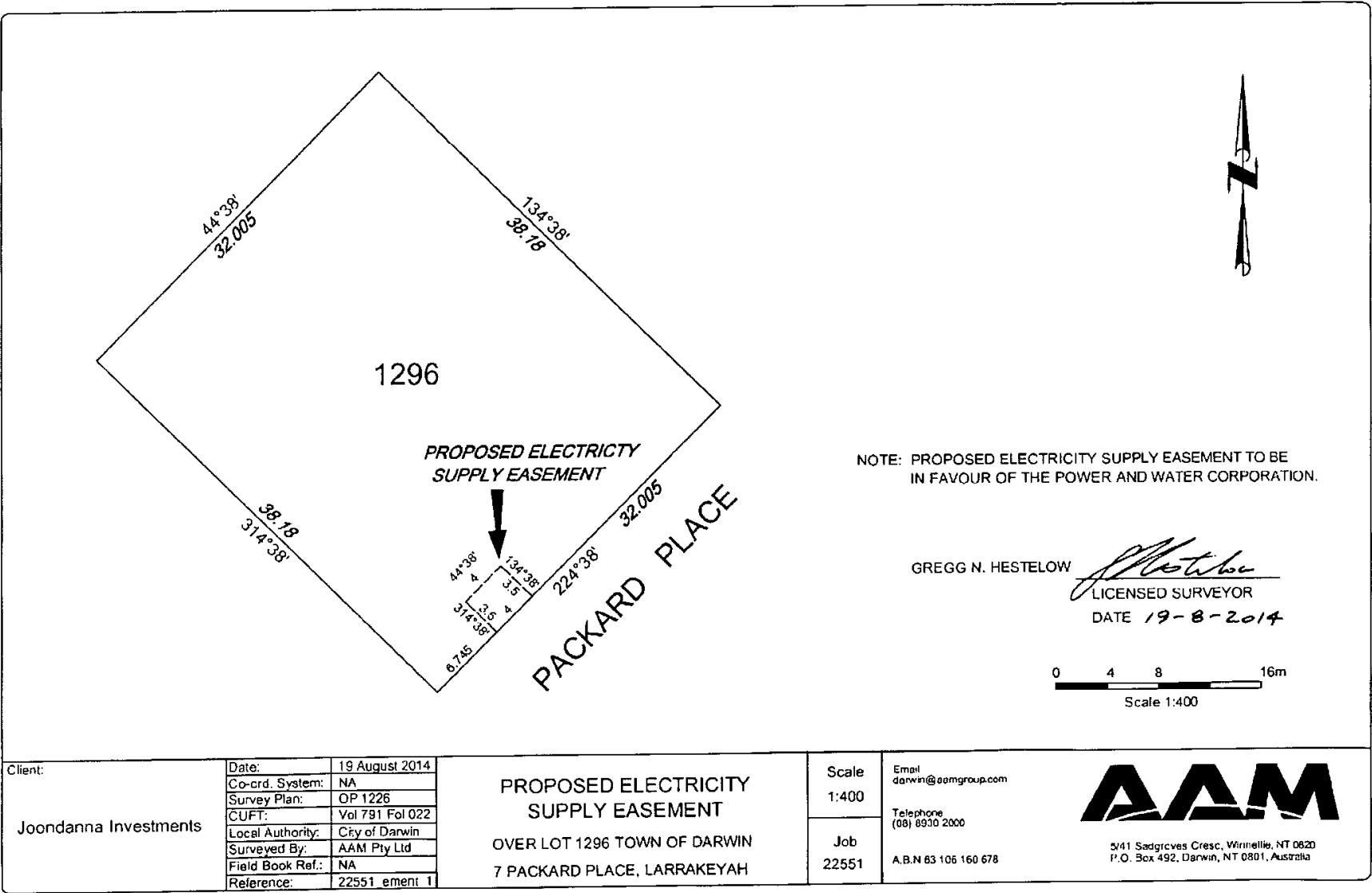
Asimuth observed at _____
or assumed from O.P. 101
Date of Working 22.12.1952
Field Book No. 164-2-14 Page 19
Scale 100 feet to an inch
Public Plan No. Darwin Sheet 2

I hereby certify that this plan was compiled from the following sources: 1. Diagram 339 and Diagram 370. The Survey was carried out in the above Field Book was performed by me personally (or under my own personal supervision, inspection, and field check in strict accordance with the Regulations of the Government of Surveys and that this plan is in all respects accurate.
Date 2-12-1953
Surveyor General

OFFICE	REFERENCE
Plan drawn by S. A. 52	On Standard Plan
Account No. 13	On Public Plan
Calculation Book No. 13	On Compilation
Chainage Close	Crown Grant prepared
Angular Close	Survey approved
Area	Surveyor General
Compared with F.B. S. 164-3	Date 2/12/1953
Examined by	ORIGINAL PLAN No. 1226
Original Plan passed	Registered
Date	

COPY TO L.T.O. 14-11-78

AMENDED COPY TO LTO 26-2-85



Form 51

Section 91

Land Title Act
REGISTRAR-GENERAL'S DIRECTIONS



DL00828315D

NORTHERN TERRITORY OF AUSTRALIA

NT STAMP DUTY

Commissioner of Territory Revenue used on 31/07/14

7139 13907503 RL duty

\$0.00

Dealing Number: 828315 Lodged 31/07/2014 at 14:48:49
Dealing Type: EG By CASH
Volume 790 Folio 980 Fee \$137.00 Receipt 549017

CREATION OF
EASEMENT IN GROSS

The owner of the land grants to the person(s) specified below the easement for the value described below subject to the conditions set out on the back page. (NOTES 1 - 3)

Register	Volume	Folio	Location	Lot Description	Plan	Unit
COPY	790	980	Town of Darwin	Lot 1296	OP 1226	

(NOTE 4)

Easement

Plan 22551_ement

Sewerage Easement

(NOTE 5)

Person(s) to whom granted

Power and Water Corporation

(NOTE 6)

Value (GST inclusive)

Nil

GST Amount Nil

(NOTE 7)

Peter LaPira
Peter LaPira (Director)
Natalie Marce LaPira
Natalie Marce LaPira (Director) 16/7/14
Domenica
Executed by Joondanna Investments Pty Ltd
(ACN 009 596 052) in accordance with Section 127
of the Corporations Act

(NOTE 8)

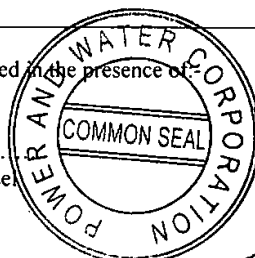
The Common Seal of the Power and Water Corporation was affixed in the presence of:

Kelvin Strange
Kelvin Strange

General Counsel

John Baskerville
John Baskerville

Managing Director



Registered on 18.2014

At

07:57

Ghilla
Ghilla

CONSENT OF REGISTERED MORTGAGEES (NOTE 9)

Instrument type:

Instrument type:

Instrument No:

Instrument No:

Name of Parties:

Name of Parties:

I the registered proprietor of the interest shown above
consent to the registration of this instrument.

I the registered proprietor of the interest shown above
consent to the registration of this instrument.

Signed:

Signed:

(Date):
In the presence of:

(Date):
In the presence of:

Name of Witness:

Name of Witness:

Address or Telephone No.:

Address or Telephone No.:

CONDITIONS (NOTE 5)**SCHEDULE OF NOTES**

1. This form must be used for a Grant of Easement in Gross. For other easements like Access Easements use Form 52.
2. This form may be lodged as an original only and must be typed or completed in biro, and must show the imprint of the Commissioner of Territory Revenue. Alterations to information entered on the form should be crossed out (not erased or obliterated by painting over) and initialled by the parties.
3. If there is insufficient space in any panel use the space above or an annexure sheet (Form 95).
4. Volume and Folio references must be given together with complete parcel description. If a certificate as to title has been issued it must be produced.
5. A summary of the easement (ie. "sewerage easement"), and a survey plan must be annexed. If the intention is to utilise the easements described in the *Law of Property Act* then the precise descriptive words should be used. For easements not utilising the *Law of Property Act* descriptions the panel conditions above must be completed.
6. Name only (ie. Northern Territory of Australia, Power and Water Corporation, Darwin City Council or XYZ Corporation Pty. Ltd.).
7. Set out the value of the easement inclusive of GST. For the GST amount, if the easement is subject to the margin scheme and the GST amount is unknown insert "margin scheme" in the box provided.
8. Persons who may witness this document are a Commissioner for Oaths, a member of the Legislative Assembly, a legal practitioner within the meaning of the *Legal Profession Act*, a person holding office under the *Supreme Court Act*, the *Justices Act*, the *Local Court Act* or the *Registration Act*, a member of the Police Force, a person licensed as a conveyancing agent or real estate agent under the *Agents Licensing Act*, a Notary Public and any other person approved by the Registrar-General.
A witness to an instrument executed by an individual must first:
 - take reasonable steps to ensure that the individual is the person entitled to sign the instrument;
 - have the individual execute the document in the presence of the witness;
 - not be a party to the instrument; and
 - if witnessing more than one signature, clearly state that he/she has witnessed more than one signature. (ie I have witnessed the two signatures appearing above).

After signing, witnesses must legibly write, type or stamp their names and contact address or telephone number below their signature.

For a corporation, an instrument must be executed in a way permitted by law or sealed with the corporation's seal in accordance with the *Law of Property Act*, Section 48.

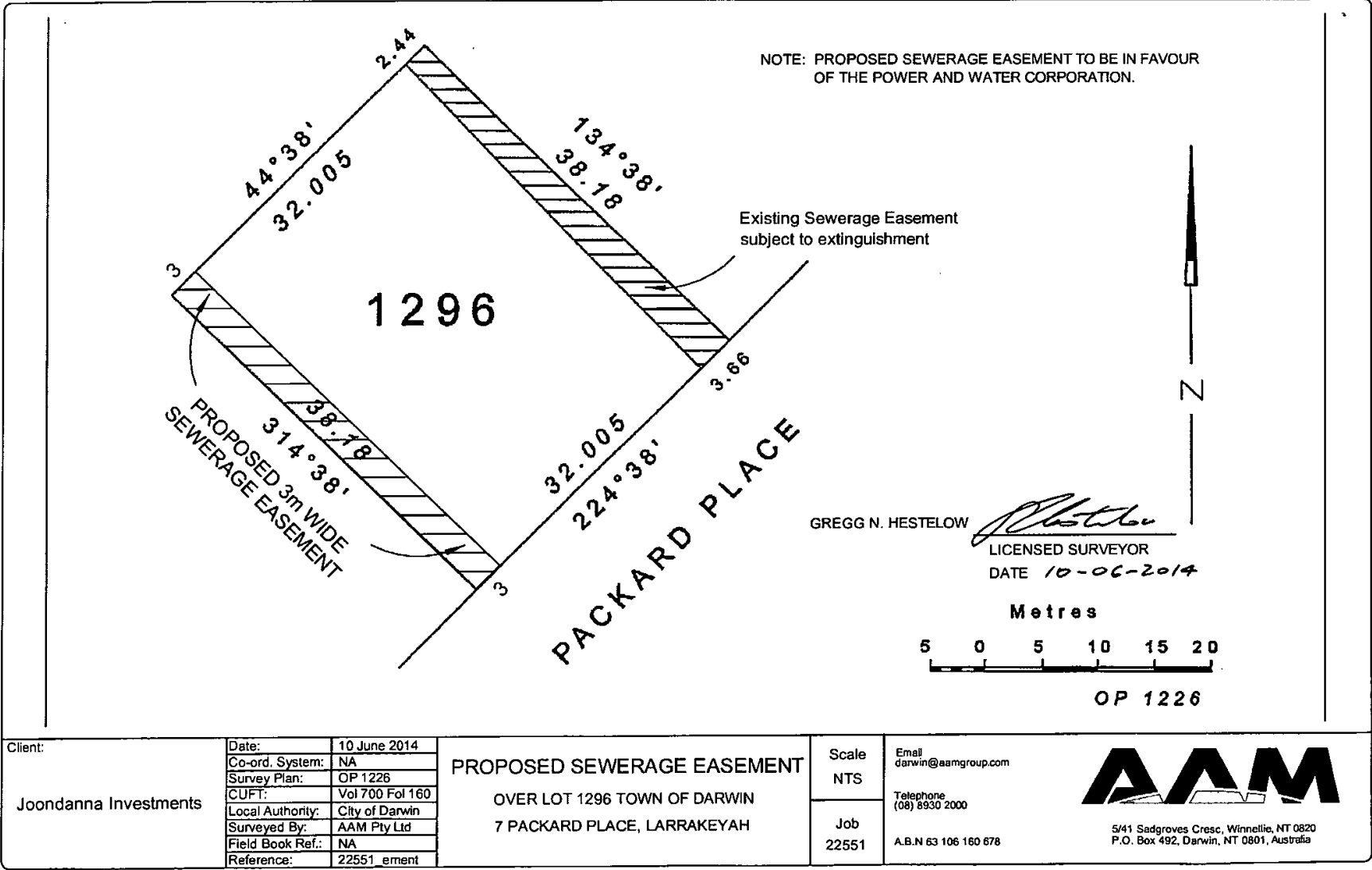
For witnessing of instruments executed outside the Northern Territory refer to Schedule 1 of the *Land Title Act* and the Registrar-General's Direction.
9. The instrument of Easement in Gross must include the consents of all registered mortgagees of the lot burdened by the easement in gross.

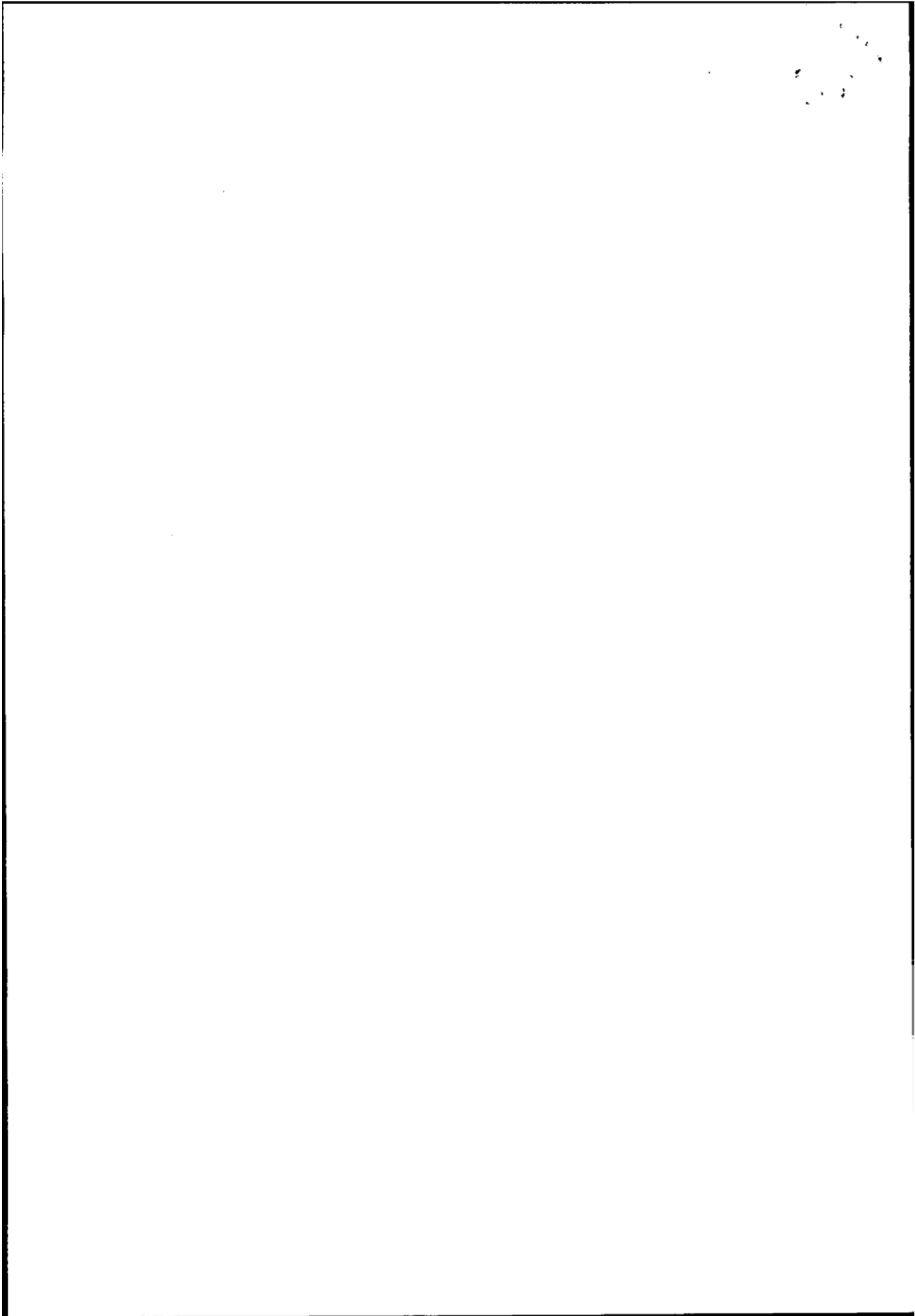
PRIVACY STATEMENT – LAND REGISTER FORMS

The Registrar-General's Office is authorised by the Land Title Act to collect the information on this form for the establishment and maintenance of the Land Register, which is made available for search by any person, anywhere, including through the Internet, upon payment of a fee. The information is regularly provided to other NT Government agencies, the Australian Valuation Office, local governments, the Australian Bureau of Statistics, the Australian Taxation Office or other Commonwealth Agencies as required or authorised by law, and some private sector organisations for conveyancing, local government, valuation, statistical, administrative and other purposes. The Department of Lands, Planning and the Environment also uses the information to prepare and sell or licence property sales reports to commercial organisations concerned with the development, sale or marketing of property.

Failure to provide the information in full or in part may prevent your application or transaction being completed.

Your personal information provided on this form can be subsequently accessed by you on request. If you have any queries please contact the Deputy Registrar-General on 8999 5318.





00549018

Department of the Attorney-General and Justice (ABN 84 085 734 992)
 REGISTRAR-GENERAL'S OFFICE 3 OF 3
 NICHOLS PLACE
 GPO BOX 3021

Priority of Lodgement

Enquiries : 8999 6252

TAX INVOICE (RECEIPT) - OFFICE COPY

Lodging Party:
 AAM PTY LTD,
 PO BOX 492
 DARWIN NT 0801

Customer Code:
 Self Assessing Code:

Date of Issue 31/07/2014
 at 14:40
 by CART

Application # 00317179

Document Delivery:
 AAM PTY LTD
 PO BOX 492
 DARWIN NT 0801

Lodgement No 828314

If paper title exists enter

Volume _____

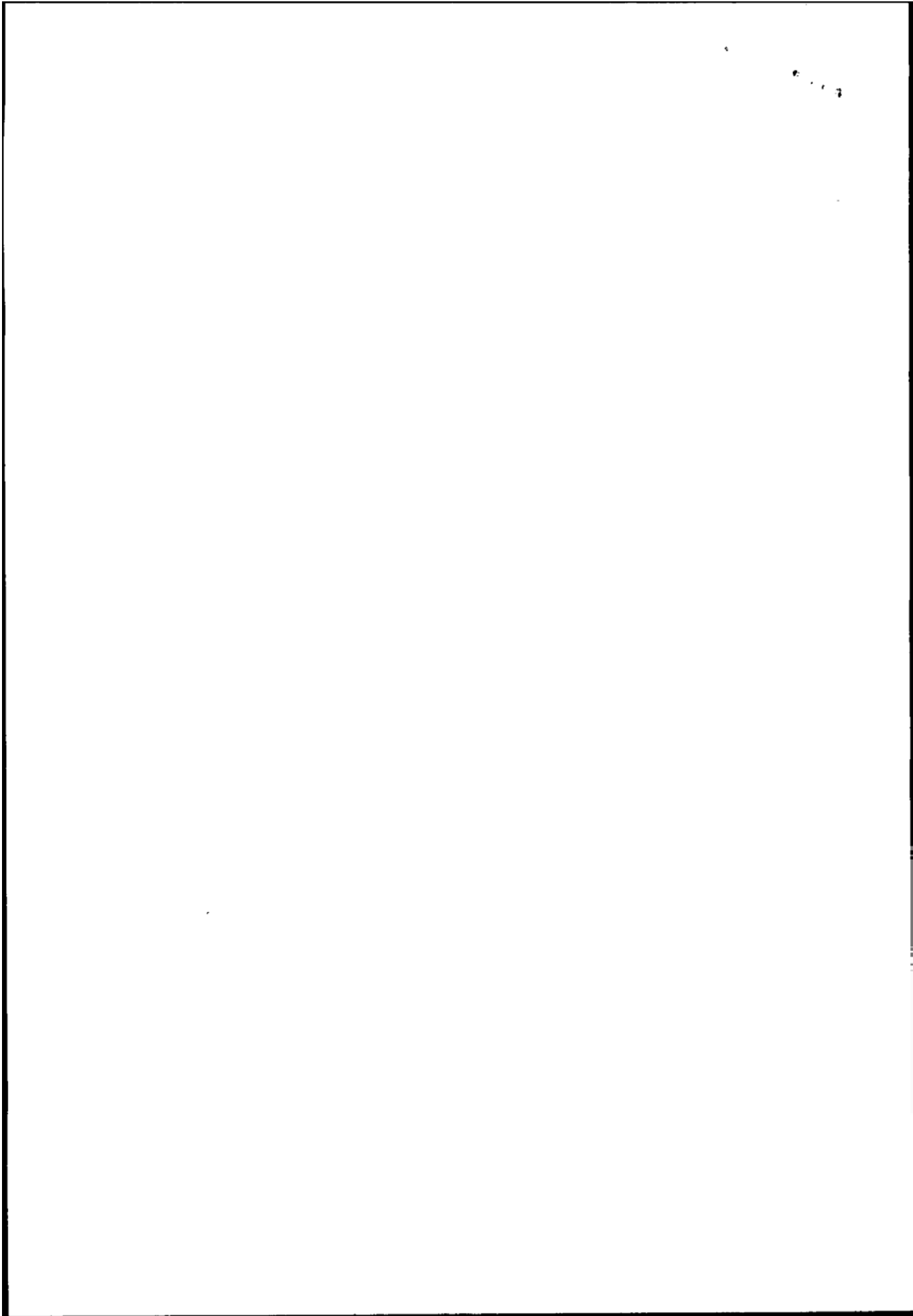
Folio _____

Description	GST Incl Amount
CREATION OF EASEMENT IN GROSS (LOT 1296 T/ DARWIN)	137.00

Total Cost excl GST	\$137.00
Total GST	\$0.00
Total Invoice	\$137.00

Payment Details

EFT - CREDIT CARD



14 July 2025

Development Consent Authority
GPO Box 1680
Darwin NT 0801

ATTENTION: Amit Magotra

Dear Amit

Re: Amendment to DP24/0010

At: Lots 1287, 1288, 1295 and 1296 Town of Darwin (1-2 Montoro Court and 7-8 Packard Place, Larrakeyah)

1.0 Introduction and Background

Cunnington Rosse Town Planning and Consulting have been engaged by Joondanna Investments Pty Ltd to lodge a development application for amendments to the development approved via development permit DP24/0010 issued on behalf of the Darwin division of the Development Consent Authority on 5 January 2024. DP24/0010 approved the use and development of the land for the purpose of *56 dwellings-multiple and 63 serviced apartments in 1x10 and 1x11 storey buildings plus three levels of basement parking*, and is subject to 9 precedent and 19 general conditions.

PA2022/0321, being the application that was ultimately approved as DP24/0010, was originally lodged in August 2022 for the purpose of *44 dwellings-multiple and 47 serviced apartments in two 10-storey buildings plus ground level food premises-café/takeaway with alfresco dining area and three basement levels of car parking*. PA2022/0321 was publicly exhibited for 28 days from 9 September until 7 October, with a number of public and service authority submissions. Upon receipt of the submissions, the application was deferred to enable the proponent to determine their preferred course of action.

Following the deferral, the Northern Territory Planning Scheme was amended in February 2023 to introduce the designing better initiatives relating to residential and mixed use development. The submissions received and amendments to the Planning Scheme resulted in significant design changes to the proposal submitted in August 2023, including:

- Redesigning the site layout such that the two residential buildings are centrally located within the site, significantly increasing the setbacks (and thus separation) to the Montoro Court, Packard Place and rear boundaries;

- Increasing the number of dwellings from 44 dwellings-multiple and 47 serviced apartments to 56 dwellings-multiple and 63 serviced apartments;
- Increasing the height of building 2 from 10-storeys to 11-storeys; and
- Increasing the provision of on-site car parking from 189 to 248 car parking spaces within the basement and ground levels.

PA2022/0321 was re-exhibited in September and October 2023, with a total of 4 additional service authority submissions and 29 public submissions provided in relation to the revised proposal. The proposed development was considered by the DCA at their 17 November 2023 hearing, and DP24/0010 was subsequently issued on 5 January 2024.

2.0 Current Situation and Amendments

Following the engagement of a builder, a number of construction efficiencies have been identified, and subsequently adopted as part of a revised architectural design process. Importantly, these amendments retain the fundamental development outcomes approved through DP24/0010, including:

- 47 / 53% distribution between dwellings-multiple and serviced apartments;
- Generally retaining the same bedroom yield, with a minor increase to overall dwelling yield of one 2-bedroom dwelling-multiple (ground level of building 1);
- Two towers of 10 and 11 storeys each;
- Vast majority of car parking within the basement levels;
- No vehicle access / egress to Smith Street; and
- High proportion of ground level communal open space and landscaping.

Whilst these fundamental elements are retained, the extent of a number of the proposed amendments is beyond the extent able to be approved via a variation to the existing development permit pursuant to **Section 57** of the Northern Territory Planning Act. Specifically, a number of amendments alter a measurable aspect of the approved development by more than 5%. Accordingly, this application seeks a new development permit for amendments to the development approved through DP24/0010. The proposed amendments are considered in this assessment, and all other application documents submitted for the consideration of PA2022/0321 are appended hereto and continue to be relied upon.

2.1 Proposed Amendments

The revised architectural plans are included at **Attachment A**, and comprise the following primary amendments to the DP24/0010 architectural plans (**Attachment B**):

- Removal of one basement car parking level resulting in two basement levels (rather than three) with a total of 221 basement car parking spaces (a reduction of 25 spaces whilst retaining a surplus relative to the **Clause 5.2.4.1** requirements);
- Amending the ground level layout to reduce and relocate the office space, relocate the gymnasium, provide an additional 2-bedroom dwelling within building 1, include an indoor playground, relocate the bicycle parking enclosure and increase the provision of bicycle parking, convert the Montoro Court driveway to egress-only, and provide additional ground-level car parking spaces. The ground level landscaping and communal open space areas have been revised to include feature planters, relocate the swimming pool, provide services at street level, provide open-sided shade structures at the Smith / Montoro and Smith / Packard corners, and provide required basement car park vents (northern vents integrated with the shade structures). The layout of site fencing has also been revised to fence the communal open space areas; and
- Minor changes to building materials, finishes and screening, including proposed balcony screening. Whilst the level of detail for the proposed screening is similar to the approved plans in **Attachment B**, it is proposed that the DP24/0010 conditions precedent are retained, including condition precedent 1 requiring the submission of screening details and compliance with **Clause 5.4.8.2**.

Whilst the majority of design amendments are relatively minor and do not affect the assessment provided in the PA2022/0321 statement of effect in **Attachment D**, the following sections compare the technical compliance for the approved development against that proposed.

2.1.1 Development Yield Outcomes

	DP24/0010 Approved	Proposed	Change
1 / 2 / 3-bedroom dwellings	18 / 38 / 0	18 / 39 / 0	+1 2-bed dwelling
1 / 2 / 3 bedroom serviced apartments	10 / 43 / 10	10 / 43 / 10	-
Building 1 / 2 height	10 / 11 storeys	10 / 11 storeys	-
Car parking spaces – basement	246	221	-25 spaces
Car parking spaces – ground level	2	4	+2 spaces
Car parking spaces required (Clause 5.2.4.1)	185	183	-2 spaces required
Motorcycle bays	6	6	-
Bicycle parking spaces (enclosure)	31	40	+9 spaces

Bicycle parking spaces required	40	40	-
Office / Reception	196m ²	24m ²	-172m ²
Gymnasium (ancillary)	80m ²	86m ²	+6m ²
Communal Open Space	1,630m ² (40.9%)	1,322m ² (33.2%)	-308m ²
Landscaping	1,700m ² (42.6%)	1,798m ² (45.1%) <i>1,023m² planting and 772m² paving</i>	+98m ²

2.1.2 Building Setbacks – Building 1

Boundary	Required Setback (NTPS)	Approved Setback	Building 1	Proposed Setback	Building 1
Primary Street (Smith Street)	7.5m	0m		0m	
Secondary Street (Montoro Court)	2.5m	10.5m		11.29m – main building line 9.85m – roof overhang 0m – Basement vents and Outdoor area shade structure	
Secondary Street (Packard Place)	2.5m	NA – behind Building 2		NA – behind Building 2	
Side (Boundary running NE-SW adjacent lot 1289)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	NA		NA	
Rear (Adjacent lot 1289)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	7m		6.17m – main building line 5.255m – roof overhang	
Rear (Adjacent lot 1297)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	NA		NA	

2.1.3 Building Setbacks – Building 2

Boundary	Required Setback (NTPS)	Approved Setback	Building 2	Proposed Setback	Building 2
Primary Street (Smith Street)	7.5m	8.2m		8.225m – main building line 7.905m – roof overhang 6.26m – fly roof overhang	
Secondary Street (Montoro Court)	2.5m	NA – behind Building 1		NA – behind Building 1	
Secondary Street (Packard Place)	2.5m	11.6m – main building line 8.3m – GL car parking access		11.245m – main building line 4.885m – Bin enclosure / 3.585m BE awning / roof overhang 9.84m – roof overhang 0m – Basement vents and Outdoor area shade structure	
Side (Boundary running NE-SW adjacent lot 1289)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	8.7m – habitable 2.5m – non-habitable		10.585m – habitable 9.035m – non-habitable (UL walkway edge) 2.13m – non-habitable (car park ramp) 7.61m – roof overhang	
Rear (Adjacent lot 1289)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	NA		NA	
Rear (Adjacent lot 1297)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	10.1m – habitable 3m – non-habitable		9.265m 0 habitable 3m – non-habitable (car park ramp) 8.955m – roof overhang	

The majority of setback changes retain the approved developments' compliance with the requirements of **Clause 5.4.3**. The proposed amendments include new variations to the Packard Place, Smith Street and Montoro Court frontages in the form of four car park vent structures and two open-sided outdoor shade structures. The shade structures are located at the Packard / Smith and Montoro / Smith site corners, and are integrated with the two northern-most car park vents.

The car park vents are required to mechanically ventilate the basement car park levels, and have been identified as a result of the ongoing detailed design process, including the stipulation of the number, separation and height of the vents.

Subclause 3 of **Clause 5.4.3** provides guidance on setback variations:

*The consent authority may **consent** to a development that is not in accordance with sub-clause 6-8 only if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the **site** having regard to such matters as its location, scale and impact on adjoining and nearby property.*

The purpose of **Clause 5.4.3** seeks to:

*Ensure that **residential buildings** and **ancillary** structures are located in a manner that:*

- (a) is compatible with the streetscape and surrounding development including **residential buildings** on the same **site**;*
- (b) minimises adverse effects of building massing when viewed from adjoining land and the street;*
- (c) avoids undue overlooking of adjoining properties; and*
- (d) facilitates breeze penetration through and between buildings.*

As narrow and/or open-sided structures with no potential occupation above ground level, the vent and shade structures will not impact breeze penetration of privacy. The structures have been designed and treated with external feature panelling to minimise their visual prominence relative to the proposed buildings and the landscaping areas. Whilst the vent structures are located on the boundary, they are necessary to enable the provision of carparking within basement levels, and are a reasonable compromise given the benefits associated with the avoidance of large areas of car parking at or above ground level. The encroaching structures are limited in both height and length / width, and relative to the associated buildings will not cause adverse building massing effects.

It is noted that a number of buildings fronting Smith Street in the locality adopt a reduced front setback, including lot 6667, 7573 diagonally opposite the subject land, 2432 and the Kim on Smith Building on the corner of Smith Street and Harriet Place. The existing variations in built form, including the nature of the locality influenced by buildings in Zone CB in immediate proximity to the subject site, ensures the reduced setbacks are not out character with the streetscape and surrounding development given the location and scale of the proposed buildings, and impact on nearby property.

2.1.4 Building Separation

Per the original statement of effect, **Clause 5.4.3.2** requires separation between residential buildings provided on the same site. For the purpose of **Clause 5.4.3.2** the Planning Scheme may consider the adjoining roof space contributing to a single residential building with two distinct components. The definition of residential building in Schedule 2 of the Planning Scheme, along with the findings of Dr John Allan Lowndes, Northern Territory Lands, Planning and Mining Tribunal in Jan Salmon Consulting and DCA, 31 October 2011, suggest the proposed

development may be considered a connected residential building for the purpose of Clause 5.4.3.2. However, and in the alternative, subclause 3 and 4 has the following effect:

- That the separation (being the opposing lift shafts) must be no less than 3 metres between the ground level and level 3, and 6 metres between level 4 and the upper limit of the buildings; and
- That the separation between the outer face of the dwellings (being the narrowest separation between habitable components) must be no less than 4.5 metres between the ground level and level 3, and 9 metres between level 4 and the upper limit of the buildings.

The approved development components were separated at the outer edges of the opposing lift shafts by **6 metres** at all levels, and at the outer edge of the opposing dwellings by approximately **15.2 metres** at the nearest point. The revised concept proposes lift shaft / stairwell separation to all levels of **4.58 metres**, and **14.68 metres** to the apartment edges.

Whilst the edge separation remains compliant, the lift shafts and stairwells for the separate building elements have been shifted closer together, resulting in a compliant separation between ground and level 3, and non-compliant separation from level 4 and above. **Clause 5.4.3.2** provides the following:

Purpose

*Ensure **residential buildings** provide a sympathetic interface with the streetscape and surrounding development, minimise adverse effects of building massing, and avoid undue overlooking of adjoining **residential buildings** and private open space.*

Administration

1. *The consent authority may **consent** to a development that is not in accordance with sub-clauses 2 and 3 only if it is satisfied it is consistent with the purpose of this clause and that the design of the development adequately mitigates the adverse effects of building massing and privacy and overlooking impacts that may arise from nonconformity with sub-clauses 2 and 3.*

Evident in **figure 1** below, the reduced separation applies to the lift shafts / stairwells, which are set well into the building separation area, back from the outermost front and rear building edges. This setback, combined with the open walkways between the lift shafts / stairwells and the adjacent dwellings, separates these structures from the main building forms. Further separating the lift shafts / stairwells by relocating them closer to the respective buildings is likely to have an adverse effect on building massing by increasing the relative built of each of the primary building elements. The varied roof structure as a result of the fly roof over the separation area provides further built form articulation, and the reduced separation will not compromise privacy due to the nature and orientation of the encroaching structures. Accordingly the variation is appropriate.

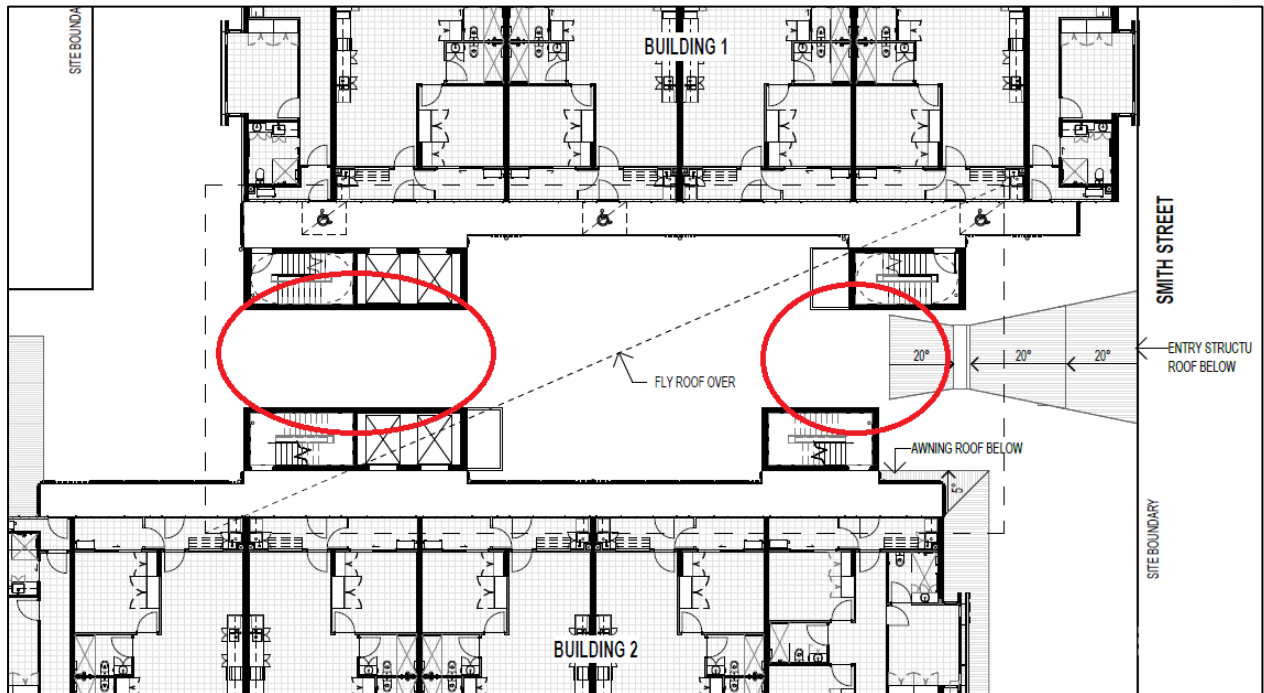


Figure 1: Building separation between lift shafts / stairwells

The remaining elements of the Northern Territory Planning Scheme and **Section 46(3)** of the Northern Territory Planning Act are per the (revised) PA2022/0321 statement of effect in **Attachment D**, together with the associated attachments appended hereto.

Please do not hesitate to contact the undersigned with any queries regarding this matter.

Regards

BRAD CUNNINGTON

Director, Cunnington Rosse Town Planning and Consulting

Land owner/s authorisation to lodge a development application

The Planning Act 1999

Before you fill in the form

Signatures from ALL landowners registered on the land title must be provided.

The authorisation must be dated within six months of the submission of the application.

Fields marked with an asterisk (*) are required.

Fields marked with a caret (^) are required if applicable.

Applicant

In accordance with Section 46(3)(aa)(i) of the *Planning Act 1999*, a development application is to contain the name and contact details of the applicant AND any person on whose behalf the application is made.

Name of Applicant/Consultant or Acting agent	Brad Cunningham, Cunningham Rosse Town Planning and Consulting		
Address	PO Box 36004 Winnellie NT 0821		
Phone	0427 796 140	Email	brad@crtpc.com.au

Persons on whose behalf the application is made:

Person/s on whose behalf the application is made:	Peter Lapira, Joondanna Investments Pty Ltd		
Address	PO Box 27, Karama NT 0821		
Phone	4040 485 244	Email	plp@joon.net.au

The applicant is hereby authorised to lodge a development application over the subject land described as:

*Lot/NT portion	lots 1287, 1288, 1295 and 1296
*Location/town	Town of Darwin
*Street address	1 Montoro Court, 2 Montoro Court, 7 Packard Place and 8 Packard Place, Larrakeyah

The application is for the purpose of:

Proposed development
Brief description of proposed development

Development Application – Amendment to DP24/0010

Landowner/s signature

In accordance with Section 46(3)(aa)(ii) of the *Planning Act 1999*, a development application is to contain the **name and contact details of the owner of the land** to which the application relates.

Written authorisation from each:

- **Individual owner:** Each person listed on the title must provide written authorisation for the application.
- **Companies:** For each company listed on the title, written authorisation must be obtained from the **director or authorised representative** of the company. This authorisation confirms that the company is giving consent for the application and that the person signing on behalf of the company has the legal authority to do so.

*Full name	Peter Lapira		
^Company name	Joondana Investments Pty Ltd		
^Title (e.g. director/authorised representative)	Director		
Phone	0404 485 244	Email	plp@joon.net.au
*Signature			
*Date	14/7/25		

Any Persons with an interest in the land (as applicable)

In accordance with section 46(3)(aa)(iii) and (iv) of the *Planning Act 1999*, a development application is to contain the name and contact details of **any person who entered into an agreement with the applicant and/or landowner, to acquire an estate or interest in the land to which the application relates; and any person with an interest prescribed by regulation.**

*Full name			
^Company name			
^Title (e.g. director/authorised representative)			
Phone		Email	



Privacy Note

The Department of Lands, Planning and Environment, on behalf of the Minister, is authorised under the *Planning Act 1999* to collect the information on this form, or otherwise provided by you, to consider a proposal to grant a Development Permit or to amend a planning scheme. Failure to provide the information in full may result in delays in processing of the application.

Some of the personal information provided by you on this application may be publicly available, as part of a public exhibition process. The information is also regularly provided to other Northern Territory Government agencies, the Australian Valuation Office, local governments and Commonwealth Government Departments and agencies, as required by law.

Collection of personal information on this form is done in accordance with the privacy legislation within the Northern Territory *Information Act 2002*. For more information, please refer to the Northern Territory Government's privacy statement located at <https://nt.gov.au/copyright-disclaimer-and-privacy>. Any personal information provided can be subsequently accessed by you on request.



VIEW FROM INTERSECTION SMITH STREET & PACKARD PLACE

DRAWING SCHEDULE

PR 01	DRAWING SCHEDULE
PR 02	SITE CONTEXT PLAN
PR 03	SITE PLAN - GROUND LEVEL
PR 04	APARTMENT MIX DIAGRAMS
PR 05	SITE PLAN - ROOF
PR 06	SITE SECTIONS
PR 07	PROPOSED BASEMENT CARPARKING -2F
PR 08	PROPOSED BASEMENT CARPARKING -1F
PR 09	PROPOSED GROUND FLOOR LEVEL
PR 10	PROPOSED - LEVELS 1-10 PLAN
PR 11	PROPOSED - ROOF PLAN
PR 12	SECTION A
PR 13	SECTION B
PR 14	NORTH - WEST ELEVATION
PR 15	SOUTH - WEST ELEVATION
PR 16	NORTH - EAST ELEVATION
PR 17	SOUTH - EAST ELEVATION
PR 18	PERSPECTIVE 1
PR 19	PERSPECTIVE 2
PR 20	PERSPECTIVE 3
PR 21	PERSPECTIVE 4
PR 22	UNIT TYPES
PR 23	UNIT TYPE SECTIONS
PR 24	SHADOW DIAGRAM - DEC
PR 25	SHADOW DIAGRAMS - JUNE
PR 26	LANDSCAPE PLAN SITE
PR 27	MATERIAL BOARD
PR 28	SHADE DIAGRAMS - BUILDING 1 - DECEMBER
PR 29	SHADE DIAGRAMS - BUILDING 1 - JUNE
PR 30	SHADE DIAGRAMS - BUILDING 2 - DECEMBER
PR 31	SHADE DIAGRAMS - BUILDING 2 - JUNE
PR 32	OUTDOOR AREAS
PR 33	BIN ENCLOSURE & STANDALONE VENT



TO DOCTORS GULLY



tropo

15 Quarry Crescent, Stuart Park NT 0820
T: +(61) 8 8981 9585
E: darwin@tropo.com.au

PROPOSED
ASTI REDEVELOPMENT

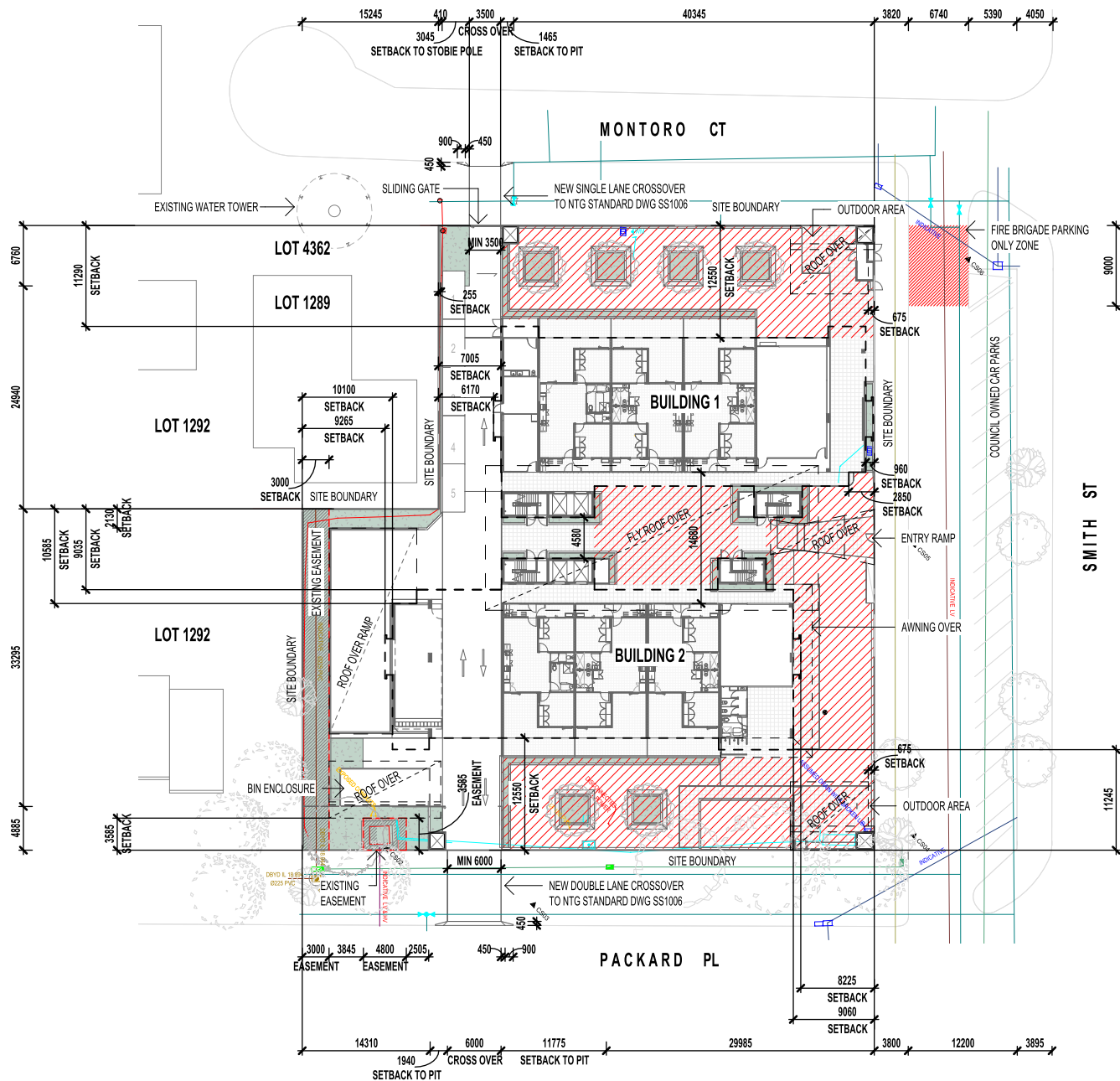
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE CONTEXT PLAN

13.07.2025

DWG NO:

PR 02



SITE PLAN - LEVEL 1

1 : 500

SITE AREA	3990m ²
GROSS ENCLOSED FLOOR AREA = 8,866m² (EXCL. CARPARKS)	

CARPARKS

GROUND FLOOR 1F	4
BASEMENT -1F	107
BASEMENT -2F	114

TOTAL	225
--------------	------------

INC. DISABLED PARKS	8
---------------------	---

MOTORBIKE PARKS	6
-----------------	---

VISITOR CARPARKS (SMITH ST)	19
-----------------------------	----

BICYCLE PARKS	40
---------------	----

BASEMENT -1F ~ -2F TOTAL:	6,823m ²
---------------------------	---------------------

OFFICE	24m ²
--------	------------------

GYM	86m ²
-----	------------------

END OF TRIP	73m ²
-------------	------------------

INDOOR PLAYGROUND	73m ²
-------------------	------------------

NEW UNITS

BUILDING 1 1 - 10 STOREYS OF UNITS
ENCLOSED FLOOR AREA TOTAL: 3,844m²
BUILDING 2 1 - 11 STOREYS OF UNITS
ENCLOSED FLOOR AREA TOTAL: 4,791m²

53% SERVICED APARTMENTS

47% MULTIPLE DWELLINGS

 COMMUNAL OPEN SPACE AREA = 1322M²

 BUILDING WALL LINE OVER EXTENT



0 5m 10m 25m
Scale 1: 500

tropo

PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE PLAN - GROUND LEVEL

15 Quarry Crescent, Stuart Park NT 0820

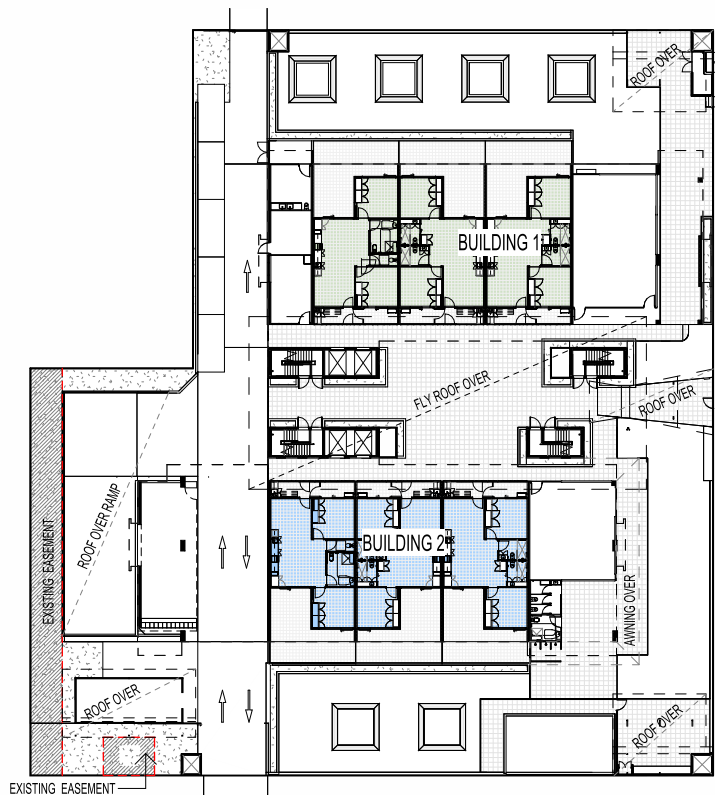
T: +(61) 8 8981 9585

E: darwin@tropo.com.au

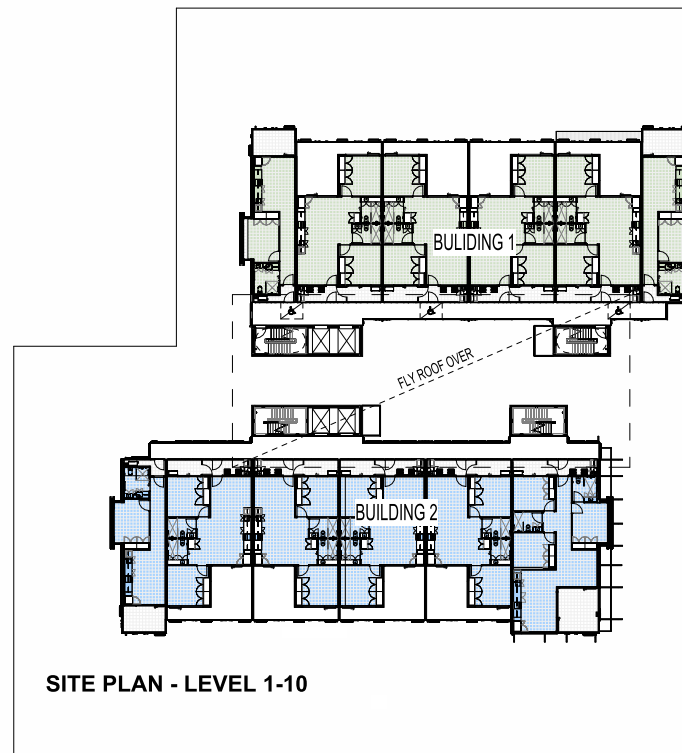
13.07.2025

DWG NO:

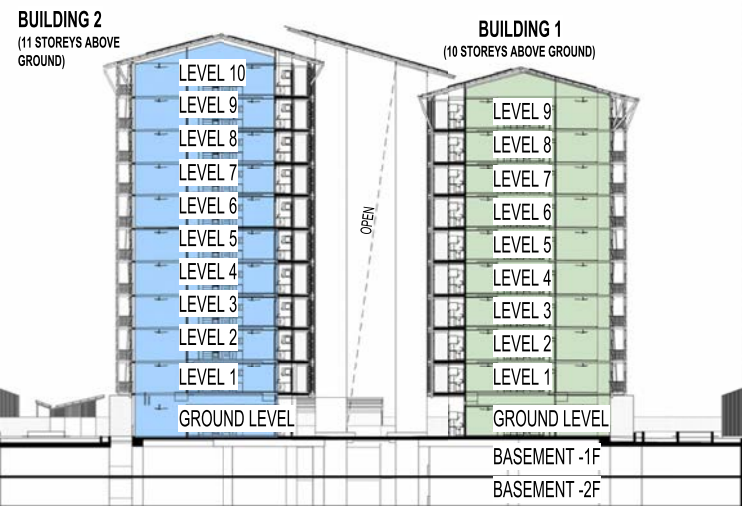
PR 03



SITE PLAN - GROUND LEVEL



SITE PLAN - LEVEL 1-10



SECTION A DIAGRAM BUILDING 1 & 2

BUILDING 1 (10 STOREYS ABOVE GROUND LEVEL)

MIXED RESI APARTMENTS

3 x 2-BEDROOM MIXED RESI APARTMENTS GROUND LEVEL

2 x 1-BEDROOM MIXED RESI APARTMENTS / PER STOREY FROM LEVEL 1 ~ 10

4 x 2-BEDROOM MIXED RESI APARTMENTS / PER STOREY FROM LEVEL 1 ~ 10

18 x 1-BEDROOM MIXED RESI APARTMENTS

39 x 2-BEDROOM MIXED RESI APARTMENTS

TOTAL 57 MIXED RESI APARTMENTS

BUILDING 2 (11 STOREYS ABOVE GROUND LEVEL)

SERVICED APARTMENTS

3 x 2-BEDROOM SERVICED APARTMENTS GROUND LEVEL

1 x 1-BEDROOM SERVICED APARTMENTS / PER STOREY FROM LEVEL 2 ~ 11

4 x 2-BEDROOM SERVICED APARTMENTS / PER STOREY FROM LEVEL 2 ~ 11

1 x 3-BEDROOM SERVICED APARTMENTS / PER STOREY FROM LEVEL 2 ~ 11

10 x 1-BEDROOM SERVICED APARTMENTS

43 x 2-BEDROOM SERVICED APARTMENTS

10 x 3-BEDROOM SERVICED APARTMENTS

TOTAL = 63 SERVICED APARTMENTS

TOTAL APARTMENTS: 120 APARTMENTS INCL

28 x 1 BEDROOM APARTMENTS

82 x 2 BEDROOM APARTMENTS

10 x 3 BEDROOM APARTMENTS

63 SERVICED APARTMENT BEDROOMS (53%)

56 MIXED RESI BEDROOMS (47%)

INCLUDES DDA COMPLIANT UNIT LAYOUT AS PER BELOW

1 x 1 BEDROOM APARTMENTS

2 x 2 BEDROOM APARTMENTS

1 x 3 BEDROOM APARTMENTS

LEGEND

 SERVICED APARTMENTS

 MIXED RESI APARTMENTS



0 5m 10m 25m
Scale 1: 500

LEVEL 10

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS

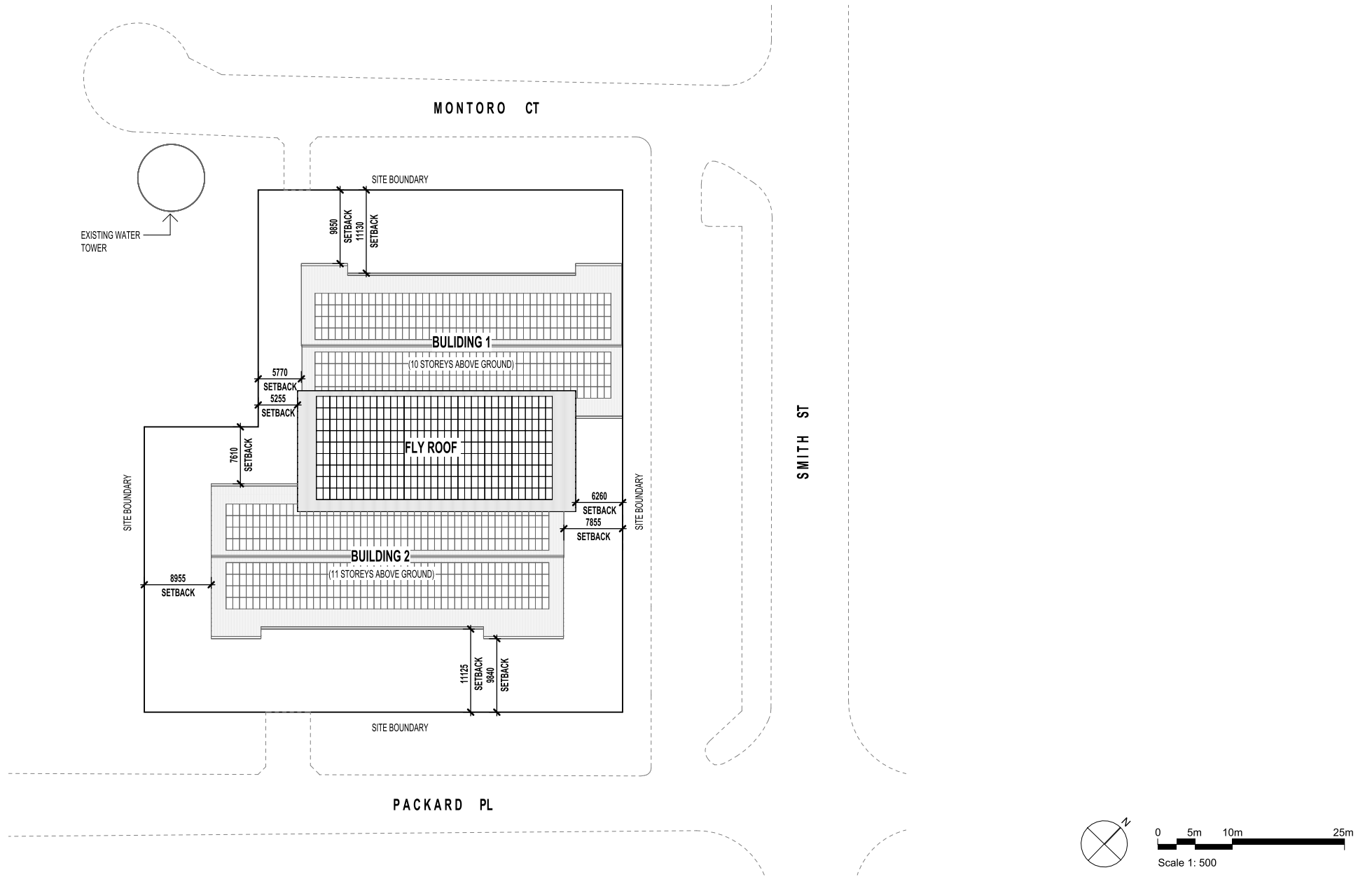
LOTS 1287,1288,1295,1296 (7) PACKARD PL., DARWIN NT

APARTMENT MIX DIAGRAMS

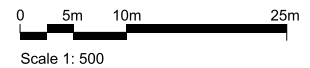
13.07.2025

DWG NO:

PR 04



SITE PLAN - ROOF
1 : 500



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PROPOSED
ASTI REDEVELOPMENT

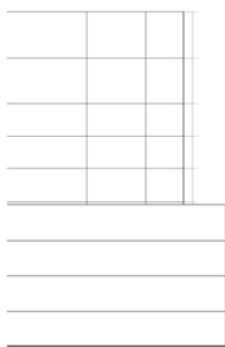
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE PLAN - ROOF

13.07.2025

DWG NO:

PR 05

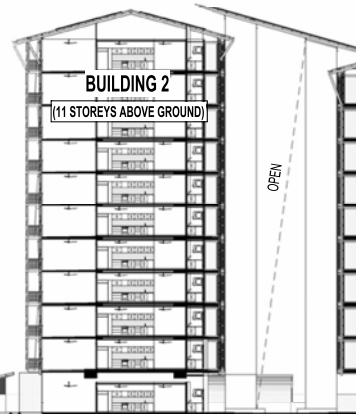


SITE SECTION A

1 : 500

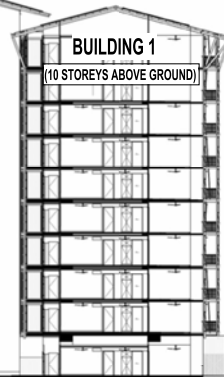
PACKARD PL

SITE BOUNDARY



BUILDING 2
(11 STOREYS ABOVE GROUND)

OPEN

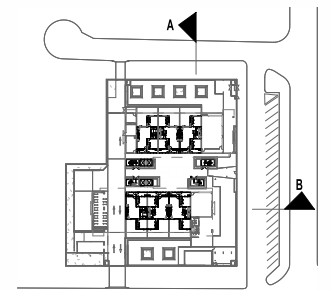


BUILDING 1
(10 STOREYS ABOVE GROUND)

SITE BOUNDARY



MONTORO CT



KEY PLAN - SITE

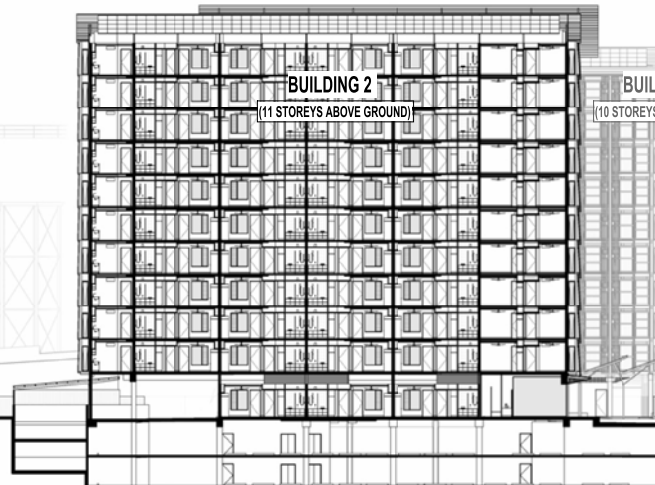
1 : 2000



SITE SECTION B

1 : 500

SITE BOUNDARY



BUILDING 2
(11 STOREYS ABOVE GROUND)

SITE BOUNDARY

BUILDING 1
(10 STOREYS ABOVE GROUND)

SMITH ST

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PROPOSED
ASTI REDEVELOPMENT

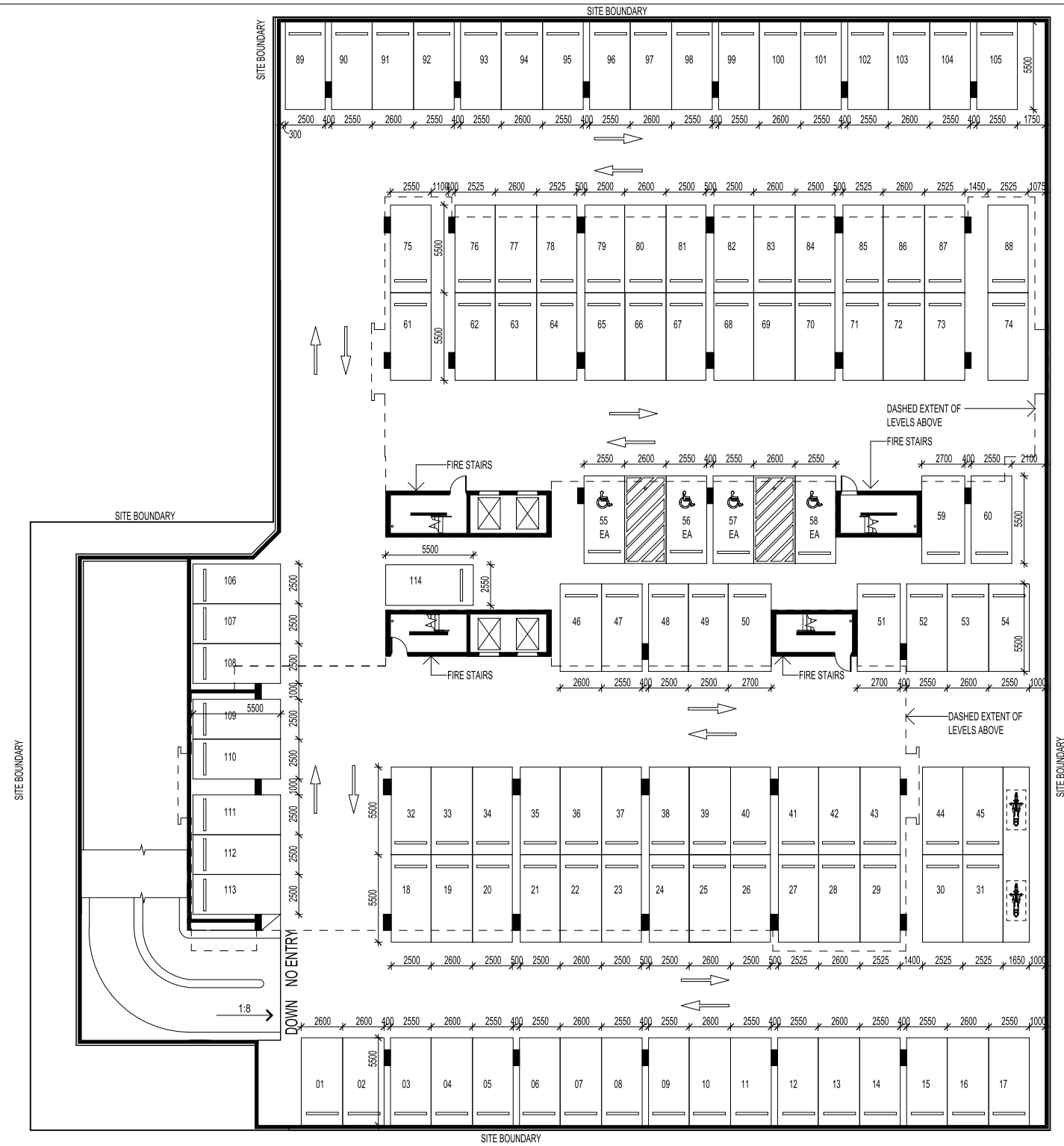
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE SECTIONS

13.07.2025

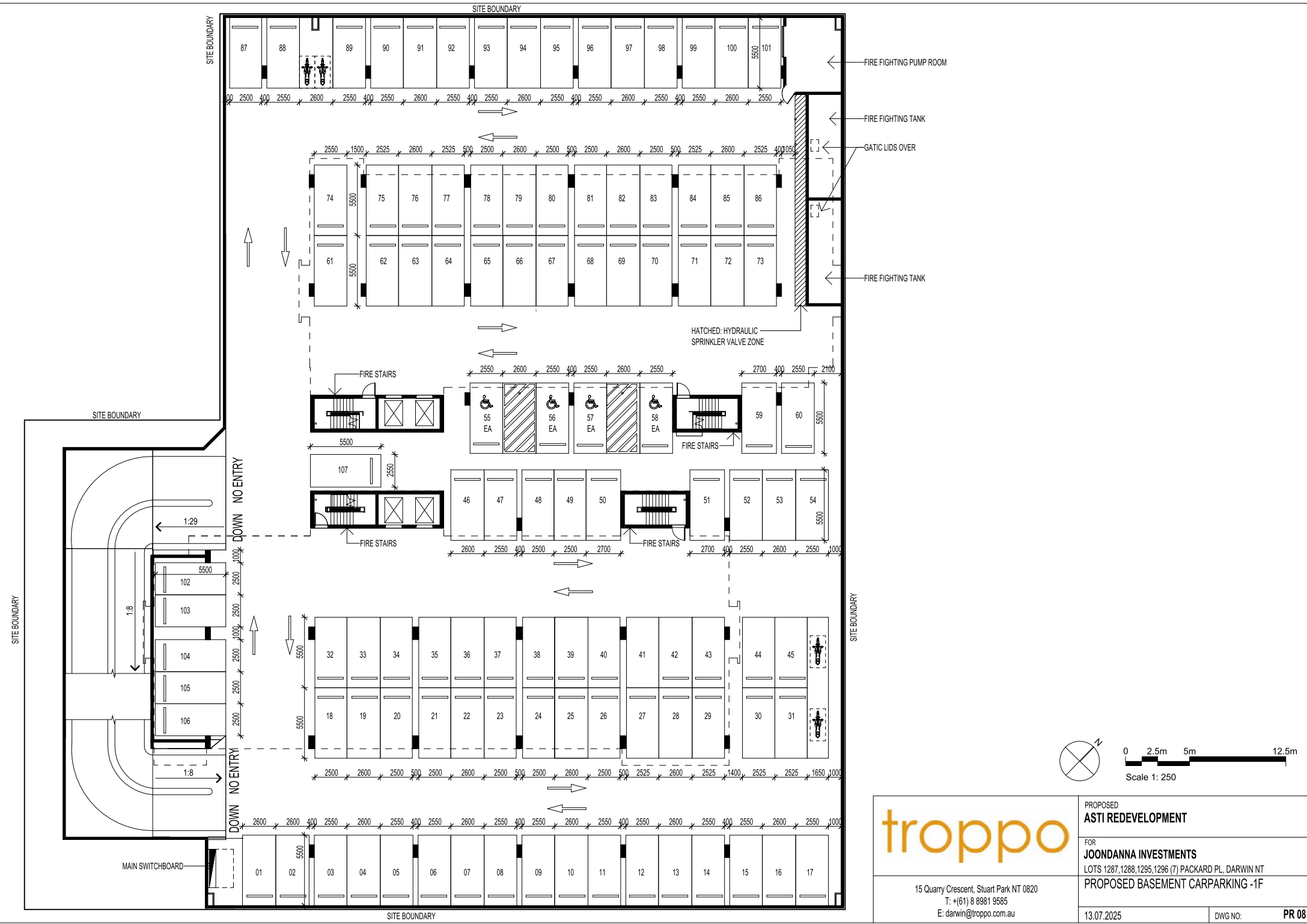
DWG NO:


PR 06

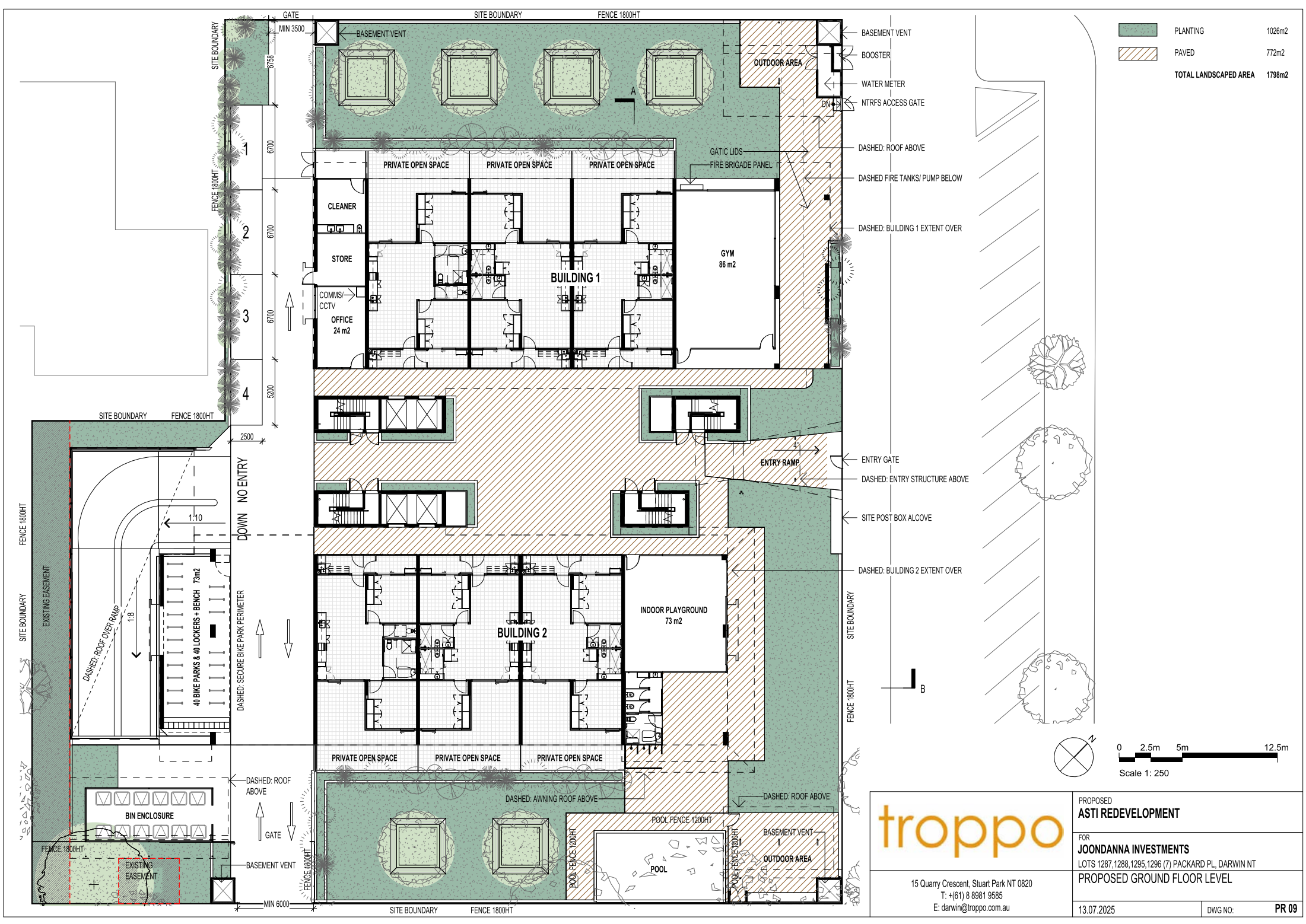



0 2.5m 5m 12.5m
Scale 1: 250

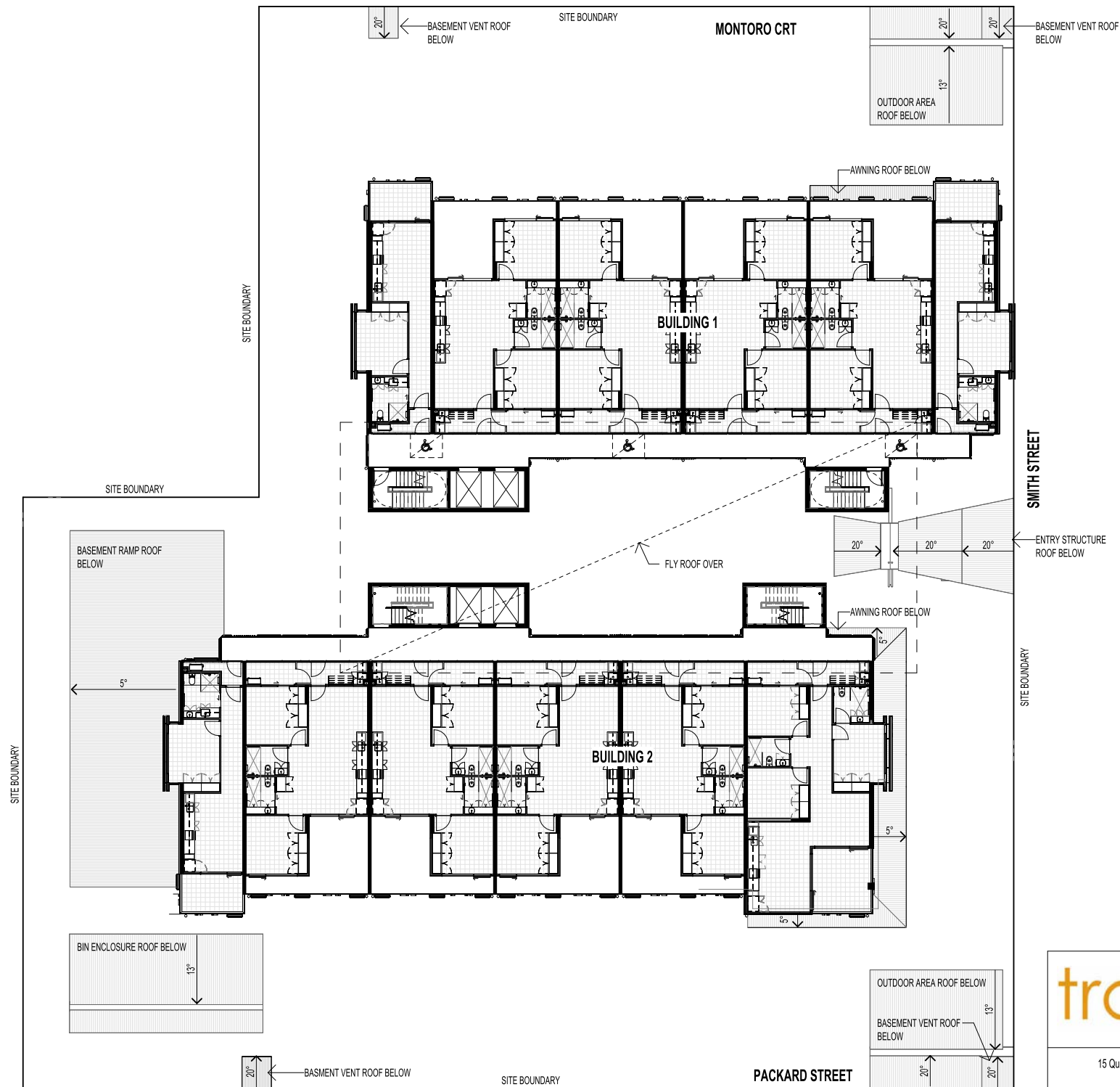
	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS	
	LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	PROPOSED BASEMENT CARPARKING -2F	
13.07.2025		DWG NO: PR 07



	PROPOSED ASTI REDEVELOPMENT		
	FOR JOONDANNA INVESTMENTS		
	LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT		
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au		PROPOSED BASEMENT CARPARKING -1F	
		13.07.2025	DWG NO: PR 08



	PROPOSED ASTI REDEVELOPMENT		
	FOR JOONDANNA INVESTMENTS		
	LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT		
	PROPOSED GROUND FLOOR LEVEL		
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au		13.07.2025	DWG NO: PR 09



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PROPOSED
ASTI REDEVELOPMENT

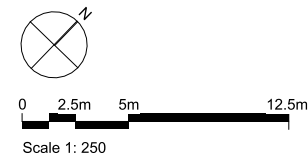
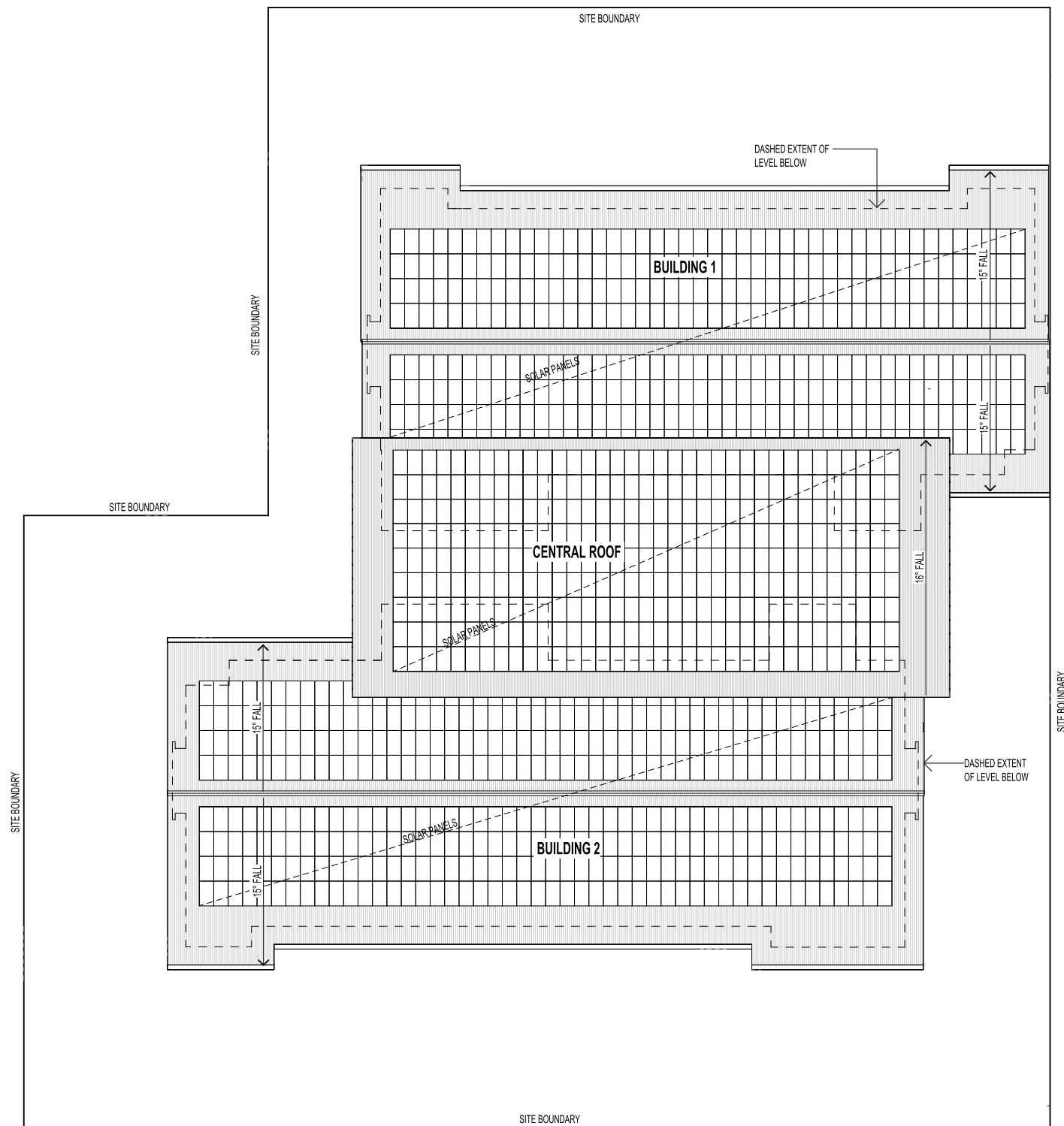
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT


PROPOSED - LEVELS 1-10 PLAN

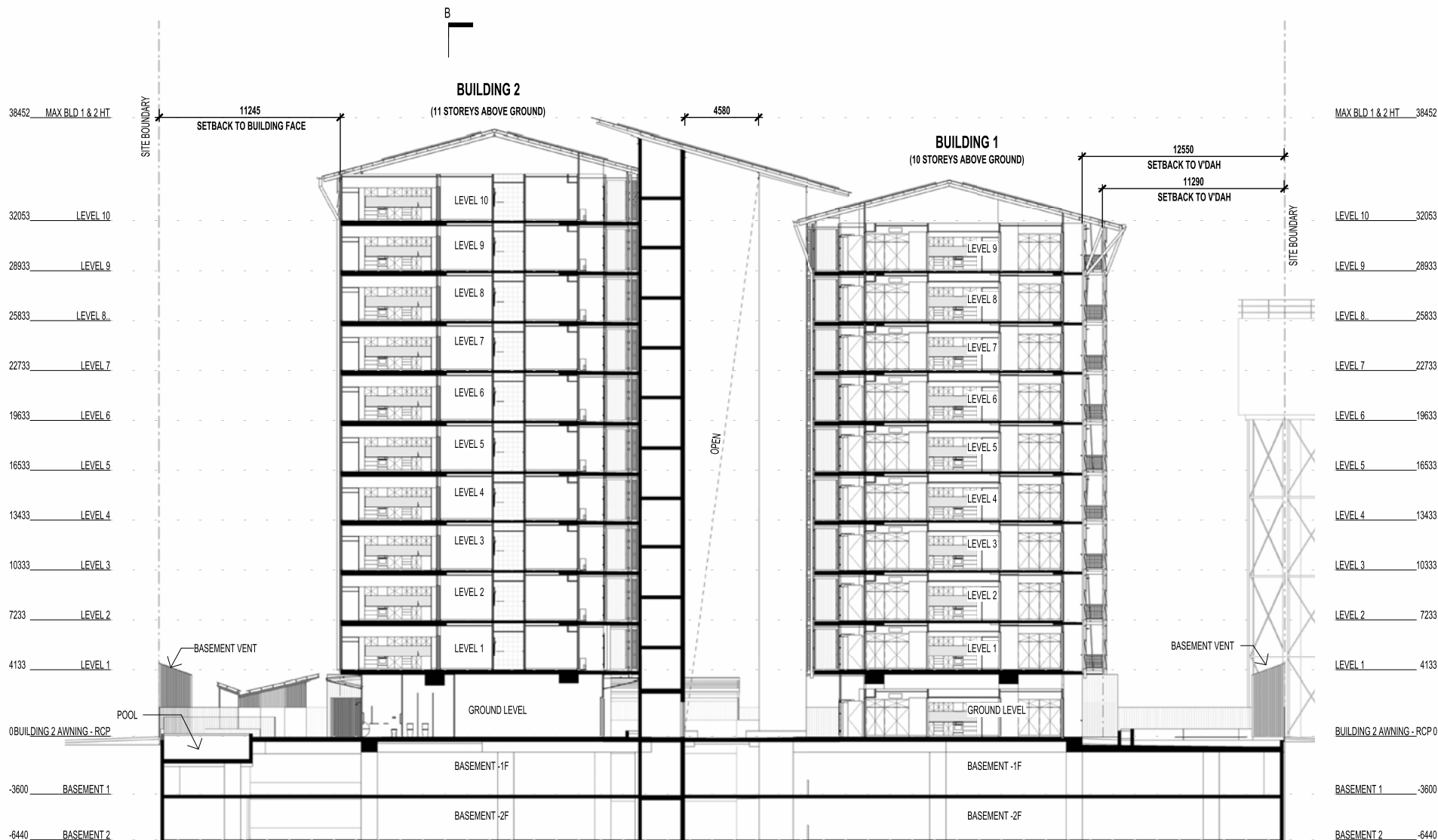
13.07.2025

DWG NO:

PR 10



	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
	PROPOSED - ROOF PLAN	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	13.07.2025	DWG NO: PR 11



0 2.5m 5m 12.5m
Scale 1: 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SECTION A

13.07.2025

DWG NO:

PR 12

10100
BUILDING SETBACK
9265
POPOUT WALL SETBACK
8955
ROOF SETBACK

38452 MAX BLD 1 & 2 HT

32053 LEVEL 10

28933 LEVEL 9

25833 LEVEL 8

22850 LEVEL 8

19633 LEVEL 6

16533 LEVEL 5

13433 LEVEL 4

10333 LEVEL 3

7233 LEVEL 2

4133 LEVEL 1

RL 21.400

GROUND LEVEL

-3600 BASEMENT 1

-6440 BASEMENT 2

3000
EASEMENT

BUILDING 2
(11 STOREYS ABOVE GROUND)

A.

9060
BUILDING SETBACK
8225
POPOUT WALL SETBACK
7905
ROOF SETBACK
6260
ROOF SETBACK

MAX BLD 1 & 2 HT 38452

LEVEL 10 32053

LEVEL 9 28933

LEVEL 8 25833

LEVEL 8 22850

LEVEL 6 19633

LEVEL 5 16533

LEVEL 4 13433

LEVEL 3 10333

LEVEL 2 7233

LEVEL 1 4133

BUILDING 2 AWWNC RL 21.400

BASEMENT 1 -3600

BASEMENT 2 -6440

APARTMENT TYPE LEGEND

1 BEDROOM APARTMENT

51m² (NETT INTERNAL)
8.5 m² BALCONY AREA

2 BEDROOM APARTMENT

77m² (NETT INTERNAL)
23 m² BALCONY AREA

3 BEDROOM APARTMENT

97m² (NETT INTERNAL)
16.5 m² BALCONY AREA

1 BEDROOM DDA APARTMENT

51m² (NETT INTERNAL)
8.5 m² BALCONY AREA

2 BEDROOM DDA APARTMENT

77m² (NETT INTERNAL)
23 m² BALCONY AREA

3 BEDROOM DDA APARTMENT

97m² (NETT INTERNAL)
16.5 m² BALCONY AREA

0 2.5m 5m 12.5m

Scale 1: 250

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PROPOSED

ASTI REDEVELOPMENT

FOR

JOONDANNA INVESTMENTS

LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT

SECTION B

13.07.2025

DWG NO:

PR 13



NORTH-WEST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
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LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

NORTH - WEST ELEVATION

13.07.2025

DWG NO:

PR 14



SOUTH-WEST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

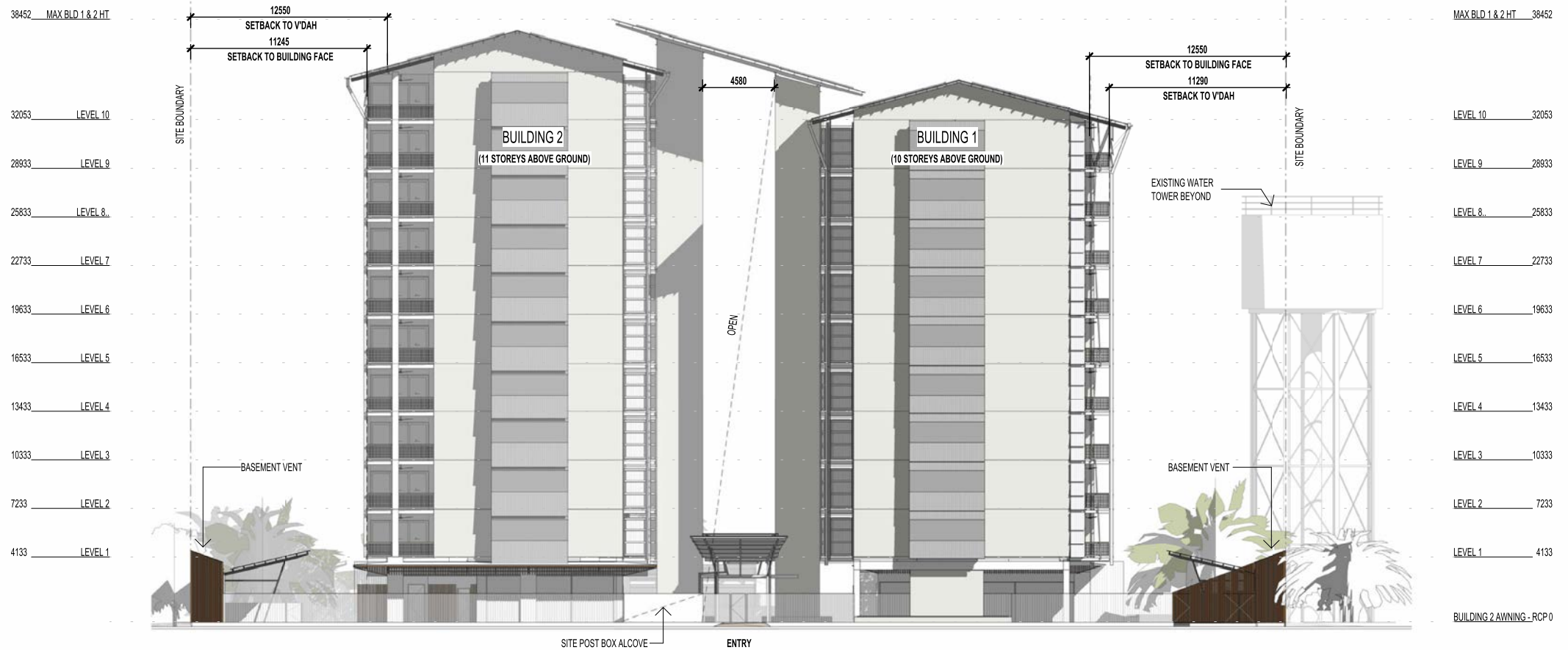
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

SOUTH - WEST ELEVATION

13.07.2025

DWG NO:

PR 15



NORTH-EAST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

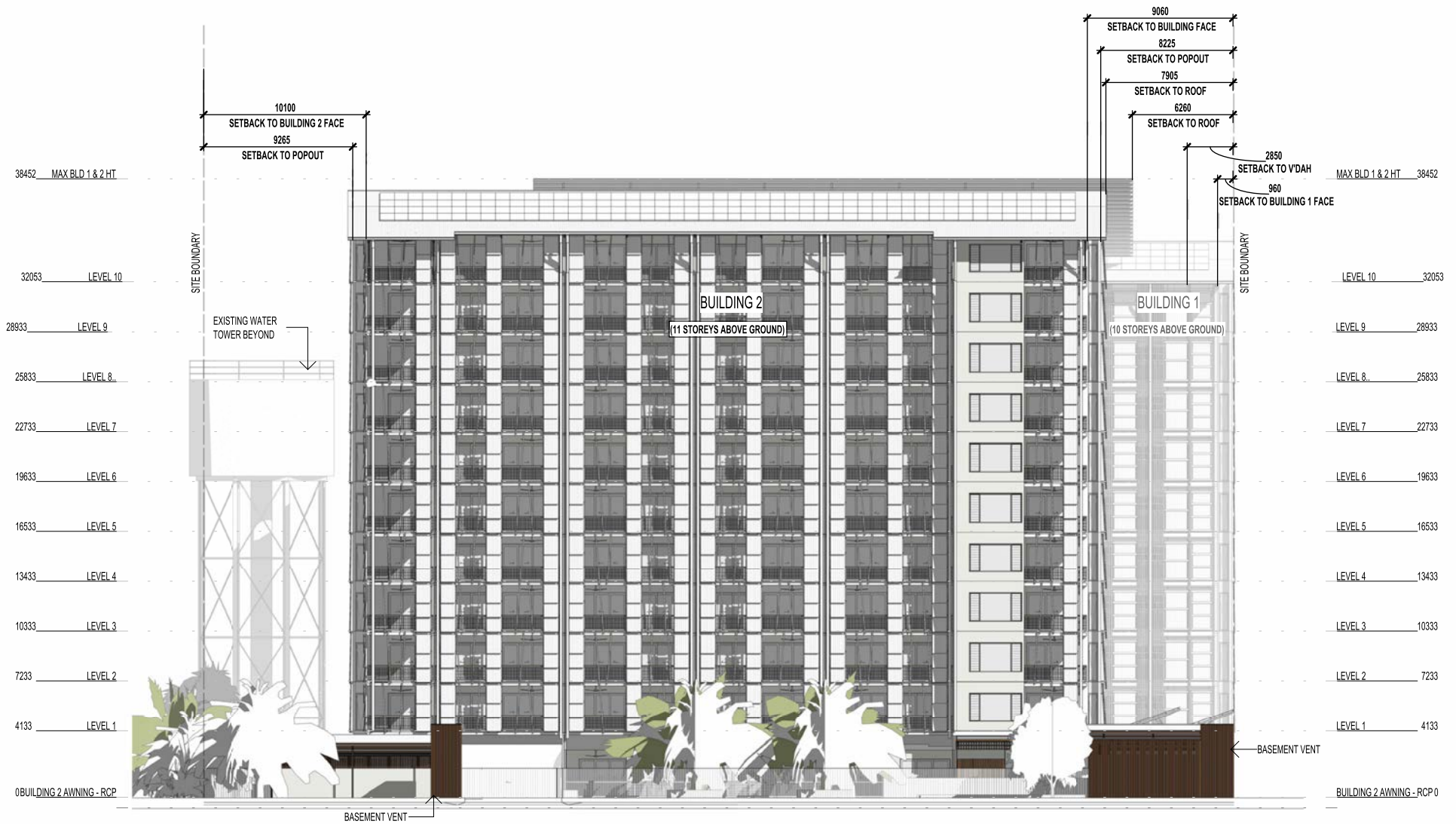
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

NORTH - EAST ELEVATION

13.07.2025

DWG NO:

PR 16



SOUTH-EAST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

SOUTH - EAST ELEVATION

13.07.2025

DWG NO:


PR 17



AERIAL VIEW FROM SMITH STREET




PERSPECTIVE - NORTH - BUILDING 1

	PROPOSED ASTI REDEVELOPMENT		
	FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT		
	PERSPECTIVE 1		
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au		13.07.2025	DWG NO: PR 18



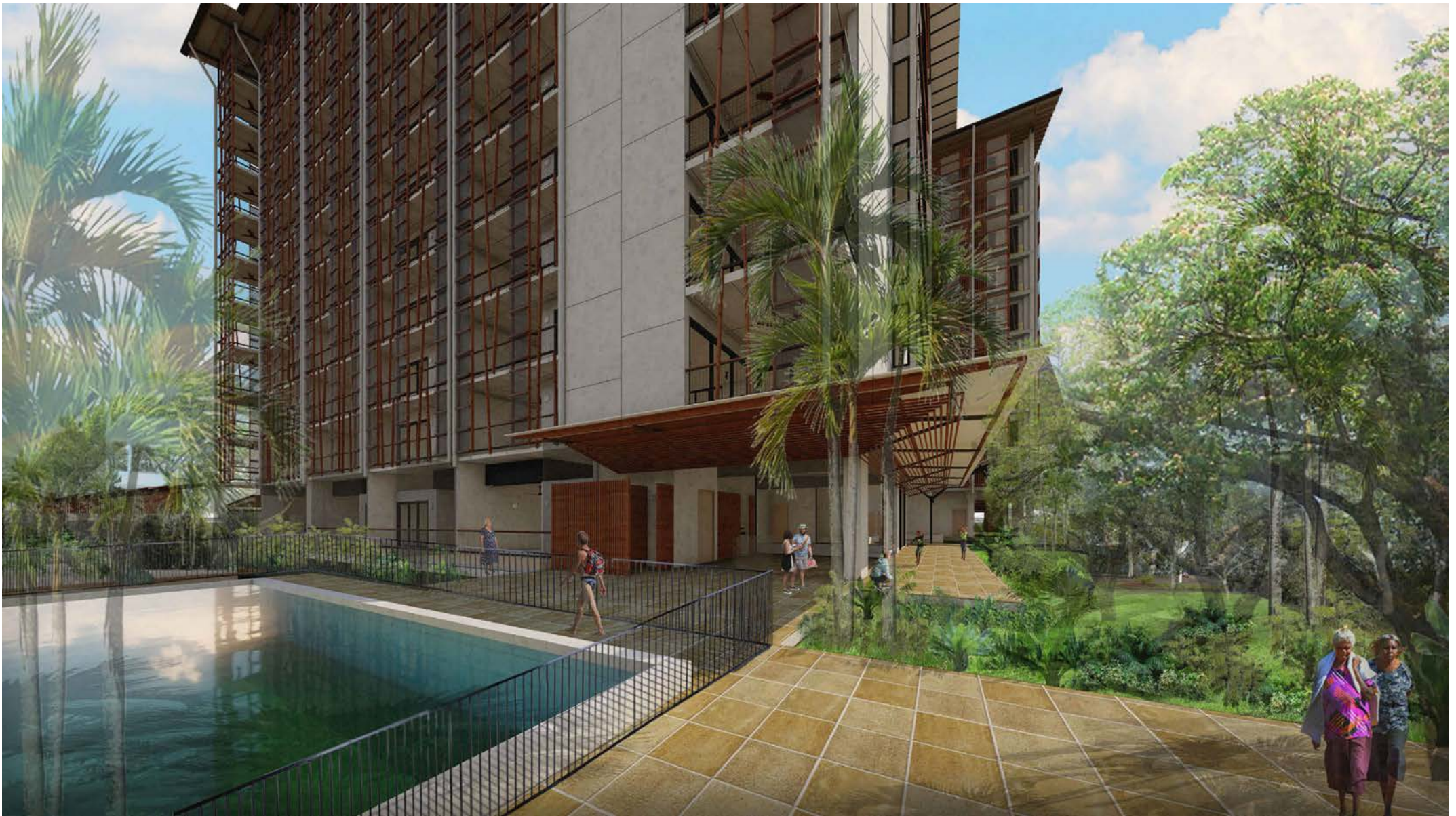
PERSPECTIVE - SOUTH BUILDING 2

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	PERSPECTIVE 2	13.07.2025
	DWG NO:	PR 19



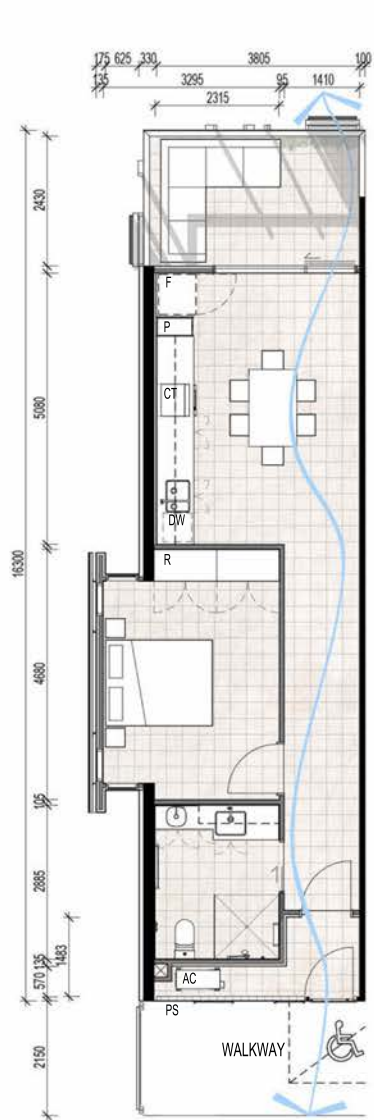
PERSPECTIVE - SOUTH - WEST

<div><div>trop</div><div>po</div></div>	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS	
	LOTS 1287,1288,1295,1296 (7) PACKARD PL., DARWIN NT	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@tropo.com.au	PERSPECTIVE 3	
	13.07.2025	DWG NO: PR 20



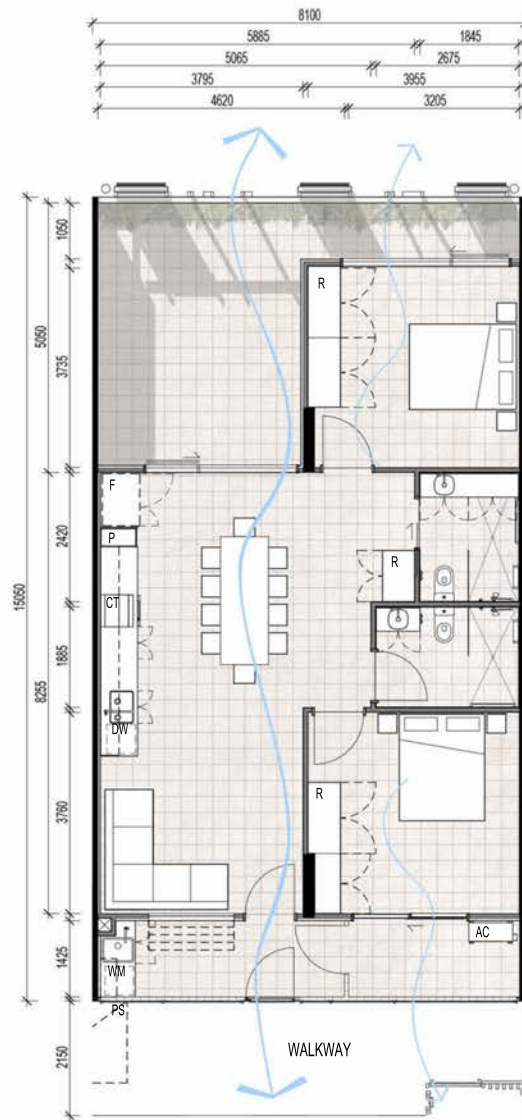
PERSPECTIVE VIEW TOWARDS POOL AREA

<div><div>troppo</div><div>15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au</div></div>	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	PERSPECTIVE 4	
	13.07.2025	DWG NO: PR 21



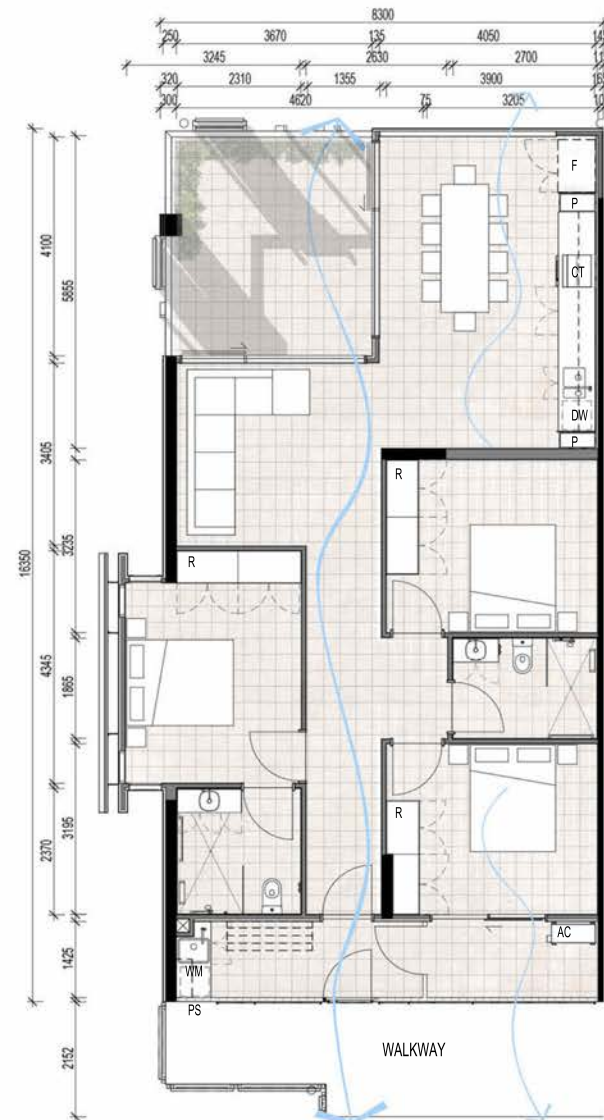
TYPICAL 1 BED STUDIO

1:100



TYPICAL 2 BED STUDIO

1:100



TYPICAL 3 BED UNIT

1:100

APARTMENT TYPE LEGEND

1 BEDROOM APARTMENT
51m² (NETT INTERNAL)
8.5 m² BALCONY AREA

2 BEDROOM APARTMENT
77m² (NETT INTERNAL)
23 m² BALCONY AREA

3 BEDROOM APARTMENT
97m² (NETT INTERNAL)
16.5 m² BALCONY AREA

1 BEDROOM DDA APARTMENT
51m² (NETT INTERNAL)
8.5 m² BALCONY AREA

2 BEDROOM DDA APARTMENT
77m² (NETT INTERNAL)
23 m² BALCONY AREA

3 BEDROOM DDA APARTMENT
97m² (NETT INTERNAL)
16.5 m² BALCONY AREA

KEYS - JOINERY

AC - AIR CONDITIONER
CT - COOKTOP
D - DISHWASHER
F - FRIDGE
P - PANTRY
R - ROBE
PS - PRIVACY SCREEN
WM - WASHING MACHINE

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PROPOSED
ASTI REDEVELOPMENT

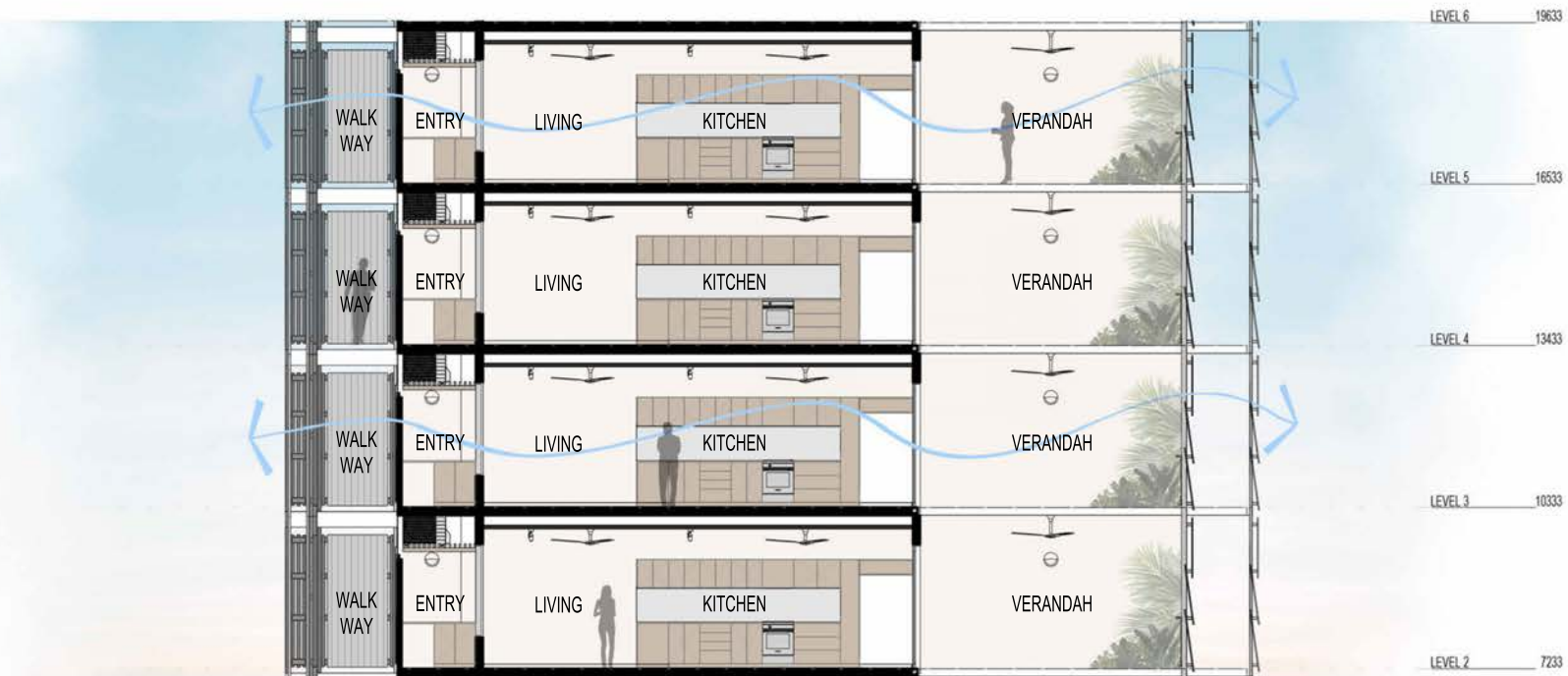
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

UNIT TYPES

13.07.2025

DWG NO:

PR 22



UNIT TYPES SECTION

1 : 100

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PROPOSED
ASTI REDEVELOPMENT

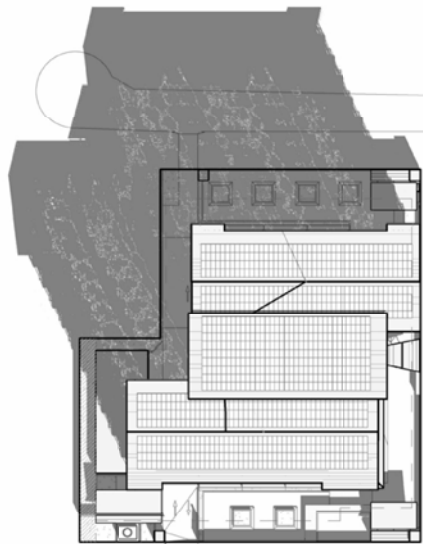
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

UNIT TYPE SECTIONS

13.07.2025

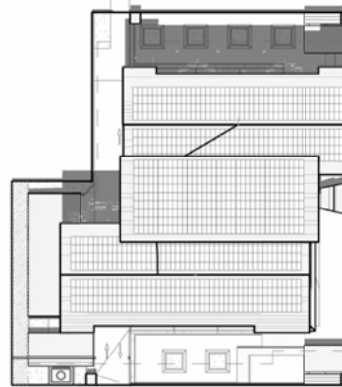
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PR 23



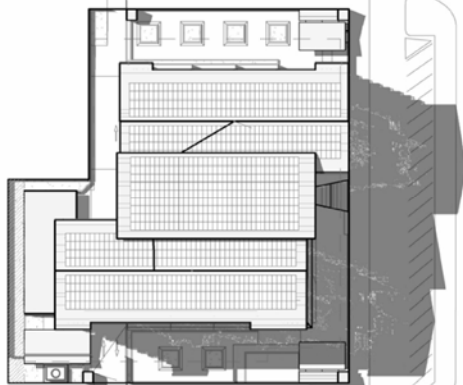
9 AM, 21ST DEC

1 : 1000



12 PM, 21ST DEC

1 : 1000



3 PM, 21ST DEC

1 : 1000

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PROPOSED
ASTI REDEVELOPMENT

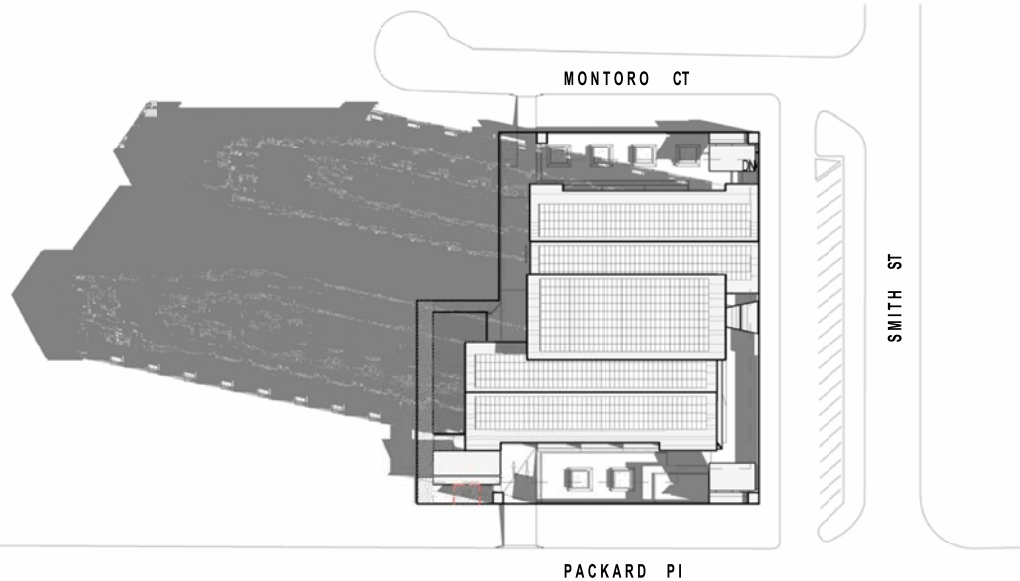
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

SHADOW DIAGRAM - DEC

13.07.2025

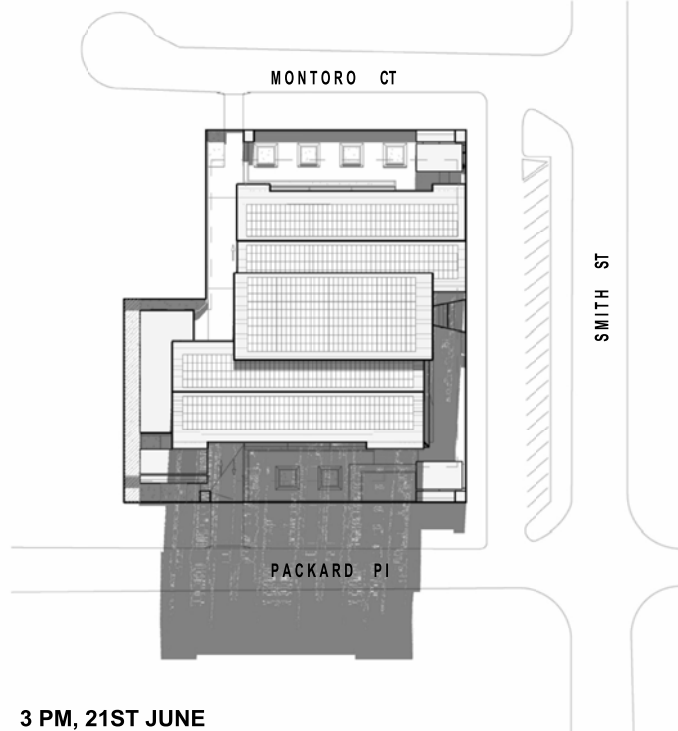
DWG NO:

PR 24



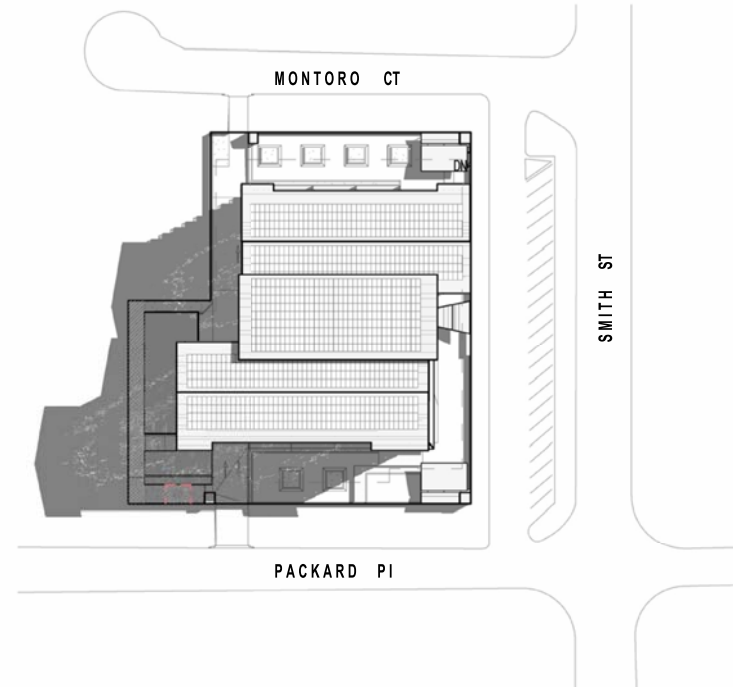
9 AM, 21ST JUNE

1 : 1000



3 PM, 21ST JUNE

1 : 1000



12 PM, 21ST JUNE

1 : 1000

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SHADOW DIAGRAMS - JUNE

13.07.2025

DWG NO:

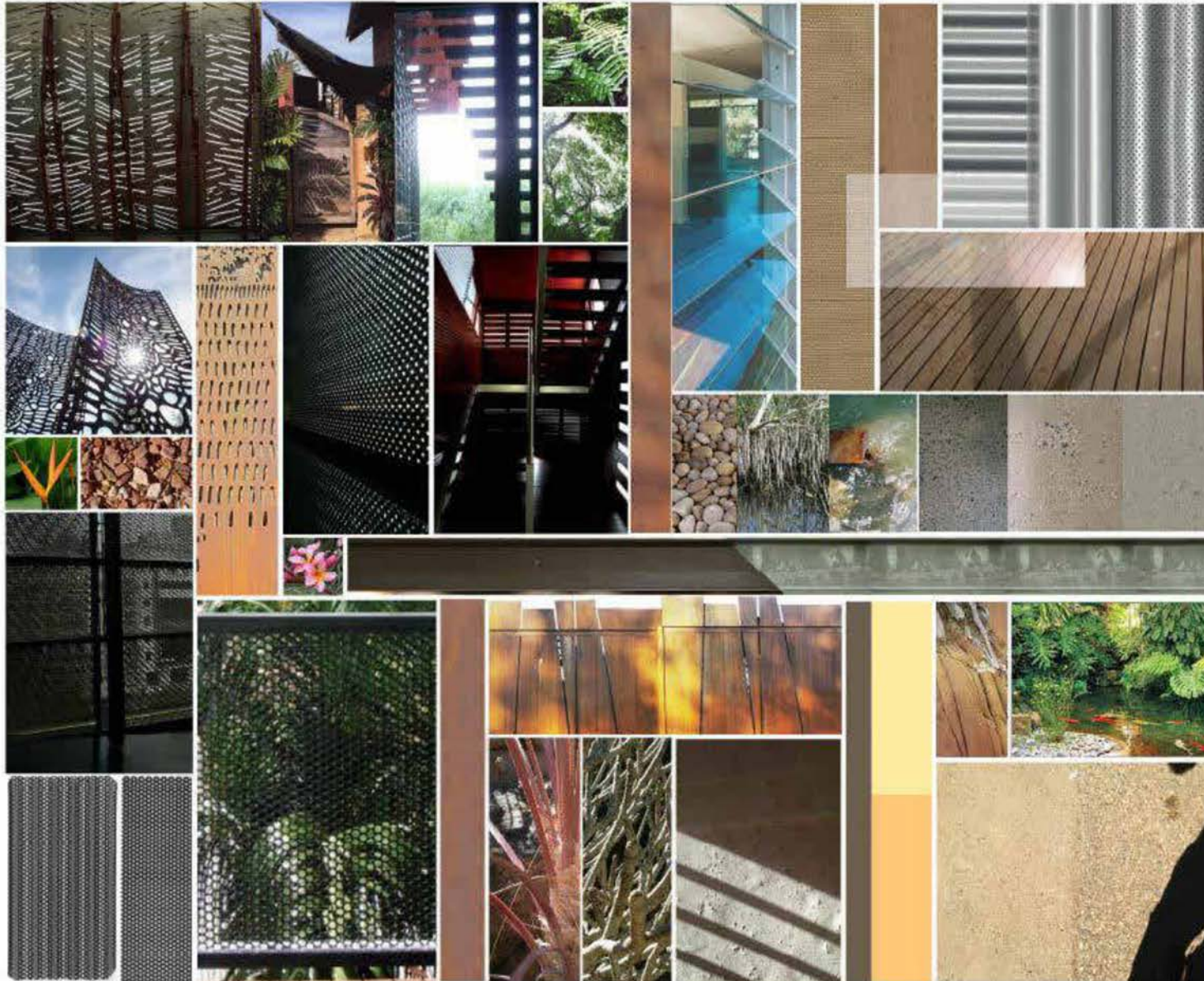
PR 25



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PROPOSED ASTI REDEVELOPMENT	
FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT	
LANDSCAPE PLAN SITE	
13.07.2025	DWG NO: PR 26



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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

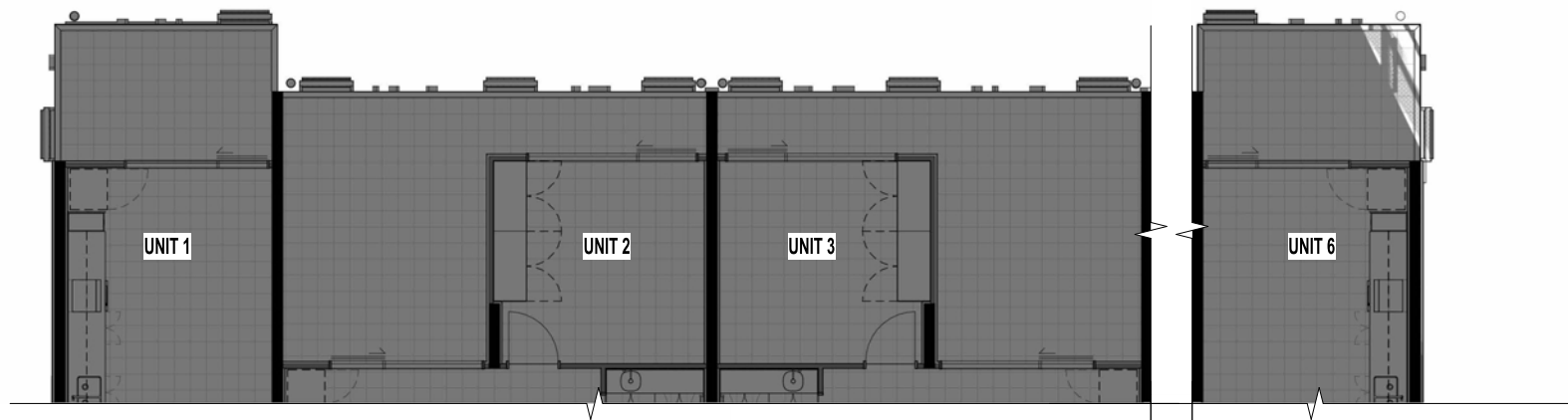
MATERIAL BOARD

13.07.2025

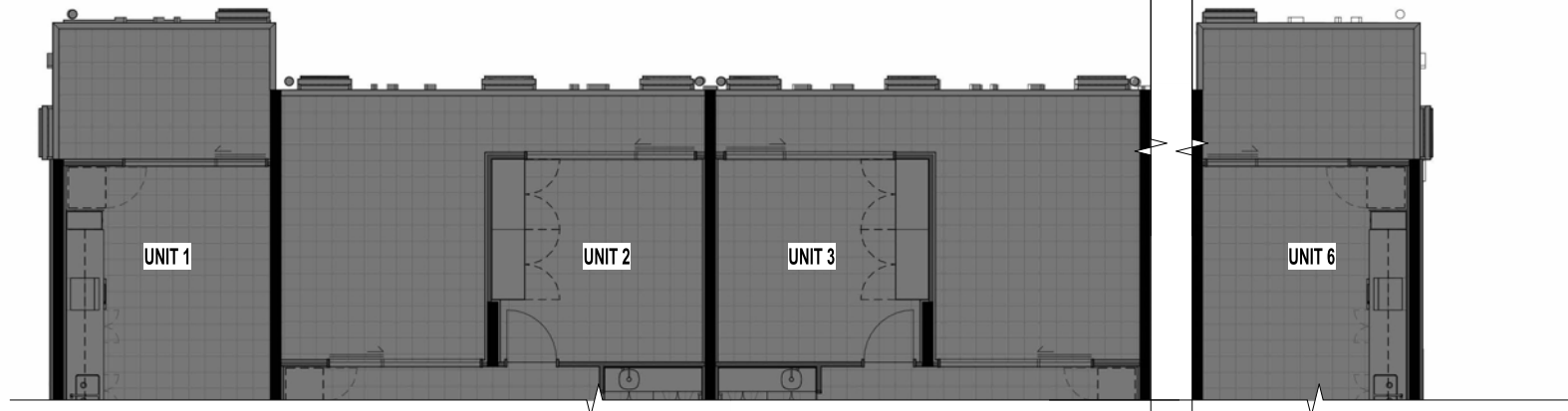
DWG NO:

PR 27

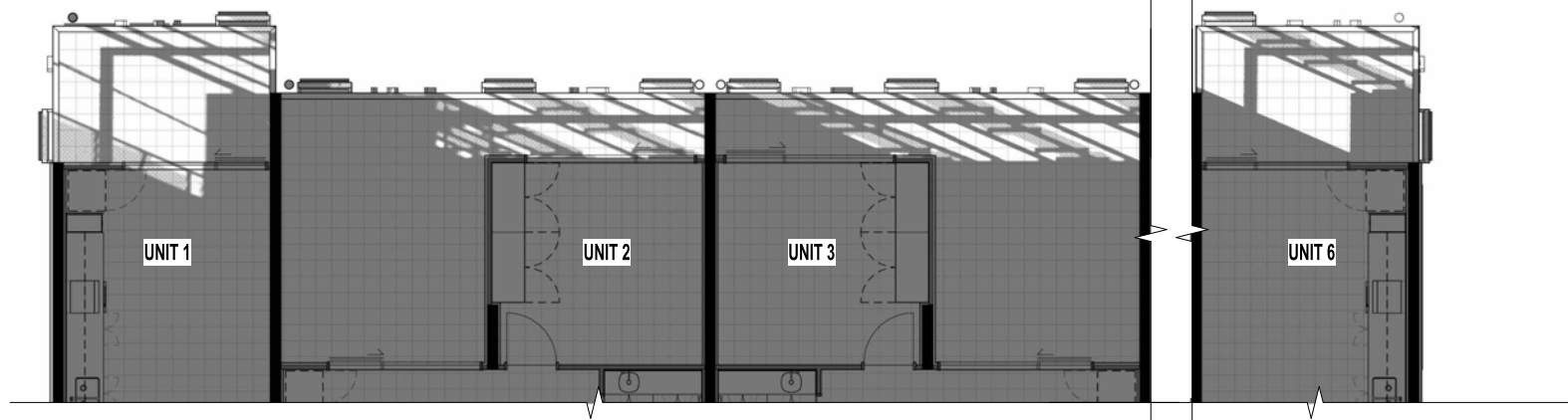
22 DEC - 9:00 AM



22 DEC - 12:00 PM



22 DEC - 4:00 PM



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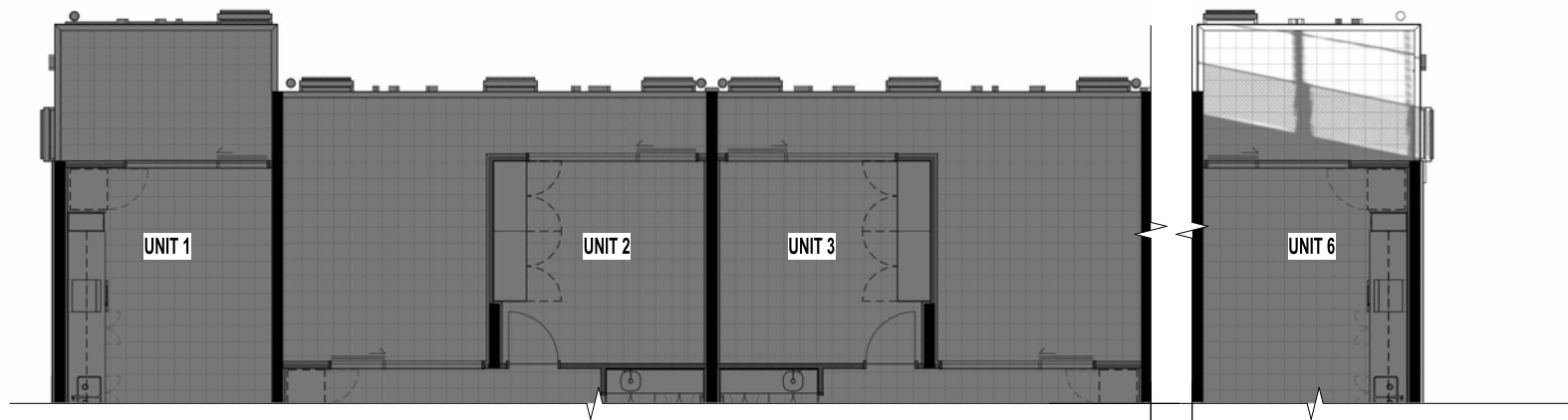
PROPOSED
ASTI REDEVELOPMENT
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
SHADE DIAGRAMS - BUILDING 1 - DECEMBER

13.07.2025

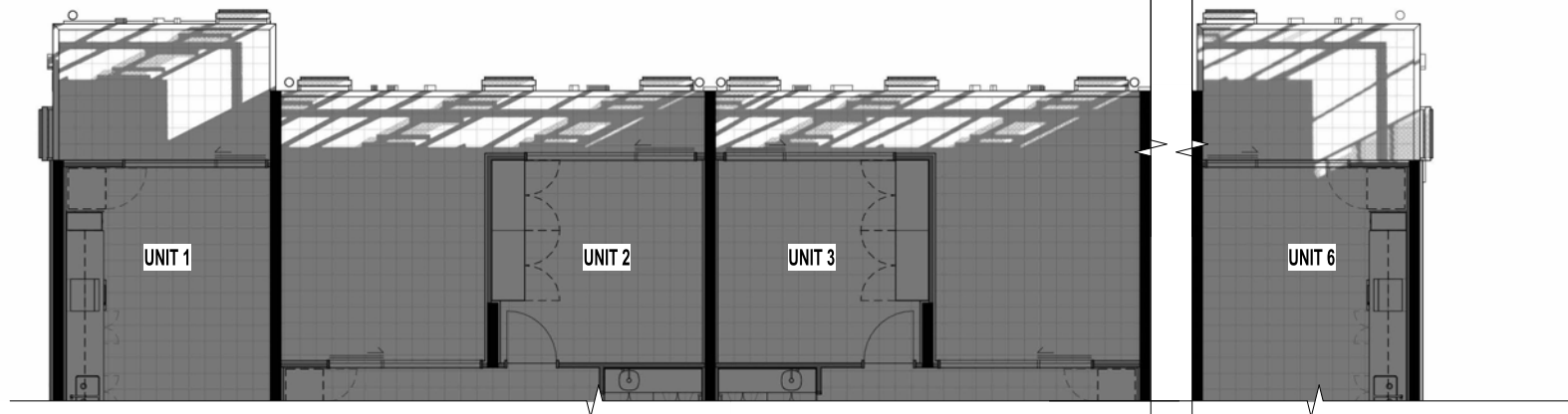
DWG NO:

PR 28

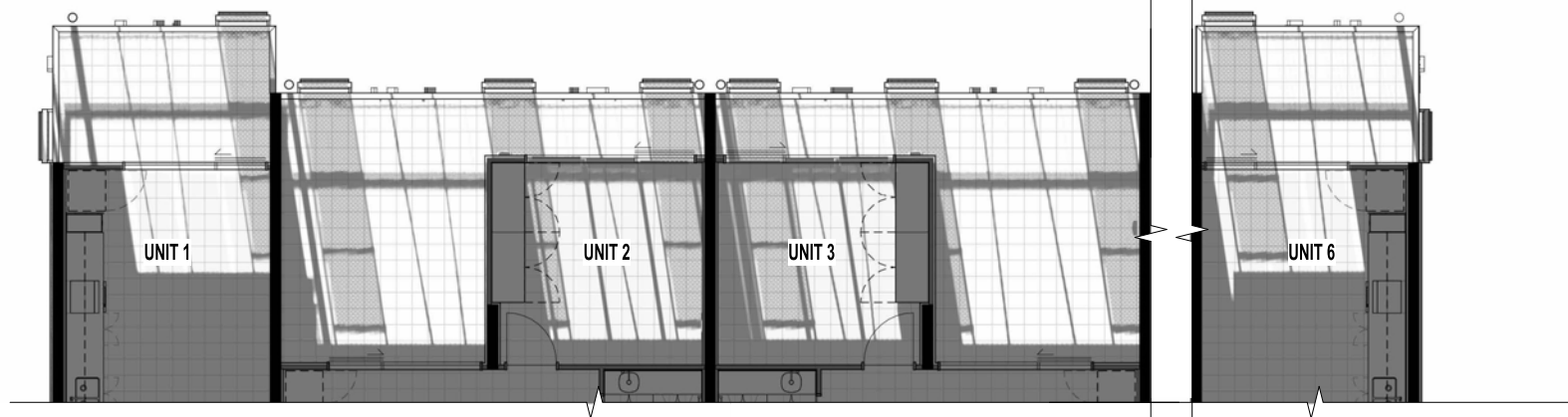
22 DEC - 9:00 AM



22 DEC - 12:00 PM



22 DEC - 4:00 PM



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T: +(61) 8 8981 9585
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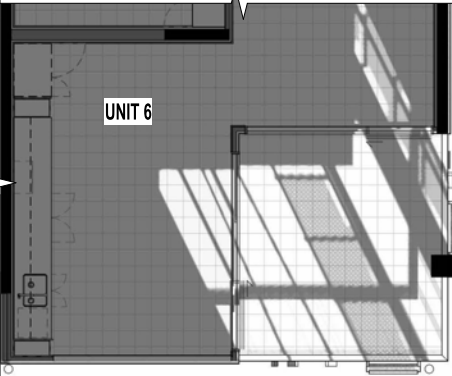
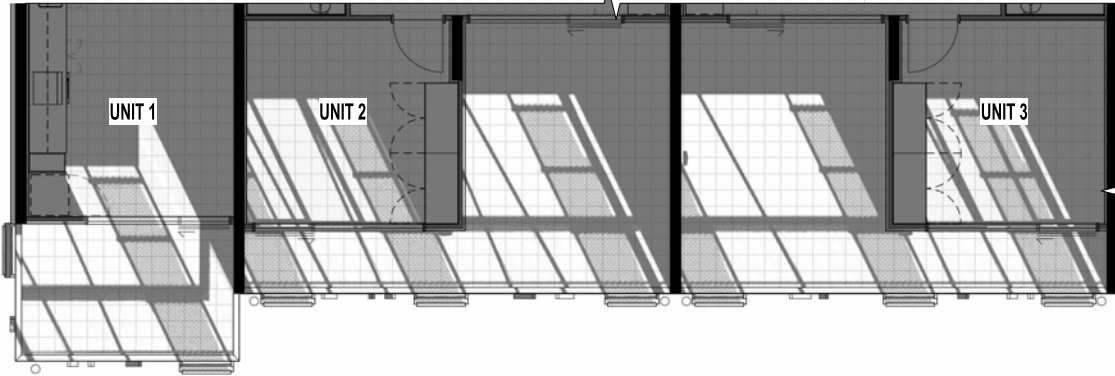
PROPOSED
ASTI REDEVELOPMENT
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
SHADE DIAGRAMS - BUILDING 1 - JUNE

13.07.2025

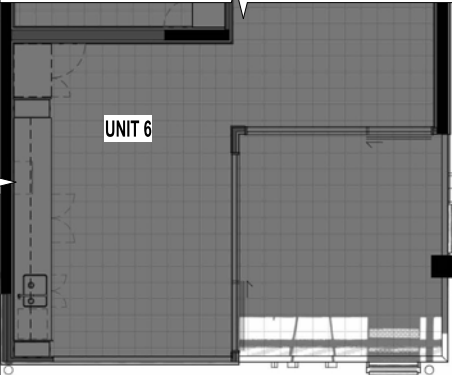
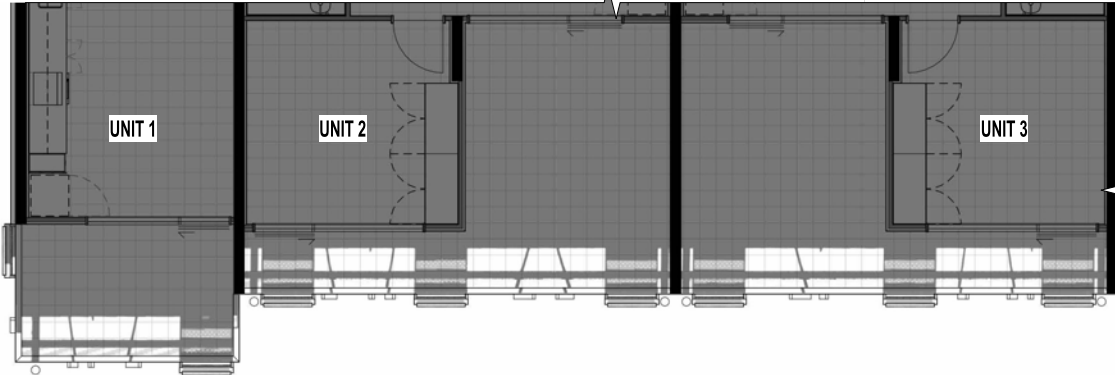
DWG NO:

PR 29

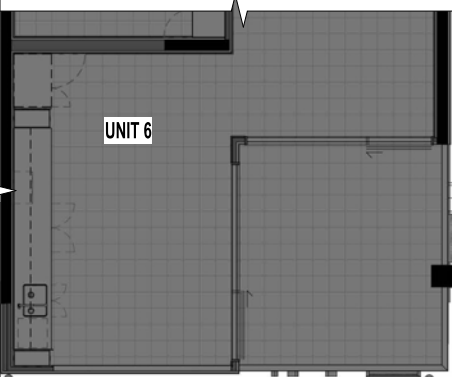
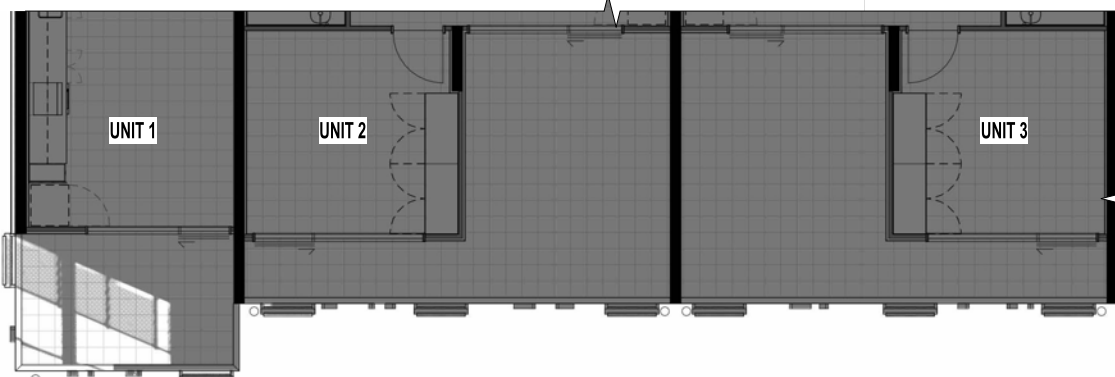
22 DEC - 9:00 AM



22 DEC - 12:00 PM



22 DEC - 4:00 PM



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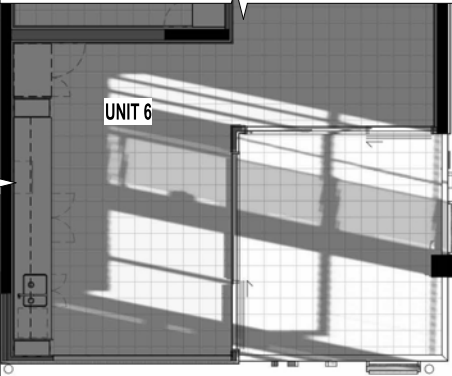
PROPOSED
ASTI REDEVELOPMENT
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
SHADE DIAGRAMS - BUILDING 2 - DECEMBER

13.07.2025

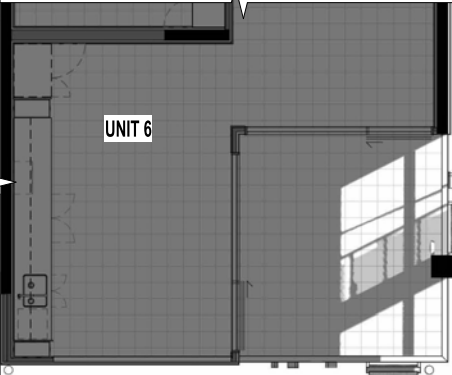
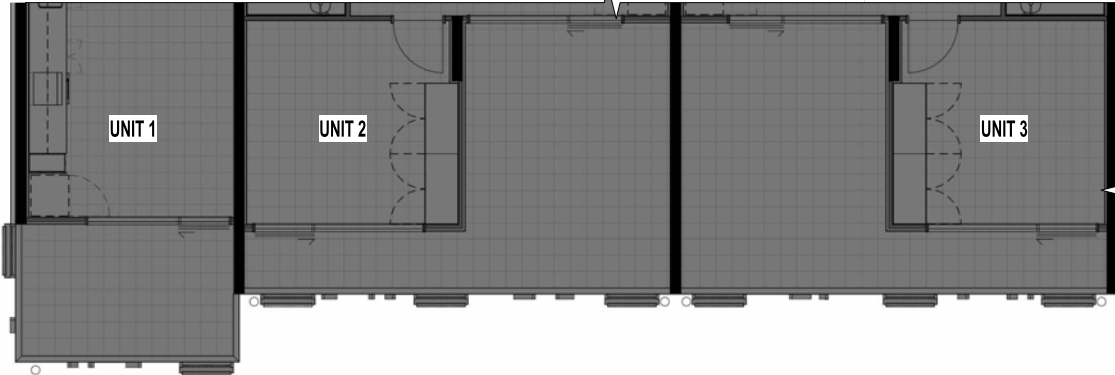
DWG NO:

PR 30

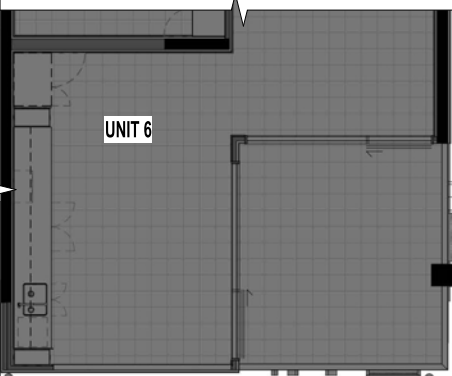
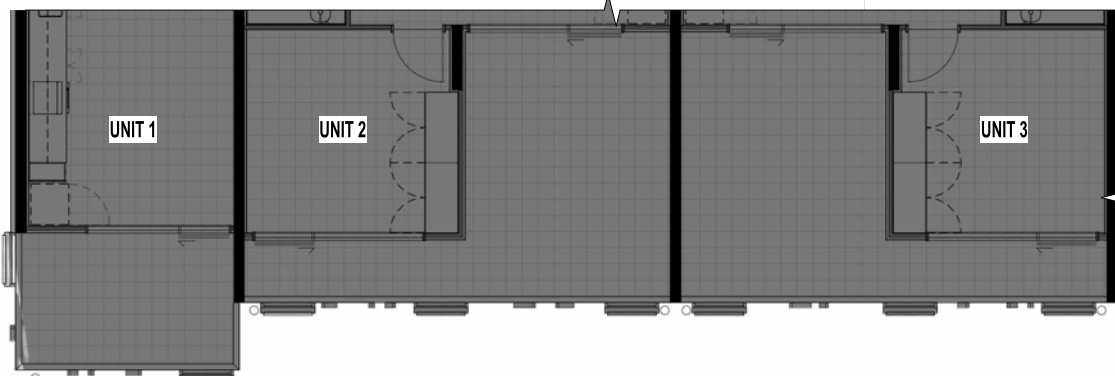
22 DEC - 9:00 AM

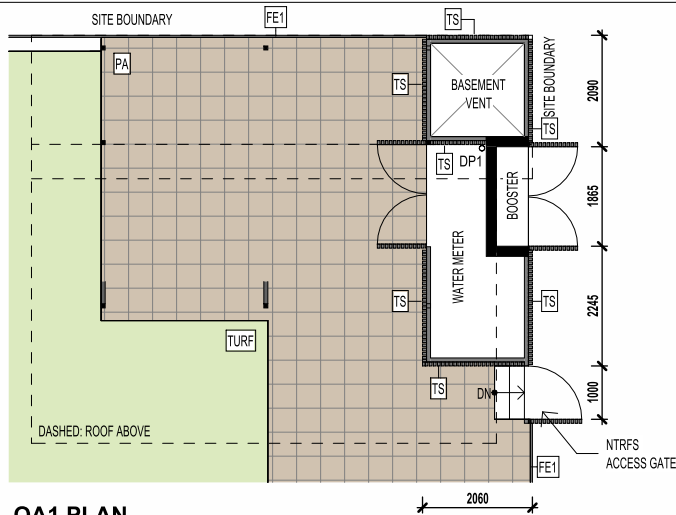


22 DEC - 12:00 PM



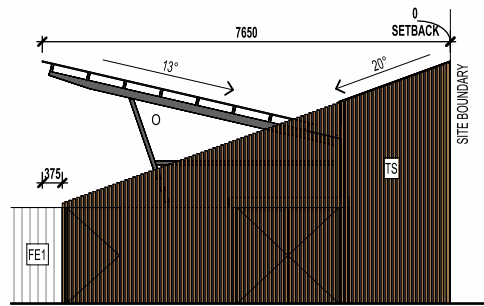
22 DEC - 4:00 PM





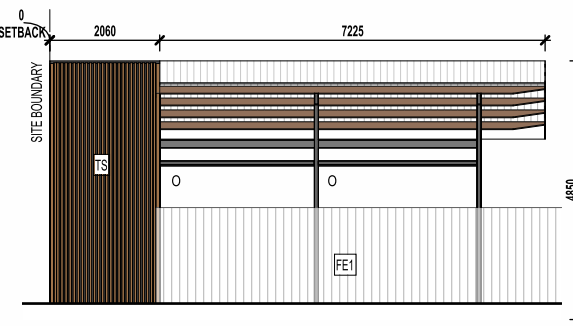
OA1 PLAN

1 : 100



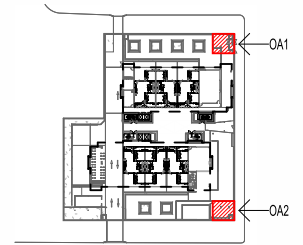
OA1 NE ELEVATION

1 : 100



OA1 NW ELEVATION

1 : 100



KEY PLAN

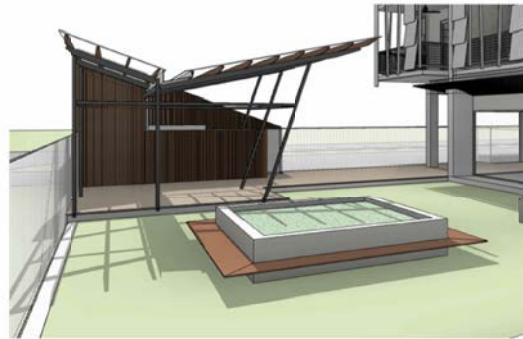
1 : 2000

MATERIAL KEY
 TS HARDWOOD TIMBER SLAT SCREEN
 FE1 METAL POOL FENCE 1800HT
 FE2 METAL POOL FENCE 1200HT

GENERAL KEY
 DP1 DOWNPIPE
 O OPEN



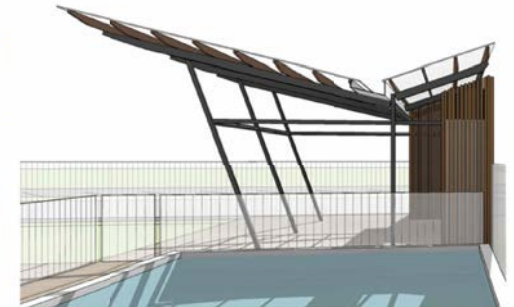
OA1 - PERSPECTIVE 1



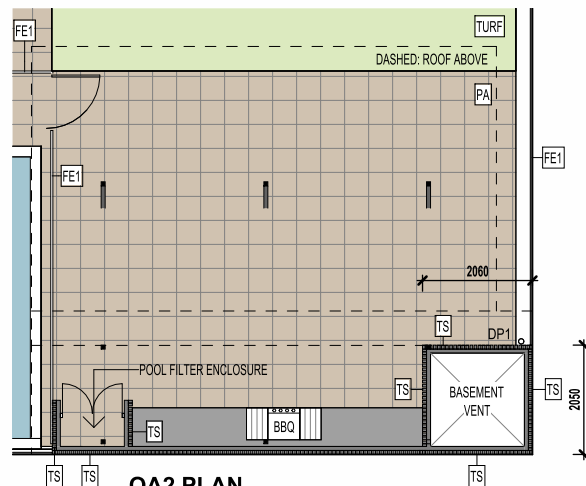
OA1 - PERSPECTIVE 2



OA2 - PERSPECTIVE 1

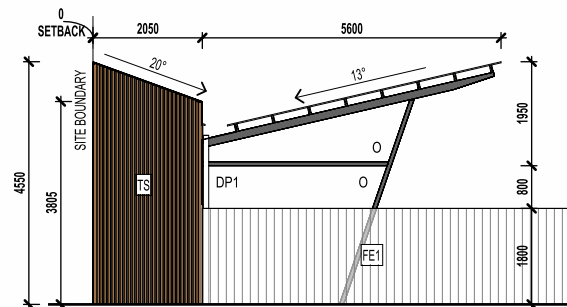


OA2 - PERSPECTIVE 2



OA2 PLAN

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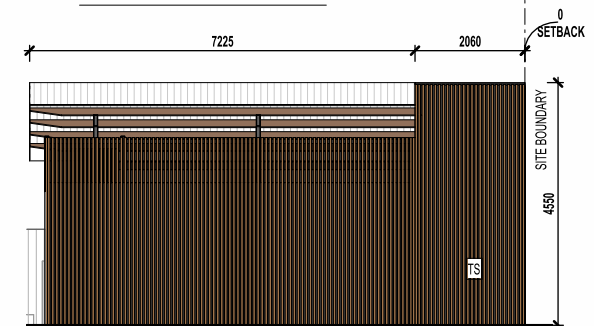


OA2 - NE ELEVATION

1 : 100

OA2 - SE ELEVATION

1 : 100



tropo

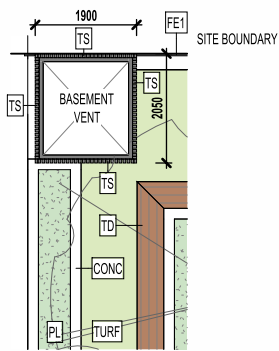
15 Quarry Crescent, Stuart Park NT 0820
 T: +(61) 8 9811 9585
 E: darwin@tropo.com.au

PROPOSED
ASTI REDEVELOPMENT
 FOR
JOONDANNA INVESTMENTS
 LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
OUTDOOR AREAS

13.07.2025

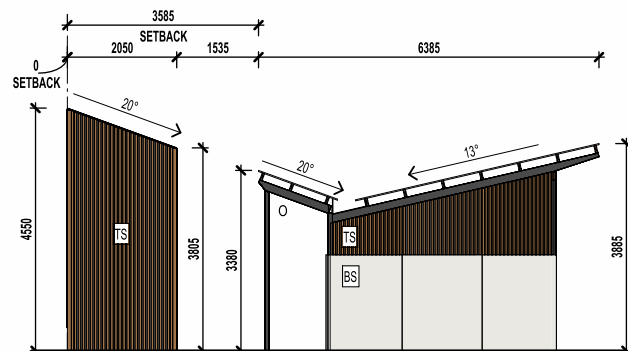
DWG NO:

PR 32



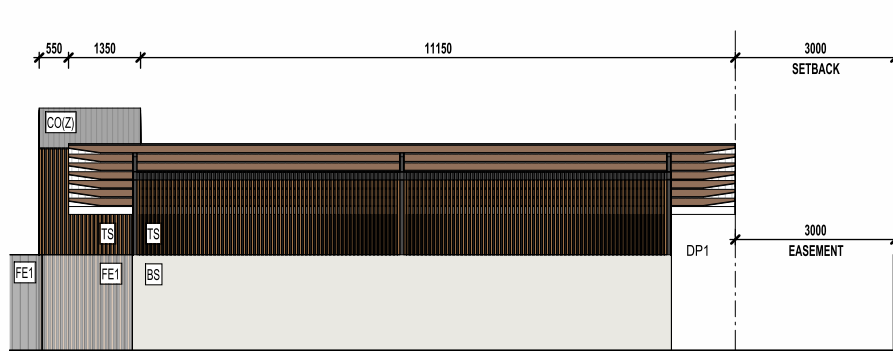
STANDALONE VENT PLAN

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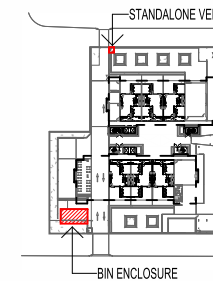
BIN ENCLOSURE - NE ELEVATION

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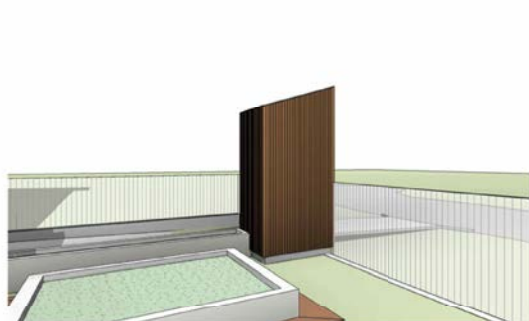
BIN ENCLOSURE - NW ELEVATION

1 : 100

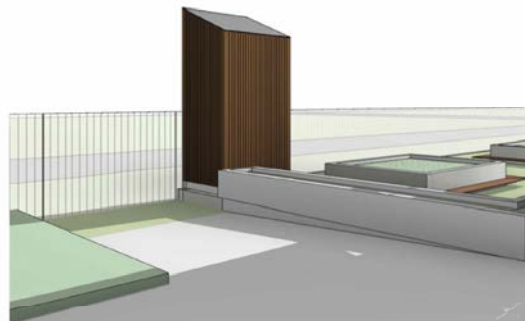


KEY PLAN

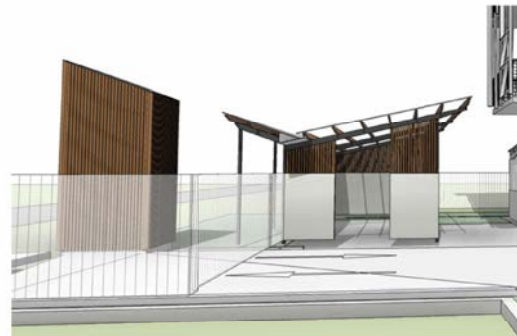
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STANDALONE VENT - PERSPECTIVE 1



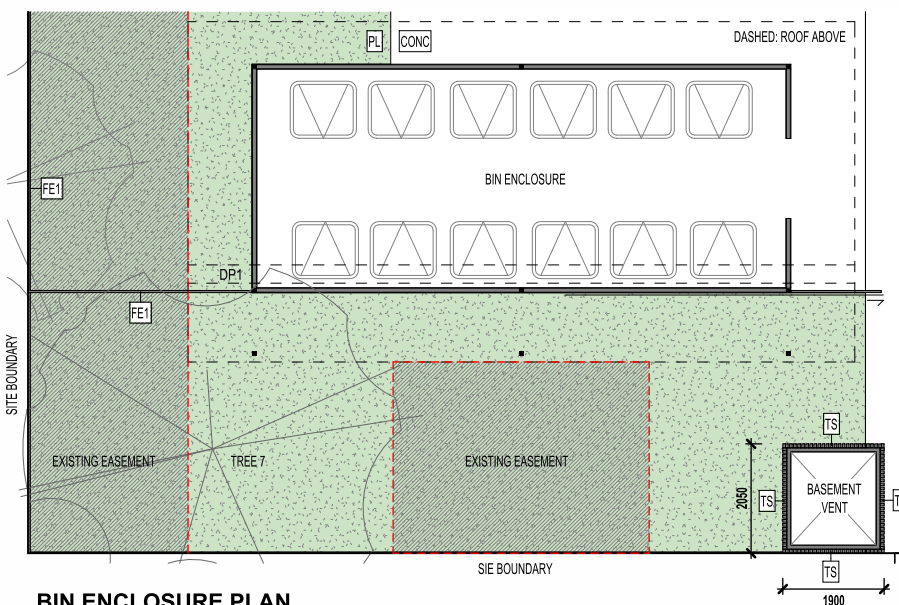
STANDALONE VENT - PERSPECTIVE 2



BIN ENCLOSURE - PERSPECTIVE 1

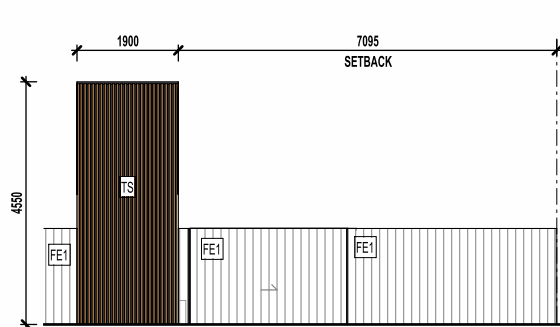


BIN ENCLOSURE - PERSPECTIVE 2



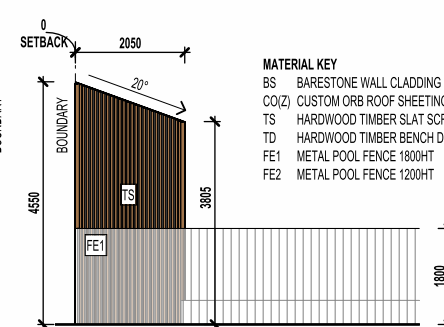
BIN ENCLOSURE PLAN

1 : 100



STANDALONE VENT - NW ELEVATION

1 : 100



STANDALONE VENT - SW ELEVATION

1 : 100

- MATERIAL KEY**
- BS BARESTONE WALL CLADDING
 - CO(Z) CUSTOM ORB ROOF SHEETING - ZINCALUME
 - TS HARDWOOD TIMBER SLAT SCREENING
 - TD HARDWOOD TIMBER BENCH DECKING
 - FE1 METAL POOL FENCE 1800HT
 - FE2 METAL POOL FENCE 1200HT
- GENERAL KEY**
- DP1 DOWNPIPE
 - O OPEN

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
BIN ENCLOSURE & STANDALONE VENT

13.07.2025

DWG NO:

PR 33

NORTHERN TERRITORY OF AUSTRALIA

Planning Act 1999 - sections 54 and 55

DEVELOPMENT PERMIT

DP24/0010

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 01287

Lot 01288

Lot 01295

Lot 01296

Town of Darwin

1 MONTORO CT, LARRAKEYAH

2 MONTORO CT, LARRAKEYAH

8 PACKARD PL, LARRAKEYAH

7 PACKARD PL, LARRAKEYAH

APPROVED PURPOSE

To use and develop the land for the purpose of 56 dwellings-multiple and 63 serviced apartments in 1x10 and 1x11 storey buildings plus three levels of basement parking, in accordance with the attached schedule of conditions and the endorsed plans.

VARIATIONS GRANTED

Clause 5.2.4.4 (Layout of car parking areas), Clause 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and Clause 5.4.6 (Private Open Space for Dwellings-multiple), of the Northern Territory Planning Scheme 2020.

BASE PERIOD OF THE PERMIT

Subject to the provisions of sections 58, 59 and 59A of the *Planning Act 1999*, this permit will lapse two years from the date of issue.



Sally Graetz
2024.01.05
15:32:57
+09'30'

SALLY GRAETZ

Delegate
Development Consent
Authority

5 January 2024

DEVELOPMENT PERMIT

DP24/0010

SCHEDULE OF CONDITIONS

CONDITIONS PRECEDENT

1. Prior to the endorsement of plans and prior to commencement of works, amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show:
 - a. details of end of trip facilities for bicycle parking and shower and change facilities to the requirements of Clause 5.3.7 of the NT Planning Scheme 2020, and Australian Standards AS2890.3;
 - b. landscaping changes to show the addition of low to mid-level planting within the communal open space area adjacent to Montoro Court; and
 - c. details of full height screening to street facing balconies to the requirements of clause 5.4.8.2(14)
2. Prior to the endorsement of plans and prior to the commencement of works, approval is required by the City of Darwin for any element of the building (separate to awnings) that is designed to be constructed or installed over the City of Darwin road reserve, to the satisfaction of the consent authority.
3. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), an engineered plan completed by a suitably qualified civil engineer demonstrating the on-site collection of stormwater and its discharge into the local underground stormwater drainage system, shall be submitted to, and approved by the City of Darwin, to the satisfaction of the consent authority. The plan shall include details of site levels, and Council's stormwater drain connection point/sand connection details.
4. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a Site Construction Management Plan (SCMP) to the requirements of the City of Darwin, to the satisfaction of the consent authority. The SCMP should specifically address the impact to Council owned public spaces and include a waste management plan for disposal of waste to Shoal Bay, traffic control for affected City of Darwin roads, haulage routes, storm water drainage & sediment control, use of City of Darwin land, and how this land will be managed during the construction phase.
5. Prior to the endorsement of plans and prior to the commencement of works, an updated traffic impact assessment report is to be prepared by a suitably qualified traffic engineer in accordance with the Austroads Document Guide to Traffic Management - Part 12: Traffic Impacts of Developments (Appendix C), with particular attention to vehicular, pedestrian, cyclist and public transport issues and opportunities. The report shall include justification to how the 0.32 to 0.5 trip generation rates were considered for the peak hour trips, a network analysis instead of an individual intersection performance analysis with SIDRA files to be submitted for further analysis, details of internal vehicle circulation including swept paths for waste collection vehicles to ensure

no blockages at either entrance and/or SIDRA blockage probability, and details of any necessary upgrades to the surrounding street network as a result of the development and any other necessary information as identified by the City of Darwin. The developer will be required to install all required upgrade measures resulting from the traffic assessment at no cost and to the requirements of the City of Darwin, to the satisfaction of the consent authority.

6. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), in principle approval is required for the crossover and driveway to the site from the City of Darwin road reserve, to the satisfaction of the consent authority.
7. Prior to the commencement of works (including site preparation), a Waste Management Plan demonstrating waste disposal, storage and removal in accordance with City of Darwin's Waste Management Guidelines, shall be submitted to and approved by the City of Darwin, to the satisfaction of the consent authority.
8. Prior to the commencement of works (including site preparation), the applicant is to prepare a dilapidation report covering infrastructure within the road reserve to the requirements of the City of Darwin, to the satisfaction of the consent authority.
9. Prior to the commencement of works, written confirmation from a qualified traffic engineer that the car parking spaces and access lanes associated with the development comply with the relevant Australian Standards for car parking must be provided in instances where the car parking does not comply with the minimum requirements of Clause 5.2.4.4 (Layout of car parking areas) of the Northern Territory Planning Scheme, to the satisfaction of the consent authority.

GENERAL CONDITIONS

10. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
11. All works recommended by the traffic impact assessment are to be completed to the requirements of the City of Darwin, to the satisfaction of the consent authority.
12. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, sewerage, electricity and telecommunication networks to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time. Please refer to notations 1, 2, 3, 4, 5, 6, 7 and 8 for further information.
13. Lots 1287, 1288, 1295 and 1296 (1 and 2 Montoro Court and 8 and 7 Packard Place, Larrakeyah) Town of Darwin are required to be consolidated and a new title issued for the consolidated lot. Also please refer to Note 7 for advice related to the National Construction Code (NCC).
14. Confirmation shall be provided to Development Assessment Services (in the form of an email addressed to the Power and Water Corporation) from a suitable qualified professional confirming that all new number labels have been correctly installed at the Customer's Metering Panel(s) and water meters (where applicable). Please provide a copy of an email addressed to both landdevelopmentnorth@powerwater.com.au and powerconnections@powerwater.com.au
15. Prior to the use/occupation of the development and connection of services (i.e. power and water), the owner of the land must apply for street addressing from the Surveyor-General of the Northern Territory. This will form the legal address and will be required to be placed on the meters within

the development in accordance with the allocation. An Occupancy Permit will not be able to be granted until such time as addressing is obtained."

16. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
17. Before the occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
- constructed;
 - properly formed to such levels that they can be used in accordance with the plans;
 - surfaced with an all-weather-seal coat;
 - drained;
 - line marked to indicate each car space and all access lanes; and
 - clearly marked to show the direction of traffic along access lanes and driveways.
- g. to the satisfaction of the consent authority. Car parking spaces, access lanes and driveways must be kept available for these purposes at all times.
18. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of the City of Darwin, to the satisfaction of the consent authority.
19. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street, in accordance with the requirements of City of Darwin, to the satisfaction of the consent authority.
20. The owner shall:
- remove disused vehicle and/ or pedestrian crossovers;
 - provide footpaths/ cycleways;
 - collect stormwater and discharge it to the drainage network; and
 - undertake reinstatement works;
- all to the technical requirements of and at no cost to the City of Darwin, to the satisfaction of the consent authority.
21. All substation, fire booster and water meter arrangements are to be appropriately screened to soften the visual impact of such infrastructure on the streetscape, to ensure that the infrastructure is sympathetic to and blends in with the design of the building. Details will need to be resolved to the satisfaction of the consent authority in consultation with the Power and Water Corporation, and NT Fire and Emergency Services.
22. All air conditioning condensers (including any condenser units required to be added or replaced in the future) are to be appropriately screened from public view and from view of neighbouring or nearby developments (or developments reasonably anticipated), located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed of to ground level in a controlled manner to the satisfaction of the consent authority. The use of angled louvered slats for screening purposes is acceptable, however the slat screening must be designed with a panel to gap ratio, such that the condenser units are not readily visible from any angle.
23. Before the occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.

24. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.
25. Storage for waste disposal bins is to be provided to the requirements of the City of Darwin, to the satisfaction of the consent authority.
26. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.
27. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.
28. A Compliance Certificate under the *Swimming Pool Safety Act 2004* issued by the Swimming Pool Safety Authority is required for the swimming pool/s prior to the commencement of the use/development to the satisfaction of the consent authority.

NOTES

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
2. All developers, including owner-builders, are required to comply with Commonwealth telecommunications requirements. Under Commonwealth law, developers are generally required to provide fibre-ready pit and pipe in their developments at their expense. Developers may be able to access an exemption from these arrangements in some circumstances. For more information visit www.infrastructure.gov.au/tind
3. If you choose nbn to service your development, you will need to enter into a development agreement with nbn. The first step is to register the development via <http://www.nbnco.com.au/develop-or-plan-with-thenbn/new-developments.html> once registered nbn will be in contact to discuss the specific requirements for the development. Nbn requires you to apply at least 3 months before any civil works commence. All telecommunications infrastructure should be built to nbn guidelines found at <http://www.nbnco.com.au/develop-or-plan-with-thenbn/new-developments.html>.
4. The Surveyor-General advises you should immediately make application for unit/street addresses to the Survey and Land Records unit on (08) 8995 5346 (surveylandrecords@nt.gov.au).
5. Any proposed works on/over City of Darwin property shall be subject to separate application to City of Darwin and shall be carried out to the requirements and satisfaction of City of Darwin.
6. The City of Darwin advises that all street trees shall be protected at all times during construction. Any tree on a footpath, which is damaged or removed during construction, shall be replaced, to the satisfaction of the General Manager Infrastructure, City of Darwin. A Tree Protection Zone (TPZ) shall be constructed for all existing trees to be retained within the development, in accordance with Australian Standards - As 4970-2009 "Protection of Trees on Development

Sites". Copies of As 4970-2009 "Protection of Trees on Development Sites" can be obtained from the Australian Standards website.

7. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the *Northern Territory Building Act 1993* before commencing any demolition or construction works. Due to provisions in the National Construction Code (NCC), the subject lots may need to be consolidated before a building permit can be issued.
8. Any proposed works which fall within the scope of the *Construction Industry Long Service Leave and Benefits Act* must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on 0889364070 to determine if the proposed works are subject to the Act.
9. All land in the Northern Territory is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to owners and occupiers of land regarding declared weeds. Section 9 general duties include the requirement to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading. There are additional duties including a prohibition on buying, selling, cultivating, moving or propagating any declared weed and the requirement to notify the Weed Management Branch of a declared weed not previously present on the land within 14 days of detection.

Should you require further weed management advice contact the weed management branch by phone on (08) 8999 4567 or by email to weedinfo@nt.gov.au
10. The development and use hereby permitted must be in accordance with Northern Territory legislation including (but not limited to) the *Building Act 1993*, the *Public and Environmental Health Act 2011* and the *Food Act 2004*.
11. The Department of Defence advises that there must be no site activity which would attract birds and create a hazard for aircraft operations.



VIEW FROM INTERSECTION SMITH STREET & PACKARD PLACE

DRAWING SCHEDULE

PR 01	DRAWING SCHEDULE
PR 02	SITE CONTEXT PLAN
PR 03	SITE PLAN - LEVEL 1
PR 04	APARTMENT MIX DIAGRAM
PR 05	SITE PLAN - ROOF
PR 06	SITE SECTIONS
PR 07	BASEMENT CARPARKING - 3F
PR 08	PROPOSED BASEMENT CARPARKING - 2F
PR 09	PROPOSED BASEMENT CARPARKING - 1F
PR 10	PROPOSED GROUND FLOOR LEVEL
PR 11	PROPOSED - LEVELS 1-10 PLAN
PR 12	PROPOSED - ROOF PLAN
PR 13	SECTION A
PR 14	SECTION B
PR 15	NORTH - WEST ELEVATION
PR 16	SOUTH - WEST ELEVATION
PR 17	NORTH - EAST ELEVATION
PR 18	SOUTH - EAST ELEVATION
PR 19	PERSPECTIVE 1
PR 20	PERSPECTIVE 2
PR 21	PERSPECTIVE 3
PR 22	PERSPECTIVE 4
PR 23	UNIT TYPES
PR 24	UNIT TYPE SECTIONS
PR 25	SHADOW DIAGRAM - DEC
PR 26	SHADOW DIAGRAMS - JUNE
PR 27	LANDSCAPE PLAN SITE
PR 28	LANDSCAPE PLAN - LEVEL 1
PR 29	MATERIAL BOARD

troppo

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PROPOSED ASTI REDEVELOPMENT	
FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
DRAWING SCHEDULE	
25.08.2023	DWG NO: PR 01



TO DOCTORS GULLY

- ◉ SUPERMARKET
- ◉ HARRIET PLACE
- ◉ HARRIET PLACE PARK



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PROPOSED
ASTI REDEVELOPMENT

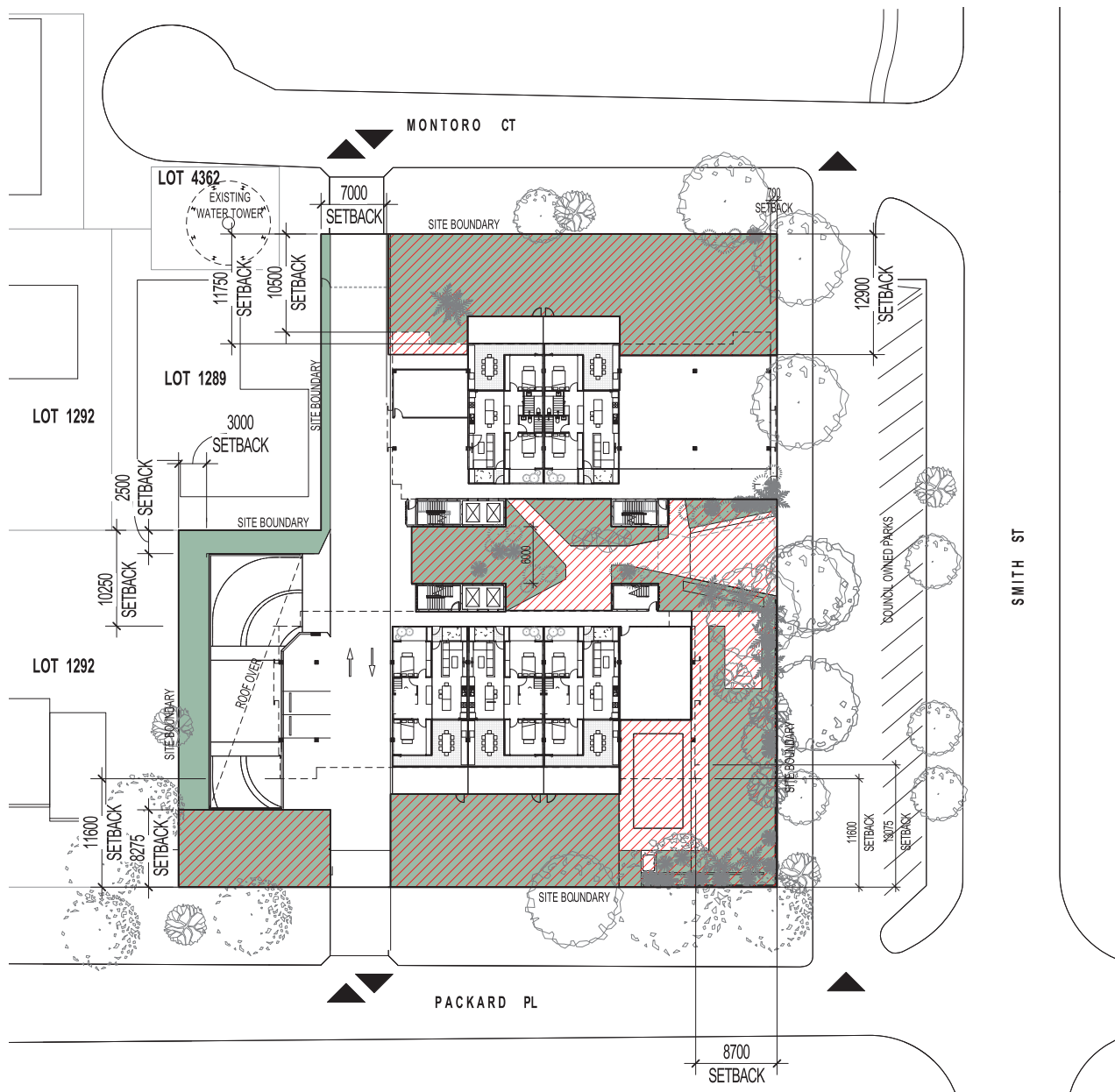
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE CONTEXT PLAN

25.08.2023

DWG NO:

PR 02



SITE PLAN - LEVEL 1

1:500

SITE AREA	3990m ²
GROSS ENCLOSED FLOOR AREA = 8,866m² (EXCL. CARPARKS)	

CARPARKS

GROUND FLOOR 1F	2
BASEMENT -1F	78
BASEMENT -2F	84
BASEMENT -3F	84
TOTAL	248
INC. DISABLED PARKS	18
MOTORBIKE PARKS	6
VISITOR CARPARKS (SMITH ST)	19
BICYCLE PARKS	31
BASEMENT -1F ~ -3F TOTAL:	9,540m ²
OFFICE / RECEPTION	196m ²
GYM	80m ²

NEW UNITS

BUILDING 1 1 - 10 STOREYS OF UNITS	
ENCLOSED FLOOR AREA TOTAL: 3,844m²	
BUILDING 2 1 - 11 STOREYS OF UNITS	
ENCLOSED FLOOR AREA TOTAL: 4,791m²	

53% SERVICED APARTMENTS
47% MULTIPLE DWELLINGS

 COMMUNAL OPEN SPACE AREA = 1,630m²



0 5m 10m 25m
Scale 1: 500

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PROPOSED
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FOR
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LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
SITE PLAN - LEVEL 1

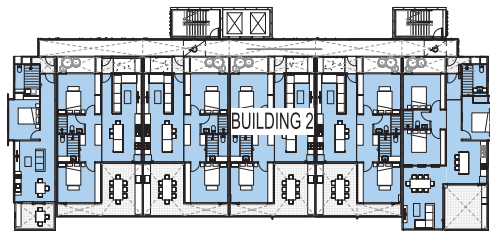
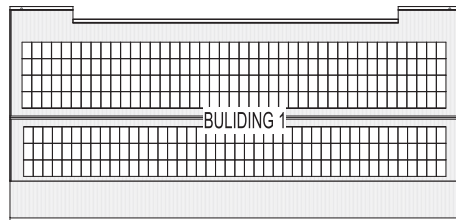
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DWG NO:

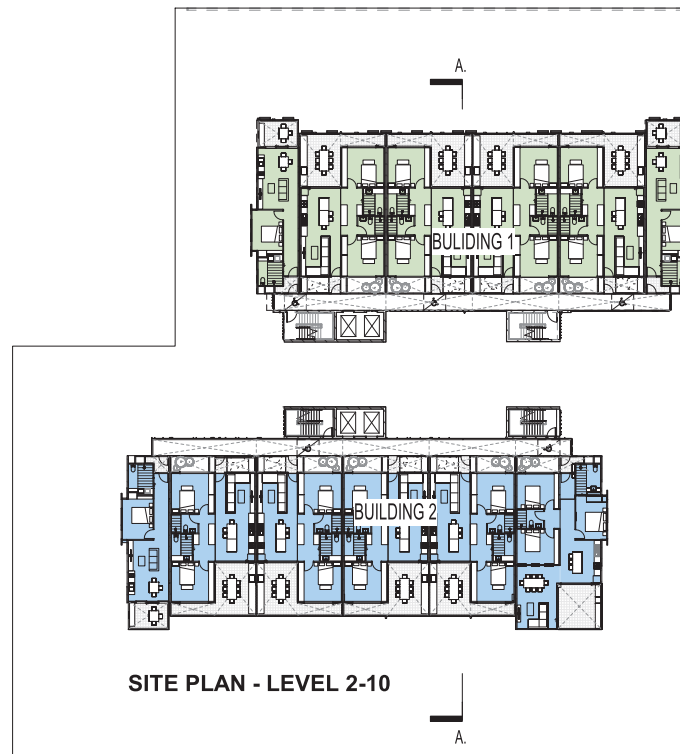
PR 03



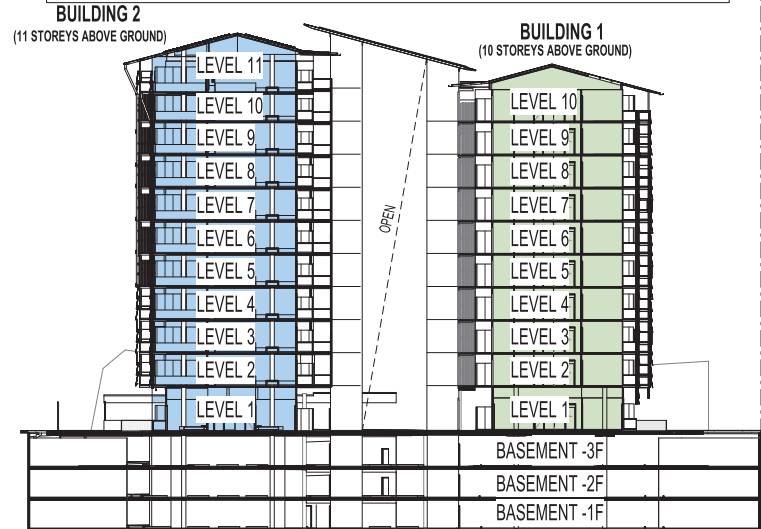
SITE PLAN - GROUND LEVEL (L1)



SITE PLAN - LEVEL 11



SITE PLAN - LEVEL 2-10



SECTION A DIAGRAM BUILDING 1 & 2

1 : 500

BUILDING 1 (10 STOREYS ABOVE GROUND)

MIXED RESI APARTMENTS

2 x 2BEDROOM MIXED RESI APARTMENTS / PER STOREY FROM LEVEL 1
 2 x 1BEDROOM MIXED RESI APARTMENTS / PER STOREY FROM LEVEL 2 ~ 10
 4 x 2BEDROOM MIXED RESI APARTMENTS / PER STOREY FROM LEVEL 2 ~ 10
 18 1BEDROOM MIXED RESI APARTMENTS
 36 2BEDROOM MIXED RESI APARTMENTS
TOTAL 56 MIXED RESI APARTMENTS

BUILDING 2 (11 STOREYS ABOVE GROUND)

SERVICED APARTMENTS

3 x 2BEDROOM SERVICED APARTMENTS / PER STOREY FROM LEVEL 1 - EQUAL ACCESS
 1 x 1 BEDROOM SERVICED APARTMENTS / PER STOREY FROM LEVEL 2 ~ 11
 4 x 2 BEDROOM SERVICED APARTMENTS / PER STOREY FROM LEVEL 2 ~ 11
 1 x 3 BEDROOM SERVICED APARTMENTS / PER STOREY FROM LEVEL 2 ~ 11
 10 x 1BEDROOM SERVICED APARTMENTS
 43 x 2BEDROOM SERVICED APARTMENTS
 10 x 3BEDROOM SERVICED APARTMENTS
TOTAL = 63 SERVICED APARTMENTS

TOTAL APARTMENTS: 119 APARTMENTS INCL

28 x 1 BEDROOM APARTMENTS
 81 x 2 BEDROOM APARTMENTS
 10 x 3 BEDROOM APARTMENTS

63 SERVICED APARTMENTS BEDROOMS (53%)
56 MIXED RESI BEDROOMS (47%)

LEGEND

SERVICED APARTMENTS
 MIXED RESI APARTMENTS

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 E: darwin@tropo.com.au

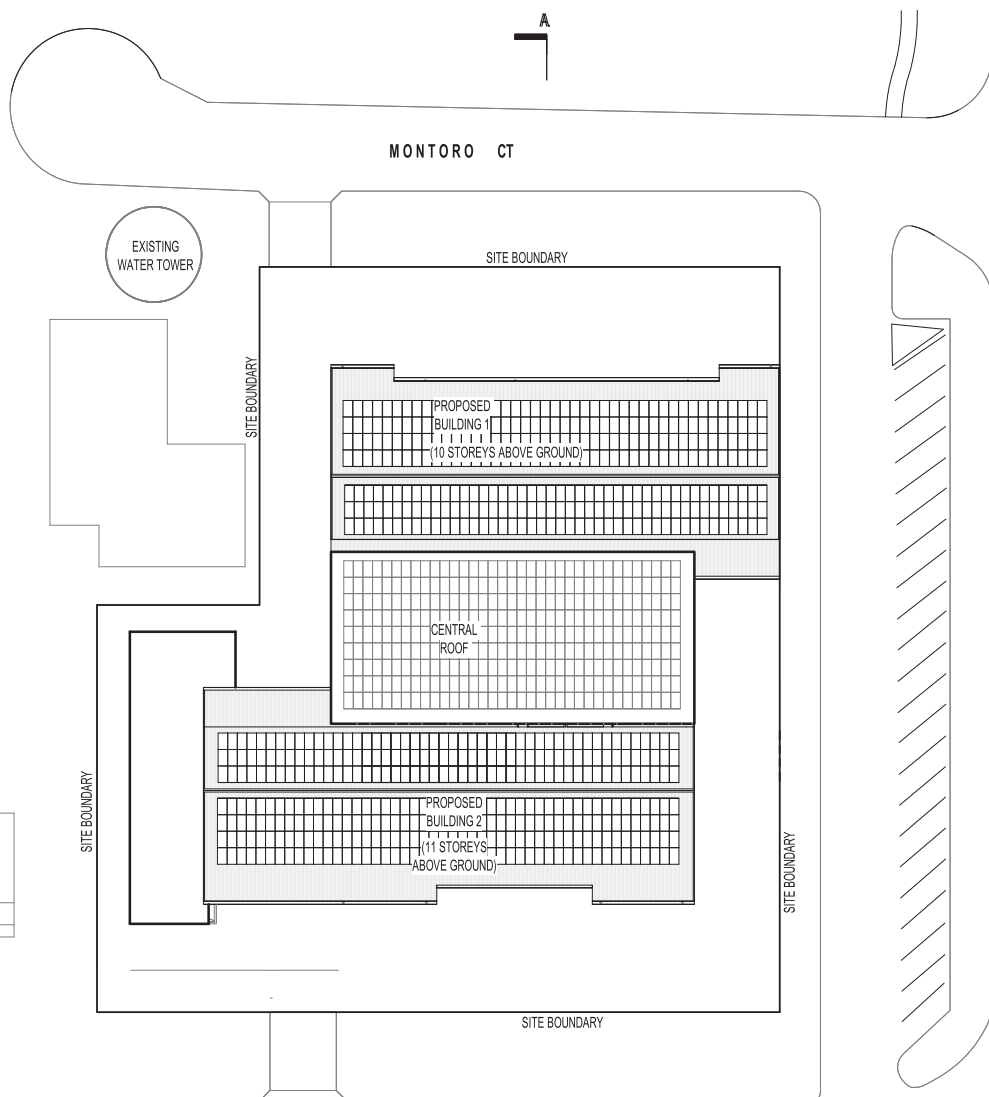
PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
 LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT
APARTMENT MIX DIAGRAMS

25.08.2023

DWG NO:

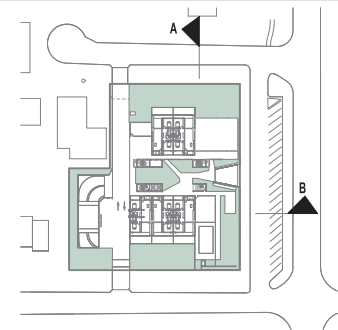
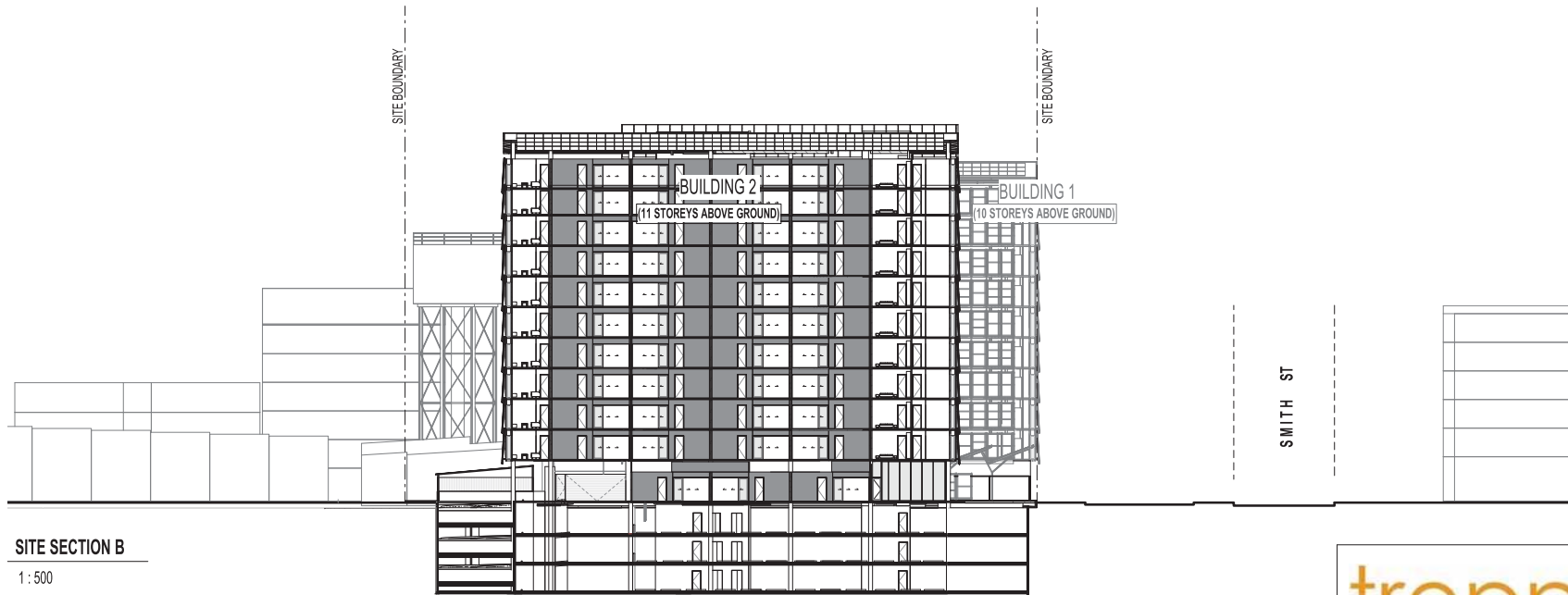
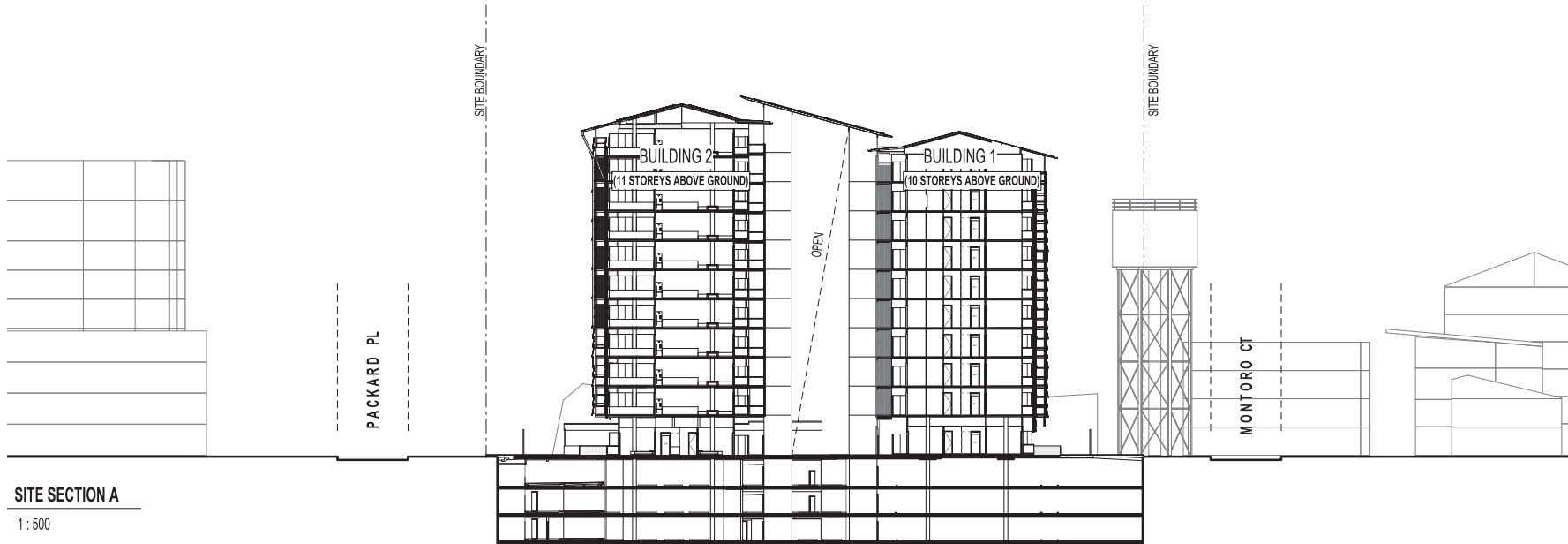
PR 04



SITE PLAN - ROOF

1:500

		PROPOSED ASTI REDEVELOPMENT	
		FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au		SITE PLAN - ROOF	
		25.08.2023	DWG NO: PR 05



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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE SECTIONS

25.08.2023

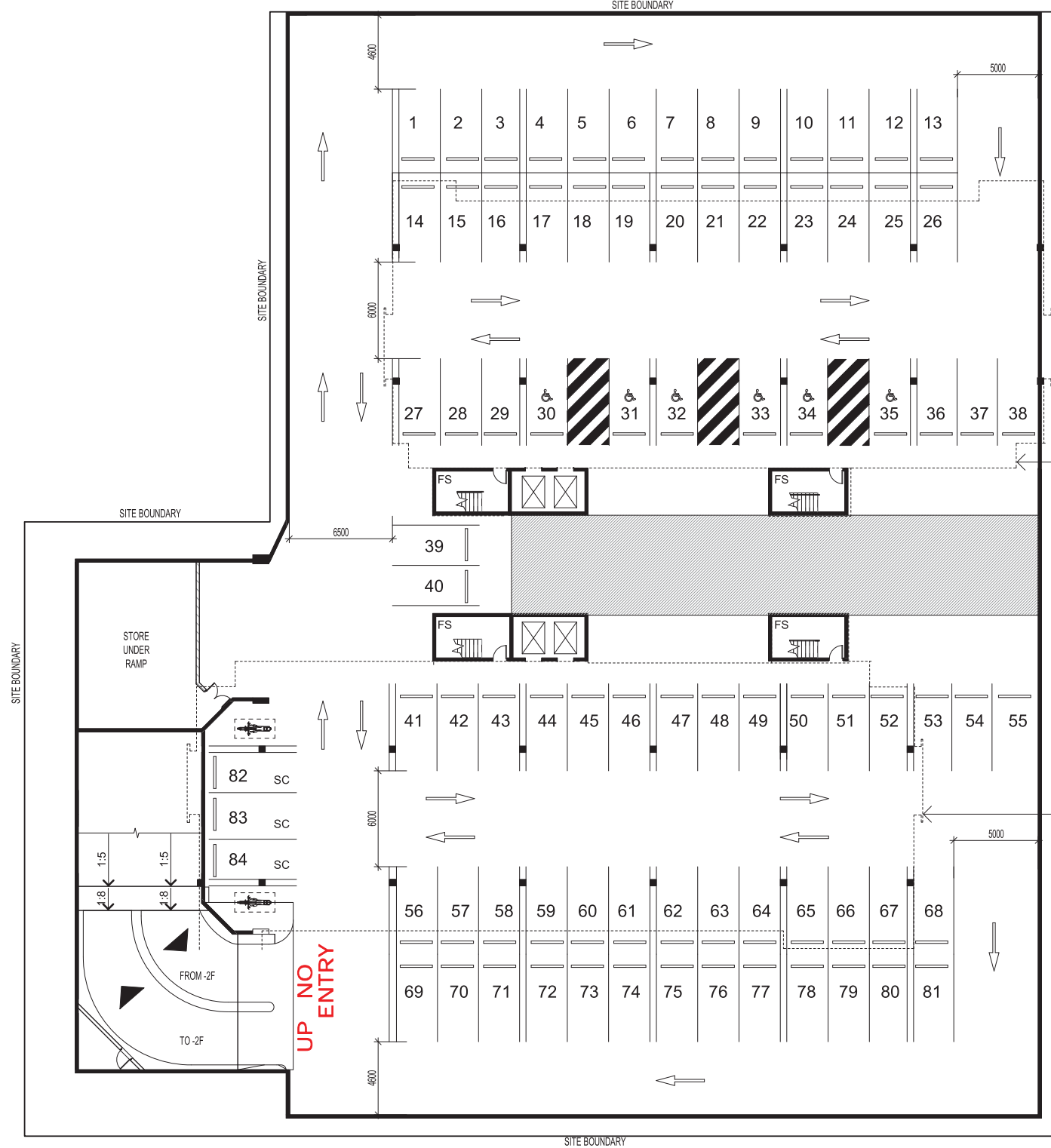
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PR 06

SITE BOUNDARY

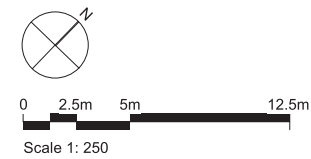
GENERAL KEYS_DA

FS FIRE STAIRS
SC SMALL CAR



DASHED EXTENT OF LEVELS ABOVE

DASHED EXTENT OF LEVELS ABOVE

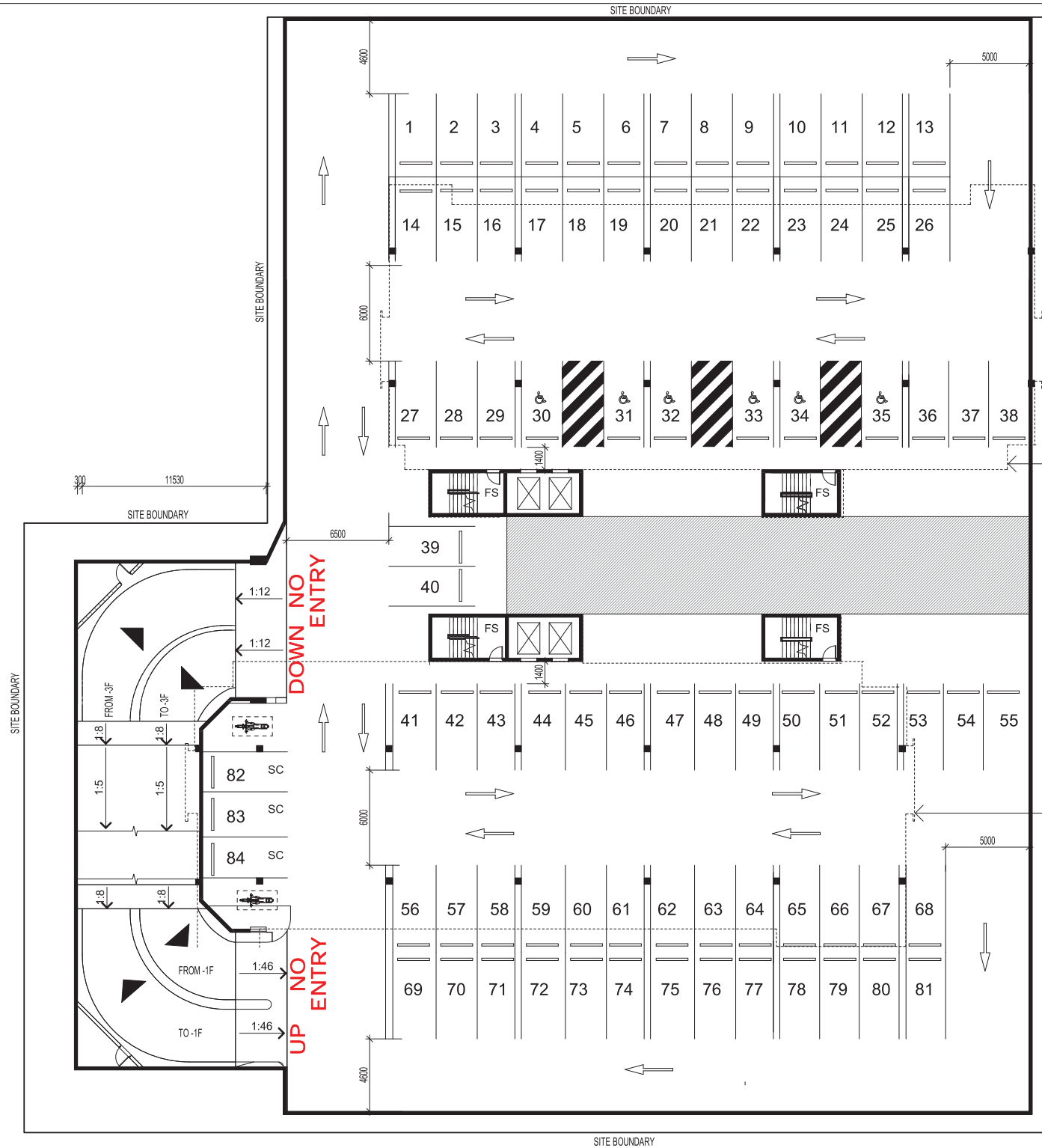


	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
	BASEMENT CARPARKING -3F	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	25.08.2023	DWG NO: PR 07

SITE BOUNDARY

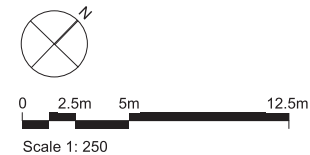
GENERAL KEYS_DA

FS FIRE STAIRS
SC SMALL CAR



DASHED EXTENT OF LEVELS ABOVE

DASHED EXTENT OF LEVELS ABOVE



tropo

PROPOSED
ASTI REDEVELOPMENT

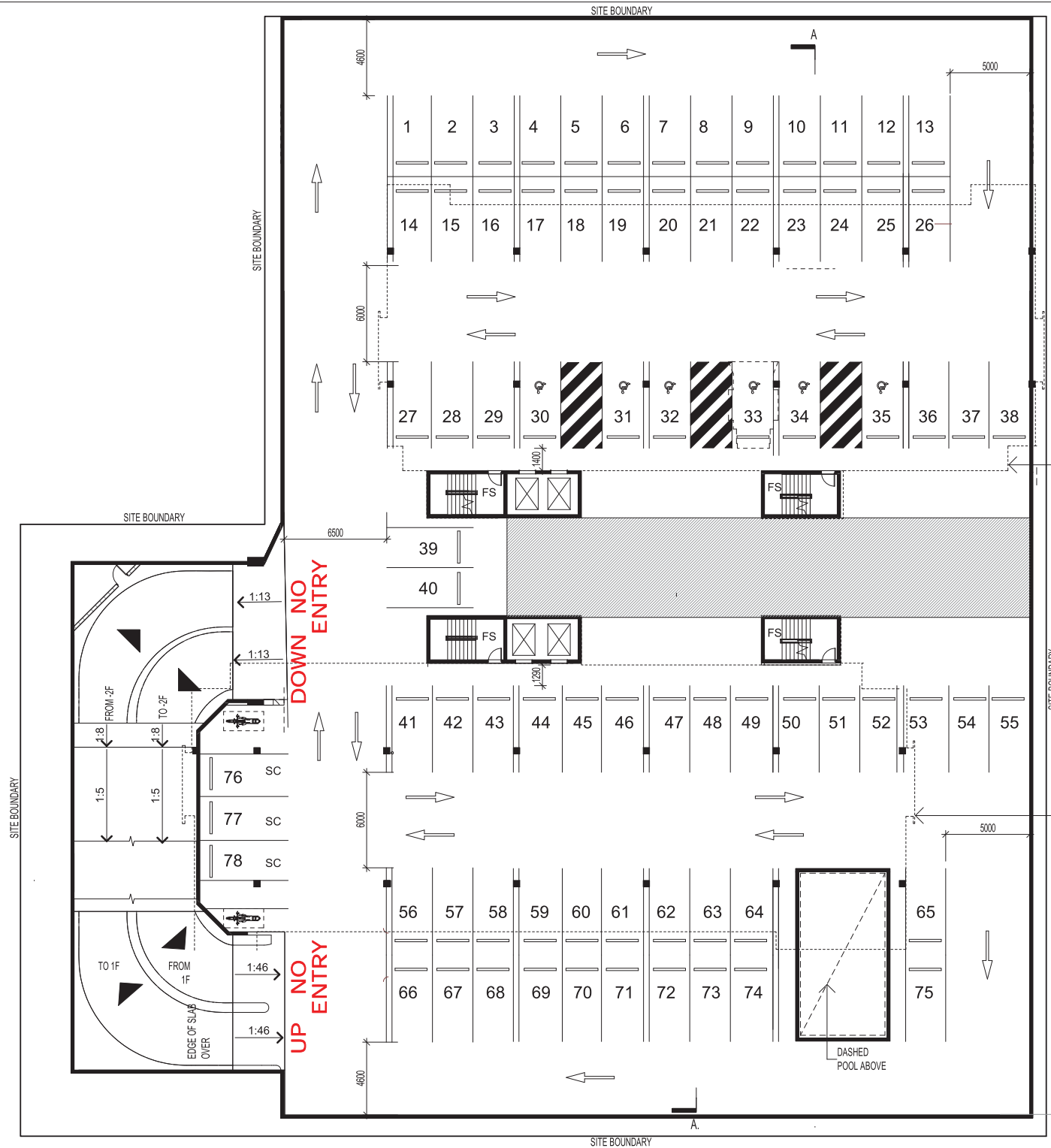
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
PROPOSED BASEMENT CARPARKING -2F

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25.08.2023

DWG NO:

PR 08

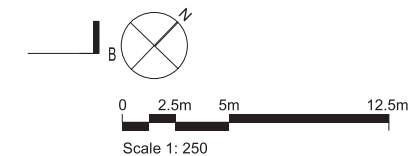


GENERAL KEYS_DA

FS FIRE STAIRS
SC SMALL CAR

DASHED EXTENT OF LEVELS ABOVE

DASHED EXTENT OF LEVELS ABOVE



tropo

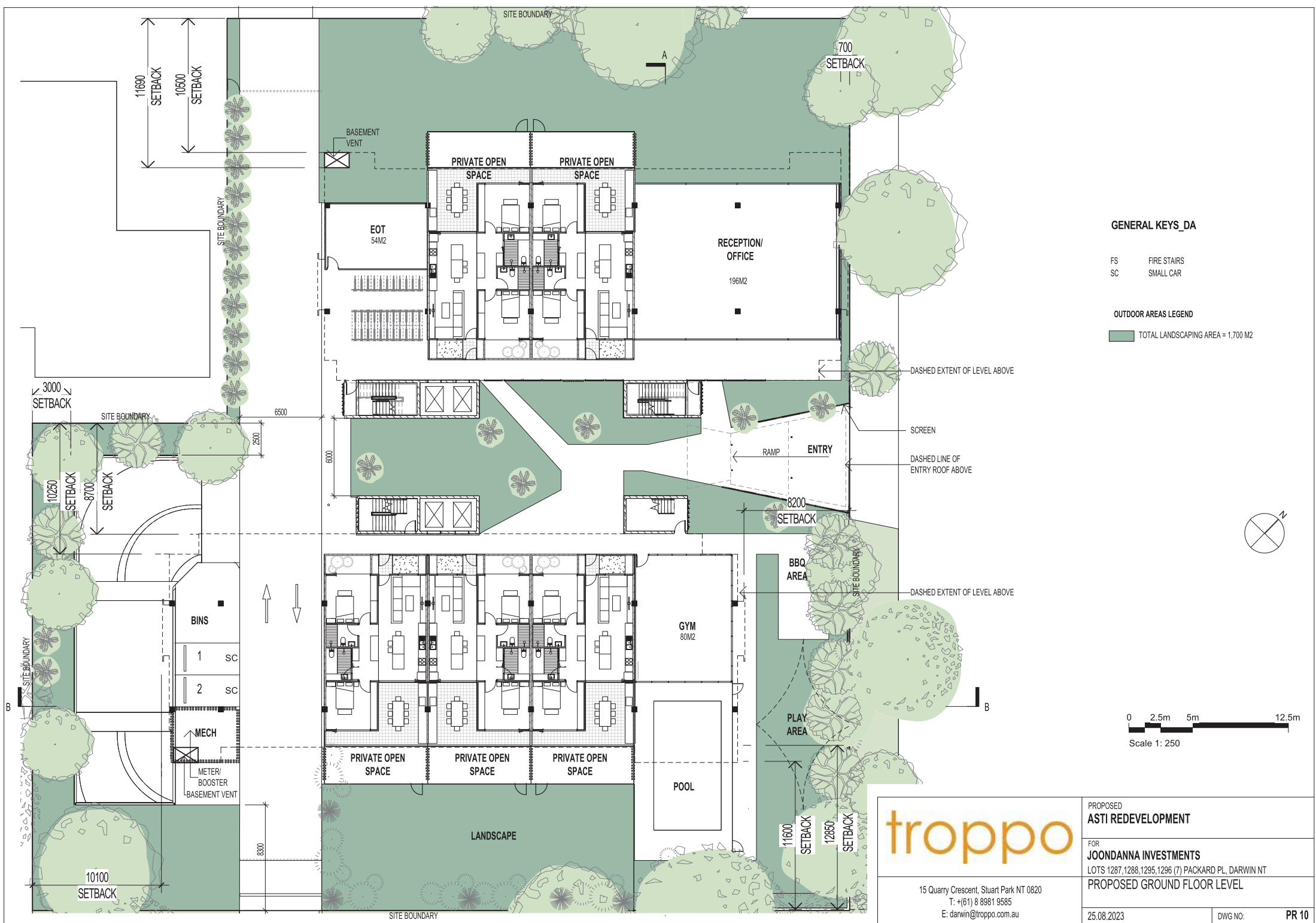
15 Quarry Crescent, Stuart Park NT 0820
T: +(61) 8 8981 9585
E: darwin@tropo.com.au

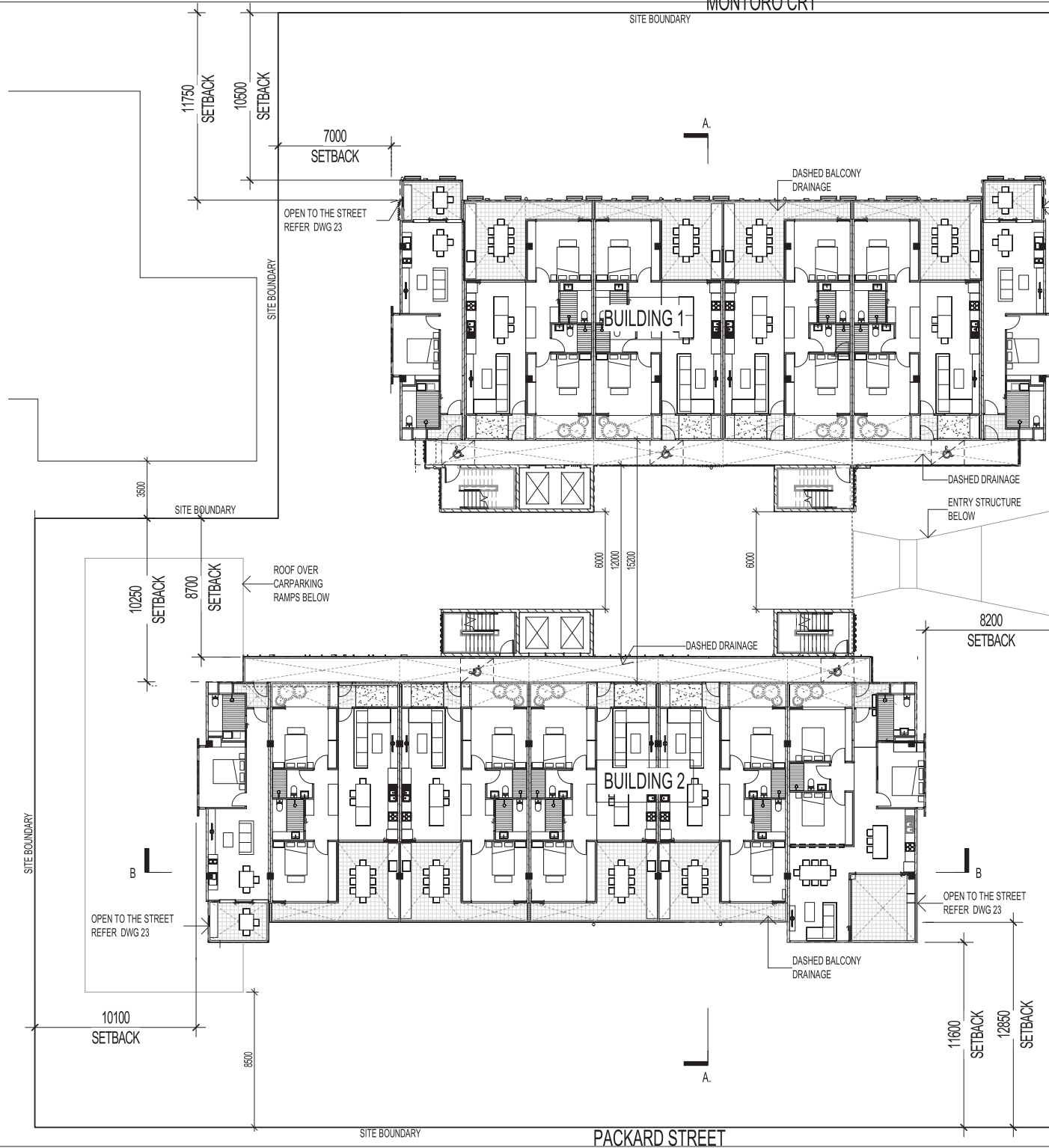
PROPOSED
ASTI REDEVELOPMENT
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT
PROPOSED BASEMENT CARPARKING -1F

25.08.2023

DWG NO:

PR 09





OPEN TO THE STREET
REFER DWG 23

SMITH STREET

APARTMENT TYPE LEGEND

1 BEDROOM APARTMENT
51m² (NETT INTERNAL)
8.5 m² BALCONY AREA

2 BEDROOM APARTMENT
77m² (NETT INTERNAL)
23 m² BALCONY AREA

3 BEDROOM STUDIO APARTMENT
97m² (NETT INTERNAL)
16.5 m² BALCONY AREA



0 2.5m 5m 12.5m

Scale 1: 250

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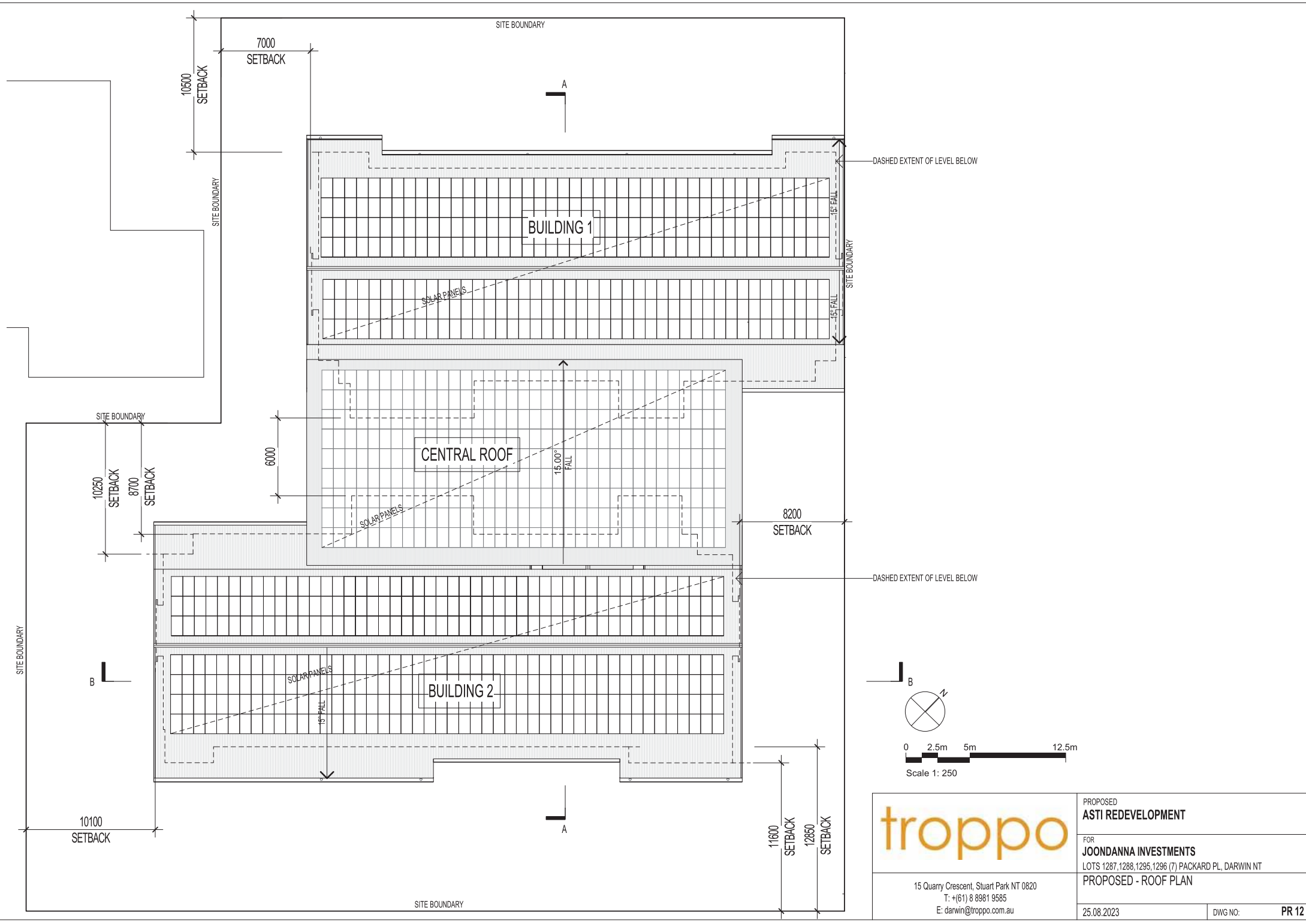
PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
PROPOSED - LEVELS 1-10 PLAN

25.08.2023

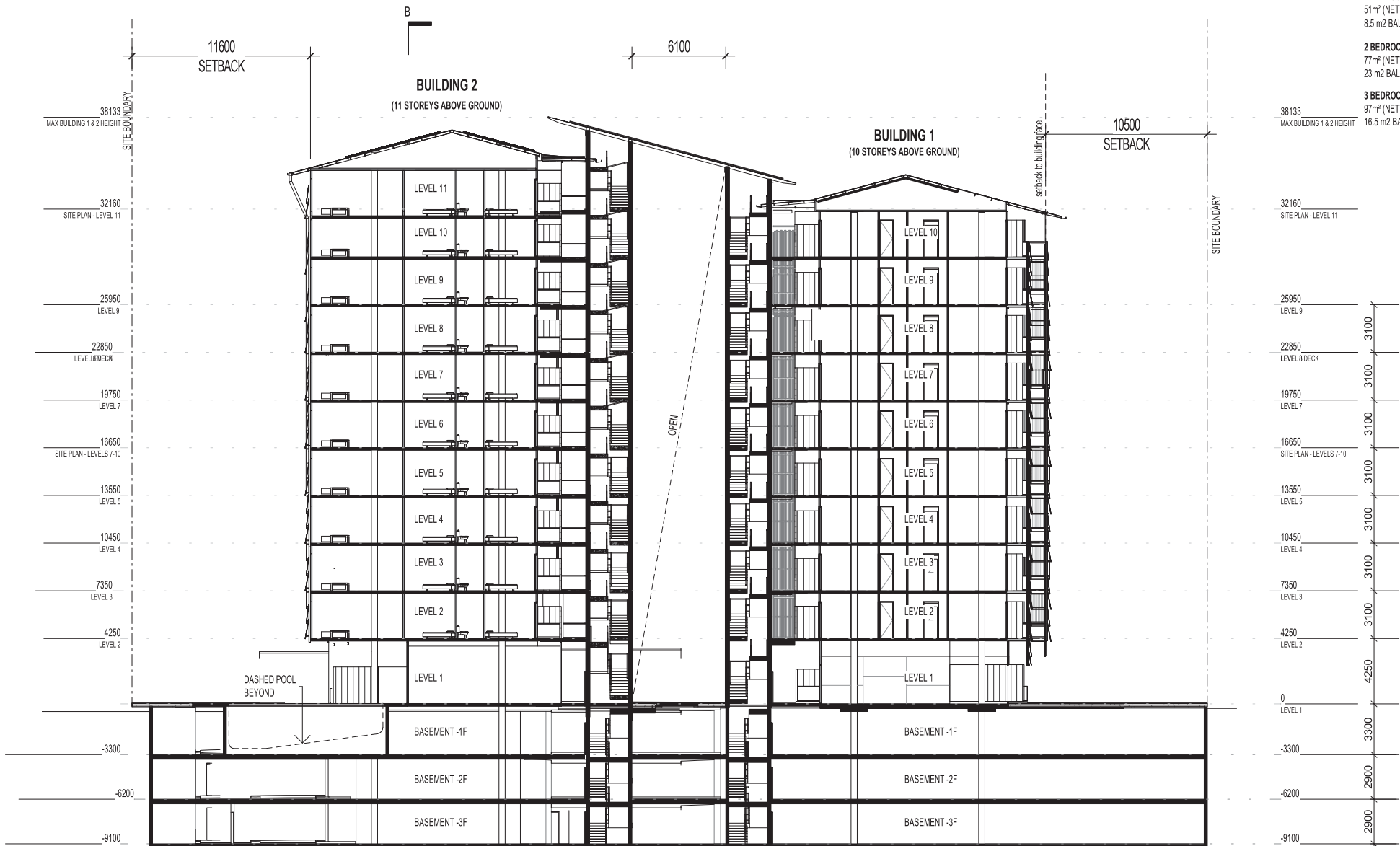
DWG NO:

PR 11



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PROPOSED ASTI REDEVELOPMENT	
FOR JOONDANNA INVESTMENTS	
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
PROPOSED - ROOF PLAN	
25.08.2023	DWG NO: PR 12



APARTMENT TYPE LEGEND

1 BEDROOM APARTMENT

51m² (NETT INTERNAL)
8.5 m² BALCONY AREA

2 BEDROOM APARTMENT

77m² (NETT INTERNAL)
23 m² BALCONY AREA

3 BEDROOM STUDIO APARTMENT

97m² (NETT INTERNAL)
16.5 m² BALCONY AREA

38133
MAX BUILDING 1 & 2 HEIGHT

32160
SITE PLAN - LEVEL 11

25950
LEVEL 9

22850
LEVEL 8 DECK

19750
LEVEL 7

16650
SITE PLAN - LEVELS 7-10

13550
LEVEL 5

10450
LEVEL 4

7350
LEVEL 3

4250
LEVEL 2

0
LEVEL 1

-3300

-6200

-9100

3100

3100

3100

3100

3100

3100

3100

3100

4250

2900

2900

2900

2900

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PROPOSED
ASTI REDEVELOPMENT

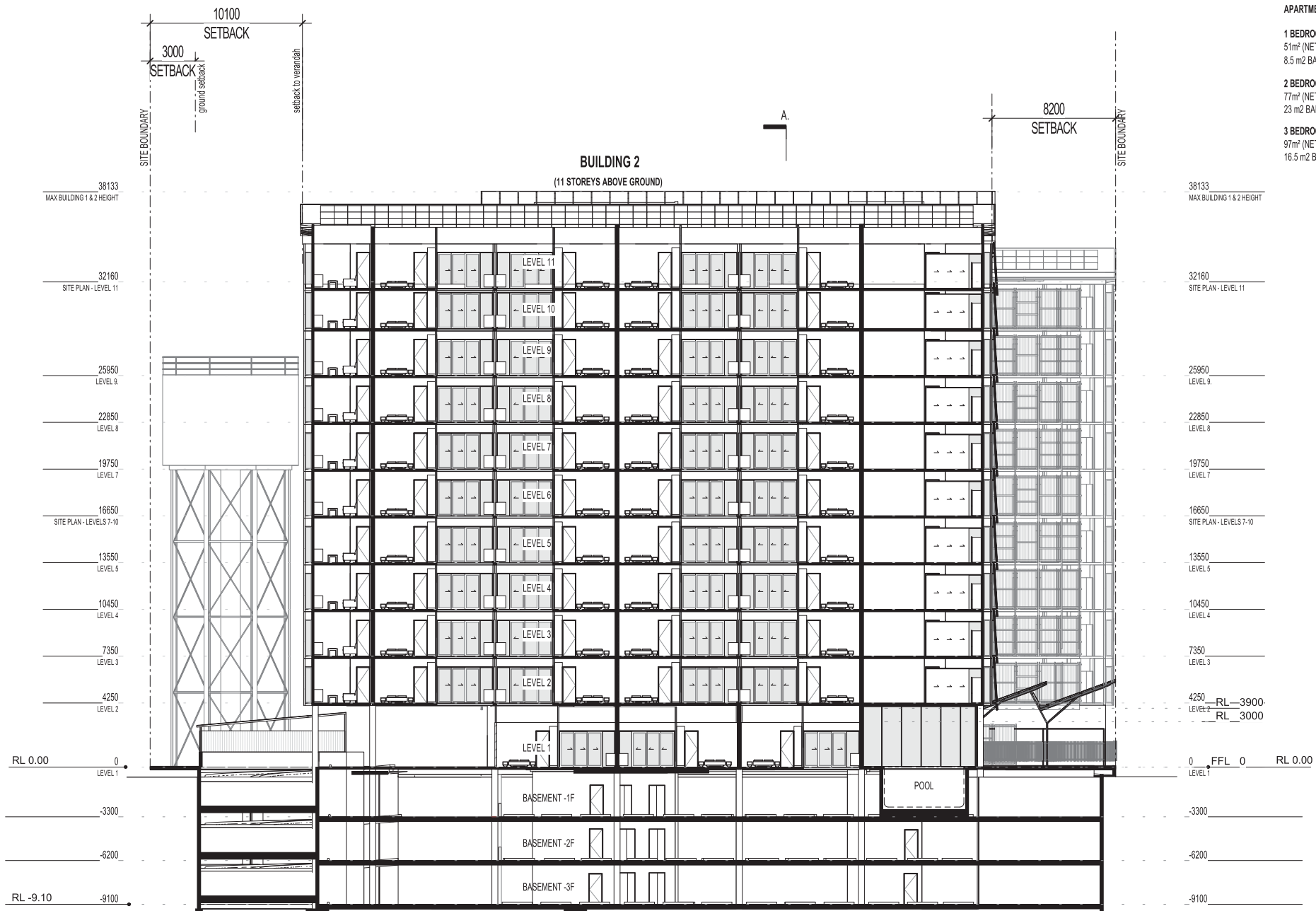
FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT

SECTION A

25.08.2023

DWG NO:

PR 13



APARTMENT TYPE LEGEND

1 BEDROOM APARTMENT

51m² (NETT INTERNAL)
8.5 m2 BALCONY AREA

2 BEDROOM APARTMENT

77m² (NETT INTERNAL)
23 m2 BALCONY AREA

3 BEDROOM STUDIO APARTMENT

97m² (NETT INTERNAL)
16.5 m2 BALCONY AREA

0 2.5m 5m 12.5m
Scale 1: 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT

SECTION B

25.08.2023

DWG NO:

PR 14



NORTH-WEST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

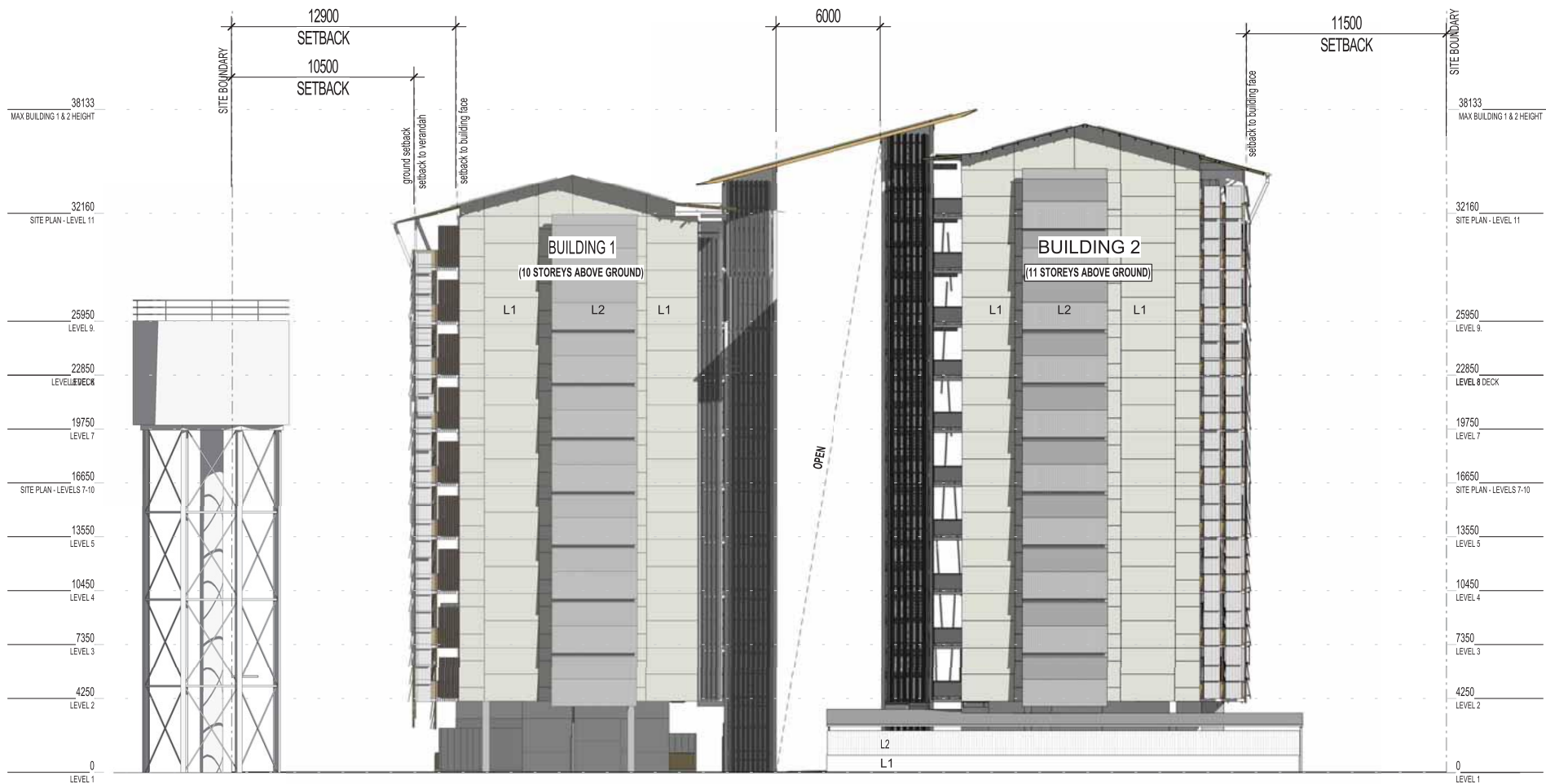
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

NORTH - WEST ELEVATION

25.08.2023

DWG NO:

PR 15



SOUTH-WEST ELEVATION

1 : 250

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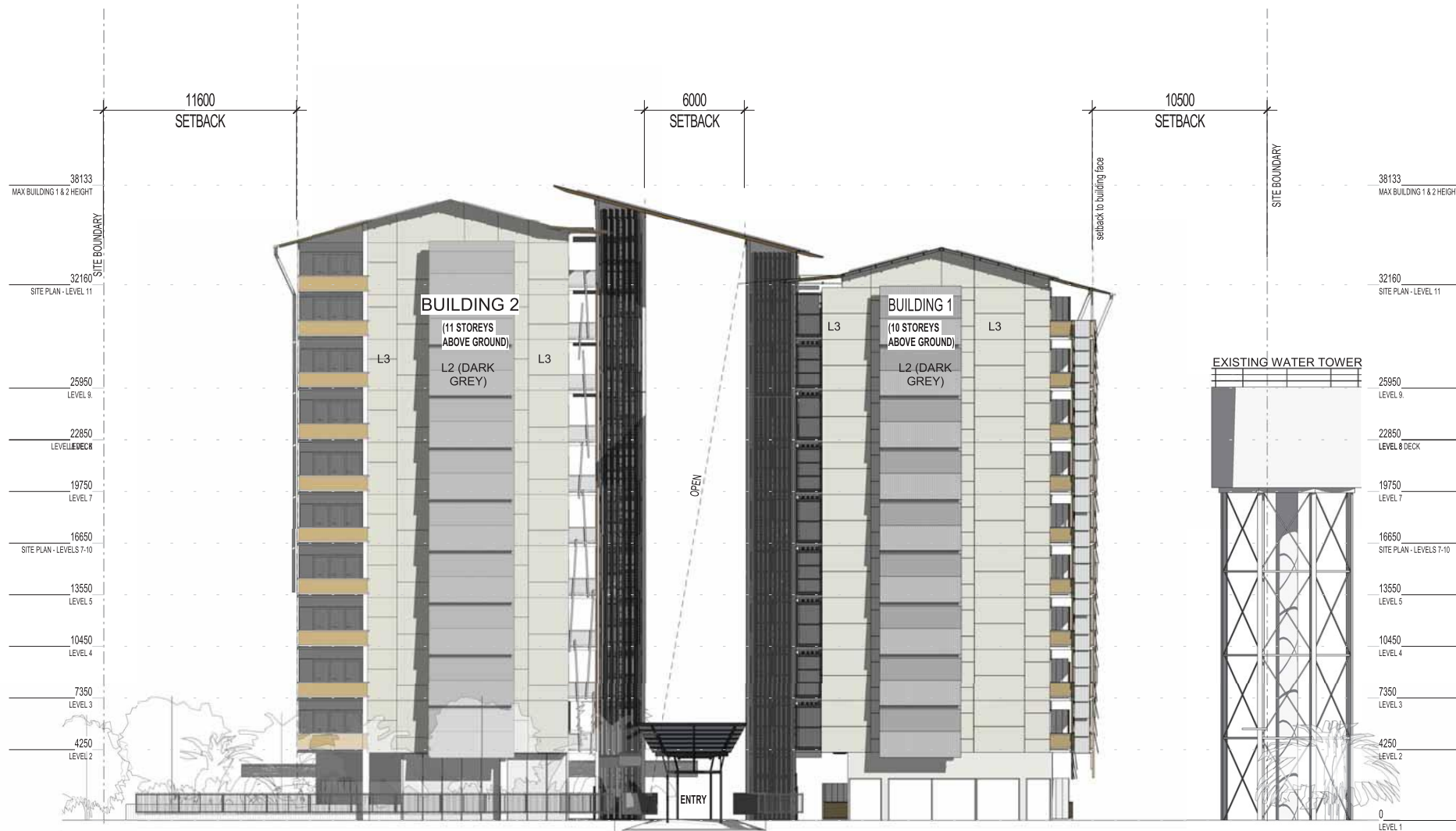
PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
SOUTH - WEST ELEVATION

25.08.2023

DWG NO:

PR 16



NORTH-EAST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

NORTH - EAST ELEVATION

25.08.2023

DWG NO:

PR 17



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PROPOSED
ASTI REDEVELOPMENT

FOR
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LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SOUTH - EAST ELEVATION

25.08.2023

DWG NO:

PR 18



ARIAL VIEW FROM SMITH STREET



PERSPECTIVE - NORTH - BUILDING 1

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
PERSPECTIVE 1

25.08.2023

DWG NO:

PR 19



PERSPECTIVE - SOUTH BUILDING 2

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
PERSPECTIVE 2

25.08.2023

DWG NO:

PR 20



PERSPECTIVE - SOUTH - WEST

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

PERSPECTIVE 3

25.08.2023

DWG NO:

PR 21



PERSPECTIVE VIEW TOWARDS POOL AREA

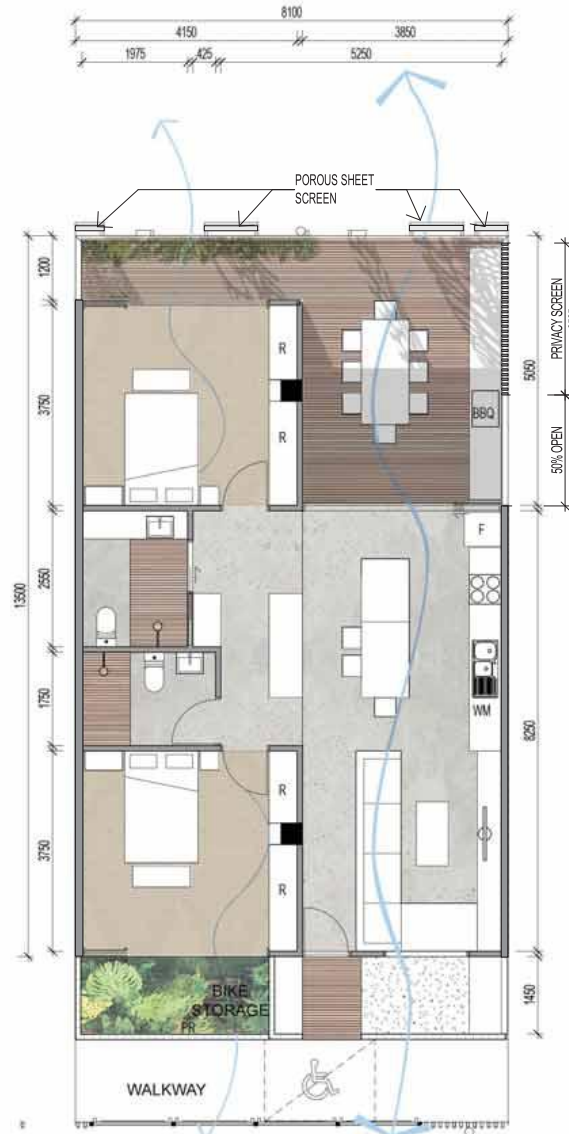
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PROPOSED ASTI REDEVELOPMENT	
FOR JOONDANNA INVESTMENTS	
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
PERSPECTIVE 4	
25.08.2023	DWG NO: PR 22



**1 BED UNIT -
51M2 (NET INTERNAL)**



**2 BED UNIT -
77M2 (NET INTERNAL)**



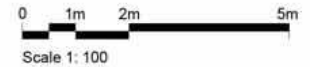
**3 BED STUDIO UNIT -
97M2 (NET INTERNAL)**

SHADING TO BE LESS THAN 25%
OF LENGTH FACING THE STREET

- APARTMENT TYPE LEGENDS**
- 1 BEDROOM APARTMENT**
51m² (NETT INTERNAL)
10m² BALCONY AREA
 - 2 BEDROOM APARTMENT**
78m² (NETT INTERNAL)
23 m² BALCONY AREA
 - 3 BEDROOM STUDIO APARTMENT**
97m² (NETT INTERNAL)
16.5 m² BALCONY AREA

KEYS - JOINERY

- BAG PARK
- DESK
- FRIDGE
- PANTRY
- ROBE
- PRIVACY SCREEN
- WASHING MACHINE



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PROPOSED
ASTI REDEVELOPMENT

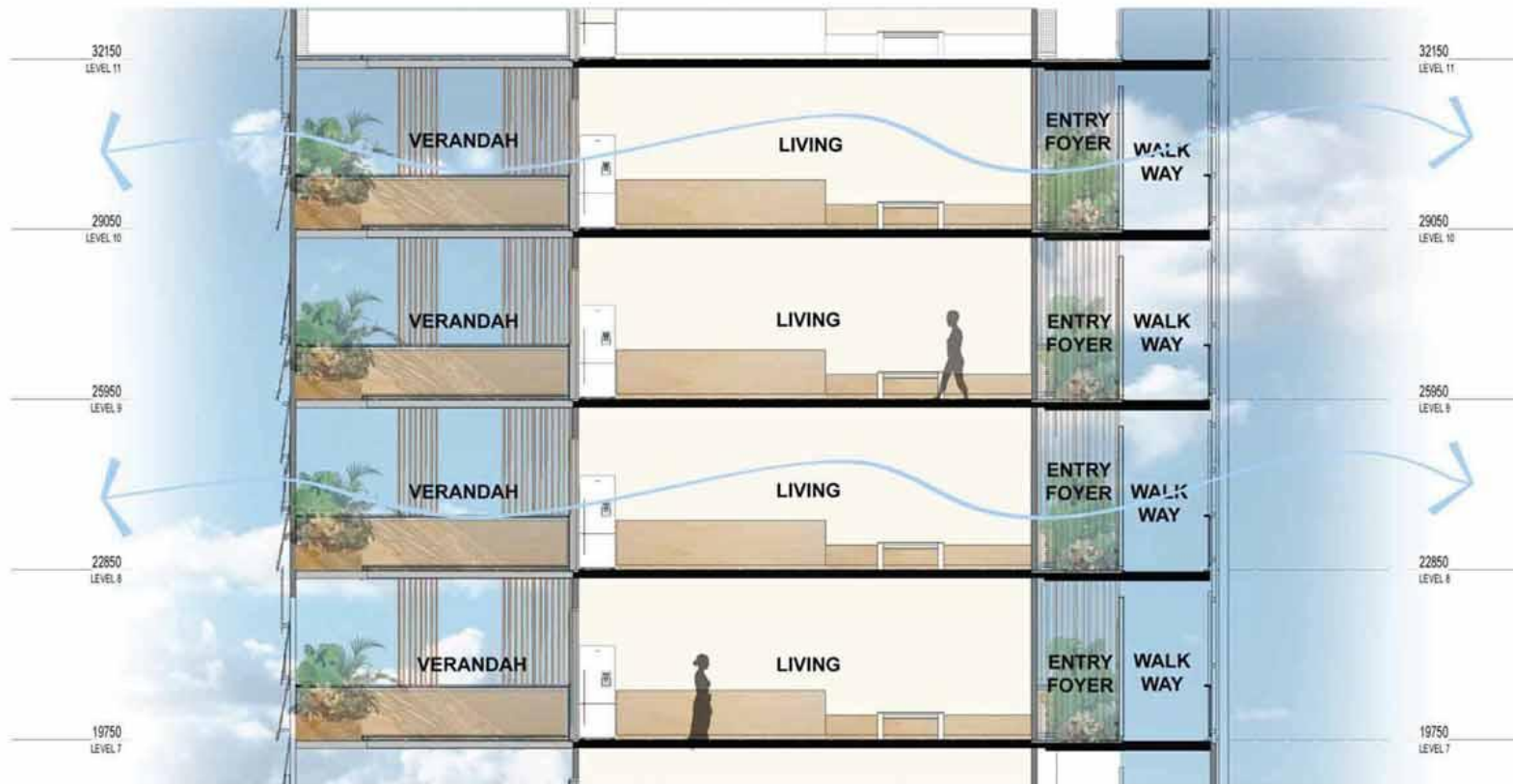
FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT

UNIT TYPES

25.08.2023

DWG NO:

PR 23



UNIT TYPE SECTION

1:100

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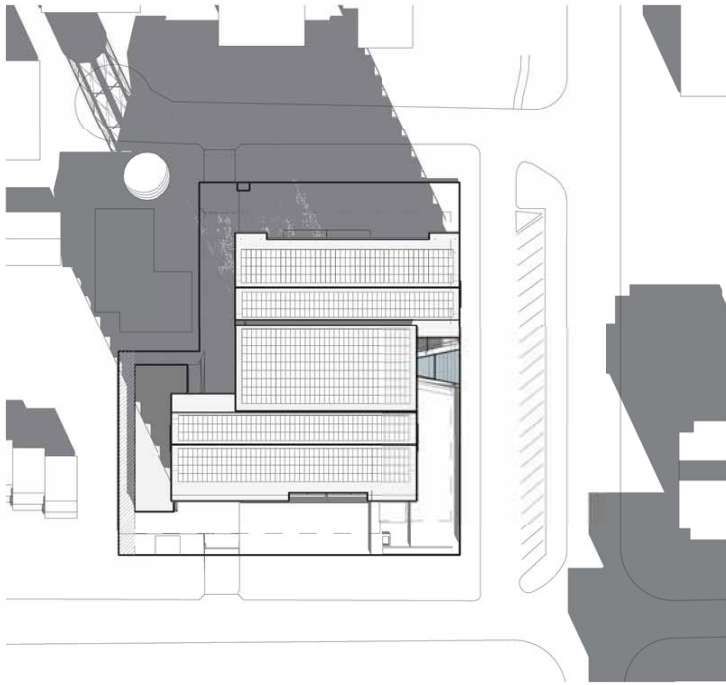
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

UNIT TYPE SECTIONS

25.08.2023

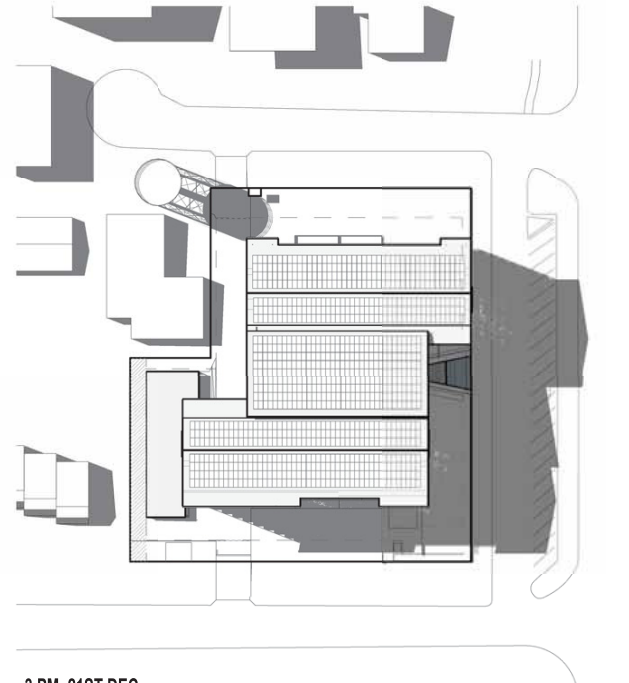
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PR 24



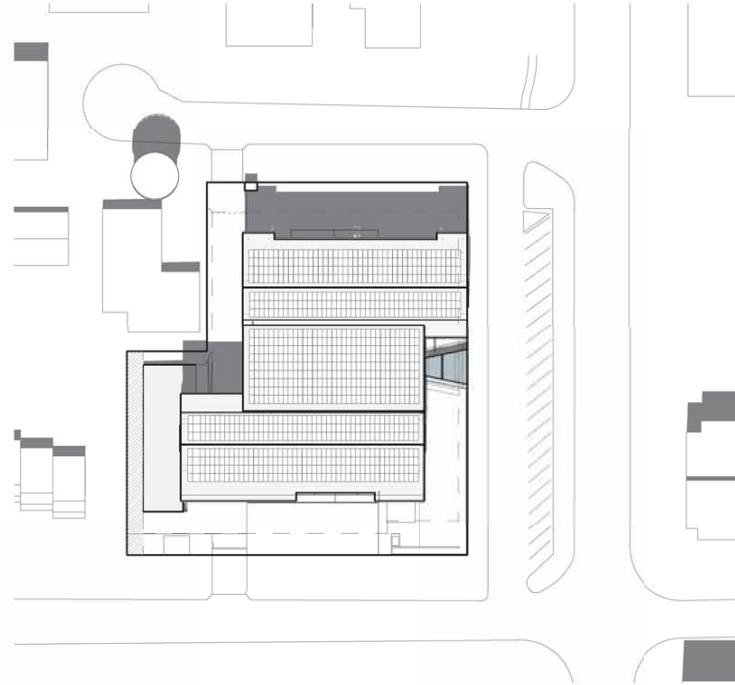
9 AM, 21ST DEC

1 : 1000



3 PM, 21ST DEC

1 : 1000



12 PM, 21ST DEC

1 : 1000

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PROPOSED
ASTI REDEVELOPMENT

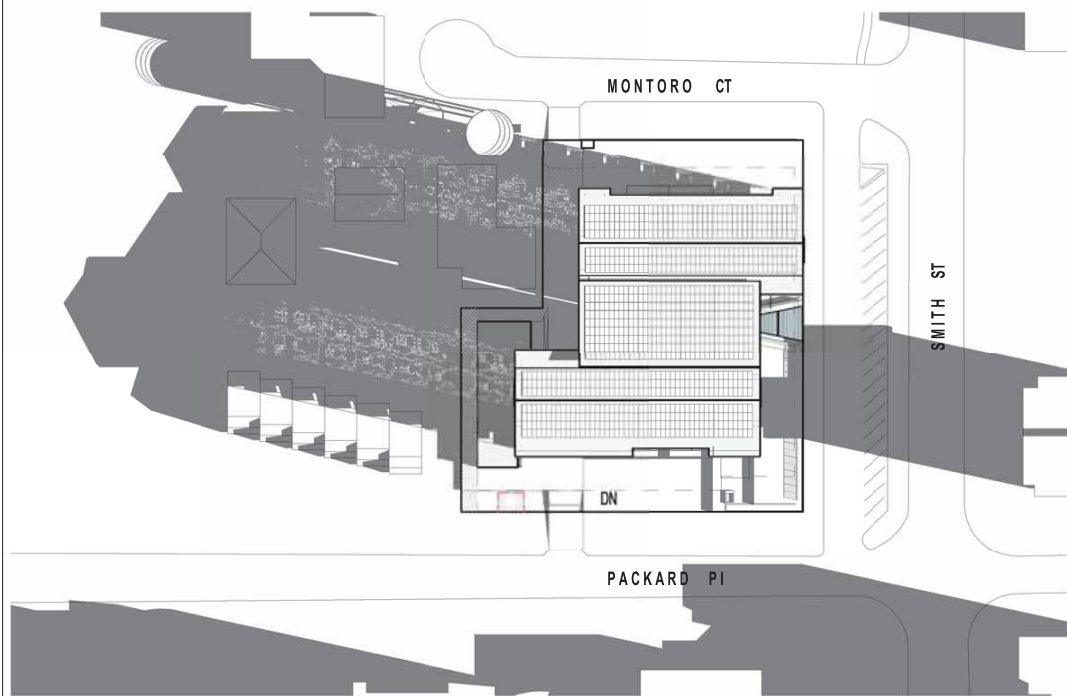
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SHADOW DIAGRAM - DEC

25.08.2023

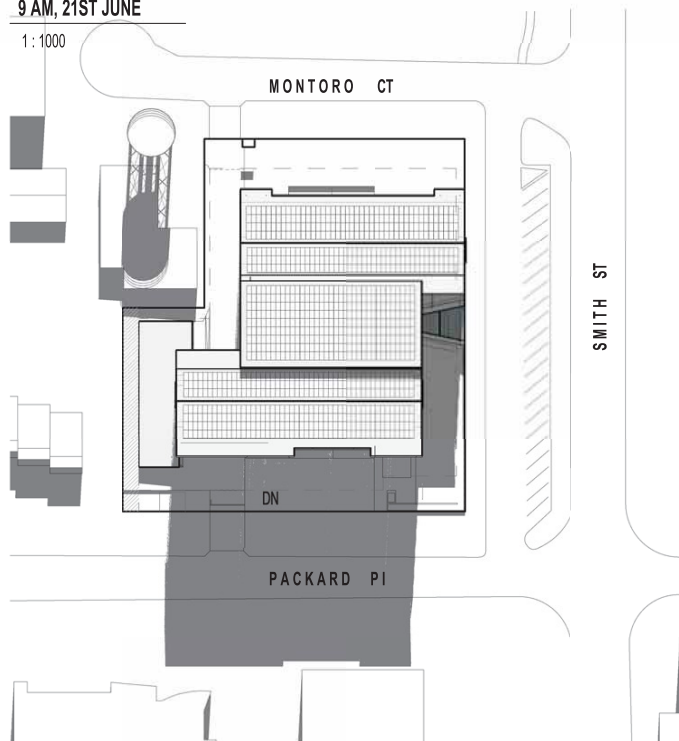
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PR 25



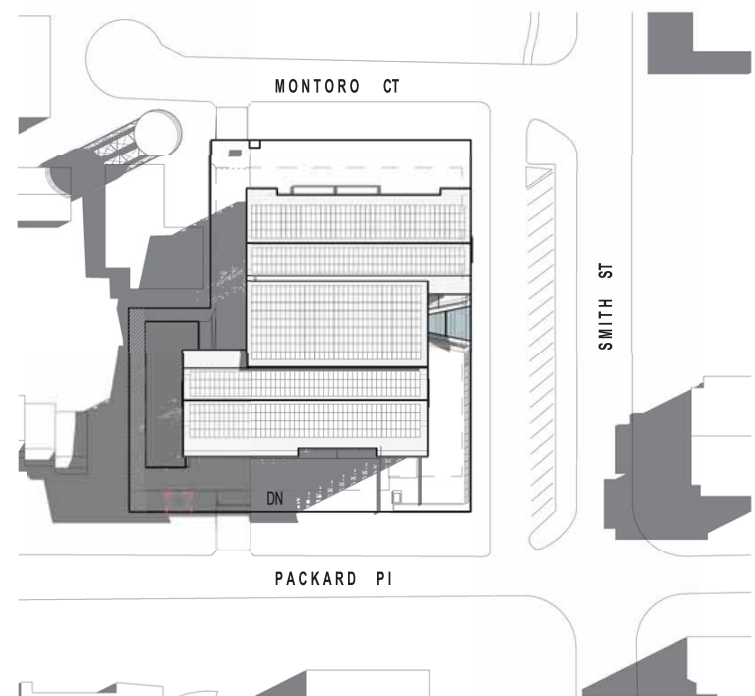
9 AM, 21ST JUNE

1 : 1000




3 PM, 21ST JUNE

1 : 1000



12 PM, 21ST JUNE

1 : 1000

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
	SHADOW DIAGRAMS - JUNE	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	25.08.2023	DWG NO: PR 26



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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

LANDSCAPE PLAN SITE

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25.08.2023

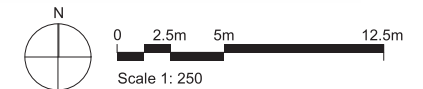
DWG NO:

PR 27



KEY

-  EXISTING BANYAN TREE
-  FLOWERING SHADE TREE SAMANEA SAMAN
-  STREET SHADE TREE ALLOSYNCARPIA TERNATA
-  STREET SHADE TREE EUCALYPTUS ALBA
-  CARPENTARIA PALM
-  BIG LEAF TROPICAL PLANTS
-  TROPICAL BORDER PLANTS



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PROPOSED
ASTI REDEVELOPMENT

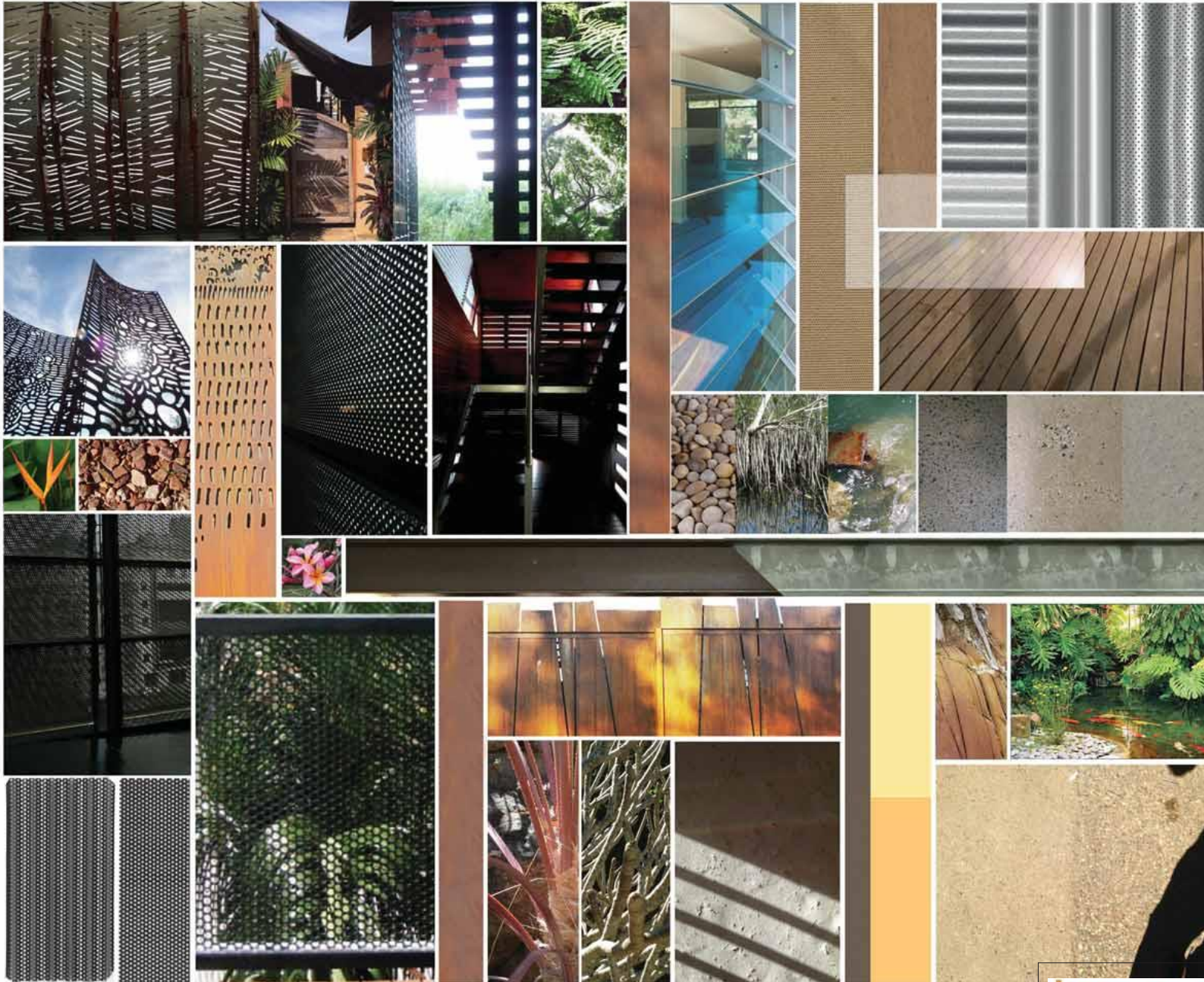
FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

LANDSCAPE PLAN - LEVEL 1

25.08.2023

DWG NO:

PR 28



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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT
MATERIAL BOARD

25.08.2023

DWG NO:

PR 29



Statement of Effect

SERVICED APARTMENTS AND DWELLINGS-MULTIPLE

LOTS 01287, 01288, 01295 AND 01296 TOWN OF DARWIN

August 2023

Contact

Name	Brad Cunningham
Position	Director
Email	brad@crtpc.com.au

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Document Control

Author	Brad Cunningham
Version	2.1
Date	21 August 2023

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1.0 Introduction

Cunnington Rosse Town Planning and Consulting have been engaged by Joondanna Investments Pty Ltd to prepare, lodge and manage an application for development permit for serviced apartments and dwellings-multiple at 1-2 Montoro Court and 7-8 Packard Place, Larrakeyah, on the site of the old Asti Motel. The proposal comprises an evolution of the development proposals approved through a number of previous development permits for redevelopment of the site, the most recent being DP15/0400 issued in July 2015 for the purpose of 110 multiple dwellings and serviced apartments in 6, 8 and 13 storey buildings. DP15/0400 was a variation to DP14/0362 and primarily sought the replacement (rather than retention and upgrade) of the existing motel building adjacent Smith Street). DP14/0362 in turn was effectively a variation to DP13/0895 to increase the height of building 1 and provide additional dwellings. The Motel and all existing buildings within the subject land have subsequently been demolished. In 2019 the proponent lodged a development application (PA2019/0120) for the purpose of 70 serviced apartments and 70 multiple dwellings (comprising 55x1 bedroom dwellings, 73x2 bedroom dwellings and 12x3 bedroom dwellings) in 1x8 storey building, 1x12 storey building and 1x7 storey building, plus ground level restaurant, tenancy and 3 levels of basement car parking.

This application seeks a development permit for the purpose of 119 dwellings-multiple, consisting of 56 residential dwellings and 63 serviced apartments. Development is proposed in one 11-storey and one 10-storey building, with large communal open space and landscaping areas interspersed across the site. In addition to the communal gardens, the ground level includes an administration / reception area, communal gymnasium and swimming pool, bicycle parking, plant and service areas and vehicle access (from both Packard Place and Montoro Courts) to the basement car parking levels. Three basement car parking levels are proposed, with a total of 249 car parking spaces. In addition to the accessible parking spaces within the basement levels, 2 small car parking spaces are provided at ground level. The site is located within Zone TC (Tourist Commercial), wherein dwellings-multiple and serviced apartments require a development permit at the level of impact assessable. This report details the nature of the subject land and locality, the proposed development, considers the proposal against the relevant provisions of the Northern Territory Planning Scheme, and the relevant components of Section 46(3) of the Planning Act. This report (and application) is to be read in conjunction with the following attachments:

Attachment A: Architectural Plans, Elevations, Perspectives and Landscaping

Attachment B: Development Permit DP15/0400, Notice of Consent and Endorsed Plans

Attachment C: Development Permit DP14/0362, Notice of Consent and Endorsed Plans

Attachment D: Development Permit DP13/0895

Attachment E: Traffic Assessment

Attachment F: Title Documents

1.1 Section 46(3)(aa) – Interested Parties

<i>Applicant / Town Planning</i>	Brad Cunnington, Cunnington Rosse Town Planning and Consulting Pty Ltd (on behalf of the proponent) / brad@crtpc.com.au / 0427 796 140
<i>Proponent</i>	Peter Lapira, Joondanna Investments Pty Ltd, 20 Bishop Street, Woolner NT 0820 / plp@joon.net.au
<i>Architecture</i>	Jo Best, Troppo Architecture, 15 Quarry Crescent, Stuart Park / 0405 141 428 / jo.best@troppo.com.au

2.0 Site and Locality

2.1 Site

The site is identified and described in **Figure 1** and **Table 1** below.



Figure 1: Site and Zoning Plan

Site Details	
Location	<p>Lot 01287 Town of Darwin (1 Montoro Court, Larrakeyah)</p> <p>Lot 01288 Town of Darwin (2 Montoro Court, Larrakeyah)</p> <p>Lot 01295 Town of Darwin (8 Packard Place, Larrakeyah)</p> <p>Lot 01296 Town of Darwin (7 Packard Court, Larrakeyah)</p>
Title Reference and Land Tenure	<p>CUFT 790 981 (Montoro Court and 8 Packard Place) – Estate in Fee Simple</p> <p>CUFT 793 460 (7 Packard Place) – Estate in Fee Simple</p>
Area	3,985m ² (combined)
Easements	<p>Lot 01296 – Sewerage and Electricity Supply easements to the Power and Water Corporation (written confirmation received from PWC that works to extinguish easement have been completed)</p>

Landowner	Joondanna Investments Pty Ltd
Planning Considerations	
Planning Scheme	Northern Territory Planning Scheme 2020
Zone	TC (Tourist Commercial)
Assessment Category	Impact Assessable
Strategic Framework	<ul style="list-style-type: none"> • Darwin Regional Land Use Plan • Central Darwin Area Plan
Overlays	None Applicable
General Development Requirements	<ul style="list-style-type: none"> • Clause 5.2.1 – General Height Control • Clause 5.2.4 (Car Parking) • Clause 5.2.5 (Loading Bays) • Clause 5.2.6 (Landscaping) • Clause 5.2.7 (Setbacks for Development Adjacent Land in Zones LR, LMR, MR or HR) • Clause 5.3.7 (End of Trip Facilities)
Location Specific Development Requirements	None Applicable
Land Use Specific Development Requirements (Residential)	<ul style="list-style-type: none"> • Clause 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) • Clause 5.4.4 (Extensions and Ancillary Structures to Dwelling-Group or Dwelling-Multiple) • Clause 5.4.6 (Private Open Space) • Clause 5.4.7 (Communal Open Space)

	<ul style="list-style-type: none"> • Clause 5.4.8 (Residential Building Design) • Clause 5.4.17 (Building Articulation)
Land Use Specific Development Requirements (Commercial)	<ul style="list-style-type: none"> • Clause 5.5.2 (Commercial Plot Ratios) • Clause 5.5.3 (General Building and Site Design) • Clause 5.5.4 (Expansion of Existing Development)

The subject land comprises 4 adjoining allotments on the south-western side of Smith Street, with a total site area of 3,985m². The site previously contained the Asti Motel, with a number of motel rooms and accommodation units in three buildings. Works on the previous development approvals (identified above) commenced some time ago through the demolition of the previous accommodation units and the motel, and the excavation of basement car park levels. With the exception of the construction fence, the site is void of built form and contains a large excavation towards the Smith Street and Montoro Court frontage. The subject land is identified in **images 1** and **2** below.



Image 1: Subject land from the Smith Street car parking area. Existing excavation is evident



Image 2: Subject land from the Smith Street car parking area towards Montoro Court.

2.2 Locality

Figure 1 in section 2 of this report demonstrates the zoning layout in immediate proximity of the site. The CB (Central Business) Zone is evident diagonally opposite on the north-eastern side of Smith Street. The site itself is surrounded on all sides by land in Zone HR (High Density Residential), with the exception of land to the south-east, which continues the TC Zone across the opposite side of Packard Place. Residential densities reduce further south, with land on the southern side of Mitchell Street (in the adjacent locality) zoned MD (Multiple Dwelling) and SD (Single Dwelling).

Further north of the site are OR (Organised Recreation) and PS (Public Open Space) Zones, with the OR Zone accommodating the Gardens Park Golf Links. The Darwin Central Business District commences at Daly Street, approximately 300 metres south-east of the site.

The Smith Street road reserve adjacent the front boundary of the subject land includes a large verge on the southern side, approximately 19 metres wide, which extends from Peary Street to Lambell Terrace, and consists of a combination of walking and cycle paths, lineal open space and car parking. The portion adjacent the subject land includes a public 19-bay car park. The public bus services runs along Mitchell Street, with routes 4, 6, 14 and 15 and bus stop 240 approximately 215 metres walking distance from the subject land.

Built form within the surrounding locality comprises a mix of predominantly residential development at varying heights and densities. Newer residential development, including the eight storey building directly opposite the site in Packard place, a nine storey building diagonally opposite the site and seven storey building directly opposite the site in Smith Street, align with the height provisions in both the HR and CB Zones.

A number of other residential flat buildings within the immediate locality are constructed at heights, below the maximum height provisions within the Northern Territory Planning Scheme, and generally comprise building stock more than 10 years old.

3.0 Planning History

The following planning history is relevant to the proposed development:

- **DP13/0895** – (*Development Permit*) Refurbishment of existing motel plus 24 x 2 and 12 x 1 bedroom serviced apartments in a 7 storey building, 8 x 3, 36 x 2 and 4 x 1 bedroom multiple dwellings in a 13 storey building, ground level car parking plus 2 basement car park levels.
- **DP14/0362** – (*Development Permit*) To Use and develop the land for the purpose of changes to DP13/0895 to allow changes to the number of dwellings and an increased building height (building 1) resulting in refurbishment of existing motel plus 28 x 2 and 14 x 1 bedroom serviced apartments in an 8 storey building plus 8 x 3, 36 x 2 and 4 x 1 bedroom multiple dwellings in a 13 storey building, plus ground level and 3 basement levels of parking.
- **DP15/0400** – (*Development Permit*) To use and develop the land for the purpose of changes to DP14/0362 to replace an existing motel with 20 x 2 bedroom (dual key) serviced apartments in a 6 storey building, resulting in the development of 28 x 2 and 14 x 1 bedroom serviced apartments in an 8 storey building, 20 x 2 bedroom serviced apartments in a 6 storey building, plus 48 x 2 bedroom multiple dwellings in a 13 storey building, plus ground level and 3 basement levels of car parking.
- **PA2019/0120** – (*Application*) 70 serviced apartments and 70 multiple dwellings (comprising 55x1 bedroom dwellings, 73x2 bedroom dwellings and 12x3 bedroom dwellings) in 1x8 storey building, 1x12 storey building and 1x7 storey building, plus ground level restaurant, tenancy and 3 levels of basement car parking.

The previous development permits are provided in **Attachments B, C and D**.

4.0 Proposed Development

Full plans and details prepared by Troppo Architects are contained within **Attachment A**. The proposal differs from development approvals previously issued in that two buildings (of 10 and 11 storeys) are proposed, rather than three buildings between six and 13 storeys as previously approved. In addition to the built form changes, the proposal alters the intended land use outcomes and no longer includes motel accommodation, instead limited to serviced apartments and dwellings-multiple.

Development details comprise:

- Construction of a mixed serviced apartment and dwelling-multiple development with two buildings of 10 and 11 storeys. Building 1 (10 storeys) is located nearest the Smith Street boundary, and includes:
 - 56 residential apartments consisting of:
 - 18 x 1-bedroom residential apartments; and
 - 38 x 2-bedroom residential apartments.

Building 2 (11 storeys) situated to the south-east of building 1 and includes:

- 63 serviced apartments consisting of:
 - 10 x 1- bedroom serviced apartments;
 - 43 x 2-bedroom serviced apartments; and
 - 10 x 3-bedroom serviced apartments.
- Ground level comprising combined administration and reception area, gymnasium, end-of-trip facilities, five two-bedroom apartment, communal open space including swimming pool, BBQ and children's play area, pedestrian access, car parking, bicycle storage, mechanical plant, bin storage area and driveway site and basement access. The driveway connection between Montoro Court and Packard Place is provided in order to negate the requirement for vehicle access from Smith Street, and provides access to 2 car parking spaces, bin storage, plant and service areas;
- Three basement car parking levels with 81, 81 and 79 car parking spaces, 2 motorcycle parking spaces, lift and stairwell access, vehicle ramps, plant areas / services risers and storage space. Including the 2 parking spaces at ground level, 248 car parking and 2 motorcycle parking spaces are provided within the proposed development;
- Each dwelling type (ie 1, 2 and 3-bedroom) has an identical floor layout, with each containing an entry porch / screening area, open plan living, dining and kitchen areas, bedroom/s and balconies. A number of apartments have been designed as accessible units, along with a high number of accessible car parking spaces in both the basement and ground levels; and
- Built form design is typical of that from Troppo Architects, with extensive openings and use of tropical building methods including raw cladding and timber / timber-look screening materials, natural colours, shading and feature panel projections.

Ground and upper-level landscaping emphasises screening and shading, and includes decking areas, lawn and groundcover, with Palms, Eucalypts and tropical feature and screen plants.

Key components of the building design and site layout approach include:

- The large (1,700m²) communal gardens around and between the two building elements;
- Apartment buildings being limited in width equivalent to the length of one apartment only, ensuring all apartments have open air access from both ends (ensuring access to prevailing breezes and the provision of through-flow ventilation); and
- The use of shading projections, natural materials, colours and finishes.

Landscaping is concentrated in the communal gardens and within the setback areas, including locally suitable landscape species (including Banyans, Eucalypts and Palms).

The proponent has advised that a portion of the residential component of previous iterations was intended for occupation as public, affordable and/or social housing in response to an Expression of Interest released by the (now) Northern Territory Department of Families, Housing and Communities. The ability to include such housing within the proposed development no longer exists, and the proponent has confirmed that there is no longer any intention to include public, affordable and/or social housing within the proposal.

Architectural design details including site and floor plans, apartment plans, elevations, sections, perspectives and landscaping details are provided in **Attachment A**.

5.0 Section 46(3)(a) - NT Planning Scheme

The relevant provisions within the Northern Territory Planning Scheme 2020 (the Planning Scheme) are referred to below.

5.1 Nature of Development

The proposed development consists of *dwelling-multiple* and *serviced apartments* (a form of *dwelling-multiple*) with ancillary *office* (comprising the reception and administration area applicable to the serviced apartment accommodation component) in accordance with the definitions in **Schedule 2** of the Planning Scheme:

serviced apartments means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and which is regularly serviced or cleaned;

dwelling-multiple means a ***dwelling*** or ***serviced apartment*** that is wholly or partially vertically over or under another ***dwelling*** on a ***site*** and includes any ***dwelling***s above the ground floor in a mixed use development, and includes a ***dwelling*** on a unit title with common property;

The ground level reception and administration area, associated with and entirely auxiliary and subordinate to the primary use (and thus entirely ancillary) is consistent with the definition of *office*:

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

The *dwelling-multiple* and *serviced apartments*, are encapsulated within two *residential buildings* in accordance with the definition.

***residential building** means a building or part of a building used or developed or proposed to be developed for a **dwelling-community residence, dwelling-caretakers, dwelling-grouped, dwelling-independent, dwelling-multiple, dwelling-single, hotel/motel, residential care facility, or rooming accommodation**;*

The above uses are located entirely within Zone TC, and are *impact assessable*.

5.2 Part 2 - Strategic Framework

5.2.1 Darwin Regional Land Use Plan

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

Page 16 of the Plan provides the *Key Urban and Peri-Urban Residential Objectives*:

- *Identify sufficient suitable opportunities for residential development to ensure an ongoing supply of lots to meet market demand.*
- *Encourage a diverse range of dwelling types and residential localities to cater for changing demographics (including single person households and an ageing population), to meet increasingly diverse community aspirations and minimise the impacts of development on established localities.*
- *Focus urban and peri-urban development close to established areas or collocated in localities suitable for such uses to enhance the economic viability of required infrastructure.*
- *Encourage detailed design that:*
 - *recognises the contribution natural and cultural sites make to urban character*
 - *provides for appropriate protection and maintenance of natural and conservation areas*
 - *is climatically appropriate and avoids the creation of heat islands.*

In response to the key objectives, the proposed development contributes residential development for both long and short-term occupation to ensure an ongoing supply of housing, provides a range of dwelling types on an unutilised site close to the major regional centre and accessible by public transport, maximising population within close proximity to services and infrastructure. Dwellings provide for a range of occupant types (including single person households) with a distinctive and climatically appropriate built form.

Through the innovative design relationship between built form and open space within the proposal area, and cognisant of the statutory requirements of the Planning Scheme considered later in this section, the development achieves an appropriate balance between maximising development opportunities within the site and minimising impacts on established localities. In relation to Infill Development, the plan goes further to state:

The land use plan supports ongoing infill residential development, particularly on underutilised land close to existing transport networks and community or commercial facilities, and where there is potential for mixed-use activity centres. The plan is predicated on the opportunities increased residential densities close to such centres create for improved public transport and for local employment and the associated reduced need for commuter travel. Infill development in areas readily accessible to public transport and local facilities and services will help minimise the impacts of increasing population growth in the region on the majority of existing residential areas.

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

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

Given the key objectives for Urban and Peri-Urban areas, commentary regarding infill development and the intended land use outcomes, the proposal is consistent with the range of uses anticipated within the Darwin Regional Land Use Plan, and will not compromise the outcomes of the Land Use Plan objectives.

5.2.2 Central Darwin Area Plan

The *Central Darwin Area Plan* was finalised by the Northern Territory Planning Commission and incorporated as a policy document in the Planning Scheme in late 2019. The Plan provides a framework for land use and development outcomes within the Central Darwin Area (i.e. Cullen Bay to the Darwin Waterfront). The subject land is identified as *Tourist Commercial* (reflective of the existing zoning) per the land use vision map on page 13, and is not located within a focus area per the index map on page 14.

No specific theme is provided for tourist commercial areas / tourism development, however given the nature of surrounding land and the proposed development, the residential theme on page 17 is considered the most applicable. The residential theme provides four objectives with corresponding acceptable responses.

1. Encourage appropriate housing options, neighbourhood and residential amenity to support the lifestyle of a diverse demographic	
Objectives	Acceptable Responses
1.1 Encourage residential buildings that provide for a broad spectrum of demographic groups.	i. A variety of dwelling types are provided.
1.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	i. Building design responds to adjacent buildings and environments or adjacent buildings and environments reasonably anticipated. ii. Development fronting existing and future public spaces responds to the role and function of the individual space and provides opportunities for passive surveillance. iii. Bulk and scale of wide buildings is addressed through architectural design including, but not limited to, the presentation of multiple frontage types to the streetscape, modulation of the facade, or changes in material. iv. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.
1.3 Encourage sustainable development.	i. Buildings and the urban environment demonstrate innovative responses to support cooling, heat mitigation, greening, water and energy efficiency, and waste reduction.
1.4 Maintain residential areas in Larrakeyah and Cullen Bay.	i. Residential development accords with current zoning unless specifically identified as a Potential Area for Change on the Residential and Mixed Use Map.

Consistent with the objectives and acceptable responses, the development provides a range of dwelling sizes to accommodate a range of demographic groups, adopts a building design responding to adjacent buildings and environments by ensuring compatible building heights, a high ratio of void space to built form and narrow building width. Bulk and scale is addressed through prolific use of projections, visual relief, material variations, setbacks and landscaping, with a varied, interesting and active ground level frontage. Building design ensures tropical design principles of passive cooling and airflow are achieved, and is consistent with the current zoning.

In addition to the Residential Theme, the Movement and Transport Theme, commencing with the Movement and Transport Network Map on Page 28 of the Area Plan, identifies the portion of Smith Street directly adjacent the subject land as:

- Sub Arterial and Primary Transport Corridor;

- High Amenity Boulevard – Road Reserve Upgrade including Tree Planting and Pavement Enhancements; and
- City Recreation Loop.

The commentary around the Movement and Transport Theme notes the function of Smith Street as an important link between Cullen Bay and the Darwin Waterfront, and provides five objectives with corresponding acceptable responses.

6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape	
Objectives	Acceptable Responses
6.1 Maintain a highly permeable grid street network within the city centre.	<ul style="list-style-type: none"> i. A fine-grained grid of local streets are retained or expanded upon which support a highly permeable, pedestrian and cycle friendly city centre. ii. A grid configuration of city streets and blocks are provided consistent with the existing street and block layout across Central Darwin. Blocks measure between 60m x 120m width and 120m x 240m length. Blocks incorporate mid-block laneways where possible. iii. Large developments of 3500sqm or larger within the city centre provide connections through the site and to the existing grid.
6.2 Provide appropriate primary vehicle and service access that maintains high levels of pedestrian amenity and minimises disruptions to pedestrian movements.	<ul style="list-style-type: none"> i. Existing and proposed lots are serviced by laneways where possible.

<p>6.3 Enhance pedestrian and cyclist amenity, safety and movement.</p>	<ul style="list-style-type: none"> i. Pedestrian and cyclist links are direct, connected, have clear sightlines, and are well lit. ii. Laneway pedestrian crossings connect arcades and are safe attractive and distinct. iii. Where there is reasonable capacity to do so, street and movement network enhancements include provision for pedestrians and cyclists. This may include, but is not limited to: <ul style="list-style-type: none"> a) Separated Cycleways b) Prioritised street crossings c) Bike Parking d) Map signs e) Directories f) signage identifying pedestrian and/or cyclist networks i.e. City Recreation Loop; and g) interpretive signage. iv. Street verges are landscaped to provide shading for pedestrians and cyclists, while also softening the appearance of hard surfaces and buildings.
<p>6.4 Areas identified as 'Green Links' are leafy, high amenity shared movement corridors.</p>	<ul style="list-style-type: none"> i. Areas identified as 'Green Links' make use of wide road reserve to accommodate multiple modes of transportation, bus stops, public art, and landscaping. ii. Streetscape and landscape enhancements are prioritised within 'Green Link' road reserves and provided in a coordinated manner. iii. In accordance with any relevant policies of road authorities, examine opportunities for improving the amenity of streets identified as 'Green Links'. This may include, but is not limited to: provision of landscaping, street trees, shared footpaths, separated cycleways, street furniture and/or drinking water stations.
<p>6.5 Facilitate transport network upgrades.</p>	<ul style="list-style-type: none"> i. Possible future additions to the transport network indicated on the Movement and Transport Maps, and including a potential rapid transit corridor, are not compromised. ii. Where the City of Darwin or the Northern Territory Government has established an infrastructure contribution plan to fund the construction of strategic transport connections, contributions are to be made in accordance with the contribution plan; OR The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for. iii. Land identified as part of the City Recreation Loop on the City Recreation Loop Map is developed as high amenity pedestrian and cyclist space, and integrates with neighbouring parts of the network.

Consistent with the Movement and Transport Theme, the proposal relies on the existing street network with a high level of accessibility and permeability. Vehicle access relies on the secondary street frontages, ensuring the High Amenity Boulevard (Road Reserve Upgrade including Tree Planting and Pavement Enhancements) and City

Recreation Loop along Smith Street are not compromised, and the high proportion of open, landscaped and highly visible pedestrian connection to the Smith Street road reserve ensures a high amenity frontage to the public realm.

5.3 Part 3 - Overlays

No overlays are applicable to the proposed development within the subject land.

5.4 Part 4 – Zone TC

The subject land is located within Zone TC (Tourist Commercial) per **Clause 4.13** of the Northern Territory Planning Scheme. **Clause 4.13** provides the following in relation to development in Zone TC:

Zone Purpose

Facilitate commercial and residential development that caters for the needs of visitors, supports tourism activities, and is of a scale and character compatible with surrounding development.

Zone Outcomes

1. *A mix of uses focused on providing services to tourism comprising:*
 - a) ***bar-small, bar-public, food premises, hotel/motel, serviced apartments, shop, rooming accommodation, caravan park, resort complexes and short-term accommodation;***
 - b) *entertainment and personal services for guests, residents and visitors, including **leisure and recreation** facilities; and*
 - c) *a mix of other business activities including **club, passenger terminal, exhibition centre and leisure and recreation.***
2. *Limited residential, commercial and community uses, such as **dwelling-multiple, child care centre and community centre**, where the nature of the activity does not compromise the **primary use** of the locality for tourist commercial activities.*

The proposal includes 63 *serviced apartments* and 56 *dwelling-multiple*, with the provision of short-term (apartment) exceeding long-term (dwelling) uses. The proposal adheres to the above objective, in that the *primary* purpose is for uses servicing tourism. The extent of residential use (per **subclause 2**), whilst well beyond *ancillary*, is compatible with the *serviced apartments* (per **subclause 1**), with the overall provision appropriate given the predominantly residential character of the surrounding locality.

3. *The design, operation and layout of development:*
 - a) *makes a positive contribution to the locality by incorporating a high quality of built form and landscape design;*

*b) minimises unreasonable impacts to the **amenity** of surrounding premises;*

The site and built form design differs from previous approvals in two key aspects – firstly the provision of two buildings only (rather than the retention of the previous motel building and two new buildings, or three new buildings), and the proposed development of 10 and 11 storey buildings (rather than various iterations of 3, 7 and 13 storeys; 3, 8 and 13 and 6, 8 and 13). Whilst the Planning Scheme allows scant, if any, reliance on previous approvals, comparison to developments approved in 2013, 2014 and 2015 highlights the altered design intent. Reducing the maximum height of residential development in a manner more compatible with existing development; relocating built form more centrally within the site (thus increasing boundary setbacks to adjoining land and side streets) and reducing the extent of built form relative to open and void space seeks to increase the distance and reduce the impact of built form on the locality.

The context of the site’s proximity to the CB (Central Business) Zone and the existence of several mid to high rise buildings (six to nine storeys) within close proximity of the land, along with the building design being “fairly open in nature and the articulation and interest provided by this design, through its varied heights and ‘tropical’ features, are seen as positive aspects”¹ support the height and extent of development proposed.

The aforementioned reasoning equally applies to the development, if not more so given the greater proportion of open space. The site’s context has not measurably changed and the site remains heavily influenced by its proximity to the Darwin CBD and surrounding high-rise development. The building designs are consistent with those approved in DP15/0400 and the identified ‘tropical’ design features, visual building separations and narrow building form have all been retained. It is important to note that the wording of **Subclause 3(a)** clearly requires the *design, operation and layout of development* make a *positive* contribution to the locality through landscape and built form design. The extent of landscaping, quality of landscaping and built form design, including the locally unique elements, ensure the proposal will be a positive character addition to the surrounding area.

Both **Section 3** of the Northern Territory Planning Act and **Schedule 2.2** of the Planning Scheme define *amenity* as:

Amenity, in relation to a locality or building, means any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable

There are a number of elements of the locality that either make or contribute to the locality being *harmonious, pleasant or enjoyable*, including:

- The ability for higher level apartments to obtain ocean views;

¹ Refer Development Consent Authority DP14/0362 Notice of Consent, 15 May 2014

- The established and visually prominent nature of landscaping and vegetation within the locality, including landscaping in both the public and private realms;
- The number of modern, attractive (subjective) and relatively well-kept buildings; and
- The nature of land uses in the immediate locality being predominantly residential, reflecting the residential / CB fringe zoning of the surrounding area.

Whilst the development seeks to minimise amenity impacts to surrounding premises, any impact must be taken in the context of development *reasonably anticipated*, and in this context must not be *unreasonable*. It is acknowledged that the development of 10 and 11-storey buildings on a currently vacant site will alter the nature of the locality, and in some respects may impact on amenity (for example restricting views to existing mid-rise development). However, given the design approach towards the site layout, the building and landscape design, and development that could be reasonably anticipated under the relevant policy, the proposed development suitably *minimises* any unreasonable amenity impacts.

c) mitigates the potential for land use conflict with existing and intended surrounding development;

The predominance of accommodation and residential land uses reflects the residential nature of the surrounding locality, and minimises the potential for land use conflict.

d) avoids adverse impacts on the local road network;

The proponent has undertaken a number of traffic studies relating to previous iterations. The nature of vehicle movements within the surrounding road network since 2015 does not alter the outcome of those studies, which confirm the surrounding road network can accommodate an increase in traffic as a result of the (previously approved) development. The revised traffic assessment undertaken by MFY Traffic Engineers in August 2023 (**Attachment E**) confirms the proposal will generate a lower volume of traffic than previously assessed, and that the current conditions are similar to those in 2019. The assessment concludes that traffic generated by the proposed development will be readily accommodated on the road network.

*e) provides safe and convenient pedestrian and bicycle **access** within the development and strong connections to external transport networks; and*

The development provides clear and legible shared pedestrian and bicycle access, with a raised walkway leading to the lift and stair wells for each of the buildings. Secure bicycle storage and end of trip facilities are provided on the ground floor, and the existing pedestrian network provides direct access to bus routes along Mitchell Street, with the nearest bus stop approximately 215 metres walking distance from the subject land.

f) allows passive surveillance of public spaces.

The location of site and building entry points, apartments at ground level (including private open space), and communal open space to all street frontages will provide ample opportunity for passive surveillance of adjacent public space.

4. *Development avoids or minimises adverse impacts on ecologically important areas through location, design, operation and management.*

The subject land and development thereof are unlikely to impact on ecologically important areas given the urban nature of the site and locality.

5. *Development does not impose unsustainable demands on surface water and groundwater.*

Development is compatible with surrounding land use and development, and will rely on reticulated services in accordance with the requirements of the Power and Water Corporation.

6. *Subdivision primarily provides for lot sizes capable of accommodating the uses expected in the zone.*

No subdivision is proposed.

7. *Subdivision and development is integrated as far as possible with reticulated electricity, water and sewerage (where available), stormwater drainage, and telecommunication infrastructure. If lots are unsewered, provision for the disposal of effluent must be made on-site so that the effluent does not pollute ground or surface waters.*

The proposed development will be connected to reticulated power, water, sewerage, drainage and telecommunications infrastructure in accordance with the requirements of relevant service authorities.

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

The development and proposed land uses therein are defined in **Schedule 2** of the Scheme.

5.5 Part 5 – General Development Requirements

5.5.1 Clause 5.2.1 – General Height Control

Purpose

Ensure that the heights of buildings and structures are appropriate to the strategic and local context of the location and meet community expectations for development in the zone.

Administration

1. *This clause does not apply if:*
 - a) *The development is for the purpose of:*
 - i. *a telecommunications facility;*

- ii. a chimney, flag pole, aerial, antenna or lightning rod; or
 - iii. the housing of equipment relating to the operation of a lift; or
- b) an alternative height control is specified in clause 5.9 (Location specific development requirements).
- 2. The consent authority must not **consent** to a development in Alice Springs that is not in accordance with sub-clause 5.
- 3. The consent authority must not **consent** to a development on land in Zone MR abutting land in Zone LR that is not in accordance with sub-clause 6.
- 4. Except as set out in sub-clause 3, the consent authority may **consent** to a development that is not in accordance with sub-clause 6 if it is satisfied the **building height** is consistent with the intended character and **amenity** of the area, having regard to:
 - a) the heights of other buildings in the immediate vicinity; and
 - b) measures taken to mitigate potential impacts (such as unreasonable overshadowing, or overlooking of dwellings and private open space) on abutting properties.

Requirements

- 5. The **building height** of a development in the Municipality of Alice Springs is not to exceed:
 - a) the maximum **building height** for the zone and use as specified in table A to this clause; or
 - b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table A to this clause.
- 6. The **building height** in all other areas is not to exceed:
 - a) the maximum **building height** for the zone and use as specified in table B to this clause; or
 - b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table B to this clause.

Table B to clause 5.2.1: Height control outside Alice Springs		
Zone	Use	Maximum building height above ground level
CB, SC, TC and DV	All uses	No height limit

Table B to **Clause 5.2.1** indicates there is no building height limit in Zone TC.

5.5.2 Clause 5.2.4.1 – Parking Requirements

Purpose

*Ensure that sufficient off-street car parking, constructed to a standard and conveniently located, are provided to service the proposed use of a **site**.*

Administration

1. *This clause does not apply where alternative car parking space requirements are established under clause 5.9 (Location specific development requirements).*
2. *The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 if it is satisfied a reduction of the number of **car parking spaces** is appropriate with regard to:*
 - a) *the zoning of the land, the use or development or proposed use or development of the land, and the possible future use or development of the land;*
 - b) *the provision of **car parking spaces** in the vicinity of the land; and*
 - c) *the availability of public transport in the vicinity of the land;*
 - d) *the potential impact on the surrounding road network and the **amenity** of the locality and adjoining property;*

*or if the use or development relates to a **heritage place** and the Minister responsible for the administration of the Heritage Act 2011 supports the reduced provision of **car parking spaces** in the interest of preserving the significance of the **heritage place**.*

3. *The consent authority may require the provision of **car parking spaces** for any **ancillary** use or development in addition to that specified for the **primary use** or development in the table to this clause.*

Requirements

4. *Use and development is to include the minimum number of **car parking spaces** specified in the table to this clause (rounded up to the next whole number).*

In accordance with the table to **Clause 5.2.4.1**, the proposed development requires and provides car parking in per the following table.

Component	Number / Area	Parking Rate	Required Parking	Parking Provided
Dwellings – Multiple	56 dwellings	2 per dwelling	112	248 Car Parking Spaces
Serviced Apartments	63 Apartments	1 per apartment	63	
Non-apartment floor area	330m ²	3/100m ²	9.9	
Total			185	

The proposed development provides a surplus of car parking relative to the requirements of **Clause 5.2.4.1**.

5.5.3 Clause 5.2.4.4 – Parking Layout

Purpose

Ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose.

Administration

1. *This clause does not apply to a **car parking area** where the car parking is required in association with a **dwelling-single, dwelling-independent** or a **home based business**.*
2. *A **car parking area** may be used for the purpose of a **market** if:*
 - a) *a market is Permitted in the zone; and*
 - b) *the market operates outside of the operating hours of the use for which the car parking area is established.*
3. *The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the **amenity** of the surrounding locality.*

4. *The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.*
5. *The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.*

Requirements

6. *A **car parking area** is to:*

- a) be not less than 3m from any lot boundary abutting a road; and*
- b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the **car parking area** when viewed from the road.*

With the exception of the basement car parking areas, all car parking is situated more than 3 metres from the site boundaries. No car parking is visible from the public realm, and landscaping is included to all setbacks.

7. *A **car parking area** is to be constructed and maintained to be:*

- a) of a suitable gradient for safe and convenient parking; and*
- b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.*

With the exception of vehicle ramps and minor falls required for drainage, the car parking areas are flat to ensure safe and convenient parking. Ramps and gradients will comply with Australian Standards. All car parking areas will be fully sealed and drained.

8. *The layout of a **car parking area** is to:*

- a) be functional and provide separate access to every car parking space;*

Car parking spaces are easily identifiable, accessible and logically located accessible to building entry / access points. Separate access is provided to each car parking space.

- b) allow a vehicle to enter from and exit to a road in a forward gear;*

The internal through driveway at ground level and access and turning areas within the basement levels ensure vehicles can enter and exit in a forward gear.

- c) be in accordance with the dimensions set out in the diagram to this clause; and*

With the exception of small-car parking bays 1-2 at ground level, 82-84 in 3F, 82-84 in 2F and 76-79 in 1F, all car parking spaces meet or exceed the minimum dimension requirements of 2.5 by 5.5 metres. Small-car bays have a length of 5.1-5.5 metres and a width of 2.425-2.625 metres.

Given the number of parking spaces provided, it is reasonable to assume a proportion of vehicles accommodated within the basement levels will be small cars and able to utilise the aforementioned bays. The provision of 11 small-car bays is well below the surplus of 64 bays, and thus the car parking layout will remain functional for the required range of vehicles. Accordingly the proposed variation is appropriate.

- d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.*

End-of-row driveways provide additional reversing space.

9. The number of **access** points to the road is to be limited, and **access** points to **car parking areas** are to:

- a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and*
- b) maximise sight lines for drivers entering or exiting the car parking area.*

Two vehicle access points are provided, avoiding the need for direct access to Smith Street, distributing vehicle traffic between two intersections, and providing easy access and avoiding the need for turning areas to accommodate service vehicles. In this case, the provision of two access points is appropriate. All driveways meet or exceed the minimum dimension requirements, and Building setbacks and the low-speed nature of Packard Place and Montoro Court ensure site lines achieve the minimum requirements.

5.5.4 Clause 5.2.5 – Loading Bays

Purpose

Provide for the loading and unloading of vehicles associated with the use of land.

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
- a. the scale of the use and development on the site;*

- b. any potential adverse impacts on the local road network; and
 - c. any agreements for off-site loading and unloading of vehicles, such as shared loading areas or approval to carry out loading activities in a laneway or **secondary street**.
2. For the purposes of this clause, where an **exhibition centre, food premises (fast food outlet and restaurant), office, place of assembly, shop or shopping centre** are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined **net floor area** of the integrated uses.

Requirements

3. Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number).
4. A **loading bay** is to:
- a. provide areas wholly within the **site** for loading and unloading of vehicles;
 - b. be at least 7.5m by 3.5m;
 - c. have a clearance of at least 4m; and
 - d. have access that is adequate for its purpose.

The proposed development does not include any of the land uses referred to in **Clause 5.2.5**, however the through driveway allows for onsite waste collection without disrupting vehicle access and egress, and enabling service vehicles to enter and exit the site in a forward gear.

5.5.5 Clause 5.2.6 – Landscaping

Purpose

Ensure appropriate landscaping that is attractive, water efficient and contributes to a safe environment, is provided to development to enhance the streetscape and overall **amenity** of the locality.

Administration

1. Landscaping may include provision of paved areas and areas for entertainment and recreational activities.
2. The consent authority may **consent** to landscaping that is not in accordance with sub-clauses 5, 6 and 7 only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and outcomes, and is

*appropriate to the **site** having regard to the **amenity** of the streetscape, and the potential impact on the **amenity** of the locality and adjoining property.*

Requirements

3. *Where landscaping is required by this Scheme it should be designed so that:*

- a) planting is focused on the area within the street frontage setbacks side setbacks, communal open space areas and uncovered **car parking areas**;*

Landscaping is provided in the building setback areas and communal open space.

- b) it maximises efficient use of water and is appropriate to the local climate;*

Landscaping includes planting and built form landscape components, with an appropriate selection of species ensuring suitability to local climate conditions.

- c) it takes into account the existing streetscape, or any landscape strategy in relation to the area;*

The landscape design seeks to improve the interaction of the site with the public realm, with the majority of the Smith Street boundary being landscaped and open, providing improved continuity of landscaping and open space together with surrounding land also fronting Smith Street.

- d) significant trees and vegetation that contribute to the character and **amenity** of the **site** and the streetscape are retained;*

The site has previously been cleared of significant vegetation, however the planting schedule includes the retention of existing street vegetation and the provision of new feature trees.

- e) energy conservation of a building is assisted having regard to the need for shade and sunlight at varying times of the year;*

New shade trees strategically located ensure an appropriate balance of shading and access to sunlight.

- f) the layout and choice of plants permits surveillance of public and communal areas; and*

Planting along the Smith Street and Packard Place frontages largely consists of shade and feature trees, ensuring an attractive site presentation whilst enabling passive surveillance.

- g) it facilitates on-site infiltration of stormwater run-off.*

The relatively low extent of site coverage and high proportion of landscaped areas facilitate on-site infiltration.

4. *The quality and extent of the landscaping consented to must be maintained for the life of the development.*

It is anticipated that conditions on any resultant development permit will ensure landscaping prior to completion, and that landscaping must be maintained at all times.

5. *Other than in Zones CB, C and TC, not less than 30% (which may include communal open space) of a **site** that is used for **rooming accommodation, dwellings-group, dwellings-multiple and residential care facility** is to be landscaped.*

Total landscaped area (1,700m²) is equivalent to 42.66% of the site area.

6. *In Zones LI, GI and DV all street frontages, except **access** driveways or footpaths, are to be landscaped to a minimum depth of 3m.*

Not applicable.

7. *In Zones MR and HR, side and rear setbacks are to include planting to the length of the setback of no less than 2m deep, except for areas that are used for private open space.*

Whilst this clause is not directly applicable to the proposed development, the Montoro Court and Packard Place side setbacks, and the southern portion of the rear setback, provide landscaping to a width well above 2 metres.

5.5.6 Clause 5.2.7 – Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR

Purpose

Protect the visual and acoustic amenity of residential buildings where they are adjacent to non-residential development.

Administration

1. *The consent authority must not consent to a development that is not in accordance with sub-clause 3, except where:*
 - a) *the development is covered by an area plan listed in Part 2 (Major Remote Towns) of the Planning Scheme, in which case the consent authority may consent to a development that is not in accordance with sub-clause 3 if the service authority responsible for distribution of electricity, water and sewerage services points to compliance being impractical or prohibited; or*
 - b) *the development is for the purpose of a child care centre.*

Requirements

2. *A use or development or a proposed use or development that is:*

- a) not a residential building;*
- b) on land that is in a zone other than Zones LR, LMR, MR or HR; and*
- c) abuts land in any of those zones;*

must provide a setback to the boundary that abuts any of those zones of not less than 5m.

- 3. *The setback described in sub-clause 2 is to be landscaped to provide a visual screen to the adjacent land Zoned LR, LMR, MR or HR for a minimum depth of 3m.*
- 4. *The development should provide a solid screen fence of a minimum height of 1.8m at the boundary with land in Zones LR, LMR, MR or HR.*

The subject land directly abuts land in Zone HR to the south-west, however the proposed development consists of two *residential buildings*. Accordingly **Clause 5.2.7** is not applicable.

5.5.7 Clause 5.3.7 – End of Trip Facilities

Purpose

Ensure that new commercial and high density residential buildings provide sufficient safe, quality and convenient end of trip facilities to enable active travel choices by residents, visitors, workers and customers for the proposed use of the site.

Administration

- 1. *The consent authority may consent to a use or development with fewer bicycle parking spaces, lockers and/or showers and changing facilities than required by sub-clauses 2-6 if satisfied that either:*
 - a) there are alternative end of trip facilities (on or off the site), where:*
 - i. the same function is provided which can accommodate the same number of bicycles and/or users required by the clause;*
 - ii. access to the alternative end of trip facilities is safe and convenient for users;*
 - iii. the alternative end of trip facilities are sheltered and secure; and*

- iv. *the size and layout of alternative storage areas allows for safe and comfortable storage and access to bicycles and/or personal items; or*
- b) *it would be unreasonable to provide the end of trip facilities as required by this clause with regard to, but not limited to, the location of the development and likely commute distances; or*
- c) *it would be unreasonable to provide shower and changing facilities for a small development, where the development becomes unfeasible should such facilities be required.*

Requirements

2. *All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).*

The table to **Clause 5.3.7** requires bicycle parking and end of trip facilities in accordance with the following table.

Use	Area / Number	Bicycle Parking Required	Staff	EOT Facilities Required	Bike Parking Provided	EOT Facilities Provided
Serviced Apartments	63 apartments	21 bicycle parking spaces	<50 staff	1 Shower	33 Spaces (ground floor enclosure)	2 Showers
Dwellings-Multiple	56 dwellings	18.7 bicycle parking spaces			81 Spaces (2-bed unit foyer)	
Total		40 (39.7)				

3. *All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking and must:*
 - a) *be located in a convenient and safe location with adequate security for the storage of bicycles;*
 - b) *have an appropriate mix of long and short term, wall and floor mounted bicycle parking;*
 - c) *where secure parking is provided, provide e-bike charging facilities, as necessary;*
 - d) *not require access via steps;*

- e) be protected from the weather;*
- f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;*
- g) be located outside pedestrian movement paths;*
- h) be easily accessible from the road;*
- i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;*
- j) be protected from manoeuvring motor vehicles and opening car doors;*
- k) be as close as possible the cyclist's ultimate destination;*
- l) be well lit by appropriate existing or new lighting; and*
- m) be sympathetic in design, material and colour to compliment the surrounding environment.*

Bicycle parking and storage is integrated into the ground floor layout of the proposal in a secure facility, with capacity for 33 bicycles. Additional bicycle storage is provided in the entry foyers of 2-bedroom apartments, for a total of 114 bicycle spaces. Bicycle storage is protected and easily accessible with appropriate security levels, includes storage racking in the communal storage area, is separate from vehicle movement and parking areas and is integrated into the design of the building.

4. *A locker should accompany every secure bicycle parking space provided, and should be:*

- a) of suitable volume and dimensions to allow storage of clothing, cycling helmets and other personal items;*
- b) well ventilated, secure and lockable; and*
- c) located close to shower and changing facilities.*

Storage will be provided in the EOT for communal bicycle storage areas in accordance with the above requirements.

5. *All new non-residential buildings, hotels/motels, and serviced apartments in Zones HR, CB, C, SC and TC should provide sufficient and accessible shower and changing facilities for staff with the number of showers calculated at the rate specified in the table to this clause.*

A minimum of 2 showers will be provided in the EOT facilities.

6. *Shower and changing facilities must be secure facilities capable of being locked, and should:*

- a) be located as close as practical to the associated bicycle parking facilities;*

- b) *provide one change space per shower; and*
- c) *Provide for separate male and female facilities where more than one shower is provided.*

EOT facilities are directly adjacent the bicycle storage, will provide separate male and female facilities and incorporate changing space.

5.6 Specific Development Requirements

5.6.1 Clause 5.4.3 – Building Setbacks of Residential Buildings and Ancillary Structures

Purpose

Ensure that **residential buildings** and **ancillary** structures are located in a manner that:

- a) *is compatible with the streetscape and surrounding development including **residential buildings** on the same **site**;*
- b) *minimises adverse effects of building massing when viewed from adjoining land and the street;*
- c) *avoids undue overlooking of adjoining properties; and*
- d) *facilitates breeze penetration through and between buildings.*

Administration

1. *This clause does not apply in Zones CB, LI, GI and DV.*
2. *In this clause:*
 - a. *an **ancillary** structure includes an **outbuilding** (excluding shade sails), balcony, portico and the like, which may or may not include external walls; and*
 - b. *for all developments except **dwelling-multiple** in Zone MR or HR, where a lot has a boundary with a public street from which vehicular **access** to the lot is restricted by the controlling Agency or local government council, this boundary shall be considered a side or rear lot boundary for the purpose of calculation of the **building setback**.*
3. *The consent authority may **consent** to a development that is not in accordance with sub-clause 6-8 only if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the **site** having regard to such matters as its location, scale and impact on adjoining and nearby property.*

4. *If a building setback plan in Schedule 9 does not establish a specific setback to a nominated boundary, **residential buildings** and **ancillary** structures are to be set back from that boundary in accordance with sub-clause 6(a) or clause 5.4.3.3 as appropriate.*
5. *Despite sub-clause 6 sheds in Zones other than H, A, RR, RL and R may have a nil setback to the side and rear boundaries provided it is*
 - a. *6m or more from the **primary street** and 2.5m or more from a **secondary street** when measured to the wall of the shed or where there is no wall, the outer face of any column;*
 - b. *has a cumulative **floor area** of 15m² or less;*
 - c. *is 2.5m or less in height;*
 - d. *has no openings in walls that are less than 1.5m from a lot or unit title; and*
 - e. *does not discharge rainwater on an adjacent lot or unit title.*

Requirements

6. *Subject to clause 5.2.7, **building setbacks** of **residential buildings** and **ancillary** structures are to be set back from lot boundaries in accordance with:*
 - a. *the relevant table to this clause; or*
 - b. *any setbacks established in a building setback plan that is included in Schedule 9.*
7. *Where a zero or 300mm setback is identified on a building setback plan in Schedule 9, a zero or 300mm setback can only be established to the boundary nominated on the setback plan.*
8. *Unless detailed in a table to this clause or within a building setback plan in Schedule 9, no part of the roof structure, including gutters and eaves, is to encroach more than 0.9m into the minimum **building setbacks** (subject to the Building Code of Australia) from the lot boundaries.*

Setbacks for residential buildings in Zone TC are subject to Table A in **Clause 5.4.3**, stipulating setback requirements for residential buildings and ancillary structures in zones other than RR, RL, R, H and A. The required and proposed setbacks applicable to the subject land and proposed development are outlined in the table below.

Boundary	Required Setback	Building 1 Proposed Setback (Compliance / Non-Compliance)	Building 2 Proposed Setback (Compliance / Non-Compliance)
Primary Street (Smith Street)	7.5m	0m (-7.5m)	8.2m (+0.7m)
Secondary Street (Montoro Court)	2.5m	10.5m (+8m)	NA
Secondary Street (Packard Place)	2.5m	NA	GL car parking access: 8.3m (+5.8m) Residential Component: 11.6m (+9.1m)
Side (Boundary running NE-SW adjacent lot 1289)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	NA	Habitable: 8.7m (+5.7m) Non-habitable: 2.5m (+1m)
Rear (Adjacent lot 1289)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	7m (+5.5m)	NA
Rear (Adjacent lot 1297)	3m (habitable rooms with windows, verandahs and balconies) 1.5m (non-habitable)	NA	Habitable: 10.1m (+7.1m) Non-habitable: 3m (+1.5m)

Both building components exceed the setback requirements of **Clause 5.4.3** to all boundaries with the exception of the Building 1 boundary setback to Smith Street, ensuring the proposed structures are consistent with the purpose of **Clause 5.4.3** in that the development:

- a) *is compatible with the streetscape and surrounding development including **residential buildings** on the same **site**;*
- b) *minimises adverse effects of building massing when viewed from adjoining land and the street;*
- c) *avoids undue overlooking of adjoining properties; and*
- d) *facilitates breeze penetration through and between buildings.*

Building 1 seeks to retain the 0 metre setback to the Smith Street boundary approved previously.

Whilst below the required 7.5 metre setback, the significant distance (approximately 12 metres) between the Smith Street verge and the property boundary, are sufficient circumstances to warrant consideration of a setback reduction. Administration **subclause 3** provides guidance on variations to **Clause 5.4.3**:

*The consent authority may **consent** to a development that is not in accordance with sub-clause 6-8 only if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the **site** having regard to such matters as its location, scale and impact on adjoining and nearby property.*

With regard to the purpose of **Clause 5.4.3**, the setback variation (being a setback variation to the primary street frontage) will not cause or contribute to overlooking of adjoining properties, enables a narrow building width to Smith Street (and large setback to Building 2) thus minimising adverse effects of building massing, and is adjacent Smith Street and the open car parking area, providing ample opportunity for breeze penetration and circulation. A number of buildings fronting Smith Street in the locality adopt a reduced front setback, including lot 6667, 7573 diagonally opposite the subject land, 2432 and the Kim on Smith Building on the corner of Smith Street and Harriet Place. The existing variations in built form, including the nature of the locality influenced by buildings in Zone CB in immediate proximity to the subject site, ensures the reduced setback is not out character with the streetscape and surrounding development given the location and scale of the proposed buildings, and impact on nearby property. Furthermore, a reduction to the front setback of building 1 enables a significant increase to the required secondary street setback (to Montoro Court), approximately 8 metres above the required minimum of 2.5 metres, and to the rear boundary at 7 metres, 4 metres above the minimum of 3 metres.

5.6.2 Clause 5.4.3.2 - Distance Between Residential Buildings on one Site

Purpose

Ensure residential buildings provide a sympathetic interface with the streetscape and surrounding development, minimise adverse effects of building massing, and avoid undue overlooking of adjoining residential buildings and private open space.

Administration

1. *The consent authority may consent to a development that is not in accordance with sub-clauses 2 and 3 only if it is satisfied it is consistent with the purpose of this clause and that the design of the development adequately mitigates the adverse effects of building massing and privacy and overlooking impacts that may arise from non-conformity with sub-clauses 2 and 3.*

Requirements

2. *Where more than one building comprising one or two storey residential buildings is located on a site the distance between the buildings is to be calculated in accordance with Table A to Clause 5.4.3 as if there was a lot boundary between the buildings.*
3. *Where more than one building comprising residential buildings that exceeds two storeys in height is located on a site, the distance between buildings is to be a minimum of:*
 - a) *3m for walls to non-habitable rooms and habitable rooms without windows or doors; and*
 - b) *4.5m for walls with windows or doors to habitable rooms or to a verandah or balcony.*
4. *For each storey over four storeys, the distance between buildings referred to in sub-clause 3 is measured from a straight line that is half the average distance between the walls of the buildings.*

Clause 5.4.3.2 requires separation between residential buildings provided on the same site. For the purpose of **Clause 5.4.3.2** the Planning Scheme may consider the adjoining roof space contributing to a single residential building with two distinct components. The definition of residential building in Schedule 2 of the Planning Scheme, along with the findings of Dr John Allan Lowndes, Northern Territory Lands, Planning and Mining Tribunal in Jan Salmon Consulting and DCA, 31 October 2011, suggest the proposed development may be considered a connected residential building for the purpose of Clause 5.4.3.2. However, and in the alternative, subclause 3 and 4 has the following effect:

- That the separation (being the opposing lift shafts) must be no less than 3 metres between the ground level and level 3, and 6 metres between level 4 and the upper limit of the buildings; and
- That the separation between the outer face of the dwellings (being the narrowest separation between habitable components) must be no less than 4.5 metres between the ground level and level 3, and 9 metres between level 4 and the upper limit of the buildings.

The outer edges of the opposing lift shafts are separated by 6 metres at all levels. The outer edge of the opposing dwellings are separated by approximately 15.2 metres at the nearest point.

5.6.3 Clause 5.4.4 – Extensions and Ancillary Structures

Clause 5.4.4 applies to extensions and ancillary structures, and is not applicable to the proposed development at this stage.

5.6.4 Clause 5.4.6.2 – Private Open Space (Dwellings-Multiple)

Purpose

Ensure **dwellings** include private open space that enhances the function of the **dwelling** and are:

- a) of an adequate size to provide for outdoor living; and
- b) appropriately sited to provide outlook for the **dwelling**.

Administration

1. The consent authority may **consent to dwellings-multiple** comprising of **serviced apartments** in Zone TC that is not in accordance with sub-clauses 4, 5 and 6 if it is satisfied that the communal open space and communal facilities will adequately meet the activity needs of residents.
2. The consent authority may **consent to dwellings-multiple**, other than **dwellings-multiple** comprising of **serviced apartments** in Zone TC, that is not in accordance with sub-clauses 3-5 if it is satisfied the development is consistent with the purpose of this clause.

Requirements

3. Each **dwelling-multiple** is to have at least one area of private open space that:
 - a. is a minimum area of 12m² with no dimensions less than 2.8m;

Private open space for all dwellings (other than the single ground level accessible dwelling in Building 1) is provided in the form of balconies as an extension of the primary internal living areas within each apartment. The ground level 2-bedroom dwelling is provided with an external courtyard of 53.055m² (6.55 by 8.1 metres), in addition to the undercover verandah area. The ground level apartment includes open space areas with sufficient permeability and access to sunlight, as well as space for landscaping and tree planting. Balconies are appropriately sized to provide for domestic purposes and provide a direct outlook for internal dwelling areas.

The table to **Clause 5.4.6** requires private open space for all apartments with a minimum 12m² with no dimension less than 2.8 metres.

The proposal includes the following private open space areas:

- 1-bedroom dwellings – 9.47m² with dimensions of 2.55 by 3.715 metres;

- 2-bedroom dwellings – 19.44m² with dimensions of 3.85 by 5.05 metres and an additional 1.2 metre wide area for a total of 23m²; and
- 3-bedroom dwellings – 16m² with dimensions of 3.8 by 4.25 metres.

With the exception of the 1-bedroom dwellings, all dwellings comply with the required private open space. 1-bedroom dwellings are provided with 9.47m² balconies (rather than 12m² required), with a minimum dimension of 2.55 metres (rather than 2.8 metres required). Of the 28 1-bedroom dwellings proposed, 10 will be *serviced apartments*, for which a reduced area of private open space is appropriate under administration **subclause 1**, given the over-provision of communal open space relative to the requirements of **Clause 5.4.7**. A reduced area for the 18 1-bedroom residential apartments is appropriate in the context of administrative **subclause 2**. Single bedroom dwellings are likely to have a lower number of occupants and thus reduced demand for 12m² of private open space. The over-provision of communal open space ensures:

- Together with the balconies proposed, open space of adequate size to provide for domestic purposes, appropriately sited to provide an outlook for the dwelling;
- Private open space appropriate to the site given the extent of communal open space available, and the proposed features and facilities therein; and
- An appropriate building appearance consistent with the additional (wider) balconies provided in 2 and 3-bedroom apartments.

Accordingly, the proposed private open space areas are appropriate.

- b. is directly accessible from the main living area or dining area of the **dwelling** to enable an extension of the function of the **dwelling**;*

All balconies and private open space areas are directly accessible from the main living areas within the respective dwellings.

- c. is located to provide views from the **dwelling** to open space and natural features of the **site** or **locality**.*

Balconies ensure views over the communal and landscaped areas, enabling an attractive outlook from within dwellings, without unduly compromising privacy of adjacent and nearby land.

- 4. Where private open space is adjacent to communal open space, direct access is to be provided from the private open space to the communal open space, with a delineation between each area.*

Direct access is provided between the ground level private open space areas and the communal areas, with clear delineation between the two.

5. Where the private open space is at **ground level** and not adjacent to communal open space, it should be:
 - a. fenced to a maximum height of 1.8m providing a visual barrier to adjoining **dwelling**s; or
 - b. planted with dense vegetation which will provide a visual barrier to 1.8m to adjoining **dwelling**s within two years of planting.

Ground level private open space will be fenced and screened with suitable landscape species.

5.6.5 Clause 5.4.7 – Communal Open Space

Purpose

Ensure that suitable areas for communal open space are provided for **dwelling**s-multiple, residential care facilities and **rooming accommodation**.

Administration

1. This clause does not apply to **dwelling**-multiple where each **dwelling** has direct and independent **access** to private open space at **ground level**.
2. The consent authority may **consent** to a **dwelling**-multiple comprising **serviced apartments** in Zone TC that is not in accordance with sub-clauses 5 and 6 only if it is satisfied it is consistent with the purpose of this clause and that the private open space associated with each **dwelling** provides appropriate opportunities for outdoor activities.
3. The consent authority may **consent** to a development in Zone C or Zone CB that is not in accordance with sub-clauses 5 and 6 if appropriate recreational space for the occupants of the development is provided, having regard to the following matters:
 - a. whether the communal open space has usable dimensions and is of a sufficient size for the density of the development;
 - b. the development is in proximity to adequate public open space or sufficient amenities; and
 - c. whether there is an appropriate increase in private open space provided (over that which is required by Clause 5.4.6), for each dwelling in the development.
4. For zones and uses not covered by sub-clauses 2 and 3, the consent authority may **consent** to a development that is not in accordance with sub-clauses 5 and 6 if it is satisfied the communal open space has usable dimensions and is of a sufficient size for the development.

Requirements

5. A minimum of 15% of the **site**, being not less than 6m wide at any point, is to be communal open space.

Communal open space in accordance with or exceeding the minimum dimension requirements is equivalent to 1,630m², or 40.9% of the site area.

6. Communal open space is to be designed to:

- a. be clearly delineated from private and **public open space**;
- b. maintain reasonable privacy of nearby **dwelling**s;
- c. provide recreational facilities for occupants; address the projected needs of children;
- d. include landscaping and shade where located outdoors;
- e. minimise safety issues, including through lighting and passive surveillance;
- f. minimise the effects of any on-site traffic circulation and **car parking areas**; and
- g. be capable of efficient maintenance and management.

The communal gardens are clearly delineated from ground level private open space areas, and include landscaping, shaded pavilions, swimming pool, BBQ facilities, walkways and a children's play area. Active recreation areas are separate from the communal areas adjacent private open space, and focussed towards the primary street frontage to ensure appropriate levels of privacy are maintained.

The gardens more than double the minimum area provision for communal open space, providing a design offset to the residential buildings and ensuring an attractive and high quality site and landscape design. The gardens provide for a range of activities for a range of occupants, including landscaping and shade, facilitate informal surveillance and user security, facilitate on-site pedestrian circulation and are separated from vehicle movements, and provide for future maintenance and management requirements.

5.6.6 Clause 5.4.8.2 – Building Design for Dwelling-multiple

Purpose

*Promote site-responsive design of **dwelling**s-multiple that provides a sympathetic interface with the streetscape and surrounding **dwelling**s, is climatically appropriate and provides a pleasant living environment for the occupants.*

Administration

1. A development application must, in addition to the matters described in sub-clauses 8-15, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide in Schedule 5.

The *Community Safety Design Guide* seeks to ensure development considers the principles of *Community Protection through Environmental Design* (CPTED). In relation to the guide, the proposed development provides opportunities for passive surveillance through ground level communal and private open space, and upper level residential uses, including balconies. The proposal limits opportunities for entrapment and low level zone lighting lighting will ensure the avoidance of dark zones. Residential car parking areas are protected and the primary pedestrian access is within view of the communal areas, office and reception.

2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 8-9 if it is satisfied that it is consistent with the purpose of the clause.
3. The consent authority may **consent** to a development that is not in accordance with sub-clause 10 if it is satisfied that the development facilitates safe and convenient pedestrian movement through the **site**.
4. The consent authority may **consent** to a development that is not in accordance with sub-clause 11 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on **habitable rooms** within the **site**.
5. The consent authority may **consent** to a development that is not in accordance with sub-clause 12 if it is satisfied that **car parking areas**, services and utilities, and bin storage areas are appropriately concealed or integrated into the development to minimise visual impacts.
6. The consent authority may **consent** to a development that is not in accordance with sub-clauses 13 and 14 if it is satisfied that the balcony design allows for sufficient breeze penetration and limits the appearance of building massing when viewed from the public domain.
7. The consent authority may **consent** to a development that is not in accordance with sub-clauses 15 if it is satisfied the development prevents run-off from balconies to adjoining private open space, communal open space and **dwellings** below.

Requirements

8. Doors and openable windows are to provide natural cross ventilation opportunities to **habitable rooms**.

Individual apartment designs provide clear cross-flow ventilation between balcony and main entrances, including internal perforations to aid breeze penetration. Ensuring buildings consist of a single apartment width only, with permeable common access corridors and building separation maximises opportunities for flow-through ventilation.

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

Building elevations ensure appropriate shading is provided to openings, with distinct building components, streetscape activation, fenestration, use of building projections and varying façade designs avoid any expanse of blank walls. Selected materials focus on matte, natural finishes minimising any opportunity for glare or other nuisance.

10. *Development is to provide legible entry points and clear and direct pathways for pedestrians from the street and to all buildings on the **site**.*

Clear, legible pedestrian entry is provided to the primary frontage, with legible pedestrian access between the primary entrance, car park levels, lifts and apartments.

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

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

Lift shafts, air conditioning condensers and other mechanical services are suitably separated from habitable rooms. Service and air conditioning equipment will be appropriately screened.

12. *Development is to include screening to:*

- a. ***car parking areas** at or above **ground level** (excluding access points) to the public domain, using materials that have a maximum visual permeability of 50%;*

Car parking areas are located within the basement levels or screened by the proposed buildings.

- b. *services and utilities (such as servicing ducts and air conditioning units) to the public domain and neighbouring properties, using materials that have a maximum visual permeability of 50%; and*

The through-driveway between Packard Place and Montoro Court enables services and utilities to be internalised within the site, ensuring screening to the public realm.

- c. *bin storage areas to the public domain, using solid materials and/or landscaping.*

Bin storage and collection areas are internalised within the site screened by the proposed buildings.

13. Balconies are to provide at least:

- a. One side without an external wall; and*
- b. One side without an external wall for more than 50% of the length of that side.*

Balconies are completely open to the respective frontage, with side elevations either open, consisting of permeable privacy / shade screening (consistent with privacy screening that promotes breeze penetration), or a solid wall to no more than 50% of the respective balcony length.

14. Full-height privacy screening on balconies is not to exceed 25% of the length the balcony that faces a street.

Full height suns-screens are shown on balconies facing Montoro Court, Smith Street and Packard Place, with dimensions confirming the screens do not exceed 25% of the relative balcony frontage.

15. Buildings are to provide internal drainage of balconies.

All balconies will be internally drained.

5.6.7 Clause 5.4.17 – Building Articulation

Purpose

*Ensure that **residential buildings** mitigate the perception of building mass and bulking when viewed from adjoining properties and the street, and provide opportunities for cross-ventilation within building design.*

Administration

- 1. This clause applies to all sides of **residential buildings** that are longer than 15m, except the ground floor of buildings in Zone CB.*
- 2. The consent authority may **consent** to a development that is not in accordance with sub-clause 4 only if it is satisfied it is consistent with the purpose of this clause.*
- 3. The length of the building excludes verandahs, balconies, porches and carports integrated into the **residential building** design.*

Requirements

4. *A step or recess to the building line of no less than 1m by 1m is required for every 15m of building length, or part thereof.*

With the exception of building elevations internal to the site (ie the respective building elevations facing each other), the main building line is sufficiently articulated to ensure the required step is provided within each 15 metres continuous frontage.

6.0 Section 46(3)(b) – Interim Development Control Order

There are no Interim Development Control Orders currently applicable to the subject land.

7.0 Section 46(3)(c) – Referral to the NT EPA

Section 48 of the *Environmental Protection Act 2019* (EPA Act) requires a project be referred to the NT Environmental Protection Authority (NT EPA) for a standard assessment if it has the potential to have a significant impact on the environment or meets a referral trigger. Formal consideration under the EPA Act is not required, and the proponent is aware of their obligations under the Waste Management and Pollution Control Act.

8.0 Section 46(3)(d) – Merits of Proposed Development

The proposed development will increase the provision and range of short-term and residential accommodation available within immediate proximity of the Darwin CBD. The redevelopment of the site will enable the reuse of vacant land, and will appropriately integrate with the surrounding locality.

9.0 Section 46(3)(e) – Physical Characteristics and Suitability of the Land

A detailed description of the subject land and locality are contained within **Section 2** of this report. The site is suitably accessible and serviced, with any necessary upgrades able to be carried out without major infrastructure works. The land is zoned in anticipation of such development, and the unique and ‘tropical’ design ensures the development is suitable in the context of the locality.

10.0 Section 46(3)(f) – Public Facilities and Open Space

The proposal includes communal areas and facilities available to residents and guests. Extensive public facilities are provided in the Darwin CBD, located a short distance south-west of the site, with a number of public open space areas including Bicentennial Park and Harriet Park located a short walking distance from the subject land.

11.0 Section 46(3)(g) – Public Utilities and Infrastructure

The site is currently serviced by mains power, water and sewer, with access provided through the surrounding road network. Any upgrades to service capacity to accommodate the proposed development can occur as part of the construction process in accordance with the requirements of the service providers.

12.0 Section 46(3)(h) – Impact on Amenity

The suitability of built form in the context of existing and reasonably anticipated amenity is considered in **Section 5** of this report. The varied built form design and dimensions, location of buildings, significant proportion of landscaping and open space, and the varied nature of built form within the locality, mean that the proposed development will occur without an unreasonable impact on the amenity of the subject land, adjoining land, and land within the immediate and greater locality.

13.0 Section 46(3)(j) – Benefit/Detriment to Public Interest

The proposal will increase the range of accommodation available within immediate proximity to the Darwin CBD, and enable an increase in employment through the operation of the serviced apartments. There is unlikely to be any detriment to public interest.

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

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

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

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

16.0 Conclusion

This application seeks a development permit for the construction of an integrated residential and serviced apartment development in 10 and 11-storey buildings with three levels of basement car parking. The proposed development is an evolution of development outcomes previously approved, albeit modified to better suit the current site and surrounding locality, and the requirements of the Northern Territory Planning Scheme 2020. This report considers the proposed variations against the requirements of the current Planning Scheme, and concludes that the proposed development is appropriate.



Brad Cunnington

Cunnington Rosse Town Planning and Consulting

25 August 2023

SV/19-0114

15 August 2023

Mr. Brad Cunningham
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MFY Pty Ltd

ABN 79 102 630 759

Dear Brad,

PROPOSED MIXED-USE DEVELOPMENT, 7 PACKARD PLACE, LARRAKEYAH DARWIN

I refer to the proposed mixed-use development at 7 Packard Place, Larrakeyah, which is the former ASTI Motel site. The proposal is a variation to an existing approval. As requested, I have reviewed the traffic impact associated with the current proposal as illustrated in Troppo Architects' Prelim DA Set dated 15 June 2023.

A traffic impact assessment of the approved development was undertaken by MFY in 2019. The assessment is detailed in the report titled *Asti Motel Redevelopment, 7 Packard Place, Darwin – June 2019* which is attached to this report. It identified that the traffic generated by the proposed development will be readily accommodated at the surrounding intersections.

The current proposal consists of two multi-storey buildings and will include the following:

- 56 residential apartments;
- 63 serviced apartments;
- a 196 m² office/reception area;
- an 80 m² gym; and
- a multi-storey car park in each building.

The office/reception and the gym will only cater for the residents of the proposed development and therefore will be ancillary. Accordingly, the traffic generated by the proposed development will relate to the apartments. The following traffic generation rates were adopted for the residential and serviced apartments in the previous assessment:

- residential apartments: 0.53 trips in the am peak hour and 0.32 trips in the pm peak hour; and
- serviced apartments: 0.4 trips in the am and pm peak hour.

Based on these rates, the proposed development will generate 55 trips in the am peak hour and 43 trips in the pm peak hour.

By way of comparison, the 2019 assessment identified that the approved development would have generated 72 trips in the am peak hour and 57 trips in the pm peak hour. Accordingly, the proposed development will generate less traffic than the approved development.

In addition to the above, it is also important to understand if the conditions on the adjacent road network have changed between the current and the previous assessment. Key roads that provide connectivity to and from Greater Darwin adjacent to the site include Daly Street and Gilruth Avenue. A comparison of the annual average daily traffic (AADT) volumes in 2019 and 2022 on these roads have been provided based on the Department of Infrastructure, Planning and Logistics (DIPL) Annual Traffic Report 2022. Table 1 identifies the comparison.

Table 1: AADT comparison

Roads	2019 AADT	2022 AADT
Stuart Highway	24,788	24,669
Gilruth Avenue	14,443	14,316

The above results identify that there was no traffic growth in the vicinity between 2019 and 2022. As such, the traffic conditions adjacent to the site are unlikely to have changed from when the previous traffic assessment was undertaken.

It is evident from the above analysis that the current proposal will generate a lower volume of traffic than previously assessed, and the current conditions are similar to those in 2019. Accordingly, the assessment completed in 2019 is relevant for this proposal. Based on the findings of the 2019 assessment, the traffic generated by the proposed development will be readily accommodated on the road network.

Yours sincerely,

MFY PTY LTD



Suresh Vijayakumar
Senior Traffic Engineer

Encl: *MFY's Traffic and Parking Report Asti Motel Redevelopment, 7 Packard Place, Darwin – June 2019*



Joondanna Investments Pty Ltd

ASTI MOTEL REDEVELOPMENT 7 PACKARD PLACE, DARWIN

TRAFFIC REPORT

June 2019

19-0114

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DOCUMENT ISSUE

Revision issue	Date	Description	Approved by
Final	18 June 2019	Final Report	MLM

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1.0 EXECUTIVE SUMMARY

MFY Pty Ltd has been engaged by Joondanna Investments Pty Ltd to undertake a traffic assessment for the proposed redevelopment of the Asti Motel located at 7 Packard Place, Darwin.

The proposal comprises of the demolition of the existing Asti Motel and construction of a mixed-used development in the form of an eight-storey, 13-storey and six-storey buildings. It will include 140 units (multiple dwelling) and serviced apartments. A small café, management and administration offices, and a gym associated with the motel are also proposed.

The traffic that is expected to be generated by the proposed development (72 vehicles per hour (vph) in the morning and 57 vph in the evening peak periods) will be distributed via the adjacent road network. The increase in movements on the surrounding road network will generally be low and readily accommodated. An assessment of the impact of the proposal on the intersections of Smith Street/ Montoro Court and the Smith Street/Packard Place/Dashwood Crescent has been undertaken. Analysis of future conditions at the intersection, using a ten-year design horizon, identify that the intersections will work satisfactorily in the current configurations.

This report also gives consideration to representations that have been received as they relate to traffic or parking matters associated with the subject development.

The report is based on Troppo Architects' Drawing No PR04 dated 22 March 2019 and has been prepared in accordance with the Austroads "Guide to Traffic Management – Part 12: Traffic Impacts of Developments". Specifically, the MFY report has been based on the traffic impact assessment report structure outlined in Appendix C of the Austroads' Guide (albeit it is worth noting the structure is a suggested approach only and not a specific requirement of the Guide).

2.0 PROPOSED DEVELOPMENT

The proposal is to redevelop the Asti Motel to comprise of three residential buildings with multiple units and serviced apartments. The buildings will also include ancillary components, an office, a gym and a small café. Three car parking levels will be provided to service the development in addition to the at-grade parking provision.

2.1 BACKGROUND DEVELOPMENT

The subject site is partially developed land consisting of the existing three-storey, 40 room Asti Motel. Two accommodation blocks were located on the subject site but have now been demolished.

2.2 DESCRIPTION OF ON-SITE DEVELOPMENT

2.2.1 LAND USE AND INTENSITY

The proposed development comprises construction of an eight-storey building, a 13-storey building and a six-storey building. These building will comprise of:

- 55 one-bedroom units/apartments;
- 73 two-bedroom units/apartments;
- 12 three-bedroom units/apartments;
- a 113 m² café;
- a 21 m² office;
- a 61 m² gym; and
- 68 m² of ancillary space.

The proportional split between units and serviced apartment is 51% serviced apartments and 49% units.

Vehicle access to/from the site will be provided via a two-way crossover on Montoro Court, at the north-western boundary of the allotment. Another two-way access will be provided to Packard Place, towards the southern corner of the allotment. The crossovers will provide access to the basement car park and loading and refuse area.

Pedestrian access will be provided to/from the subject site in conjunction with existing footpaths located on both sides of Smith Street.

2.2.2 LOCATION

The subject site is located on the south-western side of Smith Street between Packard Place and Montoro Court.

2.2.3 ZONING

The site is located within the Tourist Commercial (TC) zone of the Northern Territory Planning Scheme (the Planning Scheme).

2.2.4 PHASING AND TIMING

Excavation of the site has commenced, based on the previously approved proposal. Therefore, the additional development will be able to be accommodated within these “early works” (as the building footprint between the two proposals will be consistent).

3.0 EXISTING AREA CONDITIONS

3.1 STUDY AREA

3.1.1 AREA OF INFLUENCE

The study area is illustrated on Figure 1 and includes the subject site, neighbouring properties, and the adjacent local road network.

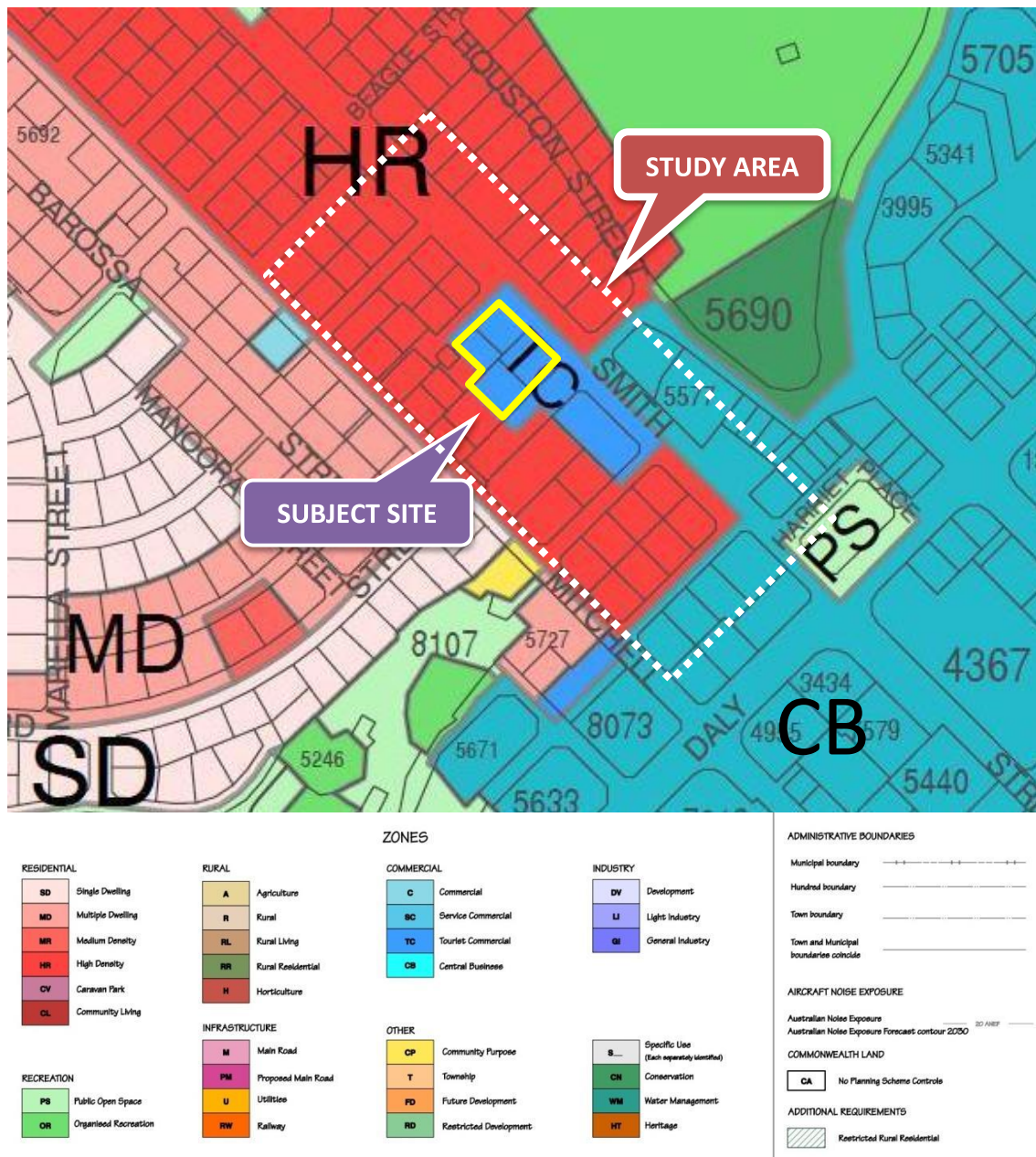


Figure 1: Study area locality and zoning (NT Planning Scheme Zoning Maps)

3.1.2 AREA OF SIGNIFICANT TRANSPORTATION IMPACT

The additional traffic generated by the proposed development is relatively low (as detailed in Section 4.1) compared with the surrounding road network volumes. The surrounding roads and intersections will be able to accommodate the small increases in movements generated by the site. A detailed traffic assessment has been undertaken of the impact on Montoro Court/Smith Street and Packard Place/ Smith Street/Dashwood Crescent intersections.

3.2 STUDY AREA LAND USE

3.2.1 EXISTING LAND USES

Surrounding the site is a mix of developments, with multi-level residential apartments being the predominant land use. Some minor retail uses on the north-eastern side of Smith Street, particularly toward Daly Street, are also present.

3.2.2 EXISTING ZONING

The study area has three zones: Tourist Commercial (TC) (within which the subject site is located), Central Business (CB) and High Density Residential (HR). Figure 1 illustrates the zoning for the study area.

The Planning Scheme details that the primary purpose of Zone TC is to provide for uses or development servicing tourism, including commercial and residential activities.

3.2.3 ANTICIPATED FUTURE DEVELOPMENT

Continued development within Darwin and the vicinity of the study area will occur within the assessments design horizon. The Department of Infrastructure, Planning and Logistics (DIPL) has specified that the annual growth in the road network will be in the order of 2% per annum.

3.3 SITE ACCESSIBILITY

3.3.1 AREA ROADWAY SYSTEM

The road network surrounding the site comprises a traditional grid network layout. The roads in the locality of the subject site are under the care and control of the City of Darwin.

Smith Street is a two-way collector road, generally comprising two lanes. Smith Street comprises an 11 m wide (approximately) carriageway. A 50 km/h speed limit applies to this section of Smith Street adjacent to the subject site. A 60 km/h limit applies to Smith Street, from Packard Place toward Daly Street.

Montoro Court is a two-way local road, approximately 7.5 m wide, which terminates in a cul-de-sac at its south-western end. The general urban speed limit of 50 km/h applies to this road.

Packard Place is a two-way local road, approximately 7.5 m wide, which terminates in a cul-de-sac at its south-western end. The general urban speed limit of 50 km/h applies to this road. Packard Place forms a four-leg intersection with Smith Street and Dashwood Crescent.

A service road is located parallel to Smith Street adjacent to the subject site and provides access to 19 angled parking spaces for use by the general public. Access into the service road is provided from Packard Place.

No parking controls have been implemented on Smith Street, Montoro Court or Packard Place, notwithstanding the provision of the angled parking spaces adjacent to Smith Street.

3.3.2 TRAFFIC VOLUMES AND CONDITIONS

Traffic data for the intersection of Smith Street with both Montoro Court and Packard Place/Dashwood Crescent were obtained from turning count surveys undertaken in June 2019.

A seasonal adjustment factor has previously been calculated by MFY for other projects within close proximity to the subject site within the Darwin area and is provided in Table 1.

Table 1: Seasonal adjustment factor

Month	Daily Traffic Volumes			Seasonal Adjustment Factor
	UDVDP003	UDVDP007	Combined	
January	23,784	7,032	30,816	1.17
February	27,185	6,701	33,886	1.06
March	27,144	6,564	33,708	1.07
April	27,285	7,020	34,305	1.05
May	28,586	7,651	36,237	0.99
June	29,835	7,791	37,626	0.96
July	29,836	8,132	37,968	0.95
August	29,415	7,525	36,940	0.97
September	28,904	7,525	36,429	0.99
October	28,544	7,268	35,812	1.01
November	28,547	11,248	39,795	0.90
December	25,257	9,583	34,840	1.03
Annual average day traffic (AADT)	27,727	8,277	36,004	1.00

Figure 2 illustrates the existing traffic movements occurring at the Smith Street/Montoro Court intersection, during the am and pm peak hours. Figure 3 illustrates the existing traffic movements occurring at the Smith Street/Packard Place/Dashwood Crescent intersection, during the am and pm peak hours.

Considering that the traffic volumes in June are above the annual average, the turning volumes have not been adjusted.

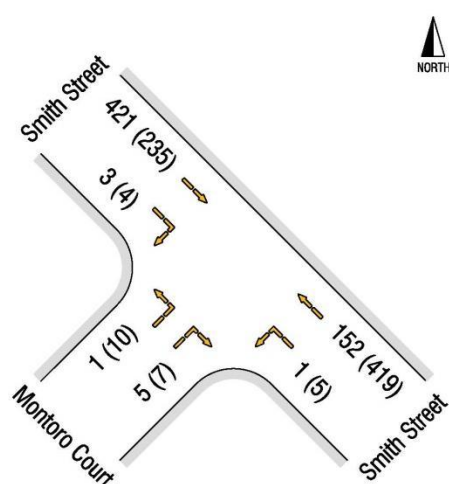


Figure 2: 2019 peak hour traffic movements at the Smith Street/Montoro Court intersection [am/(pm)]

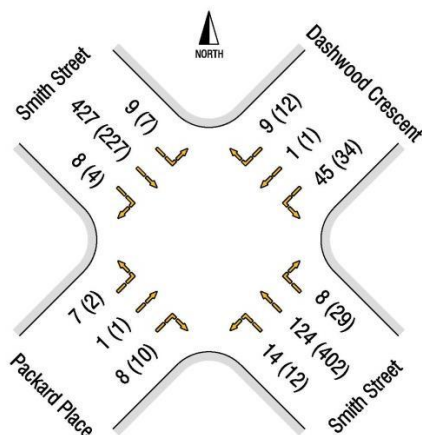


Figure 3: 2019 peak hour traffic movements at the Smith Street/Packard Place/Dashwood Crescent intersection [am/(pm)]

3.3.3 TRANSIT SERVICE

Public bus services within the CBD generally operate along a route which utilises Daly Street, Mitchell Street, the Darwin Bus Interchange and Cavenagh Street. No services operate along Smith Street to the north-west of Daly Street.

The following bus stops are located within a short walk from the subject site, followed by the routes serviced at each location:

- Mitchell Street Stop 240 – routes 4 and 14;
- Mitchell Street Stop 121 – routes 4, 6 and 14;
- Mitchell Street Stop 178 – routes 4, 5, 6, 8, 10, 14, OL1 and OL2; and
- Daly Street Stop – routes 5, 6, 8 and 10;

3.3.4 PEDESTRIANS AND BICYCLISTS

Pedestrians can travel on either side of the road, as dual footpaths are provided adjacent to roads in the vicinity of the subject site.

Cyclist movements are generally accommodated within the carriageway on the surrounding roads (i.e. share with vehicles), albeit cyclists can also utilise the footpath network.

A shared pedestrian/cycle path is provided along Smith Street adjacent to the subject site. A footpath is provided on the other side of Smith Street.

The broader cycle network includes off-road cycle paths within reasonable proximity to the site, including the north-south off-road path to the west of Stuart Highway, the off-road path that is situated parallel to Gardens Road and the off-road path adjacent The Esplanade.

4.0 PROJECT TRAFFIC

4.1 SITE TRAFFIC

4.1.1 TRIP GENERATION

The NSW Roads and Maritime Services “*Guide to Traffic Generating Developments*” (RMS Guide) provides trip generation rates for a variety of land uses, including those proposed. The RMS Guide identifies the following peak hour rates relevant to the subject proposal:

- high density residential (am) – 0.53 trips per unit in the am peak hour and 0.32 trips per unit;
- serviced apartments (motel) – 0.4 trips per suite in the am and pm peak hours;
- café – five trips per 100 m² of gross floor area in the am and peak hours; and
- office/reception (am) – 1.6 trips per 100 m² in the am peak hour and 1.2 trips per 100 m².

It is considered that the gym will only cater for the residents and therefore will not generate any additional trips. Given that the RMS Guide does not specify a trip generation rate for land uses classified as “serviced apartments”, the forecast trip generation rate a land uses of similar nature, motel has been applied.

Table 2 illustrates the forecast peak hour trips on the basis of the above rates.

Table 2: Forecast peak hour trip generation

Development Use	Quantity	Vehicle Trips Rate	
		Trip Rate am (pm)	Peak Hr Trips am (pm)
Serviced Apartments	69	0.4 (0.4) per suite	28 (28)
Multiple Dwellings	70	0.53 (0.32) per suite	37 (22)
Café	113 m ²	5 (5) per 100m ²	6 (6)
Meeting/Reception	94 m ²	1.6 (1.2) per 100m ²	2 (2)
Total			72 (57)

On the basis of the above, approximately 72 am and 57 pm peak hour movements could be generated by the subject development. It is considered that the peaks for the

various components may not directly coincide. Nevertheless, the assessment provides a “worst case” scenario of these peaks coinciding.

4.1.2 TRIP DISTRIBUTION

The following assumptions have been adopted in relation to am and pm directions of flows for trips generated by each component:

- multiple dwellings – 20% in/80% out in the am and 70% in/30% out in the pm;
- serviced apartments – 20% in/80% out in the am and 60% in/40% out in the pm;
- café – 50% in/50 % out in the am and pm; and
- meeting – 80% in/20 % out in the am and vice-versa in the pm.

Based on the above distribution:

- 17 trips will be to the site and 55 trips will be from the site in the am peak hour; and
- 35 trips will be to the site and 22 trips will be from the site in the pm peak hour.

The general distribution of traffic associated with the site has been assumed to be 70% to/from the Packard Place and 30% to/from Montoro Court.

In regards to the directional distribution to/from the site, it is anticipated that:

- 70% of the trips will originate from the east (i.e. Darwin City); and
- 30% of the trips will originate from the west.

4.1.3 MODAL SPLIT

The above traffic generation rates include general consideration of the proportion of motor vehicle use for users associated with the site. In reality, the trip generation rates are expected to be conservative, as Darwin has higher levels of walking and cycling (i.e. for journey to work trips) than other Australian capital cities, and the site has a relatively high level of public transport accessibility.

4.1.4 TRIP ASSIGNMENT

Based on the above forecasts, trip assignment has been undertaken for the intersection of Smith Street and Montoro Court, and Smith Street, Packard Place and Dashwood Crescent. Figures 4 and 5 illustrate the additional movements at the intersections.

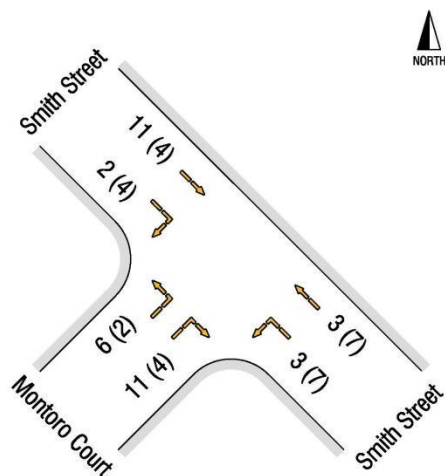


Figure 4: Additional peak hour movements at the Smith Street/Montoro Court intersection [am/(pm)]

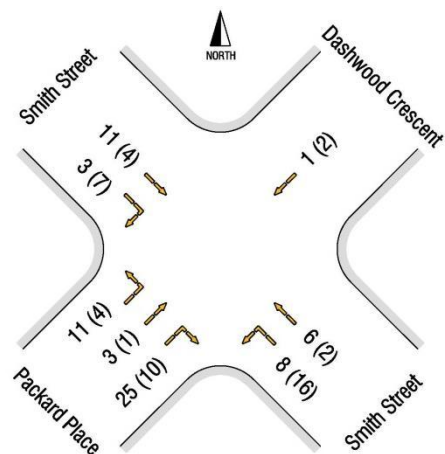


Figure 5: Additional peak hour movements at the Smith Street/Packard Place/Dashwood Crescent intersection [am/(pm)]

4.2 FUTURE TRAFFIC

The existing traffic volumes at the Smith Street/Packard Place and the Smith Street/Packard Place/Dashwood Crescent intersections have been extrapolated to a future “base” horizon year. An annual growth rate of 2% per annum has been applied, as identified by DIPL. A ten-year design horizon has been selected for assessment of the proposal (i.e. 2029).

Figures 6 and 7 illustrate the “base” case future traffic volumes (i.e. without the subject development) at the intersections.

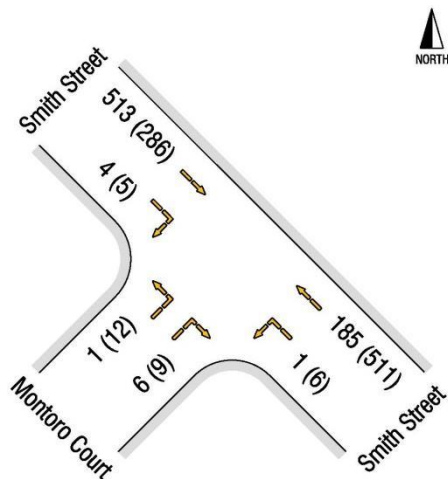


Figure 6: 2029 design year base case peak hour volumes at the Smith Street/Montoro Court intersection [am/(pm)]

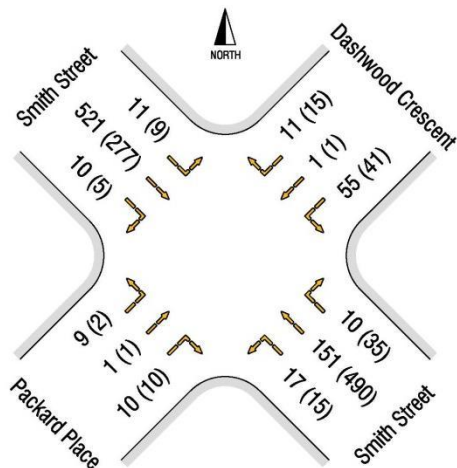


Figure 7: 2029 design year base case peak hour volumes at the Smith Street/Packard Place/Dashwood Crescent intersection [am/(pm)]

4.3 TOTAL TRAFFIC

Figures 8 and 9 illustrate the forecast future traffic volumes for the 2029 design year, including the volumes associated with the development.

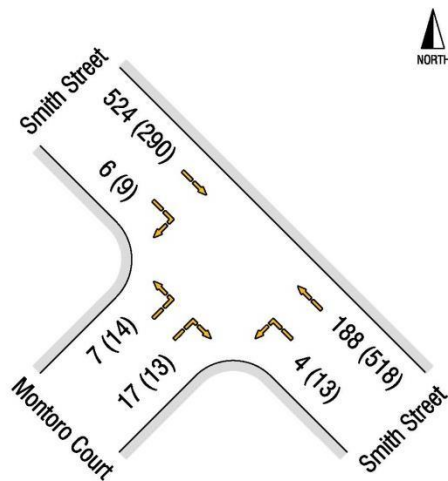


Figure 8: Forecast future (base case plus development) peak hour volumes at the Smith Street/Montoro Court intersection [am/(pm)]

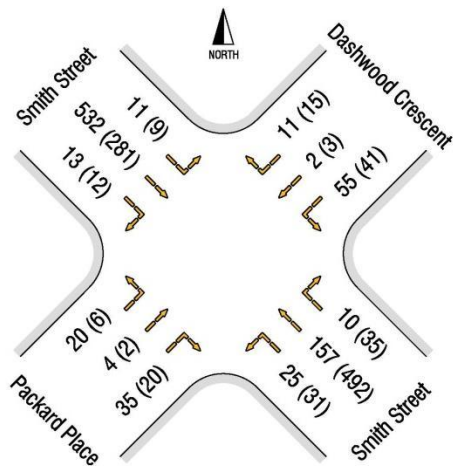


Figure 9: Forecast future (base case plus development) peak hour volumes at the Smith Street/Packard Place/Dashwood Crescent intersection [am/(pm)]

5.0 TRANSPORTATION ANALYSIS

5.1 SITE ACCESS

Access to the site will be provided via a two-way crossover on Packard Place and Montoro Court, as per the existing situation. The crossovers will provide access to the loading zone and car parking levels. The existing access to the Smith Street service road will be removed from the proposed redevelopment of the Asti Motel.

As requested by Council, swept path assessments of refuse/delivery vehicle (a medium rigid vehicle) entering and exiting the site and the loading bay were undertaken and are illustrated in Figures 10 and 11.

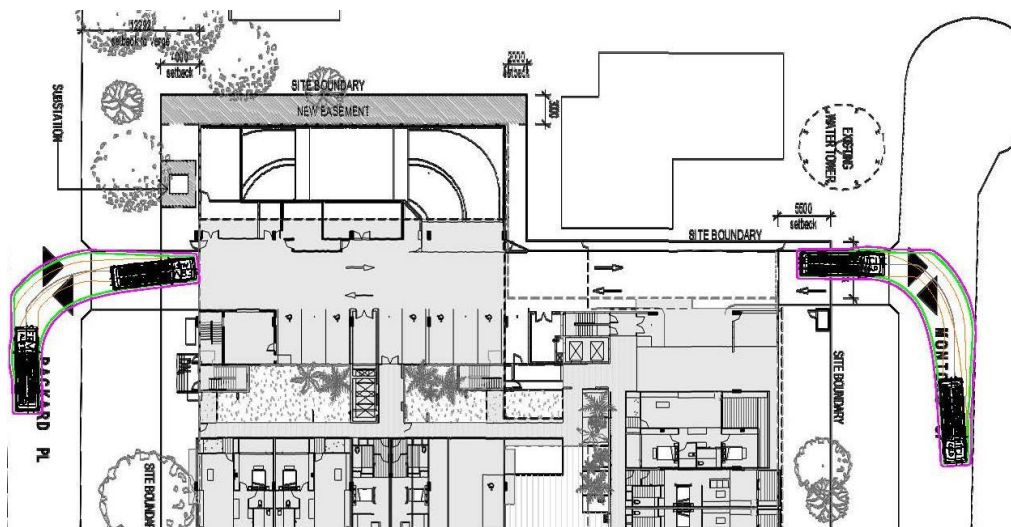


Figure 10: Refuse vehicle entering and exiting the site

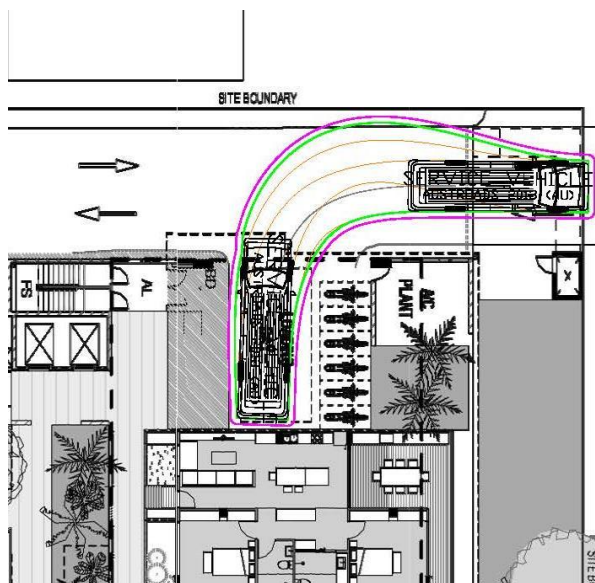


Figure 11: A medium rigid vehicle (MRV) reversing into the loading area

The figures identify that the refuse/delivery vehicle will be able to enter and exit the site in a forward direction and will be able to reverse into the loading area within the site...

Pedestrian connectivity will be provided through the use of existing pedestrian infrastructure and connections to and from the proposed development. Further details in respect to these connections will be discussed with Council during detailed design.

5.2 CAPACITY AND LEVEL OF SERVICE

SIDRA intersection modelling software has been utilised to analyse the capacity and Level of Service of the Smith Street/Montoro Court and Smith Street/Packard Place intersections. These analyses have been summarised in Sections 5.2.1 and 5.2.2. Detailed output from the SIDRA analysis is provided in Appendix A.

5.2.1 SMITH STREET/MONTORO COURT

5.2.1.1 Existing Conditions

The performance of the intersection for the existing (2019) traffic scenario is summarised in Table 3.

Table 3: 2019 existing performance indicators for the Smith Street/Montoro Court intersection

Turning Movement	am			pm		
	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)
Montoro Ct (SW) - R-Turn	0.01	0.2	5.6	0.02	0.3	5.8
Smith St (NW) - R-Turn	0.25	0.1	5.1	0.14	0.4	6.1

The above analysis indicates that the intersection of Smith Street and Montoro Court currently operates satisfactorily with minimal queues and delays, in both the am and pm peak hours.

5.2.1.2 Background Conditions

The performance of the intersection for the base case (2029 based on 2% pa growth) traffic scenario is summarised in Table 4.

Table 4: 2029 background conditions performance indicators for the Smith Street/Montoro Court intersection

Turning Movement	am			pm		
	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)
Montoro Ct (SW) - R-Turn	0.01	0.1	5.9	0.02	0.5	6.3
Smith St (NW) - R-Turn	0.31	0.2	5.3	0.17	0.4	6.6

The SIDRA analysis for the forecast background conditions indicates that the intersection of Smith Street and Montoro Court will operate satisfactorily with minimal increase in queues and delays as compared to the existing scenario.

5.2.1.3 Total Traffic

The performance of the intersection for the future total (base case plus development) traffic scenario is summarised in Table 5.

Table 5: 2029 total traffic performance indicators for the Smith Street/Montoro Court intersection

Turning Movement	am			pm		
	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)
Montoro Ct (SW) - R-Turn	0.02	0.5	6.1	0.03	0.7	6.4
Smith St (NW) - R-Turn	0.31	0.4	5.3	0.18	0.7	6.7

With the addition of development volumes to the 2029 “background” volumes, the intersection of Smith Street and Montoro Court will continue to operate satisfactorily with minimal queues and delays.

5.2.2 DASHWOOD CRESCENT/SMITH STREET/PACKARD PLACE

5.2.2.1 Existing Conditions

The performance of the intersection for the existing traffic scenario is summarised in Table 6.

Table 6: 2019 existing performance indicators for the Dashwood Crescent/Smith Street/Packard Place intersection

Turning Movement	am			pm		
	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)
Dashwood Cr (NE) - R-Turn	0.05	1.5	5.9	0.04	1.1	6.1
Smith St (SE) - R-Turn	0.09	0.6	6.0	0.26	1.9	5.4
Packard Pl (SW) - R-Turn	0.01	0.3	5.9	0.01	0.2	6.2
Smith St (NW) - R-Turn	0.26	0.5	5.0	0.14	0.3	6.0

The above analysis indicates that the intersection of Dashwood Crescent, Smith Street and Packard Place currently operates satisfactorily, with minimal queues and delays in both the AM and PM peak hours.

5.2.2.2 Background Conditions

The performance of the intersection for the base case (2029 based on 2% pa growth) traffic scenario is summarised in Table 7.

Table 7: 2029 background performance indicators for the Dashwood Crescent/Smith Street/Packard Place intersection

Turning Movement	am			pm		
	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)
Dashwood Cr (NE) - R-Turn	0.06	2.0	6.3	0.05	1.4	6.7
Smith St (SE) - R-Turn	0.11	0.9	6.5	0.32	0.9	5.7
Packard Pl (SW) - R-Turn	0.02	0.4	6.4	0.02	0.3	6.7
Smith St (NW) - R-Turn	0.32	0.7	5.2	0.17	0.3	6.6

The SIDRA analysis for the forecast background conditions indicated that the intersection of Dashwood Crescent, Smith Street and Packard Place will operate satisfactorily with minimal increase in queues and delays as compared to existing scenario.

5.2.2.3 Total Traffic

The performance of the intersection for the future total (base case plus development) traffic scenario is summarised in Table 8.

Table 8: 2029 total traffic performance indicators for the Dashwood Crescent/Smith Street/Packard Place intersection

Turning Movement	am			pm		
	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)	Degree of Saturation	95 th percentile queue (m)	Average Delay (sec)
Dashwood Cr (NE) - R-Turn	0.07	2.1	6.4	0.05	1.5	6.8
Smith St (SE) - R-Turn	0.12	0.9	6.6	0.33	2.8	5.8
Packard Pl (SW) - R-Turn	0.06	1.3	6.6	0.03	0.7	6.9
Smith St (NW) - R-Turn	0.33	0.9	5.3	0.18	1.0	6.7

With the addition of development volumes to the 2029 “background” volumes, the intersection of Dashwood Crescent, Smith Street and Packard Place will continue to operate satisfactorily with minimal queues and delays.

5.3 TRANSPORTATION SAFETY

The SIDRA analysis of both intersections has indicated that the intersections will continue to operate satisfactorily, both in the “background condition” and “total traffic” scenarios.

The development will not require any road upgrades to cater for the additional traffic generated by the proposed development, as these volumes are relatively minor in comparison to the existing and future background volumes.

6.0 RESPONSE TO REPRESENTATIONS

Consideration has been given to the matters raised in the representations as they relate to traffic and parking. The concerns can be categorised in the following categories:

- access;
- traffic impact; and
- parking requirement.

6.1 ACCESS

The matters raised regarding access include:

- Packard Place and Montoro Court being too narrow for proposed development and for the driveway locations;
- The proposed gates will impact traffic flow by stopping traffic during operation; and
- existing sight line issues exiting Packard Place onto Smith Street.

The subject roads are designed for two-way traffic movements and currently service a number of similar multiple dwelling developments. The roads are adequate width to cater for such movements.

The proposed development has an existing access on each of these roads. The Montoro Court access point will be retained in its existing location. The Packard Place access point is proposed to be relocated to maximise separation to the Smith Street intersection and therefore will result in a safer outcome. The access points will not be controlled by gates.

A review of the Packard Place/Smith Street intersection identified that sightlines meet relevant safety criteria. Council could liaise with drivers concerned about parking obstructing sightlines and apply parking controls if this was considered a safety issue.

6.2 TRAFFIC IMPACT

There was a concern that the traffic impact assessment was not current and that the surrounding road network will not be able to accommodate the increase in traffic as a result of the development. This report now updates the earlier assessment to check the potential traffic impact.

The current assessment has been undertaken based on turning counts obtained in June 2019. Traffic count detectors installed by the Department of Infrastructure, Planning and Logistics identify that typically, June experiences more traffic than the annual average. Regardless, the assessment has adopted the surveyed traffic volumes to preserve a conservative assessment.

The assessment confirms that the Montoro Court/Smith Street and the Packard Place/Smith Street intersections will operate satisfactorily with the additional traffic generated by the development for a ten-year design period.

6.3 PARKING REQUIREMENT

Concerns that the parking provided for the subject development will not adequately cater for the development and that the existing angled parking spaces on the service road are the property of the Council and should not be utilised by the development were raised. Accordingly, a parking assessment has been undertaken for the subject development to review the anticipated parking demand.

In order to assess the car parking provision required for the proposed development, the NTPS's "Table to Clause 6.5.1", which identifies car parking provision rates for a variety of land uses, has been applied. Rates for the Zone CB have been used due to the proximity of the subject site to the CBD area:

- multiple dwellings – one space per bed-sitter (studio) and one-bedroom dwelling, 1.5 spaces per two-bedroom dwelling, 1.7 spaces per three-bedroom dwelling and two spaces per dwelling with four or more bedrooms;
- café –three spaces for every 100 m² of net floor area; and
- serviced apartments – one space for every dwelling plus three spaces for every 100 m² of net floor area not within a dwelling.

On this basis, Table 1 summarises the car parking requirements associated with the current proposal.

Table 9: Parking requirements based on the NT Planning Scheme

Use	Quantity	Rate	Spaces
One-bedroom unit	28 units	one space per unit	28
Two-bedroom unit	37 units	1.5 spaces per unit	56
Three-bedroom unit	6 units	1.7 spaces per unit	10
Serviced apartments	69 units	one space per dwelling	69
Ancillary to serviced apartments ^[1]	145 m ²	three space per 100 m ²	72
Café	113 m ²	six space per 100 m ²	7

Total Spaces Required
174

^[1] includes the gym, office and reception areas

The proposed multi-use development, therefore, requires a provision of 174 car parking spaces in accordance with the NTPS. The plans for the proposed development indicate that 201 spaces are proposed within the four car parking levels, which will meet the parking provision requirements of the NTPS for the Zone CB.

There were additional concerns that the serviced apartment enabled the use of a lower parking generation rate. Serviced apartments do not generate the same type of parking demand as residential dwellings as many visitors do not have a vehicle and there are only short periods when they are fully occupied. During a typical 'design' period, it would not be anticipated that all serviced apartments would be accommodated.

Notwithstanding, an additional assessment was undertaken applying the multiple dwelling rates for the serviced apartment as shown in Table 2.

Table 10: Parking requirements based on the NT Planning Scheme

Use	Quantity	Rate	Spaces
One-bedroom unit	28 units	one space per unit	28
Two-bedroom unit	37 units	1.5 spaces per unit	56
Three-bedroom unit	6 units	1.7 spaces per unit	10
One-bedroom serviced apartments	27 units	one space per unit	27
Two-bedroom serviced apartments	36 units	1.5 spaces per unit	54
Three-bedroom serviced apartments	6 units	1.7 spaces per unit	10
Ancillary to serviced apartments ^[1]	145 m ²	three space per 100 m ²	72
Café	113 m ²	six space per 100 m ²	7
Total Spaces Required			196

^[1] includes the gym, office and reception areas

Accordingly, the provision of 201 spaces will readily accommodate the development even if the serviced apartments functioned as a multiple dwelling without the use of the angled parking spaces adjacent the site.

7.0 FINDINGS AND RECOMMENDATIONS

7.1 SITE ACCESSIBILITY

The site has been designed for access to/from Packard Place and Montoro Court. The proposal will retain one access point on each of these roads. A delivery/refuse vehicle will be able to enter and exit the subject site in a forward direction.

7.2 TRANSPORTATION IMPACTS

The proposed development will generate an additional 72 trips and 57 trips in the am and pm peak hours, respectively. Such a volume is low and will be readily accommodated at the surrounding intersections, without the need to improve the intersection arrangements from a capacity perspective.

It is considered that the proposal will have minimal impact on the adjacent road network, even in the design horizon year (2029).

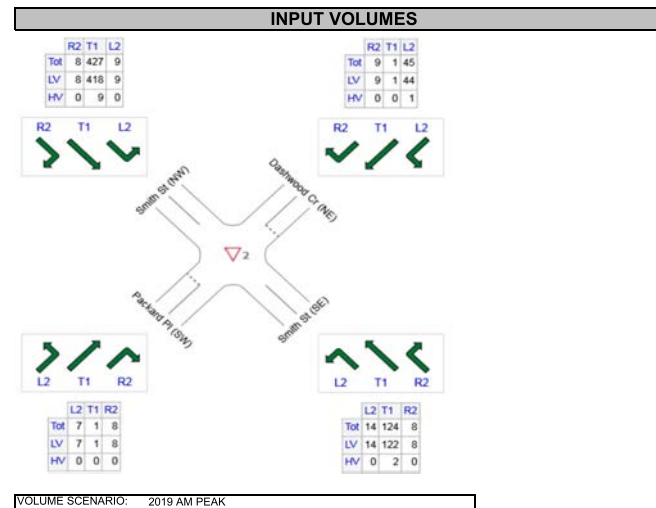
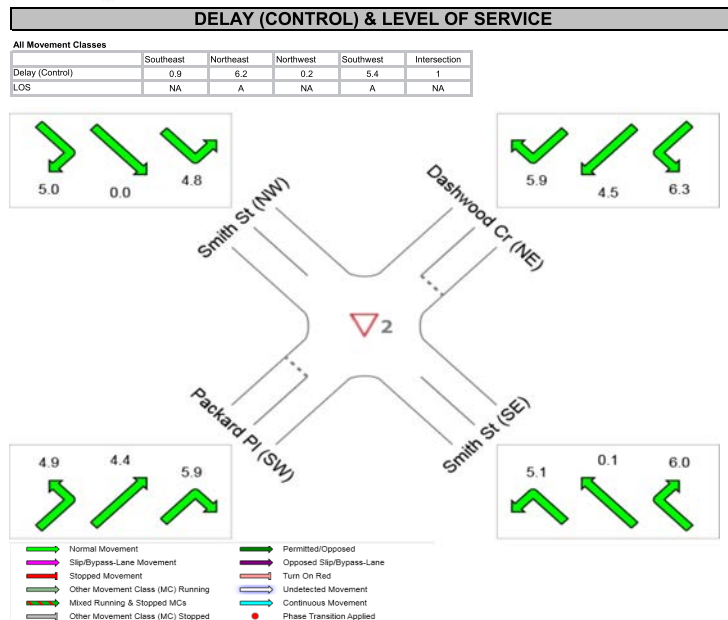
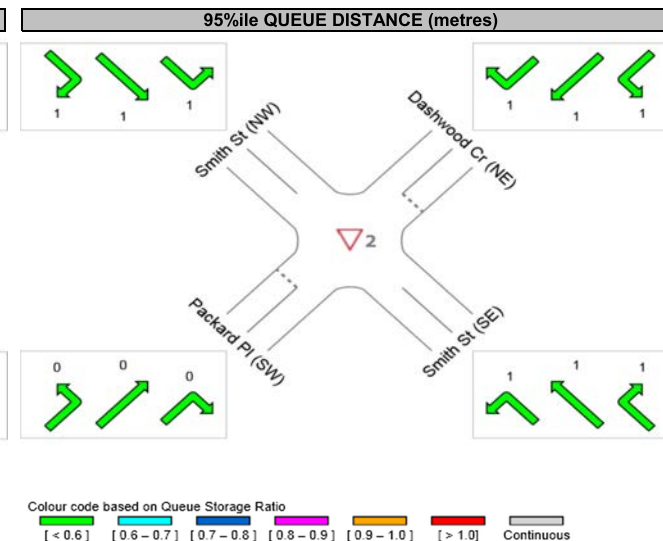
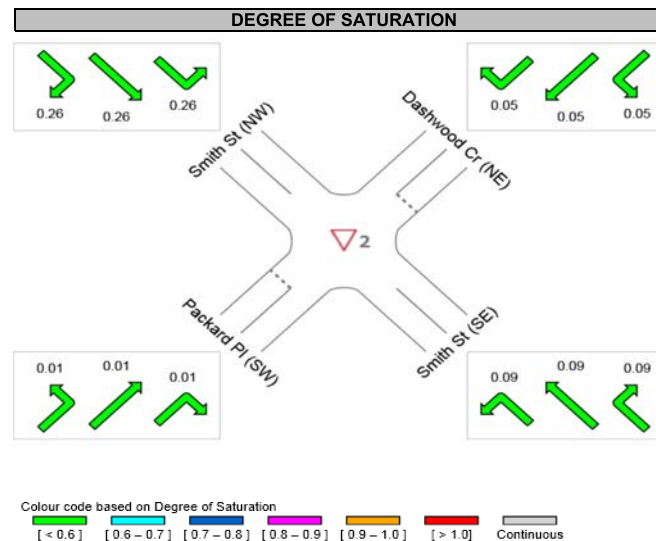
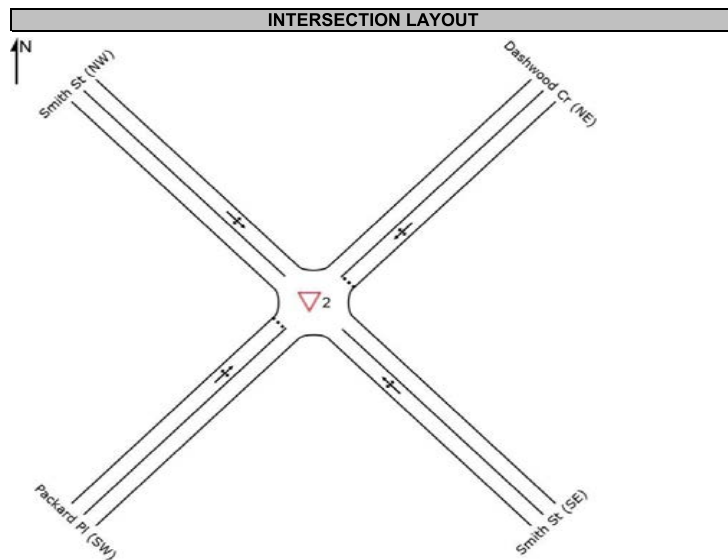
7.3 ROADWAY IMPROVEMENTS

The relatively small increase in traffic volumes associated with the subject development will not require any improvements to the existing road network.



APPENDIX A

SIDRA ANALYSIS



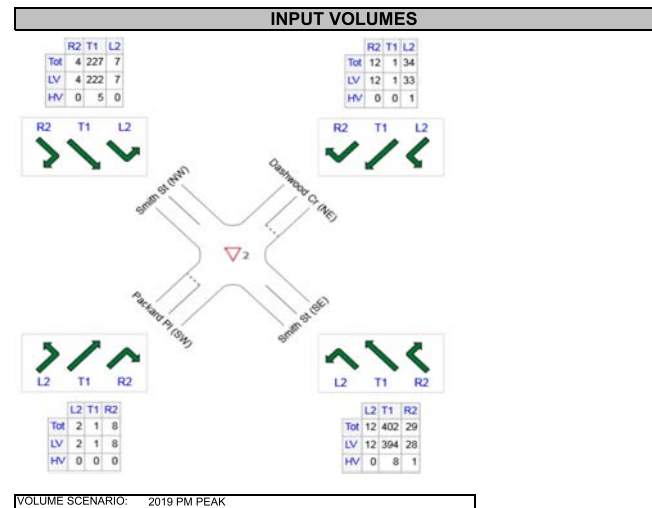
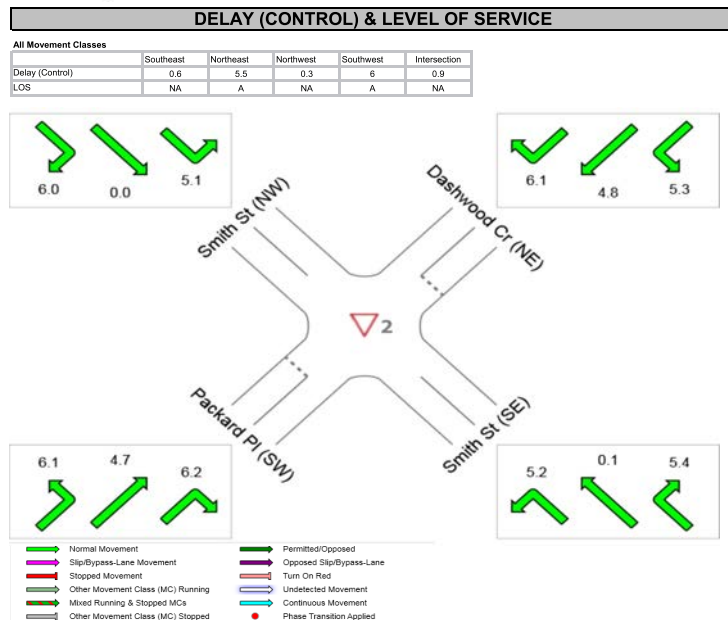
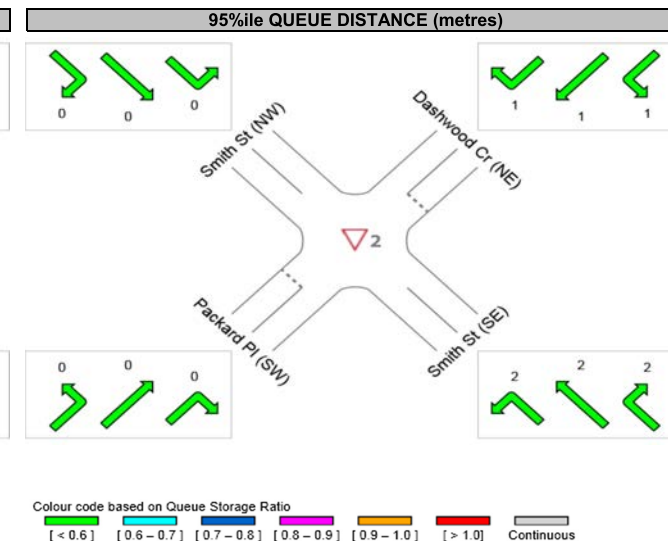
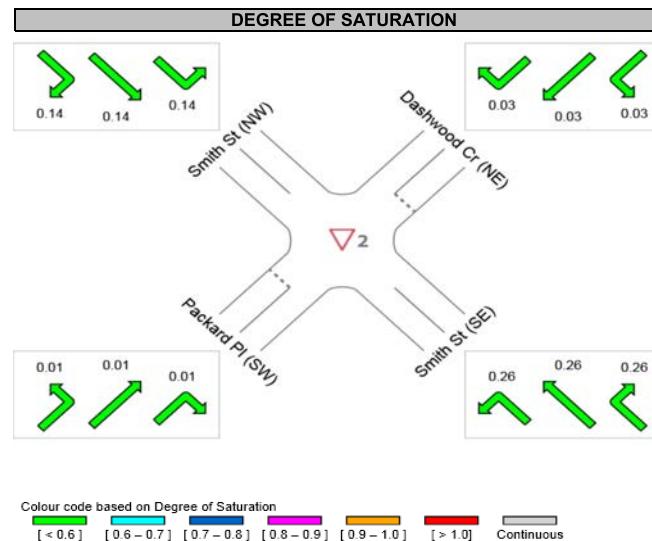
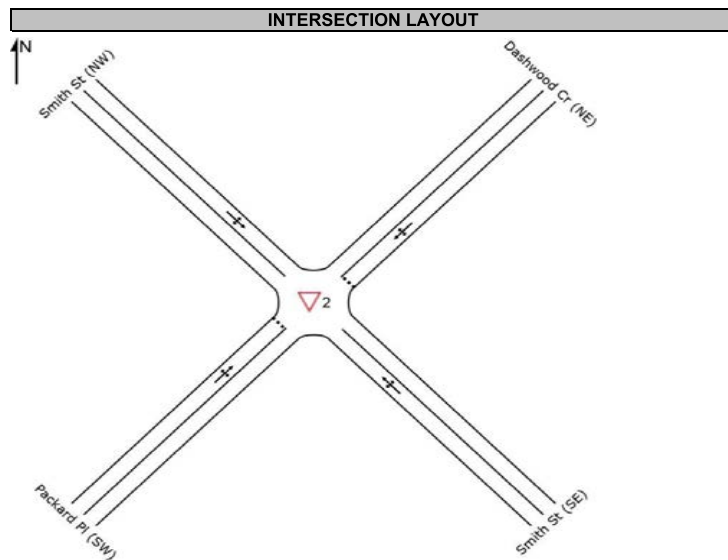
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PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / PACKARD PLACE

SCENARIO: EXISTING AM PEAK





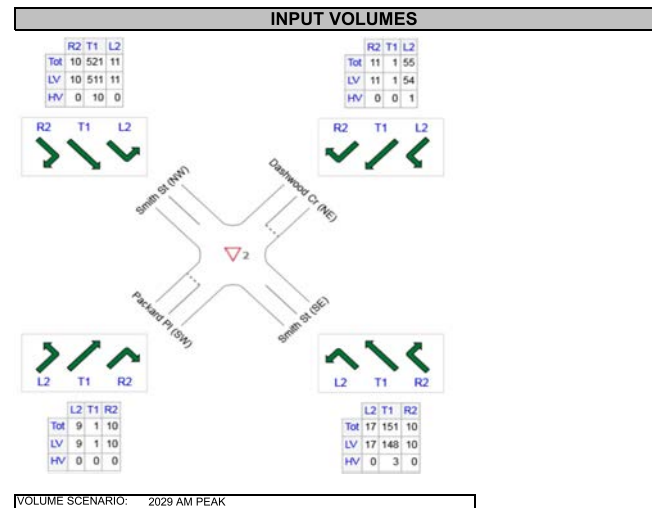
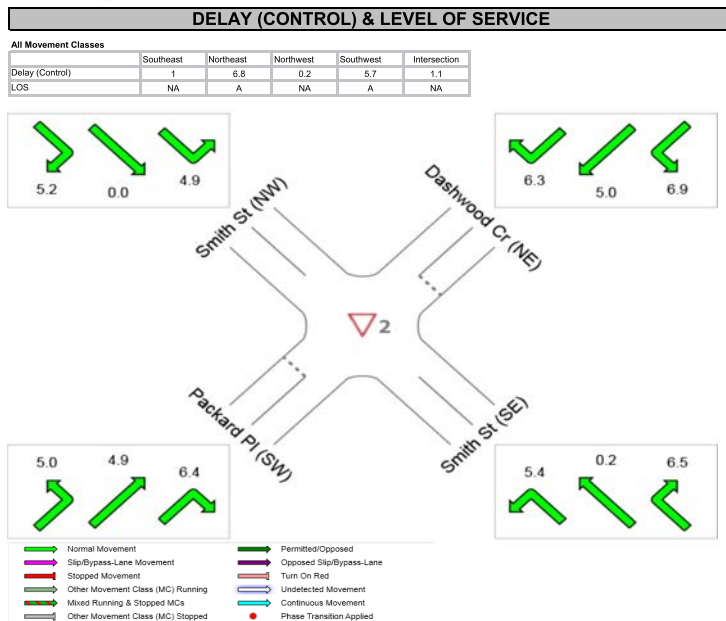
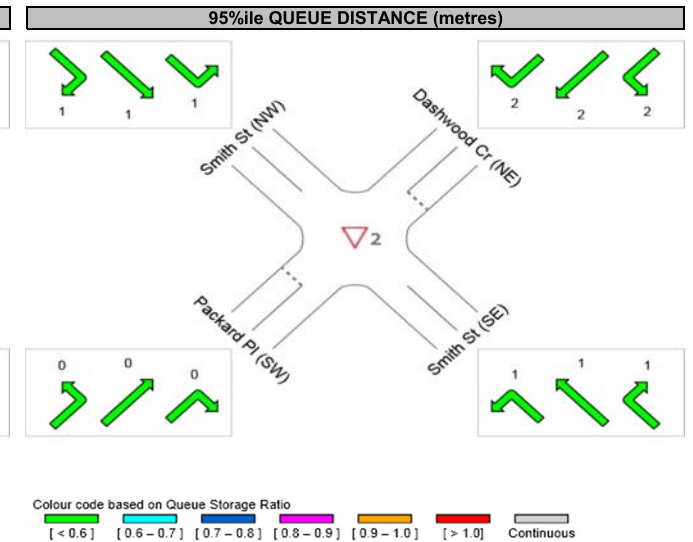
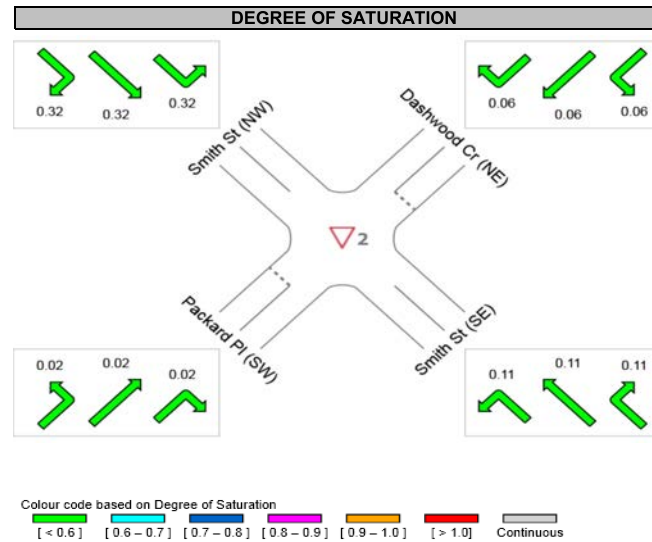
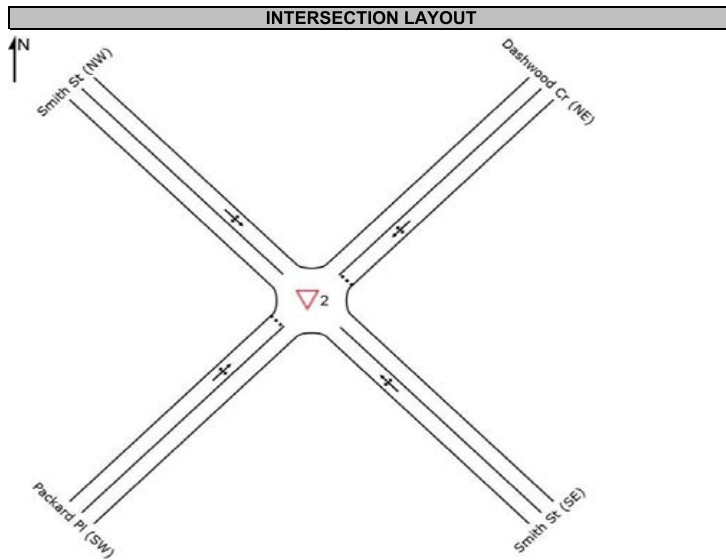
JOB NUMBER: 19-0114

PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / PACKARD PLACE

SCENARIO: EXISTING PM PEAK





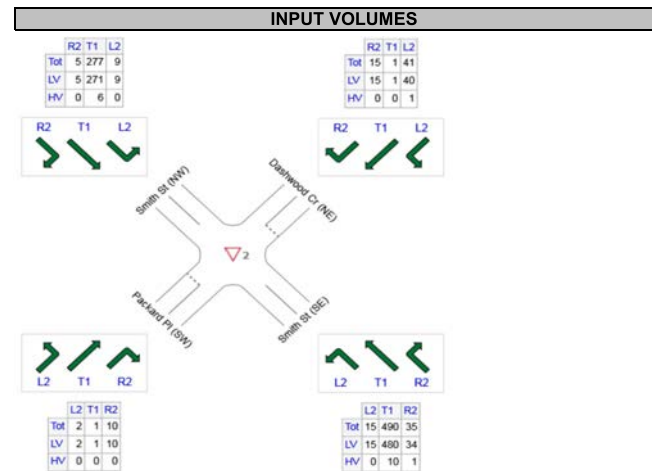
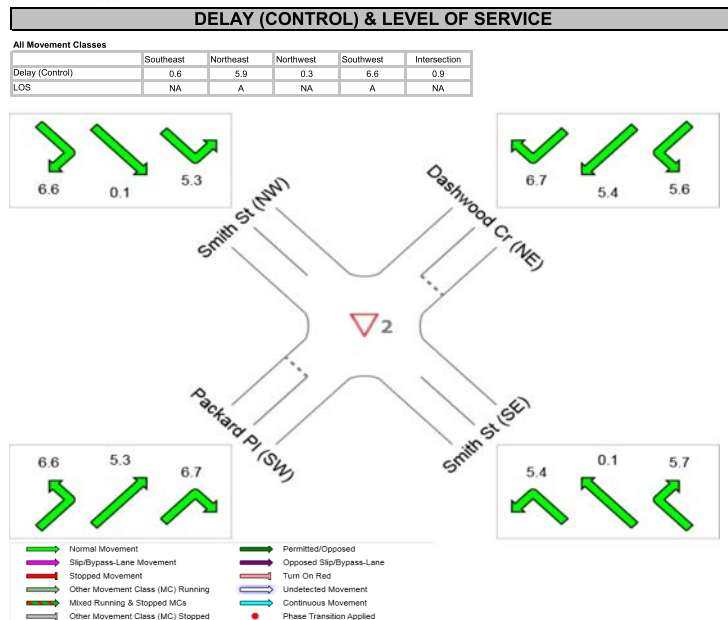
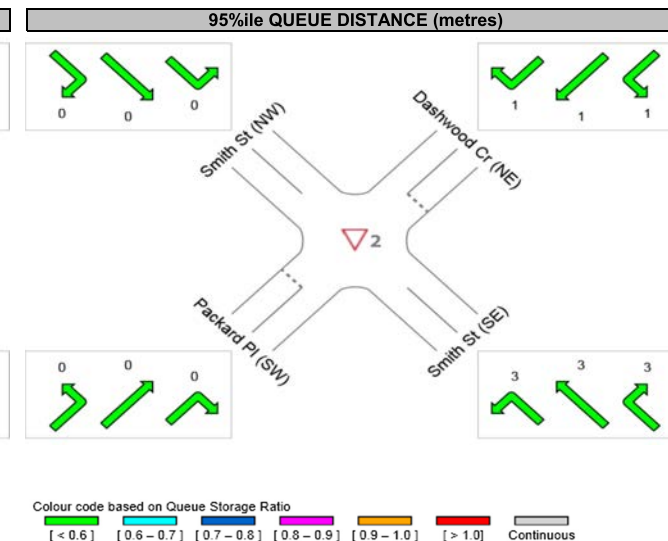
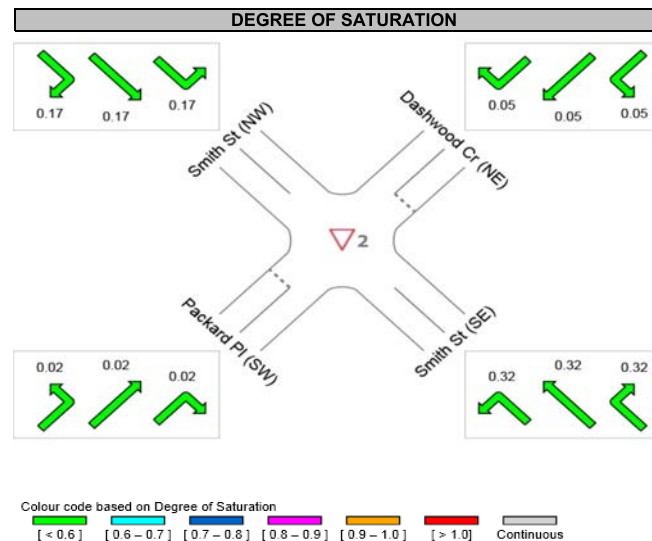
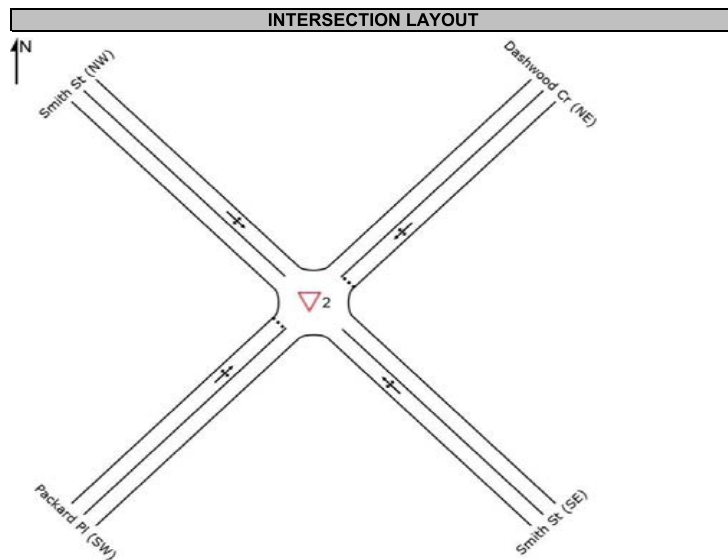
JOB NUMBER: 19-0114

PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / PACKARD PLACE

SCENARIO: 2029 AM PEAK





VOLUME SCENARIO: 2029 PM PEAK



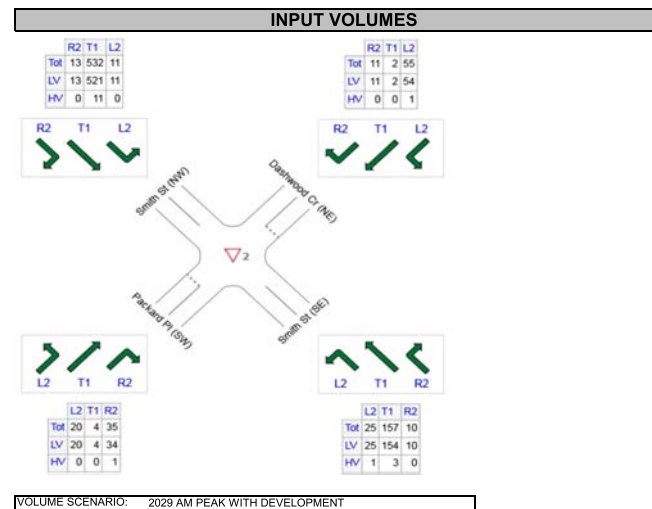
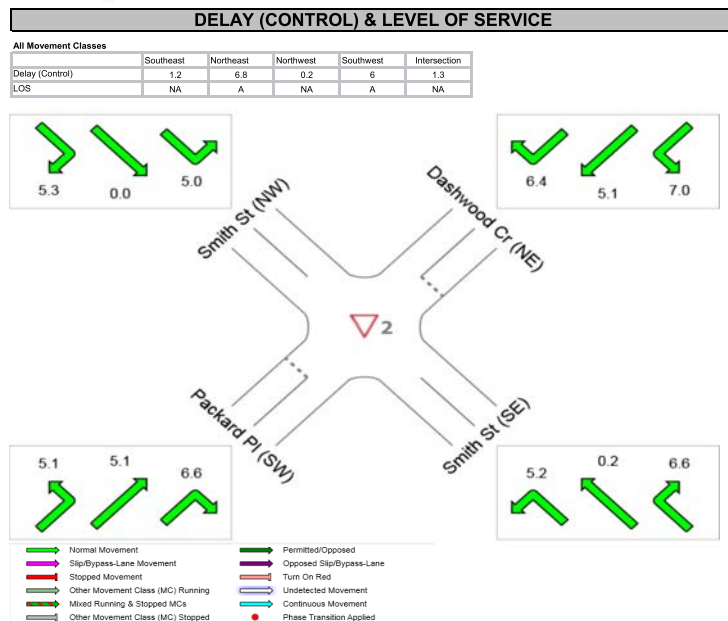
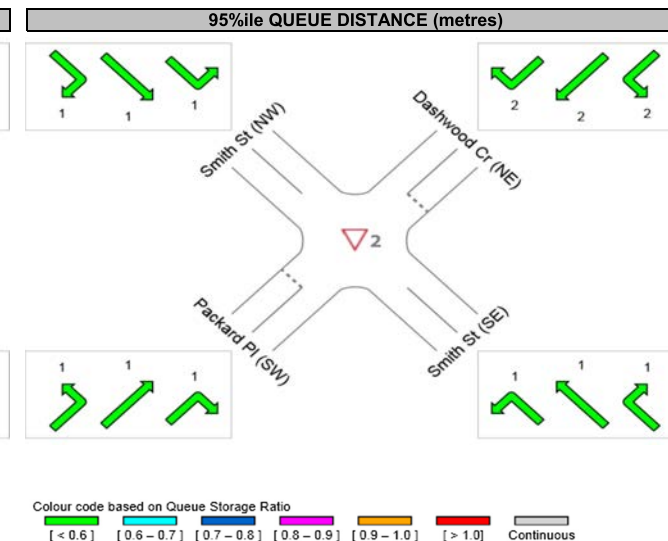
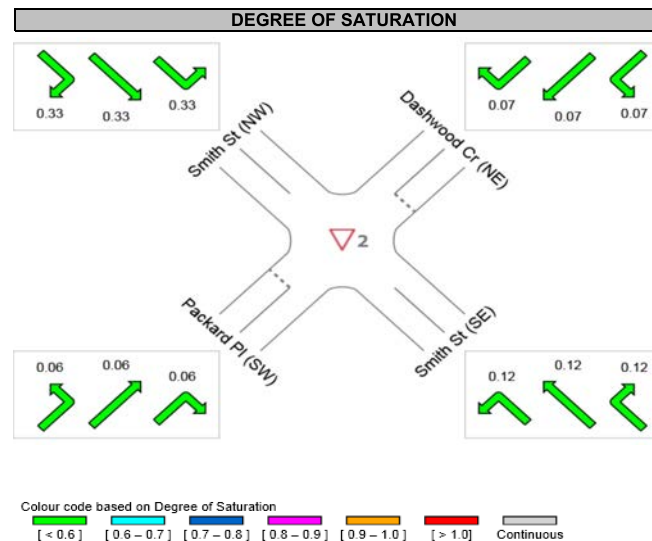
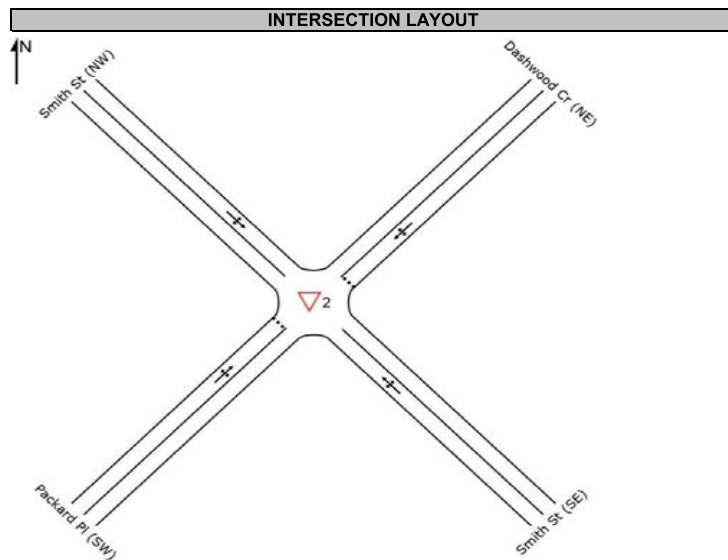
JOB NUMBER: 19-0114

PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / PACKARD PLACE

SCENARIO: 2029 PM PEAK

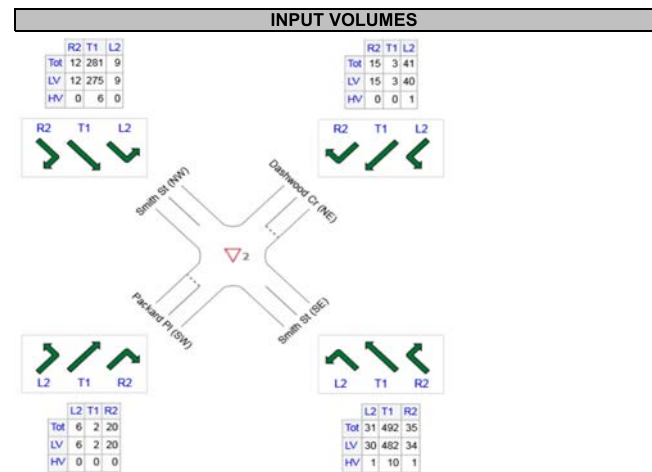
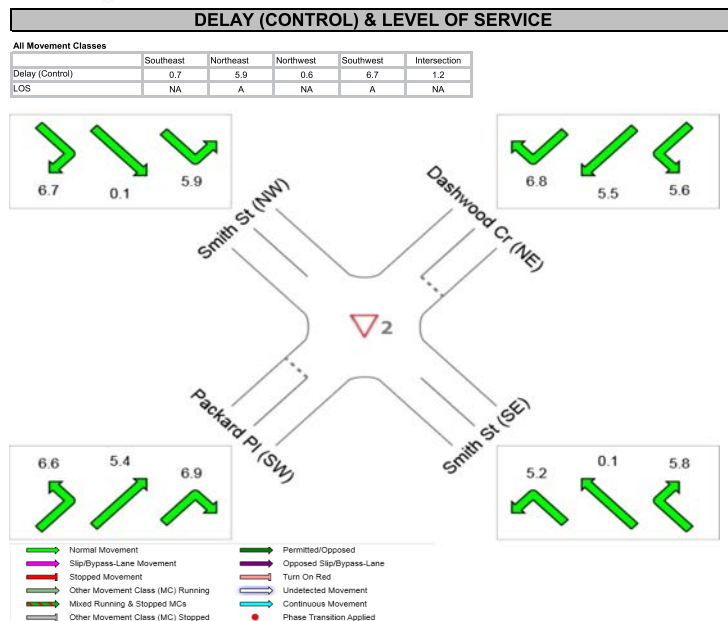
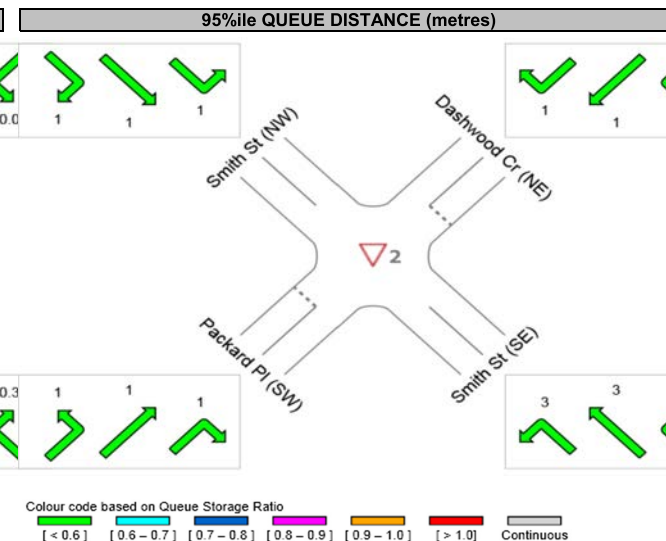
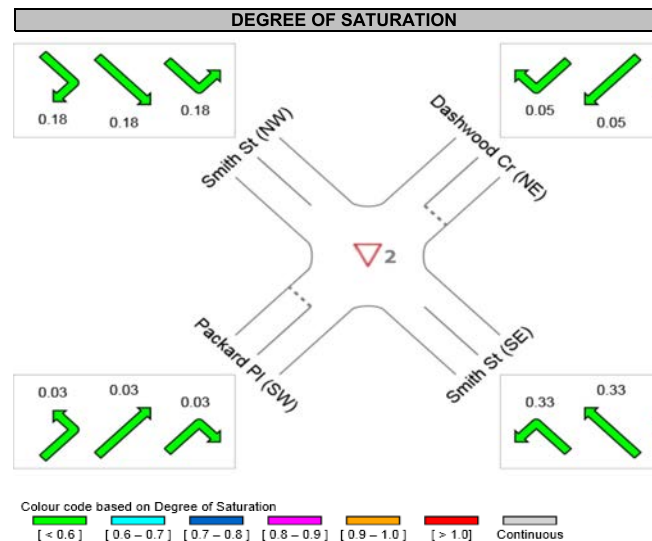
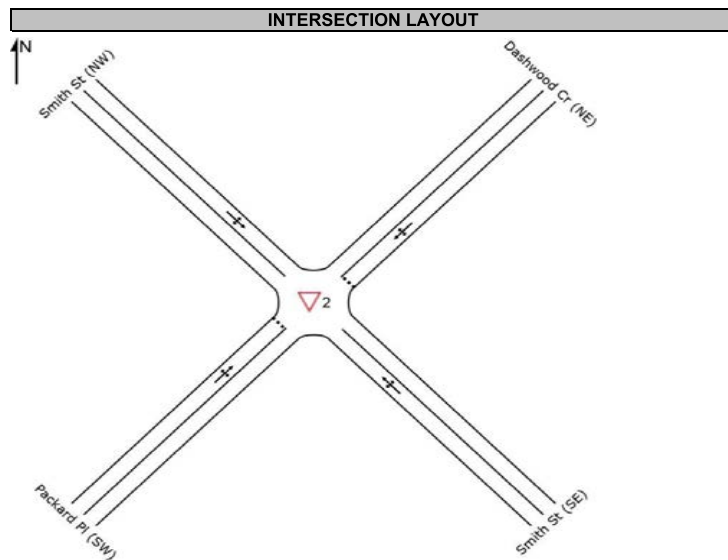




JOB NUMBER:	19-0114
PROJECT NAME:	ASTI MOTEL REDEVELOPMENT LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION:	SMITH STREET / PACKARD PLACE
SCENARIO:	2029 AM PEAK WITH DEVELOPMENT





VOLUME SCENARIO: 2029 PM PEAK WITH DEVELOPMENT

Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous
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SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

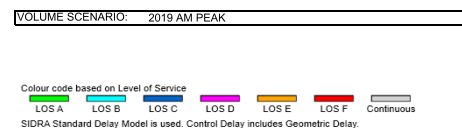
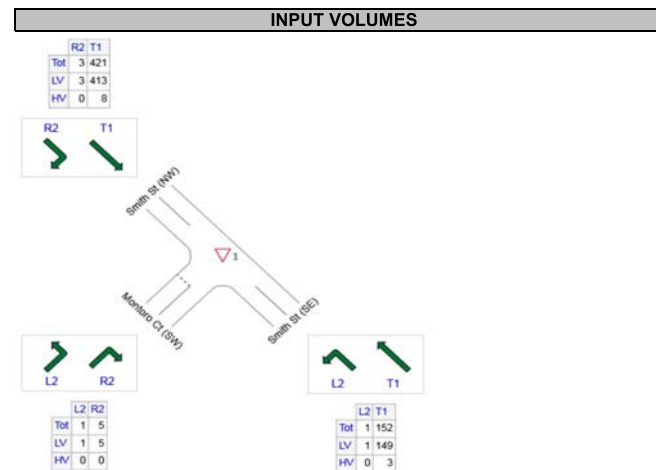
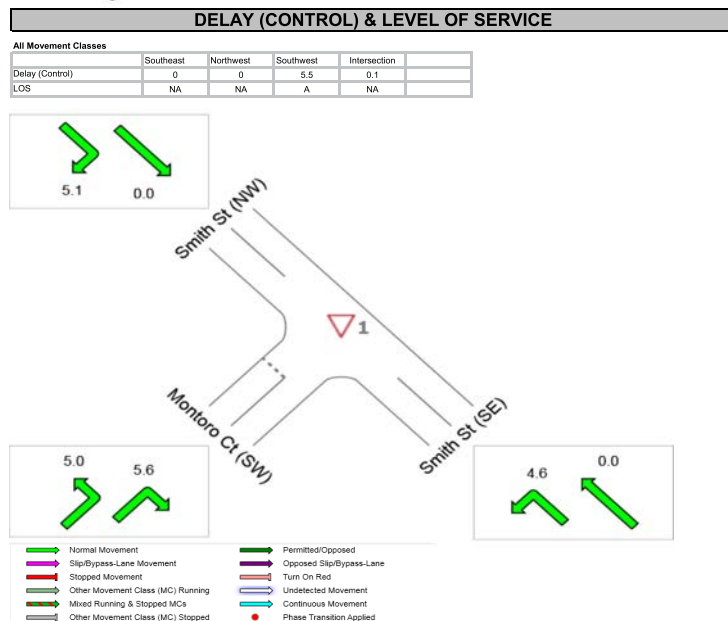
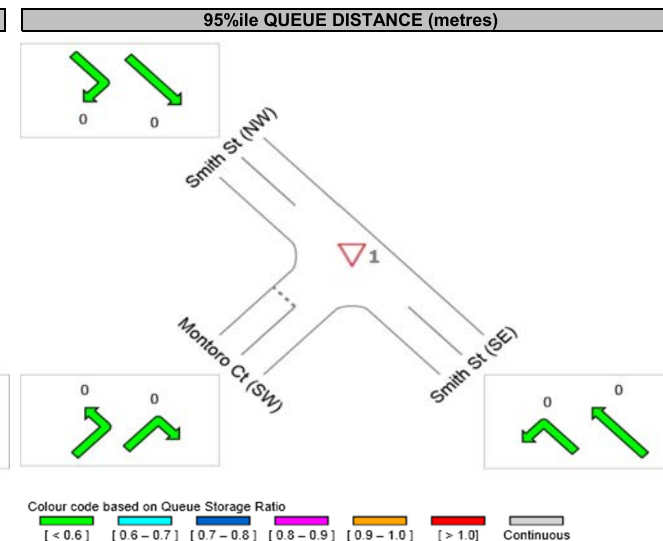
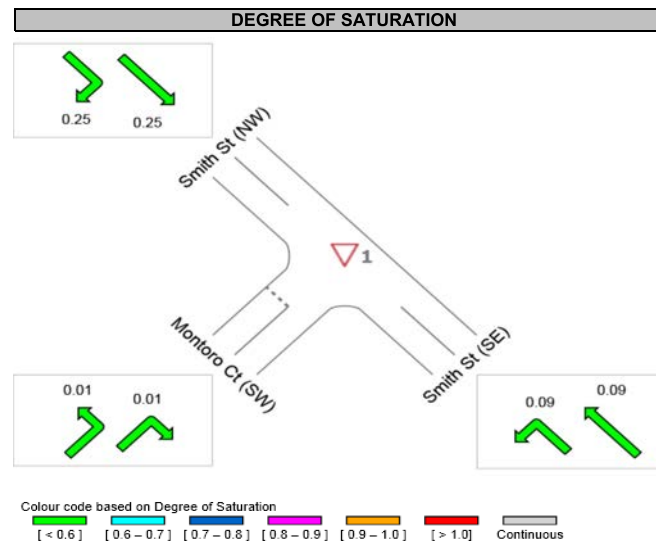
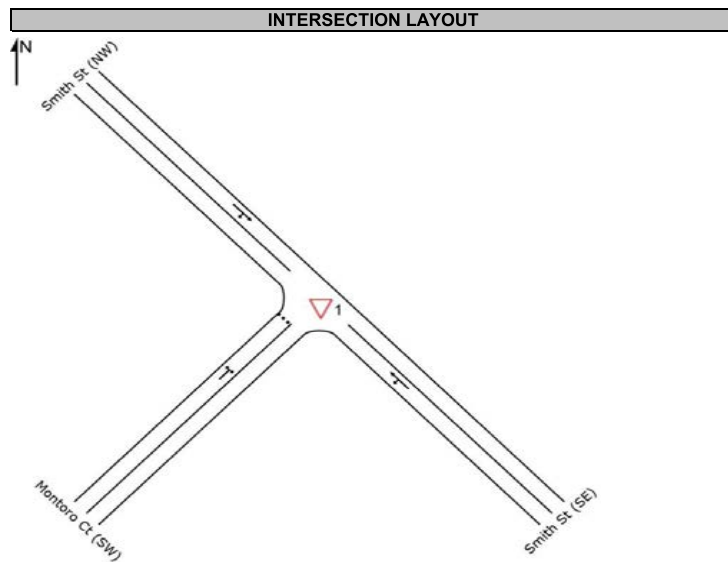
JOB NUMBER: 19-0114

PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / PACKARD PLACE

SCENARIO: 2029 PM PEAK WITH DEVELOPMENT

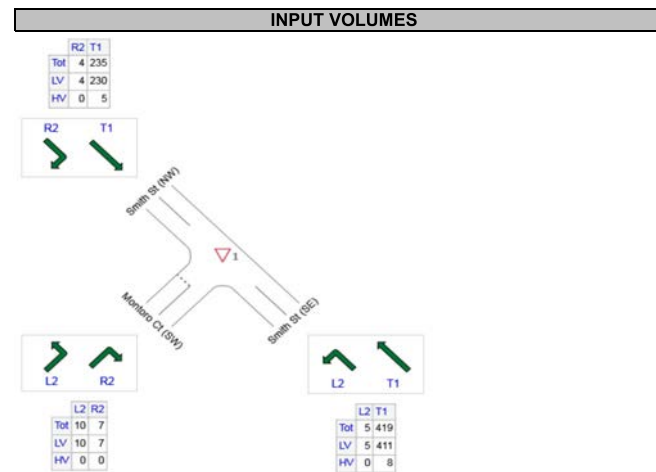
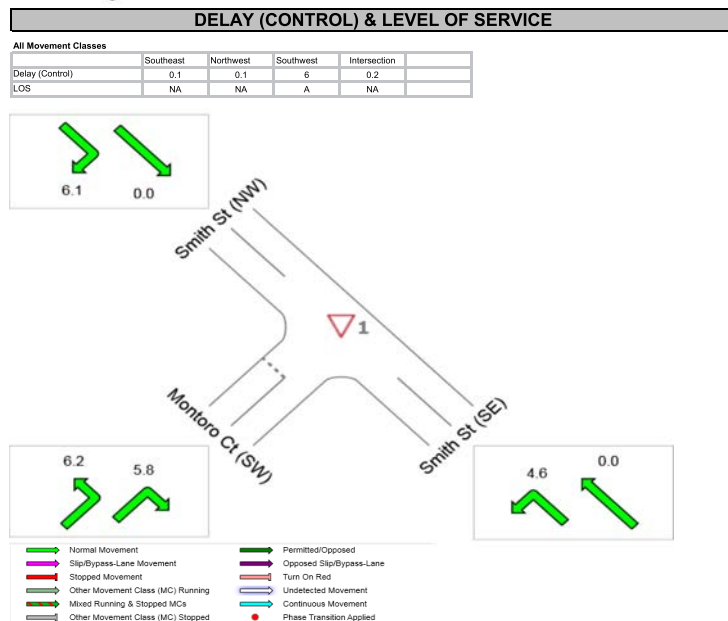
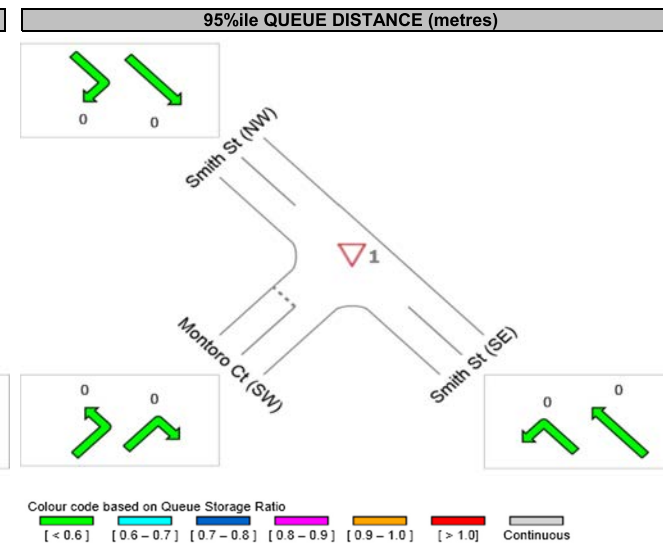
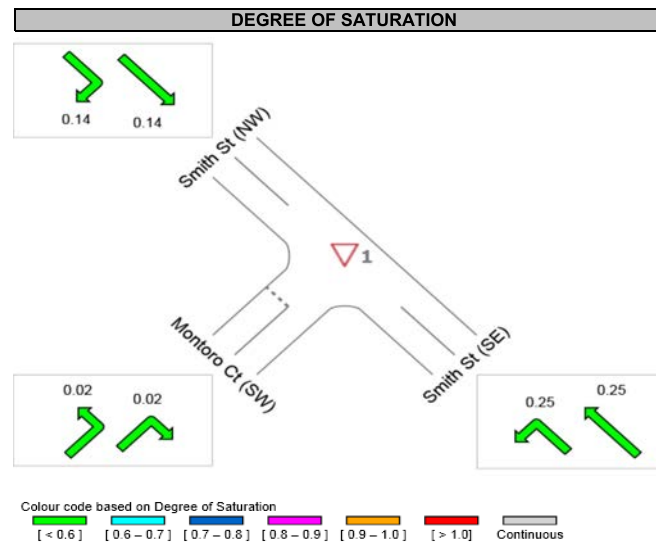
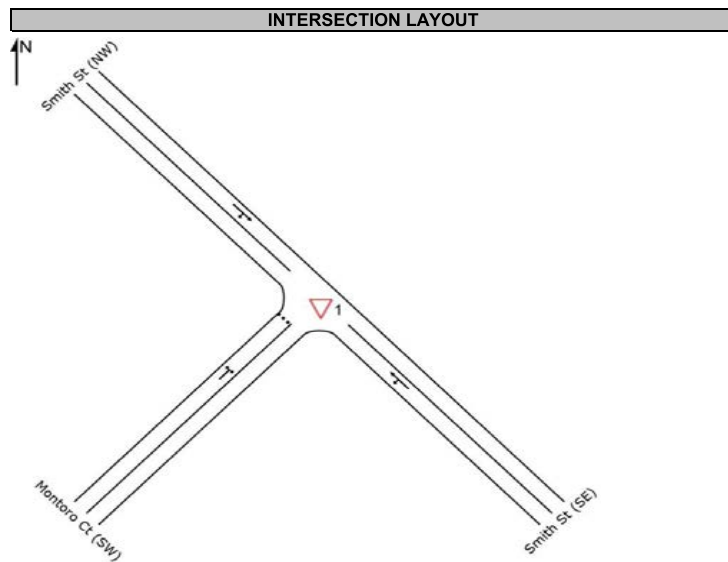




JOB NUMBER:	19-0114
PROJECT NAME:	ASTI MOTEL REDEVELOPMENT LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION:	SMITH STREET / MONTORO COURT
SCENARIO:	EXISTING AM PEAK





VOLUME SCENARIO: 2019 PM PEAK

Colour code based on Level of Service

LOS	Colour
LOS A	Green
LOS B	Light Blue
LOS C	Blue
LOS D	Purple
LOS E	Orange
LOS F	Red
Continuous	Grey

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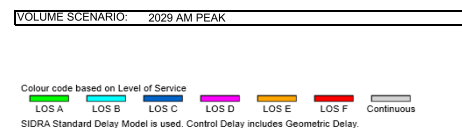
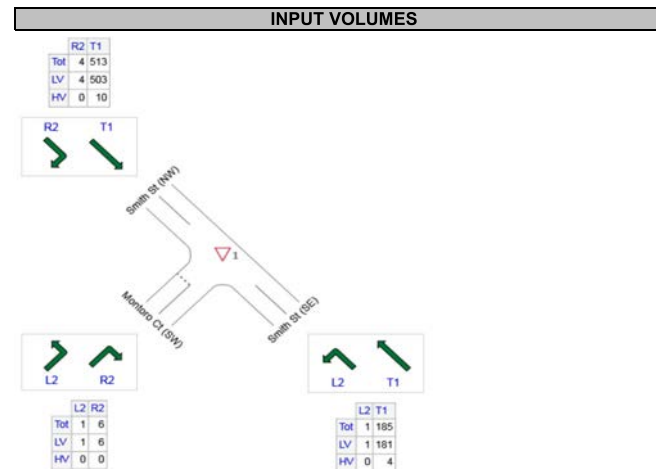
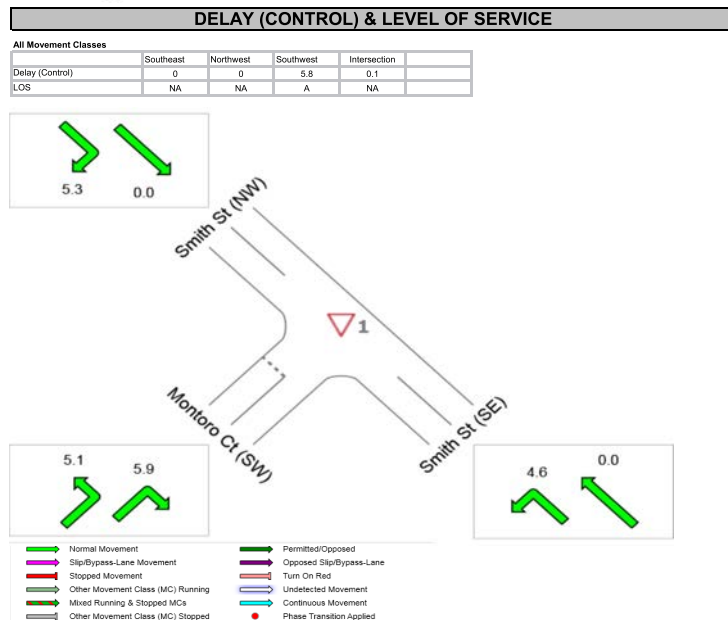
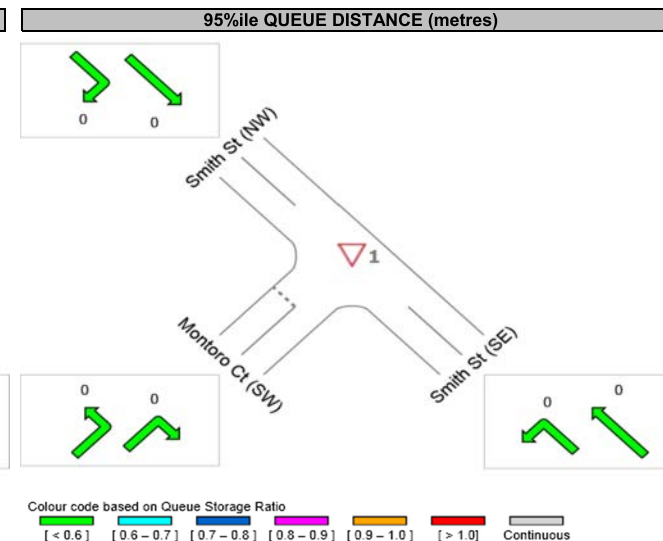
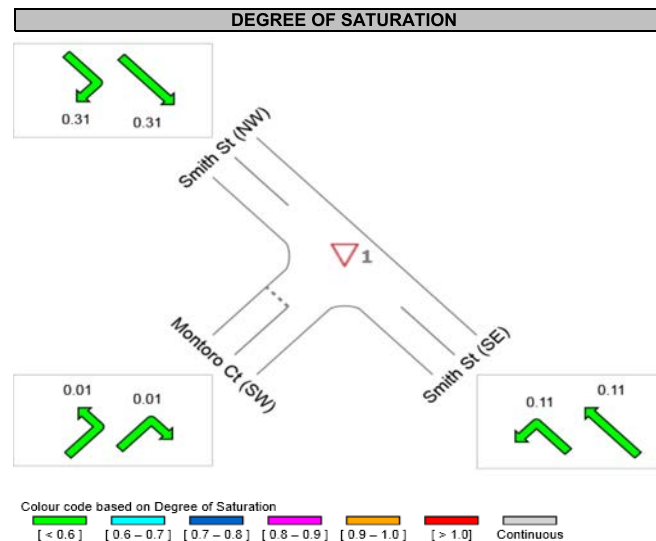
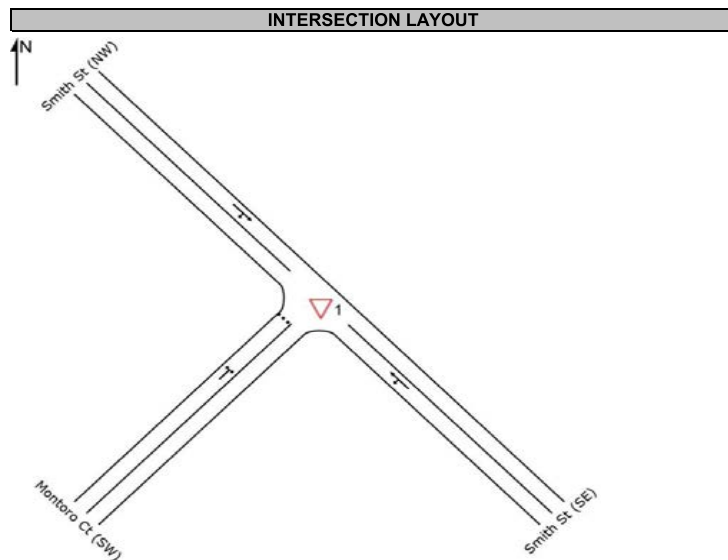
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PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / MONTORO COURT

SCENARIO: EXISTING PM PEAK

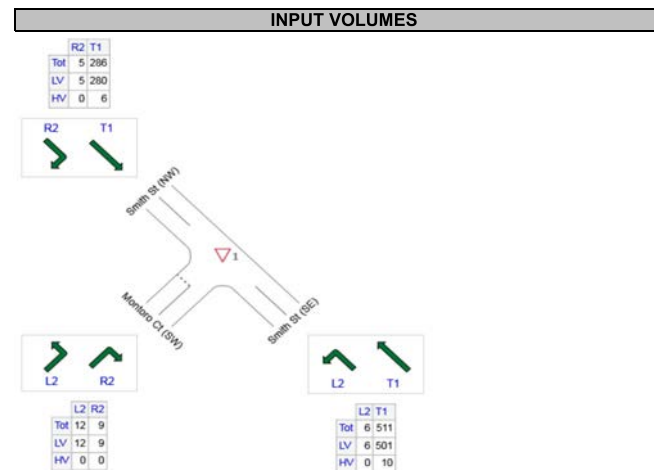
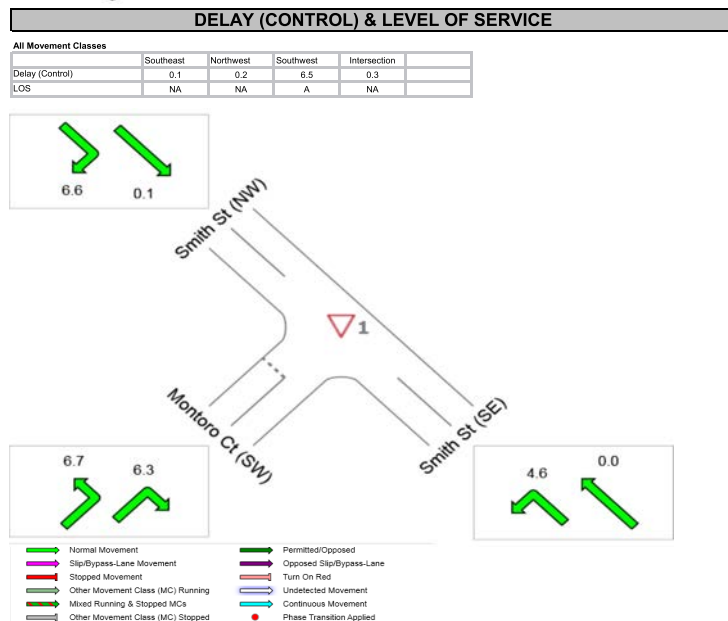
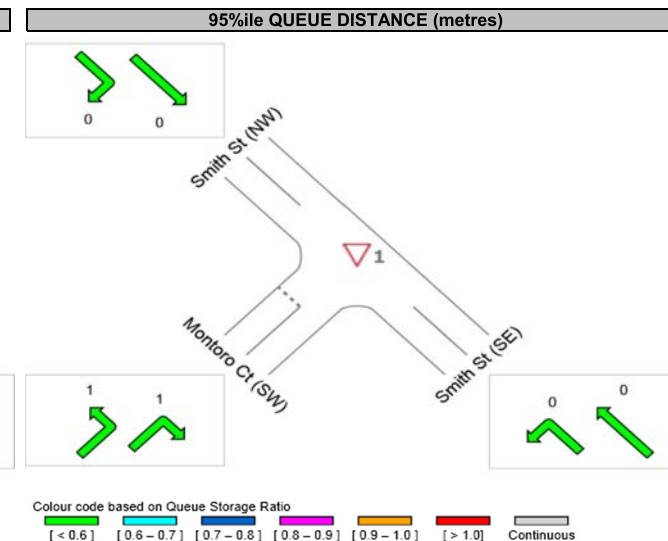
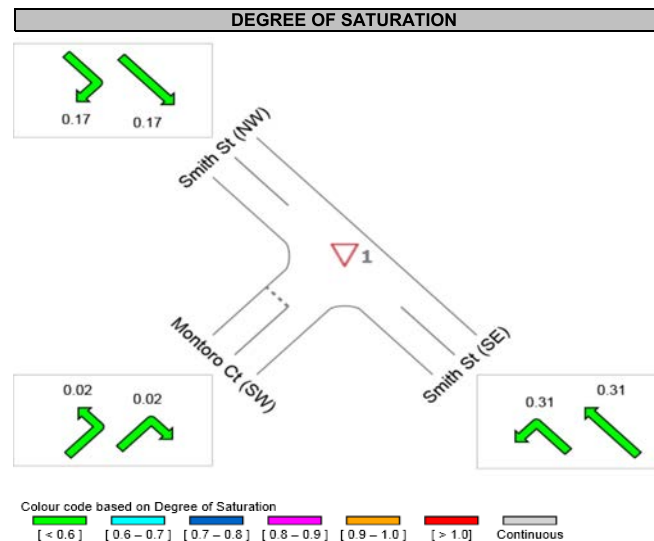
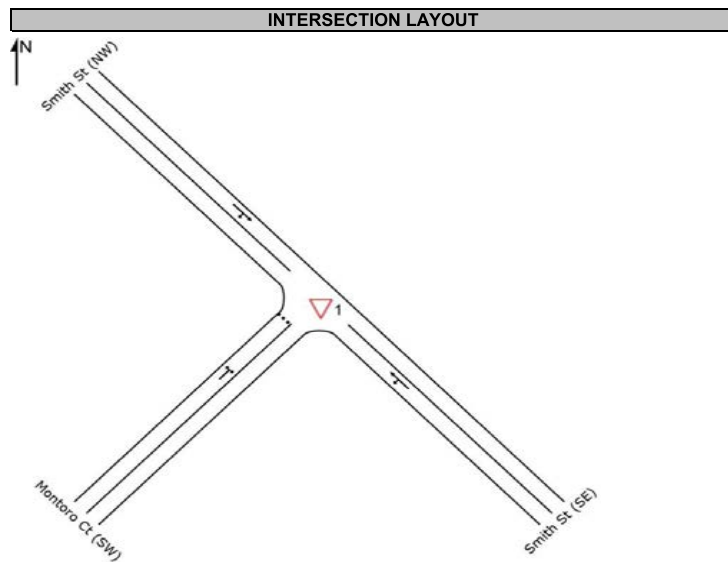




JOB NUMBER:	19-0114
PROJECT NAME:	ASTI MOTEL REDEVELOPMENT LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION:	SMITH STREET / MONTORO COURT
SCENARIO:	2029 AM PEAK





VOLUME SCENARIO: 2029 PM PEAK

Colour code based on Level of Service

LOS	Colour
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LOS C	Blue
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LOS E	Orange
LOS F	Red
Continuous	Grey

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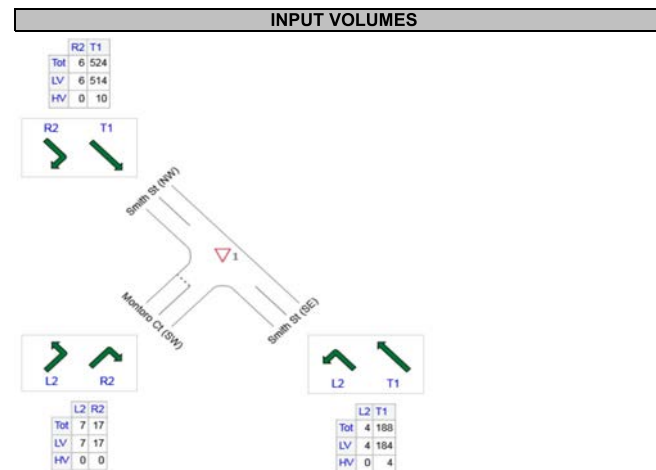
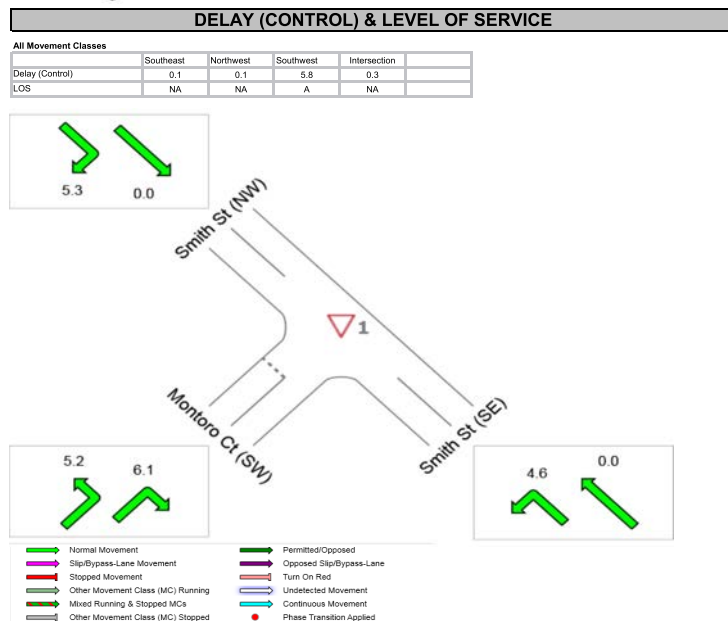
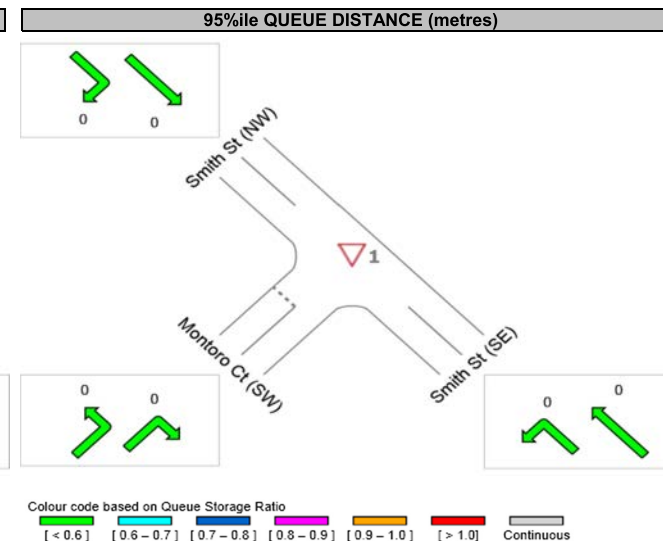
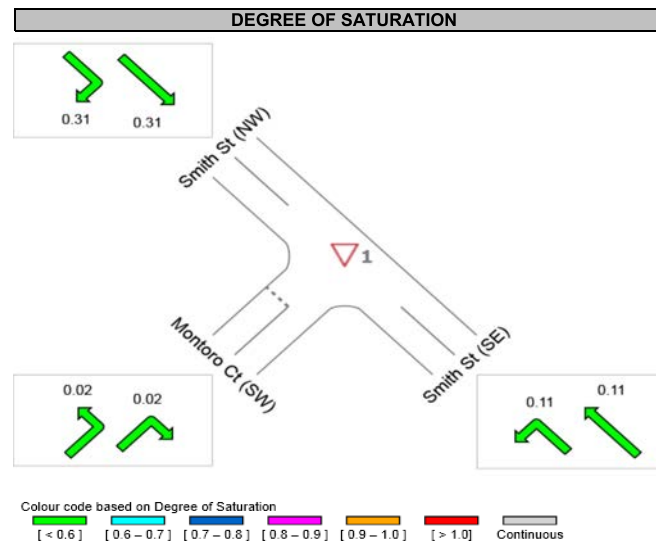
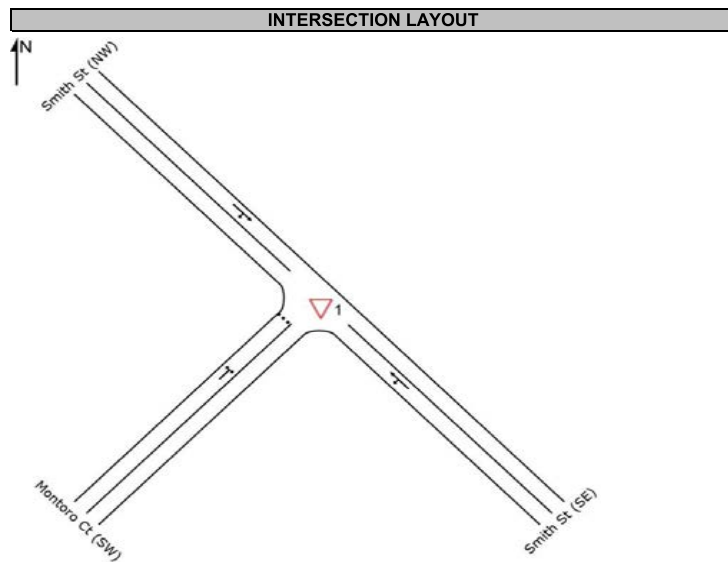
JOB NUMBER: 19-0114

PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / MONTORO COURT

SCENARIO: 2029 PM PEAK





VOLUME SCENARIO: 2029 AM PEAK WITH DEVELOPMENT

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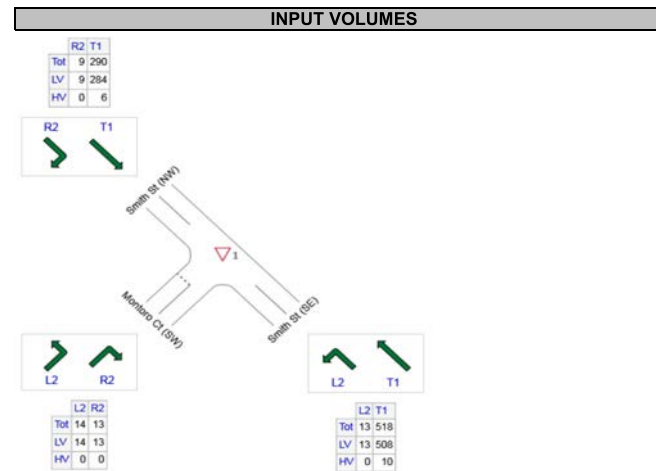
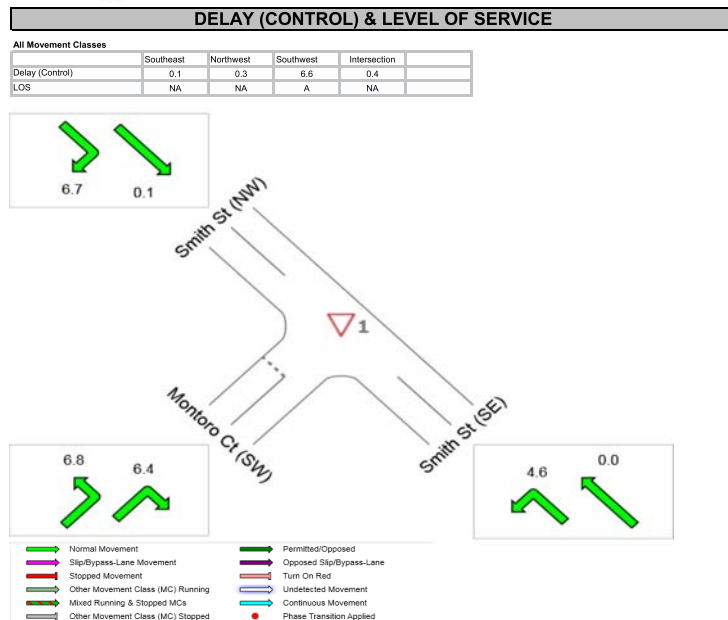
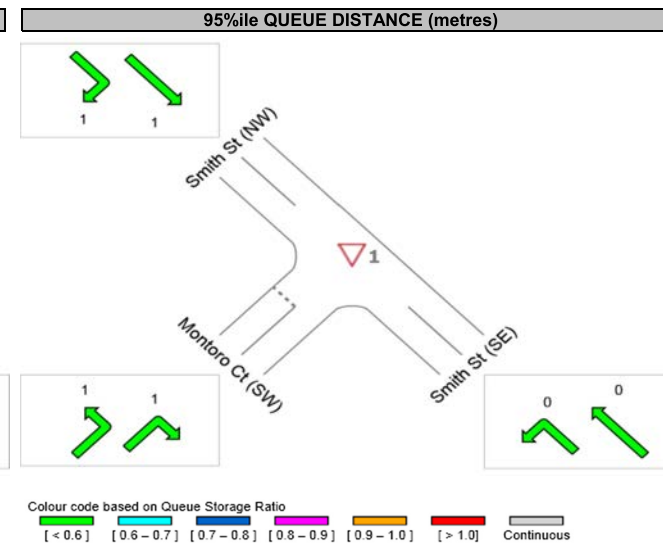
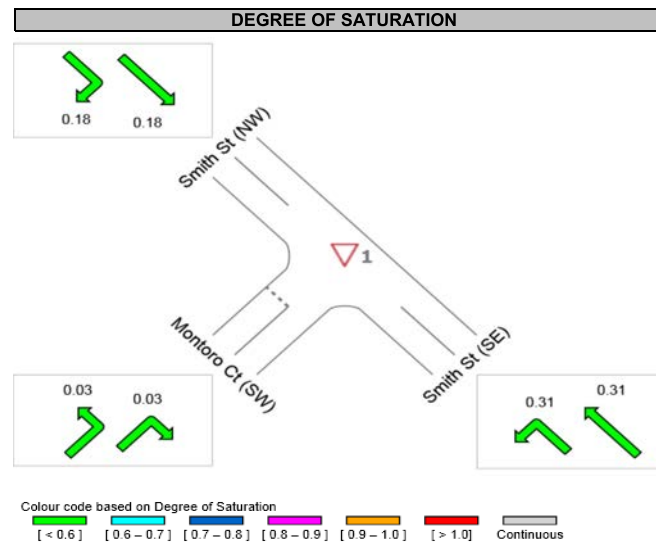
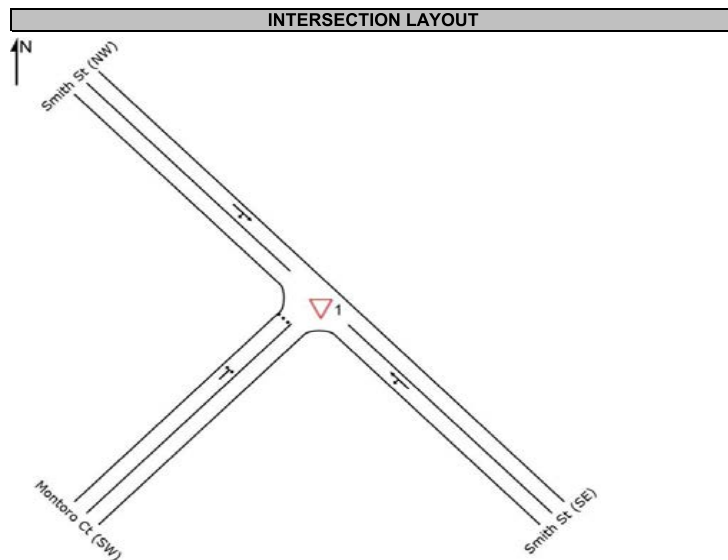
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LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / MONTORO COURT

SCENARIO: 2029 AM PEAK WITH DEVELOPMENT





VOLUME SCENARIO: 2029 PM PEAK WITH DEVELOPMENT

JOB NUMBER: 19-0114

PROJECT NAME: ASTI MOTEL REDEVELOPMENT
LARRAKEYAH, NORTHERN TERRITORY

INTERSECTION: SMITH STREET / MONTORO COURT

SCENARIO: 2029 PM PEAK WITH DEVELOPMENT



7 November 2025

Development Assessment Services
Department of Lands, Planning and Environment
GPO Box 1680
DARWIN NT 0801

Attention: Kaleb Thomas

Dear Kaleb

RE: Amended Plans – PA2025/0247

At: Lots 1287, 1288, 1295 and 1296 Town of Darwin (1-2 Montoro Court and 7-8 Packard Place, Larrakeyah)

1.0 Introduction and Summary of Amendments

Cunnington Rosse Town Planning and Consulting continue to be engaged by the proponent in the above matter, being an application for development permit seeking approval for *Changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes*. PA2025/0247 was lodged with the Darwin division of the Development Consent Authority in August 2025, and was on public exhibition for 28 days from 15 August until 12 September 2025. A total of 5 public submissions were received from:

- Nick Kirlew, Planning Action Network Inc. (2 submissions)
- Man Dorcas, 7 Montoro Court, Larrakeyah
- John Wade, 144 Smith Street, Darwin
- Carolyn Marriott, 106 Dick Ward Drive, Coconut Grove

In addition to the public submissions, service authority submissions were received from both the Distribution and Services Development divisions of the Power and Water Corporation, the City of Darwin and the Airport Development Group.

Following the public exhibition period and the receipt of submissions, the proponent has made amendments to the proposed development to reduce the height of and number of apartments within the proposed buildings, reduce

the extent of basement excavation and supplement the basement car parking with ground level car parking (within the site boundaries), and amend the ground level layout. The proposed amendments are as follows:

- Reduction in building height of one level to both buildings 1 and 2 such that building 1 is now 9 storeys and building 2 is 10 storeys (above ground);
- Reconfiguration of the building 1 ground level to delete three dwellings, reconfigure the office, storage area, cleaners room and gymnasium, and include an additional 23 ground level car parking spaces with shade sails over the portion not beneath the building;
- As a result of the building height reduction and ground floor changes, the apartment yield has been reduced from 120 to 105 apartments as follows:
 - **Building 1** with 48 *dwellings-multiple* (previously 57) comprising 16 x 1-bedroom and 32 x 2-bedroom dwellings. The reduction results from the 3 dwellings removed from the ground floor and 6 dwellings removed from the top floor;
 - **Building 2** with 57 *serviced apartments* (previously 63) comprising 9 x 1-bedroom, 39 x 2-bedroom and 9 x 3-bedroom serviced apartments. The reduction results from the removal of 6 dwellings on the (now-deleted) level 10; and
 - Ratio of 57 *serviced apartments* (54.3%) to 48 *dwellings-multiple* (45.7%);
- Reduced footprint for both basement levels to reduce the extent of excavation required, with basement level 1 now containing 83 car parking spaces (from 107), and level 2 with 92 spaces (from 114). The additional parking spaces at ground level (now 33 up from 4) results in a total of 208 car parking spaces (from 225). The revised car parking requirements / provision per **Clause 5.2.4.1** of the Planning Scheme are as follows:
 - *Dwellings-multiple* @ 2/dwelling = 96 required;
 - *Serviced apartment* @ 1/dwelling = 57 required;
 - *Serviced apartment* (non-dwelling NFA) @3/100m² = 5.55 (185m² comprising combined gym, office, indoor playground)
 - Total required = 159 (158.55);
 - Total provided = 208; and
 - **Surplus = 49 (Unallocated surplus car parking spaces to include 39 small-car parking spaces);**

- Ground floor layout changes comprising:
 - Removal of ground level apartments in building 1 and replace with ground level visitor / small-car parking spaces, including shade sails covering parks not beneath building 1 (towards the Montoro Court boundary);
 - Relocate cleaners room and office towards the Smith Street frontage and integrate with the gymnasium;
 - Relocate bicycle parking within the main walkway, with 22 upright and 18 walk-up racks;
 - Relocate pool towards Smith Street;
 - Shift southern-most Montoro Court basement vent further towards Smith Street; and consolidate the basement vents adjacent the Packard Pace into a single vent situated immediately south of the swimming pool. Basement vents have been reduced in both height and footprint;
 - Delete the covered outdoor areas in both of the Smith Street boundary corners;
 - Provide 6 additional small-car visitor spaces adjacent the basement ramp (in place of the bicycle enclosure); and
- Materiality, colour and screening alterations to the building elevations.

The proposed changes do not alter the main building siting or setbacks, and consideration of the proposed development against the relevant requirements of the Planning Scheme is not altered other than in relation **Clause 5.2.4** (car parking), **Clause 5.2.6** (landscaping), **Clause 5.4.3** (residential building setbacks – applicable to the shade sails) and **Clause 5.4.7** (communal open space). These requirements are considered below.

2.0 Clause 5.2.4 – Car Parking

As identified in **Section 1**, whilst the amendments reduce the provision of car parking within the proposed development, the proposal retains a significant surplus of 49 spaces relative to the required car parking per **Clause 5.2.4.1**.

Clause 5.2.4.4 relates to the layout and design of car parking spaces. The requirements set by **Clause 5.2.4.4** are set out in subclauses 6-9 (copied below), and consideration of the proposed amendments provided immediately thereafter.

6. A car parking area is to:

- (a) be not less than 3m from any lot boundary abutting a road; and*

The proposed additional ground level car parking area is setback 3.3 metres from the Montoro Court boundary, exceeding the minimum 3 metre setback requirement. Whilst the basement car parking levels remain within 3 metres of the road boundaries, this is consistent with the current approved development (DP24/0010), and the original plans submitted as part of PA2025/0247. The basement parking levels are not visible from surrounding land or the public realm, and will not compromise amenity to surrounding areas.

- (b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the **car parking area** when viewed from the road.*

A mix of groundcovers, trees and shrubs are shown within the aforementioned setback.

7. *A **car parking area** is to be constructed and maintained to be:*

- (a) of a suitable gradient for safe and convenient parking; and*
- (b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.*

All car parking areas will be sealed, drained to the public stormwater network in accordance with the requirements of the City of Darwin, and with minimal gradient to the extent necessary to ensure adequate drainage. The U-shaped basement ramps extending around the full width of building 2 ensures ramp gradients suitable for the majority of vehicle types.

8. *The layout of a **car parking area** is to:*

- (a) be functional and provide separate access to every car parking space;*
- (b) allow a vehicle to enter from and exit to a road in a forward gear;*
- (c) be in accordance with the dimensions set out in the diagram to this clause; and*
- (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.*

The car parking area provides separate access to all car parking spaces, allows all vehicles to enter and exit the site in a forward gear, and ensures end-of-row parking spaces are adjacent an aisle that extends at least 1 metre beyond the car park.

The diagram to **Clause 5.2.4.4** is included in **figure 1** below. The proposed development includes a number of variations to the minimum car parking space and aisle dimensions shown in the diagram, specifically:

- The 10 small car parking spaces on basement levels 1 and 2 have dimensions of 2.3 metres wide by 5.05 metres long, below the 2.5 metres by 5.5 metres required;
- The 23 small car parking spaces at ground level have dimensions of 2.3, 2.4 and 2.5 metres wide by 5 or 5.4 metres long, below the 2.5 metres by 5.5 metres required;
- The 6 visitor parking spaces at ground level have a perpendicular depth of 4.8 metres (rather than 5.6 metres required) and a combined perpendicular depth and aisle width of 8.5 metres (rather than 9.3 metres required); and
- Small car bays 192 – 208 at ground level have a combined length and aisle width of 10.8 metres rather than 11.5 metres required.

Whilst the small car and visitor parking spaces are below the individual space and combined space and aisle dimension requirements in **Clause 5.2.4.4**, these car parking spaces are surplus to the required car parking per **Clause 5.2.4.1**, which requires 159 car parking spaces. With 208 spaces across the entire development, the 49-bay surplus includes the 39 small-car / visitor bays, which will be clearly marked for small cars / visitors, and only allocated to apartments in addition to a minimum allocation of compliant car parking bays (2/dwelling, 1/serviced apartments). Furthermore, the proponents' traffic consultant has undertaken swept path analysis and parking compliance assessment for the revised ground floor plan, and has confirmed the parking bays and aisle widths meet the requirements of AS2890.1. This advice will be provided when available.

As a result, the small-car / visitor parking spaces remain safe and functional, and provide additional car parking in excess of that required by the Planning Scheme and in a manner that complies with the applicable Australian Standards, and will be safe and functional to complement the allocated parking within the basement levels.

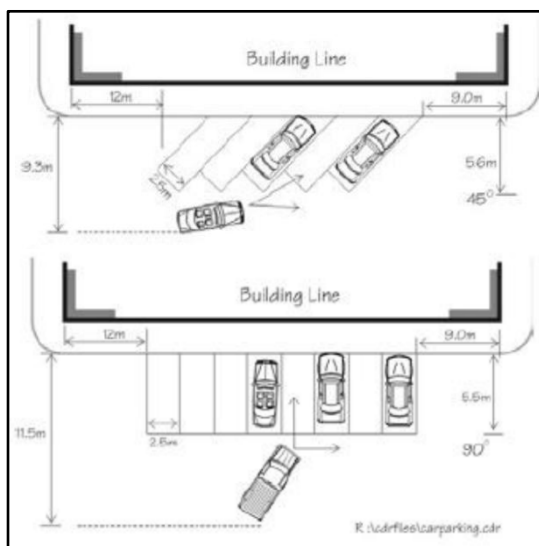


Figure 1: Diagram to Clause 5.2.4.4

9. The number of **access** points to the road is to be limited, and **access** points to **car parking areas** are to:

- (a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and

All driveways exceed the required minimum 3.5 metre width for 1-way and 6-metre width for two-way vehicle movements.

- (b) maximise sight lines for drivers entering or exiting the car parking area.

Fencing and landscaping at the Packard Place and Montoro Court site access locations will be visually permeable and/or low-level to ensure adequate sight lines when exiting the site.

3.0 Clause 5.2.6 – Landscaping

The amended plans reduce the overall planting area to 925m² (from 1,023m²) and outdoor paving area to 746m² (from 772m²), with a combined total of 1,671m² (from 1,798m²). The revised landscaping area is equivalent to 41.9% of the total site area, well above the minimum 30% required by **Clause 5.2.6**. The remaining elements of **Clause 5.2.6** are not affected by the amended design.

4.0 Clause 5.4.3 – Residential Building Setbacks

The majority of building setbacks are retained per PA2025/0247, with the exception of the reduced extent of boundary development as a result of the removal of the outdoor shade structures along Montoro Court, Packard Place and Smith Street, and the inclusion of the shade sails over the ground level car parking area. Table A to **Clause 5.4.3** requires a minimum setback for shade sails of 3 metres to the primary street frontage (Smith Street), and 0.9 metres to the secondary street frontage (Montoro Court) and rear boundaries. The maximum height of shade sails at the minimum setback is 2.5 metres.

The proposed shade sails are setback a minimum of 13.26 metres from the Smith Street boundary, 3.3 metres from the Montoro Court boundary, and 6.955 metres from the rear boundary, thus significantly exceeding all required setbacks.

5.0 Clause 5.4.7 – Communal Open Space

The proposed amendments reduce the extent of communal open space (with no dimension less than 6 metres) to approximately 923m² (refer **figure 2**), equivalent to approximately 23.1% of the total site area. The extent of communal open space remains well above the minimum 15%, and compliant with the remaining elements of **Clause 5.4.7** are not affected by the proposed amendments.

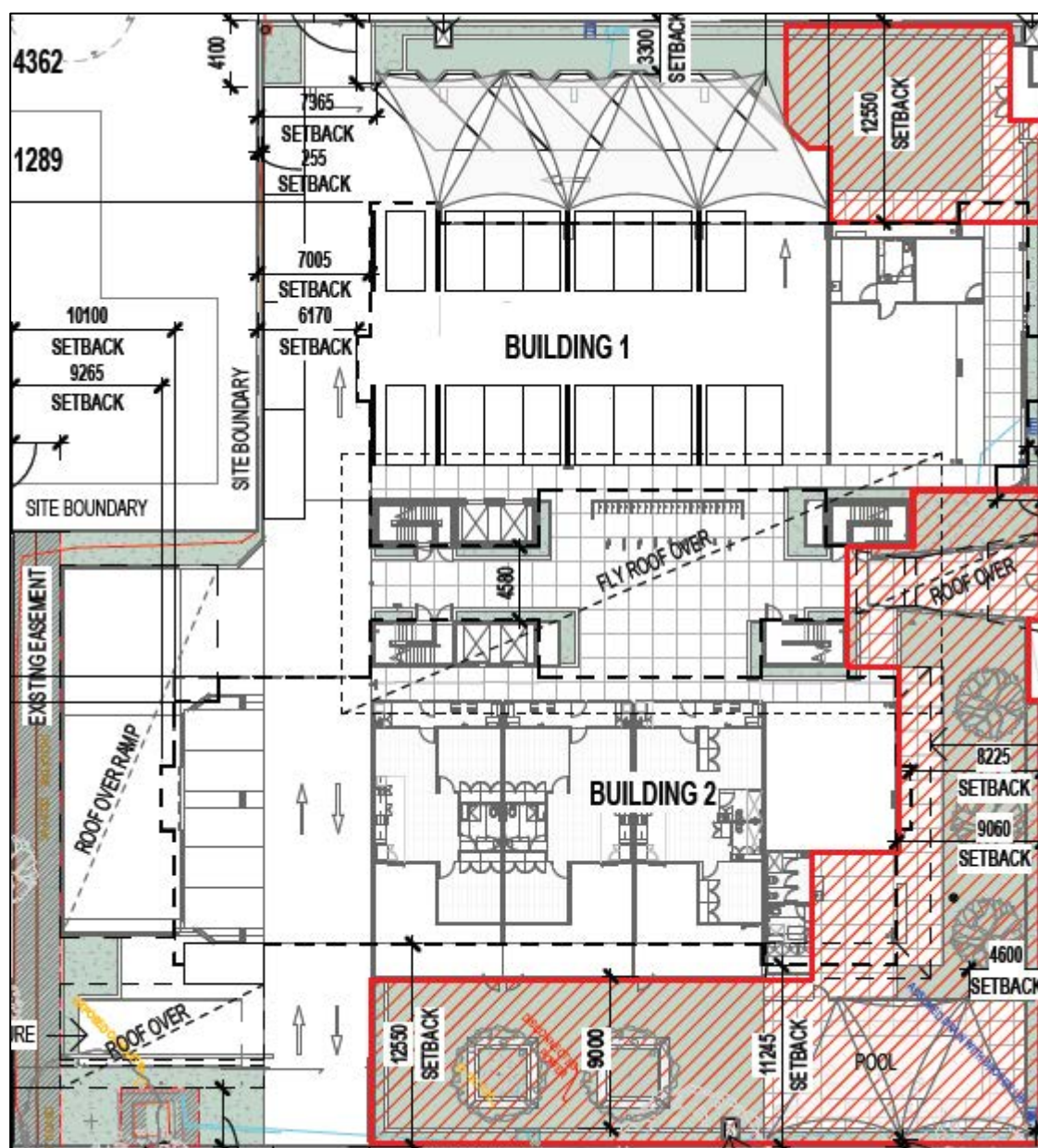


Figure 2: Communal Open Space Area exceeding 6m minimum dimension $\approx 923\text{m}^2$

It is the proponents' position that these amendments, and PA2025/0247, must be considered as an alteration to the development approved through development permit DP24/0010, which remains an active development permit and has not been subject to any extensions under **Section 59** of the Planning Act. DP24/0010 approved 56 dwellings and 63 serviced apartments in 10 and 11 storey buildings.

The amendments detailed herein reduce the dwelling yield and building height to 48 dwellings and 57 serviced apartments in 9 and 10 storey buildings, resulting in a notable reduction in building height and dwelling yield compared with the current approval.

I confirm my client and/or representative will be present in person to respond to matters relating to the proposed development at the relevant hearing of the consent authority. Please do not hesitate to contact the undersigned with any further queries on that contained herein.



Brad Cunnington

Cunnington Rosse Town Planning and Consulting



VIEW FROM INTERSECTION SMITH STREET & PACKARD PLACE

DRAWING SCHEDULE

PR 01	DRAWING SCHEDULE
PR 02	SITE CONTEXT PLAN
PR 03	SITE PLAN - GROUND LEVEL
PR 04	APARTMENT MIX DIAGRAM
PR 05	SITE PLAN - ROOF
PR 06	SITE SECTIONS
PR 07	PROPOSED BASEMENT CARPARKING -2F
PR 08	PROPOSED BASEMENT CARPARKING -1F
PR 09	PROPOSED GROUND FLOOR LEVEL
PR 10	PROPOSED - LEVELS 1-9 PLAN
PR 11	PROPOSED - ROOF PLAN
PR 12	SECTION A
PR 13	SECTION B
PR 14	NORTH - WEST ELEVATION
PR 15	SOUTH - WEST ELEVATION
PR 16	NORTH - EAST ELEVATION
PR 17	SOUTH - EAST ELEVATION
PR 18	PERSPECTIVE 1
PR 19	PERSPECTIVE 2
PR 20	PERSPECTIVE 3
PR 21	PERSPECTIVE 4
PR 22	UNIT TYPES
PR 23	UNIT TYPE SECTIONS
PR 24	SHADOW DIAGRAMS - DEC
PR 25	SHADOW DIAGRAMS - JUNE
PR 26	LANDSCAPE PLAN SITE
PR 27	MATERIAL BOARD
PR 28	UNIT SHADE DIAGRAMS
PR 29	BIN ENCLOSURE & STANDALONE VENT

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	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	DRAWING SCHEDULE	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@tropo.com.au	29.10.2025	DWG NO: PR 01



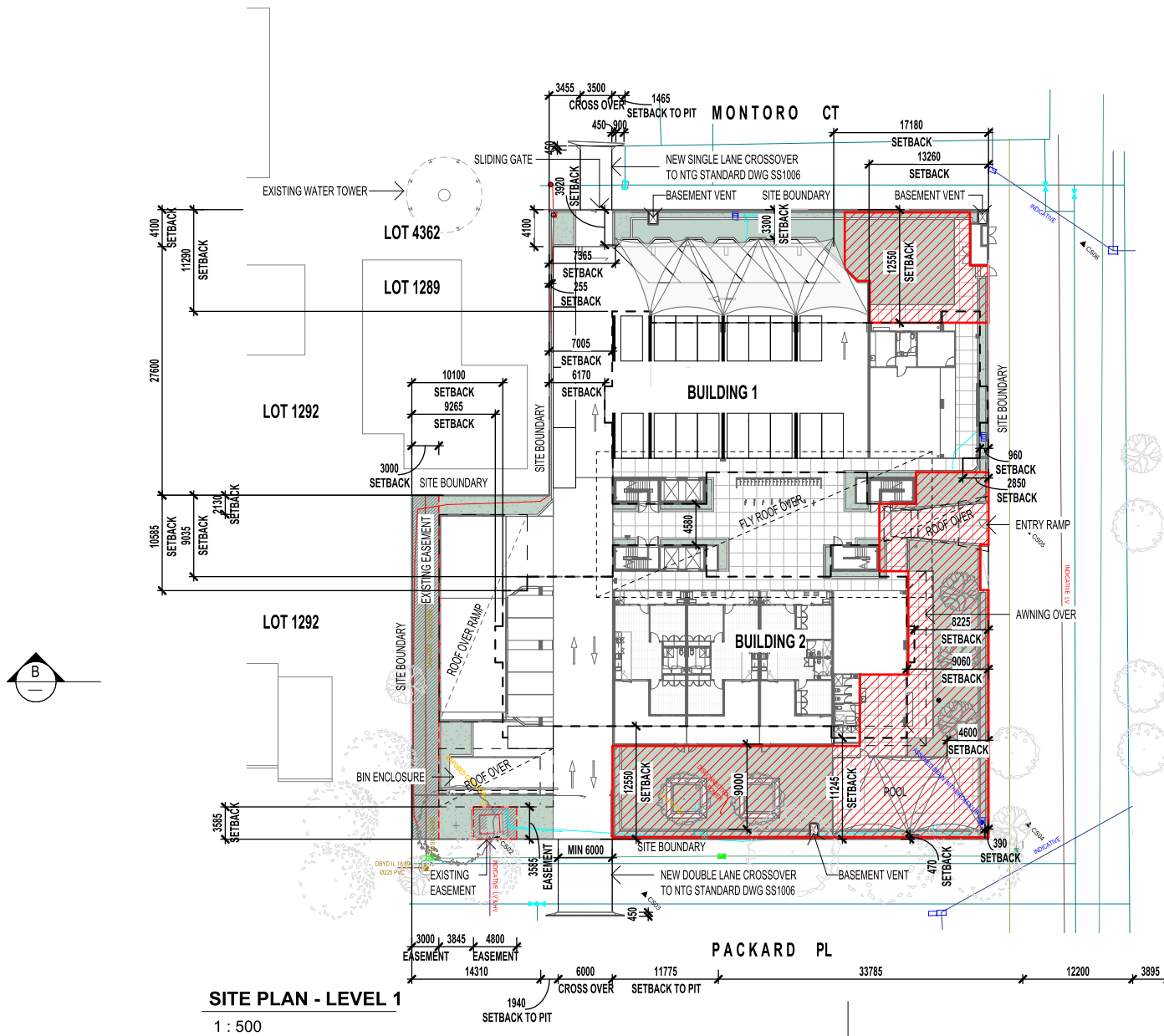
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troppo

15 Quarry Crescent, Stuart Park NT 0820
T: +(61) 8 8981 9585
E: darwin@troppo.com.au

PROPOSED ASTI REDEVELOPMENT	
FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
SITE CONTEXT PLAN	
29.10.2025	DWG NO: PR 02





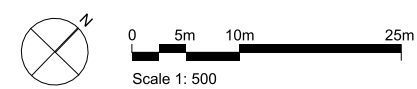
SITE AREA	3990m ²
GROSS ENCLOSED FLOOR AREA = 7,569m² (EXCL. CARPARKS)	


CARPARKS	
GROUND FLOOR 1F	33
BASEMENT -1F	83
BASEMENT -2F	92

TOTAL	208
INC. DISABLED PARKS	8
MOTORBIKE PARKS	6
BICYCLE PARKS	40
BASEMENT -1F ~ -2F TOTAL:	6120m ²
GYM	96m ²
OFFICE & CLEANER	36m ²
INDOOR PLAYGROUND	73m ²

NEW UNITS	
BUILDING 1 1-8 STOREYS OF UNITS ENCLOSED FLOOR AREA TOTAL: 2,959m²	
BUILDING 2 1-9 STOREYS OF UNITS ENCLOSED FLOOR AREA TOTAL: 4,341m²	

54% SERVICED APARTMENTS	
46% MULTIPLE DWELLINGS	
	COMMUNAL OPEN SPACE AREA = 923 M2
	BUILDING WALL LINE OVER EXTENT





PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS

LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE PLAN - GROUND LEVEL

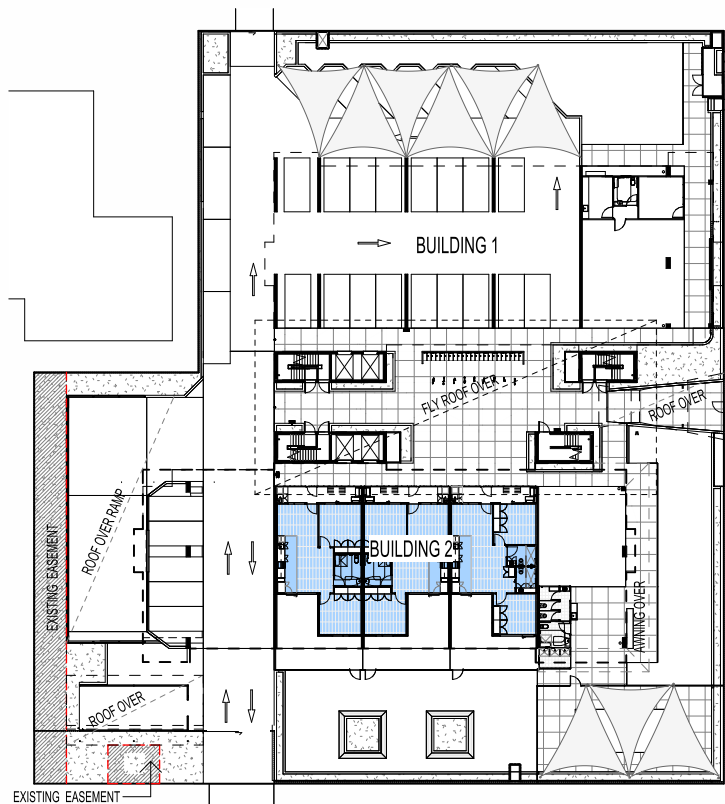
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DWG NO: **PR 03**

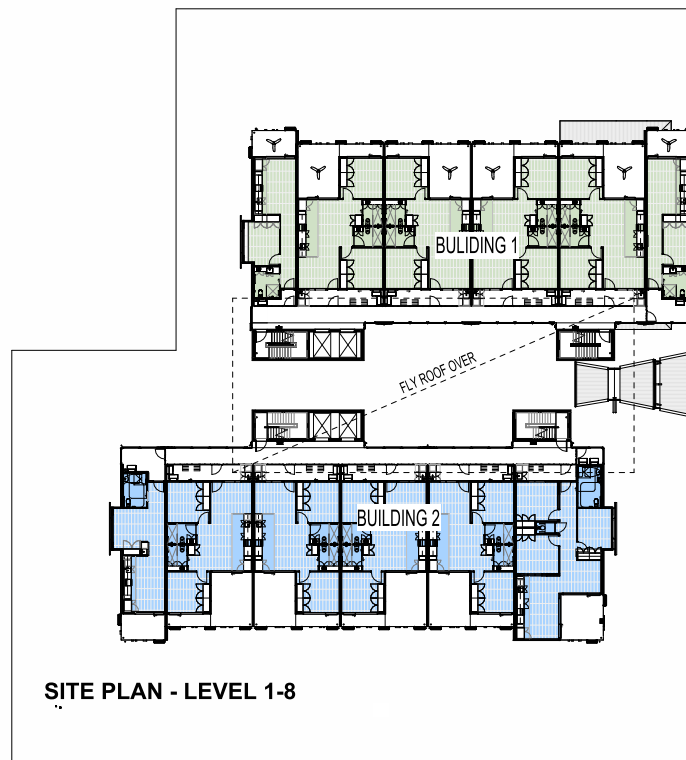
15 Quarry Crescent, Stuart Park NT 0820

T: +(61) 8 8981 9585

E: darwin@troppo.com.au



SITE PLAN - GROUND LEVEL



SITE PLAN - LEVEL 1-8

BUILDING 1 (9 STOREYS INCLUDING GROUND LEVEL)

MIXED RESI APARTMENTS

LEVEL 1 ~ 8 - 2 x 1-BEDROOM MIXED RESI APARTMENTS / PER STOREY
4 x 2-BEDROOM MIXED RESI APARTMENTS / PER STOREY

SUB TOTAL - 16 x 1-BEDROOM MIXED RESI APARTMENTS
32 x 2-BEDROOM MIXED RESI APARTMENTS

TOTAL 48 MIXED RESI APARTMENTS

BUILDING 2 (10 STOREYS INCLUDING GROUND LEVEL)

SERVICED APARTMENTS

GROUND LEVEL - DDA COMPLIANT 2 x 2-BEDROOM SERVICED APARTMENTS
1 x 2-BEDROOM SERVICED APARTMENT

LEVEL 1 - DDA COMPLIANT 1 x 1-BEDROOM SERVICED APARTMENT
4 x 2-BEDROOM SERVICED APARTMENTS
DDA COMPLIANT 1 x 3-BEDROOM SERVICED APARTMENT

LEVEL 1 ~ 9 - 1 x 1-BEDROOM SERVICED APARTMENTS / PER STOREY
4 x 2-BEDROOM SERVICED APARTMENTS / PER STOREY
1 x 3-BEDROOM SERVICED APARTMENTS / PER STOREY

SUB TOTAL 9 x 1-BEDROOM SERVICED APARTMENTS
39 x 2-BEDROOM SERVICED APARTMENTS
9 x 3-BEDROOM SERVICED APARTMENTS

TOTAL 57 SERVICED APARTMENTS

TOTAL APARTMENTS: 105 25 x 1 BEDROOM APARTMENTS
71 x 2 BEDROOM APARTMENTS
9 x 3 BEDROOM APARTMENTS

57 SERVICED APARTMENT BEDROOMS (54%)
48 MIXED RESI BEDROOMS (46%)

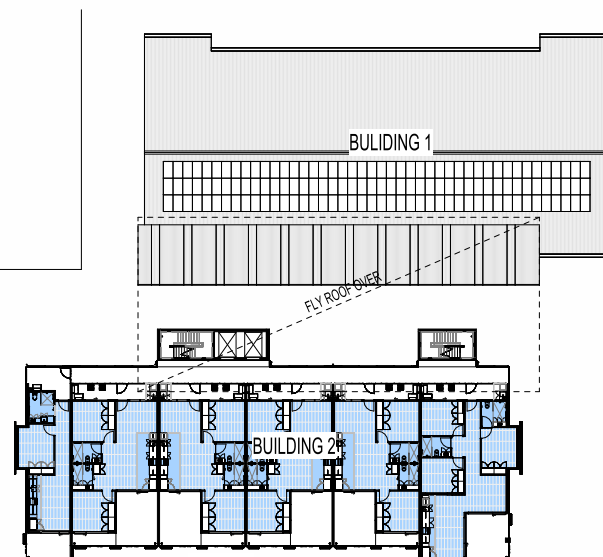
LEGEND

 SERVICED APARTMENTS

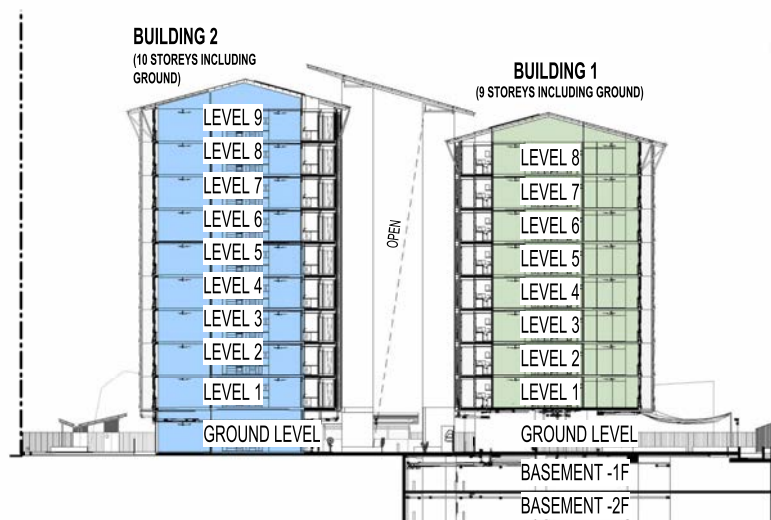
 MIXED RESI APARTMENTS



0 5m 10m 25m
Scale 1: 500



LEVEL 9.



SECTION A DIAGRAM BUILDING 1 & 2

tropo

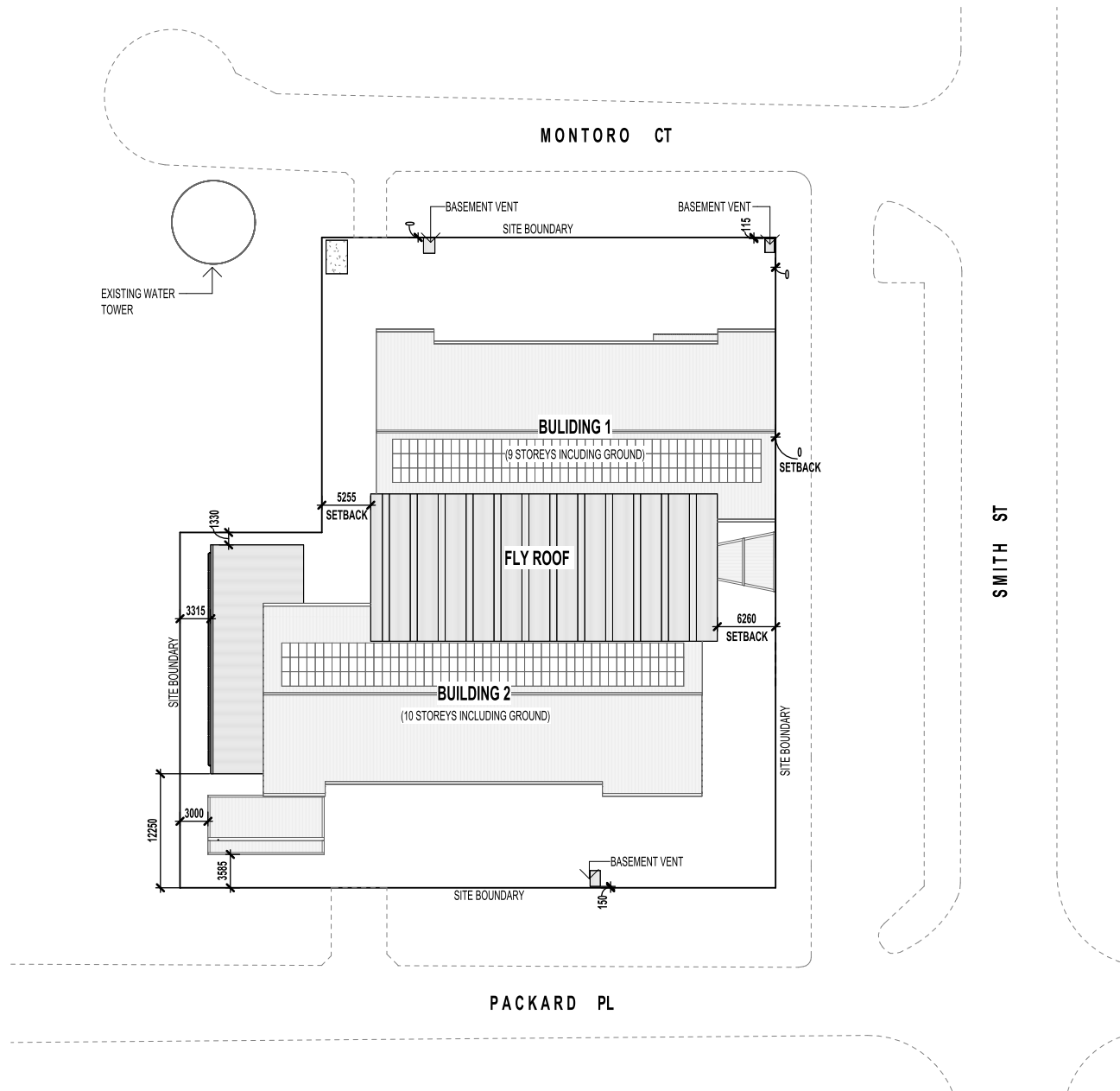
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E: darwin@tropo.com.au

PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT
APARTMENT MIX DIAGRAM

29.10.2025

DWG NO: **PR 04**



SITE PLAN - ROOF

1 : 500

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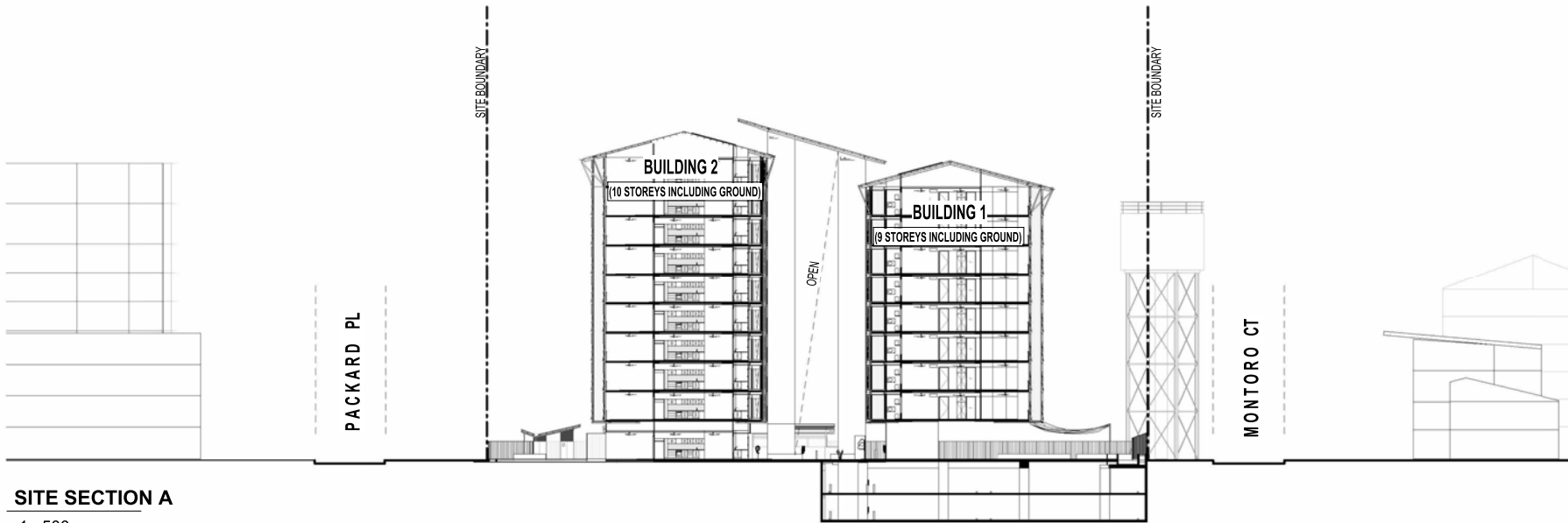
PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SITE PLAN - ROOF

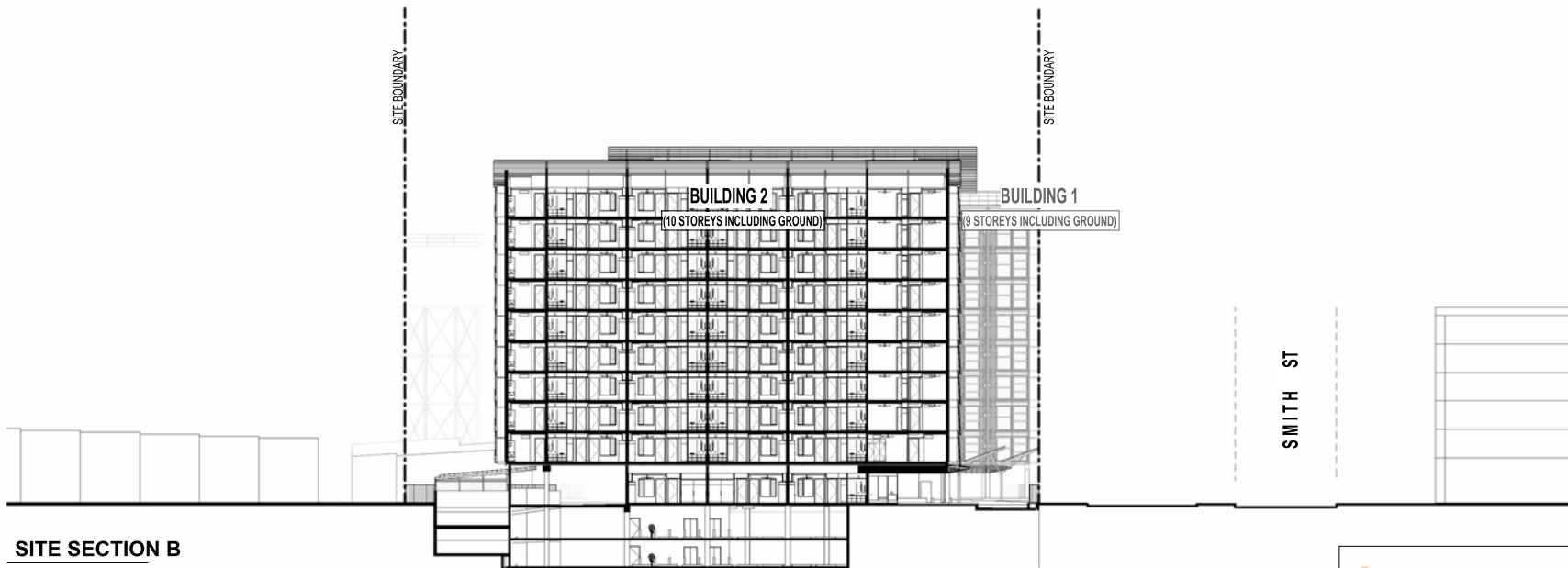
29.10.2025

DWG NO: PR 05



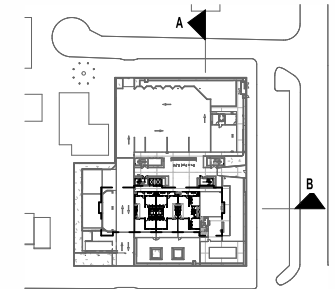
SITE SECTION A

1 : 500



SITE SECTION B

1 : 500



KEY PLAN - SITE

1 : 2000



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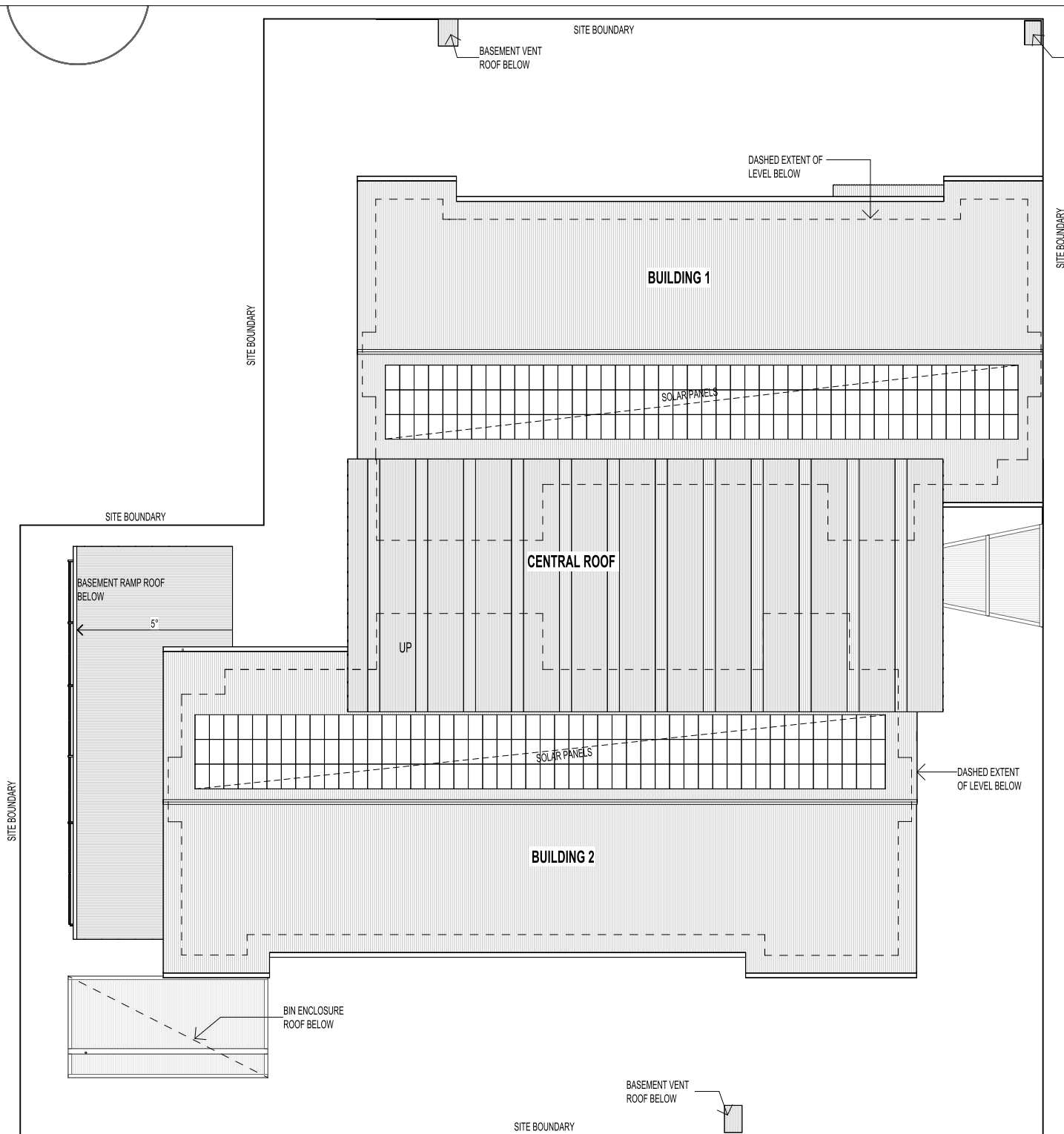
PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT


SITE SECTIONS

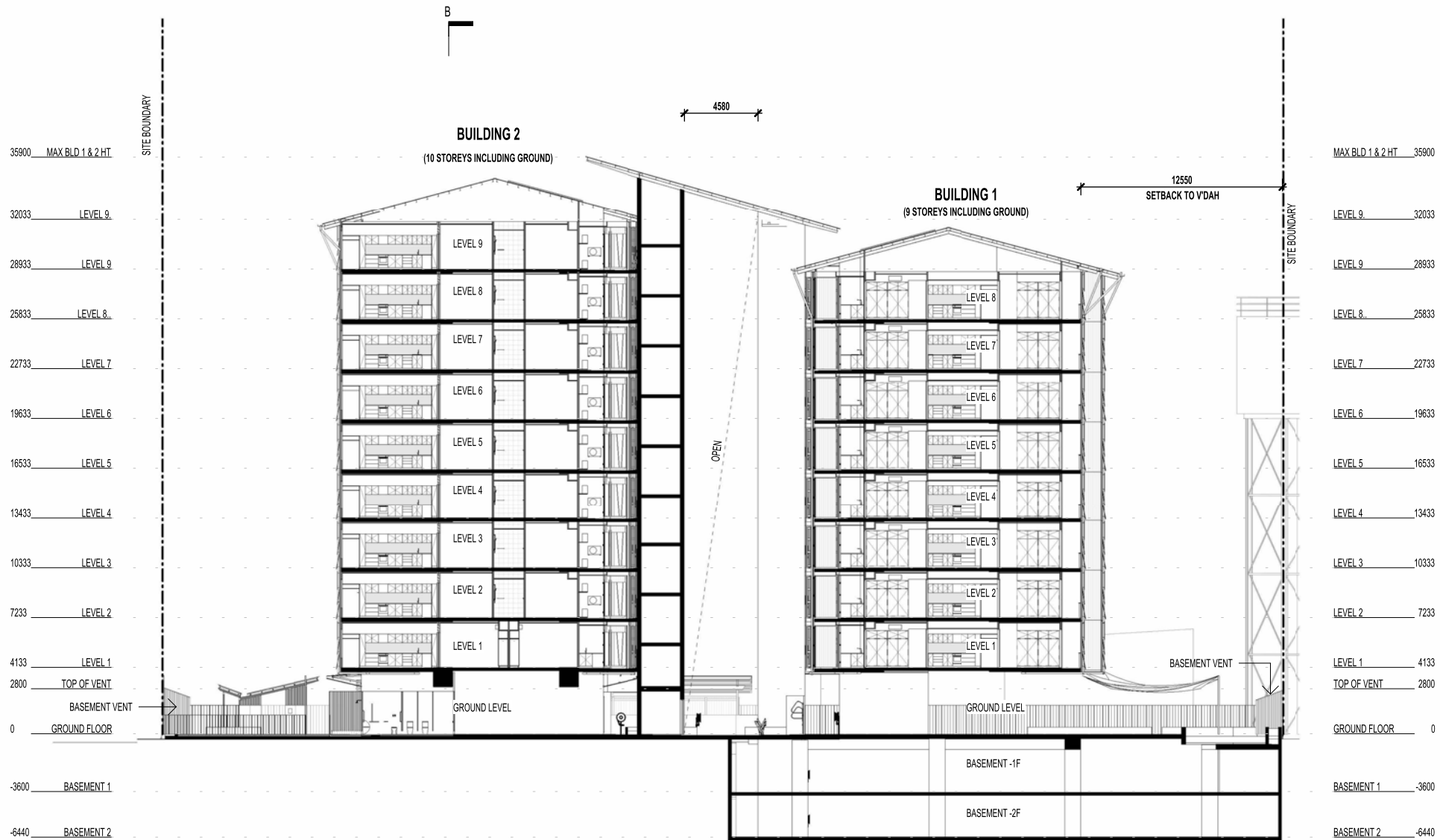
29.10.2025

DWG NO: **PR 06**



0 2.5m 5m 12.5m
Scale 1: 250

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	PROPOSED - ROOF PLAN	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au		29.10.2025
		DWG NO: PR 11



APARTMENT TYPE LEGEND

1 BEDROOM APARTMENT
INTERNAL 51m²
VDAH 10m²
FORECOURT 10m²

2 BEDROOM APARTMENT
INTERNAL 78m²
VDAH 24m²
FORECOURT 11m²

3 BEDROOM APARTMENT
INTERNAL 98m²
VDAH 17m²
FORECOURT 11m²

1 BEDROOM DDA APARTMENT
51m² (NETT INTERNAL)
VDAH 10m²
FORECOURT 10m²

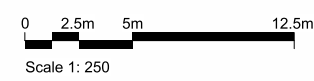
2 BEDROOM DDA APARTMENT
INTERNAL 72m²
VDAH 24m²
FORECOURT 11m²

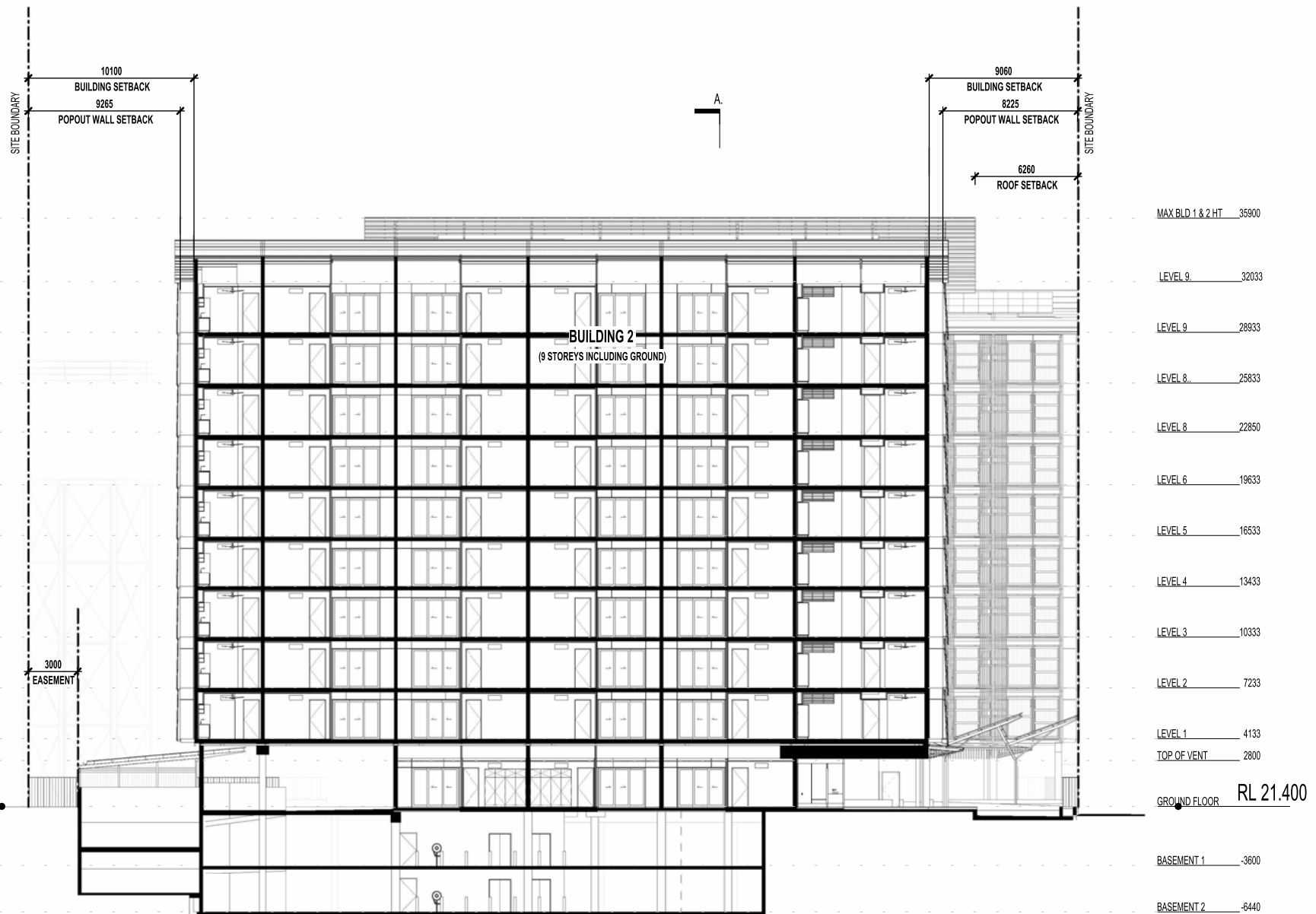
3 BEDROOM DDA APARTMENT
INTERNAL 100m²
VDAH 17m²
FORECOURT 8m²

35900 MAX BLD 1 & 2 HT
32033 LEVEL 9
28933 LEVEL 9
25833 LEVEL 8
22733 LEVEL 7
19633 LEVEL 6
16533 LEVEL 5
13433 LEVEL 4
10333 LEVEL 3
7233 LEVEL 2
4133 LEVEL 1
2800 TOP OF VENT
0 BASEMENT VENT
0 GROUND FLOOR
-3600 BASEMENT 1
-6440 BASEMENT 2

35900 MAX BLD 1 & 2 HT
32033 LEVEL 9
28933 LEVEL 9
25833 LEVEL 8
22733 LEVEL 7
19633 LEVEL 6
16533 LEVEL 5
13433 LEVEL 4
10333 LEVEL 3
7233 LEVEL 2
4133 LEVEL 1
2800 TOP OF VENT
0 GROUND FLOOR
-3600 BASEMENT 1
-6440 BASEMENT 2

	PROPOSED ASTI REDEVELOPMENT		
	FOR JOONDANNA INVESTMENTS		
	LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT		
	SECTION A		
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@tropo.com.au		29.10.2025	DWG NO: PR 12





APARTMENT TYPE LEGEND

1 BEDROOM APARTMENT
 INTERNAL 51m²
 VDAH 10m²
 FORECOURT 10m²

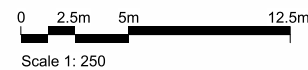
2 BEDROOM APARTMENT
 INTERNAL 78m²
 VDAH 24m²
 FORECOURT 11m²

3 BEDROOM APARTMENT
 INTERNAL 98m²
 VDAH 17m²
 FORECOURT 11m²

1 BEDROOM DDA APARTMENT
 51m² (NETT INTERNAL)
 VDAH 10m²
 FORECOURT 10m²

2 BEDROOM DDA APARTMENT
 INTERNAL 72m²
 VDAH 24m²
 FORECOURT 11m²

3 BEDROOM DDA APARTMENT
 INTERNAL 100m²
 VDAH 17m²
 FORECOURT 8m²



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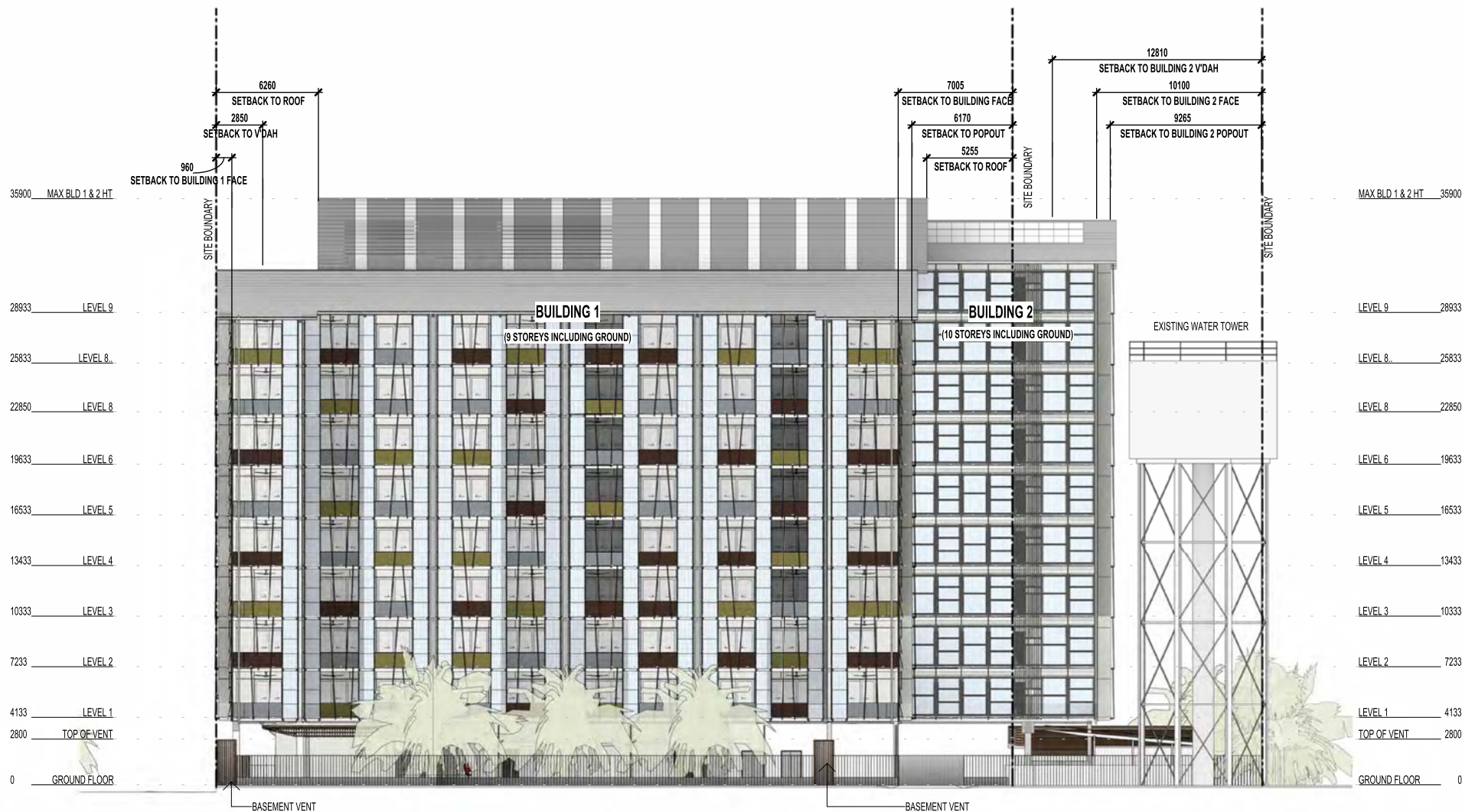
PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
 LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT

SECTION B

29.10.2025

DWG NO: **PR 13**



NORTH-WEST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

NORTH - WEST ELEVATION

29.10.2025

DWG NO: **PR 14**



SOUTH-WEST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

SOUTH - WEST ELEVATION

29.10.2025

DWG NO: PR 15



NORTH-EAST ELEVATION

1 : 250

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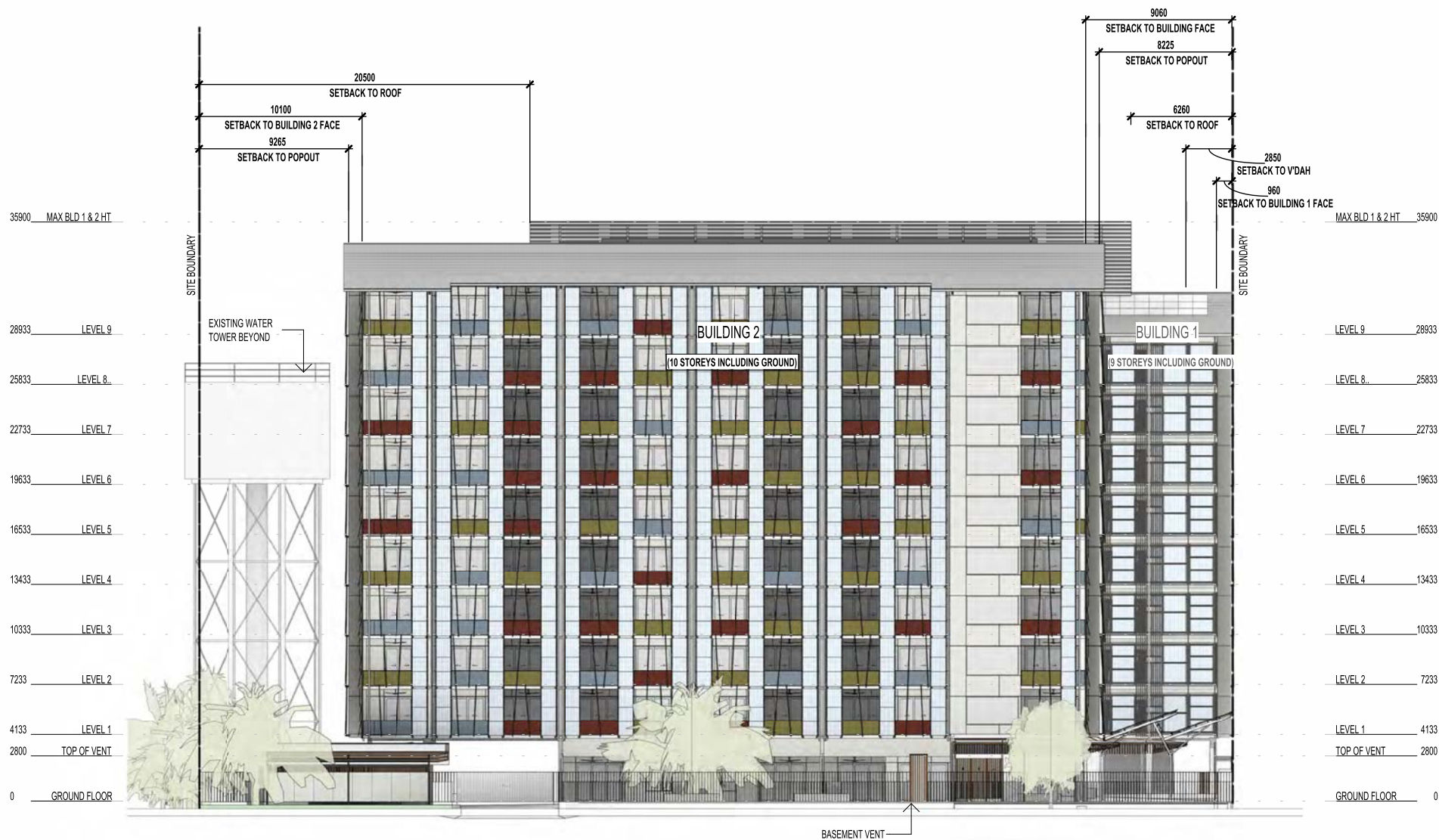
PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT

NORTH - EAST ELEVATION

29.10.2025

DWG NO: **PR 16**



SOUTH-EAST ELEVATION

1 : 250

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PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL., DARWIN NT

SOUTH - EAST ELEVATION

29.10.2025

DWG NO: **PR 17**



AERIAL VIEW FROM SMITH STREET




PERSPECTIVE - NORTH - BUILDING 1

<div><div>troppo</div><div>15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au</div></div>	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	PERSPECTIVE 1	
29.10.2025		DWG NO: PR 18




PERSPECTIVE - SOUTH BUILDING 2

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	PERSPECTIVE 2	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppe.com.au		29.10.2025
		DWG NO: PR 19




PERSPECTIVE - SOUTH - WEST

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	PERSPECTIVE 3	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	29.10.2025	DWG NO: PR 20



PERSPECTIVE VIEW TOWARDS POOL AREA

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	PERSPECTIVE 4	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	29.10.2025	DWG NO: PR 21

1 : 100

1 : 100


1 : 100

WM - WASHING MACHINE



UNIT TYPES SECTION

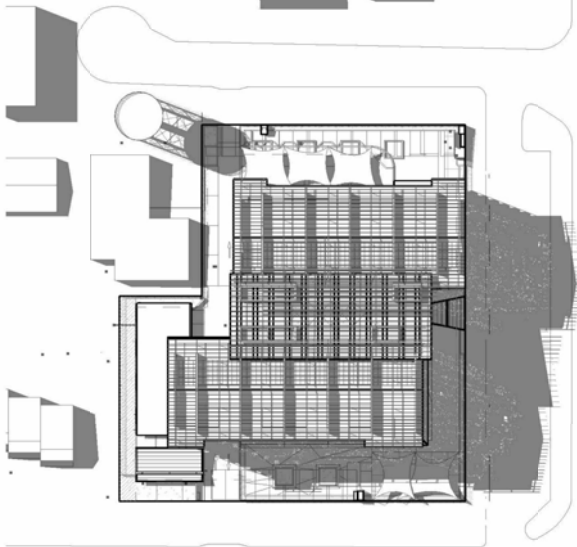
1 : 100

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
	UNIT TYPE SECTIONS	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppo.com.au	29.10.2025	DWG NO: PR 23



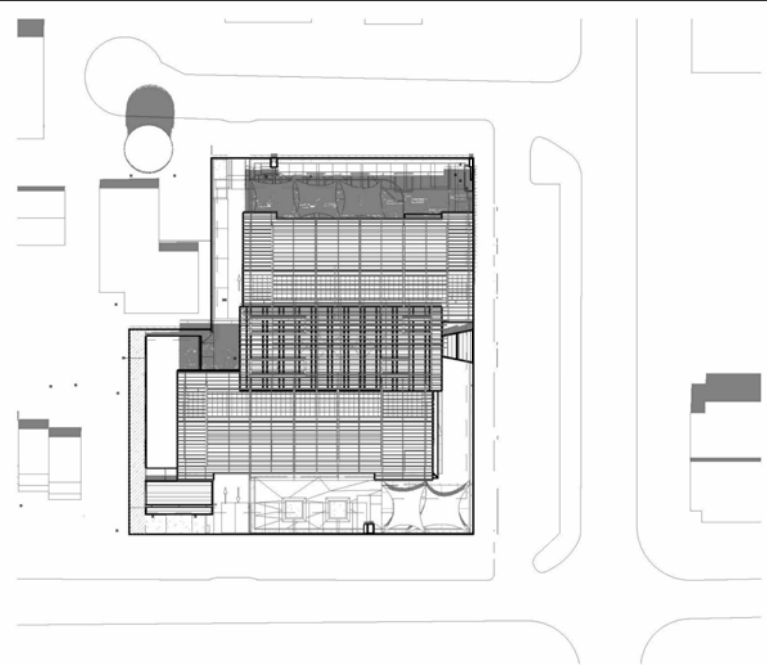
9 AM, 21ST DEC

1 : 1000



3 PM, 21ST DEC

1 : 1000



12 PM, 21ST DEC

1 : 1000

tropo

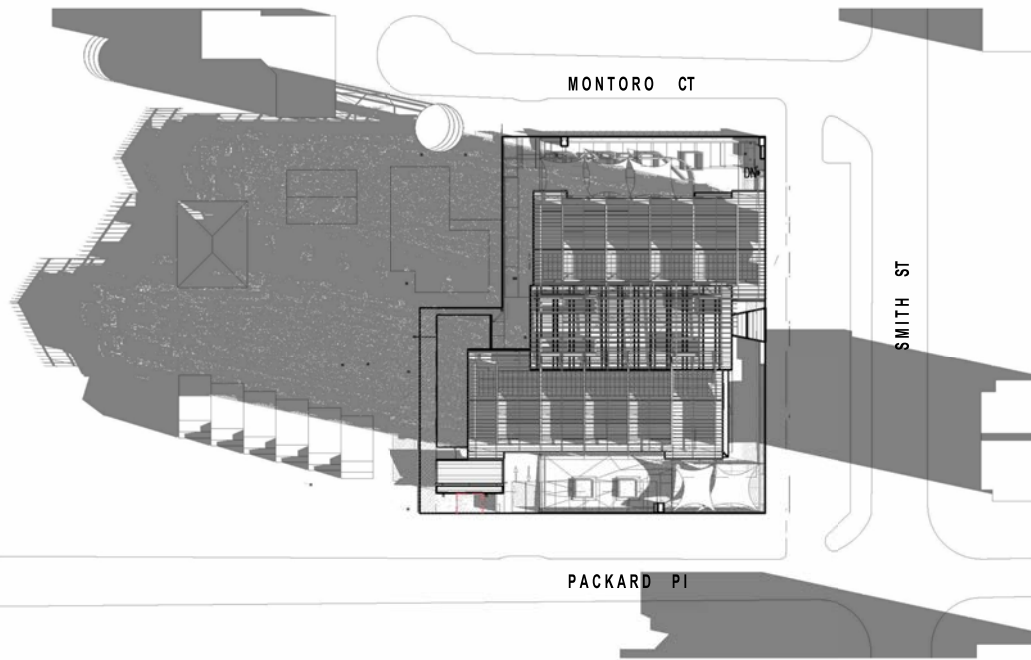
15 Quarry Crescent, Stuart Park NT 0820
T: +(61) 8 8981 9585
E: darwin@tropo.com.au

PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT
SHADOW DIAGRAMS - DEC

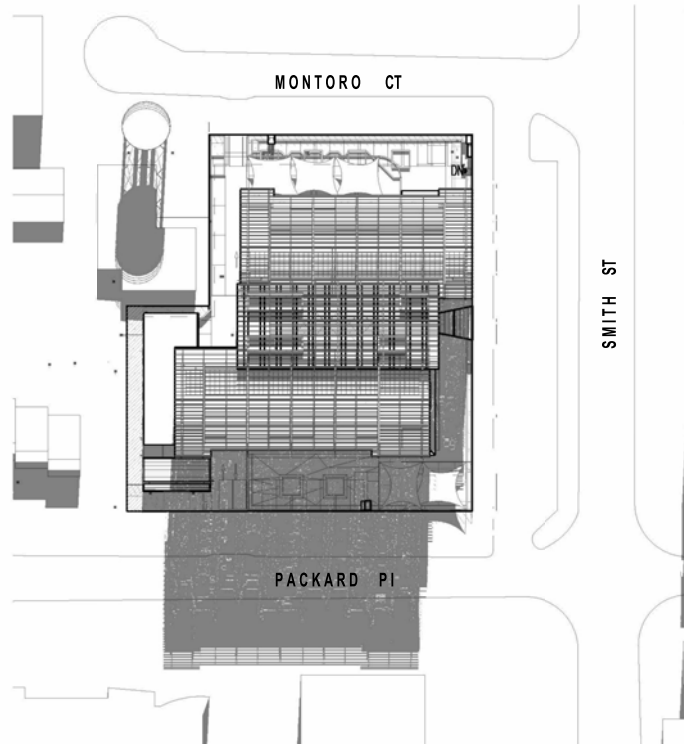
29.10.2025

DWG NO: **PR 24**



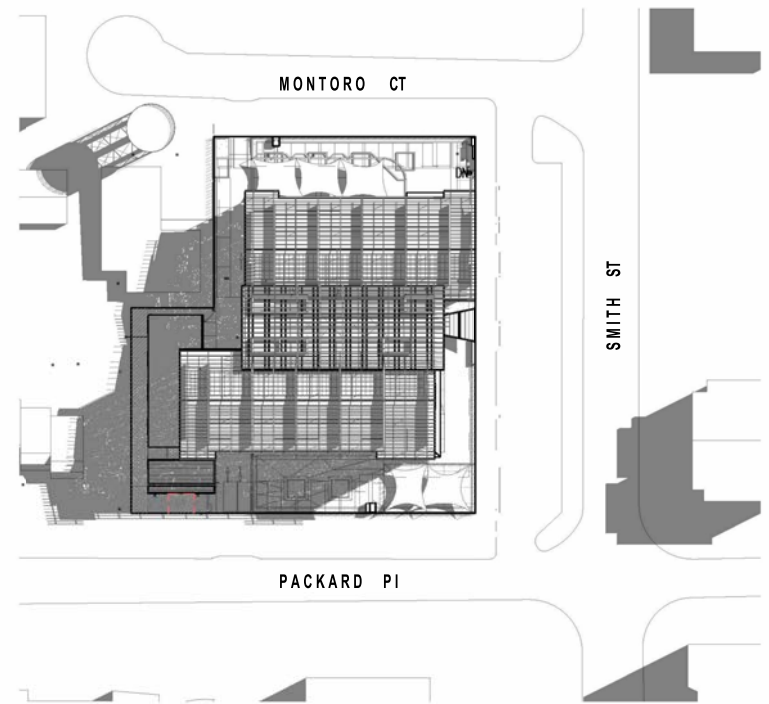
9 AM, 21ST JUNE

1 : 1000




3 PM, 21ST JUNE

1 : 1000

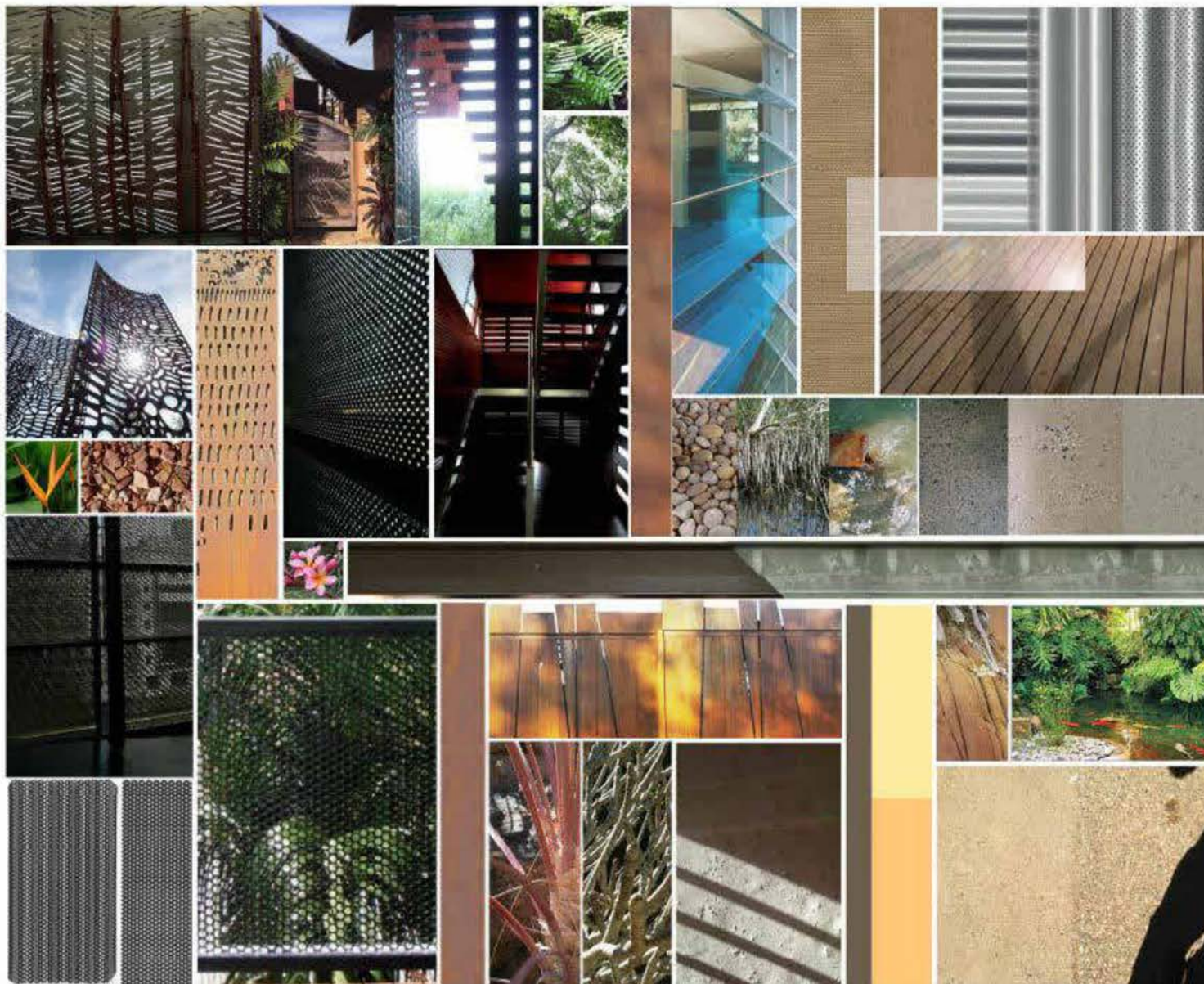


12 PM, 21ST JUNE

1 : 1000

	PROPOSED ASTI REDEVELOPMENT	
	FOR JOONDANNA INVESTMENTS LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT	
	SHADOW DIAGRAMS - JUNE	
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@troppe.com.au	29.10.2025	DWG NO: PR 25





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E: darwin@troppo.com.au

PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT

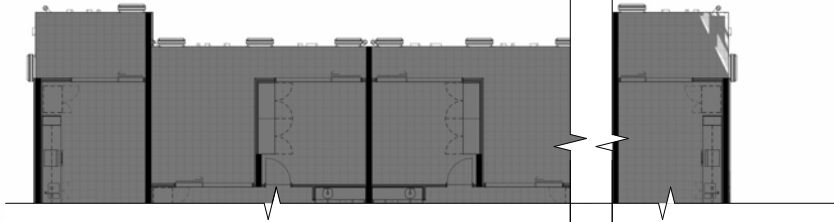
MATERIAL BOARD

29.10.2025

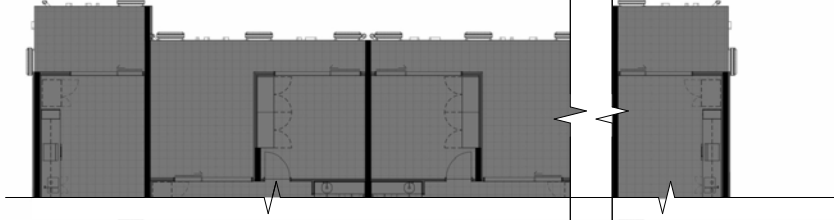
DWG NO: PR 27

BUILDING 1

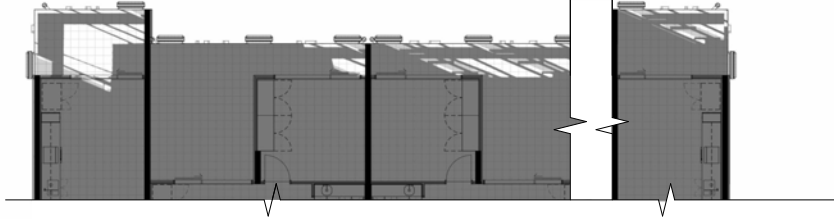
22 DEC - 9:00 AM



22 DEC - 12:00 PM



22 DEC - 4:00 PM



UNIT 1

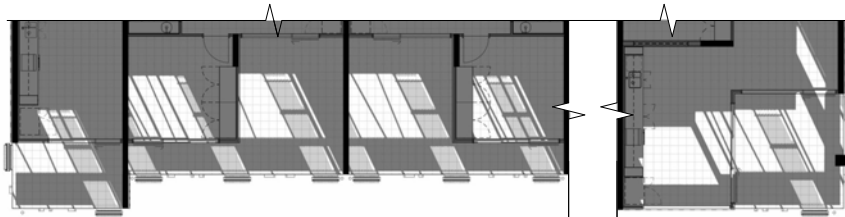
UNIT 2

UNIT 3

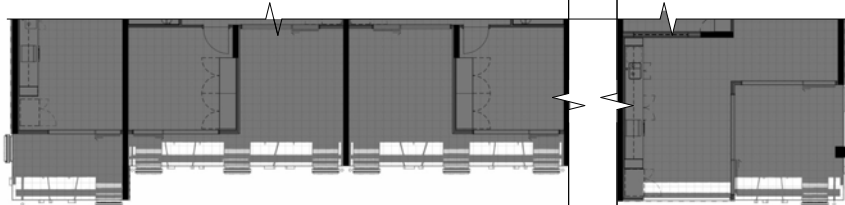
UNIT 6

BUILDING 2

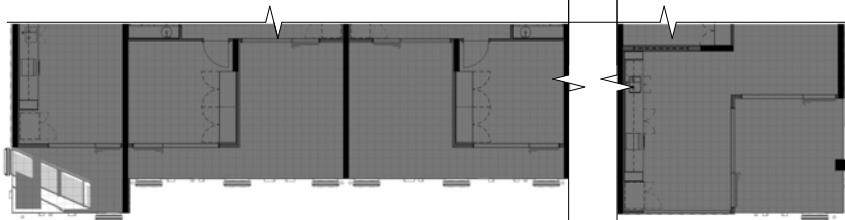
22 DEC - 9:00 AM



22 DEC - 12:00 PM



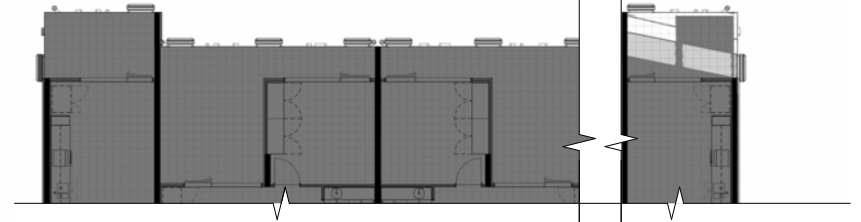
22 DEC - 4:00 PM



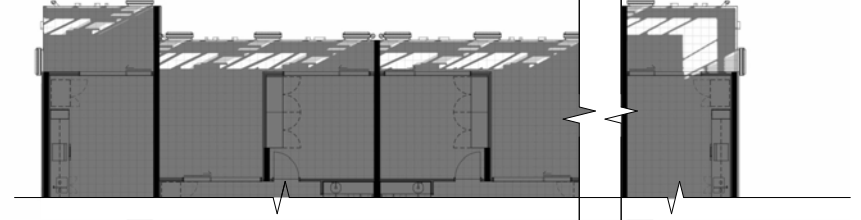
SUMMER

BUILDING 1

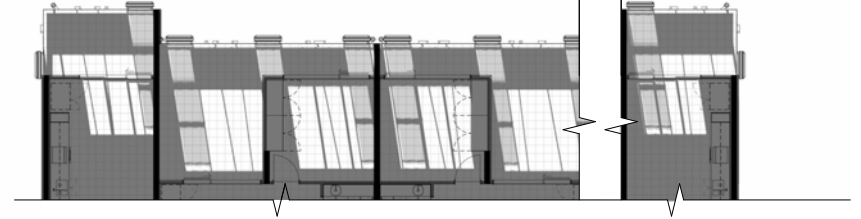
22 JUNE - 9:00 AM



22 JUNE - 12:00 PM



22 JUNE - 4:00 PM



UNIT 1

UNIT 2

UNIT 3

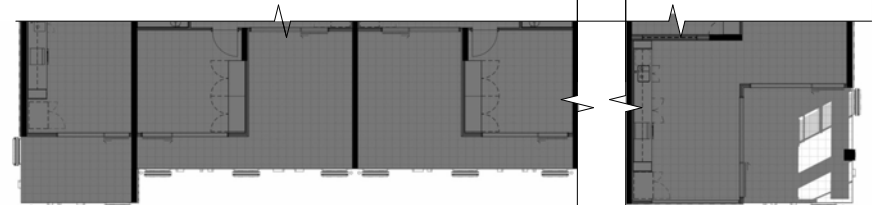
UNIT 6

BUILDING 2

22 JUNE - 9:00 AM



22 JUNE - 12:00 PM



22 JUNE - 4 PM (FULL SHADE)

WINTER

troppo

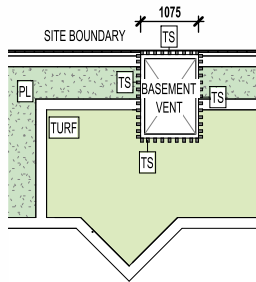
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E: darwin@troppo.com.au

PROPOSED
ASTI REDEVELOPMENT

FOR
JOONDANNA INVESTMENTS
LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT
UNIT SHADE DIAGRAMS

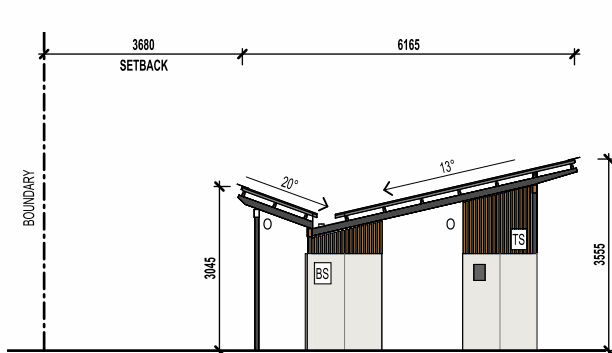
29.10.2025

DWG NO: PR 28



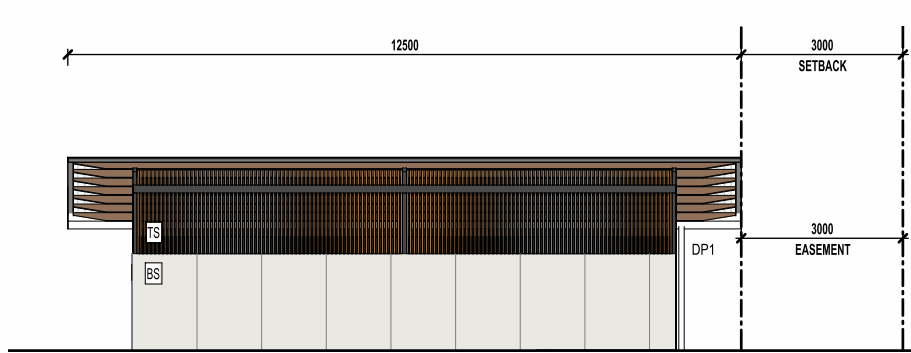
STANDALONE VENT PLAN

1 : 100



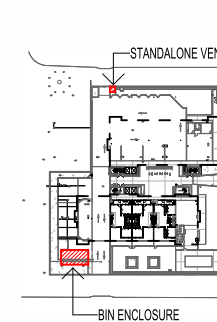
BIN ENCLOSURE - NE ELEVATION

1 : 100



BIN ENCLOSURE - NW ELEVATION

1 : 100



KEY PLAN

1 : 2000



STANDALONE VENT - PERSPECTIVE 1



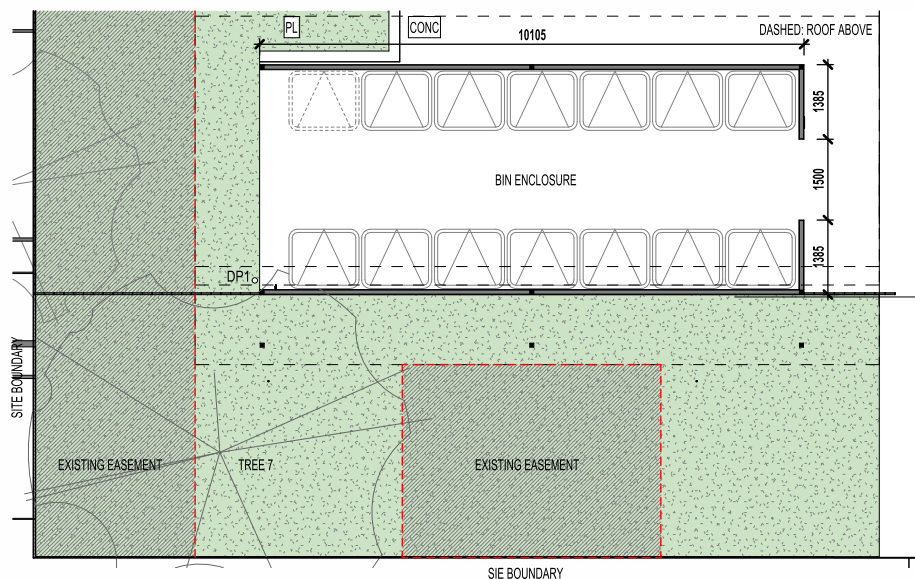
STANDALONE VENT - PERSPECTIVE 2



BIN ENCLOSURE - PERSPECTIVE 1

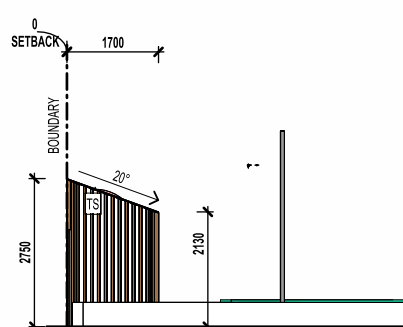


BIN ENCLOSURE - PERSPECTIVE 2



BIN ENCLOSURE PLAN


1 : 100



STANDALONE VENT - SW ELEVATION

1 : 100

MATERIAL KEY	GENBERAL KEY
BS BARESTONE WALL CLADDING	DP1 DOWNPIPE
CO(Z) CUSTOM ORB ROOF SHEETING - ZINCALUME	O OPEN
TS HARDWOOD TIMBER SLAT SCREENING	
TD HARDWOOD TIMBER BENCH DECKING	
FE1 METAL POOL FENCE 1800HT	
FE2 METAL POOL FENCE 1200HT	

	PROPOSED ASTI REDEVELOPMENT
	FOR JOONDANNA INVESTMENTS
	LOTS 1287,1288,1295,1296 (7) PACKARD PL, DARWIN NT
	BIN ENCLOSURE & STANDALONE VENT
15 Quarry Crescent, Stuart Park NT 0820 T: +(61) 8 8981 9585 E: darwin@tropo.com.au	29.10.2025
	DWG NO: PR 29



Stantec Australia Pty Ltd
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
AUSTRALIA
ABN 17 007 820 322

10 November 2025

Enquiries: Desmond Ho
Project No: 300305842

Joondanna Investments Pty Ltd
17 Marella Street, Larrakeya
Darwin NT 0820

Attention: Peter Lapira

Dear Peter

Reference: Proposed Mixed-Use Development - 7 Packard Place, Larrakeyah, City of Darwin, NT

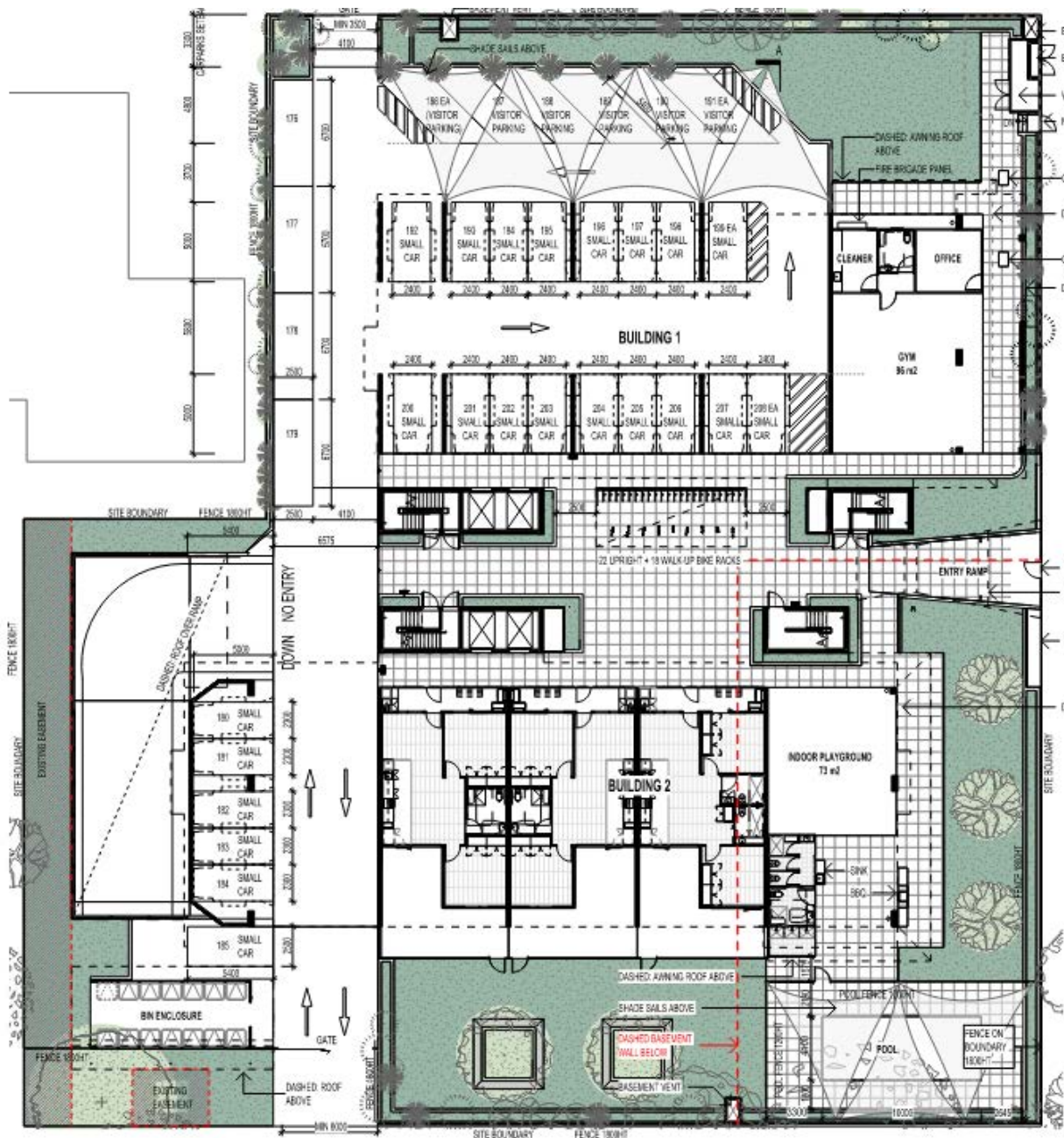
Stantec has been engaged to undertake a review of the latest ground floor site layout plans for the proposed mixed-use development located at 7 Packard Place, Larrakeyah within the City of Darwin.

The site proposes a 9-storey multiple dwelling building (Building 1) and an 10-storey serviced apartment (Building 2).

This review involves undertaking a parking compliance assessment and swept path analysis for the ground floor site plan provided on 07/11/2025 (drawing PR 09 1120_ASTI_Carparking plans) by Troppo Architecture. It should be noted that this parking layout review pertains solely for the ground floor level and does not include the parking in the proposed basement levels.

The latest ground floor plan is shown in Figure 1 and a larger scale plan is included in Appendix A for reference purposes.

Figure 1 Latest Ground Floor Proposed Layout



Source: Troppo November 2025

Reference: Proposed Mixed-Use Development - 7 Packard Place, Larrakeyah, City of Darwin, NT

The parking bay geometry requirements set forth by AS2890.1 for User Class 1A (residential, domestic and employee parking) and User Class 2 (visitor parking) were assessed for the parking bays on the ground floor.

It is anticipated that the proposed parking spaces 186 to 191 are to be allocated for visitors only with bays 180 to 185 and 192 to 208 allocated for small cars for residential tenants.

The assessment is summarised in Table 1 below.

Table 1 Car Park Compliance

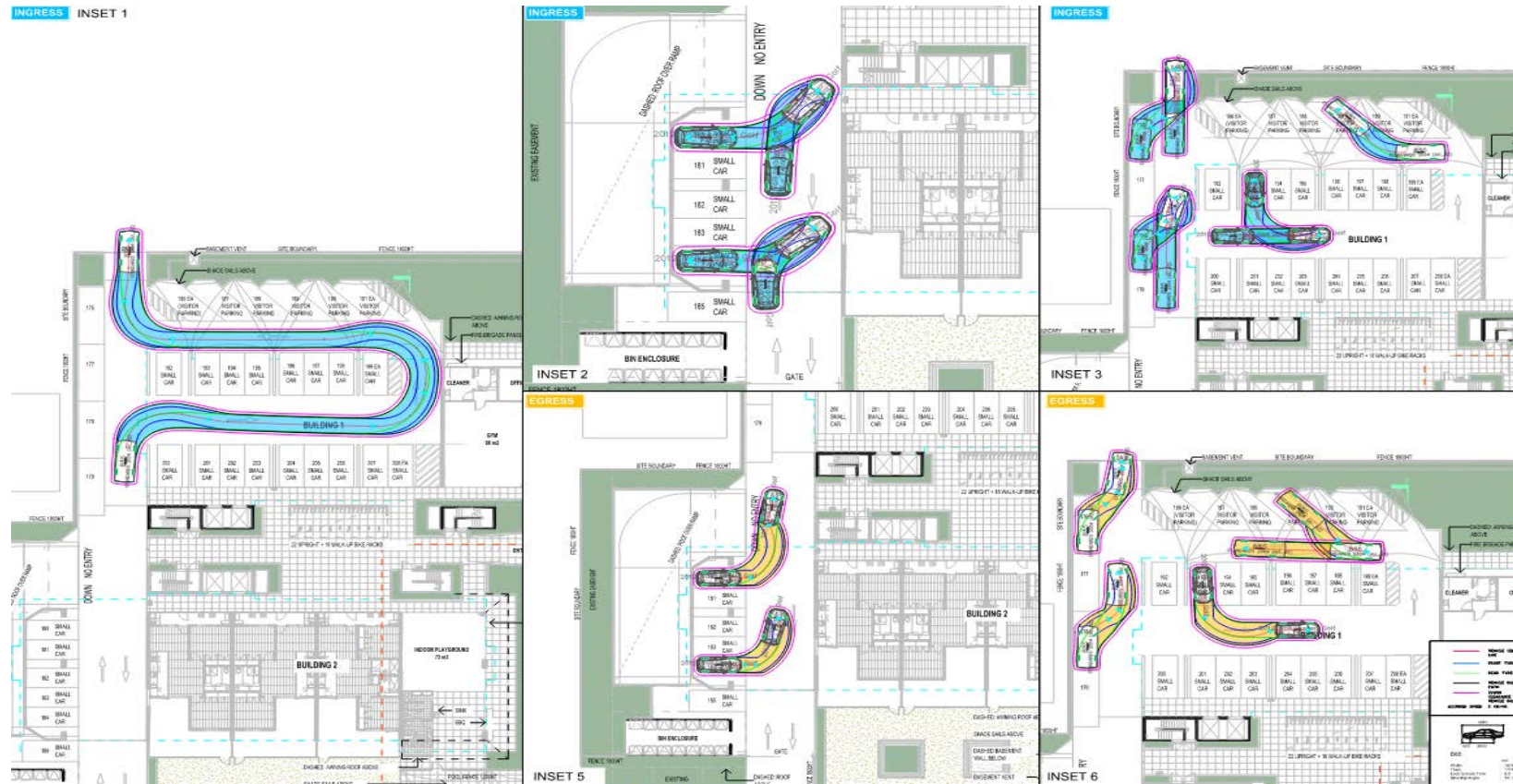
Parameter	Minimum Requirement	Provided	Remarks
Bay Width, m (User Class 1A)	2.4	2.5	No non-compliance identified
Bay Width, m (User Class 2)	2.5		No non-compliance identified
Bay Length, m	5.4	5.4	No non-compliance identified
Small Car Bay Width, m	2.3	2.3	No non-compliance identified
Small Car Bay Length, m	5.0	5.0	No non-compliance identified
Aisle width, m (User Class 1A)	5.8	5.8	No non-compliance identified
Aisle width, m (User Class 2) Bays for 45 degrees angled bays	3.7	3.7	No non-compliance identified
Access width, m (Category 2)	6.0 – 8.0	6.6	No non-compliance identified
Parallel parking length (between end bays)	5.9	6.7	No non-compliance identified
Parallel parking length (obstructed end space)	6.2	6.7	No non-compliance identified

Source: AS2890.1

The results of the car park compliance assessment indicates that the ground floor parking layout meets the requirements of the relevant parking standards, and no non-compliances have been identified.

A swept path analysis was conducted for a B85 passenger vehicle and a small car. The swept path analysis indicates that these design vehicles are able to adequately access the subject Site, circulate and manoeuvre in and out of the parking bays as shown in Figure 2. Larger scaled swept path diagrams are included in Appendix B.

Figure 2 Swept Path Analysis - Ground Floor





Stantec Australia Pty Ltd
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
AUSTRALIA
ABN 17 007 820 322

Overall, the review confirms that the latest ground floor site layout plan meets the requirements of AS2890.1 and no non-compliance issues have been identified. Additionally, the swept path analysis demonstrates that the design vehicles are able to adequately access the subject site, circulate and manoeuvre in and out of the parking bays without any difficulties.

Please feel free to contact the undersigned should you have any queries in this regard.

Yours sincerely

Stantec Australia Pty Ltd

A handwritten signature in black ink, appearing to read "Desmond Ho", with a horizontal line underneath.

Desmond Ho

Principal Transport Team Leader (WA)
Phone: +61 8 631 54815
desmond.ho@stantec.com

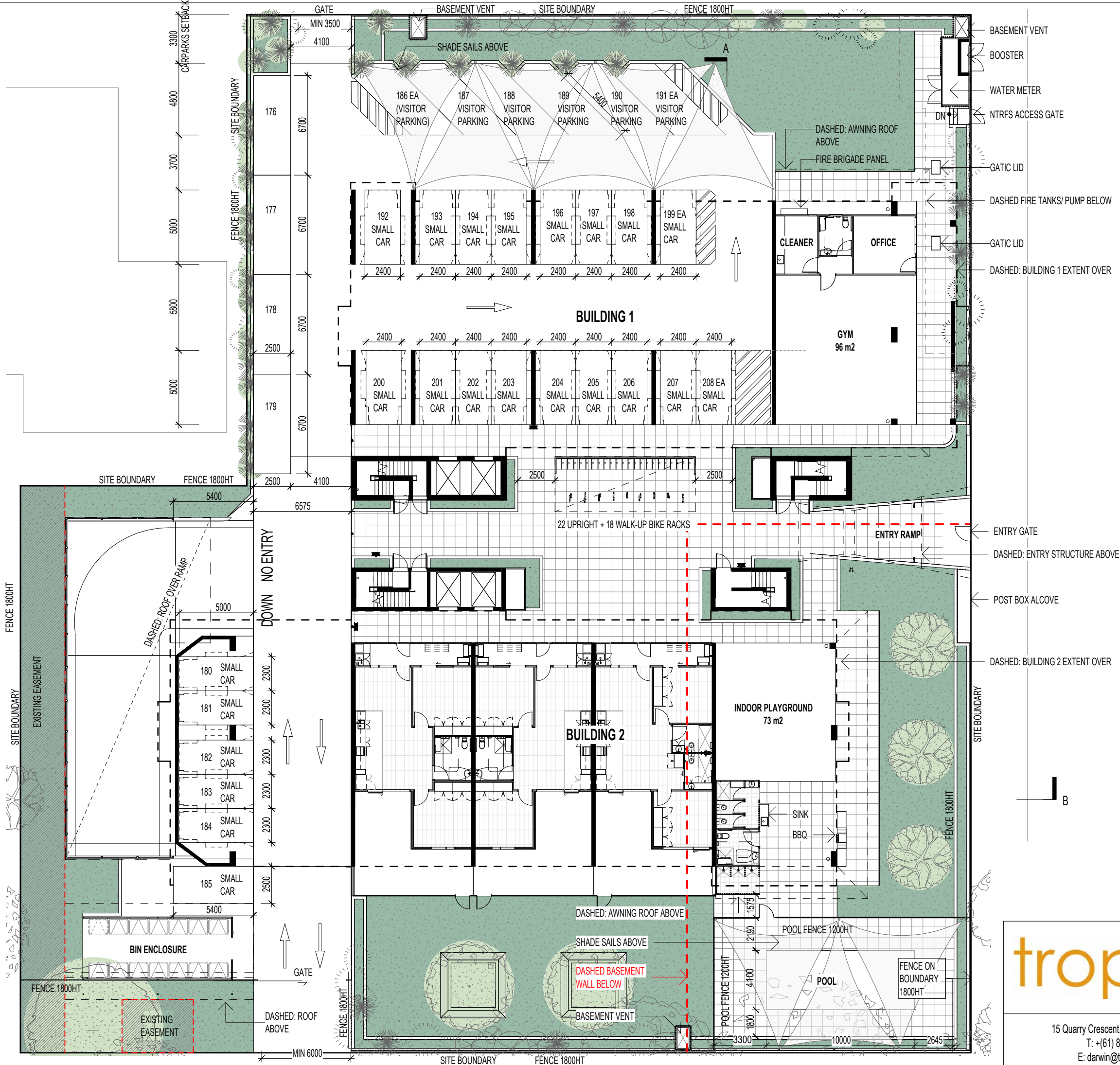
10 November 2025

Attention: Peter Lapira

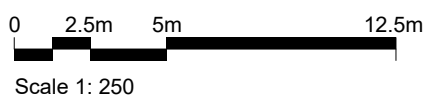
Page 6 of 7

Reference: Proposed Mixed-Use Development - 7 Packard Place, Larrakeyah, City of Darwin, NT

Appendix A Ground Floor Site Layout Plans



	PLANTING	925m2
	PAVED	746m2
TOTAL LANDSCAPED AREA		1671m2



troppo

15 Quarry Crescent, Stuart Park NT 0820
T: +(61) 8 8981 9585
E: darwin@troppo.com.au

PROPOSED ASTI REDEVELOPMENT	
FOR JOONDANNA INVESTMENTS	
LOTS 1287, 1288, 1295, 1296 (7) PACKARD PL, DARWIN NT	
PROPOSED GROUND FLOOR LEVEL	
29.10.2025	DWG NO: PR 09

10 November 2025

Attention: Peter Lapira

Page 7 of 7

Reference: Proposed Mixed-Use Development - 7 Packard Place, Larrakeyah, City of Darwin, NT

Appendix B Ground Floor Swept Path Analysis

The site plan for Ingress Inset 1 shows a complex layout with various buildings and parking areas. The site is bounded by a 1800HT fence. Key features include:

- Building 1:** A large, curved building with a blue roof, containing 191 EA visitor parking spaces and 199 EA small car spaces.
- Building 2:** A large, rectangular building with a blue roof, containing 191 EA visitor parking spaces and 199 EA small car spaces.
- Parking:** 191 EA visitor parking spaces and 199 EA small car spaces are located around the buildings.
- Other Features:** A gate, shade sails, a fire brigade panel, a cleaner, a gym (96 m2), an indoor playground (73 m2), a sink, a BBQ, and a pool fence (1200HT).
- Site Boundary:** A 1800HT fence surrounds the site.
- Access:** A gate is located on the left side of the site.
- Orientation:** A north arrow is located in the bottom right corner.

[illegible]

EGRESS

179

SITE BOUNDARY FENCE 1800HT

SITE BOUNDARY FENCE 1800HT

EXISTING EASEMENT

DASHED ROOF OVER RAMP

201 SMALL CAR

202 SMALL CAR

203 SMALL CAR

204 SMALL CAR

205 SMALL CAR

206 SMALL CAR

22 UPRIGHT + 18 WALK-UP BIKE

DOWN NO ENTRY

181 SMALL CAR

182 SMALL CAR

183 SMALL CAR

185 SMALL CAR

BIN ENCLOSURE

FENCE 1800HT

EXISTING EASEMENT

GATE

DASHED: ROOF ABOVE

DASHED: AWNING ROOF ABOVE

SHADE SAILS ABOVE

DASHED BASEMENT WALL BELOW

BASEMENT VENT

BUILDING 2

INSET 5

The site plan for the 2012 London Olympic Games shows the layout of the Olympic Village. The plan includes the following details:

- Site Boundary:** Indicated by a dashed line.
- Fence:** 1800HT (Height) fence surrounding the site.
- Basement Vent:** Located near the top center.
- Shade Sails Above:** Indicated by a dashed line.
- Visitor Parking:** Areas 186 EA, 187, 188, 189, 190, and 191 EA.
- Small Car Parking:** Areas 192, 194, 195, 196, 197, 198, 199 EA, 200, 201, 202, 203, 204, 205, 206, 207, and 208 EA.
- Building 1:** A large central building.
- Standards:** 2004 (AU) and 2004 (AU) (2).
- Other Features:** Dashed line above, Fire Brig, Cleaner, Gym, 96 m, 22 Upright + 18 Walk-up Bike racks, and Inset 3.

The site plan illustrates the layout of Building 1, including its various parking areas and vehicle circulation paths. The building is situated within a site boundary, with a fence 1800HT and a gate. The plan shows the building's footprint, including the basement vent, shade sails above, and the fire brigade panel. The building is divided into several sections, including the main building, a smaller building, and a parking area. The plan also shows the location of the Volvo Cars Building 1, the Volvo Cars Building 2, and the Volvo Cars Building 3. The plan includes a legend for vehicle circulation, showing the vehicle centre line, front tyres, rear tyres, vehicle body, and 300mm clearance from vehicle body. The plan also includes a table of dimensions for the vehicle, showing the width, track, lock to lock time, and steering angle. The plan also includes a table of dimensions for the building, showing the width, track, lock to lock time, and steering angle.

EGRESS

1800HT

RY

INSET 6

22 UPRIGHT + 18 WALK-UP BIKE RACKS

ASSUMED SPEED 5 KM/HR

VEHICLE CENTRE LINE
FRONT TYRES
REAR TYRES
VEHICLE BODY
300MM CLEARANCE FROM VEHICLE BODY

4910
920 2800

B85

Width : 1870
Track : 1770
Lock to Lock Time : 6.0
Steering Angle : 34.1

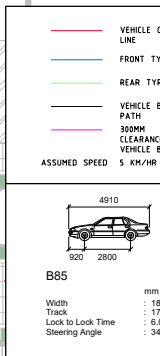
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Drawn	SG	07/11/2025	Date
Checked			Date
Designed			Date
Verified			Date
Approved			Date

Title	SWEPT PATH ANALYSIS
-------	---------------------

		Scale NTS	Size A3
Drawing Number 300305842-DR001			Revision 3



NORTHERN TERRITORY OF AUSTRALIA

Planning Act - sections 54 and 55

DEVELOPMENT PERMIT

DP13/0895

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 1287, Town of Darwin - 1 MONTORO CT, LARRAKEYAH
Lot 1288, Town of Darwin - 2 MONTORO CT, LARRAKEYAH
Lot 1295, Town of Darwin - 8 PACKARD PL, LARRAKEYAH
Lot 1296, Town of Darwin - 7 PACKARD PL, LARRAKEYAH

APPROVED PURPOSE

To use and develop the land for the purpose of 'Refurbishment of existing motel plus 12 x 1 bedroom and 24 x 2 bedroom serviced apartments in a 7 storey building plus 4 x 1 bedroom, 36 x 2 bedroom and 8 x 3 bedroom multiple dwellings in a 13 storey building inclusive of the ground level carpark plus 2 basement levels of carparking', in accordance with the attached schedule of conditions and the endorsed plans.

VARIATIONS GRANTED

Clause 6.5.1 (Parking Requirements).

Clause 6.6 (Loading Bays).

Clause 7.3.1 (Additional Setback Requirements for Residential Buildings Longer than 18m and for Residential Buildings Over 4 Storeys in Height).

Clause 7.3.2 (Distance Between Residential Buildings on One Site) of the NT Planning Scheme.

BASE PERIOD OF THE PERMIT

Subject to the provisions of sections 58, 59 and 59A of the Planning Act, this permit will lapse two years from the date of issue.


LINDA HENNING

Delegate
Development Consent Authority

23/12/2013

DEVELOPMENT PERMIT

DP13/0895

SCHEDULE OF CONDITIONS

CONDITIONS PRECEDENT

1. Prior to the commencement of works (including site preparation), confirmation from Power and Water Corporation that the sewer easement has been appropriately extinguished or relocated is to be obtained. This is to be undertaken to the requirements of Power and Water Corporation, to the satisfaction of the consent authority.
(a) Following extinguishment or relocation of Power and Water Corporation's sewer easement, a new survey plan will need to be obtained from the Land Titles Office and issued to the consent authority.
2. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a schematic plan demonstrating all stormwater can be collected on the site and discharged to Council's stormwater drainage system, to the requirements of City of Darwin, to the satisfaction of the consent authority.
3. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare an Environmental Construction Management Plan (ECMP), to the requirements of the City of Darwin, to the satisfaction of the consent authority. The ECMP is to address how construction will be managed on the site, and is to include details of the haulage of excavated and new materials, traffic management for construction vehicles, fencing and hours of construction.
4. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a traffic impact assessment report prepared in accordance with the Austroads document 'Guide to Traffic Management Part 12: Traffic Impacts of Developments'. The report must outline changes that will be required to the surrounding road network and address vehicular, pedestrian, cyclist and public transport issues and opportunities, and is to include swept paths for waste collection vehicles entering and exiting the site. The report is to be to the approval of the City of Darwin, to the satisfaction of the consent authority.

GENERAL CONDITIONS

5. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
6. An Occupancy Permit under the *Building Act* shall not be granted until such time as Lots 1287, 1288, 1295 and 1296, Town of Darwin, have been consolidated and a new title issued in respect of that consolidated allotment.
7. Prior to the commencement of the use, a waste management plan addressing the City of Darwin's Waste Management Policy 054, must be prepared to the requirements of the City of Darwin, to the satisfaction of the consent authority.

8. All works recommended by the Traffic Impact Assessment report are to be completed to the requirements of the City of Darwin, to the satisfaction of the consent authority.
9. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
10. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities and electricity, and telecommunication networks to each lot shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
11. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost to the Council, to the satisfaction of the consent authority.
12. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of, and be at no cost to the City of Darwin, to the satisfaction of the consent authority.
13. The owner shall:
 - (a) remove disused vehicle and/ or pedestrian crossovers;
 - (b) provide footpaths/ cycleways;
 - (c) collect stormwater and discharge it to the drainage network; and
 - (d) undertake reinstatement works;All to the technical requirements of, and at no cost to, the City of Darwin, and to the satisfaction of the consent authority.
14. Before the use or occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather-seal coat; and
 - (d) drained;to the satisfaction of the consent authority.
Car spaces, access lanes and driveways must be kept available for these purposes at all times.
15. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street.
16. Before the use/ occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
17. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.
18. All air-conditioning condensers are to be appropriately screened from public view, located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed to ground level in a controlled manner to the satisfaction of the consent authority.
19. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.

- 20.Storage for waste disposal bins is to be provided to the requirements of the City of Darwin, to the satisfaction of the consent authority.
- 21.Soil erosion control and dust control measures must be employed throughout the construction stage of the development to the satisfaction of the consent authority.

Notes:

1. The City of Darwin advises that, notwithstanding the approved plans, any proposed awnings, footpaths and landscaping works within Council's road reserve are subject to approval from the City of Darwin, and shall be undertaken at no cost to Council.
2. The Power and Water Corporation advises that:
 - Payment is to be made in accordance with PAWC's 'water and sewerage services extension policy' (WASSEP) prior to the receipt of development clearance from PAWC.
 - The Power and Water Corporation advises that the Water and Sewer Services Development Section (landdevelopmentnorth@powerwater.com.au) and the Power Network Engineering Section (powerconnections@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the servicing requirements of the Corporation, and the need for upgrading of on-site and/or surrounding infrastructure.
3. The Department of Lands, Planning and the Environment's 'Environment Protection Agency' advises that construction work should be conducted in accordance with the Department's Noise guidelines for development sites. The guidelines specify that on-site construction activities are restricted to between 7am and 7pm Monday to Saturday and 9am to 6pm Sunday and Public Holidays. For construction activities outside these hours refer to the guidelines for further information.
4. The developer is to contact Telstra via the following website prior to any work commencing to facilitate the installation of the Telstra network: <http://www.telstrasmartcommunity.com/>, and is to register the development with NBN Co at <http://www.nbnco.com.au/getting-connected/new-developments.html>.
5. The developer is required to contact 'Dial Before You Dig' on 1100 to obtain a location of the Telstra Network and arrange for any relocation if required. The Telstra contact for relocation work is the Network Integrity and Compliance Group on 1800 810 443.
6. The site is subject to the 'Defence Areas Control Regulations (DACR)'. All structures, including temporary structures, higher than 15m above ground level, including, but not limited to, additional buildings, light poles, cranes used during construction, vegetation etc., require approval from the Department of Defence.

NORTHERN TERRITORY OF AUSTRALIA

Planning Act - sections 54 and 55

DEVELOPMENT PERMIT

DP14/0362

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 01287

Lot 01288

Lot 01295

Lot 01296

Town of Darwin

1 MONTORO CT, LARRAKEYAH

2 MONTORO CT, LARRAKEYAH

8 PACKARD PL, LARRAKEYAH

7 PACKARD PL, LARRAKEYAH

APPROVED PURPOSE

To use and develop the land for the purpose of Changes to DP13/0895 to allow changes to the number of dwellings and an increased building height (building 1) resulting in refurbishment of the existing motel plus 28 x 2 and 14 x 1 bedroom serviced apartments in an 8 storey building plus 8 x 3, 36 x 2 and 4 x 1 bedroom multiple dwellings in a 13 storey building, plus ground level and 3 basement levels of parking, in accordance with the attached schedule of conditions and the endorsed plans.

VARIATIONS GRANTED

Clauses 6.5.3 (Parking Layout), 6.6 (Loading Bays) and 7.3.1 (Additional Setback Requirements for Residential Buildings Longer than 18m and for Residential Buildings Over 4 Storeys in Height) of the Northern Territory Planning Scheme.

BASE PERIOD OF THE PERMIT

Subject to the provisions of sections 58, 59 and 59A of the Planning Act, this permit will lapse two years from the date of issue.


LINDA HENNING

Delegate
Development Consent Authority

3 17/2014

DEVELOPMENT PERMIT

DP14/0362

SCHEDULE OF CONDITIONS

CONDITIONS PRECEDENT

1. Prior to the endorsement of plans and prior to commencement of works (including site preparation), amended plans and further information to the satisfaction of the consent authority must be submitted to and approved by the consent authority and must include:
 - a) Provision of one additional loading bay on the site located such that it can service all uses on the property and that complies with the minimum dimensions specified in Clause 6.6 (Loading Bays). This loading bay is to be provided in addition to the existing loading area approved through DP13/0895 and as amended through this permit;
 - b) Removal of the alfresco areas shown to be provided within the Smith Street road reserve (controlled by the City of Darwin); and
 - c) Confirmation from Power and Water Corporation that the sewer easement has been appropriately extinguished or relocated. This is to be undertaken to the requirements of Power and Water Corporation, to the satisfaction of the consent authority. Following extinguishment/relocation of Power and Water Corporation's sewer easement, a new survey plan will need to be obtained from the Land Titles Office and issued to the consent authority.
2. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a schematic plan demonstrating all stormwater can be collected on the site and discharged to Council's stormwater drainage system, to the requirements of City of Darwin, to the satisfaction of the consent authority.
3. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare an Environmental Construction Management Plan (ECMP), to the requirements of the City of Darwin, to the satisfaction of the consent authority. The ECMP is to address how construction will be managed on the site, and is to include details of the haulage of excavated and new materials, traffic management for construction vehicles, fencing and hours of construction.
4. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a traffic impact assessment report prepared in accordance with the Austroads document 'Guide to Traffic Management Part 12: Traffic Impacts of Developments'. The report must outline changes that will be required to the surrounding road network and address vehicular, pedestrian, cyclist and public transport issues and opportunities, and is to include swept paths for waste collection vehicles entering and exiting the site. The report is to be to the approval of the City of Darwin, to the satisfaction of the consent authority.
5. Prior to the commencement of works (including site preparation) a waste management plan in accordance with Council's Waste Management Policy is required to be submitted, to the requirements of the City of Darwin, to the satisfaction of the consent authority.

GENERAL CONDITIONS

6. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
7. An Occupancy Permit under the Building Act shall not be granted until such time as Lots 1287, 1288, 1295 and 1296, Town of Darwin, have been consolidated and a new title issued in respect of that consolidated allotment.
8. All works recommended by the Traffic Impact Assessment report are to be completed to the requirements of the City of Darwin, to the satisfaction of the consent authority.
9. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
10. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities and electricity, and telecommunication networks to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
11. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost to the Council, to the satisfaction of the consent authority.
12. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of, and be at no cost to the City of Darwin, to the satisfaction of the consent authority.
13. The owner shall:
 - (a) remove disused vehicle and/ or pedestrian crossovers;
 - (b) provide footpaths/ cycleways;
 - (c) collect stormwater and discharge it to the drainage network; and
 - (d) undertake reinstatement works;All to the technical requirements of, and at no cost to, the City of Darwin, and to the satisfaction of the consent authority.
14. Before the use or occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather-seal coat; and
 - (d) drained;to the satisfaction of the consent authority.

Car spaces, access lanes and driveways must be kept available for these purposes at all times.
15. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street.
16. Before the use/ occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
17. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.

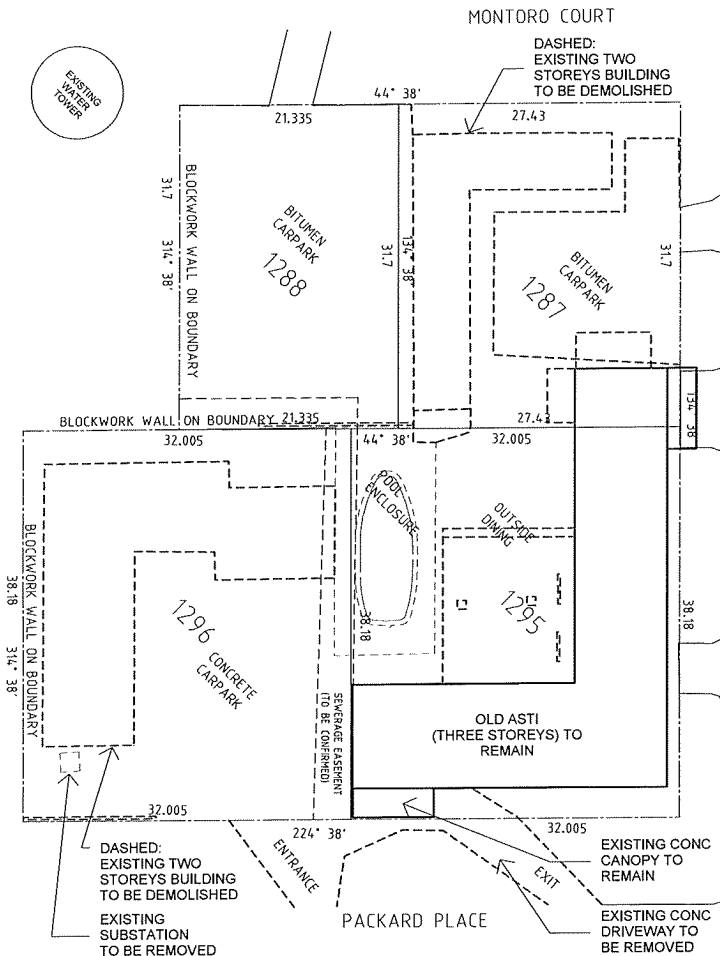
18. All air conditioning condensers (including any condenser units required to be added or replaced in the future) are to be appropriately screened from public view and from view of neighbouring or nearby developments (or developments reasonably anticipated), located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed of to ground level in a controlled manner to the satisfaction of the consent authority. The use of angled louvered slats for screening purposes is acceptable, however the slat screening must be designed with a panel to gap ratio, such that the condenser units are not readily visible from any angle.
19. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.
20. Storage for waste disposal bins is to be provided to the requirements of the City of Darwin, to the satisfaction of the consent authority.
21. Soil erosion control and dust control measures must be employed throughout the construction stage of the development to the satisfaction of the consent authority.
22. Each dual-key dwelling is to remain within the one unit entity (single ownership/single title) in the event that the development is unit titled.

NOTES:

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (landdevelopmentnorth@powerwater.com.au) and Power Network Engineering Section (powerconnections@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
2. Notwithstanding the approved plans, all signage is subject to City of Darwin approval, at no cost to the City of Darwin.
3. Notwithstanding the approved plans, any proposed works (including landscaping and structures) within Council's road reserve and Council land is subject to Council's approval and shall meet all Council's requirements, to the satisfaction of the General Manager of Infrastructure, City of Darwin and at no cost to Council.
4. The Environment Protection Agency of the Department of Lands, Planning and the Environment advises that construction work should be conducted in accordance with the Agency's Noise Guidelines for Development Sites. The guidelines specify that on-site construction activities are restricted to between 7am and 7pm Monday to Saturday and 9am to 6pm Sunday and Public Holidays. For construction activities outside these hours refer to the guidelines for further information.
5. Approval must be submitted to the Department of Defence for any cranes used during construction that will infringe on either the Obstacle Limitation Surfaces (OLS) or Procedures for Air Navigation – Operations (PAN-OPS) surfaces for Darwin Airport.
6. Separate approval may be required from the Department of Defence under regulation 10 of the Defence (Areas Control) Regulations (DACR). Until such time as an approval is obtained the

applicant is not to construct any structure on the site that exceeds 45m above ground level. Please refer to regulation 8 of the DACR, which outlines the application process and the information required. A copy of the regulation can be obtained at <http://www.comlaw.gov.au>.

7. The developer is required to contact 'Dial Before You Dig' on 1100 to obtain a location of the Telstra Network and arrange for any relocation if required. The Telstra contact for relocation work is the Network Integrity and Compliance Group on 1800 810 443.
8. You are advised to contact the relevant service provider prior to construction works commencing in order to determine the relevant telecommunication network servicing requirements for the development, including the potential requirement to provide fibre ready telecommunication facilities.

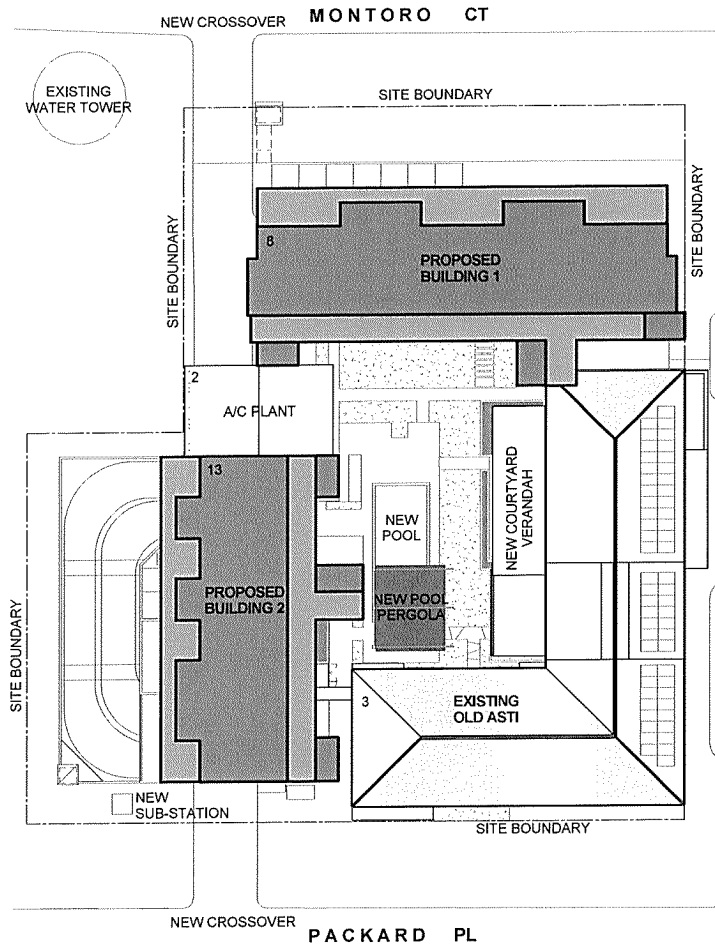


SITE PLAN - EXISTING/ DEMOLITION

1 : 500

Drawing No: 2014/0218/1 referred to in
Permit No: DP14/0362 issued by
the consent authority on: 03/07/14

Consent Authority / Delegate



PROPOSED DEVELOPMENT PLAN

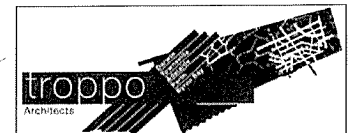
1 : 500

LEGEND

- UNITS, LIFTS & STAIRS
- VERANDAH & WALKWAY



0 5m 10m 25m
Scale 1: 500



TROPPO ARCHITECTS

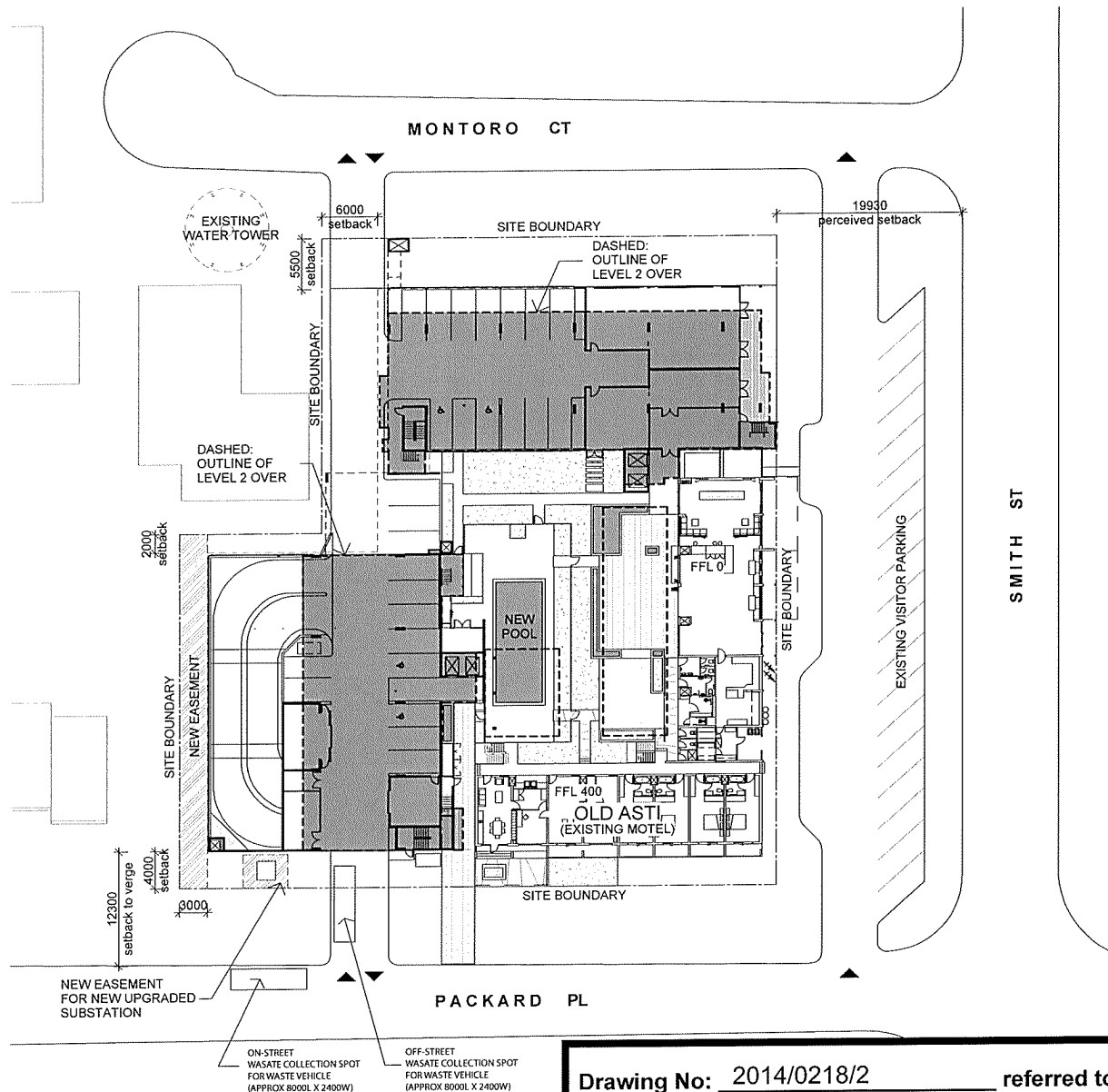
15 Quarry Crescent, Stuart Park
T. +(61) 8 8981 9585 F. +(61) 8 8981 2006
E: darwin@tropo.com.au

Proposed
**ASTI MOTEL
REDEVELOPMENT**

7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

**SITE PLANS - EXISTING/
PROPOSED**

Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	PR03
Checked: JB	



SITE PLAN - LEVEL 1

1 : 500

SITE AREA	3990m ²
GROSS ENCLOSED FLOOR AREA (EXCL. CARPARKS)	7674m ²

CARPARKS

GROUND FLOOR 1F	25
BASEMENT -1F	39
BASEMENT -2F	44
BASEMENT -3F	47
TOTAL	155

MOTORBIKE PARKS	19
VISITOR CARPARKS (SMITH ST)	19

GROUND FLOOR TOTAL:	1530m ²
BASEMENT -1F ~ -3F TOTAL:	5408m ²

NEW UNITS

BUILDING 1 - 7 STOREYS OF UNITS	
ENCLOSED FLOOR AREA TOTAL:	2765m ²
BUILDING 2 - 12 STOREYS OF UNITS	
ENCLOSED FLOOR AREA TOTAL:	3800m ²

OLD ASTI

UNITS (INCL EXISTING)	36
-----------------------	----

ENCLOSED FLOOR AREA TOTAL: (INCL. MANAGER)	1530m ²
---	--------------------

WALKWAY AREA	261m ²
BALCONY AREA	129m ²



0 5m 10m 25m
Scale 1: 500



TROPPO ARCHITECTS

15 Quarry Crescent, Stuart Park
T. +(61) 8 8981 9585 F. +(61) 8 8981 2006
E: darwin@tropo.com.au

Proposed ASTI MOTEL REDEVELOPMENT

7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

SITE PLAN - LEVEL 1

Job No:	Issue:
Scale: As indicated	PR
Issue Date: 15.07.2014	Dwg No:
Drawn: VC	Checked: JB
	PR04

Drawing No: 2014/0218/2 referred to in

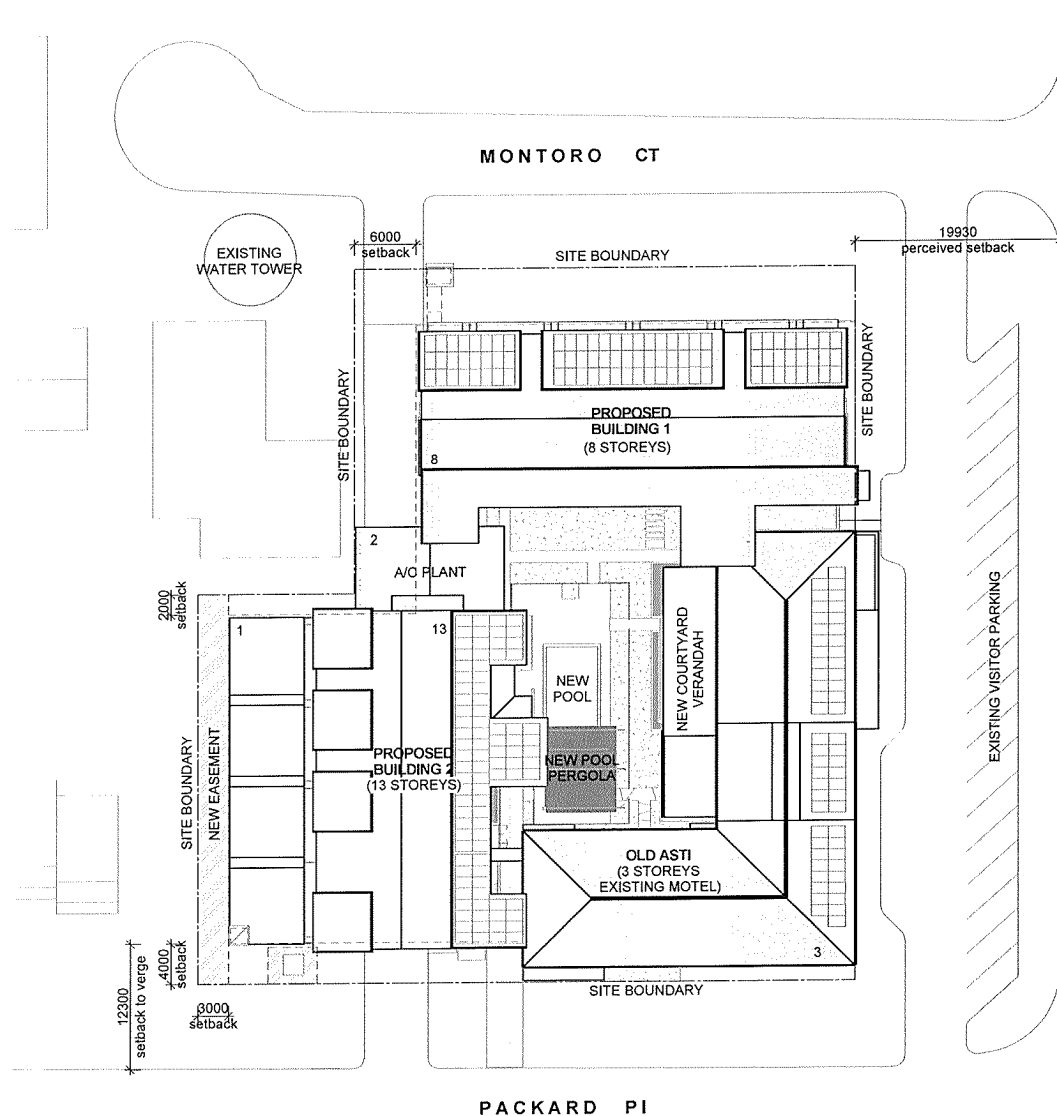
Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

Consent Authority / Delegate



0 5m 10m 25m
Scale 1: 500



SITE AREA	3990m ²
GROSS ENCLOSED FLOOR AREA (EXCL. CARPARKS)	7674m ²

CARPARKS

GROUND FLOOR 1F	25
BASEMENT -1F	39
BASEMENT -2F	44
BASEMENT -3F	47

TOTAL 155

MOTORBIKE PARKS	19
VISITOR CARPARKS (SMITH ST)	19

GROUND FLOOR TOTAL:	1530m ²
BASEMENT -1F ~ -3F TOTAL:	5408m ²

NEW UNITS

BUILDING 1 - 7 STOREYS OF UNITS ENCLOSED FLOOR AREA TOTAL:	2765m ²
---	--------------------

BUILDING 2 - 12 STOREYS OF UNITS ENCLOSED FLOOR AREA TOTAL:	3800m ²
--	--------------------

OLD ASTI

UNITS (INCL EXISTING)	36
-----------------------	----

ENCLOSED FLOOR AREA TOTAL: (INCL. MANAGER)	1530m ²
---	--------------------

WALKWAY AREA	261m ²
BALCONY AREA	129m ²



TROPPO ARCHITECTS

15 Quarry Crescent, Stuart Park
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Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

SITE PLAN - ROOF

Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	Checked: JB
	PR05

SITE PLAN - ROOF

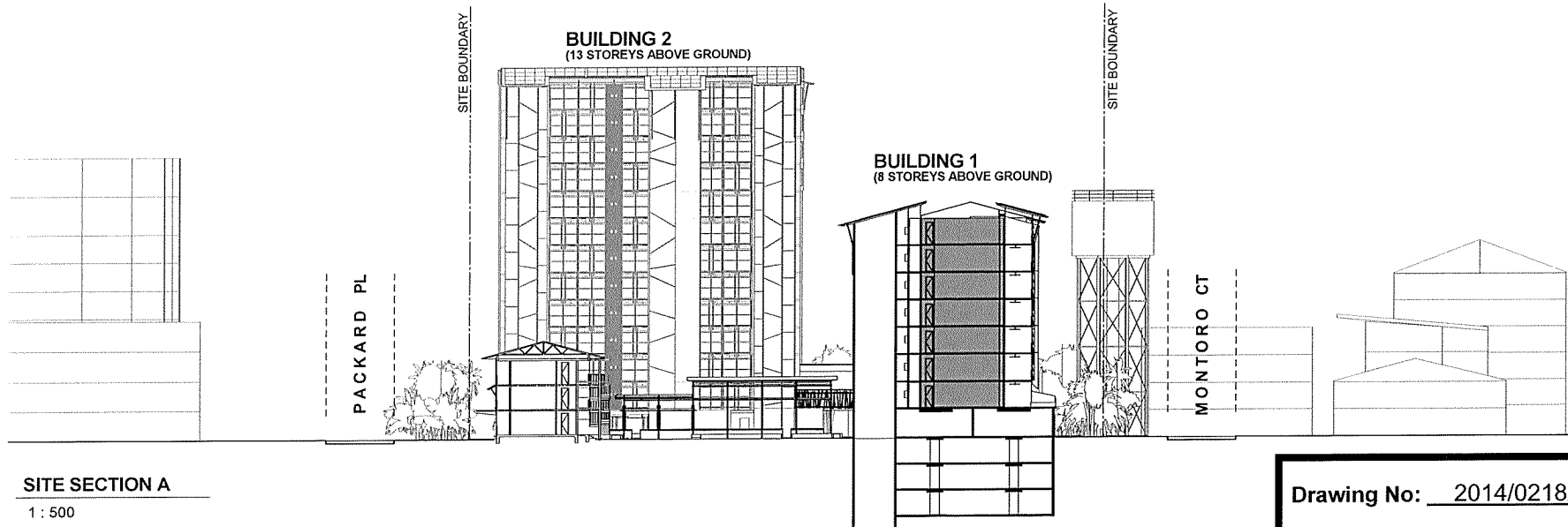
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Drawing No: 2014/0218/3 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14


Consent Authority / Delegate



SITE SECTION A

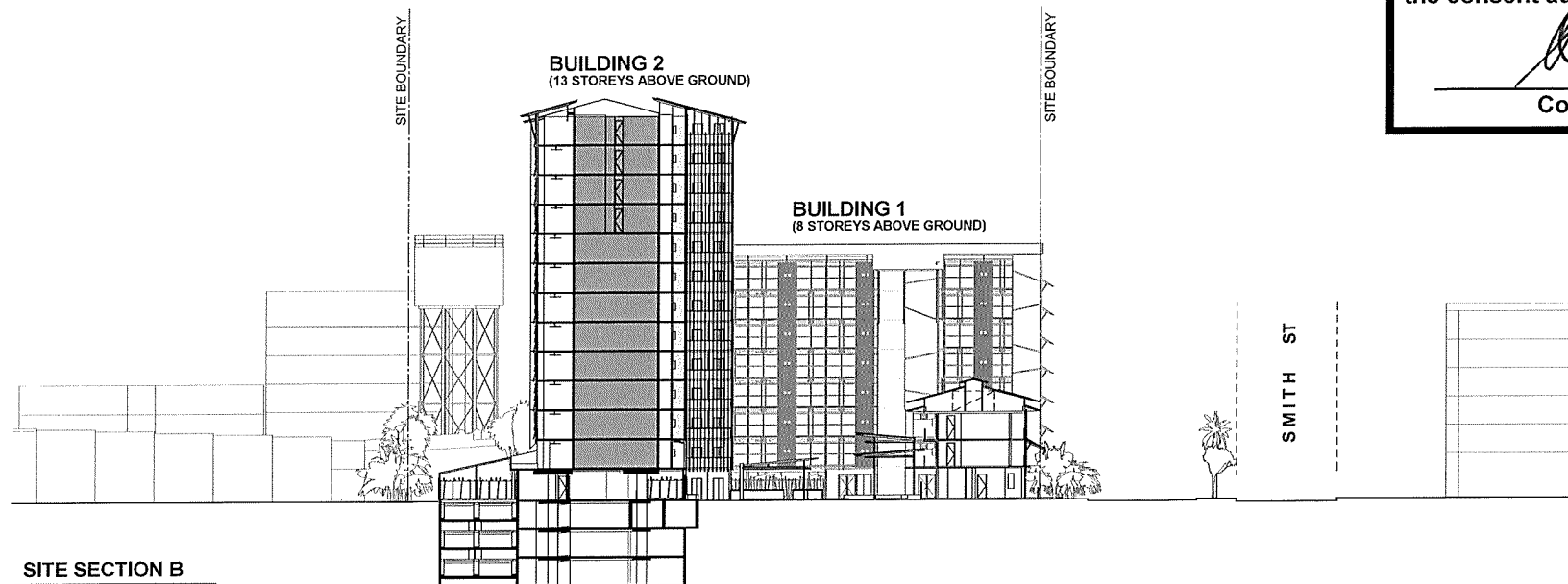
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Drawing No: 2014/0218/4 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

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SITE SECTION B

1 : 500



TROPPO ARCHITECTS

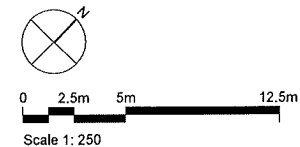
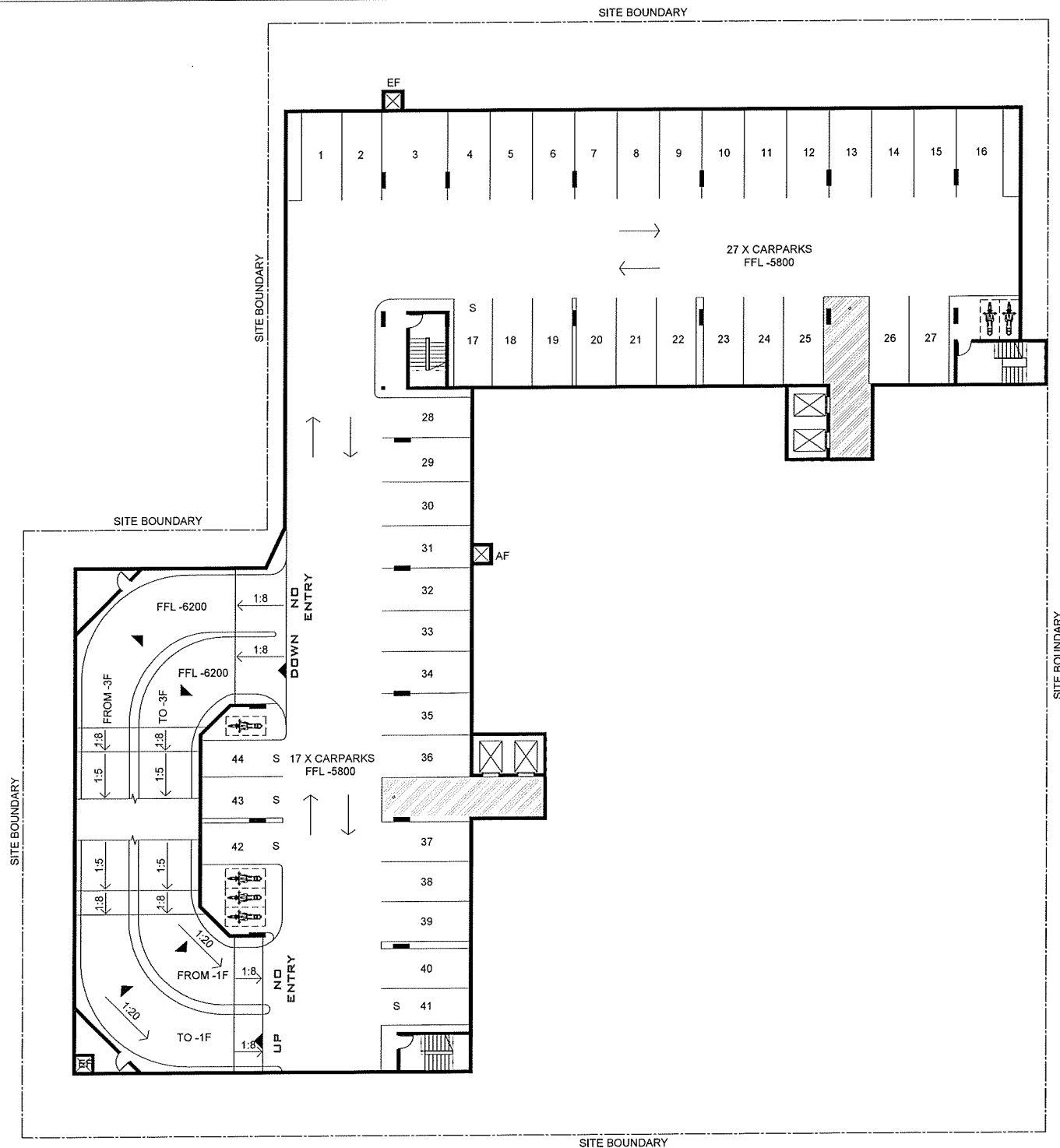
15 Quarry Crescent, Stuart Park
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Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

SITE SECTIONS

Job No:	Issue:
Scale: 1 : 500	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	Checked: JB
	PR06



AF BASEMENT FRESH AIR INTAKE
 EF BASEMENT EXHAUST AIR RISER
 O OPEN
 S SMALL CAR

Drawing No: 2014/0218/6 referred to in

Permit No: DP14/0362 issued by

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TROPPO ARCHITECTS

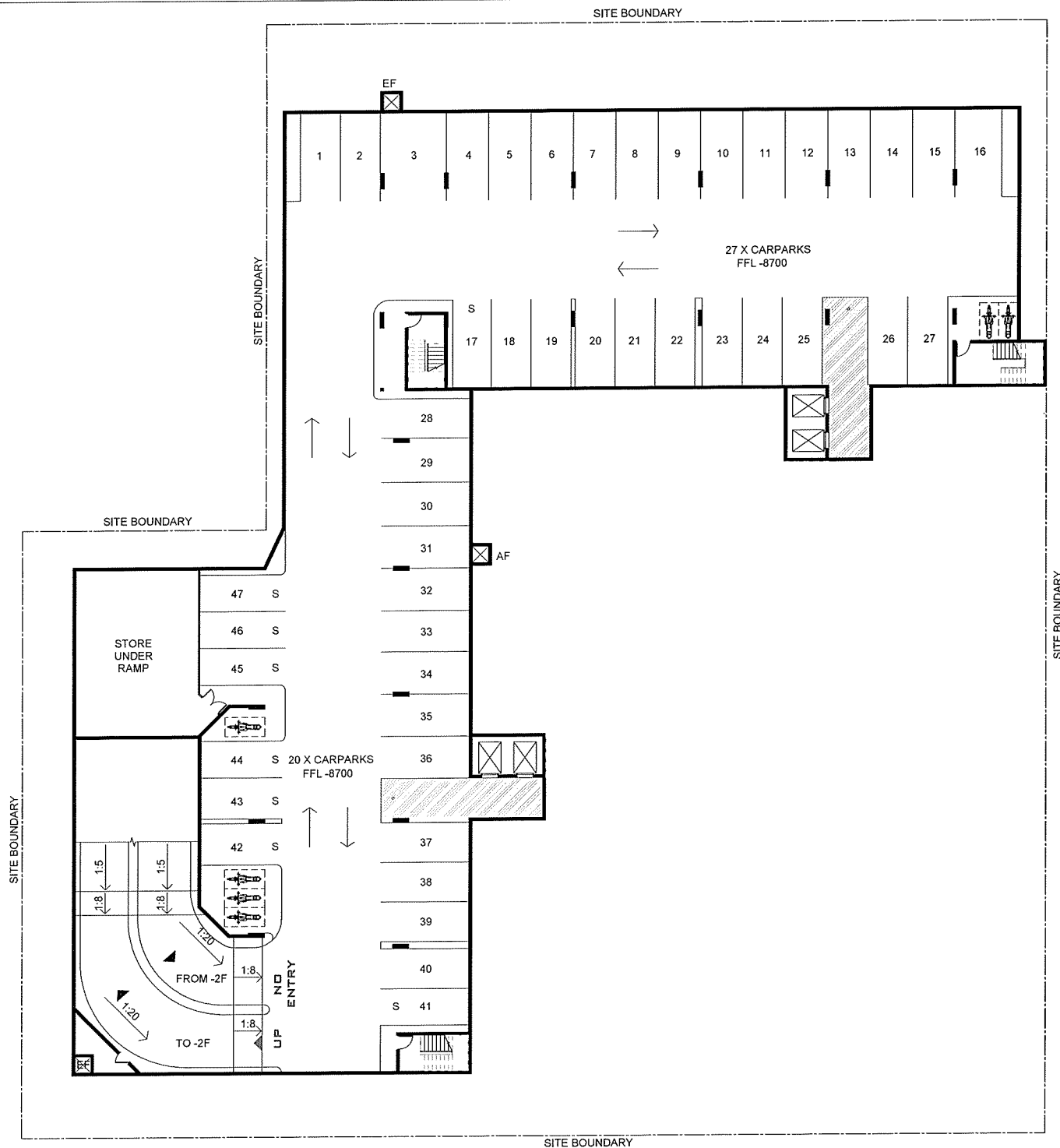
15 Quarry Crescent, Stuart Park
 T. +(61) 8 8981 9585 F. +(61) 8 8981 2006
 E: darwin@tropo.com.au

Proposed
**ASTI MOTEL
 REDEVELOPMENT**
 7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

**PROPOSED
 BASEMENT CARPARKING -2F**

Job No:	Issue:
Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	PR08
Checked: JB	



0 2.5m 5m 12.5m
Scale 1: 250

AF BASEMENT FRESH AIR INTAKE
EF BASEMENT EXHAUST AIR RISER
O OPEN
S SMALL CAR

Drawing No: 2014/0218/7 referred to in

Permit No: DP14/0362 issued by

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TROPPO ARCHITECTS

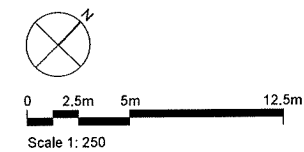
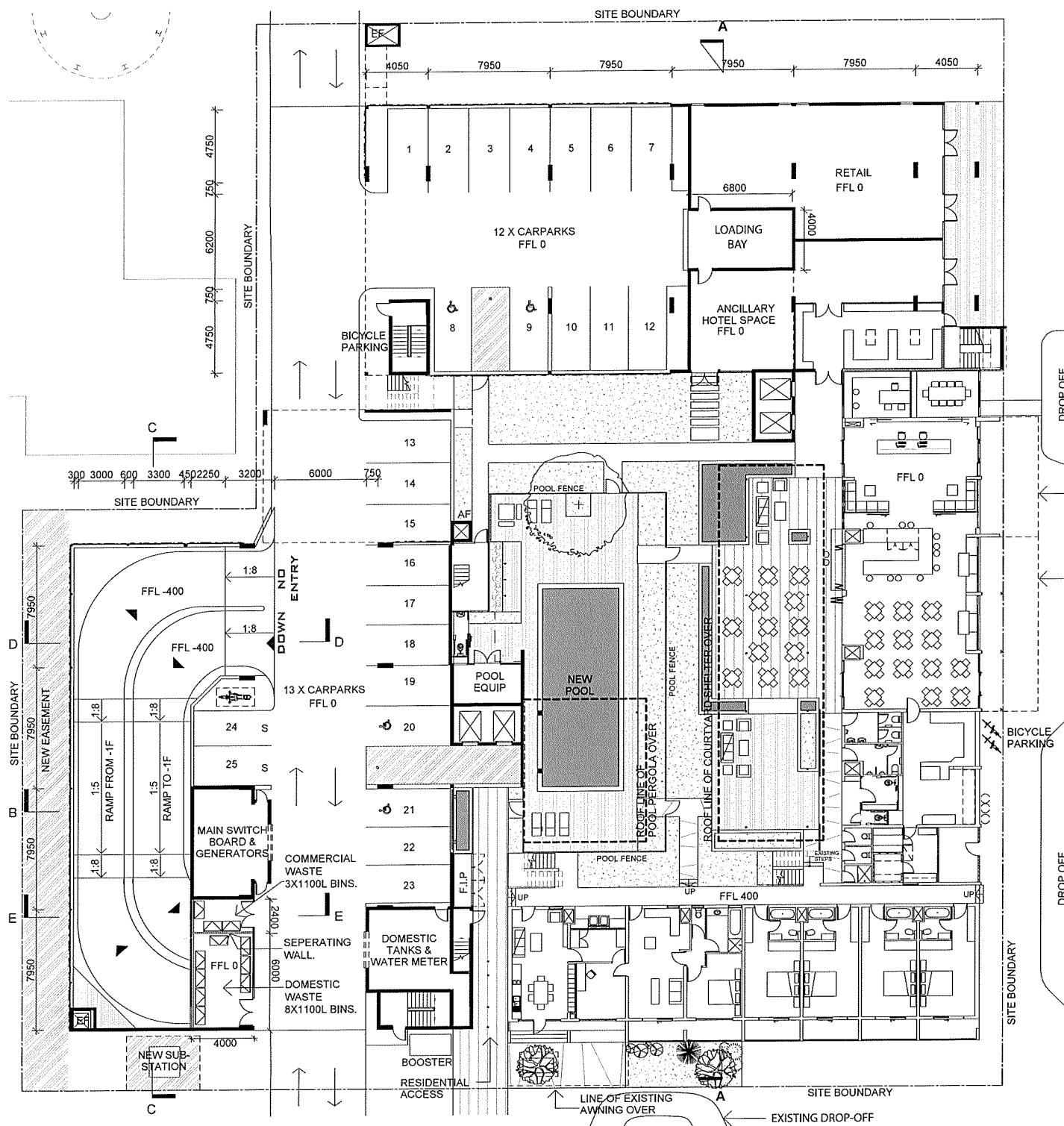
15 Quarry Crescent, Stuart Park
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E: darwin@tropo.com.au

Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT

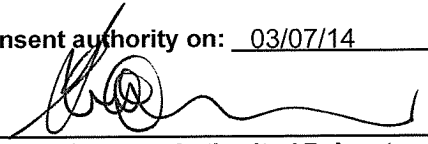
For: JOONDANNA INVESTMENTS

PROPOSED
BASEMENT CARPARKING -3F

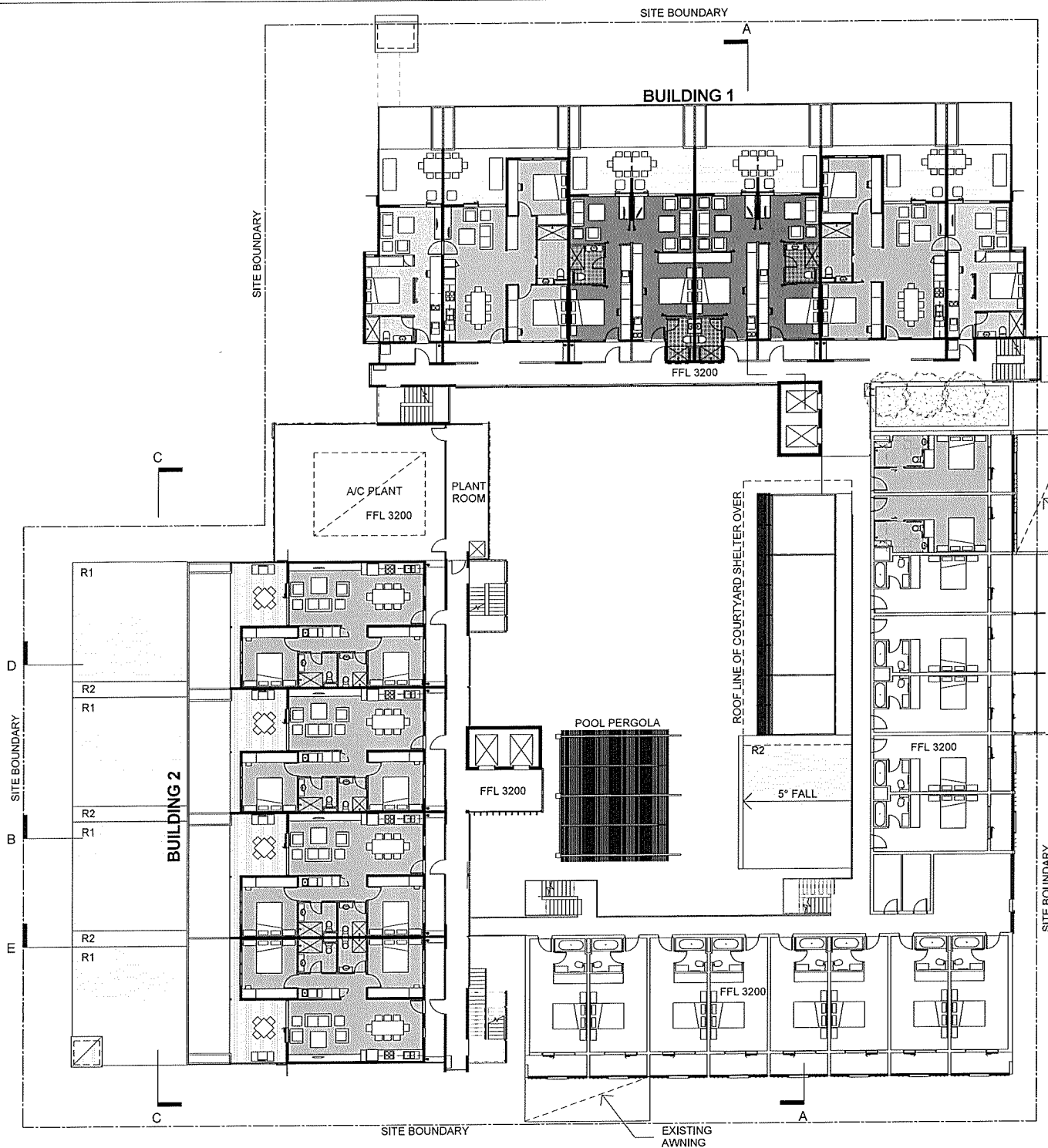
Job No:	Issue:
Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	PR09
Checked: JB	



- KEY**
- AF BASEMENT FRESH AIR INTAKE
 - EF BASEMENT EXHAUST AIR RISER
 - O OPEN
 - S SMALL CAR

Drawing No: 2014/0218/8 referred to in
 Permit No: DP14/0362 issued by
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Proposed ASTI MOTEL REDEVELOPMENT 7 Packard Pl, Darwin NT For: JOONDANNA INVESTMENTS			
PROPOSED LEVEL 1 PLAN			
Job No:		Issue:	
Scale: 1 : 250		PR	
Issue Date: 15.07.2014		Dwg No:	
Drawn: VC		PR10	
Checked: JB			



BUILDING 1 (7 STOREYS OF UNITS)

4 x 2BED UNIT/ PER STOREY
(INCL 2 x 2BED EA UNIT ON LEVEL 2F)
2 x 1BED UNIT/ PER STOREY

6 UNITS X 7 STOREYS = 42 UNITS

ENCLOSED FLOOR AREA TOTAL: 2863 m²

LIVING VERANDAH AREA: 672 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 466m²
ENTRY VERANDAH: 365m²

BUILDING 2 (12 STOREYS OF UNITS)

4 X 2BED UNIT/ PER STOREY FROM LEVEL 2 ~ 9
2 X 3BED UNIT/ PER STOREY FROM LEVEL 10~ 13
1 X 2BED UNIT/ PER STOREY FROM LEVEL 10~13
1X 1BED UNIT/ PER STOREY FROM LEVEL 10~ 13

4 UNITS X 12 STOREYS = 48 UNITS

ENCLOSED FLOOR AREA TOTAL: 3914m²

LIVING VERANDAH AREA: 884 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 660 m²
ENTRY VERANDAH: 516m²

TOTAL UNITS: 90 UNITS INCL 18 X 1 BED UNITS
64 X 2 BED UNITS
(INCL. 2 x 2BED EA UNIT)
8 X 3 BED UNITS

EXISTING AWNING

LINE OF NEW AWNING OVER

Drawing No: 2014/0218/9 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

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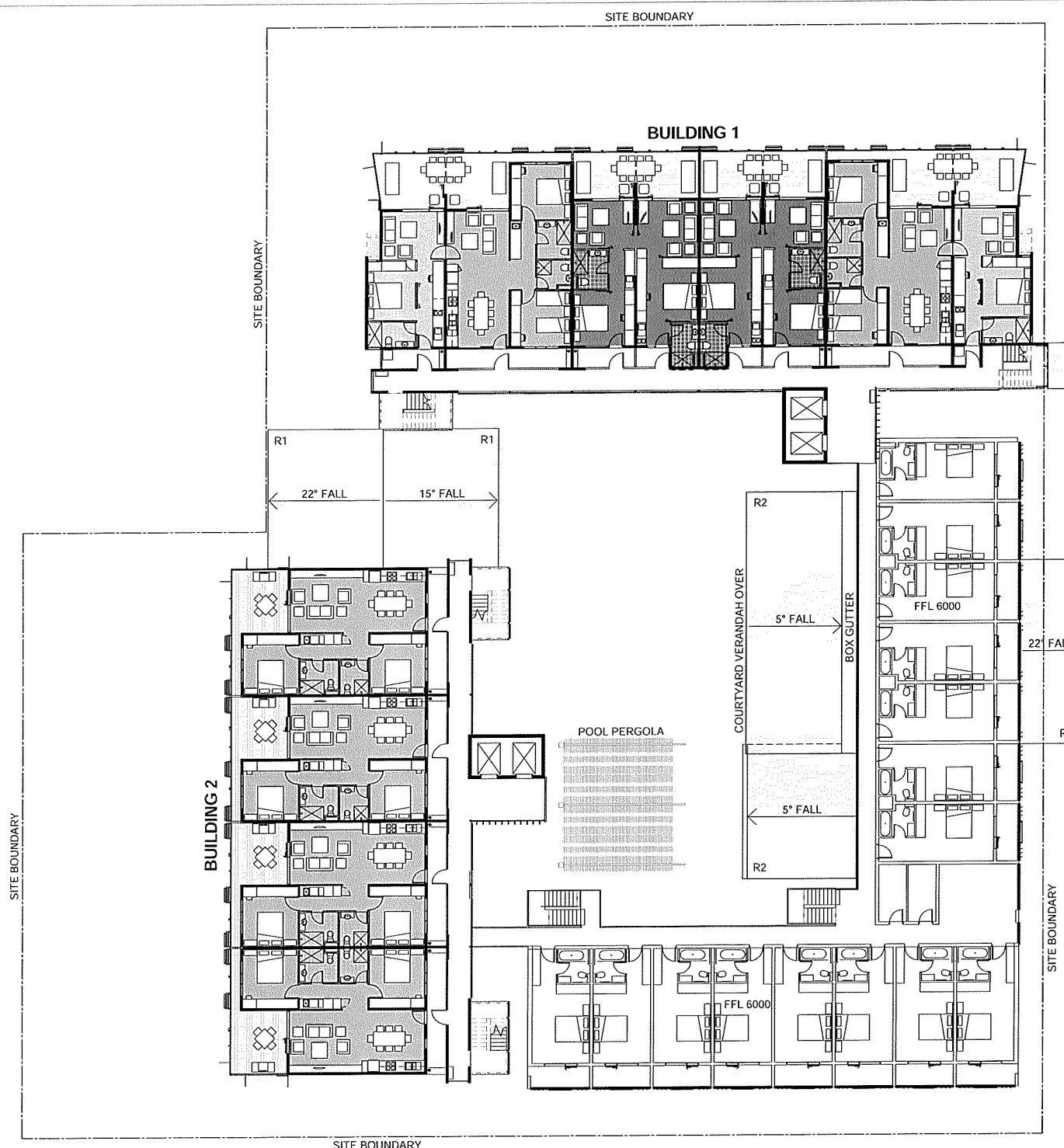
UNIT TYPE LEGENDS

- 1 BED UNIT (38m²)
- 2 BED UNIT, TYPE A (77m²)
- 2 BED UNIT, TYPE B (74m²)
- 3 BED UNIT (100m²)
- EQUAL ACCESS UNIT (77m²)

Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

PROPOSED - LEVEL 2 PLAN

Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	Checked: JB
	PR11



BUILDING 1 (7 STOREYS OF UNITS)

4 x 2BED UNIT/ PER STOREY
(INCL 2 x 2BED EA UNIT ON LEVEL 2F)
2 x 1BED UNIT/ PER STOREY

6 UNITS X 7 STOREYS = 42 UNITS

ENCLOSED FLOOR AREA TOTAL: 2863 m²

LIVING VERANDAH AREA: 672 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 466m²
ENTRY VERANDAH: 365m²

BUILDING 2 (12 STOREYS OF UNITS)

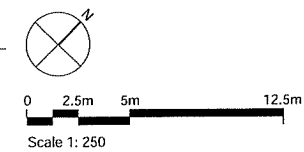
4 X 2BED UNIT/ PER STOREY FROM LEVEL 2 - 9
2 X 3BED UNIT/ PER STOREY FROM LEVEL 10- 13
1 X 2BED UNIT/ PER STOREY FROM LEVEL 10-13
1X 1BED UNIT/ PER STOREY FROM LEVEL 10- 13

4 UNITS X 12 STOREYS = 48 UNITS

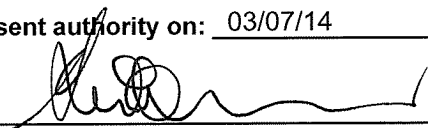
ENCLOSED FLOOR AREA TOTAL: 3914m²

LIVING VERANDAH AREA: 884 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 660 m²
ENTRY VERANDAH: 516m²






TOTAL UNITS: 90 UNITS INCL 18 X 1 BED UNITS
64 X 2 BED UNITS
(INCL. 2 x 2BED EA UNIT)
8 X 3 BED UNITS



Drawing No: 2014/0218/10 referred to in
Permit No: DP14/0362 issued by
the consent authority on: 03/07/14


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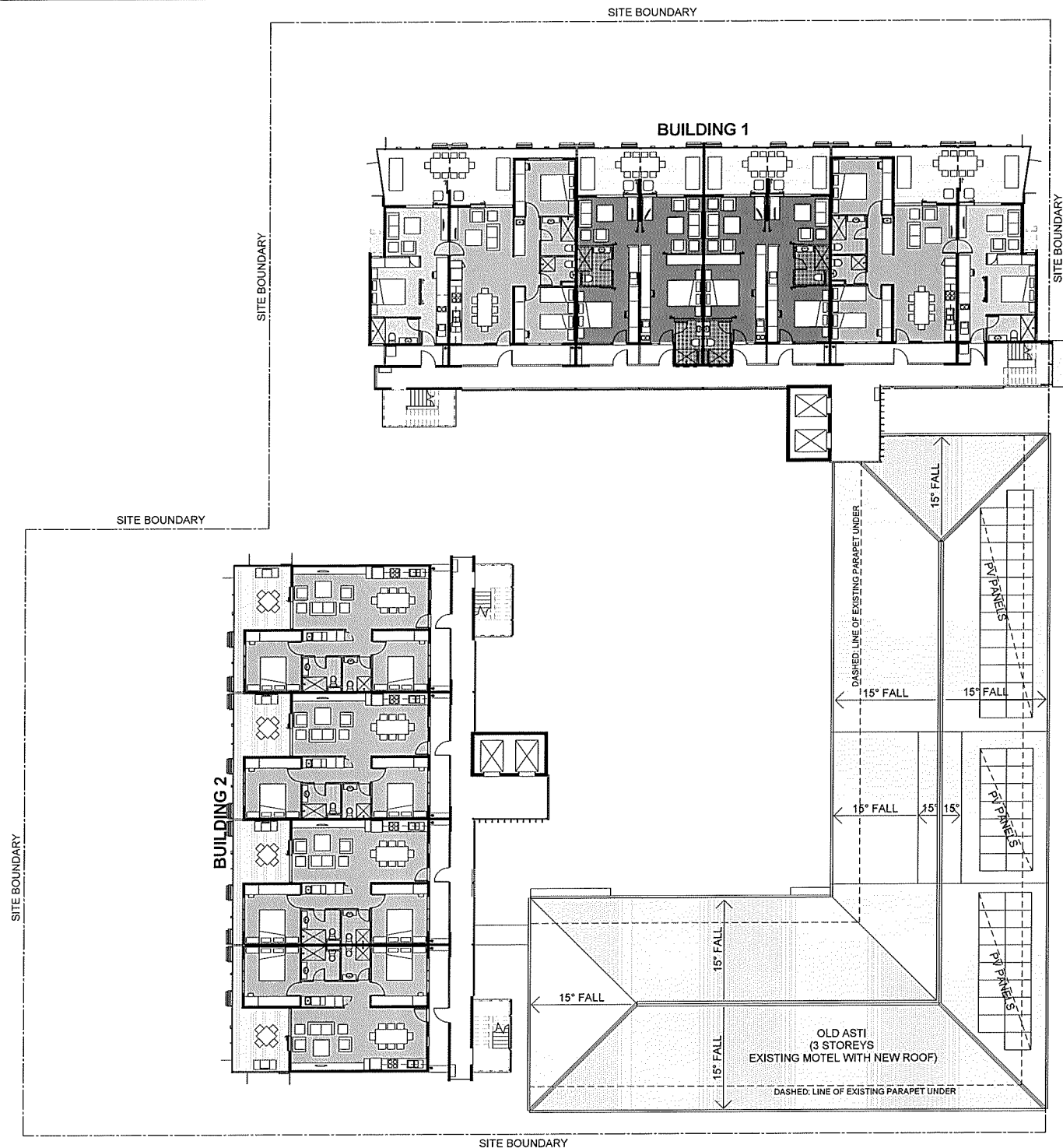
UNIT TYPE LEGENDS

-  1 BED UNIT (38m²)
-  2 BED UNIT, TYPE A (77m²)
-  2 BED UNIT, TYPE B (74m²)
-  3 BED UNIT (100m²)
-  EQUAL ACCESS UNIT (77m²)

Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

PROPOSED - LEVEL 3 PLAN

Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No: PR12
Drawn: VC	Checked: JB



BUILDING 1 (7 STOREYS OF UNITS)

4 x 2BED UNIT/ PER STOREY
(INCL 2 x 2BED EA UNIT ON LEVEL 2F)
2 x 1BED UNIT/ PER STOREY

6 UNITS X 7 STOREYS = 42 UNITS

ENCLOSED FLOOR AREA TOTAL: 2863 m²

LIVING VERANDAH AREA: 672 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 466m²
ENTRY VERANDAH: 365m²

BUILDING 2 (12 STOREYS OF UNITS)

4 X 2BED UNIT/ PER STOREY FROM LEVEL 2 ~ 9
2 X 3BED UNIT/ PER STOREY FROM LEVEL 10~ 13
1 X 2BED UNIT/ PER STOREY FROM LEVEL 10~13
1X 1BED UNIT/ PER STOREY FROM LEVEL 10~ 13

4 UNITS X 12 STOREYS = 48 UNITS

ENCLOSED FLOOR AREA TOTAL: 3914m²

LIVING VERANDAH AREA: 884 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 660 m²
ENTRY VERANDAH: 516m²

TOTAL UNITS: 90 UNITS INCL 18 X 1 BED UNITS
64 X 2 BED UNITS
(INCL. 2 x 2BED EA UNIT)
8 X 3 BED UNITS

ROOF MATERIAL KEYS

R1 ZINCALUME CUSTOM ORB ROOF SHEETING
R2 POLYCARBONATE ROOF SHEETING






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UNIT TYPE LEGENDS

-  1 BED UNIT (38m²)
-  2 BED UNIT, TYPE A (77m²)
-  2 BED UNIT, TYPE B (74m²)
-  3 BED UNIT (100m²)
-  EQUAL ACCESS UNIT (77m²)

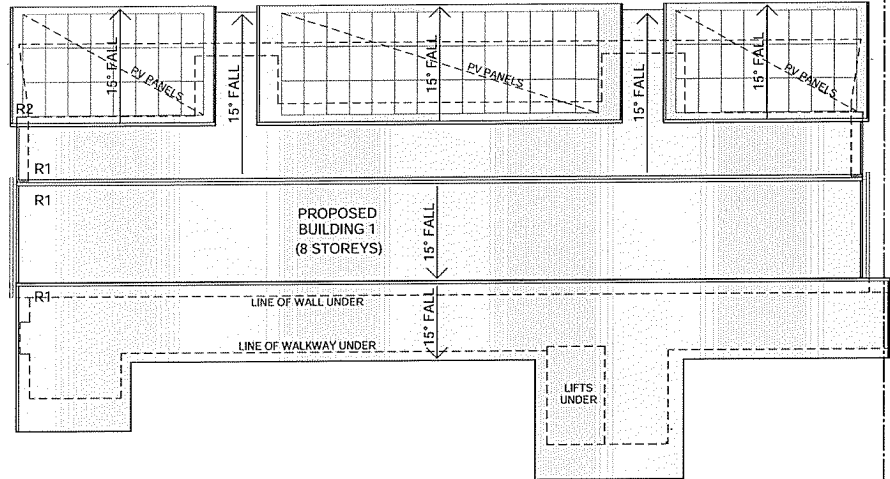
Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

PROPOSED BUILDING 1
TYPICAL & BUILDING 2
(UNDER L10)

Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	PR13
Checked: JB	

SITE BOUNDARY

BUILDING 1



BUILDING 1 (7 STOREYS OF UNITS)

4 x 2BED UNIT/ PER STOREY
(INCL 2 x 2BED EA UNIT ON LEVEL 2F)
2 x 1BED UNIT/ PER STOREY

6 UNITS X 7 STOREYS = 42 UNITS

ENCLOSED FLOOR AREA TOTAL: 2863 m²

LIVING VERANDAH AREA: 672 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 466m²
ENTRY VERANDAH: 365m²



0 2.5m 5m 12.5m
Scale 1: 250

BUILDING 2 (12 STOREYS OF UNITS)

4 X 2BED UNIT/ PER STOREY FROM LEVEL 2 - 9
2 X 3BED UNIT/ PER STOREY FROM LEVEL 10- 13
1 X 2BED UNIT/ PER STOREY FROM LEVEL 10-13
1X 1BED UNIT/ PER STOREY FROM LEVEL 10- 13

4 UNITS X 12 STOREYS = 48 UNITS

ENCLOSED FLOOR AREA TOTAL: 3914m²

LIVING VERANDAH AREA: 884 m²
WALKWAY AREA (EXCL. LIFTS & STAIRS): 660 m²
ENTRY VERANDAH: 516m²

TOTAL UNITS: 90 UNITS INCL 18 X 1 BED UNITS
64 X 2 BED UNITS
(INCL 2 x 2BED EA UNIT)
8 X 3 BED UNITS

ROOF MATERIAL KEYS

R1 ZINCALUME CUSTOM ORB ROOF SHEETING
R2 POLYCARBONATE ROOF SHEETING

Drawing No: 2014/0218/12 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

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UNIT TYPE LEGENDS

- 1 BED UNIT (38m²)
- 2 BED UNIT, TYPE A (77m²)
- 2 BED UNIT, TYPE B (74m²)
- 3 BED UNIT (100m²)
- EQUAL ACCESS UNIT (77m²)

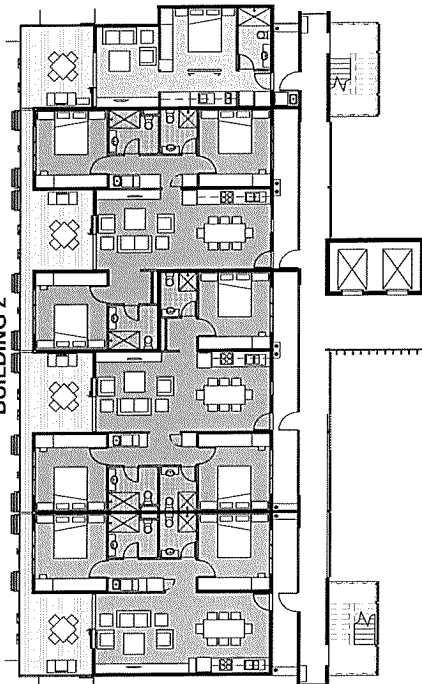
Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

PROPOSED BUILDING 2
TYPICAL (ABOVE L10)

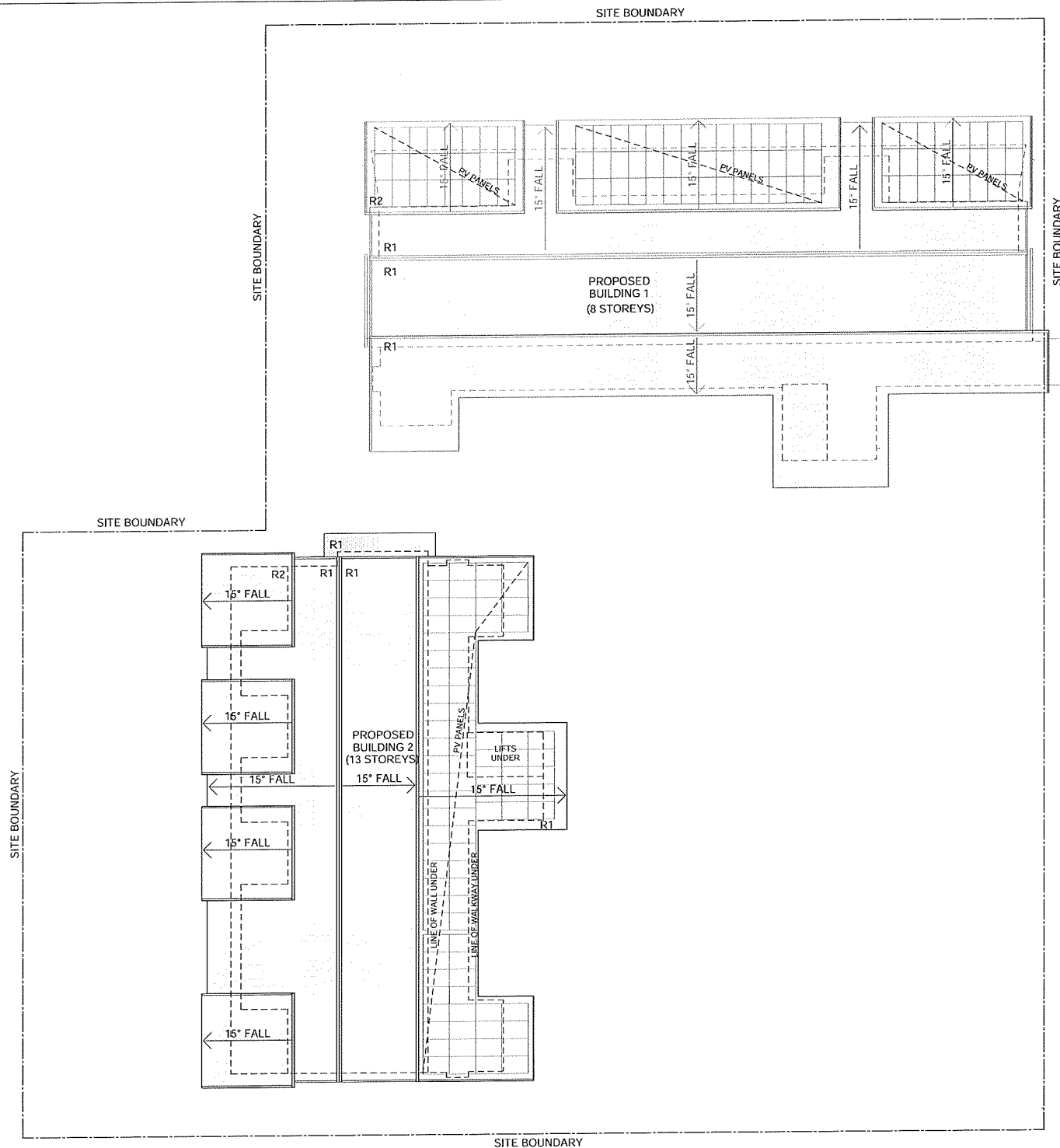
Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	Checked: JB
	PR14

SITE BOUNDARY

BUILDING 2



SITE BOUNDARY



0 5m 10m 25m
Scale 1: 500

ROOF MATERIAL KEYS

R1 ZINCALUME CUSTOM ORB ROOF SHEETING
R2 POLYCARBONATE ROOF SHEETING

Drawing No: 2014/0218/13 referred to in

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TROPPO ARCHITECTS

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Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

ROOF PLAN

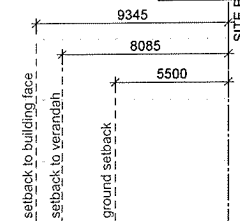
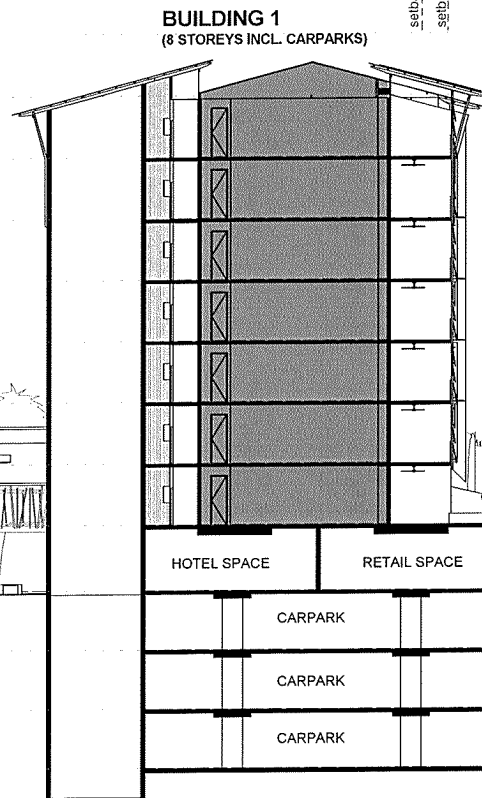
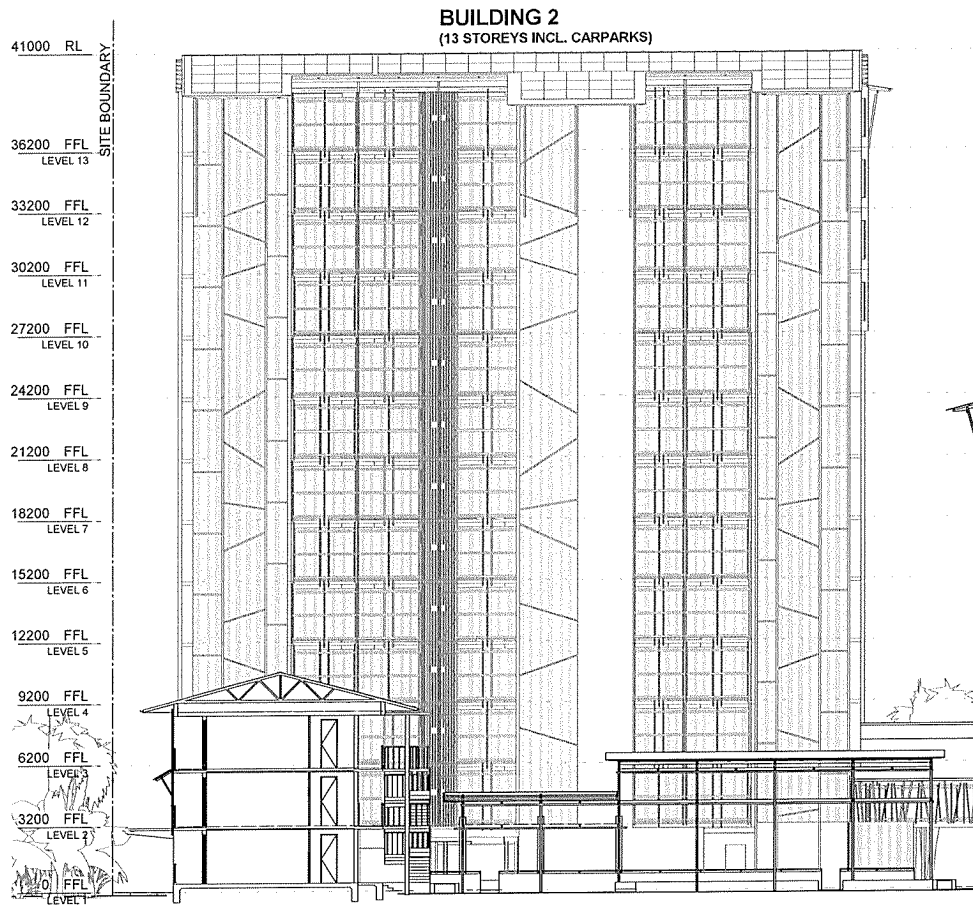
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Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No: PR15
Drawn: VC	Checked: JB

Drawing No: 2014/0218/14 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

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FFL 36200
LEVEL 13

FFL 33200
LEVEL 12

FFL 30200
LEVEL 11

FFL 27200
LEVEL 10

FFL 24200
LEVEL 9

FFL 21200
LEVEL 8

FFL 18200
LEVEL 7

FFL 15200
LEVEL 6

FFL 12200
LEVEL 5

FFL 9200
LEVEL 4

FFL 6200
LEVEL 3

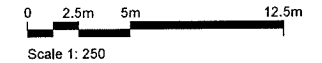
FFL 3200
LEVEL 2

FFL 0
LEVEL 1

FFL -2900
Basement
-1F

FFL -5800
Basement
-2F

FFL -8700
Basement
-3F



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Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

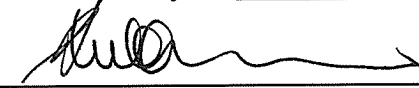
SECTION A

Job No:	Issue:
Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No: PR16
Drawn: VC	Checked: JB

Drawing No: 2014/0218/15 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14



Consent Authority / Delegate

41000 RL
36200 FFL
LEVEL 13
33200 FFL
LEVEL 12
30200 FFL
LEVEL 11
27200 FFL
LEVEL 10
24200 FFL
LEVEL 9
21200 FFL
LEVEL 8
18200 FFL
LEVEL 7
15200 FFL
LEVEL 6
12200 FFL
LEVEL 5
9200 FFL
LEVEL 4
6200 FFL
LEVEL 3
3200 FFL
LEVEL 2
0 FFL
LEVEL 1
-2900 FFL
Basement
-1F
-5800 FFL
Basement
-2F
-8700 FFL
Basement
-3F

SITE BOUNDARY

ground setback

setback to verandah
setback to building face

FFL 36200
LEVEL 13

FFL 33200
LEVEL 12

FFL 30200
LEVEL 11

FFL 27200
LEVEL 10

FFL 24200
LEVEL 9

FFL 21200
LEVEL 8

FFL 18200
LEVEL 7

FFL 15200
LEVEL 6

FFL 12200
LEVEL 5

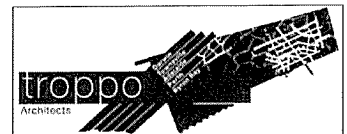
FFL 9200
LEVEL 4

FFL 6200
LEVEL 3

FFL 3200
LEVEL 2

FFL 0
LEVEL 1

0 2.5m 5m 12.5m
Scale 1: 250



TROPPO ARCHITECTS

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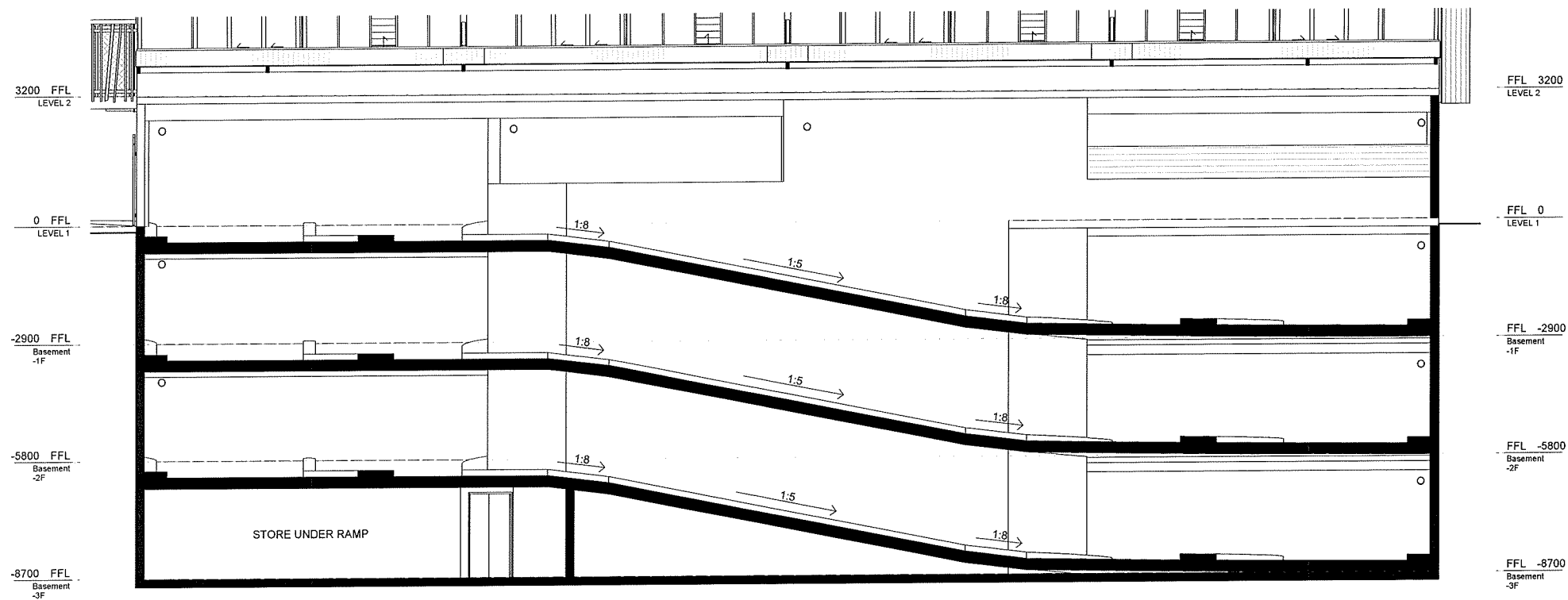
Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

SECTION B

Job No:	Issue:
Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	Checked: JB
	PR17

SECTION B

1 : 250



SECTION C - RAMPS

1 : 100

0 1m 2m 5m
Scale 1: 100



TROPPO ARCHITECTS

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Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

SECTION C

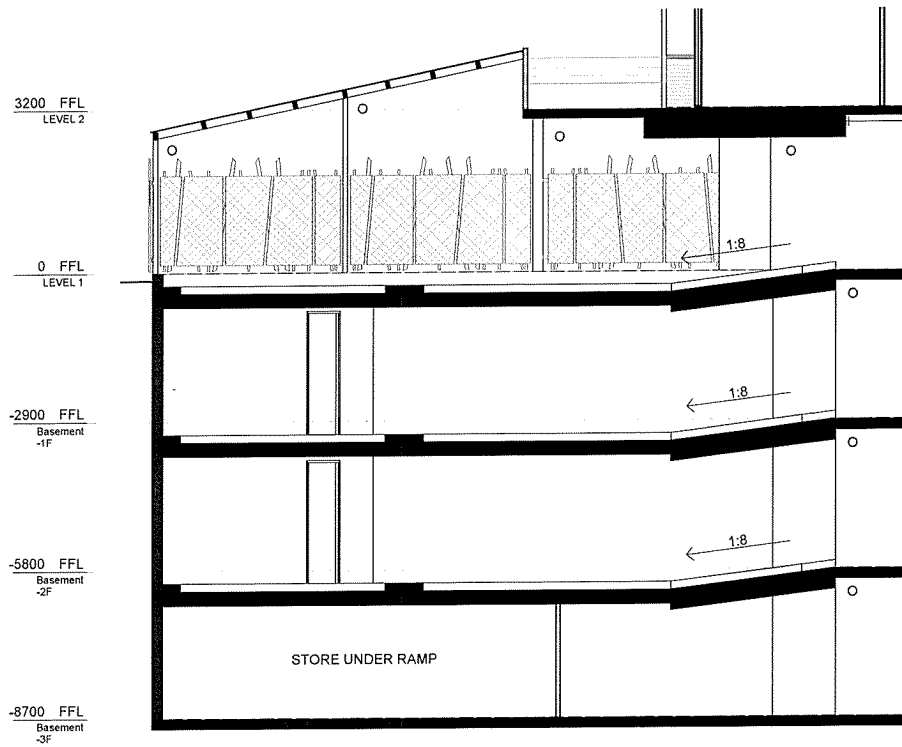
Job No:	Issue:
Scale: 1 : 100	PR
Issue Date: 28.02.2014	Dwg No: PR18
Drawn: VC	Checked: JB

Drawing No: 2014/0218/16 referred to in

Permit No: DP14/0362 issued by

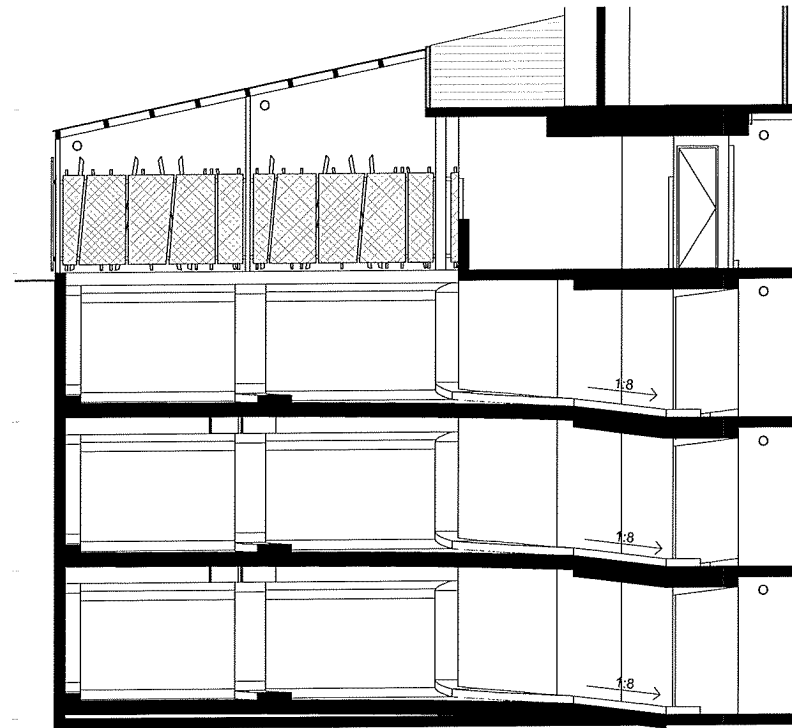
the consent authority on: 03/07/14

Consent Authority / Delegate



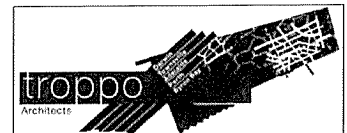
SECTION D - RAMPS

1 : 100



SECTION E - RAMPS

1 : 100



TROPPO ARCHITECTS

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Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

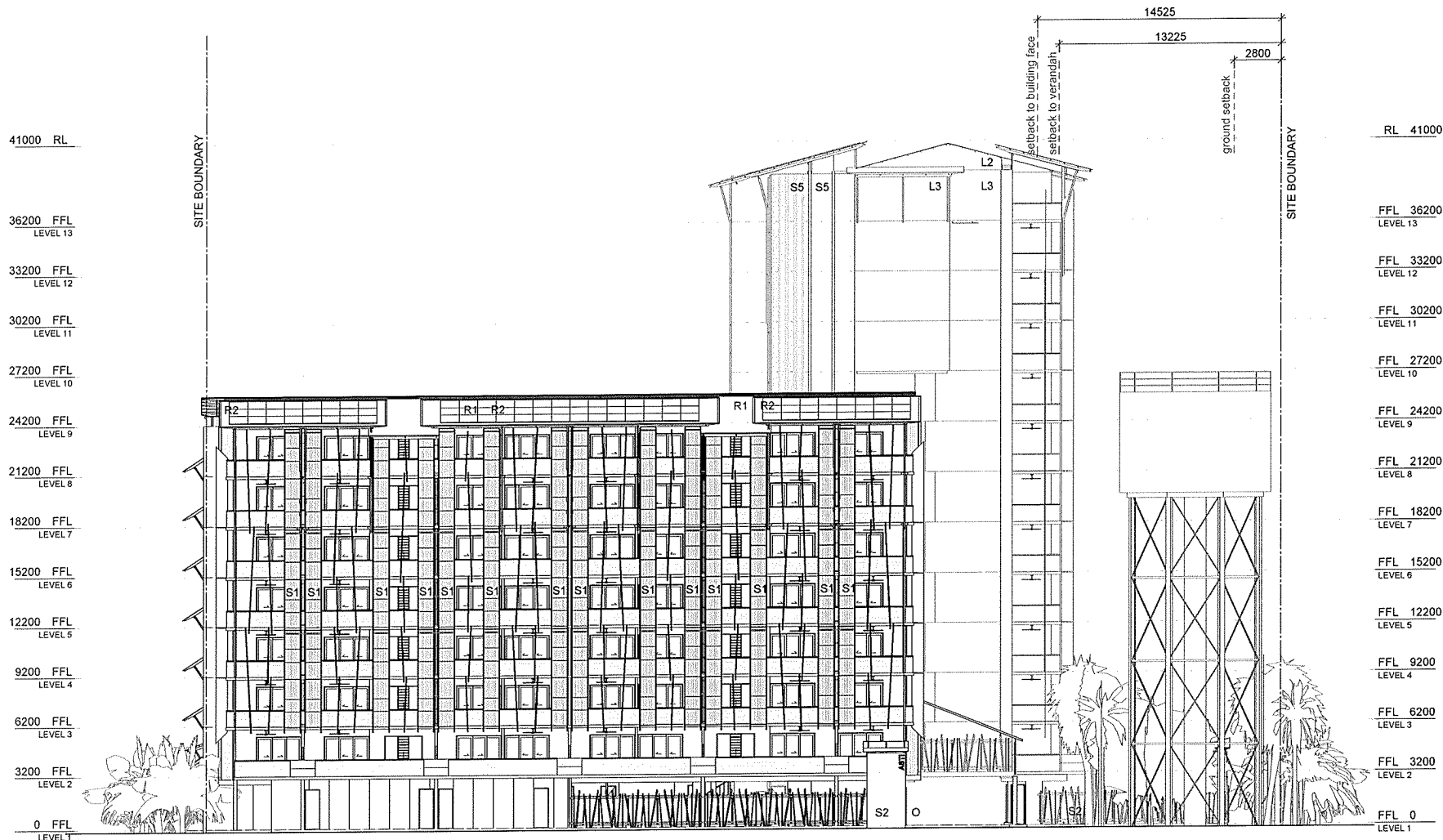
SECTION D & E

Job No:	Issue:
Scale: 1 : 100	PR
Issue Date: 28.02.2014	Dwg No: PR19
Drawn: VC	Checked: JB

Drawing No: 2014/0218/17 referred to in
Permit No: DP14/0362 issued by
the consent authority on: 03/07/14



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NORTH-WEST ELEVATION

1 : 250

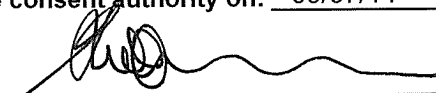
MATERIAL KEYS

- L1 PRECAST CONCRETE PANELS
- L2 ZINCALUME CUSTOM ORB CLADDING
- L3 FIBRE CEMENT SHEET (NIL/ PAINT FINISH)
- O OPEN
- R1 ZINCALUME CUSTOM ORB ROOF SHEETING
- R2 POLYCARBONATE ROOF SHEETING
- S1 SCREEN TYPE 1 - PERFORATED METAL SHEET
- S2 SCREEN TYPE 2 - FEATURED METAL SHEET
- S3 SCREEN TYPE 3 - PERFORATED METAL/ STEEL METAL SHEET
- S4 SCREEN TYPE 4 - PERFORATED METAL SHEET
- S5 SCREEN TYPE 5 - STEEL FRAMES/ MESH STEEL

Drawing No: 2014/0218/18 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14



Consent Authority / Delegate



TROPPO ARCHITECTS

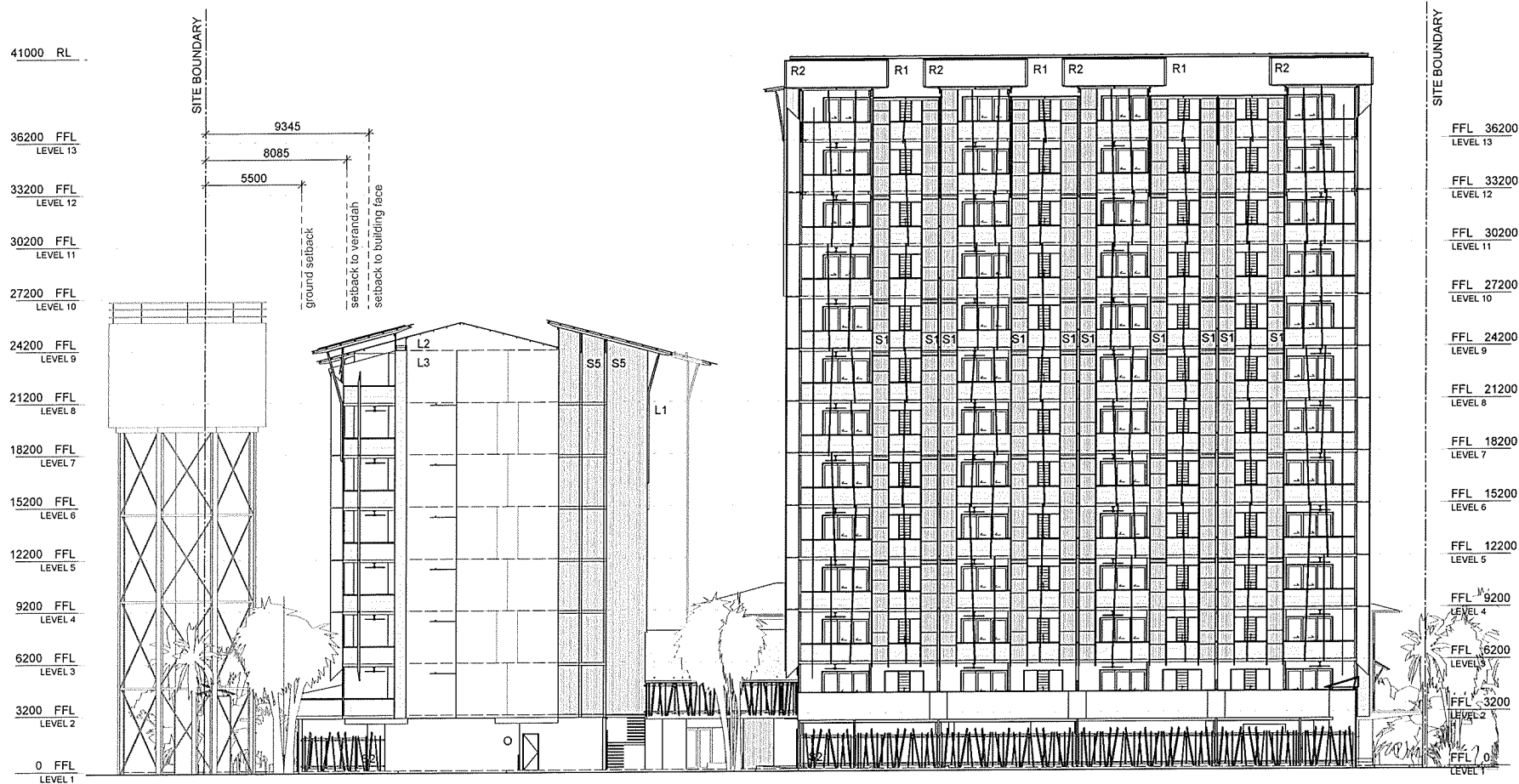
15 Quarry Crescent, Stuart Park
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Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

NORTH - WEST ELEVATION

Job No:	Issue:
Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No: PR20
Drawn: VC	Checked: JB



SOUTH-WEST ELEVATION



NORTH-EAST ELEVATION

1 : 250

MATERIAL KEYS

- L1 PRECAST CONCRETE PANELS
- L2 ZINCALUME CUSTOM ORB CLADDING
- L3 FIBRE CEMENT SHEET (NIL/ PAINT FINISH)
- O OPEN
- R1 ZINCALUME CUSTOM ORB ROOF SHEETING
- R2 POLYCARBONATE ROOF SHEETING
- S1 SCREEN TYPE 1 - PERFORATED METAL SHEET
- S2 SCREEN TYPE 2 - FEATURED METAL SHEET
- S3 SCREEN TYPE 3 - PERFORATED METAL/ STEEL METAL SHEET
- S4 SCREEN TYPE 4 - PERFORATED METAL SHEET
- S5 SCREEN TYPE 5 - STEEL FRAMES/ MESH STEEL

Drawing No: 2014/0218/20 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

[Signature]

Consent Authority / Delegate

0 2.5m 5m 12.5m
Scale 1: 250



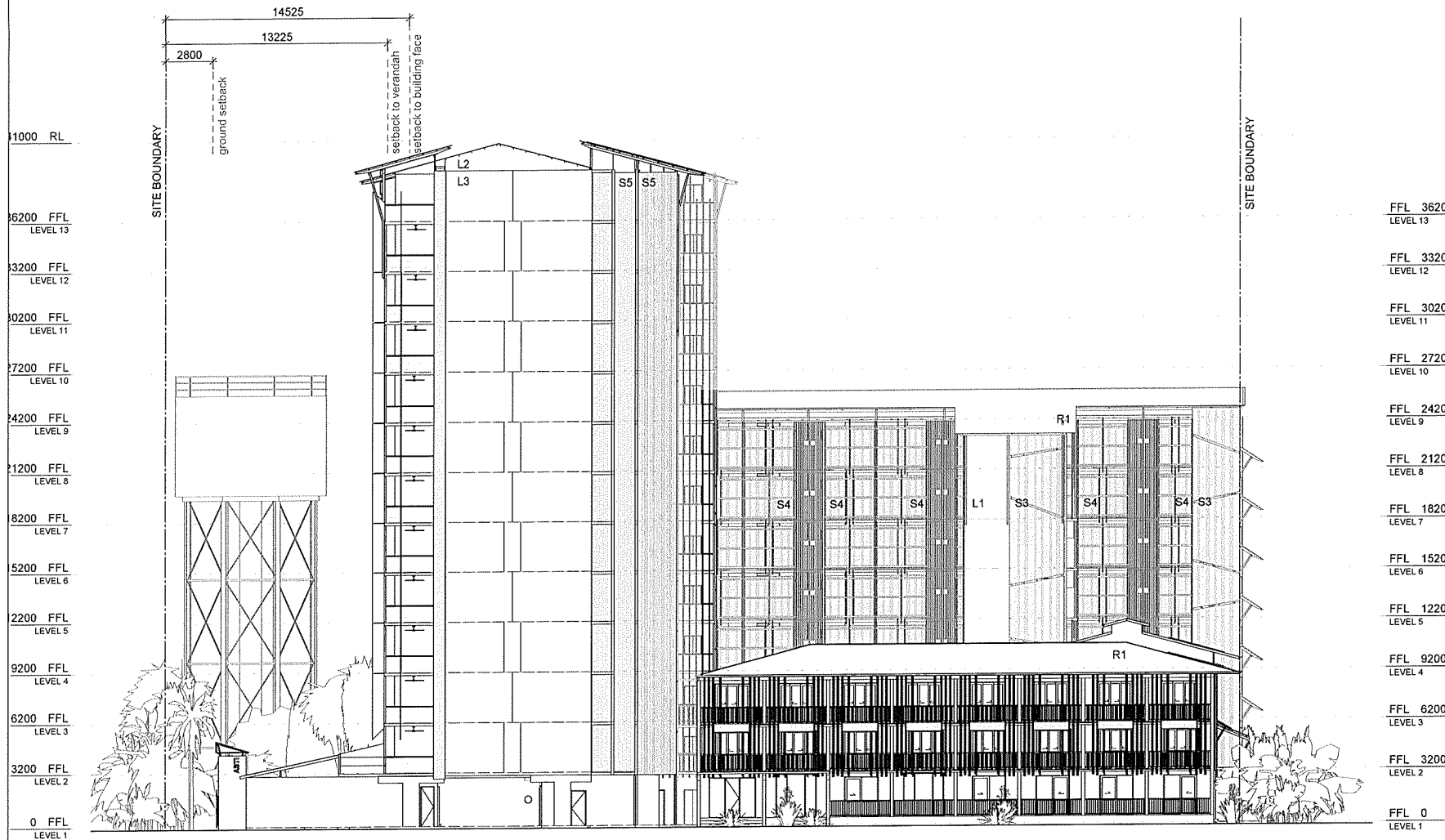
TROPPO ARCHITECTS

15 Quarry Crescent, Stuart Park
T. +(61) 8 8981 9585 F. +(61) 8 8981 2006
E: darwin@tropo.com.au

Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

NORTH - EAST ELEVATION

Job No:	Issue:
Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No: PR22
Drawn: VC	Checked: JB



SOUTH-EAST ELEVATION

1 : 250

MATERIAL KEYS

- L1 PRECAST CONCRETE PANELS
- L2 ZINCALUME CUSTOM ORB CLADDING
- L3 FIBRE CEMENT SHEET (NIL/ PAINT FINISH)
- O OPEN
- R1 ZINCALUME CUSTOM ORB ROOF SHEETING
- R2 POLYCARBONATE ROOF SHEETING
- S1 SCREEN TYPE 1 - PERFORATED METAL SHEET
- S2 SCREEN TYPE 2 - FEATURED METAL SHEET
- S3 SCREEN TYPE 3 - PERFORATED METAL/ STEEL METAL SHEET
- S4 SCREEN TYPE 4 - PERFORATED METAL SHEET
- S5 SCREEN TYPE 5 - STEEL FRAMES/ MESH STEEL

Drawing No: 2014/0218/21 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

Consent Authority / Delegate

0 2.5m 5m 12.5m
Scale 1: 250



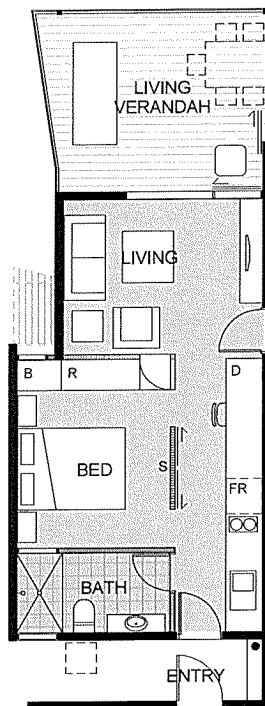
TROPPO ARCHITECTS

15 Quarry Crescent, Stuart Park
T. +(61) 8 8981 9585 F. +(61) 8 8981 2006
E: darwin@tropo.com.au

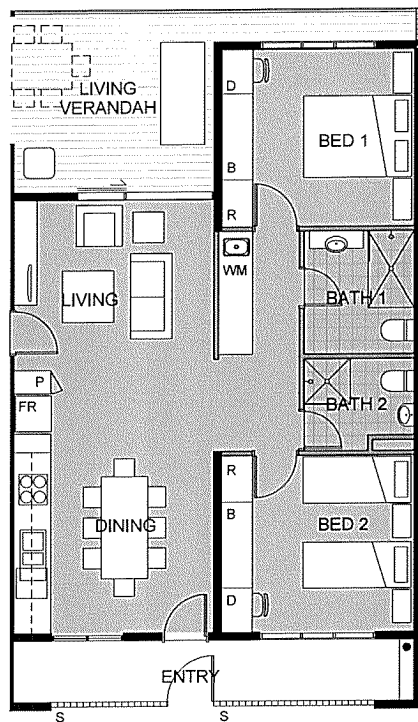
Proposed
**ASTI MOTEL
REDEVELOPMENT**
7 Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS

SOUTH - EAST ELEVATION

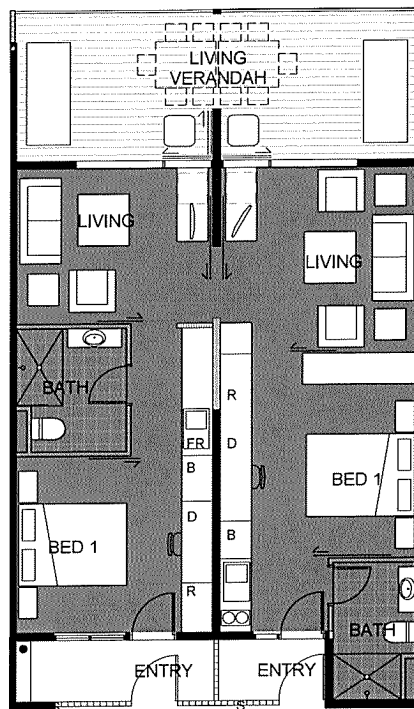
Job No:	Issue:
Scale: 1 : 250	PR
Issue Date: 28.02.2014	Dwg No: PR23
Drawn: VC	Checked: JB



1 BED UNIT - 38m²



2 BED UNIT - TYPE A - 77m²



2 BED UNIT - TYPE B - 74m²



2 BED EA UNIT - 77m²

KEYS - JOINERY

- B BAG PARK
- D DESK
- FR FRIDGE
- P PANTRY
- R ROBE
- S PRIVACY SCREEN
- WM WASHING MACHINE



TROPPO ARCHITECTS

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Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

UNIT TYPES - BUILDING 1

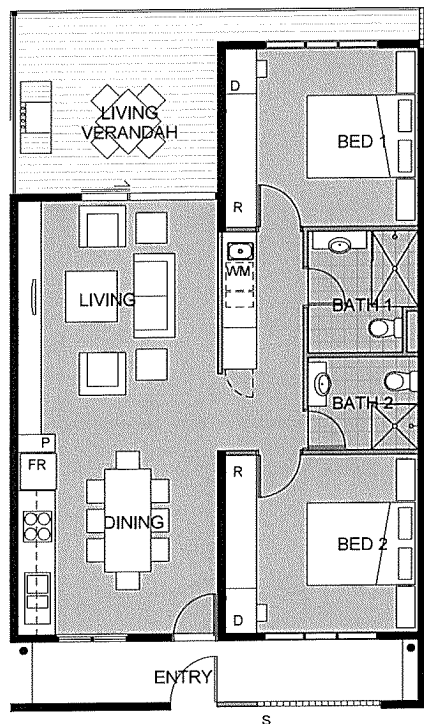
Job No: 1220	Issue:
Scale: 1 : 100	PR
Issue Date: 28.02.2014	Dwg No:
Drawn: VC	Checked: JB
	PR29

Drawing No: 2014/0218/22 referred to in

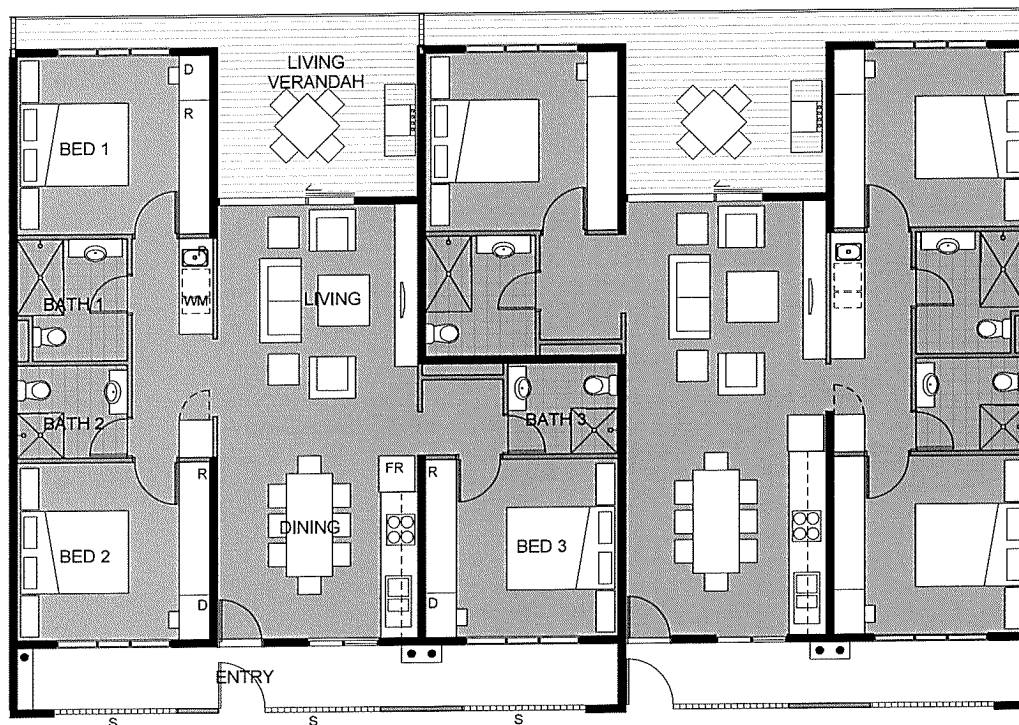
Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

Consent Authority / Delegate

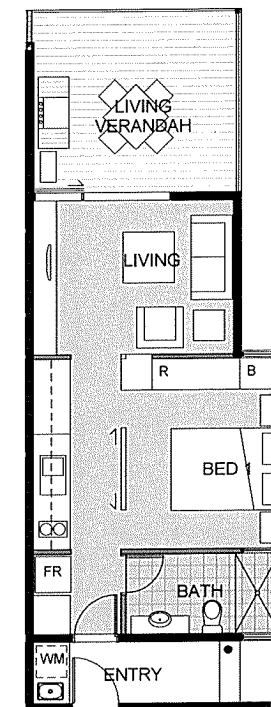


2 BED UNIT - 78m²



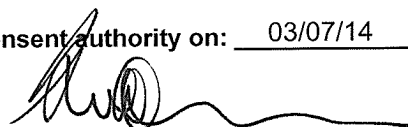
3 BED UNIT - TYPE A - 100m²

3 BED UNIT - TYPE B - 100m²



1 BED UNIT - 38m²

Drawing No: 2014/0218/23 referred to in
 Permit No: DP14/0362 issued by
 the consent authority on: 03/07/14



Consent Authority / Delegate

KEYS - JOINERY

B BAG PARK
 D DESK
 FR FRIDGE
 P PANTRY
 R ROBE
 S PRIVACY SCREEN
 WM WASHING MACHINE



TROPPO ARCHITECTS

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Proposed
**ASTI MOTEL
 REDEVELOPMENT**
 7 Packard Pl, Darwin NT
 For: JOONDANNA INVESTMENTS

UNIT TYPES - BUILDING 2


Job No: 1220	Issue: PR
Scale: 1 : 100	
Issue Date: 28.02.2014	Dwg No: PR30
Drawn: VC	Checked: PH

Dwg No:
BB24

Drawing No: 2014/0218/25 referred to in
 Permit No: DP14/0362 issued by
 the consent authority on: 03/07/14


 Consent Authority / Delegate

LEGEND

 TO BE DEMOLISHED

ELECTRICAL
 DISTRIBUTION BOARD TO
 BE UPGRADED

FFL 3200

EXISTING
 AWNING TO
 REMAIN

SITE BOUNDARY

OLD ASTI - EXISTING LEVEL 2

1 : 200

EXISTING
 AWNING TO
 REMAIN

POOL PERGOLA

COURTYARD VERANDAH OVER

R2

EXISTING
 AWNING

LINE OF NEW
 AWNING OVER

SITE BOUNDARY

EXISTING
 AWNING

SITE BOUNDARY

OLD ASTI - PROPOSED LEVEL 2

1 : 200



0 2m 4m 10m
 Scale 1: 200



TROPPO ARCHITECTS

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Proposed
**ASTI MOTEL
 REDEVELOPMENT**
 7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

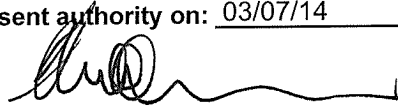
OLD ASTI - LEVEL 2

Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No: PR32
Drawn: VC	Checked: JB

Drawing No: 2014/0218/26 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14



Consent Authority / Delegate

LEGEND

[---] TO BE DEMOLISHED

ELECTRICAL
DISTRIBUTION BOARD
TO BE UPGRADED

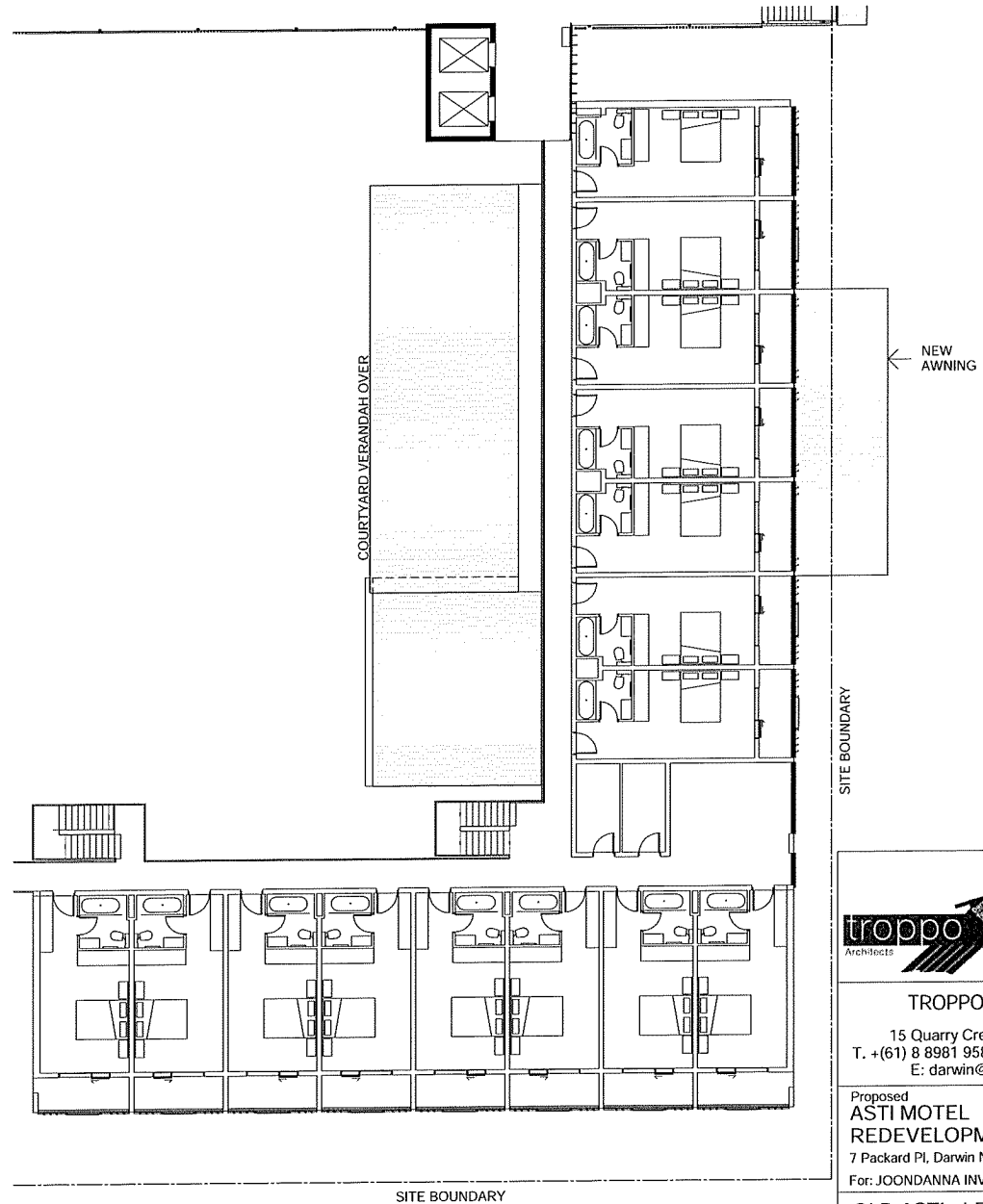
FFL 6000

FFL 6000

SITE BOUNDARY

SITE BOUNDARY

OLD ASTI- EXISTING LEVEL 3

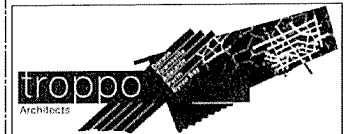


SITE BOUNDARY

OLD ASTI- PROPOSED LEVEL 3



0 2m 4m 10m
Scale 1: 200



TROPPO ARCHITECTS

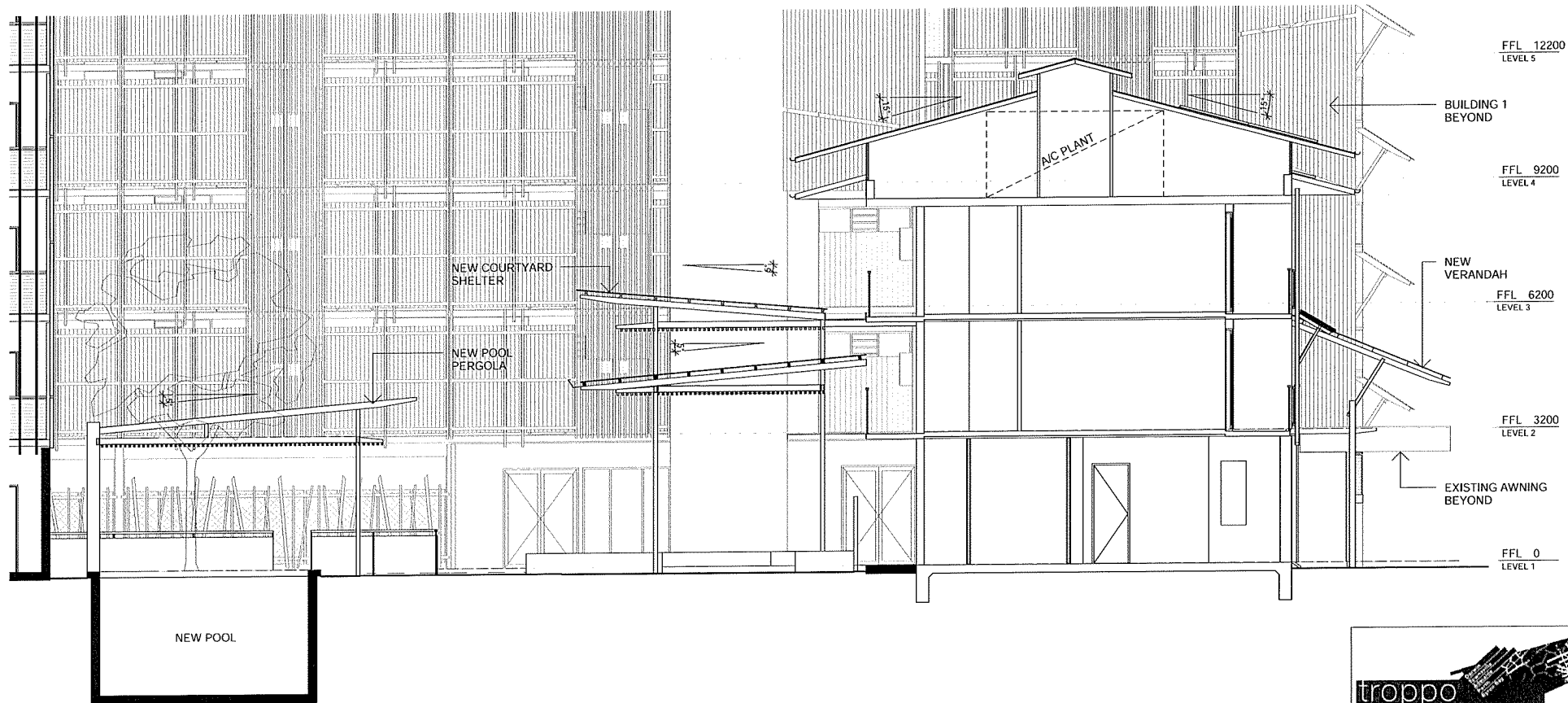
15 Quarry Crescent, Stuart Park
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E: darwin@tropo.com.au

Proposed
ASTI MOTEL
REDEVELOPMENT
7 Packard Pl, Darwin NT

For: JOONDANNA INVESTMENTS

OLD ASTI - LEVEL 3

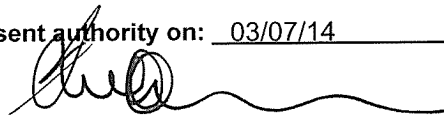
Job No:	Issue:
Scale: As indicated	PR
Issue Date: 28.02.2014	Dwg No: PR33
Drawn: VC	Checked: JB



COURTYARD SHELTER - SECTION A

1 : 100

Drawing No: 2014/0218/27 referred to in
 Permit No: DP14/0362 issued by
 the consent authority on: 03/07/14



Consent Authority / Delegate



TROPPO ARCHITECTS

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Proposed
**ASTI MOTEL
 REDEVELOPMENT**
 7 Packard Pl, Darwin NT
 For: JOONDANNA INVESTMENTS

**COURTYARD SHELTER
 SECTION**

Job No:	Issue:
Scale: 1 : 100	PR
Issue Date: 28.02.2014	Dwg No: PR34
Drawn: VC	Checked: JB

Drawing No: 2014/0218/28 referred to in

Permit No: DP14/0362 issued by

the consent authority on: 03/07/14

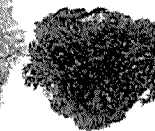
Consent Authority / Delegate



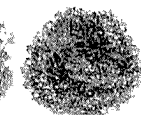
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Scale 1: 250

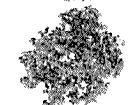
KEY



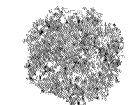
EXISTING
BANYAN TREE



FLOWERING
SHADE TREE
SAMANEA SAMAN



STREET SHADE TREE
ALLOSYNCARPIA
TERNATA



STREET SHADE TREE
EUCALYPTUS ALBA



CARPENTARIA
PALM



BIG LEAF
TROPICAL PLANTS



TROPICAL
BORDER PLANTS



TROPPO ARCHITECTS

15 Quarry Crescent, Stuart Park
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Proposed
**ASTI MOTEL
REDEVELOPMENT**
Packard Pl, Darwin NT
For: JOONDANNA INVESTMENTS
LANDSCAPE PLAN - LEVEL 1

Job No:

Issue:

Scale: 1: 250

PRELIM

Issue Date: 28.02.2014

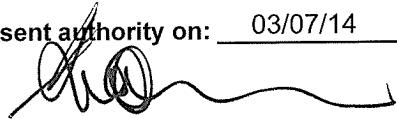
Dwg No:

Drawn: VC

Checked: JB

PR39

Drawing No: 2014/0218/29 referred to in
 Permit No: DP14/0362 issued by
 the consent authority on: 03/07/14



Consent Authority / Delegate



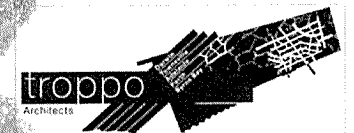
0 2.5m 5m 12.5m

Scale 1: 250

KEY



VARIOUS
 BIGLEAF/
 FRUITING/
 SHADING/
 FLOWERING
 PLANTS
 SUITABLE FOR
 PLANTER BOXES
 ON COURTYARDS
 & VERANDAHS



TROPPO ARCHITECTS

15 Quarry Crescent, Stuart Park
 T. +(61) 8 8981 9585 F. +(61) 8 8981 2006
 E: darwin@tropo.com.au

Proposed
**ASTI MOTEL
 REDEVELOPMENT**
 7 Packard Pl, Darwin NT
 For: JOONDANNA INVESTMENTS
LANDSCAPE PLAN - LEVEL 2

Job No:		Issue:	PRELIM
Scale:	1 : 250		
Issue Date:	28.02.2014	Dwg No:	PR40
Drawn:	VC	Checked:	JB

NORTHERN TERRITORY OF AUSTRALIA

Planning Act - sections 54 and 55

DEVELOPMENT PERMIT

DP14/0773

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 01287

Lot 01288

Lot 01295

Lot 01296

Town of Darwin

1 MONTORO CT, LARRAKEYAH

2 MONTORO CT, LARRAKEYAH

8 PACKARD PL, LARRAKEYAH

7 PACKARD PL, LARRAKEYAH

APPROVED PURPOSE

To use and develop the land for the purpose of consolidation to create 1 lot, in accordance with the attached schedule of conditions and the endorsed plans.

VARIATIONS GRANTED

Nil.

BASE PERIOD OF THE PERMIT

Subject to the provisions of sections 58, 59 and 59A of the Planning Act, this permit will lapse two years from the date of issue.

HANNA STEVENSON

Delegate

Development Consent Authority

04 / 11 / 2014

DEVELOPMENT PERMIT

DP14/0773

SCHEDULE OF CONDITIONS

1. Works carried out under this permit shall be in accordance with the drawing 2014/0720/01 endorsed as forming part of this permit.
2. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the service authority.
3. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, sewerage, drainage, electricity and telecommunication services to each lot shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.

NOTES

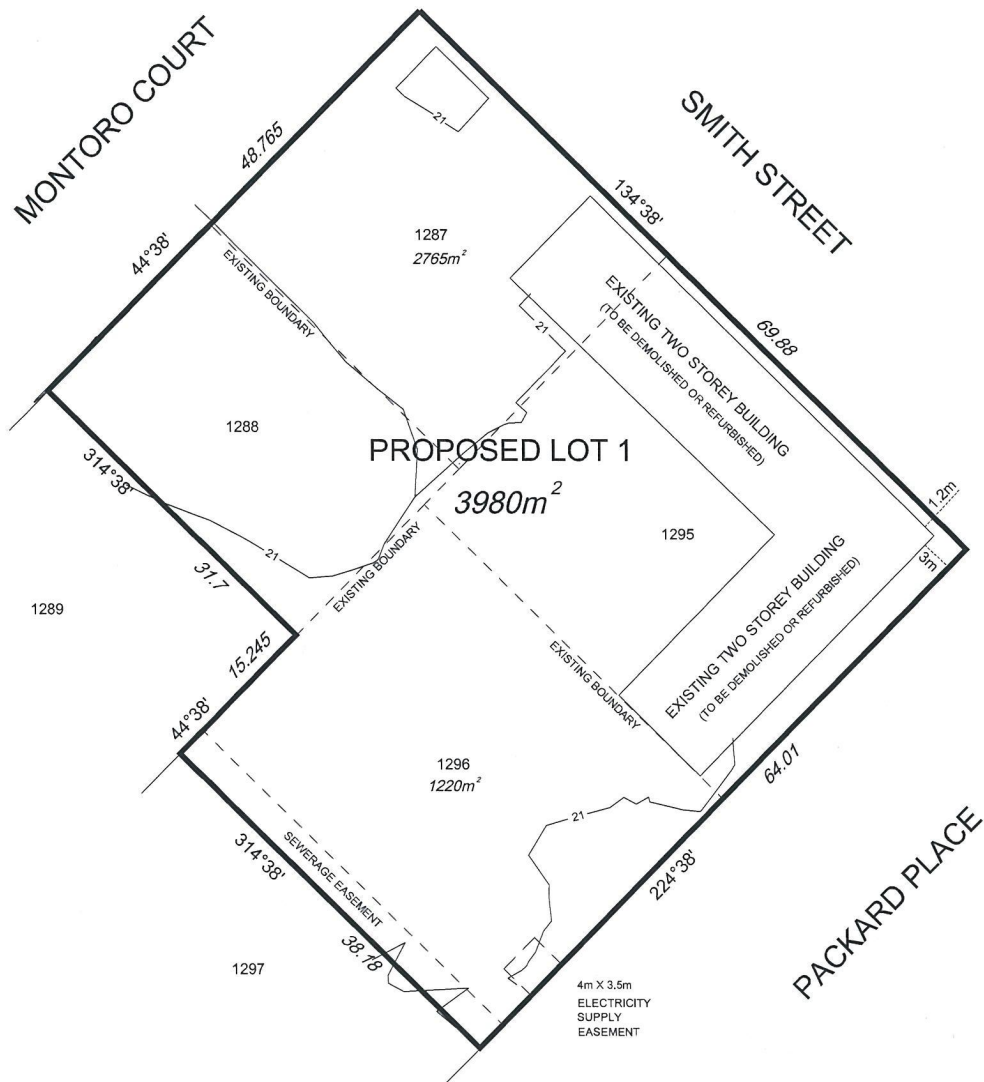
1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (landdevelopmentnorth@powerwater.com.au) and Power Network Engineering Section (powerconnections@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.

Drawing No: 2014/0720/01 referred to in

Permit No: DP14/0773 issued by

the consent authority on: 04.11.2014


Consent Authority / Delegate



0 5 10 20m
Scale 1:500

**PROPOSED SUBDIVISION
TO CREATE ONE LOT**

LOTS 1287, 1288, 1295 AND 1296
TOWN OF DARWIN

Job 21196	Scale: 1:500 (A3)
Date:	September 2014
Survey Plan:	OP1226
Height Datum:	AHD
Contour Interval:	1m
Local Authority:	City of Darwin
Surveyed By:	AAM
Field Book Ref.:	NA
Reference:	21196_subdivision.dwg



Email
darwin@aamgroup.com

Telephone
(08) 8930 2000

A.B.N 63 106 160 678



5/41 Sadgroves Cresc, Winnellie, NT 0820
P.O. Box 492, Darwin, NT 0801, Australia

NORTHERN TERRITORY OF AUSTRALIA

Planning Act - sections 54 and 55

DEVELOPMENT PERMIT

DP15/0400

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 01287

Lot 01288

Lot 01295

Lot 01296

Town of Darwin

1 MONTORO CT, LARRAKEYAH

2 MONTORO CT, LARRAKEYAH

8 PACKARD PL, LARRAKEYAH

7 PACKARD PL, LARRAKEYAH

APPROVED PURPOSE

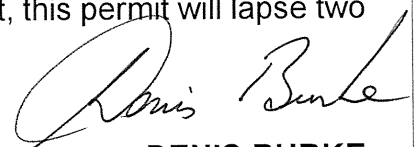
To use and develop the land for the purpose of changes to DP14/0362 replace an existing motel with 20 x 2 bedroom (dual key) serviced apartments in a 6 storey building, resulting in the development of 28 x 2 and 14 x 1 bedroom serviced apartments in an 8 storey building, 20 x 2 bedroom serviced apartments in a 6 storey building, plus 48 x 2 bedroom multiple dwellings in a 13 storey building, plus ground level and 3 basement levels of car parking, in accordance with the attached schedule of conditions and the endorsed plans.

VARIATIONS GRANTED

Clauses 6.5.3 (Parking Layout), 6.6 (Loading Bays) and 7.3.1 (Additional Setback Requirements for Residential Buildings Longer than 18m and for Residential Buildings Over 4 Storeys in Height) of the Northern Territory Planning Scheme.

BASE PERIOD OF THE PERMIT

Subject to the provisions of sections 58, 59 and 59A of the Planning Act, this permit will lapse two years from the date of issue.



DENIS BURKE

Delegate

Development Consent Authority

14/7/2015

DEVELOPMENT PERMIT

DP15/0400

SCHEDULE OF CONDITIONS

CONDITIONS PRECEDENT

1. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a schematic plan demonstrating all stormwater can be collected on the site and discharged to Council's stormwater drainage system, to the requirements of City of Darwin, to the satisfaction of the consent authority.
2. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a traffic impact assessment report prepared in accordance with the Austroads document 'Guide to Traffic Management Part 12: Traffic Impacts of Developments'. The report must outline changes that will be required to the surrounding road network and address vehicular, pedestrian, cyclist and public transport issues and opportunities, and is to include swept paths for waste collection vehicles entering and exiting the site. The report is to be to the approval of the City of Darwin, to the satisfaction of the consent authority.
3. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare an Environmental Construction Management Plan (ECMP), to the requirements of the City of Darwin, to the satisfaction of the consent authority. The ECMP is to address how construction will be managed on the site, and is to include details of the haulage of excavated and new materials, traffic management for construction vehicles, fencing and hours of construction.
4. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), in principle approval is required from the City of Darwin for the provision of any awnings within the road reserve, to the requirements of the City of Darwin to the satisfaction of the consent authority.
5. Prior to the commencement of works (including site preparation) a waste management plan in accordance with Council's Waste Management Policy is required to be submitted, to the requirements of the City of Darwin, to the satisfaction of the consent authority.
6. Prior to the commencement of works (including site preparation), the applicant is to prepare a dilapidation report covering infrastructure within the road reserve to the requirements of the City of Darwin.

GENERAL CONDITIONS

7. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
8. An Occupancy Permit under the Building Act shall not be granted until such time as Lots 1287, 1288, 1295 and 1296, Town of Darwin, have been consolidated and a new title issued in respect of that consolidated allotment.

9. All works recommended by the Traffic Impact Assessment report are to be completed to the requirements of the City of Darwin, to the satisfaction of the consent authority.
10. All existing and proposed easements and sites for existing and required utility services must be vested in the relevant authority for which the easement of site is to be created.
11. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
12. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities and electricity, and telecommunication networks to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
13. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of, and be at no cost to the City of Darwin, to the satisfaction of the consent authority.
14. The owner shall:
- (a) remove disused vehicle and/ or pedestrian crossovers;
 - (b) provide footpaths/ cycleways;
 - (c) collect stormwater and discharge it to the drainage network; and
 - (d) undertake reinstatement works;
- All to the technical requirements of, and at no cost to, the City of Darwin, and to the satisfaction of the consent authority.
15. Before the use or occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
- (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather-seal coat; and
 - (d) drained;
- to the satisfaction of the consent authority.
- Car spaces, access lanes and driveways must be kept available for these purposes at all times.
16. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street.
17. Before the use/ occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
18. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.
19. All air conditioning condensers (including any condenser units required to be added or replaced in the future) are to be appropriately screened from public view and from view of neighbouring or nearby developments (or developments reasonably anticipated), located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed of to ground level in a controlled manner to the satisfaction of the consent authority. The use of angled louvered slats for screening purposes is acceptable, however the slat screening must be designed with a panel to gap ratio, such that the condenser units are not readily visible from any angle.

20. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.
21. Storage for waste disposal bins is to be provided to the requirements of the City of Darwin, to the satisfaction of the consent authority.
22. Soil erosion control and dust control measures must be employed throughout the construction stage of the development to the satisfaction of the consent authority.
23. Each dual-key dwelling is to remain within the one unit entity (single ownership/single title) in the event that the development is unit titled.

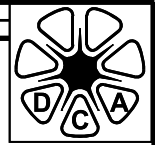
NOTES

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (landdevelopmentnorth@powerwater.com.au) and Power Network Engineering Section (powerconnections@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
2. Notwithstanding the approved plans, all signage is subject to City of Darwin approval, at no cost to the City of Darwin.
3. Notwithstanding the approved plans, any proposed works (including landscaping and structures) within Council's road reserve and Council land is subject to Council's approval and shall meet all Council's requirements, to the satisfaction of the General Manager of Infrastructure, City of Darwin and at no cost to Council.
4. The City of Darwin has provided advice to the applicant in relation to requirements for the provision and protection of street trees, shoring and hoarding adequacy for adjoining properties, and building identification requirements.
5. The Environment Protection Agency of the Department of Lands, Planning and the Environment advises that construction work should be conducted in accordance with the Agency's Noise Guidelines for Development Sites. The guidelines specify that on-site construction activities are restricted to between 7am and 7pm Monday to Saturday and 9am to 6pm Sunday and Public Holidays. For construction activities outside these hours refer to the guidelines for further information.
6. Approval must be submitted to the Department of Defence for any cranes used during construction that will infringe on either the Obstacle Limitation Surfaces (OLS) or Procedures for Air Navigation – Operations (PAN-OPS) surfaces for Darwin Airport.
7. Separate approval may be required from the Department of Defence under regulation 10 of the Defence (Areas Control) Regulations (DACR). Until such time as an approval is obtained the applicant is not to construct any structure on the site that exceeds 45m above ground level. Please refer to regulation 8 of the DACR, which outlines the application process and the information required. A copy of the regulation can be obtained at <http://www.comlaw.gov.au>.

8. The developer is required to contact 'Dial Before You Dig' on 1100 to obtain a location of the Telstra Network and arrange for any relocation if required. The Telstra contact for relocation work is the Network Integrity and Compliance Group on 1800 810 443.
9. You are advised to contact the relevant service provider prior to construction works commencing in order to determine the relevant telecommunication network servicing requirements for the development, including the potential requirement to provide fibre ready telecommunication facilities
10. Any proposed works which fall within the scope of the Construction Industry Long Service Leave and Benefits Act must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on 08 89364070 to determine if the proposed works are subject to the Act.
11. The Environment Protection Authority advises that under section 16 of the Water Act, a person must not cause water to become polluted. The proponent must ensure that any pit-water to be discharged from the development is sufficiently treated to ensure that any receiving waterway (including any underground stormwater system) is not polluted.

Development Consent Authority

Northern Territory



GPO BOX 1680
DARWIN NT 0801

Telephone No: (08) 8999 6044
Email: development.consentauthority@nt.gov.au

In reply please quote: PA2022/0321

Mr Brad Cunnington
Cunnington Rosse Town Planning and Consulting
PO Box 36004
Winnellie NT 0821

Dear Mr Cunnington

NOTICE OF DETERMINATION (SECTION 53A OF THE PLANNING ACT 1999)
LOTS 1287 & 1288 (1 & 2) MONTORO COURT, LARRAKEYAH & LOTS 1295 & 1296 (8 & 7)
PACKARD PLACE, LARRAKEYAH, TOWN OF DARWIN

The Development Consent Authority, in accordance with section 53(a) of the *Planning Act 1999*, has determined to vary the requirements of Clause 5.2.4.4 (Layout of car parking areas), Clause 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and Clause 5.4.6 (Private Open Space for Dwellings-multiple), of the Northern Territory Planning Scheme 2020, and to grant consent to the proposal to use and develop the land for the purpose of 56 dwellings-multiple and 63 serviced apartments in 1x10 and 1x11 storey buildings plus three levels of basement parking, subject to the conditions specified as shown on the next page.

NOTE: This is not a Development Permit. No use of the land or development works associated with the proposed development may be carried out until such time as a Development Permit has been issued.

Applicant Right of Review

Applicants are advised that a right of review to the Northern Territory Civil and Administrative Tribunal exists under Part 9 of the *Planning Act 1999*. A review under section 114 against a determination of development application must be made within 28 days of the service of this notice.

Third Party Right of Appeal

Persons or a local government council who made submissions in accordance with section 49 of the Act, in relation to the development application are advised that a right of review to the Northern Territory Civil and Administrative Tribunal exists under Part 9 of the Act. A review under section 117 by a third party in respect of a development application must be made within 14 days of the service of this notice.

The Northern Territory Civil and Administrative Tribunal can provide information regarding a review of a determination, Form 1 Initiating Application and fees payable at:-

Telephone: 1800 604 622 or Email AGD.ntcat@nt.gov.au.

The address for Northern Territory Civil and Administrative Tribunal is The Met Building, Cascom Building 5, Casuarina Village, Level 1, 13-17 Scaturchio Street, CASUARINA NT 0811, or PO Box 41860 CASUARINA NT 0810.

If after fourteen (14) days from the service of this notice, no Initiating Application has been lodged with the Northern Territory Civil and Administrative Tribunal, a Development Permit will be issued in accordance with the conditions as shown below.

Conditions

1. Prior to the endorsement of plans and prior to commencement of works, amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show:
 - a) *details of end of trip facilities for bicycle parking and shower and change facilities to the requirements of Clause 5.3.7 of the NT Planning Scheme 2020, and Australian Standards AS2890.3;*
 - b) *landscaping changes to show the addition of low to mid-level planting within the communal open space area adjacent to Montoro Court; and*
 - c) *details of full height screening to street facing balconies to the requirements of clause 5.4.8.2(14)*
2. Prior to the endorsement of plans and prior to the commencement of works, approval is required by the City of Darwin for any element of the building (separate to awnings) that is designed to be constructed or installed over the City of Darwin road reserve, to the satisfaction of the consent authority.
3. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), an engineered plan completed by a suitably qualified civil engineer demonstrating the on-site collection of stormwater and its discharge into the local underground stormwater drainage system, shall be submitted to, and approved by the City of Darwin, to the satisfaction of the consent authority. The plan shall include details of site levels, and Council's stormwater drain connection point/sand connection details.
4. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), the applicant is to prepare a Site Construction Management Plan (SCMP) to the requirements of the City of Darwin, to the satisfaction of the consent authority. The SCMP should specifically address the impact to Council owned public spaces and include a waste management plan for disposal of waste to Shoal Bay, traffic control for affected City of Darwin roads, haulage routes, storm water drainage & sediment control, use of City of Darwin land, and how this land will be managed during the construction phase.
5. Prior to the endorsement of plans and prior to the commencement of works, an updated traffic impact assessment report is to be prepared by a suitably qualified traffic engineer in accordance with the Austroads Document Guide to Traffic Management - Part 12: Traffic Impacts of Developments (Appendix C), with particular attention to vehicular, pedestrian, cyclist and public transport issues and opportunities. The report shall include justification to how the 0.32 to 0.5 trip generation rates were considered for the peak hour trips, a network analysis instead of an individual intersection performance analysis with SIDRA files to be submitted for further analysis, details of internal vehicle circulation including swept paths for waste collection vehicles to ensure no blockages at either entrance and/or SIDRA blockage probability, and details of any necessary upgrades to the surrounding street network as a result of the development and any other necessary information as identified by the City of Darwin. The developer will be required to install all required upgrade measures resulting from the traffic assessment at no cost and to the requirements of the City of Darwin, to the satisfaction of the consent authority.
6. Prior to the endorsement of plans and prior to the commencement of works (including site preparation), in principle approval is required for the crossover and driveway to the site from the City of Darwin road reserve, to the satisfaction of the consent authority.
7. Prior to the commencement of works (including site preparation), a Waste Management Plan demonstrating waste disposal, storage and removal in accordance with City of Darwin's Waste Management Guidelines, shall be submitted to and approved by the City of Darwin, to the satisfaction of the consent authority.

8. Prior to the commencement of works (including site preparation), the applicant is to prepare a dilapidation report covering infrastructure within the road reserve to the requirements of the City of Darwin, to the satisfaction of the consent authority.
9. Prior to the commencement of works, written confirmation from a qualified traffic engineer that the car parking spaces and access lanes associated with the development comply with the relevant Australian Standards for car parking must be provided in instances where the car parking does not comply with the minimum requirements of Clause 5.2.4.4 (Layout of car parking areas) of the Northern Territory Planning Scheme, to the satisfaction of the consent authority.
10. The works carried out under any permit shall be in accordance with the drawings endorsed as forming part of that permit.
11. All works recommended by the traffic impact assessment are to be completed to the requirements of the City of Darwin, to the satisfaction of the consent authority.
12. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, sewerage, electricity and telecommunication networks to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time. Please refer to notations 1, 2, 3, 4, 5, 6, 7 and 8 for further information.
13. Lots 1287, 1288, 1295 and 1296 (1 and 2 Montoro Court and 8 and 7 Packard Place, Larrakeyah) Town of Darwin are required to be consolidated and a new title issued for the consolidated lot. Also please refer to Note 7 for advice related to the National Construction Code (NCC).
14. Confirmation shall be provided to Development Assessment Services (in the form of an email addressed to the Power and Water Corporation) from a suitable qualified professional-confirming that all new number labels have been correctly installed at the Customer's Metering Panel(s) and water meters (where applicable). Please provide a copy of an email addressed to both landdevelopmentnorth@powerwater.com.au and powerconnections@powerwater.com.au
15. Prior to the use/occupation of the development and connection of services (i.e. power and water), the owner of the land must apply for street addressing from the Surveyor-General of the Northern Territory. This will form the legal address and will be required to be placed on the meters within the development in accordance with the allocation. An Occupancy Permit will not be able to be granted until such time as addressing is obtained."
16. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
17. Before the occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather-seal coat;
 - (d) drained;
 - (e) line marked to indicate each car space and all access lanes; and
 - (f) clearly marked to show the direction of traffic along access lanes and driveways.to the satisfaction of the consent authority. Car parking spaces, access lanes and driveways must be kept available for these purposes at all times.
18. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of the City of Darwin, to the satisfaction of the consent authority.
19. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street, in accordance with the requirements of City of Darwin, to the satisfaction of the consent authority.
20. The owner shall:

- (a) remove disused vehicle and/ or pedestrian crossovers;
 - (b) provide footpaths/ cycleways;
 - (c) collect stormwater and discharge it to the drainage network; and
 - (d) undertake reinstatement works;
- all to the technical requirements of and at no cost to the City of Darwin, to the satisfaction of the consent authority.
21. All substation, fire booster and water meter arrangements are to be appropriately screened to soften the visual impact of such infrastructure on the streetscape, to ensure that the infrastructure is sympathetic to and blends in with the design of the building. Details will need to be resolved to the satisfaction of the consent authority in consultation with the Power and Water Corporation, and NT Fire and Emergency Services.
 22. All air conditioning condensers (including any condenser units required to be added or replaced in the future) are to be appropriately screened from public view and from view of neighbouring or nearby developments (or developments reasonably anticipated), located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed of to ground level in a controlled manner to the satisfaction of the consent authority. The use of angled louvered slats for screening purposes is acceptable, however the slat screening must be designed with a panel to gap ratio, such that the condenser units are not readily visible from any angle.
 23. Before the occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
 24. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.
 25. Storage for waste disposal bins is to be provided to the requirements of the City of Darwin, to the satisfaction of the consent authority.
 26. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.
 27. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.
 28. A Compliance Certificate under the *Swimming Pool Safety Act 2004* issued by the Swimming Pool Safety Authority is required for the swimming pool/s prior to the commencement of the use/development to the satisfaction of the consent authority.

Notes

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
2. All developers, including owner-builders, are required to comply with Commonwealth telecommunications requirements. Under Commonwealth law, developers are generally required to provide fibre-ready pit and pipe in their developments at their expense. Developers may be able to access an exemption from these arrangements in some circumstances. For more information visit www.infrastructure.gov.au/tind
3. If you choose nbn to service your development, you will need to enter into a development agreement with nbn. The first step is to register the development via <http://www.nbnco.com.au/develop-or-plan-with-thenbn/new-developments.html> once registered nbn will be in contact to discuss the specific requirements for the development. Nbn requires you to apply at least 3 months before any civil works commence. All telecommunications

infrastructure should be built to nbn guidelines found at <http://www.nbnco.com.au/develop-or-plan-with-thenbn/new-developments.html>.

4. The Surveyor-General advises you should immediately make application for unit/street addresses to the Survey and Land Records unit on (08) 8995 5346 (surveylandrecords@nt.gov.au).
5. Any proposed works on/over City of Darwin property shall be subject to separate application to City of Darwin and shall be carried out to the requirements and satisfaction of City of Darwin.
6. The City of Darwin advises that all street trees shall be protected at all times during construction. Any tree on a footpath, which is damaged or removed during construction, shall be replaced, to the satisfaction of the General Manager Infrastructure, City of Darwin. A Tree Protection Zone (TPZ) shall be constructed for all existing trees to be retained within the development, in accordance with Australian Standards - As 4970-2009 "Protection of Trees on Development Sites". Copies of As 4970-2009 "Protection of Trees on Development Sites" can be obtained from the Australian Standards website.
7. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the *Northern Territory Building Act 1993* before commencing any demolition or construction works. Due to provisions in the National Construction Code (NCC), the subject lots may need to be consolidated before a building permit can be issued.
8. Any proposed works which fall within the scope of the *Construction Industry Long Service Leave and Benefits Act* must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on 0889364070 to determine if the proposed works are subject to the Act.
9. All land in the Northern Territory is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to owners and occupiers of land regarding declared weeds. Section 9 general duties include the requirement to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading. There are additional duties including a prohibition on buying, selling, cultivating, moving or propagating any declared weed and the requirement to notify the Weed Management Branch of a declared weed not previously present on the land within 14 days of detection

Should you require further weed management advice contact the weed management branch by phone on (08) 8999 4567 or by email to weedinfo@nt.gov.au
10. The development and use hereby permitted must be in accordance with Northern Territory legislation including (but not limited to) the *Building Act 1993*, the *Public and Environmental Health Act 2011* and the *Food Act 2004*.
11. The Department of Defence advises that there must be no site activity which would attract birds and create a hazard for aircraft operations.

Reasons for the Decision

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

The Northern Territory Planning Scheme 2020 applies to the land and dwellings multiple and serviced apartments require consent under Clause 1.8 (When development consent is required). The land use is identified as Impact Assessable under Clause 1.10(4) therefore the strategic framework (Part 2 of the Scheme, including the Darwin Regional Land Use Plan 2015 and Central Darwin Area Plan 2019, Clause 4.13 (Zone TC - Tourist Commercial), Clauses 5.21 (General Height Control), 5.24.1 (Car Parking Spaces), 5.2.4.4 (Layout of car parking areas), 5.2.6.1 (Landscaping in Zones other than Zone CB), 5.3.7 (End of Trip Facilities), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures), 5.4.3.2 (Distance Between Residential Buildings on one Site),

5.4.6.2 (Private Open Space for Dwellings-multiple), 5.4.7 (Communal Open Space), 5.4.8.2 (Building Design of Dwelling-multiple) and 5.4.17 (Building Articulation), need to be considered.

These clauses have been considered and it is found that the proposal complies with the relevant requirements of the Planning Scheme except for Clauses 5.2.4.4 (Layout of car parking areas), 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC), 5.4.3 (Building Setbacks of Residential Buildings), 5.4.6.2 (Private Open Space for Dwelling-multiple) and 5.4.8.2 (Building Design for Dwelling-multiple).

Conditions precedent, requiring submission of amended plans, have been determined necessary and appropriate to address issues of non-compliance with Clauses 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC) concerning details of end of trip facilities for bicycle parking and shower and change facilities, and 5.4.8.2 (Building Design for Dwelling-multiple) concerning screening to street facing balconies, such that the development will achieve compliance. The consent authority was also of the view that additional landscape treatment, including low to mid-level planting within communal open space areas adjacent to Montoro Court, would be advantageous and improve the attractiveness and screening of the ground level areas, and included a condition precedent requiring further landscaping treatment as a result. The applicant acknowledged these conditions precedent at the hearing, advising of no objection to their inclusion.

It is noted that Clauses 5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR and HR) and 5.4.4 (Extensions and Structures Ancillary to a Dwelling-Group or Dwelling-Multiple Development) are not applicable due to the specific circumstances of the proposal including that no non-residential buildings were proposed (in relation to Clause 5.2.7) and that no extensions to existing developments were proposed (in relation to Clause 5.4.4).

Consideration of variations to Clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures) and 5.4.6.2 (Private Open Space for Dwellings-multiple) are addressed further below.

The Authority considered the proposal against the relevant strategic framework being the Darwin Regional Land Use Plan (DRLUP) 201.5 and Central Darwin Area Plan (CDAP) 201.9 and considered the proposal generally in accordance with identified zoning and relevant themes on urban residential development, movement and transport, and the high amenity boulevard identified for Smith Street.

The Authority noted that no overlays apply to the site.

The Authority noted the proposal against the purpose of Zone TC to *facilitate commercial and residential development that caters for the needs of visitors, supports tourism activities, and is of a scale and character compatible with surrounding development*, as well as the zone outcomes. The proposed combination of dwellings-multiple with serviced apartments for short stay tourism and onsite communal facilities is considered to cater for the tourism market and not compromise the locality for tourism commercial activities. The scale and character of the proposal is considered compatible with the mixture of high rise and low rise development within the area and development reasonably anticipated by the zoning of adjacent land in Zones HR (High Density Residential), Zone TC (Tourism Commercial) and CB (Central Business).

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

Regarding Clause 1.10(5), the proposal has been found to not be in accordance with Clauses 5.2.4.4 (Layout of car parking areas), 5.4.3 (Building Setbacks of Residential Buildings) and 5.4.6.2 (Private Open Space for Dwelling-multiple).

Clause 5.2.4.4 (Layout of car parking areas)

The proposal has been found not to be in accordance with Clause 524.4 (Layout of car parking areas) because the proposal will result in 11 non-compliant car parks ('small car bays') with the dimensions set out in the diagram to this clause, and 6 non-compliant car parks due to their location at the end of and perpendicular to a driveway where the bays do not achieve the required width of 3.5m and/or the driveway not extending a further tin beyond the end of the bay.

Despite the non-compliant bay dimensions for the identified 'small car' bays, the parking areas still satisfy the purpose of Clause 5.2.44 in providing a parking area that is *appropriately designed, constructed and maintained for its intended purpose*. In acknowledgment that 'small car bays' are widely used and accepted as a legitimate style of parking recognised by Australian Standard As2890. 1, the layout is considered to be of 'appropriate design' and capable of being 'constructed and maintained' as required by the clause purpose.

In relation to the departure from the standards required for bays located at the end of and perpendicular to driveways, the bays are still accessible with minimal manoeuvring due to their location directly opposite driveway space, enabling vehicles to enter/exit in a single movement.

Administratively, the *consent authority may consent to a car parking area that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development*. For the reasons outlined above, the consent authority was satisfied that the design would enable construction that is 'safe and functional' and suited to its location, which is within a predominantly high density residential area, and given that the non-compliance only impacts 1.7 of the required 1.85 bays across the site (where 248 are proposed to be provided).

Clause 5.4.3 (Building Setbacks of Residential Buildings)

The proposal has also been found not to be in accordance with Clause 54.3 (Building Setbacks of Residential Buildings) due to the Om setback of Building 1 to the primary street frontage ('Smith Street').

The consent authority notes that the purpose of Clause 5.4.3 seeks to *ensure that residential buildings and ancillary structures are located in a manner that:*

- (a) *Is compatible with the streetscape and surrounding development including residential buildings on the same site,*
- (b) *Minimises adverse effects of building massing when viewed from adjoining land and the street,*
- (c) *Avoids undue overlooking of adjoining properties; and*
- (d) *Facilitates breeze penetration through and between buildings. '*

The consent authority considered a number of factors in determining whether the reduced building setback to the Smith Street frontage was acceptable. These factors included:

- the non-compliance only occurs to part of the Smith Street primary street **frontage and** only to the width of Building I and the width of the lesser pedestrian entry shade structure (1.7m and 7.5m respectively of the 69.8m frontage) or 35% of the primary street frontage;
- the orientation of the reduced setback is towards the 1.7m wide road verge of Smith Street rather than neighbouring properties therefore not imposing undue overlooking on existing residential development;
- the orientation of the reduced setback to the 17m wide Smith Street road verge also provides the perception of a much larger setback and when including the existing and potentially enhanced green element of landscaping within the road verge;
- existing built form diagonally adjacent the proposed development provides a Om setback to the same primary street, and the proximity of Zone CB (which permits Om setbacks to the primary street) and developments reasonably anticipated in the locality suggest similar form in the future and *compatibility of the proposal; and*
- the staggering of and separation between proposed buildings facilitates breezes through the development and area more broadly.

Furthermore:

- the reduced setback of Building 1 to Smith Street enables a much greater setback of 7m to

- the rear lot boundary well in excess of the required 3m and reduces any potential overlooking of properties to the rear of the site;
- the siting and narrow form of Buildings 1 and 2 provide for a setback of 10.5m to Montoro Court and 11.6m to Packard Place well in excess of the required 2.5m setbacks to secondary streets and reduce any potential overlooking of properties adjacent the side streets.

Administratively, the consent authority may consent to a development that is not in accordance with sub-clause 6-8 only if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the site having regard to such matters as its location, scale and impact on adjoining and nearby property. For the reasons outlined above, the consent authority was satisfied that the reduced setback to Smith Street (with larger setbacks to side streets and the rear boundary) is compatible with the streetscape, surrounding development and development reasonably anticipated in the area.

Clause 5.4.6.2 (Private Open Space)

Private open space for each of the dwellings is provided in the form of a balcony accessed off living areas of dwellings. The application proposes an alternative response to the requirement of the clause resulting in some private open space areas having areas of less than 12m² and a dimension of less than 2.8m. The alternative design is present for 1 bedroom dwellings only, with all other dwelling types achieving compliance with the clause.

At the meeting, the applicant drew attention to a discrepancy between the application materials and assessment of private open space performed by Development Assessment Services. In relation to the private open space for 1 bedroom dwellings, the figure of 10.3m² referred to in the assessment report should instead refer to open space areas of 9.47m², with the consent authority acknowledging this plan measureable discrepancy.

Despite this discrepancy, the consent authority was of the opinion that the areas of private open space provided are acceptable, having considered the areas of communal open space proposed and the small number of dwellings providing the alternative design across the development (being just 28 of the 119 total dwellings)

In relation to areas of communal open space, the consent authority note that these spaces provide for a wide range of activities accessible to both residents and guests, including the provision of green open space, a swimming pool, BBQ facilities and children's play area, with improvements to site landscaping required via condition precedent also considered likely to add to the enjoyment of these spaces

Administratively, the consent authority may consent to dwellings-multiple that do not meet the requirements of the clause where the development comprises of serviced apartments in Zone TC that is not in accordance with sub-clause 3-5 if it is satisfied that the communal open space and communal facilities will adequately meet the activity needs of residents.

Given the range of activities provided for and that the communal open space achieved is well in excess of the provision stipulated by Clause 54.7 (Communal Open Space), at 40.9% of the site area instead of the 1.5% required. This, in the consent authority's opinion, ensures that the activity needs of residents will be adequately met

In relation to the remaining non-compliance impacting the 1.8 residential multiple dwellings, administration subclause 2 allows that *the consent authority may consent to dwellings-multiple, other than dwellings multiple comprising of serviced apartment in Zone TC that is not in accordance with sub-clause 3-5 if it is satisfied the development is consistent with the purpose of the clause.*

The consent authority notes that the purpose of Clause 5.4.6.2 is to ensure dwellings include private open space that enhances the function of the dwelling and are:

- Of an adequate size to provide for outdoor living; and*
- Appropriately sited to provide outlook for the dwelling.*

The consent authority noted the information provided in the application, together with further information presented at the meeting by the applicant, M Brad Cunningham (Cunnington Rosse Town Planning and Consulting) together with the additional information contributed by Architect, Jo Best (Troppo Architects) and specifically around the design of dwellings and outdoor living spaces. At the meeting, the applicant spoke to the reasonable expectation that demand for private open space was relative to dwelling size. As the rate of private open space is applied across all dwelling types, regardless of dwelling size, the slight reduction in private open space sought is viewed as reasonable given that the non-compliance only occurs for smaller 1-bedroom dwellings, which are less likely to have the same demands on outdoor living spaces as 3-bedroom dwellings, for example. The consent authority was also persuaded by the information presented around the design of living spaces, including provision of screening to balconies and operable walls between indoor/outdoor living spaces to improve breeze movement but also provide greater flexibility for users. The consent authority considered that these features contributed to the private open space in such a way that the function of the dwellings were sufficiently 'enhanced'.

In relation to the siting of private open space, 1-bedroom dwellings generally occur at the ends of buildings 1 and 2 with balconies that project beyond the building line, thereby ensuring private open space areas are *appropriately sited to provide outlook for the dwelling*. Additionally, the 'operable walls' included between indoor/outdoor living spaces further enable views from dwellings over communal open space areas within the site, toward the harbour or along the 'green corridor' along Smith Street, depending on the individual dwelling's location within the development.

In consideration of these features, the consent authority was satisfied that private open space is appropriate and is consistent with the purpose of the clause.

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

A total of 52 public submissions were received attracting 21 submissions for the initially exhibited development proposal and 31 for the revised and current development proposal. The consent authority understands the concerns to be primarily with potential amenity impacts and character of the area with regards to building height and scale, the design and siting of proposed buildings, and potential increases to traffic and car parking issues in the area. Written submissions also raised concerns that the proponent had not engaged with the local community in developing a proposal for the site, and believed the proposal was not appropriate use of the land use zone and did not meet requirements of relevant planning policy.

In addition to written submissions, the Authority also heard from submitters present at the hearing.

At the meeting, Mr Nick Kirlew noted the proponent had not approached or included the community or neighbours on any development proposals for the site, which would be to the benefit of the proponent and community. Mr Kirlew questioned the development's compliance with Clause 5.9.2.9 (Public Domain Contributions for Development on Large Sites), and in particular the requirement for sites over 3500m² to provide publicly accessible open space within the site. Mr Kirlew raised issues with how the application was publicly exhibited including that the volume of documents was too high and confusing to deal with and referenced a term called 'warehousing' in relation to the continual lodging of applications for the subject site. Mr Kirlew raised concerns on the impact to sight lines down Smith Street and with regard to reliance on other reduced setbacks in the locality, suggesting instead that perhaps these reflected poor planning outcomes and were therefore not relevant. Mr Kirlew spoke of the high value the green corridor along Smith Street provides in preserving vistas along Smith Street and to places of cultural heritage. Mr Kirlew raised concerns with the potential for overlooking and with the size of balconies, acknowledging that while balconies of this design had been approved before, they were not large enough in his opinion. Mr Kirlew made reference to the lack of security and safety around the current vacant site which has two large excavations. In relation to traffic and safety issues caused by scooter usage and on street parking in the area, an independent traffic study was suggested by Mr Kirlew. Finally, Mr Kirlew noted that when buying property on Montoro Court that there were no expectations a building of the scale proposed would occur on the site.

The consent authority notes Mr Kirlew's frustration with the way in which the development application had been publicly exhibited, however acknowledges that this was a matter for the Department of Infrastructure, Planning and Logistics, but despite this, understood that the issue was a matter of too much information being available, rather than too little and that as a result, it was satisfied that the application had met exhibition requirements under the Planning Act. In relation to applicability of Clause 5,929 (Public Domain Contribution for Development on Large Sites) the consent authority notes that the clause is a location specific clause which applies only to the extent of Darwin City Centre with the subject site located outside this extent and therefore not applicable to the proposal. Finally, in relation to site safety, the consent authority confirmed that this issue is not a matter that can be considered by the consent authority but is rather a matter for NT Work Safe, for example.

Ms Denise Ashworth spoke at the meeting with concerns that community safety has not been addressed. Ms Ashworth suggested that a new traffic assessment should be undertaken, and noted that residents struggle with traffic on a day-to-day basis due to existing traffic and parking issues on Montoro Court and on street parking on Smith Street which is a concern for public safety

The consent authority noted that the DAS recommendation included a precondition requiring an updated traffic impact assessment to be prepared to address a number of matters, in line with recommendations of the Council

Ms Prue Birdling spoke of concerns with increased traffic, acknowledging that traffic was problematic when the old 'Asti' motel previously operated from the site and that the issues had never been resolved including service vehicles' access down side streets. Ms Birdling acknowledged that while she did not object to development, she would prefer a reduced number of dwellings, a lower building height, dwellings with air flow and a design that is more modern and tropical. Ms Birdling noted that the development is not designed with the future in mind and does not include EV charging capability, which in her opinion, is a feature that should be included. Finally, Ms Birdling stated that the design of the building reminded her of high density public housing and that she would like to see something that the community could be proud of.

Mr Nathan Walter, added to his written submissions noting that the development raised concerns regarding potential impacts on surrounding property values and that a 5-star hotel on the site would be more desirable. Mr Walter suggested that the scale of the 'old Asti Motel' was more appropriate and that there are everyday costs that local residents will have to bear from the scale of the proposed development. Mr Walter noted that Packard Place has existing car parking issues and that he has been involved in implementing preventative measures to reduce on-street parking in the area.

Mr Steven Porter wished to respond to the applicant's claim regarding the proposed building height and that, in his opinion, the building was an 'outlier' as all surrounding buildings are between 2-4 storeys in height.

Mr John Wade also supported the claim that the proposed building was an 'outlier' in terms of building height. Mr Wade lives in a nearby 8-storey building on the opposing side of Smith Street and fears that the proposed 10 and 11 storey buildings on the north-west side of Smith Street will alter the existing vistas. Mr Wade suggested that the existing 5 Storey development on the northwest side of Smith Street was in keeping with the height and character. Mr Wade also spoke to concerns regarding traffic increases, particularly within nearby Dashwood Place which is currently used as a shortcut by some motorists. Mr Wade suggests that the current on-street parking arrangements along Smith Street will need to cease if the development occurs. Mr Wade noted that he had lived in the area since 2007 and didn't expect an 'outlier' development of the proposed scale to be developed on the site. Mr Wade finished by saying that the additional people brought to the area by the proposal will impact on traffic safety and pedestrian safety.

During the meeting, the applicant, Mr Brad Cunnington, acknowledged the concerns raised by submitters and tabled an additional plan to demonstrate how the zones, heights and setbacks of nearby buildings influence the subject site and the current design. The plan draws attention to two nearby developments with heights of more than 8-storeys and number between 1 to 7 storeys to aid in demonstrating that the development, including its building heights of 10 and 11 storeys, is not an 'outlier' but rather, is compatible with the heights of surrounding buildings. Further to this, Mr Cunnington made reference to there being no identified maximum building height for Zone TC with the NT Planning Scheme, which the site and a number of surrounding sites are within. Mr Cunnington reinforced that the proposal in no way seeks to encroach on the road reserve (or potential future 'green corridor') and that instead, the design seeks to provide an improved interface to Smith Street and an appropriate level of amenity. In terms of access, Mr Cunnington spoke to the intentional design approach and avoidance of a new vehicle access from Smith Street, instead utilising existing accesses from Montoro Court and Packard Place (enabling through traffic) to split traffic accessing the site and preserve a quality frontage to Smith Street that may, depending on Council's longer term plans, enable uninterrupted continuation of the 'green corridor' along the north-western side of Smith Street. The need for an updated Traffic Impact Assessment, as requested by Council, was acknowledged as being expected as a typical requirement for developments of this nature.

In addition to the further information provided by the applicant, Ms Jo Best (Troppo Architects) spoke to the building design. Ms Best acknowledged an error in the north point on the drawings and talked to the credentials and features of the development including:

- a single dwelling width is proposed for each residential tower to allow for full natural ventilation of each dwelling between the front door and balcony areas and reduce the reliance on mechanical air conditioning. This uses a shaded external access corridor instead of the traditional internal corridors and draws inspiration from Singapore style to naturally ventilate the buildings;
- a front patio area with a 'porous secure line' that provides a two door system at the entry to each dwelling allowing for secure storage (including vertical bicycle parking) as well as to naturally ventilate the dwelling with the ability to lock the outer screen door while having the inner solid door open;
- the setbacks and orientation of the buildings allows for deeper eaves towards side streets providing shade and also reducing the need for mechanical air conditioning;
- window openings and green garden space at entry ways to each dwelling allows for alternative ways to ventilate as well as emphasise connectivity to the outdoors; and
- the intentional design of living spaces and the flexibility afforded by operable walls between indoor living spaces and balconies allows for an extension of the internal and external spaces with the ability to close off openings to mechanically air condition internal spaces as required.

The Authority also queried whether the gym shown on the plans would be private and whether car parking would be allocated. Mr Cunnington confirmed that the gym was intended to be private for use by occupants of the development and that, while specific parking arrangement were still to be resolved, parking would likely be allocated for residential users with a common pool to also service permanent residents and serviced apartment guests as is typically the case for developments of this type.

The consent authority acknowledges that many of the concerns raised with the proposal are centred on traffic and that the City of Darwin, which is the controlling agency of the surrounding road network, has requested that an updated Traffic Impact Assessment be required as part of any approval, together with standard conditions relating to the provision of any upgrades identified by the updated assessment. The recommendation of Council is reflected in the recommendation of Development Assessment Services, which the consent authority accepted. The consent authority also noted the advice provided by Council at the meeting that only its initial advice in relation to the proposal had been included in the application material prepared by Development Assessment Service, with its updated advice appearing to have been left out in error. The consent authority acknowledged this error and that the draft condition in the assessment report also quoted Council requirements from the initial advice. The consent authority has amended the condition to correctly reflect the requirements of Council in relation to the updated assessment.

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

The land is Zone TC (Tourism Commercial) and identified by the strategic framework in anticipation of a range of tourism related commercial and residential developments. The site is suitably accessible with appropriate services available with any necessary upgrades able to be carried out as demonstrated by responses from the relevant service authorities.

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


The potential impact on amenity is considered in the context of the site and its surrounds. The development is within the broader intent of Zone TC (Tourism Commercial) as previously discussed. The application proposes redevelopment of a site that has sat vacant for approximately ten years with any change therefore likely to have some influence on the amenity of the area, whether as a result of construction works, changes to the appearance of the site, changes to urban noise levels or increase in traffic, for example. The locality is characterised by a range of multi-storey buildings in proximity to the subject site ranging in heights up to 9 storeys with the proposal presenting development exceeding this by one and two storeys only. The placement of the buildings within the site provides building setbacks to 3 lot boundaries well in excess of distances required by the Planning Scheme and is considered reasonable in the context of existing neighbouring developments. The wide verge of approximately 17m (from site boundary to the kerb) which exists along Smith Street assists in providing the perception of a larger setback where a nil setback is proposed to the Smith Street road reserve, and is not considered unreasonable given the large road corridor and in the context of the locality. Car parking is provided well in excess of requirements and a review of the traffic impact assessment shows capacity within the current road network for traffic generated by the development. It is noted that the City of Darwin, as local road authority, has requested that the consent authority require a revised traffic impact assessment to clarify a number of points and ensure that any necessary upgrades are carried out. The proposal is not considered an unreasonable impact to the future amenity of the area taking in to account the future development reasonably anticipated by the zoning of adjacent lots.

6. Pursuant to section 51(in) of the *Planning Act 1999*, the consent authority must take into account the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and requirement, if any, for those facilities, infrastructure or land to be provided by the developer for that purpose.

The consent authority notes the comments received in relation to the development application from relevant service authorities including the Power and Water Corporation, City of Darwin (as local authority) and Department of Environment, Parks and Water Security. A combination of standard and precedent conditions is considered most appropriate to address the requirements of service authorities and ensure that the development is suitably serviced

If you have any queries in relation to this Notice of Determination, please contact Development Assessment Services on telephone (08) 8999 6046.

Yours faithfully

 Sally Graetz
2023.12.01
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Sally Graetz
Delegate

1 December 2023

cc: City of Darwin
Submitter

Technical Assessment PA2025/0247

TECHNICAL ASSESSMENT OF PROPOSED DEVELOPMENT AGAINST RELEVANT PROVISIONS OF THE NORTHERN TERRITORY PLANNING SCHEME 2020

Application No:	PA2025/0247
Lot number:	Lots 1287 (1) and 1288 (2) Montoro Court, and 1295 (8) and 1296 (7) Packard Place, Larrakeyah
Town/Hundred:	Town of Darwin
Zone:	Zone TC (Tourist Commercial)
Site Area:	Lots 1287 – 869 m ² ; Lot 1288 – 676 m ² ; Lot 1295 – 1220 m ² ; and Lot 1296 – 1220 m ² . Combined site area is <u>3985 m²</u>
Proposal:	Changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes
Plans used for assessment:	CRTPC20-22 Letter 3.pdf (statement of effect); Attachment A - Architectural Plans (Amended).pdf (dimension plans); Attachment D - PA2022-0321 Statement of Effect.pdf (statement of effect for DP24/0010); Attachment B - DP24-0010 Architectural Plans.pdf (DP24/0010 dimension plans); CRTPC20-22_Letter4_PA2025.0247Resp1.1.pdf (statement of effect); Attachment A - Architectural Plans (Nov 10 set).pdf (amended dimension plans)

Date assessment finalised: 1 December 2025

This review has been completed pursuant to the Northern Territory Planning Scheme 2020 (NTPS2020). The proposal has been assessed as being for dwellings-multiple (including serviced apartments) within Zone TC (Tourist Commercial).

In general, this application proposes:

- Reduction of buildings resulting in Building 1 (dwellings-multiple) being 9 storeys, and Building 2 (serviced apartments) being 10 storeys (above ground level). This will result in there being 48 dwellings-multiple in Building 1, and 27 serviced apartments in Building 2.
- Reconfiguration of ground level office, gym, bicycle parking area, pool/communal areas, and now proposing additional ground level car parking.
- Removal of one level of basement car parking, and reconfiguration of proposed layout.
- Changes to external façade treatment, varied balcony banister panelling, vertically-aligned façade treatments along the north-eastern and south-western façades, removal of façade treatment over the stairwell and lift shafts.
- Pool fencing is proposed along all property boundaries.
- Bin store/enclosure is now proposed towards the Packard Place frontage.

The application requires consent under the NTPS2020 as described in the tables and sections below:

Assessment Table – Zone TC (Tourist Commercial)					
Defined Use	Assessment Category	Overlays	General Development Requirements	Location Specific Development Requirements	Specific Development Requirements
Dwelling-Multiple (which includes serviced apartments)	Impact assessable	3.4 CR – Coastal Reclamation 3.6 LSF – Land Subject to Flooding 3.7 LSSS – Land Subject to Storm Surge 3.8 LADR – Land Adjacent to a Designated Road 3.14 HHLSI – Land in proximity to Helicopter Landing Sites of Strategic Importance	5.2.1 General Height Control 5.2.4 Car Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.9.1 Alice Springs Town Centre	5.4.3 Building Setbacks for Residential Buildings and Ancillary Structures 5.4.4 Extensions and Structures Ancillary to a Dwelling-Group or Dwelling-Multiple Development 5.4.6 Private Open Space 5.4.7 Communal Open Space 5.4.8 Residential Building Design 5.4.17 Building Articulation

The application is *Impact Assessable* under clause 1.8(1)(c)(i) of the NTPS 2020 as the use is shown as *Impact Assessable* on the relevant assessment table in Part 4 of the NTPS 2020.

An assessment of the relevant clauses are summarised in the table below.

PART 3 - OVERLAYS	Compliance		
	Yes	No	N/A
3.4 (Coastal Reclamation)			
3.6 (Land Subject to Flooding)			
3.7 (Land Subject to Storm Surge)			
3.8 (Land Adjacent to a Designated Road)			
3.14 (Land in proximity to Helicopter Landing Sites of Strategic Importance)			
General Development Requirements	Compliance		
	Yes	No	N/A
5.2.1 (General Height Control)			
5.2.4.1 (Car Parking Spaces)			
5.2.4.4 (Layout of Car Parking Area)			
5.2.4.5 (Vehicle Access and On-site Parking for Dwellings-Single on Lots Less)			
5.2.5 (Loading Bays)			
5.2.6.1 (Landscaping in Zones other than Zone CB)			
5.2.6.2 (Landscaping in Zone CB)			
5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR)			

General Development Requirements in Specific Zones	Compliance		
	Yes	No	N/A
5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC)			
Residential Specific Development Requirements	Compliance		
	Yes	No	N/A
5.4.3 (Building Setbacks of Residential Buildings and Ancillary Structures)			
5.4.3.2 (Distance between residential buildings on one site)			
5.4.3.3 (Reduced Setbacks for Dwellings-Single)			
5.4.4 (Extensions and ancillary structures to a dwelling-group or dwelling-multiple development)			
5.4.6.1 (Private Open Space for Dwellings-single, Dwellings-independent and Dwellings-group)			
5.4.6.2 (Private open space for dwelling-multiple)			
5.4.7 (Communal Open Space)			
5.4.8.1 (Building Design for Dwelling-group, Rooming Accommodation and Residential Care Facility)			
5.4.8.2 (Building design for dwelling-multiple)		CLA	
5.4.17 (Building Articulation)			
Location Specific Development Requirements	Compliance		
	Yes	No	N/A
5.9.1 (Alice Springs Town Centre)			

*CLA – Element should be clarified by the consent authority

*GC – Generally complies, with any outstanding aspects can be addressed via standard permit conditions.

In order to ensure a consistent assessment of the above clauses, the following terms defined in Schedule 2 of the NTPS 2020 are clarified below:

Net floor area is defined as *net floor area in relation to a building, includes all the area between internal surfaces of external walls but does not include: (a) stairs, cleaners cupboards, ablution facilities, lift shafts, escalators or tea rooms where tea rooms are provided as a standard facility in the building; (b) lobbies between lifts facing other lifts servicing the same floor; (c) areas set aside as public space or thoroughfares; (d) areas set aside as plant and lift motor rooms; (e) areas set aside for use of service delivery vehicles; and (f) areas set aside for car parking or access.*

The following spaces as shown on the plans are not considered to constitute net floor area in relation to a defined land use under this definition – all the stairwell and lift spaces; the ground level store and , cleaner rooms, end of trip facility room; the dwellings, and their balcony/access corridors; and services spaces (fire fighting pump room and fire fighting tank) within the basement levels.

This assessment has considered the following types of spaces as measurable under this definition – ground level: indoor playground (73 m²), gym (86 m²), and office (24 m²).

As such, net floor area of this development is considered to be 256 m².

Primary street is defined as *the street or where there is more than one street, the street with the wider carriageway or that which carries the greater volume of traffic but does not include any street where access is restricted by the controlling Agency.*

Smith Street is considered to be the primary street for this application.

Secondary street is defined as *in the case of a site that has frontage to more than one public street – the street or streets that are not the primary street.*

Montoro Court and Packard Place are considered to be secondary streets for this application.

Habitable room is defined as *any room of a dwelling other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, lobby, photographic darkroom, clothes drying room or other space of a specialised nature occupied neither frequently nor for extended periods.*

As such, habitable rooms are only considered to constitute the bedrooms, and the open plan living spaces (living room, dining room, and kitchens) of the dwellings. It is noted the rear balconies/private open spaces, and front porch spaces are not considered to be habitable rooms.

In addition to the above clarifications, it is noted that measurements provided in this technical assessment are either those stated in the plans, or approximate values based of the scales provided in the plans.

1.8 When development consent is required

1. The need for **consent** and the level of assessment that applies to the use and development of land is set out in the framework below:

- (a) Permitted – use and development that is compatible with the purpose of the zone provided it is established and operated to comply with all relevant development requirements.

Use and development of land is *Permitted* without **consent** when the following apply:

- i. it is shown as *Permitted* on the relevant assessment table in Part 4; and
- ii. it does not require **consent** by virtue of an overlay in Part 3; and
- iii. it complies with all relevant development requirements set out in Part 5; or
- iv. a provision of the Planning Scheme expressly sets out that it is *Permitted*.

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

Use and development of land requires **consent** and is *Merit Assessable* when any of the following apply:

- i. it is shown as *Merit Assessable* on the relevant assessment table in Part 4;
- ii. it is shown as *Permitted* on the relevant assessment table in Part 4 but:
 - (1) requires **consent** by virtue of an Overlay as set out in Part 3; or
 - (2) does not comply with the relevant development requirements set out in Part 5;
- iii. it is for the consolidation of land; or
- iv. it is for the subdivision of land for the purpose of a Unit Title Scheme, where:
 - (1) development consent has been granted; or
 - (2) the development is permitted in the relevant assessment table; or
 - (3) the Unit Title Scheme does not include vacant land.
- v. a provision of the Planning Scheme expressly requires assessment as *Merit Assessable*.

Editor's note: the Planning Act and Regulations exempt some types of consolidation and subdivision from requiring consent.

- (c) Impact Assessable – use and development that requires the exercise of discretion by the consent authority to determine if it is appropriate given the location of the **site** and the potential impacts on surrounding uses, and if it accords with the Strategic Framework.

Use and development of land requires **consent** and is *Impact Assessable* when any of the following apply:

- i. it is shown as *Impact Assessable* on the relevant assessment table in Part 4;
- ii. it is for the subdivision of land other than that included at Clause 1.8(1)(b)(iii); or
- iii. it is identified as *Impact Assessable* in Clause 1.9; or
- iv. it is a *Prohibited* development which relates to a **heritage place** as set out in Clause 1.10(7)(b); or
- v. a provision of this Planning Scheme expressly requires assessment as *Impact Assessable*.

- (d) *Prohibited* – use and development to which the consent authority must not grant **consent**.

Use and development of land is *Prohibited* if:

- i. it is shown as *Prohibited* on the relevant assessment table in Part 4, unless it is **ancillary** as allowed by Clause 1.9; or
- ii. a provision of this Planning Scheme expressly prohibits **consent**.

1.9 Ancillary use and development

1. Unless expressly provided for in this Planning Scheme:
 - (a) where the definition of a development in Schedule 2 includes use or development that may be established if **ancillary**, the **ancillary** use or development included in the definition are *Permitted* provided they comply with any relevant development requirements in Parts 3 and 5;
 - (b) if an **ancillary** use or development described in (a) does not comply with Parts 3 and 5, the **ancillary** use or development requires **consent** and the level of assessment that applies is *Merit Assessable*;
 - (c) an **ancillary** use or development not specified in the definition of the **primary use** in Schedule 2 requires **consent** and the level of assessment that applies to the **ancillary** use or development is either:
 - i. the assessment category specified in the assessment table for the zone in Part 4; or
 - ii. if Undefined or Prohibited it is *Impact Assessable*.

1.10 Exercise of Discretion by the Consent Authority

1. In considering an application for **consent** for a use or development, the consent authority must consider the use or development in its entirety except in relation to:
 - (a) an application to alter, change or vary a development permit under sections 43A, 46 or 57 of the Act;
 - (b) **access** to a **main road**; or
 - (c) a *Merit Assessable* application under Clause 1.8(1)(b)(ii)(2).
2. In considering an application for **consent** for a use or development that has become *Merit Assessable* under Clause 1.8(1)(b)(ii)(2), the consent authority must consider the requirements in Part 5 that are not complied with and whether the proposal meets the purpose of the requirements.
3. In considering an application for **consent** for a use or development identified as *Merit Assessable* the consent authority must take into account all of the following:
 - (a) the relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;
 - (b) any Overlays and associated requirements in Part 3 that apply to the land; and
 - (c) the guidance provided by the relevant zone purpose and outcomes in Part 4 relevant to a variation of requirements in Parts 5 or 6.

4. In considering an application for a use or development identified as *Impact Assessable* the consent authority must take into account all of the following:
 - (a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;
 - (b) any Overlays and associated requirements in Part 3 that apply to the land;
 - (c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and
 - (d) any component of the Strategic Framework relevant to the land as set out in Part 2.
5. The consent authority may **consent** to a proposed use or development that is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:
 - (a) the purpose and administration clauses of the requirement; and
 - (b) the considerations listed under Clause 1.10(3) or 1.10(4).
6. When consenting to the use or development of land, the consent authority may impose a condition requiring a higher standard of development than is set out in a requirement of Parts 3, 5 or 6 if it considers it necessary to the achievement of the Strategic Framework, the purpose of the overlay or the zone, or it considers it is otherwise necessary to do so.
7. The consent authority must not grant **consent** for a use or development identified as *Prohibited* unless:
 - (a) the *Prohibited* use or development is **ancillary** as set out in Clause 1.9; or
 - (b) the *Prohibited* use or development relates to a **heritage place** and it has the approval of the Minister responsible for the administration of the *Heritage Act 2011*.

This is a technical assessment of the proposal against the requirements of the Northern Territory Planning Scheme 2020 (NTPS2020) and is no indication of whether or not approval will be given by the consent authority.

2. Strategic Framework

Clause 1.6 (Structure of the Planning Scheme) states *The structure of the Planning Scheme includes:*

- (a) [Strategic Framework \(Part 2\)](#)
The Strategic Framework establishes guidance to facilitate development and decision making in a coordinated manner while recognising the differences between various regions and local areas across the Planning Scheme area.

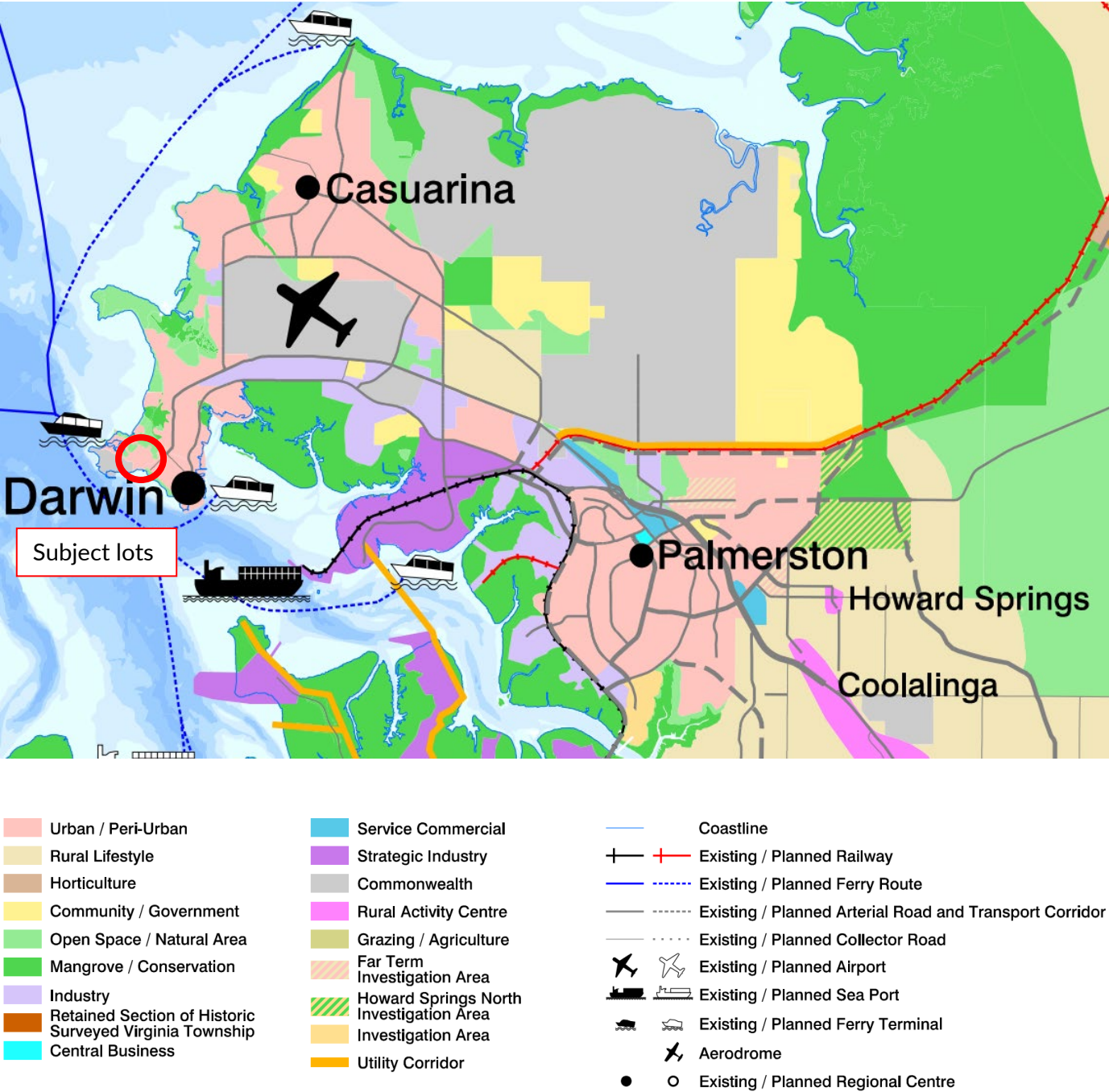
As such, a review of the relevant aspects of the strategic framework has been completed, which considers whether this application supports or is contrary to any guidance within the framework.

The following strategic framework documents are considered to be relevant to this application:

Compact Urban Growth Policy (2015)

The NT Compact Urban Growth Policy (CUGP) *aims to create compact and mixed activity places that play a role in improving people's lifestyle, whilst creating healthy people, sustainable economies, sustainable environments and sustainable communities.* This document is relevant to this application as it relates to a higher density residential development in an urban brownfield location. However, as no significant changes are proposed to that approved under DP24/0010, an assessment of the CUGP performance criteria is not considered warranted.

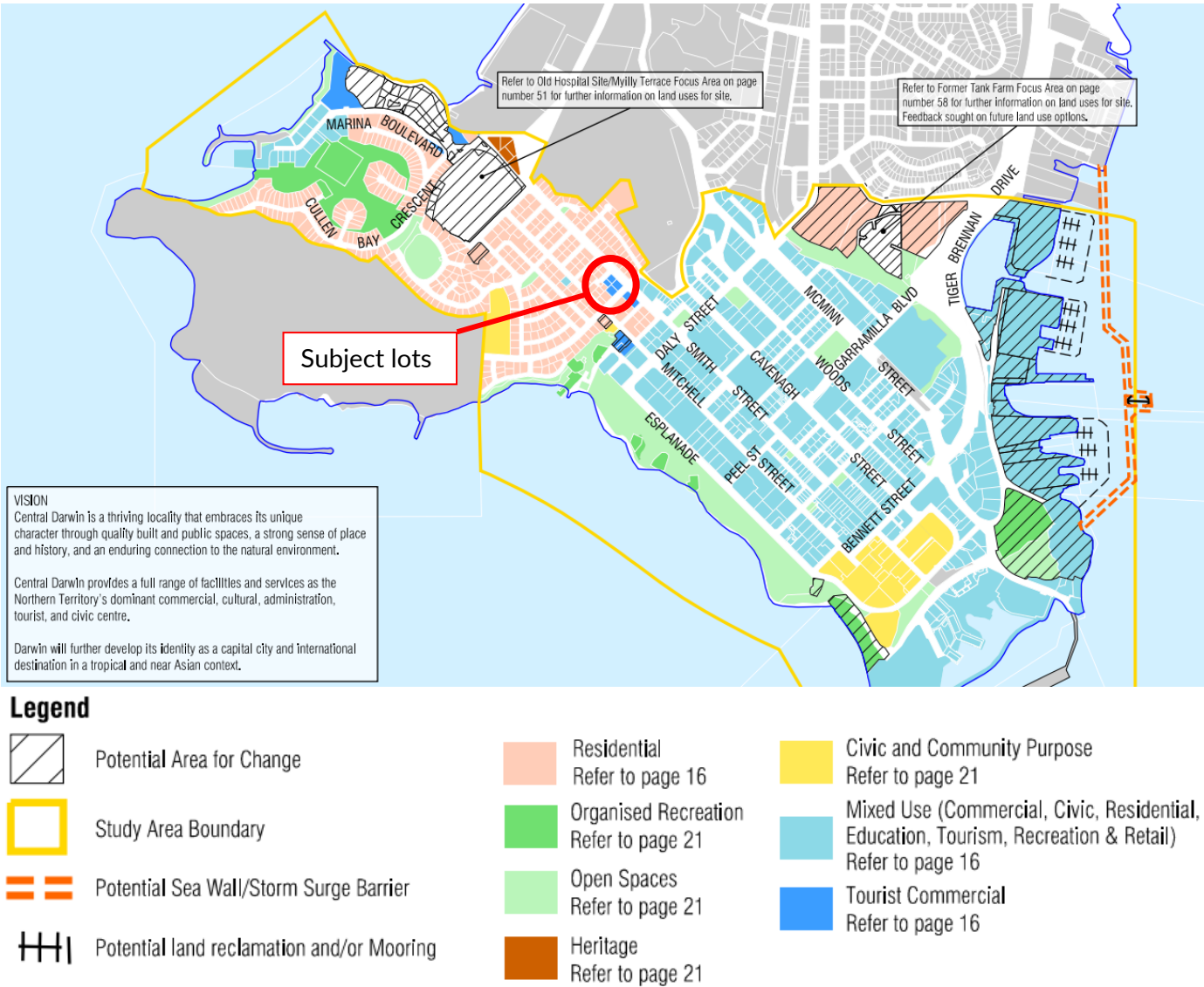
Darwin Regional Land Use Plan (DRLUP) 2015



The Darwin Regional Land Use Plan applies to the site. It provides a broad framework for developing land in the NT and identifies the subject area for urban land-uses. The DRLUP provides key residential and commercial objectives to identify adequate urban land, and ensure the detailed planning for future development in the region. The proposal is considered in keeping with the above plan and objectives including providing a new urban residential development close to established areas.

SUPPORTS

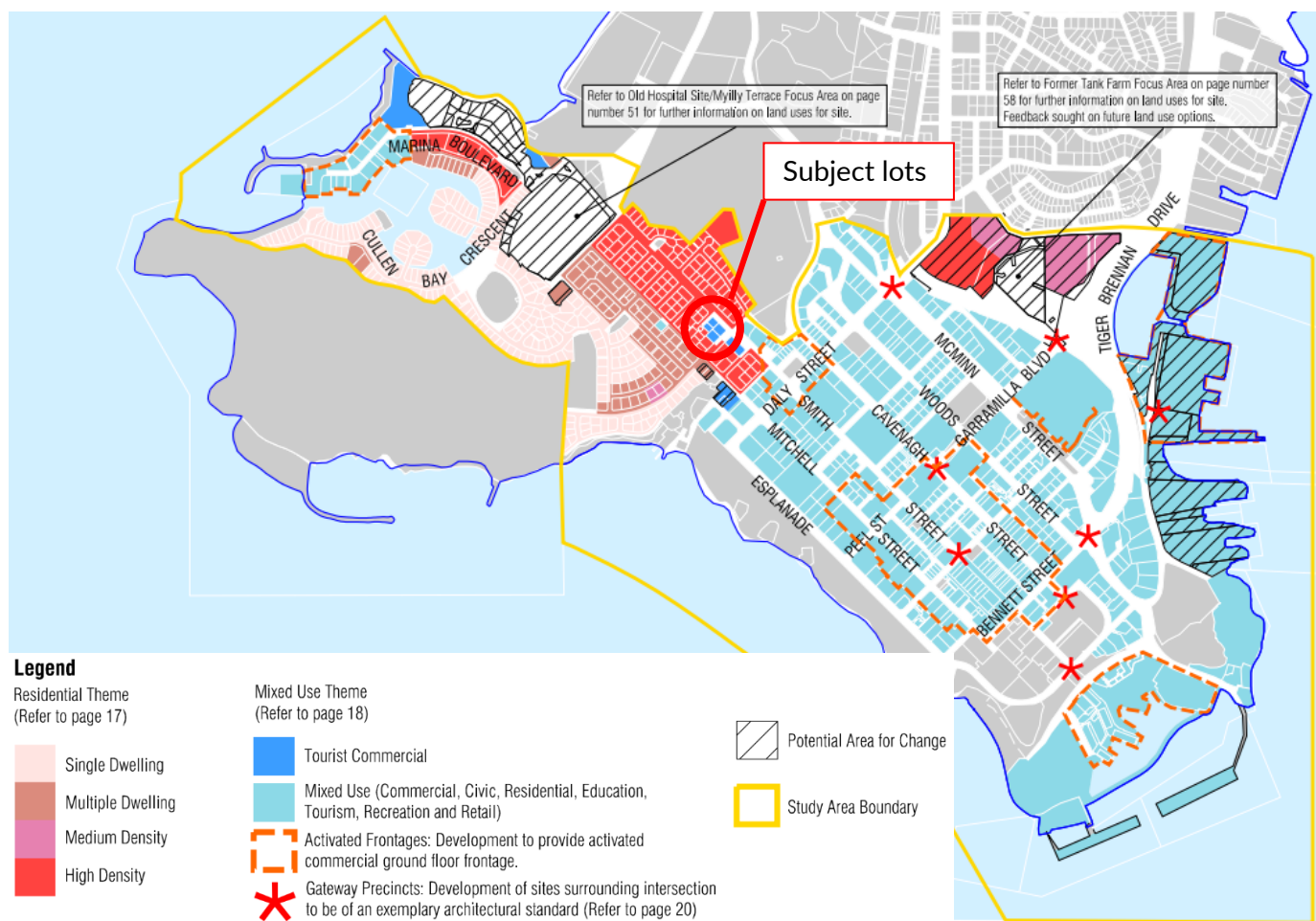
Central Darwin Area Plan (2019)



Excerpt of the land use vision map

The Central Darwin Area Plan (CDAP) provides for each theme a provides an overarching principle statement prefaced by a brief contextual comment. Each planning principle is then supported by a set of objectives and acceptable responses that provide more detailed direction and serve as policy. However, these aspects do not prevent the use of land consistent with the current zoning of the site. Furthermore, the CDAP may specify additional requirements for a development consistent with an existing zone.

A review of the CDAP themes is provided below.



Excerpt of the residential and mixed use map

Mixed use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail)

The proposal is located within an area identified on the land use vision map for tourist commercial land uses, which falls under the mixed use theme. A review of the relevant objectives is provided below.

2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities		
Objectives	Acceptable Responses	Assessment
2.1 Encourage development that provides for a mix of uses.	i. Where there is reasonable capacity to do so, buildings and sites include a vertical mix of land uses on different floors/storesys such as: a) residential; b) commercial and retail; c) community facilities; and d) leisure and recreation.	The application relates to dwellings-multiple and serviced apartments. Any capacity constraints will be considered by the relevant service authority.
2.2 Encourage building design for new buildings that can be adapted to changing demand.	i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights. ii. Floors constructed for car parking within a mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.	In response to (i), the office space has a minor footprint, which would limit any significant change of use to a more commercial land use. In response to (ii), the ground floor ceiling heights are standard. In addition, the basement car parking levels are even (with the exception of the access ramp).
2.3 Provide activated frontages with ground floor commercial	i. Ground floor commercial and retail activation is provided within areas depicted as 'Activated Frontages' within the Residential and Mixed-Use Map.	In response to (i), The development site is not located within and an 'Activated Frontage'.

2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities		
Objectives	Acceptable Responses	Assessment
activities in priority locations.	ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.	In response to (i), the development is for a residential building, albeit with a small ancillary office for the serviced apartments. Refer to clause 5.4.8.2 (Building Design for Dwelling-multiple).
2.4 Development mitigates against potential conflicts both within and between buildings.	i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Building design mitigates against potential conflicts between uses of existing buildings and adjacent and/or nearby buildings and environments which are existing, or can be reasonably anticipated.	Refer to clause 4.13 (Zone TC – Tourist Commercial) and 5.4.8.2 (Building Design for Dwelling-multiple).
2.5 Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces.	i. Where there is reasonable capacity to do so, building design incorporates and maintains opportunities for planting on structures through techniques such as: a) green walls, living walls or vertical gardens; b) wall design that incorporates trellis structures; c) landscaping of podiums; d) planter boxes; and / or e) landscaping incorporated into podium car parking screens.	Refer to the assessment for clause 5.2.6.1 (Landscaping in Zones other than Zone CB).
2.6 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links: a) responds to the role and function of the individual space; and b) locates habitable rooms, or private open spaces of dwellings, overlooking the public space. iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential including communal open space that enables passive surveillance from the ground floor. iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design. v. Sheltered pedestrian thoroughfares are integrated into the design of buildings. This may include, but is not limited to: awnings, covered walkways, colonnades or similar.	Refer to clause 4.13 (Zone TC – Tourist Commercial), 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and TC) and 5.4.8.2 (Building Design for Dwelling-multiple).
2.7 Design bus stops to enhance user comfort and safety.	i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to: a) high amenity pedestrian connections to the bus stop with protection from the elements; b) technologically advanced bus stops displaying real time information; and c) implementation of crime prevention through environmental design (CPTED) principles for bus stop design. ii. Bus stop locations facilitate access to efficient, linear and frequent public transport.	No bus stops are proposed, nor are they reasonably required as part of this development. As such, this objective is not considered relevant to this application
2.8 Design vehicle access points and onsite movement for new buildings to minimise streetscape impacts and avoid conflicts between	i. Locate and consolidate vehicle access, parking and loading areas away from street frontages. ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from: a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map). iii. Vehicles entering and manoeuvring within sites is minimised. iv. Crossover number and widths are minimised.	Refer to the assessment for clause 5.2.4.4 (Layout of Car Parking Areas).

2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities		
Objectives	Acceptable Responses	Assessment
pedestrians and vehicles.		
2.9 Encourage sustainable development.	i. Buildings and the urban environment demonstrate reasonable responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.	Refer to clause 5.4.8.2 (Building Design for Dwelling-multiple).
2.10 Design new buildings to address prominent corners and 'Gateway Precincts.'	i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides: <ul style="list-style-type: none"> a) vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design; b) public art and signage within the design of buildings and related public spaces; and c) effective and visually appealing all-weather protection. 	The development site is not located on a prominent corner or at a gateway precinct. As such, this objective is not considered relevant to this application.
2.11 Prevent any new use or intensification of development that would prejudice the safety or efficiency of an airport.	i. Any proposed development determined to exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018, or Civil Aviation legislation, will need approval by the relevant airport authorities.	This application will not increase the approved height of the development. As such, this objective is not considered relevant to this application.
2.12 New developments consider and respond to the potential use of laneways as shared spaces.	<ul style="list-style-type: none"> i. Providing windows and balconies at upper levels above the ground floor to overlook laneways. ii. Providing facades of buildings fronting laneways that create visual interest and architectural animation, particularly at the ground level, with large expanses of blank walls avoided. 	This objective is not applicable as the proposal is not located along a laneway.

Social infrastructure theme

The development site is not located in close proximity to any areas identified under the social infrastructure theme. As such, this theme is not considered relevant to this application.

Culture and heritage

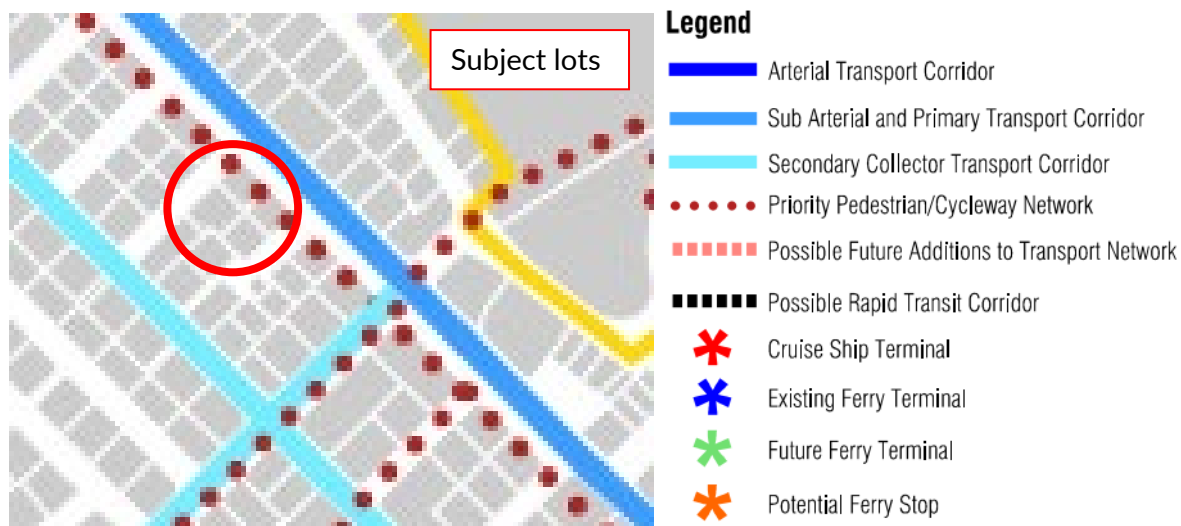
The development site is not located in close proximity to any areas or places identified with heritage values, nor cultural or social interest. As such, this theme is not considered relevant to this application.

Environment

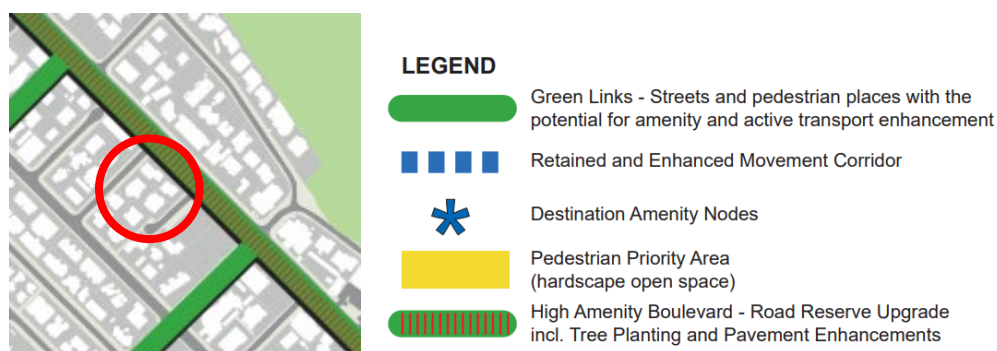
The development site is not located in close proximity to any areas or places identified for organised recreation or open spaces. As such, this theme is not considered relevant to this application.

Movement and transport

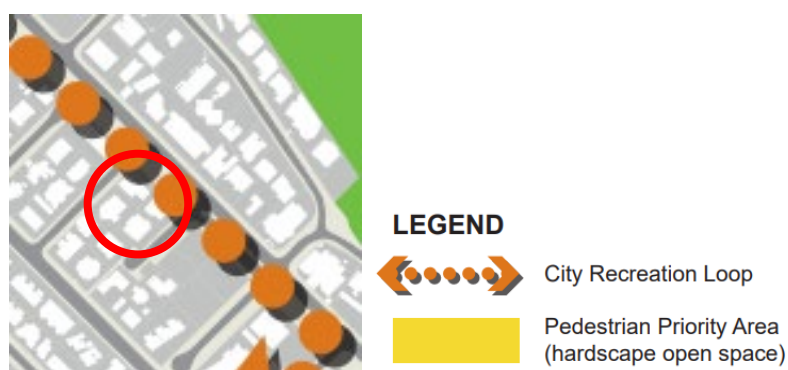
The development site is located in close to proximity to transport/movement paths identified within the CDAP. These include Smith Street being both a sub-arterial/primary transport corridor and priority pedestrian/cycleway network per the transport network map; a high amenity boulevard per the potential enhancements to pedestrian/cycleway network map; and the 'city recreation loop' per the city recreation loop map.



Excerpt of the transport network map



Excerpt of the potential enhancements to pedestrian/cycleway network map map



Excerpt of the city recreation loop map

A review of the relevant objectives is provided below.

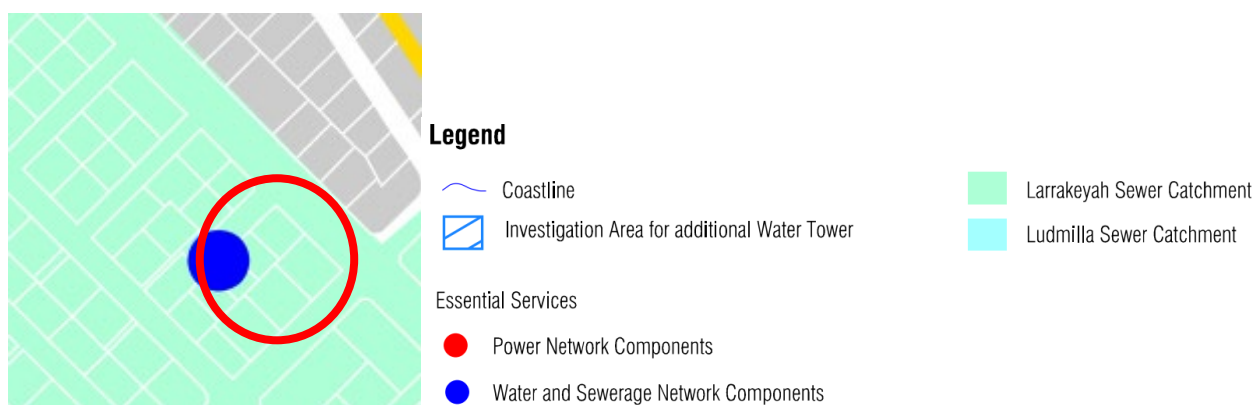
6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape		
Objectives	Acceptable Responses	Assessment
6.1 Maintain a highly permeable grid street network within the city centre.	<p>i. A fine-grained grid of local streets are retained or expanded upon which support a highly permeable, pedestrian and cycle friendly city centre.</p> <p>ii. A grid configuration of city streets and blocks are provided consistent with the existing street and block layout across Central Darwin. Blocks measure between 60m x 120m width</p>	<p>In response to (i) and (ii), no new lots or public streets are proposed. As such, these acceptable responses are not considered relevant to this application.</p> <p>In response to (iii), the development site is located in Larrakeyah, and not</p>

6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape		
Objectives	Acceptable Responses	Assessment
	<p>and 120m x 240m length. Blocks incorporate mid-block laneways where possible.</p> <p>iii. Large developments of 3500sqm or larger within the city centre provide connections through the site and to the existing grid.</p>	<p>within the Darwin City Centre (per clause 5.9.2 (Darwin City Centre) of the NTPS2020). As such, this acceptable response is not considered relevant to this application.</p>
6.2 Provide appropriate primary vehicle and service access that maintains high levels of pedestrian amenity and minimises disruptions to pedestrian movements.	<p>i. Existing and proposed lots are serviced by laneways where possible.</p>	<p>No new lots are proposed. As such, this objective is not considered relevant to this application.</p>
6.3 Enhance pedestrian and cyclist amenity, safety and movement.	<p>i. Pedestrian and cyclist links are direct, connected, have clear sightlines, and are well lit.</p> <p>ii. Laneway pedestrian crossings connect arcades and are safe attractive and distinct.</p> <p>iii. Where there is reasonable capacity to do so, street and movement network enhancements include provision for pedestrians and cyclists. This may include, but is not limited to:</p> <ul style="list-style-type: none"> a) Separated Cycleways b) Prioritised street crossings c) Bike Parking d) Map signs e) Directories f) signage identifying pedestrian and/or cyclist networks i.e. City Recreation Loop; and g) interpretive signage. <p>iv. Street verges are landscaped to provide shading for pedestrians and cyclists, while also softening the appearance of hard surfaces and buildings</p>	<p>Refer to clause 5.4.8.2 (Building Design for Dwelling-multiple).</p>
6.4 Areas identified as 'Green Links' are leafy, high amenity shared movement corridors.	<p>i. Areas identified as 'Green Links' make use of wide road reserve to accommodate multiple modes of transportation, bus stops, public art, and landscaping.</p> <p>ii. Streetscape and landscape enhancements are prioritised within 'Green Link' road reserves and provided in a coordinated manner.</p> <p>iii. In accordance with any relevant policies of road authorities, examine opportunities for improving the amenity of streets identified as 'Green Links'. This may include, but is not limited to: provision of landscaping, street trees, shared footpaths, separated cycleways, street furniture and/or drinking water stations.</p>	<p>Refer to the assessment for clause 5.2.6.1 (Landscaping is Zones other than Zone CB).</p>
6.5 Facilitate transport network upgrades.	<p>i. Possible future additions to the transport network indicated on the Movement and Transport Maps, and including a potential rapid transit corridor, are not compromised.</p> <p>ii. Where the City of Darwin or the Northern Territory Government has established an infrastructure contribution</p>	<p>In response to (i), this application does not propose or reasonably need to provide for any additions to the transport network.</p>

6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape		
Objectives	Acceptable Responses	Assessment
	<p>plan to fund the construction of strategic transport connections, contributions are to be made in accordance with the contribution plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</p> <p>iii. Land identified as part of the City Recreation Loop on the City Recreation Loop Map is developed as high amenity pedestrian and cyclist space, and integrates with neighbouring parts of the network</p>	<p>In response to (ii), any required monetary contributions required as part of this application will be addressed by the City of Darwin comments.</p> <p>In response to (iii), although the development site is located adjacent to the city recreation loop, this acceptable response is not considered relevant by virtue the loop does not pass through the development site.</p>

Essential infrastructure

The application is located within the Larrakeyah sewer catchment, and is not located within an area identified at 'Investigation area for additional water tower'.



Excerpt of essential infrastructure map

A review of the relevant objectives is provided below.

7. Provide for adequate power, water, sewerage, digital and telecommunications infrastructure		
Objectives	Acceptable Responses	Assessment
7.1 Upgrade existing utilities and trunk services to service development in a timely and holistic manner	<p>i. Investigate the need for, and suitable location of, new water towers.</p> <p>ii. Upgrades to water reticulation are considered prior to development.</p> <p>iii. Trunk infrastructure for reticulated services is incorporated into a development's engineering design.</p>	Any requirements for the upgrading of local utilities to cater for this development will be addressed by comments from the relevant service authority. As such, this objective is not considered relevant at this stage of the application.
7.2 Provide utilities and trunk services sequentially and cost effectively	<p>iv. Upgrades to existing infrastructure are provided and funded in accordance with an approved infrastructure plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for; OR</p> <p>The proponent accepts the requirement for either a monetary contribution or requirement to enter into agreements with the relevant authority for the provision of infrastructure.</p>	

7. Provide for adequate power, water, sewerage, digital and telecommunications infrastructure		
Objectives	Acceptable Responses	Assessment
	<p>v. New infrastructure is provided sequentially and funded in accordance with an approved infrastructure plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</p> <p>vi. Development and / or subdivision may be deferred or refused if utilities and trunk services are not provided as required by this Area Plan, the NT Planning Scheme, or another service authority.</p>	
7.3 Ensure that presentation and / or installation of infrastructure does not detract from public amenity.	<p>i. Infrastructure avoids impacts on surrounding character and amenity through measures such as incorporating into buildings, screening, or locating in laneways.</p> <p>ii. Provision of subsurface infrastructure does not unreasonably restrict the planting of street trees.</p>	Refer to clause 5.4.8.2 (Building Design for Dwelling-multiple).
7.4 Encourage innovation and sustainability	<p>i. Infrastructure is future-proofed and enables implementation of options including digital infrastructure, natural gas, district cooling, water capture and reuse, and waste recycling.</p> <p>ii. Provide for future installation of electrical and communications equipment to support Smart Cities infrastructure, including conduit and capacity for additional connection points.</p>	Any future requirements for the upgrading/provision of utilities will be between the relevant service authority and the landowner. As such, this objective is not considered relevant at this stage of the application.

Assessment

As discussed in the above table, it is considered that the design elements from the Central Darwin Area Plan are broadly captured within the Part 5 general development requirements that apply to this development, or otherwise not relevant to this application.

GENERALLY SUPPORTS

3.4 CR – Coastal Reclamation

Purpose

Ensure that landfill of coastal areas does not adversely affect adjacent land or waters, or the quality of adjacent waters, and is suited to its intended purpose.

Assessment

Not relevant – This application does not propose any land reclamation. As such, this overlay is not relevant to this application.

3.6 LSF – Land Subject to Flooding

Purpose

Identify areas with a known risk of inundation from riverine flooding and ensure that development in these areas demonstrates adequate measure to minimise the associated risk to people, damage to property and costs to the general community.

Assessment

Not relevant – The development site is not located within land identified as subject to flooding. As such, this overlay is not relevant to this application.

3.7 LSSS – Land Subject to Storm SurgePurpose

Identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated risk to people, damage to property and costs to the general community caused by storm surge.

Assessment

Not relevant – The development site is not located within the modelled primary or secondary surge zones on NT Atlas. As such, this overlay is not relevant to this application.

3.8 LADR – Land Adjacent to a Designated RoadPurpose

Ensure that **access** to a designated road from adjacent land does not prejudice traffic safety or the integrity and operation of the infrastructure.

Assessment

Not relevant – The development site is not identified as being land adjacent to a designated road. As such, this overlay is not relevant to this application.

3.14 HLSSI – Land in proximity to Helicopter Landing Sites of Strategic ImportancePurpose

Ensure that development does not compromise the ability of helicopters using landing sites of strategic importance.

Assessment

Not relevant – The subject lot is not located near an identified helicopter land site of strategic importance. As such, this clause is not relevant to this application.

4.13 Zone TC – Tourist CommercialZone Purpose

Facilitate commercial and residential development that caters for the needs of visitors, supports tourism activities, and is of a scale and character compatible with surrounding development.

Zone Outcomes

1. A mix of uses focused on providing services to tourism comprising:
 - (a) **bar-small, bar-public, food premises (all), hotel/motel, serviced apartments, shop, rooming accommodation, caravan park,** resort complexes and short-term accommodation;

- (b) entertainment and personal services for guests, residents and visitors, including **leisure and recreation** facilities; and
- (c) a mix of other business activities including **club, passenger terminal, exhibition centre** and **leisure and recreation**.

Supports – Although the application will increase the number of dwellings-multiple at the site by one, the development will still primarily be comprised of serviced apartments (54%). It is further noted that the NTPS2020 does not prevent the usage of dwellings-multiple for short-term accommodation, and as such, it is likely that the dwellings-multiple may still cater for tourists.

2. Limited residential, commercial and community uses, such as **dwellings-multiple, child care centre** and **community centre**, where the nature of the activity does not compromise the **primary use** of the locality for tourist commercial activities.

Supports – As discussed, above the additional dwelling-multiple is not considered likely to compromise the use of the land for primarily tourist purposes. It is noted that dwellings-multiple will comprise only 46% of dwellings.

3. The design, operation and layout of development:
 - (a) makes a positive contribution to the locality by incorporating a high quality of built form and landscape design;

Supports – The proposed built form includes a variety of materials and colours, and proposes the planting of large trees within the communal open space.

- (b) minimises unreasonable impacts to the **amenity** of surrounding premises;

Supports – The application retains adequate separation between on-site buildings and adjacent developments.

- (c) mitigates the potential for land use conflict with existing and intended surrounding development;

Supports – No changes are proposed to the development that would reasonably exacerbate land use conflicts with nearby developments.

- (d) avoids adverse impacts on the local road network;

Supports – The application retains the same number of crossovers, and reduces the number of entry points by one. The changes are not considered likely to result in adverse impacts on the local road network.

- (e) provides safe and convenient pedestrian and bicycle **access** within the development and strong connections to external transport networks; and

Supports – The proposed layout is considered to be convenient and safe for future pedestrians and cyclists.

- (f) allows passive surveillance of public spaces.

Supports – The application proposes a 1.8 m high metal pool fence along the property boundaries. As the built form will still include a significant number of balconies, windows and walkways, there is still considered to be an adequate provision of passive surveillance of nearby public spaces.

4. Development avoids or minimises adverse impacts on ecologically important areas through location, design, operation and management.

Not relevant – There are not considered to be any ecologically important areas present at the development site.

5. Development does not impose unsustainable demands on surface water and groundwater.

Not relevant – It is reasonably considered that the development will access reticulated water, and not utilise surface water or groundwater.

6. Subdivision primarily provides for lot sizes capable of accommodating the uses expected in the zone.

Not relevant – As the application does not concern a subdivision, this zone outcome is not considered relevant to this application.

7. Subdivision and development is integrated as far as possible with reticulated electricity, water and sewerage (where available), stormwater drainage, and telecommunication infrastructure. If lots are unsewered, provision for the disposal of effluent must be made on-site so that the effluent does not pollute ground or surface waters.

Not relevant – As the application does not concern a subdivision, this zone outcome is not considered relevant to this application.

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

Not relevant – The application is considered to meet the definitions of defined uses. As such, this zone outcome is not considered relevant to this application.

Assessment

Supports – As discussed above, this application is considered to support the relevant zone outcomes of Zone TC.

5.2.1 General Height Control

Purpose

Ensure that the heights of buildings and structures are appropriate to the strategic and local context of the location and meet community expectations for development in the zone.

Administration

1. This clause does not apply if:
 - (a) The development is for the purpose of:
 - i. a **telecommunications facility**;
 - ii. a chimney, flag pole, aerial, antenna or lightning rod; or
 - iii. the housing of equipment relating to the operation of a lift; or
 - (b) an alternative height control is specified in clause 5.9 (Location specific development requirements).

2. The consent authority must not **consent** to a development in Alice Springs that is not in accordance with sub-clause 5.
3. The consent authority must not **consent** to a development on land in Zone MR abutting land in Zone LR that is not in accordance with sub-clause 6.
4. Except as set out in sub-clause 3, the consent authority may **consent** to a development that is not in accordance with sub-clause 6 if it is satisfied the **building height** is consistent with the intended character and **amenity** of the area, having regard to:
- (a) the heights of other buildings in the immediate vicinity; and
 - (b) measures taken to mitigate potential impacts (such as unreasonable overshadowing, or overlooking of dwellings and private open space) on abutting properties.

Requirements

5. The **building height** of a development in the Municipality of Alice Springs is not to exceed:
- (a) the maximum **building height** for the zone and use as specified in table A to this clause; or
 - (b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table A to this clause.

Not relevant – The subject lot is not located within the municipality of Alice Springs. As such, this sub-clause is not relevant to this application.

6. The **building height** in all other areas is not to exceed:
- (a) the maximum **building height** for the zone and use as specified in table B to this clause; or

Complies – The application is located within Zone TC, and as such, is not subject to a maximum height limit. It is noted that the maximum height of the approved development is 38.13 m, where the plans show the maximum building height for this application has been reduced to 35.9 m.

- (b) two **storeys** to a maximum of 8.5m if the zone and use is not included in table B to this clause.

Not relevant – The application is subject to requirements in Table B. As such, this sub-clause is not relevant.

Table B to clause 5.2.1: Height control outside Alice Springs		
Zone	Use	Maximum building height above ground level
CB, SC, TC and DV	All uses	No height limit

Assessment

Complies – As discussed above, the application complies with the relevant requirements of this clause.

5.2.4.1 Car Parking Spaces

Purpose

Ensure that sufficient off-street car parking, constructed to a standard and conveniently located, are provided to service the proposed use of a **site**.

Administration

1. This clause does not apply where alternative car parking space requirements are established under clause 5.9 (Location specific development requirements).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 if it is satisfied a reduction of the number of **car parking spaces** is appropriate with regard to:
 - (a) the zoning of the land, the use or development or proposed use or development of the land, and the possible future use or development of the land;
 - (b) the provision of **car parking spaces** in the vicinity of the land;
 - (c) the availability of public transport in the vicinity of the land; and
 - (d) the potential impact on the surrounding road network and the **amenity** of the locality and adjoining property;
 or if the use or development relates to a **heritage place** and the Minister responsible for the administration of the *Heritage Act 2011* supports the reduced provision of **car parking spaces** in the interest of preserving the significance of the **heritage place**.
3. The consent authority may require the provision of **car parking spaces** for any **ancillary** use or development in addition to that specified for the **primary use** or development in the table to this clause.

Requirements

4. Use and development is to include the minimum number of **car parking spaces** specified in the table to this clause (rounded up to the next whole number).

Complies –Dwellings-multiple are required to provide 2 car parking spaces for every dwelling; and serviced apartments 1 car parking space for every dwelling plus 3 for every 100 m² net floor area not within a dwelling.

A review of the DP24/0010 technical assessment found that 112 car parking spaces were required for 56 dwellings-multiple; 63 car parking spaces for 63 serviced apartments; and 9.9 car parking spaces for the additional net floor area (gym and office). This resulted in a requirement for 184.9 (185) car parking spaces, where 248 car parking spaces were then proposed. These were provided as 2 car parking spaces at ground level; 78 at level B1; 84 at level B2; and 84 at level B3. This resulted in a surplus of 63 car parking spaces being provided at the development site.

This application proposes to remove 1 level of basement car parking and increase the amount at ground level. In total 218 car parking spaces will now be provided at the development site, comprised of 43 car parking spaces at ground level; 83 at level B1; and 92 at level B2.

Element	Proposed	Required car parking spaces
Dwellings-multiple	48	96
Serviced apartments	57	57
NFA (office, gym and indoor playground spaces)	185 m ²	5.55
		158.55 (159)

As such, this development will require 159 car parking spaces be provided on-site, where 218 car parking spaces are proposed.

Editor’s Note: Clause 5.2.4.4 provides for the design and layout of a *car parking area*.

Table to Clause 5.2.4.1: Minimum number of required parking spaces	
Use or Development	Minimum Number of Car Parking Spaces Required
Dwelling-multiple	2 per dwelling
Serviced apartment	1 for every dwelling <u>Plus</u> 3 for every 100m ² of net floor area not within a <i>dwelling</i>
Any other uses (including undefined uses)	Minimum number of car parking spaces to be determined by the consent authority.

Assessment

Complies – As discussed above, the application complies with the relevant requirements of this clause.

Notwithstanding, a proposed planning amendment (PA2024/0130) is relevant to this application. This proposed amendment aims to *remove unnecessary barriers to the development of dwelling-group and dwelling-multiple development and encourages a wider range of housing typologies (particularly smaller dwellings), housing innovation, and contributes to better housing affordability*. This will be achieved through 3 key initiatives, of which, initiative 2 is relevant to this application.

Initiative 2 intends to *Change the car parking requirements for one bedroom dwellings in group or multiple dwelling development, and will be achieved through reducing the required number of car parks for one bedroom homes (either in the form of a group dwelling or a multiple dwelling) from two spaces to one*.

This amendment would only be relevant to clause 5.2.4.1 (Car Parking Spaces), which currently requires that 159 car parking spaces be provided on-site, where 218 car parking spaces are proposed. As 16 single bedroom dwellings-multiple are proposed, this amendment would reduce the required number of car parking spaces by 16 (as currently they require 2 car parking spaces per dwelling).

As such, this amendment would result in the required provision of 143 car parking spaces, where 218 are proposed. As such, no non-compliances would be created through this proposed amendment.

5.2.4.4 Layout of car parking areas

Purpose

Ensure that a **car parking area** is appropriately designed, constructed and maintained for its intended purpose.

Administration

1. This clause does not apply to a **car parking area** where the car parking is required in association with a **dwelling-single, dwelling-independent** or a **home based business**.
2. A **car parking area** may be used for the purpose of a **market** if:
 - (a) a market is Permitted in the zone; and
 - (b) the market operates outside of the operating hours of the use for which the car parking area is established.
3. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the **amenity** of the surrounding locality.
4. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.
5. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.

Requirements

6. A **car parking area** is to:
 - (a) be not less than 3m from any lot boundary abutting a road; and

Does not comply – The ground level car parking spaces are approximately 3.8 m from Montoro Court. However, the basement car parking spaces will be located adjacent to the property boundaries.
 - (b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the **car parking area** when viewed from the road.

Complies – Landscaping is shown in the setback between the ground level car parking spaces, and Montoro Court. It is not consisted that landscaping for setbacks in the basement levels is relevant to this sub-clause.
7. A **car parking area** is to be constructed and maintained to be:
 - (a) of a suitable gradient for safe and convenient parking; and

Complies - No gradients are shown on the plans for the car parking areas, however, it is reasonably considered that they will be even, and will allow for safe and convenient parking. Any outstanding aspects can reasonably be addressed via standard permit conditions.

- (b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.

Complies - The car parking area is located at the ground level of a 7 storey development. As such, it is reasonably expected that it will be sealed and well drained. Any outstanding aspects can reasonably be addressed via standard permit conditions.

8. The layout of a **car parking area** is to:

- (a) be functional and provide separate access to every car parking space;

Complies - Each car parking space is shown to be independently accessible from a car parking aisle.

- (b) allow a vehicle to enter from and exit to a road in a forward gear;

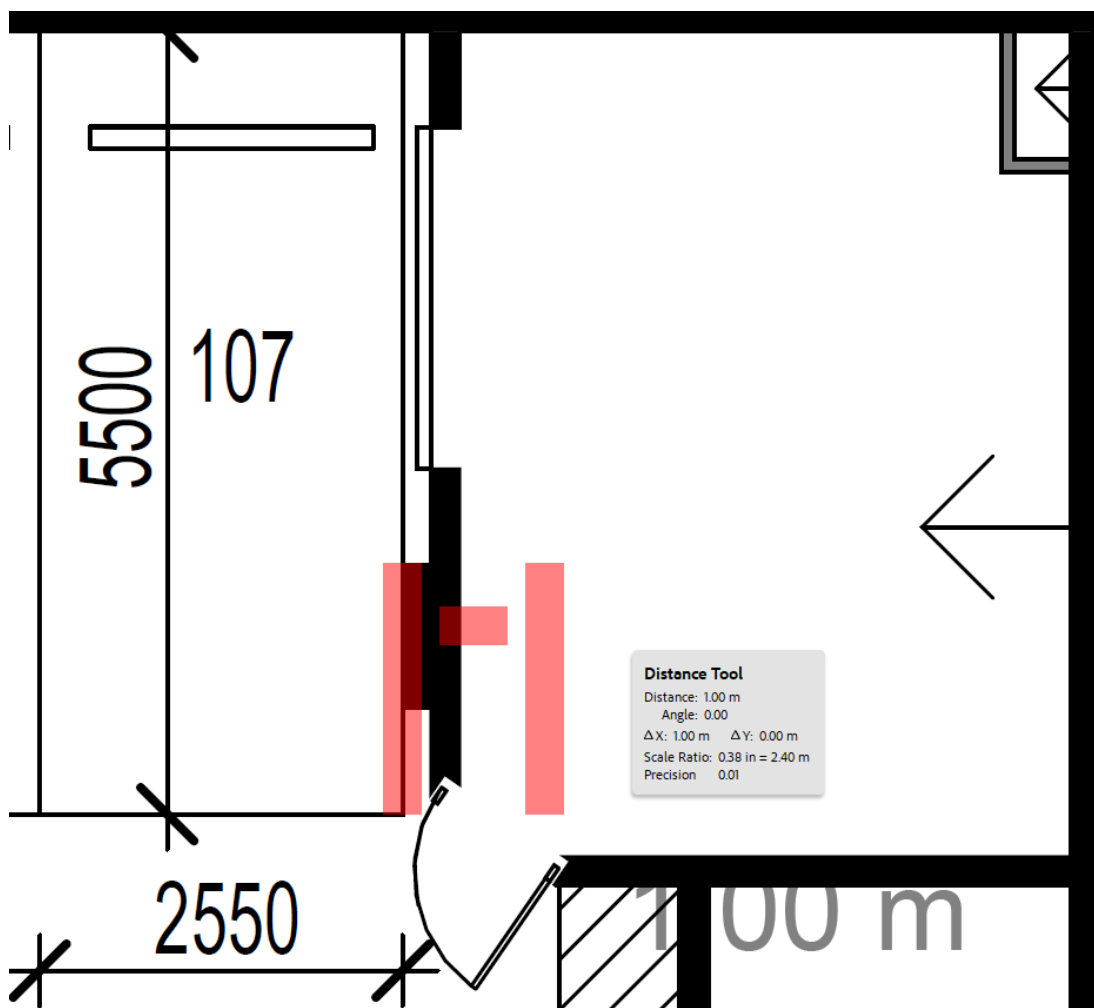
Complies - There is considered to be sufficient space in the on-site car parking area to allow a vehicle to turn around, and leave the site in a forward gear.

- (c) be in accordance with the dimensions set out in the diagram to this clause; and

Does not comply - While the driveway aisle dimensions comply with the relevant dimensions, there are 10 car parking spaces in basement level 2, 5 in basement level 1, and 29 at ground level, which are non-compliant.

- (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.

Does not comply – All aisle termini included a 1 m to 1.75 m projection beyond the last car parking space, except for one instance on basement level 1. It is noted that the northern corner of basement 1 includes an angled wall adjacent to the last car parking space, that encroaches within the necessary projection.



9. The number of **access** points to the road is to be limited, and **access** points to **car parking areas** are to:
- have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and

Complies – The crossover to Montoro Cort has been converted to a one-way exit, in order to accommodate the provision of 5 parallel car parking spaces. The aisle is shown as being a minimum of 3.5 m at the property boundary, and slightly wider where adjacent to the parallel car parking spaces.

- maximise sight lines for drivers entering or exiting the car parking area.

Complies – Pool fencing style fencing is proposed adjacent to the driveways. It is noted that the amended plans have relocated the basement vents away from the driveway crossovers.

It is noted that the Diagram to Clause 5.2.4.4: Parking Layout can be found at the NTPS 2020 website.

Assessment

Does not comply – As discussed above, the application does not meet a relevant requirement of this clause.

5.2.4.5 Vehicle Access and On-site Parking for Dwellings-Single on Lots Less than 600m² but not less than 300m²

Purpose

Ensure that vehicle **access** driveways and on-site parking spaces for **dwellings-single** on lots less than 600m² and not less than 300m² do not unduly reduce the **amenity** of a public road or the availability of kerbside vehicle parking in the public road.

Assessment

Not relevant – This application does not concern a dwelling-single on a lot between 300 m² and 600 m². As such, this clause is not considered relevant to this application.

5.2.5 Loading Bays

Purpose

Provide for the loading and unloading of vehicles associated with the use of land.

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
 - (a) the scale of the use and development on the **site**;
 - (b) any potential adverse impacts on the local road network; and
 - (c) any agreements for off-site loading and unloading of vehicles, such shared loading areas or approval to carry out loading activities in a laneway or **secondary street**.
2. For the purposes of this clause, where an **exhibition centre**, **food premises (fast food outlet and restaurant)**, **office**, **place of assembly**, **shop** or **shopping centre** are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined **net floor area** of the integrated uses.

Requirements

3. Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number).

Not relevant – Dwelling-multiple and serviced apartments are not listed as a land use that requires a loading bay. As such, no loading bay facilities are required at the site. It is noted that none are proposed either.

4. A **loading bay** is to:
- (a) provide areas wholly within the **site** for loading and unloading of vehicles;
 - (b) be at least 7.5m by 3.5m;
 - (c) have a clearance of at least 4m; and
 - (d) have access that is adequate for its purpose.

Not relevant – No loading bays are proposed as part of this application. As such, this sub-clause is not relevant to this application.

Assessment

Not relevant – No loading bay facilities are provided, nor required, on-site. As such, this clause is not relevant to this application.

5.2.6.1 Landscaping in Zones other than Zone CB

Purpose

Ensure appropriate landscaping that is attractive, water efficient and contributes to a safe environment, is provided to development to enhance the streetscape and overall **amenity** of the locality.

Administration

1. Landscaping may include provision of paved areas and areas for entertainment and recreational activities.
2. The consent authority may **consent** to landscaping that is not in accordance with sub-clauses 5, 6 and 7 only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and outcomes, and is appropriate to the **site** having regard to the **amenity** of the streetscape, and the potential impact on the **amenity** of the locality and adjoining property.

Requirements

3. Where landscaping is required by this Scheme it should be designed so that:
 - (a) planting is focused on the area within the street frontage setbacks side setbacks, communal open space areas and uncovered **car parking areas**;
 - (b) it maximises efficient use of water and is appropriate to the local climate;
 - (c) it takes into account the existing streetscape, or any landscape strategy in relation to the area;
 - (d) significant trees and vegetation that contribute to the character and **amenity** of the **site** and the streetscape are retained;
 - (e) energy conservation of a building is assisted having regard to the need for shade and sunlight at varying times of the year;
 - (f) the layout and choice of plants permits surveillance of public and communal areas; and
 - (g) it facilitates on-site infiltration of stormwater run-off.

Complies – It is reasonably considered that the proposed landscaping supports the relevant design aspects listed under sub-clauses (a) through (g).

4. The quality and extent of the landscaping consented to must be maintained for the life of the development.

Not relevant – This is an ongoing requirement by the landowner. As such, this clause is not currently relevant to this application.

5. Other than in Zones CB, C and TC, not less than 30% (which may include communal open space) of a **site** that is used for **rooming accommodation, dwellings-group, dwellings-multiple** and **residential care facility** is to be landscaped.

Complies – The site area for this application is 3985 m², and as such, 1195.5 m² is required to be provided at the development site. A review of the plans show that 841 m² of vegetated landscaping will be provided. Pursuant to sub-clause (1), which allows for *paved areas and areas for entertainment and recreational activities* to be counted towards landscaping for this clause, an additional 1000 m² of paved area (pool, outdoor areas, and central pedestrian plaza) can be included in this assessment. As such, the application will provide 1841 m² (46.2%) of landscaping, where 1195.5 m² is required.

6. In Zones LI, GI and DV all street frontages, except **access** driveways or footpaths, are to be landscaped to a minimum depth of 3m.

Not relevant – The subject lots are not located within Zones LI, GI or DV. As such, this sub-clause is not considered relevant to this application.

7. In Zones MR and HR, side and rear setbacks are to include planting to the length of the setback of no less than 2m deep, except for areas that are used for private open space.

Not relevant – The subject lots are not located within Zones MR or HR. As such, this sub-clause is not considered relevant to this application.

Assessment

Complies – As discussed above, the application is considered to be comply with the relevant requirements of this sub-clause, or otherwise can be reasonably addressed via a standard permit condition.

5.2.6.2 Landscaping in Zone CB

Purpose

Ensure developments within central business districts minimise heat capture and enhance the visual **amenity** of the area when viewed from the street or from surrounding buildings.

Assessment

Not relevant – The subject lot is not located within Zone CB (Central Business). As such, this clause is not relevant to this application.

5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR

Purpose

Protect the visual and acoustic **amenity** of **residential buildings** where they are adjacent to non-residential development.

Assessment

Not relevant – Serviced apartments are considered to be a form of dwelling-multiple, meaning this application is for 2 residential buildings. As such, this clause is not considered to be relevant to this application.

5.3.7 End of trip facilities in Zones HR, CB, C, SC and TC

Purpose
Ensure that new commercial and high density **residential buildings** provide sufficient safe, quality and convenient **end of trip facilities** to enable active travel choices by residents, visitors, workers and customers for the proposed use of the **site**.

- Administration**
- 1. The consent authority may **consent** to a use or development with fewer bicycle parking spaces, lockers and/or showers and changing facilities than required by sub-clauses 2-6 if satisfied that either:
 - (a) there are alternative **end of trip facilities** (on or off the **site**), where:
 - i. the same function is provided which can accommodate the same number of bicycles and/or users required by the clause;
 - ii. **access** to the alternative **end of trip facilities** is safe and convenient for users;
 - iii. the alternative **end of trip facilities** are sheltered and secure; and
 - iv. the size and layout of alternative storage areas allows for safe and comfortable storage and **access** to bicycles and/or personal items; or
 - (b) it would be unreasonable to provide the **end of trip facilities** as required by this clause with regard to, but not limited to, the location of the development and likely commute distances; or
 - (c) it would be unreasonable to provide shower and changing facilities for a small development, where the development becomes unfeasible should such facilities be required.

- Requirements**
- 2. All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).

Complies –Dwellings-multiple and serviced apartments are required to provide 1 bicycle parking space (BPS) for every 3 dwellings. It is noted that the office component of the serviced apartment is functionally captured within serviced apartment rate.

Element	Proposed	Required bicycle parking spaces
Dwellings-multiple <i>additional 1 dwelling</i>	48	16
Serviced apartments <i>No change</i>	57	19
		35 (35)

As such, 35 bicycle parking spaces are required as part of this development, where a 40-space bicycle parking area is proposed.

3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with *Australian Standard AS2890.3 – Bicycle Parking* and must:
- (a) be located in a convenient and safe location with adequate security for the storage of bicycles;

Complies – The bicycle parking area will comprise a dedicated area that allows for the parking of 22 bikes in an upright manner, and 18 bikes within a wall mount. This area is located within the central pedestrian foyer, which will provide adequate passive surveillance of this area. This space will be directly accessible to users entering via the main pedestrian entrance off Smith Street.

- (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;

Complies – Although there is no secure storage space for long term storage, as this application relates to dwellings, this is considered acceptable.

- (c) where secure parking is provided, provide e-bike charging facilities, as necessary;

Not relevant – The bicycle parking area is not considered to be a secure parking facility for the purpose of this sub-clause. As such, no dedicated bike charging facilities are considered necessary.

- (d) not require **access** via steps;

Acceptable – It is reasonably considered that there are no steps between the bicycle parking area and the road.

- (e) be protected from the weather;

Complies – The bicycle parking area is protected from the weather by the large central fly roof over the 2 buildings.

- (f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;

Complies – It is reasonably expected that the bicycle parking area will allow for the wheels and frame of a bicycle to be locked to the device. This aspect can be addressed by a standard permit condition.

- (g) be located outside pedestrian movement paths;

Complies – The proposed bicycle parking area is located outside of expected pedestrian movement paths.

- (h) be easily accessible from the road;

Complies – The bicycle parking area is located not far from the on-site driveway, and not far from the primary pedestrian entrance to Smith Street.

- (i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;

- (j) be protected from manoeuvring motor vehicles and opening car doors;

Complies – The bicycle parking area is located outside of areas where vehicles will be parking/manoeuvring.

- (k) be as close as possible the cyclist's ultimate destination;

Complies – The bicycle parking area is located in the central ground level plaza, in close proximity to the on-site stairwells and lifts.

- (l) be well lit by appropriate existing or new lighting; and

Complies – It is reasonably considered that the facility and access to will be appropriate lit. This can reasonably be addressed by a permit condition.

- (m) be sympathetic in design, material and colour to compliment the surrounding environment.

Complies – The design of the bicycle parking area is likely to be consistent with the proposed built form of other structures/buildings at the development site.

4. A locker should accompany every secure bicycle parking space provided, and should be:
- (a) of suitable volume and dimensions to allow storage of clothing, cycling helmets and other personal items;
 - (b) well ventilated, secure and lockable; and
 - (c) located close to shower and changing facilities.

Not relevant – The bicycle parking area is not considered to be a secure parking facility for the purpose of this sub-clause. As such, no locker facilities are considered necessary under this sub-clause.

5. All new **non-residential buildings, hotels/motels**, and **serviced apartments** in Zones HR, CB, C, SC and TC should provide sufficient and accessible shower and changing facilities for staff with the number of showers calculated at the rate specified in the table to this clause.

Complies – While the application does not state the number of staff that will be associated with the serviced apartments, it is reasonably considered that there will be less than 50 staff on-site at any given time. As such, 1 shower facility is required, where 1 is provided near the communal open space, and another adjacent the office. It is noted that both of these showers are in the form of a UAT room.

6. Shower and changing facilities must be secure facilities capable of being locked, and should:
- (a) be located as close as practical to the associated bicycle parking facilities;

Complies – The shower facilities are not located far from the bicycle parking area.

- (b) provide one change space per shower; and

Complies – A shower facility is located in proximity to the office and is within an integrated DDA bathroom (approximately 7 m²), which will reasonably provide sufficient space for future users to get changed within the room.

- (c) Provide for separate male and female facilities where more than one shower is provided.

Not relevant – Only one shower is proposed at the site.

Table to Clause 5.3.7: End of trip facilities in Zones HR, CB, C, SC, and TC

Use or Development	Minimum number of bicycle parking spaces	Minimum number of showers
Dwellings-multiple	1 space for every 3 dwellings	
Serviced apartments	1 space for every 3 dwellings	1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.

Assessment

Complies – As discussed above, the application is considered to comply with the relevant requirements of this clause.

5.4.3 Building Setbacks of Residential Buildings and Ancillary Structures**Purpose**

Ensure that **residential buildings** and **ancillary** structures are located in a manner that:

- (a) is compatible with the streetscape and surrounding development including **residential buildings** on the same **site**;
- (b) minimises adverse effects of building massing when viewed from adjoining land and the street;
- (c) avoids undue overlooking of adjoining properties; and
- (d) facilitates breeze penetration through and between buildings.

Administration

1. This clause does not apply in Zones CB, LI, GI and DV.
2. In this clause:
 - (a) an **ancillary** structure includes an **outbuilding** (excluding shade sails), balcony, portico and the like, which may or may not include external walls; and
 - (b) for all developments except **dwelling-multiple** in Zone MR or HR, where a lot has a boundary with a public street from which vehicular **access** to the lot is restricted by the controlling Agency or local government council, this boundary shall be considered a side or rear lot boundary for the purpose of calculation of the **building setback**.
3. The consent authority may **consent** to a development that is not in accordance with sub-clause 6-8 only if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the **site** having regard to such matters as its location, scale and impact on adjoining and nearby property.
4. If a building setback plan in Schedule 9 does not establish a specific setback to a nominated boundary, **residential buildings** and **ancillary** structures are to be set back from that boundary in accordance with sub-clause 6(a) or clause 5.4.3.3 as appropriate.
5. Despite sub-clause 6 sheds in Zones other than H, A, RR, RL and R may have a nil setback to the side and rear boundaries provided it is
 - (a) 6m or more from the **primary street** and 2.5m or more from a **secondary street** when measured to the wall of the shed or where there is no wall, the outer face of any column;
 - (b) has a cumulative **floor area** of 15m² or less;
 - (c) is 2.5m or less in height;
 - (d) has no openings in walls that are less than 1.5m from a lot or unit title; and
 - (e) does not discharge rainwater on an adjacent lot or unit title.

Requirements

6. Subject to clause 5.2.7, **building setbacks** of **residential buildings** and **ancillary** structures are to be set back from lot boundaries in accordance with:
 - (a) the relevant table to this clause; or

Does not comply – For the purpose of this clause, buildings 1 and 2 are considered as being greater than 2 stories in height; whereas the ancillary structures (generally comprising the basement exhausts 1 (Montoro Court), 2 (corner of Montoro Court and Smith Street), and 3 (Packard Place), the services cabinet (near Montoro Court/Smith Street corner), and the driveway ramp (near the Lots 1297 and 1289 property boundaries), considered to be less than 2 storeys in height).

Compared to the built form approved under DP24/0010, there are additional structures proposed within the relevant building setbacks. These include:

Smith Street (primary street)

Building 1: The ground floor changes result in this setback becoming compliant. It is noted that no changes are proposed to levels 1 through 9, which will remain non-compliant.

Building 2: Changes to the ground floor (Additional ablution and change room facilities) and levels 1 through 10 (extension of walkway to dwellings) remain compliant.

Ancillary structures: There is a 0 m setback to a basement exhaust and a services cabinet, and 2.645 m setback to support columns associated with the main pedestrian gate.

Montoro Court (secondary street) –

Building 1: The ground floor changes result in this setback becoming compliant. It is noted that no changes are proposed to levels 1 through 9, which will remain non-compliant.

Ancillary structures: There is a 0 m setback to basement exhausts 1 and 2.

Packard Place (secondary street) –

Building 2: No changes will result in this setback becoming non-compliant.

Ancillary structures: There is a 0 m setback to a basement exhaust.

Lot 1297 (side setback) –

Buildings 1 and 2: No changes are proposed that would create a new non-compliance.

Ancillary structures: There will continue to be a 3 m setback to Lot 1297 from the basement ramp.

Lot 1289 (side setback) –

Buildings 1 and 2: No changes are proposed to buildings 1 or 2 that would create a non-compliance.

(b) any setbacks established in a building setback plan that is included in Schedule 9.

Not relevant – The development site is not located within a building setback plan listed in scheduled 9.

7. Where a zero or 300mm setback is identified on a building setback plan in Schedule 9, a zero or 300mm setback can only be established to the boundary nominated on the setback plan.

Not relevant – The subject lot is not identified on a building setback plan in Schedule 9. As such, this sub-clause is not relevant to this application.

8. Unless detailed in a table to this clause or within a building setback plan in Schedule 9, no part of the roof structure, including gutters and eaves, is to encroach more than 0.9m into the minimum **building setbacks** (subject to the Building Code of Australia) from the lot boundaries.

Does not comply – A roof associated with the pedestrian entrance gatehouse (ancillary structure) extends to the primary street boundary.

Editor's Note: If a zero or 300mm setback identified within a building setback plan is not used, the requirements of sub-clause 6(a) apply.

Table A to Clause 5.4.3: Minimum building setbacks for residential buildings and ancillary structures in zones other than RR, RL, R, H and A		
Lot Boundary	Minimum Setback for 1 or 2 storey buildings	Minimum Setback for buildings over 2 storeys
Primary street frontage	6m for residential buildings , and ancillary structures with external walls <u>and</u> 4.5m for ancillary structures and balconies without external walls <u>or</u> 3m for shade sails, to a maximum height of 2.5m at the minimum setback	7.5m for residential buildings , and ancillary structures with external walls <u>and</u> 4.5m for ancillary structures without external walls
Secondary street frontage	2.5m for residential buildings <u>and</u> 1.5m for ancillary structures and balconies without external walls. <u>or</u> 0.9m for shade sails, to a maximum height of 2.5m at the minimum setback	2.5m for residential buildings and ancillary structures with external walls <u>and</u> 1.5m for ancillary structures without external walls
Side and rear lot boundaries	1.5m for residential buildings and ancillary structures <u>or</u> 1m, provided that the subject wall: <ul style="list-style-type: none"> only includes openings that are either glazed in an opaque material and cannot be opened, or have a sill height of 1.6m or greater; does not extend beyond a maximum height of 3.5m; and does not extend beyond a maximum length of 9m <u>except</u> shade sails which may be setback 0.9m to a maximum height of 2.5m at minimum setback	3m for residential buildings with <ul style="list-style-type: none"> habitable rooms <u>with</u> windows or doors facing the subject boundary; and verandahs and/ or balconies facing the subject boundary; and shade sails <u>or</u> 1.5m for residential buildings where the subject wall only includes: <ul style="list-style-type: none"> non-habitable rooms; habitable rooms <u>without</u> windows and/ or doors facing the boundary; and ancillary structures, whether with or without external walls excluding, verandahs, balconies or shade sails

Assessment

Does not comply – As discussed above, the application will create additional non-compliances with the relevant building setbacks.

5.4.3.2 Distance Between Residential Buildings on one Site**Purpose**

Ensure **residential buildings** provide a sympathetic interface with the streetscape and surrounding development, minimise adverse effects of building massing, and avoid undue overlooking of adjoining **residential buildings** and private open space.

Administration

1. The consent authority may **consent** to a development that is not in accordance with sub-clauses 2 and 3 only if it is satisfied it is consistent with the purpose of this clause and that the design of the development adequately mitigates the adverse effects of building massing and privacy and overlooking impacts that may arise from non-conformity with sub-clauses 2 and 3.

Requirements

2. Where more than one building comprising one or two **storey residential buildings** is located on a **site** the distance between the buildings is to be calculated in accordance with Table A to Clause 5.4.3 as if there was a lot boundary between the buildings.

Complies – The distance between the residential buildings on-site (measured from the lift and stairwell shafts) has been reduced to 4.5 m, where a minimum of 3 m is required between ancillary structures. The separation between the dwellings is 14.6 m, where a minimum of 6 m is required by this clause.

3. Where more than one building comprising **residential buildings** that exceeds two **storeys** in height is located on a **site**, the distance between buildings is to be a minimum of:

- (a) 3m for walls to non-habitable rooms and **habitable rooms without** windows or doors; and

Complies – A distance of 4.6 m is provided between the lift and stairwell shafts at the development.

- (b) 4.5m for walls *with* windows or doors to **habitable rooms** or to a verandah or balcony.

Complies – The distance between the inward facing balcony access railings are 11.7 m, and 14.7 m between the dwelling frontages.

4. For each **storey** over four **storeys**, the distance between buildings referred to in sub-clause 3 is measured from a straight line that is half the average distance between the walls of the buildings.

Noted.

Assessment

Complies – As discussed, the application will continue to comply with the required distances between residential buildings on a site.

5.4.3.3 Reduced Setbacks for Dwellings-Single

Purpose

Provide flexibility for the design and siting of **dwellings-single** that adopt specified reduced setbacks in a manner that responds to the streetscape and surrounding development.

Assessment

Not relevant – As the application relates to an outbuilding, and not a dwelling-single proper, this clause is not considered relevant to this application.

5.4.4 Extensions and Ancillary Structures to a Dwelling-group or Dwelling-multiple Development

Purpose

Ensure an extension or **ancillary** structure that is **ancillary** to an existing **dwelling-group** or **dwelling-multiple** responds to the streetscape and surrounding development.

Assessment

Not relevant – This application does not concern an existing dwelling-multiple. As such, this clause is not relevant to this application.

5.4.6.1 Private Open Space for Dwellings-single, Dwellings-independent and Dwellings-group

Purpose

Extend the function of a **dwelling** and enhance the residential environment by ensuring that each **dwelling** has private open space that is:

- (a) of an adequate size to provide for domestic purposes;
- (b) appropriately sited to provide outlook for the **dwelling**;
- (c) open to the sky and sufficiently permeable to allow stormwater infiltration and lessen runoff from the **site**; and
- (d) inclusive of areas for landscaping and tree planting.

Assessment

Not relevant – This application does not concern a listed defined use. As such, this clause is not relevant to this application.

5.4.6.2 Private Open Space for Dwelling-multiple

Purpose

Ensure **dwellings** include private open space that enhances the function of the **dwelling** and are:

- (a) of an adequate size to provide for outdoor living; and
- (b) appropriately sited to provide outlook for the **dwelling**.

Administration

1. The consent authority may **consent** to **dwellings-multiple** comprising of **served apartments** in Zone TC that is not in accordance with sub-clauses 3-5 if it is satisfied that the communal open space and communal facilities will adequately meet the activity needs of residents.

2. The consent authority may **consent** to **dwelling-multiple**, other than **dwelling-multiple** comprising of **serviced apartments** in Zone TC, that is not in accordance with sub-clauses 3-5 if it is satisfied the development is consistent with the purpose of this clause.

Requirements

3. Each **dwelling-multiple** is to have at least one area of private open space that:
- (a) is a minimum area of 12m² with no dimensions less than 2.8m;
 - (b) is directly accessible from the main living area or dining area of the **dwelling** to enable an extension of the function of the **dwelling**;
 - (c) is located to provide views from the **dwelling** to open space and natural features of the **site** or locality.

Complies – With the exception of the single bedroom typologies, a review of the plans show that each dwelling will continue to have a balcony/ground floor space that is directly accessible from the dwelling, and which includes the a space that is not less than 12 m², or have a dimension less than 2.8 m. As non-compliances relating to the single bedroom typologies have not changed as part of this application, this subclause is considered complied with in regards to the proposed changes.

4. Where private open space is adjacent to communal open space, direct access is to be provided from the private open space to the communal open space, with a delineation between each area.

Complies – The plans show that the ground floor serviced apartments will have direct access from the delineated private open space to the adjacent communal open space.

5. Where the private open space is at **ground level** and not adjacent to communal open space, it should be:
- (a) fenced to a maximum height of 1.8m providing a visual barrier to adjoining **dwelling**s; or
 - (b) planted with dense vegetation which will provide a visual barrier to 1.8m to adjoining to adjoining **dwelling**s within two years of planting.

Generally complies – The plans imply that a fencing will delineate the ground floor serviced apartments from communal open space. While the plans don't detail the type of fencing, this aspect can be addressed by a standard permit condition.

Editor's Note: Refer to [Design Guidance: Private Open Space for Dwellings-multiple](#) for guidance on interpreting this clause.

Assessment

Complies – As discussed above, the application is not considered to create any new non-compliances with the requirements of this clause.

5.4.7 Communal Open Space

Purpose

Ensure that suitable areas for communal open space are provided for **dwelling-multiple**, **residential care facilities** and **rooming accommodation**.

Administration

1. This clause does not apply to **dwelling-multiple** where each **dwelling** has direct and independent **access** to private open space at **ground level**.

2. The consent authority may **consent** to a **dwelling-multiple** comprising **serviced apartments** in Zone TC that is not in accordance with sub-clauses 5 and 6 only if it is satisfied it is consistent with the purpose of this clause and that the private open space associated with each **dwelling** provides appropriate opportunities for outdoor activities.
3. The consent authority may **consent** to a development in Zone C or Zone CB that is not in accordance with sub-clauses 5 and 6 if appropriate recreational space for the occupants of the development is provided, having regard to the following matters:
 - (a) whether the communal open space has usable dimensions and is of a sufficient size for the density of the development;
 - (b) the development is in proximity to adequate public open space or sufficient amenities; and
 - (c) whether there is an appropriate increase in private open space provided (over that which is required by Clause 5.4.6), for each dwelling in the development.
4. For zones and uses not covered by sub-clauses 2 and 3, the consent authority may **consent** to a development that is not in accordance with sub-clauses 5 and 6 if it is satisfied the communal open space has usable dimensions and is of a sufficient size for the development.

Requirements

5. A minimum of 15% of the **site**, being not less than 6m wide at any point, is to be communal open space.

Complies – The site area for this application is 3985 m², and as such, 597.75 m² is required to be provided at the development site. A review of the plans show that 915 m² (22.9%) of areas identified as communal open space will be provided, within an area with no dimension less than 6 m. It is noted that planter boxes are located within the communal open space, however, this is not considered to prevent this space from being included in the total area, or reduce the dimensions of the communal open space for the interpretation of this clause.

6. Communal open space is to be designed to:
 - (a) be clearly delineated from private and **public open space**;

Complies – The communal open space is adequately delineated by fencing.

- (b) maintain reasonable privacy of nearby **dwelling**s;

Acceptable – While not clearly identified on the plans, fencing treatment can be addressed by a standard permit condition.

- (c) provide recreational facilities for occupants; address the projected needs of children;

Complies – The communal open space includes a pool, 2 x outdoor entertainment areas, and various seating opportunities. These are considered adequate for the future recreational needs of residents including children.

- (d) include landscaping and shade where located outdoors;

Complies – The communal open space will be variously shaded by trees, buildings 1 and 2, the central roof, and roofs over the outdoor entertainment areas.

- (e) minimise safety issues, including through lighting and passive surveillance;

Complies – It is reasonably considered that adequate lighting will be provided over the communal open spaces. Any outstanding aspects can reasonably be addressed via standard permit conditions. It is considered that adequate passive surveillance is provided by dwelling balconies.

- (f) minimise the effects of any on-site traffic circulation and **car parking areas**; and

Complies – The communal open space is located outside of any on-site traffic circulation, and considered to be adequately and securely delineated by either distance or planter boxes.

- (g) be capable of efficient maintenance and management.

Complies – It is reasonably considered that the proposed communal open space will be able to be efficiently maintained.

Assessment

Generally compliant – As discussed above, the application is reasonably considered to comply with the relevant requirements of this clause.

5.4.8.1 Building Design for Dwelling-group, Rooming Accommodation and Residential Care Facility

Purpose

Promote site-responsive designs for **dwelling-group**, **rooming accommodation** and **residential care facility**, which provide a pleasant living environment for the occupants and a sympathetic interface with adjoining lots, to minimise unreasonable impacts on the privacy and **amenity** of surrounding residents.

Assessment

Not relevant – This application does not concern a listed defined use. As such, this clause is not relevant to this application.

5.4.8.2 Building Design for Dwelling-multiple

Purpose

Promote site-responsive design of **dwelling-multiple** that provides a sympathetic interface with the streetscape and surrounding **dwelling**s, is climatically appropriate and provides a pleasant living environment for the occupants.

Administration

1. A development application must, in addition to the matters described in sub-clauses 8-15, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide in Schedule 5.

Noted – A review of this application against the Community Safety Design Guide is provided at the end of this technical assessment.

2. The consent authority may **consent** to a development that is not in accordance with sub-clauses 8-9 if it is satisfied that it is consistent with the purpose of the clause.
3. The consent authority may **consent** to a development that is not in accordance with sub-clause 10 if it is satisfied that the development facilitates safe and convenient pedestrian movement through the **site**.
4. The consent authority may **consent** to a development that is not in accordance with sub-clause 11 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on **habitable rooms** within the **site**.
5. The consent authority may **consent** to a development that is not in accordance with sub-clause 12 if it is satisfied that **car parking areas**, services and utilities, and bin storage areas are appropriately concealed or integrated into the development to minimise visual impacts.
6. The consent authority may **consent** to a development that is not in accordance with sub-clauses 13 and 14 if it is satisfied that the balcony design allows for sufficient breeze penetration and limits the appearance of building massing when viewed from the public domain.
7. The consent authority may **consent** to a development that is not in accordance with sub-clauses 15 if it is satisfied the development prevents run-off from balconies to adjoining private open space, communal open space and **dwellings** below.

Requirements

8. Doors and openable windows are to provide natural cross ventilation opportunities to **habitable rooms**.

Complies – It is considered that the dwellings will continue to have adequate access cross ventilation.

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

Complies – The building proposes a variety of colours and materials will reasonably minimise the presence of any blank walls that face the public domain.

10. Development is to provide legible entry points and clear and direct pathways for pedestrians from the street and to all buildings on the **site**.

Not relevant – No changes are proposed to the layout of on-site pedestrian entrances or exits.

11. Development is to minimise the transmission of noise and exhaust from services by:
 - (a) locating lift shafts away from **habitable rooms**, or by using other noise attenuation measures; and
 - (b) locating air conditioner plants away from openings in **habitable rooms**.

Does not comply – AC plant is shown outside of the front habitable rooms for all dwellings.

12. Development is to include screening to:
 - (a) **car parking areas** at or above **ground level** (excluding access points) to the public domain, using materials that have a maximum visual permeability of 50%;

Not relevant – While ground level car parking is provided at the site, it is setback 6.7 m from Montoro Court, with this setback to be landscaped. As such, this clause is not considered relevant to this application.

- (b) services and utilities (such as servicing ducts and air conditioning units) to the public domain and neighbouring properties, using materials that have a maximum visual permeability of 50%; and

Complies – The proposed utility and service points are shown as being 'hardwood timber slat screen'.

- (c) bin storage areas to the public domain, using solid materials and/or landscaping.

Complies – The bin store is setback 5 m from Packard Place, with this setback shown to be landscaped.

13. Balconies are to provide at least:

- (a) One side without an external wall; and
(b) One side without an external wall for more than 50% of the length of that side.

No relevant – No changes to the balcony layouts are proposed as part of this application. As such, this sub-clause is not considered relevant to this application.

14. Full-height privacy screening on balconies is not to exceed 25% of the length the balcony that faces a street.

Complies – Although the placement of screening for the balconies has been shifted around, a review of the plans indicate that no greater number or coverage is proposed in the new plans.

15. Buildings are to provide internal drainage of balconies.

Complies – While the plans don't indicate internal drainage, it is considered it is likely they will comply with this clause. Any outstanding aspects can reasonably be addressed via standard permit conditions.

Editor's Note: Privacy screening that promotes breeze penetration and balustrades do not constitute a wall.

Assessment

Does not comply – As discussed above, the application does not meet a relevant requirement of this clause.

In addition to the above, it is noted that while not compliant, the following aspects should be noted:

- Basement lifts provide a 0.96 m wide landing between the lift doors and the adjacent driveway.
- Each dwelling appears to provide a private laundry facility (including clothesline) within the porch area (also referred to as the forecourt).
- While AC units are shown within the porch areas, it is not known if these AC units will service the whole dwelling.

5.4.17 Building Articulation

Purpose

Ensure that **residential buildings** mitigate the perception of building mass and bulking when viewed from adjoining properties and the street, and provide opportunities for cross-ventilation within building design.

Administration

1. This clause applies to all sides of **residential buildings** that are longer than 15m, except the ground floor of buildings in Zone CB.
2. The consent authority may **consent** to a development that is not in accordance with sub-clause 4 only if it is satisfied it is consistent with the purpose of this clause.
3. The length of the building excludes verandahs, balconies, porches and carports integrated into the **residential building** design.

Requirements

4. A step or recess to the building line of no less than 1m by 1m is required for every 15m of building length, or part thereof.

Does not comply – The basement ramp has been reduced from 28 m to 23.5 m. As no step or recess is proposed, it is still non-compliant with this clause.

Editor's Note: Refer to *Design Guidance: Articulation* for guidance on interpreting sub-clause 4.

Assessment

Does not comply – As discussed above, the application does not meet a relevant requirement of this clause.

5.9.1 Alice Springs Town Centre

1. This clause incorporates planning and design standards contained in the Central Alice Springs Area Plan.
2. The diagram to this clause identifies the land to which the requirements of 5.9.1 (Alice Springs City Centre) apply and key features referred to in the requirements.

Diagram to Clause 5.9.1: Alice Springs Town Centre Extent and Features



Assessment

Not relevant – This development site is not located within the Alice Springs Town Centre area. As such, this clause is not relevant to this application.

Community safety design guide

Clause 1.6 (Structure of the Planning Scheme) states *The structure of the Planning Scheme includes:*
(g) Schedules

The Schedules provide:

- i. *a range of interpretive provisions and administrative guidelines to supplement considerations and directions within the Parts of the Planning Scheme;*
- ii. ...

As such, a review of the Community safety design guide, which is listed in schedule 5 and mentioned in clause 5.4.8.2 (Building Design for Dwelling-multiple), has been completed below. This review indicates whether this application is considered to support, be neutral towards, or not support, any guidance within the design guide.

The community safety design guide (CSDG) sets out 15 principles of crime prevention through environmental design that have particular relevance to the NT. A review of these 15 principles, and their associated guidelines is provided below.

Surveillance – *To ensure that development contributes to the safety of areas by optimising the opportunities to provide passive surveillance of public spaces, communal areas, streets and car parks.*
– Orientate windows, balconies and verandahs to overlook public spaces and streets.

Supports – The balconies and dwelling-access walkways are cover the majority of the external building line, and as such, will reasonably provide an adequate amount of passive surveillance over the on-site communal open spaces, as well as the adjacent public domains.

– Ensure that residential building facades that face the public realm are connected to habitable rooms which provide windows and other openings that overlook public spaces.

Supports – Although the application proposes instances of window-less walls facing the public domain, the building line as a whole is comprised generally of external facing balconies.

– Ensure that the ground level of commercial buildings are designed to maximise opportunity to activate frontages and allow clear observation of streets, plazas and malls (public spaces).

Not relevant – Although the application includes an office component for the serviced apartments, this is not considered to be a scale relevant to this guideline.

– Encourage mixed use development in town centres to facilitate day and night surveillance of public spaces.

Not relevant – The development site is not considered to be within a town centre.

– Ensure front fences are either:

– Visually permeable (not solid); or

– Less than 1.2 metres high to enable surveillance of the street

Supports – The plans show that 1.8 m high pool fencing will be provided along the property boundaries.

Sightlines – *To ensure that built forms and landscaping do not obscure sightlines and allow a clear view of public spaces.*

– Ensure that building entrances are clearly visible and do not provide opportunities for concealment.

Supports – The pedestrian entrance to the site, as well as the entrances to the dwellings, lifts, stairwells and end of trip facility are considered visible, and will likely well lit.

- Glazed doors or glazed panels in doors should be installed in the entries of publicly accessible buildings to provide clear views into entry foyers and clear views out to the street.

Not relevant – No publicly accessible buildings are proposed at the site.

- Establish clear sightlines across public spaces, along pathways and between buildings.

Supports – The application generally provides for long sightlines over the on-site communal open spaces, and along the access balconies.

- Design site layouts so that pedestrian routes and destination points are easily identifiable and have clear sightlines.

Supports – The application proposes central pedestrian plaza that connects the only pedestrian entrance with on-site destinations (i.e. dwellings, lifts, stairwells and end of trip facility).

- Avoid landscaping that creates barriers or restricts sightlines.

Supports – The landscaping is generally shown as being grass and trees, which are considered unlikely to be contrary to this design element.

- Locate facilities such as bike racks in proximity to building entrances

Supports – The bike racks are located in proximity to the site lifts and stairwells.

Mixed use areas and activity generators – *To increase the level of activity within areas to enhance passive surveillance opportunities; and To extend the hours of activity in an area to include after business hours.*

Not relevant – While this application includes a commercial aspect through the proposed serviced apartments, they're not considered to be of a scale that would allow for increased activity at the site.

Design of building exteriors and openings – *Reduce opportunities for criminal behaviour through the design of building facades; and Design buildings that provide spaces and entries that are safe and highly visible.*

Supports – Pedestrian and vehicular entry to the site is considered to be highly visible from the public domain, with the on-site lifts and stairwells adequately visible from on-site balconies/dwellings.

- Ensure that entrances to buildings are clearly lit, articulated, secure and orientated to face the street or a public space.

Supports – It is reasonably considered that building and site access points will be secure and well lit.

- Locate lifts, stairwells and ramps in visible locations, ensuring that they do not provide entrapment opportunities.

Supports – It is considered that on-site lifts and stairwells adequately visible from on-site balconies/dwellings.

- Ensure that loading, delivery and car parking areas are well lit and secure.

Supports – It is reasonably considered that car parking areas will be secure and well lit.

– Areas of blank wall facing streets, public space and car parks should not exceed 2 metres in length.

Does not support – The application continues to propose 4 sections of blank walls on levels 1 to 10 that face Smith Street which exceed 2 m in width.

– Design entrances and facades to limit opportunities for concealment and entrapment.

Supports – Pedestrian and vehicular entry to the site is considered to be highly visible from the public domain, with the on-site lifts and stairwells adequately visible from on-site balconies/dwellings.

– Carefully design elements (such as balconies and fences) so that they do not provide 'ladders' to buildings.

Supports – The residential building are considered to be setback from fences and outbuildings on the site in a manner that will reasonably limit the potential for criminal behaviour to take place.

Lighting – *To increase the level and quality of lighting in public spaces; To encourage night time activity in designated areas of the public realm; and To make pathways in public spaces clearly visible and inviting at night.*

Not relevant – This application does propose any additions or changes to the public domain. As such, this core design principle is not considered to be relevant to this application.

Signage and way finding – *To provide clear information for people to easily and safely navigate the public realm; To clearly indicate permissible and prohibited uses in public areas; and To signify ownership and boundaries between public and private realms.*

– Signage should identify where assistance and key areas can be located such as telephones, taxis, toilets and bus stops.

– Signage should be visible, concise, vandal proof and easily maintained.

– Provide clear and regular signposting along major pedestrian thoroughfares and at key locations.

– All signage is to comply with Australian Standards AS1428: Design for Access and Mobility

– Illuminate signage which is essential for night use.

– Locate signage where it will not be obscured by vegetation.

– The use of pavement treatments (including material, colour, texture and patterns) can be used to delineate boundaries, activity use and direction.

Supports – While no guidelines is considered relevant to this application, which does not propose any public thoroughfares or public open spaces, it is considered that satisfactory delineation between the private and public spaces will take place by the proposed boundary fencing.

Movement predictors and entrapment locations – *Minimise the number of movement predictors in the public realm; and Ensure that the design of public spaces and all buildings eliminate entrapment locations and opportunities.*

Not relevant – This application does propose any additions or changes to the public domain. As such, this core design principle is not considered to be relevant to this application.

Residential – *To reduce the opportunity for criminal and anti-social behaviour within residential areas; To design and develop safe, connected, legible and vibrant spaces and places; To promote a sense of community and improve the quality of life within residential areas; To encourage small business operations from home as these provide additional passive surveillance and promote street activity during various hours of the day.*

– Streets should be designed to ensure there are clear and legible movement paths for pedestrian, cycle and vehicular traffic. Long sightlines are encouraged to increase surveillance and 'way finding' abilities

– Culs-de-sac and pedestrian walkways narrower than the adjoining street width should be avoided, as these create isolated areas and movement predictors.

Not relevant – These aspects are considered relevant to the subdivision of land, and not to individual developments.

– Ensure residential building facades that face the public realm include habitable rooms and openings for passive surveillance.

– Buildings should be orientated to face parks and open spaces to ensure passive surveillance.

Supports – Although the application proposes instances of window-less walls facing the public domain, the building line as a whole is comprised of balconies.

– Public open spaces should be designed to include street access around the perimeter to maximise passive surveillance. Where street access is not possible, the fencing between residential allotments and the adjoining open space must be visually permeable.

Supports – The application does not propose any public open space. The fencing between the communal open spaces on-site and adjacent public domain is mostly proposed to be visually permeable pool fencing.

– Avoid the use of multiple enclaves in building facades as these provide hiding places.

Supports – With the exception of the bin store, no enclaves are proposed at ground level.

– Avoid the use of landscape treatments that impede clear sightlines or create barriers.

Supports – It is not considered that the proposed landscaping is contrary to this aspect.

Industrial – *To reduce the opportunity for criminal and anti-social behaviour within industrial areas; To reduce the fear of crime; and To design and develop industrial areas that are integrated and connected with the surrounding urban fabric.*

Not relevant – The development does not have an industrial aspect. As such, this core design principle is not considered to be relevant to this application.

Commercial – *To reduce the opportunity for criminal and anti-social behaviour within commercial areas; To design and develop safe, legible and vibrant spaces and places; and To promote a sense of community within commercial areas.*

Not relevant – While the application does involve a commercial aspect through the on-site serviced apartments, this aspect is considered to be relevant for commercial developments that face the public domain/as a streetscape level. As such, this core design principle is not considered to be relevant to this application.

Automatic Teller Machines (ATMs) – *To provide safe and secure environments for the public to access automated banking facilities; and To reduce opportunities for entrapment and robbery.*

Not relevant – This application does propose any ATM facilities. As such, this core design principle is not considered to be relevant to this application.

Public toilets – *To build Council and business capacity to implement and maintain good public toilet facilities; and To ensure that all public toilet facilities are safe, accessible and clean.*

Not relevant – This application does not propose any public toilet facilities. As such, this core design principle is not considered relevant to this application.

8 September 2025

Mr Amit Magotra
Manager, Development Assessment Services
Development Consent Authority
GPO Box 1680
Darwin NT 0801

RE: PA2025-0247 — Ventilation outlet locations (Montoro Court)

Dear Mr Magotra,

Thank you for considering my earlier submission on this development application. I appreciate that the applicant has adjusted the design of the ventilation outlets; that is a positive step.

One matter remains that, still affects neighbouring amenity: the proposal to position a ventilation outlet on the Montoro Court interface for a project of this scale (two 10–11-storey buildings with 220+ car parks). As noted previously, this is a sensitive edge for nearby residents and—given the localised still conditions near the water tower, particularly during the humid, still periods of the wet season—it is the least forgiving location for dispersion. The introduction of two 10–11-storey buildings is likely to make these conditions worse. In the wet season we already experience kitchen-cooking fumes from nearby properties that are slow to disperse and linger for extended periods. Concentrations of vehicle exhaust—especially during cold starts when incomplete combustion occurs—directed toward Montoro Court would be detrimental to the health and day-to-day amenity of nearby residents. My intent is to support a timely approval while ensuring amenity is safeguarded.

Accordingly, I respectfully request that consent be conditioned as follows:

- 1 Remove any ventilation outlet on the Montoro Court boundary (rear); and
- 1 Consolidate the exhaust outlets to the Smith Street frontage only—two outlets at the front corners on Smith Street—with appropriate acoustic treatment, screening, and verified discharge heights to ensure emissions are directed away from sensitive receivers.

This approach maintains the required ventilation function while locating the outlets at the least sensitive interface—delivering a balanced, good-neighbour outcome with due regard for the health and safety of particularly vulnerable residents.

Yours sincerely,



Ms Man Dorcas SHIH
Unit owner, 7 Montoro Court
dorcas.shih@gmail.com

From: [Nicholas Kirlew](#)
To: [Das NTG](#)
Cc: [Minister Burgoyne](#); [Electorate Braittling](#); [Electorate Port Darwin](#); [Electorate Johnston](#); [Justine Davis](#); [Minister Cahill](#)
Subject: Amendment to DP24/0010
Date: Saturday, 16 August 2025 2:55:50 PM

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello Amit,

I note with some concern that the applicant has provided out of date material for this submission.

<https://www.ntlis.nt.gov.au/planning-notice-online/notices#/index>

The applicants have a long record of ignoring local residents.

It is our opinion that community will be disadvantaged having to read two separate sets of documents of which most date from 2023.

The cover letter by the applicant in part states :

Whilst these fundamental elements are retained, the extent of a number of the proposed amendments is beyond the extent able to be approved via a variation to the existing development permit pursuant to Section 57 of the Northern Territory Planning Act. Specifically, a number of amendments alter a measurable aspect of the approved development by more than 5%. Accordingly, this application seeks a new development permit for amendments to the development approved through DP24/0010. The proposed amendments are considered in this assessment, and all other application documents submitted for the consideration of PA2022/0321 are appended hereto and continue to be relied upon.

It is our opinion that a fair treatment for community residents should be presented with only the appropriate information to allow community to assess the application in full as that is what we will expect the DCA to do.

An example of community disadvantage is for the applicant to request a change the traffic flows while not providing an up-to-date traffic assessment. The original report was done in 2019 with a 2 page addition dated August 23 that uses data from 2022 advising there had been no increase in traffic for 4 years. Since the two-year-old assessment provided, the CDU building has become active presenting the area around this development with a significant increase in day parking.

We request that the application be withdrawn and represented as a comprehensive presentation of what is planned today.

Please acknowledge receipt of this email.

Regards,

Nick Kirlew

Convener PPlan: the Planning Action Network Inc

0447 499 794

Email: nick@planinc.org.au

Web: <https://www.planinc.org.au>

Public Submission: PA2025/0247 – Amendments to DP24/0010

To: Development Assessment Services

Subject: Public Submission on PA2025/0247 – Objection due to Outdated Supporting Material

We respectfully submit this correspondence as a formal public submission regarding PA2025/0247, amending development permit DP24/0010.

1. Fragmented and Outdated Documentation

The applicant relies heavily on supplementary content from PA2022/0321 (dated 2022–2023) with only a limited set of new amended materials. This forces both the community and the DCA to navigate disparate, outdated documents rather than a clear, consolidated package. Procedural fairness requires an up-to-date, single submission that reflects current circumstances.

2. Traffic and Parking Assessment Lacks 2025 Context

The traffic report is based on 2019 data, with only a brief 2023 addendum referencing 2022 volumes. All of this predates the opening of the CDU City Campus (Danala | Education and Community Precinct) in October 2024.

The new campus brings substantial educational, cultural and community activity into the CBD. This has changed traffic patterns, increased parking demand, and altered pedestrian flow. None of these impacts are reflected in the applicant's material. Without updated data, the DCA cannot reasonably assess how the additional dwellings, altered setbacks, and design changes will compound congestion and parking pressure.

3. Legal and Procedural Concerns

- Clause 1.10(1) of the NT Planning Scheme 2020 allows the DCA to assess only the proposed amendments. But this does not excuse the absence of relevant, timely supporting evidence.
- Under the Planning Act 1999, the DCA must consider current impacts, land capability, and infrastructure needs. Outdated traffic and parking data prevent proper evaluation.
- Relying on stale and fragmented documents risks breaching procedural fairness, undermines transparency, and could expose any approval to legal challenge.

4. Community Expectation and Procedural Fairness

Residents are entitled to assess proposals with information that is:

- Timely — reflecting current realities (e.g. CDU activity).
- Consolidated — not spread across multiple prior applications.

- Usable — enabling independent analysis and meaningful comment.

The current documentation fails all three tests. It places residents at a disadvantage and undermines the integrity of the process.

5. Flawed Justifications for Density

The 2024 documentation claimed that higher density was required to make the project feasible in an environment of “high interest rates and escalating construction costs.” With multiple interest rate cuts since then, this justification no longer stands.

If project profitability were grounds to ignore planning standards, Territorians could just as well argue to avoid stamp duty, registration, or licence fees. Costs alone cannot excuse departures from legislation.

6. Amenity, Setbacks, and Streetscape

- No setback is provided on the Smith Street frontage, despite this being public land and part of a historic boulevard viewline. The reduction from 7.5m to 0m has never been adequately justified.
- The interconnected network calls for enhanced landscape and streetscape, yet the proposed built form looms over adjoining sites and breaks the established viewline between Daly Street roundabout and the Old Hospital roundabout.
- Venting infrastructure is pushed to Packard Street and Montoro Court at 0m setback, further eroding walkability and amenity.
- The use of oversized “street trees” in perspective drawings is misleading, given the absence of space to plant them.

Overall, the design emphasises bulk and massing, disregarding the scale and character of the surrounding 4–9 storey buildings.

7. Misrepresentation of Land Use

The Act calls for limited residential, commercial, and community uses within the Tourist Commercial zone, where such uses do not compromise the primary purpose of tourism.

This proposal is 47% declared residential, while the 53% “serviced apartments” will almost certainly operate as de facto residential units, especially given Darwin’s known shortage of student accommodation. The proponent’s claim that they represent tourist use is unconvincing.

There is also internal inconsistency: the applicant describes the development as “residential” to avoid a 5m setback requirement, yet does not comply with basic planning requirements for residential units (e.g. private open space).

8. Lack of Community Engagement

There has been no meaningful attempt to engage with nearby residents or community members, despite the proposal's scale and impacts. Procedural fairness requires genuine consultation, not token advertising.

9. Specific Requests

Given these concerns, we respectfully request that the DCA:

1. Require withdrawal and resubmission of the proposal in a consolidated form that reflects current 2025 circumstances.
2. Require a current traffic and parking impact assessment, capturing post-CDU conditions and commuter changes.
3. Re-exhibit the application with complete, updated information, enabling proper community comment.

Conclusion

Approving amendments based on outdated or incomplete information undermines both the integrity of the planning system and the community's right to participate meaningfully. PA2025/0247 cannot be properly assessed until it is supported by current, consolidated and accurate evidence, especially regarding traffic, parking, amenity, and land use.

Regards,

Nick Kirlew

Convener PPlan: the Planning Action Network Inc

0447 499 794

Email: nick@planinc.org.au

Web: <https://www.planinc.org.au>

Submission in Relation to the (Revised) Development Application - PA2025/0247

Submission by:

John Wade
Unit 1
144 Smith Street
Darwin NT 0800

Email: johnrosswade@gmail.com

Phone: 0401 117 770

Applicant: Cunningham Rosse Town Planning & Consulting

Address: Lot 01287 & 1288 Montoro Court Larrakeyah
Lot 01295 & 01296 8 & 7 Packard Pl Larrakeyah

Exhibition Period:

Friday, 15 August 2025 - Midnight Friday, 12 September 2025

Traffic

The application significantly underestimates, and in some issues ignores, the very substantial detrimental impact on traffic, potential vehicular, scooter and pedestrian accidents, and related issues. Some issues include:

- *Significant increase to traffic volume and traffic type on Dashwood Cresc.*

Currently the traffic on Dashwood Cresc (rear 140 and 144 Smith Street and the side of 146 Smith Street) is generally manageable and does not create major inconvenience or a major propensity for accidents. The increase in traffic on Dashwood Cresc from the development will create a more dangerous turning for traffic into Houston Street; a more dangerous situation for vehicles exiting the 144 Smith Street carparks, and increased danger for pedestrians on the Dashwood Cresc corner.

(From observation and experience, over the past 2 years, there has been an increase in potential accidents from vehicles entering Dashwood Cresc from Smith Street – this will increase exponentially with the development)

- *Accelerating vehicles crossing Samith St into Dashwood Cresc.*

Unlike traffic turning into Dashwood Cresc from Smith St the traffic entering Dashwood Cresc from Packard Pl will be accelerating at a greater rate than those entering from Smith St; due to the need to quickly cross Smith St to avoid being involved in accidents.

- *Increased danger for vehicles exiting the rear of 144 Smith Street.*

Currently care needs to be taken as vehicles entering from Smith Street have nearly collided with vehicles exiting rear 144 Smith Street due to short distance between turning corner and vehicles exiting 144 Smith Street.

- Dashwood Cresc will likely be used by those in the development as the short-cut to Gardens Road, Mindil Beach, the Casino, Dick Ward Dve etc. This has the clear potential to increase traffic volume to dangerous levels for those exiting the 144 Smith Street carparks and those vehicles entering Houston Street. There is a greater potential for more serious personal injury involving motor bikes.

- Insufficient parking is currently an issue on the area of Smith Street surrounding the development. The development will create an increase in on-street parking in Smith Street.

- *Smith Street Traffic Volume & Type.*

Smith Street is only approx. 11m wide with cars parked on both sides of the street. When trucks or commercial vehicles are travelling along Smith Street near 140 to 148 Smith Street it is common for traffic Not to be able to pass each other. One lane (usually the car) having to wait until the truck has passed. The development will not only exacerbate this issue, but it also becomes a more dangerous traffic situation.

- The width of Smith Street is currently only 'just' coping with current traffic type and volume. The addition of another 91 dwellings will create a dangerous increase in traffic volume and type - throw the number of electric scooters that are currently using Smith Street, and increasing, and the traffic situation for at least 100m either side of the development becomes significantly more dangerous, and also problematic for current residents.

- There is a high propensity for increased traffic and pedestrian accidents. I have personally had a vehicle 'written-off' while parked on the street, the same side of Smith Street as the proposed development. There have been some 'side swipe' accidents and damage done to vehicles parked outside 140 - 148 Smith Street.

- The proposed development *does Not enhance pedestrian and cyclist safety and movement*. Visibility in the area surrounding the proposed development is already problematic. I have personally viewed a number of situations with people on electric scooters nearly having accidents. Current research into accidents & head trauma of those using electric scooters would only add to the problems created by the proposed development.

- The proposed development does not maximise sight lines for drivers entering or exiting the car parking area. The current situation is already a problem in regard to sight lines for vehicles entering Smith Street from Dashwood Cresc. Turning into Dashwood Cresc from Smith Street will likely become more difficult and dangerous. This currently can cause traffic to build up behind the vehicle turning into Dashwood Cresc – the proposed development will only make this worse and in some cases significantly slow traffic along Smith Street.
- In consideration of the above the proposed development does not avoid significant adverse impacts on the local road network and for pedestrians and e-scooter users.

Impact of Surroundings and Appearance

The mass & appearance of the development is entirely inconsistent with other surrounding buildings and destroys the view looking down Smith Street. There are no buildings of the mass or height in Smith Street. The tallest building on the outbound side of Smith Street is 4 or 5 storeys. A development of this mass and height will make the look and appearance along Smith Street as though there is no planning strategy, and development being haphazard.

J.R Wade

A handwritten signature in black ink, appearing to read 'J.R Wade', with a stylized, cursive script.

12th September 2025

Director, Lands and Planning,
Dept. Lands and Planning,
GPO Box 1680

cc. Minister for Lands, Planning and Environment Minister.Burgoyne@nt.gov.au

Dear Director, Lands and Planning,

RE: Planning application no. PA2025/0247 Ex Asti Motel
1 Montoro Court Lot 01287 Town of Darwin
2 Montoro Court Lot 01288 Town of Darwin
8 Packard Place Lot 01295 Town of Darwin
7 Packard Place Lot 01296 town of Darwin

Firstly, the zoning for this land is Tourist Commercial. How do 56 residential units fit into this category? So, on that point alone, this application should not have been considered, let alone got to the stage that it has. It should have been withdrawn. The current application is in support of a proposed amendment to an earlier DP24/0010 decision by the DCA.

With a 10 and 11 storey building this will curtail the privacy of the people who live in the surrounding homes and change the ambience of the area. I'm sure the nearby present owners on purchasing their homes and noting the surrounding land zoning didn't ever envisage something of this nature being built.

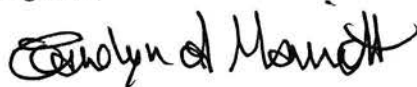
With only one access and egress to the three levels of underground carparking, even though the traffic report indicates that it's sufficient, what if there's an emergency, a fire or a bad accident? Surely there should be two areas of access and egress as being undergrounded it's even more dangerous. The traffic report which in my opinion is not recent enough, indicates it's okay for 10 years, what then? I've lived in my present home for over 30. The proposed access via a cul-de-sac should be rejected, current access is already hard enough.

Most people I know each have a car, consequently having less than that per bedroom would be insufficient. My car insurance covers my car at home as being 'Parked behind a locked enclosure', so parking it on the street is not an option, besides finding it missing or damaged in the morning.

Organizing half of the residents as permanent residents and the other half on holiday is a recipe for disaster. The pool will encourage holiday makers to enjoy themselves at the expense of the permanent residents who need to get a good night's rest.

This proposed development is not Tourist Commercial and it's certainly not in the Central CBD.

Regards,



Carolyn Marriott
2/106 Dick Ward Drive,
Coconut Grove, N.T. 0810
12th September, 2025
camarriott@bigpond.com

Manager Urban Planning
Development Assessment Services
Department of Infrastructure, Planning & Logistics
GPO Box 1680
DARWIN NT 0801

Please Quote:
PA2025/0247

29 August 2025

Dear Sir/Madam

Parcel Description: Lots 1287 & 1288, Lots 1295 & 1296 Town of Darwin
1 & 2 Montoro Court, 7 & 8 Packard Place,
Larrakeyah

Proposed Development: Changes to DP24/0010 for the Purpose of
Reconfiguration of Ground Level Resulting in
Altered Setbacks and the addition of one dwelling

Thank you for the development application referred to this office on 15 August 2025 concerning the above.

The following matters are raised for consideration by the Development Consent Authority (Authority):

Smith Street Road Reserve

City of Darwin advises that future works in the Smith Street Road reserve adjacent this development will be undertaken to complete a missing link in the city's shared path network between the CBD and Mindil Beach.

City of Darwin are considering future plans for Smith Street and the on-street parking adjacent to the development site and therefore are not to be considered as part of this application. Any future vehicle access, including for pick-up and drop-off, will be subject to City of Darwin approval and guided by the design and implementation of the shared path works.



Street Lighting

City of Darwin does not plan to upgrade street lighting in Packard Place or Montoro Court and to ensure the safety of both vehicles and pedestrians, the developer is advised to install lighting at the entrance points to the development.

i). **City of Darwin requests that should a development permit be issued, that the following be provided as conditions precedent:**

- a). A dilapidation report covering all infrastructure (including street trees) located in the road reserve is to be submitted to the satisfaction of City of Darwin.
- b). Access to the site shall meet City of Darwin requirements, particularly the number of and width/s of the proposed crossover/s.

c). **Stormwater**

City of Darwin requests that the Authority require an engineered plan completed by a suitably qualified civil engineer. The plan is to demonstrate the on-site collection of stormwater, surface levels and its discharge into the local underground stormwater drainage system be submitted to, and be approved by City of Darwin, prior to the stormwater condition precedent being cleared.

The plan shall include details of:

- site levels
- stormwater drain connection point/s
- connection details, and
- a flow analysis including the 10% AEP and 1% AEP events HGL results, pipe sizes, and discharge volume into the existing local underground stormwater drainage system.

d). **Waste**

City of Darwin requests that the Authority requires the applicant to submit a Waste Management Plan outlining the ongoing waste disposal, storage, and removal arrangements for the site following the completion of construction.

The plan must be prepared in accordance with City of Darwin's Waste Management Guidelines, which are available on City of Darwin's website or can be obtained by contacting City of Darwin.



e). **Site Construction Management Plan**

City of Darwin requests that a Site Construction Management Plan (SCMP) be required.

The SCMP should specifically address the impact to City of Darwin owned land and infrastructure, including the following:

- waste management plan for disposal of waste to Shoal Bay
- traffic control for affected City of Darwin roads
- haulage routes
- storm water drainage & sediment control
- use of City of Darwin land, and
- how this land will be managed during the construction phase.

all to the satisfaction of City of Darwin.

Note: Sediment control measures are to be established and maintained, to prevent silt and sediment escaping the site or causing erosion.

Building rubbish or debris must not be placed, or be permitted to be placed, on any adjoining public reserve, footpath or road, without first obtaining approval from City of Darwin.

- f). Prior to the endorsement of plans approval by City of Darwin is required for any element of the building (separate to awnings) that is designed to be constructed or installed over the City of Darwin's road reserve or property.

ii). **Should the above issues be adequately addressed, City of Darwin offers the following comments:**

City of Darwin comments on issues for which it is the sole responsible authority, under the *Local Government Act* and associated By-Laws:-

a). **Works within City of Darwin Road Reserve**

The proposal includes works within the City of Darwin road reserve.

All works must comply with City of Darwin policies and guidelines and are subject to a separate assessment and approval process by City of Darwin. City of Darwin requires that the applicant obtains all necessary approvals before commencing any construction in the road reserve.



b). **Street Trees**

The proposed street tree/s to City of Darwin's road reserve fronting the development shall be carried out at full cost to the developer.

As street trees will become an asset of City of Darwin, the developer shall provide City of Darwin specification for the purchasing of quality tree stock prior to construction. Specification for quality tree stock shall be submitted for approval to the satisfaction of City of Darwin.

The developer shall provide City of Darwin a Plant Schedule for street trees indicating:

- root-ball container volume (litres)
- height of species (metres)
- calliper (millimetres)
- details identifying the nursery supplying the tree stock, and
- confirmation that the developer will enter into a one year maintenance period with City of Darwin.

Street trees shall be of advanced size to provide greater impact to the road reserve and the development.

Prior to the establishment of street trees within the road reserve contact shall be made with City of Darwin's Parks and Reserves to ensure appropriate species and planting locations are defined.

c). **Protection of Street Trees**

City of Darwin requests that the Authority require an Arboriculture Impact Assessment (AIA), compliant with AS 4970-2009. The AIA is to be completed by a suitably qualified arborist, with an AQF Level 5 or higher qualification in Arboriculture.

The AIA shall identify the Tree Protection Zone and include all trees on City of Darwin land that may be affected by the development, and provide recommendations for the tree's protection, with any identified conditions defined within the AIA being adhered to at all times.

Copies of AS 4970-2009 Protection of Trees on Development Sites can be obtained from the Australian Standards web site.



d). **Shoring and Hording Adequacy for Adjoining Properties**

If the development involves an excavation that extends below the level of the base of the footings of a building and or footpath/road reserve on adjoining land, the developer must, at their own expense:

- protect and support the adjoining property and pedestrians from possible damage or injury from the excavation, and
- where necessary, underpin the adjoining premises to prevent any such damage.

e). **Building Identification**

In accordance with City of Darwin By-Laws, prior to occupation, the applicant shall ensure that a building number is displayed in a position clearly visible from the street. The number must be visible against the background on which it is placed, to the satisfaction and at no cost to City of Darwin.

Should this application be approved, the following conditions pursuant to the *Planning Act 1999* and City of Darwin's responsibilities under the *Local Government Act 2019* are also recommended for inclusion in the development permit issued by the Development Consent Authority.

- Any damaged or removed infrastructure located in, on or over the road reserve (inclusive of preexisting street trees), is to be repaired or replaced at either the developers or landowners' cost, to the satisfaction of City of Darwin.
- Designs and specifications for landscaping of the road verges adjacent to the property shall be submitted for approval by City of Darwin and all approved works shall be constructed at the applicant's expense, to the requirements of City of Darwin.
- The location, design and specifications for proposed and affected crossovers shall be provided at the applicant's expense, to the satisfaction of City of Darwin.
- Kerb crossovers and driveways to the site shall be provided and disused crossovers removed, public footpath and shared paths shall be provided, stormwater shall be collected and discharged into City of Darwin's drainage network, all of which is to be provided at the applicant's expense, to the requirements and satisfaction of City of Darwin.
- Sight lines shall be provided at crossovers to public streets, to the satisfaction of, City of Darwin. No fence or tree exceeding 0.6 metres in height shall be planted in front of the sight line.



- All developments on/or adjacent to any easements on-site, in favour of City of Darwin shall be carried out to the requirements and satisfaction of City of Darwin.
- Waste bin enclosures, storage and pick-up shall be provided in accordance with City of Darwin's Waste Management Guidelines.
- All approved elements of the building that has been designed to be constructed and installed over City of Darwin's road reserve must have been issued with a valid City of Darwin Licence.
- Any proposed signage for the site shall be subject to a separate assessment in accordance with City of Darwin's Policy 6310.100.E.R – Outdoor Advertising Signs Code.
- All works on/over City of Darwin property shall be subject to separate application to City of Darwin and shall be carried out to the requirements and satisfaction of City of Darwin.
- Any proposed stormwater connections to City of Darwin stormwater system shall be subject to separate application to City of Darwin and shall be carried out to the requirements and satisfaction of City of Darwin.

If you require any further information in relation to this application, please feel free to contact City of Darwin's Innovation Team on 8930 0300 or darwin@darwin.nt.gov.au

Yours sincerely

Signed by:

3A5E0AB09686DCCA

ALICE PERCY
GENERAL MANAGER INNOVATION



Manager Urban Planning
Development Assessment Services
Department of Infrastructure, Planning & Logistics
GPO Box 1680
DARWIN NT 0801

Please Quote: PA2025/0247

21 November 2025

Dear Sir/Madam

Parcel Description: Lots 1287 & 1288, Lots 1295 & 1296 Town of Darwin
1 & 2 Montoro Court, 7 & 8 Packard Place, Larrakeyah

Proposed Development: Variation to DP24/0010 for the purpose of reducing the height of, and number of apartments within the buildings, reduce the size of the basement and supplement the basement car parking with ground level car parking (within the site boundaries), and amend the ground level layout

Thank you for the development application referred to this office on 11 November 2025 concerning the above.

City of Darwin provided comments on 29 August 2025 in response to changes to DP24/0010.

Following a review of the revised submission, we confirm that we have no further changes to our previous advice.

If you require any further information in relation to this application, please feel free to contact City of Darwin's Innovation Team on 8930 0300 or darwin@darwin.nt.gov.au

Yours sincerely

Signed by:

A506EA3603EE7896

ALICE PERCY
GENERAL MANAGER INNOVATION



Phone 1800 245 092

Web powerwater.com.au

Record No: D2025/317210

Container No: NE200/ 1287

Your Ref: PA2025/0247

Madison Harvey
Development Assessment Services
GPO Box 1680
Darwin NT 0810

Dear Madison

Re: Lots 1287, 1288, 1295 & 1296 Montoro Court and Packard Place Larrakeyah Town of Darwin

In response to your letter of the above proposal to changes to the development approved by DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. PWC has no objection to the proposed amended variation in permit DP24/0010.
2. The power servicing requirements as stated in the previous power response letter record D2022/376377 dated 16 September 2022 remain unchanged.

If you have any further queries, please contact the undersigned on 8924 5042 or email:
PowerDevelopment@powerwater.com.au

Yours sincerely



Thanh Tang
Manager Distribution Development

20 August 2025

Phone 1800 245 092

Web powerwater.com.au

Record No: D2025/413031

Container No: NE200/ 1287

Your Ref: PA2025/0247

Kaleb Thomas
Development Assessment Services
GPO Box 1680
Darwin NT 0810

Dear Kaleb

Re: Lots 1287, 1288, 1295 & 1296 Montoro Court and Packard Place Larrakeyah Town of Darwin

In response to your letter of the above proposal to changes to the development approved by DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. PWC has no objection to the proposed amended variation in permit DP24/0010.
2. The power servicing requirements as stated in the previous power response letter record D2022/376377 dated 16 September 2022 remain unchanged.

If you have any further queries, please contact the undersigned on 8924 5729 or email:
PowerDevelopment@powerwater.com.au

Yours sincerely



Thanh Tang
Manager Distribution Development

13 November 2025



Phone 1800 245 092

Web powerwater.com.au

Record No: D2022/376377

Container No: NE200/1287

Your Ref: PA2022/0321

Emily Hardy
Development Assessment Services
Development Consent Authority
GPO Box 1680
Darwin NT 0810

Dear Emily

Re: Lots 1287, 1288, 1295 & 1296 Montoro Court and Packard Place Larrakeyah Town of Darwin

In response to your letter of the above proposal for the purpose of 44 dwellings-multiple and 47 serviced apartments in two 10-storey buildings plus ground level food premises-cafe/takeaway with alfresco dining area and three basement levels of car parking; Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. Lots 1287, 1288, 1295 and 1296 must be consolidated as only one point of power supply will be allowed for the proposed development.
2. The existing Substation 3310 facing Packard Place had been upgraded to its maximum size to provide a 750kVA capacity for the site development.
3. The Developer (Joondanna Investments) shall engage an accredited electrical consultant to prepare a revised maximum power demand calculation to Power and Water for power capacity assessment on the current application PA2022/0321.
4. If the revised maximum power demand figure is more than 750kVA, a new dedicated substation with additional 4.0m x 3.5m electricity easement at a suitable location shall be designed and constructed by the Developer in consultation with Power and Water. Power and Water shall check and approve the electrical design drawings for construction and carry out final connection works at applicable cost under Australian Energy Regulator (AER) process.
5. The Developer shall obtain written approval from the Customer Connections Officer (email: powerconnections.pwc@powerwater.com.au) for compliance on customer's internal electricity reticulation in accordance with Power and Water's current Installation Rules, Service Rules and specific Metering requirements for multi-storey building development prior to commencing any electrical installation.

If you have any further queries, please contact the undersigned on 8924 5729.

Yours sincerely

Thanh Tang
Manager Distribution Development
16 September 2022

Phone 1800 245 092

Web powerwater.com.au

Record No: D2023/368835

Container No: NE200/1287

Your Ref: PA2022/0321 (Re-advertised with changes)

Emily Hardy
Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Emily

Re: Lots 1287, 1288, 1295 & 1296 Montoro Court and Packard Place Larrakeyah Town of Darwin

In response to your letter of the above proposal for the purpose of re-advertised with changes: 56 dwellings-multiple and 63 serviced apartments in 1x10 and 1x11 storey buildings plus 3 levels of basement car parking, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. PWC has no objection to the above proposal.
2. The power servicing requirements as stated in the previous power response letter record D2022/376377 dated 16 September 2022 remain unchanged.

If you have any further queries, please contact the undersigned on 8924 5729 or email:

PowerDevelopment@powerwater.com.au

Yours sincerely



Thanh Tang
Manager Distribution Development

12 September 2023



Container No: LD200/1287

DLPE - Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Kaleb Thomas

RE: PA2025/0247 - Lots 1287, 1288, 1295 & 1296 Town of Darwin - 1 & 2 Montoro Ct & 7 & 8 Packard Place Larrakeyah NT - Changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes

In response to your letter of the above proposal for development application purpose, Power and Water Corporation Water Services advises the following with reference to water and sewer enquiries:

- All previous comments submitted by Power and Water on the 29th of September 2022 & 28th of September 2023 for the original development application (PA2022/0321) remain applicable.

If you have any further queries, please contact the undersigned on 8924 5226, or email waterdevelopment@powerwater.com.au

Yours sincerely

Craig Thomas
Services Development

11 September 2025

cc: Brad Cunnington
email: brad@crtpc.com.au



Container No: LD200/1287

Emily Hardy
Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Emily,

RE: PA2022/0321 - Lot 1287 Town of Darwin - 1 Montoro Court Larrakeyah - 44 dwellings multiple & 47 serviced apartments in two 10 storey buildings

In response to your letter of the above proposal for development application purpose, Power and Water Corporation Water Services advises the following with reference to water and sewer enquiries:

1. Consolidation of Lot 1287, 1288, 1295 & 1296 is required prior to clearance of the building development.
2. The developer will need to upgrade the existing water and sewer service and should contact Services Development prior to start of construction. The developer will be required to connect to the DN225 DICL water main in Packard Place.
3. Power and Water require separate water meters where there are residential and non-residential body corporate arrangements. Sewer charge differs between residential and non-residential and is billed to the appropriate body corporate. The developer must advise Power and Water of the body corporate arrangements as early as possible to ensure appropriate billing arrangements are made. All water and/or sewer easements must be identified on the appropriate levels under the unit title subdivision survey plans.
4. The developer must ensure that;
 - a) Backflow prevention is installed at the water service in accordance with AS/NZS 3500.1 – Plumbing and Drainage - Water Services
 - b) Where applicable, the device is tested annually in accordance with AS/NZS 2845.3 field testing and maintenance of testable devices.

Our database shows a device **is not** installed. Visit

<https://www.powerwater.com.au/developers/water-development/backflow-prevention> or contact BackflowPrevention.PWC@powerwater.com.au for all backflow prevention enquiries.

5. Full lot fire coverage cannot be achieved from existing hydrants. Internal firefighting arrangements must be made to the satisfaction of NT Fire and Rescue Service. An internal break tank maybe required for firefighting, as direct pumping from PWC water mains is not permitted. PWC recommends that the developers' hydraulic consultant confirm internal firefighting requirements with PWC prior to the development, so that flow capability can be adequately assessed.
6. The developer must ensure that;
 - a) Prior to construction Trade Waste approval or exclusion is obtained – to discuss requirements for the proposed development contact TradeWasteDept.PWC@powerwater.com.au

- b) Before seeking clearance the owner/customer has obtained a License to discharge Trade Waste by applying here <https://www.powerwater.com.au/developers/water-development/trade-waste>
7. The existing sewerage easements within Lot 1286 is still required. Structures must not be located on or over a water supply or sewerage easement, or where no easement exists such as within a road reserve without obtaining the prior written approval of Power and Water.
 8. The development application, on drawing No. PR27, indicates there is a proposed shade tree within the easement. Power and Water has not issued an approval for the proposed landscaping and the developer will need to remove the encroachment from the design OR urgently seek Power and Water's approval. Please see [Allowable planting on water and sewer easements | Power and Water Corporation \(powerwater.com.au\)](#)
 9. Power and Water has essential water and sewer infrastructure within the road reserve adjacent to Lot 1287, 1288, 1295 & 1296 and in the sewer easement on Lot 1296. The developer is advised to take all necessary precautions including seeking direction from geotechnical experts to ensure the surrounds and foundations of PWC's assets are not undermined during construction (especially as the development has proposed a basement carpark). The developer will be fully liable for any damages or undermining of any PWC assets during construction.
 10. The developer must contact Power and Water regarding temporary installation of cranes in the road reserve prior to building construction. The developer must propose structural protection of existing PWC assets affected by cranes and crane foundations, then obtain approval from PWC (and other service providers) prior to tower installation of the cranes.
 11. All required works mentioned above must all be at according to Power and Water's Connection Code and at the developer's expense. A letter has been sent to the applicant outlining the fees and charges applicable for this development. All standard and quoted charges, as well as contribution charges will be valid for a period of 6 months from date of letter issue. As required, Power and Water will reassess the charges for the development.
 12. Power and Water advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) must be contacted via email a minimum of 1 month prior to construction works commencing.

If you have any further queries, please email waterdevelopment@powerwater.com.au

Yours sincerely



Sarah Hemopo

Services Development

29th September 2022

cc: Brad Cunnington (Cunnington Rosse Town Planning and Consulting Pty Ltd)

email: brad@crtpc.com.au



Container No: LD200/1287

DIPL - Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Emily,

RE: PA2022/0321 - Lot 1287 Town of Darwin - 1 Montoro Court Larrakeyah - Readvertised with Changes

In response to your letter of the above proposal for development application purpose, Power and Water Corporation Water Services advises the following with reference to water and sewer enquiries:

1. The developer is required to consolidate Lot 1287 & 1288 Montoro Court and Lot 1295 & 1296 Packard Place prior to building clearance.
2. The developer is required to install a new water connection on the existing DN225 CICL water main in Packard Place and disconnect all remaining services. The developer is required to engage a PWC accredited hydraulic consultant to assess servicing requirements.
3. Power and Water require separate water meters where there are residential and non-residential body corporate arrangements. Sewer charge differs between residential and non-residential and is billed to the appropriate body corporate. The developer must advise Power and Water of the body corporate arrangements as early as possible to ensure appropriate billing arrangements are made. All water and/or sewer easements must be identified on the appropriate levels under the unit title subdivision survey plans.
4. The developer will need to upgrade the existing water and sewer service and should contact Services Development prior to start of construction.
5. The developer must ensure that;
 - a) Backflow prevention is installed at the water service in accordance with AS/NZS 3500.1 – Plumbing and Drainage - Water Services
 - b) Where applicable, the device is tested annually in accordance with AS/NZS 2845.3 field testing and maintenance of testable devices.

Our database shows a device **is not** installed.

Visit <https://www.powerwater.com.au/developers/water-development/backflow-prevention> or contact BackflowPrevention.PWC@powerwater.com.au for all backflow prevention enquires.

6. The developer must ensure that;
 - a) Prior to construction Trade Waste approval or exclusion is obtained – to discuss requirements for the proposed development contact TradeWasteDept.PWC@powerwater.com.au
 - b) Before seeking clearance the owner/customer has obtained a License to discharge Trade Waste by applying here <https://www.powerwater.com.au/developers/water-development/trade-waste>
7. The existing sewerage easements within Lot 1296 is still required. Structures must not be located on or over a water supply or sewerage easement, or where no easement exists such as within a road reserve without obtaining the prior written approval of Power and Water.

8. The development application, on drawing No. 10, indicates there is a proposed ramp over the easement. Power and Water has not issued an approval for the proposed encroachment and the developer will need to remove the encroachment from the design OR urgently seek Power and Water's approval.
9. Power and Water has essential water and sewer infrastructure within the road reserve adjacent to Lot 1287 & 1288 and in the sewer easement on Lot 1296. The developer is advised to take all necessary precautions including seeking direction from geotechnical experts to ensure the surrounds and foundations of PWC's assets are not undermined during construction (especially as the development has proposed a basement carpark). The developer will be fully liable for any damages or undermining of any PWC assets during construction.
10. The developer must contact Power and Water regarding temporary installation of cranes in the road reserve prior to building construction. The developer must propose structural protection of existing PWC assets affected by cranes and crane foundations, then obtain approval from PWC (and other service providers) prior to tower installation of the cranes.
11. All required works mentioned above must all be at according to Power and Water's Connection Code and at the developer's expense. A letter has been sent to the applicant outlining the fees and charges applicable for this development. All standard and quoted charges, as well as contribution charges will be valid for a period of 6 months from date of letter issue. As required, Power and Water will reassess the charges for the development.
12. Power and Water advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) must be contacted via email a minimum of 1 month prior to construction works commencing.

If you have any further queries, please email waterdevelopment@powerwater.com.au

Yours sincerely



Sarah Hemopo

Services Development

28th September 2023

cc: Brad Cunningham – Cunningham Rosse Town Planning and Consulting Pty Ltd

email: brad@crtpc.com.au

12 September 2025

Development Assessment Services

Department of Lands, Planning and Environment
GPO Box 1680
Darwin NT 0801
das.ntg@nt.gov.au

Submission uploaded direct to NT Government ILIS

Dear Development Assessment Services,

RE: PA2025/0247 Lot 01287 Town of Darwin, 1 Montoro Ct Larrakeyah – Changes to DP24/0010

Thank you for your email of 15 August 2025, with reference to online exhibition material and the opportunity for Airport Development Group (ADG) to provide comment.

ADG notes the development is a combination of serviced apartments and dwellings-multiple. The development application is for changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes.

ADG offers the following comments for Development Assessment Services' consideration:

1. Location in relation to the airport

Darwin International Airport is a joint-user operation with the Department of Defence (RAAF Base Darwin). The site is approximately 6.5km south-west of the aerodrome reference point.

2. Assessment against National Airports Safeguarding Framework (NASF)

Guideline A – Managing impacts of aircraft noise

- The site lies outside the 20 ANEF contour of the joint military–civil 2043 ANEF.
- The site lies outside the 2043 joint military–civil N70 contours.
- The site lies outside the 2043 civil night N60 contours.

Guideline B – Building-generated windshear and turbulence

- The site lies outside the assessment footprints for building-generated windshear and turbulence.

Guideline C – Wildlife hazard management

- The site lies within the wildlife management area B (3-8km) for Darwin International Airport.
- According to the NASF Wildlife Hazard Management Action Table:
 - Hotel/motel (the land use type most similar to 'serviced apartment') within Area B requires 'no action'.
 - Residential is not a land use type specified in the table.

Guideline E – Lighting in the vicinity of the airport

- The site lies outside the 6km radius of the lighting compliance limit.

Guideline F – Safeguarding airspace

Airspace around leased federal airports such as Darwin is protected under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. As Darwin is a joint-user airport with RAAF Base Darwin the *Defence Regulations 1996* also apply.

ADG has assessed this proposal against the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation – Operations (PANS-OPS) surfaces for Darwin International Airport:

- The ground level at the site is 21.4m AHD.
- Development plan and drawings indicate the max building height is 38.5m (i.e. 59.9m AHD) - Reference file "121297004_Attachment A - Architectural Plans (Amended)" - page 13.
- The building is below the Conical Surface (143.5m AHD) of the OLS.
- Crane operations used during construction may infringe the OLS and will require submission of separate crane application, subject to approval.

Should you have any queries regarding ADG's comments, feel free to contact me at planning@adgnt.com.au or 08 8920 1931.

Yours sincerely,



Victoria Moore
Regulatory & Planning Manager

From: [Rafael Sterk](#)
To: [Kaleb Thomas](#)
Subject: RE: PA2025/0247 | Amended application in response to a deferral
Date: Tuesday, 11 November 2025 1:34:44 PM
Attachments: [image004.png](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Kaleb

No Objections.

Any existing Telstra infrastructure in the street can be requested to be moved through Telstra's Network Integrity team.

Asset Protection and Relocation/ Network Integrity

- Front of House contact - **1800 810 443**
- Email new job request - APR.NewRequests@team.telstra.com
- Network Integrity online request form - [Request Asset Relocation Or Commercial Works - Telstra](#)
Report damaged network - [Report damages to Telstra equipment - Telstra](#)

Thanks



Rafael Sterk

Site Acquisition

SA/NT Wireless Program Office | Commercial Engineering | Networks & IT

M 0407 801 298 | E Rafael.sterk@team.telstra.com

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General

From: Kaleb Thomas <Kaleb.Thomas@nt.gov.au>

Sent: Tuesday, 11 November 2025 1:02 PM

To: SurveyLand Records <surveylandrecords@nt.gov.au>; Rafael Sterk <Rafael.sterk@team.telstra.com>; nicmarie@nbnco.com.au; land.planning@defence.gov.au; DevelopmentAssessment DLPE <DevelopmentAssessment.DLPE@nt.gov.au>

Subject: FW: PA2025/0247 | Amended application in response to a deferral

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Good morning

DAS previously circulated PA2025/0247 between 29 August and 12 September 2025.

This application is for changes to DP24/0010 for the purpose of reconfiguration of ground level resulting in altered setbacks and the addition of one dwelling, removal of one basement level and alterations to building materials and finishes at Lots 1287 (1) and 1288 (2) Montoro Court, and 1295 (8) and 1296 (7) Packard Place, Larrakeyah, Town of Darwin.

Following its public exhibition, the application was subsequently deferred on 22 September 2025 to allow time for the applicant to consider the public submissions received.

The applicant has now provided a response to the deferral, and amended plans (which have been saved to ILIS).

Please note that the letter states 'Following the public exhibition period and the receipt of submissions, the proponent has made amendments to the proposed development to reduce the height of and number of apartments within the proposed buildings, reduce the extent of basement excavation and supplement the basement car parking with ground level car parking (within the site boundaries), and amend the ground level layout'. The changes are detailed further in the letter.

As a service authority that was provided with the original application, could I please ask that you review the plans, and either provide updated comments, or advise of no comments, by COB Tuesday, 25 September 2025?

Please let me know if you would like to clarify or query the above, or require more time to review the updated material.

Thank you

Kaleb

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Please note:

The last advertisement of development applications requiring 14 day exhibition period for 2025 will be published online on Friday 5 December 2025.

The last advertisement of development applications requiring 7 day exhibition period for 2025 will be published online on Friday 12 December 2025.

For planning scheme amendments, rezonings, concurrent applications and designated developments (prescribed by section 7 of the Planning Regulations 2000), the last advertisement for 2025 will be published online on Friday 21 November 2025 (as a 28 day exhibition period is required).

The first advertisement for all applications for 2026 will be published online Friday 9 January 2026. Development application lodgements need to be received 10 days prior to make the above final/first advertising dates.



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