



Draft Palmerston City Centre Planning Framework

Draft Master Plan package and draft
proposed amendments to Northern
Territory Planning Scheme

DRAFT

For Public Consultation Purposes Only

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1 Introduction

1.1 Background

Palmerston has long been identified as the 'growth' focal point of the Greater Darwin Region. To create a vision for Palmerston City Centre and to develop an active and revitalised City Centre in line with that vision, City of Palmerston adopted the Palmerston City Centre 2030 Master Plan in February 2012.

To encourage the implementation of the Master Plan and to achieve its vision in a timely manner, the City of Palmerston chose to take an active leadership role. In mid-2012, the City of Palmerston Council resolved to form a committee to advise and co-ordinate the implementation of the Master Plan. The CBD Master Plan Implementation Committee together with the Council and project managers Elton Consulting, began to consider the key issues that could facilitate the implementation of the Palmerston City Centre 2030 Master Plan.

As part of this process, the Committee also liaised with the then Minister for Lands and Planning, as well as the Chief Executive officer for the Department of Lands and Planning, to confirm that the Northern Territory (NT) Government were aware of the Master Plan. As a result of this consultation process, the following outcomes were achieved:

- » The Department of Lands and Planning staff wished to work collaboratively with the City of Palmerston to implement the Master Plan.
- » The Department of Lands and Planning officers, as well as the Chief Ministers Office, agreed to meet with City of Palmerston representatives in relation to key issues, including the implementation of the Master Plan.
- » The City of Palmerston gave a commitment to continue to update and inform the NT Government in relation to how the committee would implement the Master Plan.

Whilst Council had been working through implementation actions, other land owners within and surrounding the City Centre were proposing and undertaking projects which would have a major impact on the implementation of the Plan and the redevelopment of the City Centre. The developments and proposals included the new Master Plan for Charles Darwin University together with developments by CIC Australia, Land Development Corporation (Maluka Drive), the Super Lot site on The Boulevard, the Gateway site as well the Northern Territory Government's proposed development of the Palmerston Hospital.

As a result of these developments and other factors such as economic trends, the City of Palmerston decided in late 2012 to review the Master Plan. Council also resolved that the revised Master Plan should include a vision for implementation and should ultimately be included as a reference document in the NT Planning Scheme.

1.2 Review of the Master Plan Review and preparation of Design Guidelines

In April 2013, Palmerston City Council commissioned Roberts Day Urban Design Team working with Elton Consulting to undertake the following tasks:

- » Update and expand the existing Master Plan to provide adequate detail (built form controls, road hierarchy, parking, landscaping, and land use mix) to form a Master Plan with design principles that could ultimately be included within the NT Planning Scheme.
- » Using the existing City Centre Design Guidelines and the Council Owned Land Master Plan Design Guidelines, develop new principles and guidelines that could ultimately be included in the NT Planning Scheme.

1.2.1 Key Drivers of the Master Plan

Vital drivers identified by key stakeholders during consultation process included the following:

- » Ease of access with good traffic management arrangements
- » Provision of off-street parking with some on-street parking
- » Amenity and public realm with active street frontages
- » Covered walkways to encourage movement
- » Development opportunities enabled with a diversity of land size parcels allowed
- » Connectivity for motorists / cyclists / pedestrians
- » Affordable accommodation
- » Staff availability and retention by making the city centre an attractive place to work
- » Safe streets with surveillance
- » Increased residential density
- » Hub with greater diversity of uses that provides a functional city and retains residents and visitors
- » Unique city identity as the basis for a strong city brand
- » Design of city centre to respond to tropical climate
- » Existing infrastructure reused where possible
- » Encourage use of public transport

1.2.2 Objective of this report

The implementation of the City Centre Master Plan 2014 requires an amendment to the Northern Territory Planning Scheme. This objective of this report is to outline the proposed planning scheme amendments for further discussion with community, business and Northern Territory Government.

2 Draft Palmerston City Centre Master Plan 2014

The Palmerston City Centre Master Plan is the overarching document that sets out the future vision for the Palmerston City Centre. The vision of the Draft Master Plan is to that:

The city will foster a sense of community in a clean, safe friendly and sustainable environment that supports and nurtures the lifestyles of residents, workers and visitors.

It will create a vibrant, tropical and lush place that connects a mix of commercial, retail, community, residential and open space, and creates a unique identity; facilitated by authentic city streets that supports a variety of activities, events, informal gathering spaces and entertainment; sustained by safe and convenient public transport and pedestrian links to the wider community.

By setting out a clear urban design principles, objectives and supporting design guidelines, it seeks to make the city centre an attractive place for people to live, work and visit.

The Draft Master Plan provides the design rational for the vision with eight key urban design principles:

- » **Sustainable** – a city centre that is ecologically, socially, culturally and economically sustainable
- » **Distinctive** – a city centre with its own tropical identity
- » **Diverse** – a city centre that provides variety and choice
- » **Safe** – a city centre that is safe and comfortable for all users throughout the day and night
- » **Healthy** – a city centre that prioritises investment in pedestrians, cyclists, transport users and then drivers
- » **Loveable** – a city centre with high quality, well used public spaces which people can enjoy
- » **Adaptable** – a city centre that can easily evolve and change over time
- » **Human scale** – a city centre that is walkable and provides interest for pedestrians

An illustrative diagram of the Master Plan is shown over in **Figure 1**.

Figure 1 Draft Palmerston City Centre Master Plan



Source: Palmerston City Centre Master Plan 2014 – Roberts Day 2014

The Draft Master Plan sets out Design Guidelines to advance the delivery of its vision and objectives under the following headings:

- » Lot and Boundary adjustments
- » Thoroughfares
- » Public Spaces
- » Private blocks
- » Building Use
- » Building height
- » Building Frontages
- » Building Design
- » Private Landscaping
- » Private Parking

3 Supporting Reports to the Master Plan

City of Palmerston commissioned three reports to support the Palmerston City Centre Master Plan, namely:-

- » Car parking strategy
- » Public realm strategy and
- » Traffic and transport

The supporting studies are integrated into the City centre master plan and are summarised below. The full reports are found in Annexure A – C.

3.1 Draft Car Parking Strategy

The Draft Palmerston City Centre Car Parking Strategy sets out an alternative approach to the conventional parking model.

It sets out a car parking policy which includes car parking levy, car parking rates and a car parking strategy in one document which has been developed to support the City Centre Master Plan. It represents a viable alternative to the conventional parking model in the Northern Territory, facilitating the introduction of a Civic Infrastructure Fund (possibly under the Local Government Act) that will allow the construction of consolidated parking garages on key sites in the city centre. Consolidated parking buildings will increase the economic viability of redevelopment in the city centre while allowing for the pooling of funds to construct more economically efficient parking structures with the collected monies. These funds can also be used to fund a broad suite of civic infrastructure works including public realm and cultural facilities.

The strategy, while allowing developers to adopt the alternative model for car parking through participation in the Civic Infrastructure Fund, will still enable them to provide car parking on site under the existing model. The strategy identifies the opportunity for approximately 800 plus on street car parking spaces and 4 parking garages (to be built subject to market demand).

This document has been incorporated and supports into the revised Master Plan.

3.2 Draft Public Realm Strategy

The Palmerston City Centre Public Realm Strategy has been prepared to guide the design of the public realm in the City Centre, including streets, public space, parks, plazas, drainage, lighting and public art. The strategy provides a common reference for designers, developers and stakeholders involved in the construction of the city centre's public realm. It sets out a design philosophy, principles, strategies and design details for streets and public spaces.

3.3 Traffic Report

To support the review of the Master Plan, Burchills Engineering Solutions were engaged by Palmerston City Council to prepare a Traffic Assessment Report for the City Centre Master Plan. This involved the undertaking of a high level traffic assessment to consider impacts and implications of the proposed Master Plan from a traffic perspective, and to identify solutions to support or amend the plan.

The report acknowledges that Temple Terrace and Chung Wah Terrace currently carry high traffic demands and with Roystonea Avenue scheduled to become an urban arterial road, it is also expected to carry very high traffic demands in the future. University Avenue is to be downgraded in terms of vehicle carrying capacity as part of the City Centre development, becoming one lane in either direction from the current cross section of two lanes in each direction. Alterations to the intersections at both ends of The Boulevard are scheduled to be completed by 2016, with proposals for the future extension of Chung Wah Terrace shown in the Master Plan (to be in place by 2026).

As part of the traffic study, traffic count data was collected from a number of sources including historical traffic counts and recent extracts from the existing traffic signals operating in the surrounding streets. From an analysis of the surrounding road catchments and potential future land development in the City Centre, future growth predictions were derived for the individual roads associated with the study. The number of car parking spaces to be provided as part of the car parking strategy was also input into analysis. Trip generation rates were subsequently developed and assigned to the surrounding road network.

An assessment was undertaken of the trip generation to serve future retail, commercial and residential uses. A thirty year time frame was assumed for the implementation of the Master Plan and the traffic analysis therefore generated results (on the basis of staged development) for the years 2016, 2026 and 2046.

Overall the results showed a reduction in the rate of increase of total car/vehicle trips generated as the City Centre develops due to the implementation of the Car Parking Strategy and subsequent increase use and provision of public transport services. This reduction is also dependent on residents and visitors within the City Centre walking and using other active transport means.

The report shows that additional capacity upgrades are required to the key road intersections analysed with additional lane requirements to some of the roads in the network within and surrounding the City Centre. Further recommendations include:

- » The progressive implementation of further public transport to ensure the successful implementation of the car parking strategy.
- » Additional corridor width in road corridor for the provision of bicycle lanes.
- » A comprehensive pedestrian path network construction for the City Centre.

4 Amendment to the Northern Territory Planning Scheme

The adoption of the Draft Master Plan, associated design guidelines, the Draft Car Parking Strategy and amended car parking rates will necessitate an amendment to the NT Planning Scheme.

The following amendments to the NT Planning Scheme are proposed:

1. Proposed amendment to zoning maps for Palmerston City Centre area
2. Proposed amendment to Palmerston City Centre Planning Principles and Area Plan:
3. Inclusion in Part 4 under General Performance Criteria of new clauses on Buildings in Palmerston City Centre:
 - a) Building Height in Palmerston City Centre
 - b) Urban Design Requirements in Palmerston City Centre
4. Amendment to Table to Clause 6.5.1 to include new column for Zone CB in Palmerston City Centre
5. Inclusion in Part 4 under General Performance Criteria (Clause 6.5 Vehicle Parking) of a new clause on Car Parking in Palmerston City Centre.
6. Inclusion in Part 1 (under Clause 3.0 Definitions) of a definition for Landscape Replacement Area
7. Inclusion in Schedule 2 of the following documents:
 - a) Palmerston City Centre Master Plan 2014
8. Inclusion in Schedule 3 of the following document:
 - a) Palmerston City Centre Public Realm Strategy 2014
 - b) Palmerston City Centre Parking Strategy 2014

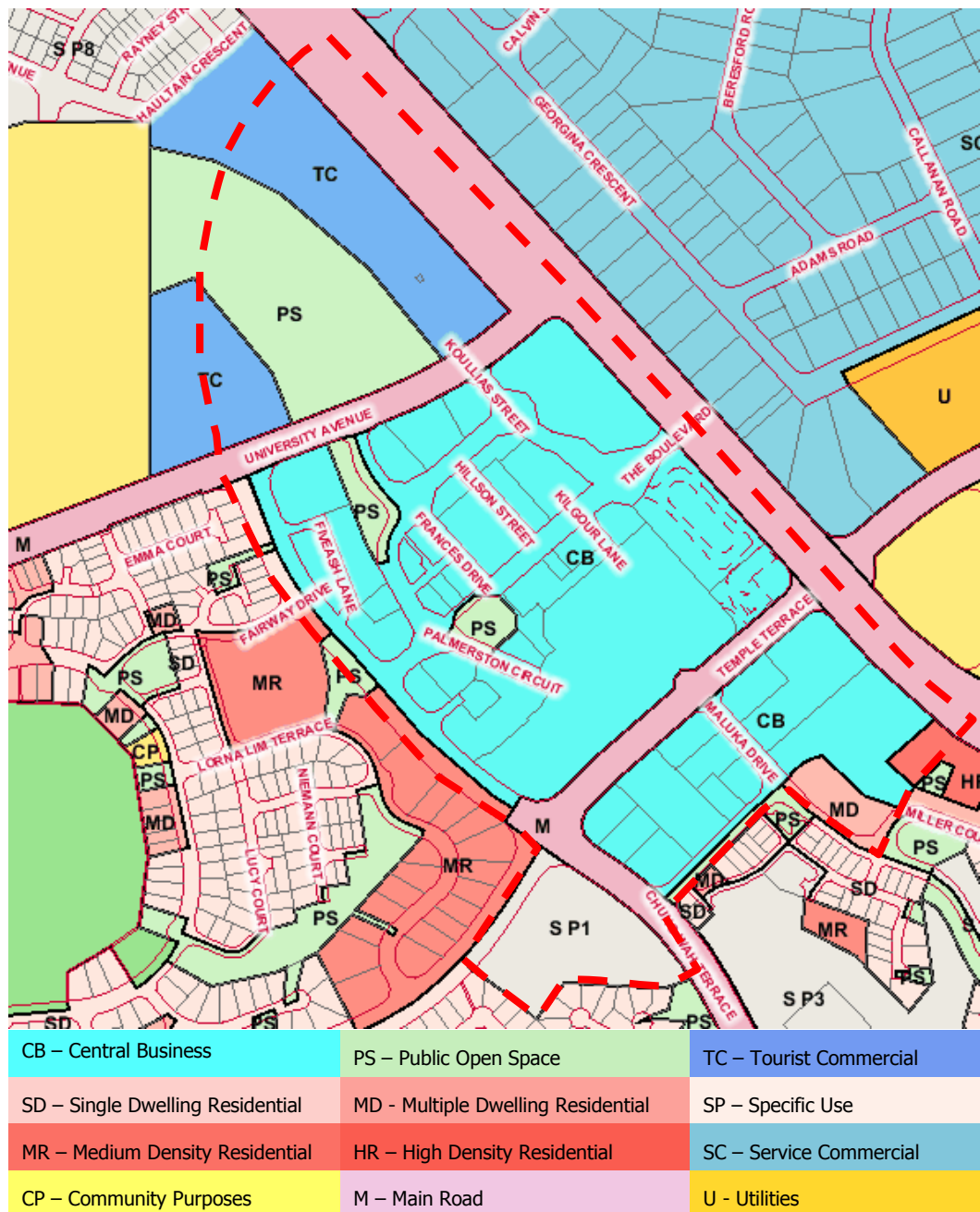
It is considered that making one application to amend the NT Planning Scheme is the most effective strategy as the Planning Schemes can be amended as a 'whole package', promoting clarity and transparency among landowners, developers and the community.

5 Zoning

5.1 Current zoning

The current zoning in the Palmerston Master Plan Area is as set in Figure 2 below. The red dashed line depicts the study area.

Figure 2 Current Zoning Map

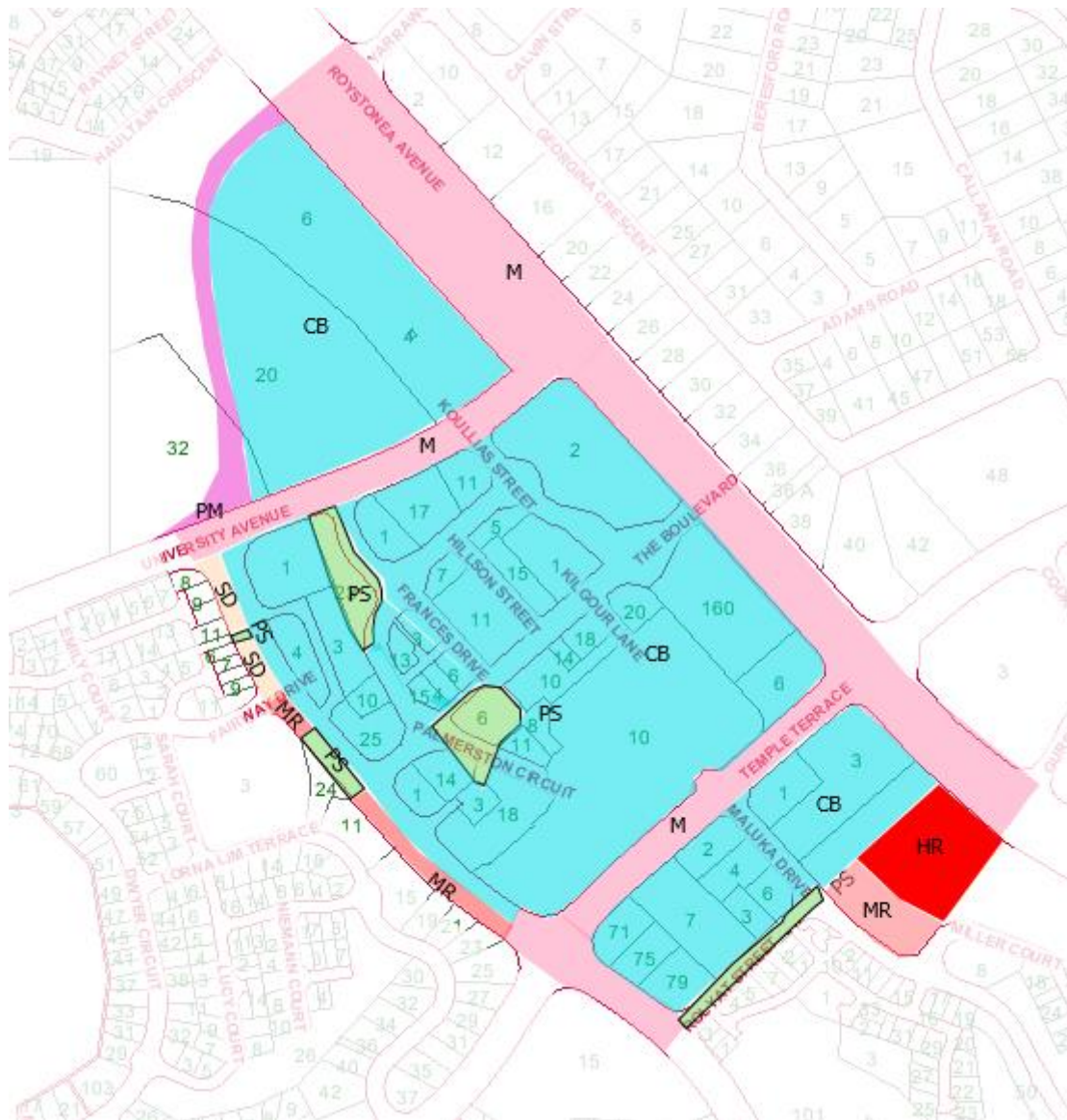


Source: NT Atlas and Spatial Data Directory

5.2 Proposed zoning

The proposed zoning in the Draft Palmerston Master Plan Area is as set out in Figure 3 below.

Figure 3 Proposed Zoning Map



CB – Central Business	PS – Public Open Space	TC – Tourist Commercial
SD – Single Dwelling Residential	MR – Medium Density Residential	HD – High Density Residential
PM – Proposed Main Road	M – Main Road	

Source: NT Atlas and Spatial Data Directory as amended by Elton Consulting

5.2.1 Summary of proposed rezoning amendments

1. Rezone Chung Wah Terrace extension road reservation (extending from Chung Wah Terrace to Roystonea Avenue) from Zones TC (Tourist Commercial) and PS (Public Open Space) to Zone PM (Proposed Main Road).
2. Rezone lands at Palmerston Water Park (on city side of proposed Chung Wah Terrace extension) from PS (Public Open Space) and TC (Tourist Commercial) to Zone CB (Central Business).
3. Rezone additional land at Goyder Square from Zone CB (Central Business) to Zone PS (Public Open Space) to enable development of City Centre's major civic space.
4. Rezone land at 15 Maluka Heights from MD (Multiple Dwelling Residential) to MR (Medium Density Residential).
5. Rezone land at 15 Maluka Heights from CB (Central Business) to HR (High Density Residential).

Figure 4: Lots (or parts thereof) proposed to be rezoned as part of the proposed amendment

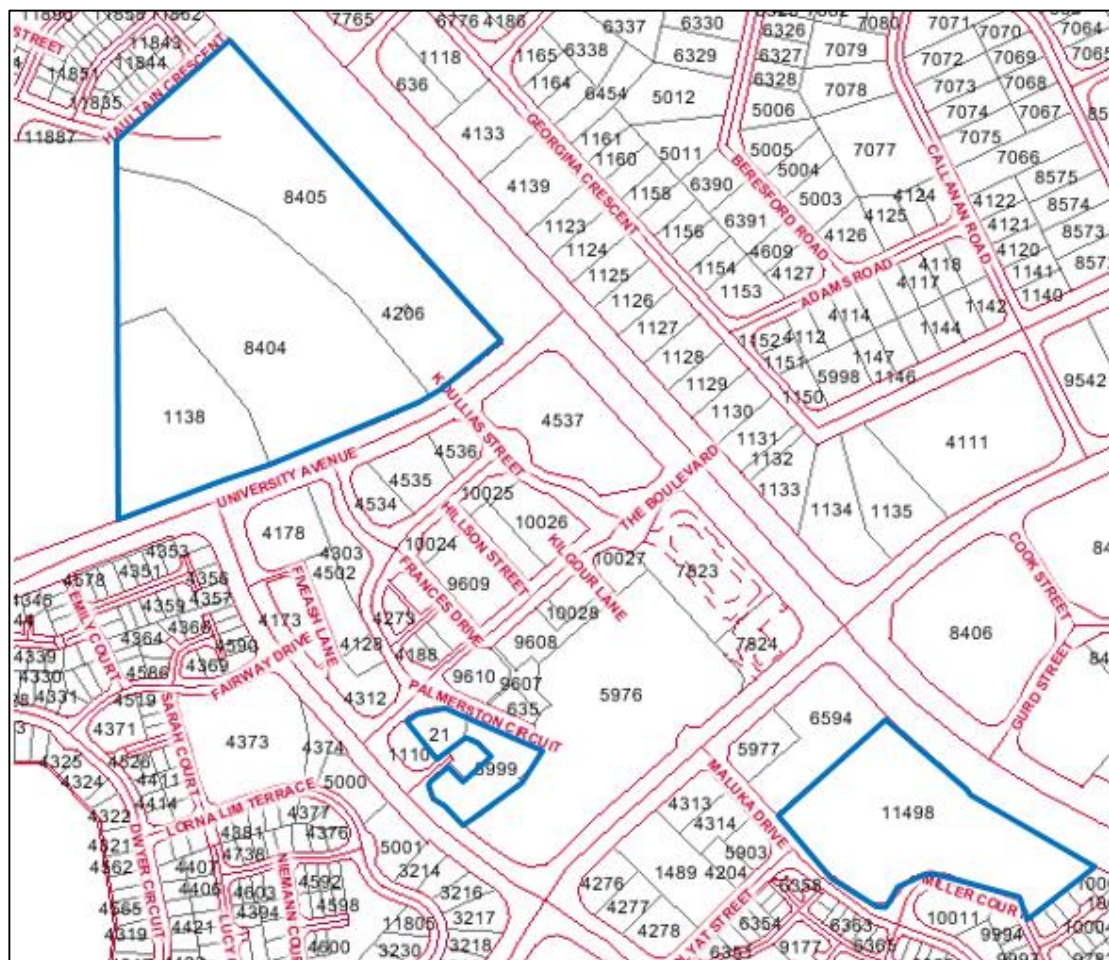


Table 1: Proposed amendments to zoning map by lot number and street address

Lot number	Street address	Current zoning	Proposed zoning
Part Lot 1138	32 University Avenue	Zone TC	Zone PM Zone CB
Part Lot 8404	20 University Avenue	Zone PS	Zone PM Zone CB
Part Lot 8405	6 University Avenue	Zone TC	Zone PM Zone CB
Lot 4206	4 University Avenue	Zone TC	Zone CB
Part Lot 21	14 Palmerston Circuit	Zone CB	Zone PS
Part Lot 5999	14 Palmerston Circuit	Zone CB	Zone PS
Part Lot 11498	15 Maluka Drive	Zone CB Zone MD	Zone HR Zone MR

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6 Palmerston City Centre Planning Principles and Area Plan

6.1 Palmerston City Centre Planning Principles

Palmerston City Centre Planning Principles and Area Plan

Retain the current Planning Principles for Palmerston City Centre:

Development within the Palmerston City Centre is to be consistent with the following principles:

1. *Provide a diversity of land uses including office and retail, entertainment, residential, tourist accommodation and community services which reinforce the role of the City Centre as a competitive location for commerce and community activity in the region and as the principle focus for facilities and services for the Palmerston Community.*
2. *Relate the scale and density of development to the significance of the centre to both the region and the city and to reflect the desired future character by creating positive mixed use relationships, encouraging high density living and achieving people friendly urban places.*
3. *Create a coherent and interconnected built environment and public domain that contributes to a sense of place and community within the centre that includes:*
 - a) *Legible connections between streets and movement corridors that assist orientation and movement within the centre;*
 - b) *Public transport facilities like buses, taxis, minibuses etc. convenient to the central core;*
 - c) *An active interface between public and private areas through architectural devices such as articulated facades, arcades, detailing and materials, and street level land uses that create interest and activity;*
 - d) *Awnings above the full width of pedestrian thoroughfares throughout the Palmerston City Centre; and*
 - e) *Strong theme landscaping to all streets and public spaces, particularly the central core to enhance pedestrian and streetscape amenity.*
4. *Within the residential precincts identified within the Area Plan:*
 - a) *Maximise street activation by delivering residential buildings at ground level that have direct street interface;*
 - b) *Buildings are to contribute to the creation of a residential scaled neighbourhood through attention to:*
 - i. *Roof design*
 - ii. *Provision of verandas, balconies and ground level open spaces that interface with the street;*
 - iii. *Articulation of the facades; and*
 - iv. *Landscaping that softens the visual appearance of the built form and provides clear transition between the commercial and residential precinct.*

- c) *Place car parking areas in a basement or at the rear of multiple dwelling complexes;*
- d) *Deliver buildings that are of a height and density that are sensitive to existing residential dwellings; and*
- e) *Provide public open space that are safe, well landscaped, have a clear recreation purpose within the neighbourhood and are a focal point of the neighbourhood.*

Add the following new Planning Principles:

4. *Encourage the activation of the City Centre by:*
 - a) *redeveloping The Boulevard as the main street of the City Centre with the development of Goyder Square and Memorial Park as key public spaces for people to meet, relax and participate in city life;*
 - b) *facilitating high density residential development characterised by high residential amenity and good access to the public realm to achieve the critical mass needed to support a vibrant resident community;*
 - c) *creating a shopping and commercial precinct in the City Centre core supported by restaurants, cafes and bars to attract people to the City Centre;*
 - d) *concentrating civic and cultural uses in a civic precinct bounded by The Boulevard, Goyder Square and Memorial Park;*
 - e) *promoting street activation e.g. outdoor dining, street performances, markets, etc to increase the vitality of the public realm;*
 - f) *encouraging adaptable buildings which are multi-functional and can contribute to both the day and night time economy,*
5. *Promote the development of a city centre that is sustainable and self-sufficient by:*
 - a) *Protect the primacy of the City Centre by concentrating commercial and retail development in the core City Centre area supported by high density residential development with mixed uses in the outer City Centre Area;*
 - b) *Promoting the use of public transport;*
 - c) *Reusing existing infrastructure (including parks, circulation aisles, roundabouts, landscaping, etc) to limit unnecessary costs in delivering the City Centre.*
6. *Development in the North Bank Precinct (Lots 1138, 8404, 8405 and 4206) is to be consistent with the following:*
 - a) *Provide a diversity of uses that reinforce the precinct's primary focus for leisure and recreation, family entertainment and tourism related purposes including:*
 - i. *recreational facilities including parks, water park, aquatic centre and the like;*
 - ii. *restaurants and hotels;*
 - iii. *tourist accommodation (hotel/serviced apartments);*
 - iv. *tourist and leisure facilities (tourist information centre and the like);*
 - v. *ground floor and first floor small scale speciality retail and commercial offices;*
 - vi. *a range of residential units; and*
 - vii. *a shared car parking garage to support surrounding land uses.*
 - b) *Promote an integrated mixed use development that is consistent with the precinct's function as a leisure and recreation precinct concentrating tourism related accommodation in the*

precinct and ensuring that development does not detract from the commercial and retail primacy of the Core City Centre area.

- c) Provide a safe, secure and equitable built environment and public domain that includes:*
 - i. A legible street structure that connects with the adjacent street network including the extension of Chung Wah Terrace from University Avenue to Packard Avenue/Yarrowonga Road;*
 - ii. Facilities to accommodate public transport provision (buses, minibuses, taxis, private hire cars and the like);*
 - iii. Introduction of traffic calming measures on University Avenue to promote pedestrian and cycle access from the core City Centre area;*
 - iv. Pedestrian and cycle paths which are well connected to existing and proposed adjacent routes;*
 - v. A series of connected, landscaped public open spaces that are designed to facilitate comfortable and safe use during the day and night;*
 - vi. Positive relationships between buildings and streets to promote passive surveillance; and active public or visually interesting ground floor uses.*
- 7. Develop the Public Bus Interchange on The Boulevard / Roystonea Avenue:*
 - a) develop the site as a mixed use node with retail and commercial use supporting the primary function of the site as a key public transport node/interchange;*
 - b) promote pedestrian and cyclist access with good connectivity onto The Boulevard and the provision of bicycle parking facilities;*
 - c) encourage a high quality urban design.*
- 8. Promote integrated small scale mixed use development in the precinct south of Temple Terrace (in Zone CB), and in particular medium and high density residential, with small scale retail and commercial premises fronting Temple Terrace.*
- 9. Ensure connectivity across the City Centre with legible way finding and improve urban mobility and accessibility by focusing on the needs of pedestrians, cyclists, public transport users and drivers - in that order by:*
 - a) creating a high quality public realm along key pedestrian routes restricting vehicle access and loading to secondary pedestrian routes;*
 - b) improving public realm to encourage walking by improving safety and a sense of security, lighting, footpaths, surveillance and activation of street;*
 - c) creating a green link between the City Centre core and the North Bank precinct;*
 - d) encouraging cycling by providing cycling infrastructure, encouraging end-of-trip facilities and the promotion of cycling routes;*
 - e) supporting the introduction of additional bus services to support growth and a modal shift away from car dominance;*
 - f) facilitating public bus transport along The Boulevard with the provision of public transport infrastructure; and*
 - g) encourage the development of additional access points to the City Centre with priority given to pedestrians and cyclists, then public transport users and then vehicles.*

10. *Promote the development of the City Centre as a cohesive urban centre through the development of:*
- a) buildings which create a distinctive city centre with its own tropical identity;*
 - b) an integrated streetscape with consistency between the precincts (the City Centre core, outer City Centre area and North Bank Precinct) which clearly defines the City Centre area as a whole;*
 - c) a consistent approach to the public realm; paving, signage, etc.*
11. *Building Height is distributed across the City Centre concentrating higher buildings in the City Centre core transitioning down to lower buildings on the periphery with the building height relative to the contribution that an individual development makes to the public realm (public open space, street or pedestrian connection, etc).*
12. *The location of towers is to have regard to creating an open skyline and to optimise view sharing and solar amenity with the tallest towers located in the City Centre core as identified in the Area Plan.*
13. *Promote climatically responsive, energy efficient urban design and architecture that contributes to the character of the City Centre by:*
- a) incorporating strong landscape treatments to provide shade and which are largely comprised of native vegetation;*
 - b) providing connected shade and weather protection structures linking all areas of high public use to the main axis of the City Centre, The Boulevard;*
 - c) facilitating natural cross ventilation;*
 - d) minimising direct solar penetration to all buildings through orientation and use of screens, awnings, eaves and the like; and*
 - e) using construction materials appropriate to a tropical climate.*
14. *Encourage an alternative approach to car parking that reduces traffic congestion, enables the more effective use of floor space in the City Centre enhancing the vibrancy of the City Centre and which allows the city to be developed for people not cars by:*
- a) Providing parking in shared public facilities on key site in the City Centre as identified in the Area Plan Map, with clear and safe walking links to key destinations;*
 - b) Encouraging developers, where appropriately located, to provide appropriate amount of car parking on site whilst meeting the remainder their car parking requirements in shared public facilities;*
 - c) Replacing existing surface car parks in the City Centre as the car parking is provided at more appropriate locations in shared public facilities;*
 - d) Adopting a shared parking approach between residential and other uses to reflect the differing peak parking demand periods of different uses and reducing the overall amount of car parking required in the City Centre;*
 - e) Increasing the desirability and ability for people to walk and cycle thereby decreasing the demand for car parking; and*
 - f) Encouraging a high quality urban design for car parking structures to integrate them into the streetscape and adjacent built form.*

6.2 Palmerston City Centre Area Plan

The Planning Principles will be supported by the Palmerston City Centre Plan Area, proposed to be amended as follows:

Figure 5 Palmerston City Centre Area Plan



	Leisure and Recreation (including waterpark and aquatic centre) and supporting infrastructure such as restaurants, hotels and the like;
	Mixed Use – Tourist Accommodation, Speciality Retail and Commercial at ground floor and limited residential over
	Mixed Use – Commercial, Retail & Residential
	Commercial and Retail Uses with Residential)
	Open Space
	Residential
	Community Use
	Landscaped Roads, public transport corridors and public access areas
	Proposed Road
	Integrated Public transport hub (including car parking)
	Development incorporating Integrated multi-level public car park

Source: NT Atlas and Spatial Data Directory Base Map as amended by Elton Consulting

7 Amendment to Part 4 of NT Planning Scheme

7.1 Amendment to Part 4 of NT Planning Scheme

Palmerston City Centre General Performance Criteria

To support the development of the Palmerston City Centre in accordance with the Master Plan, it is recommended that the following Clauses be added to Part 4 of the NT Planning Scheme:

6.X Buildings in Palmerston City Centre

6.X.1 Building Heights in Palmerston City Centre (Incentive for public realm provision)

1. *The purpose of this clause is to limit the height of buildings in Palmerston City Centre to achieve a city form with the highest buildings and structures at the core of the city centre, stepping down towards the perimeter and to secure the provision of a public realm in accordance with Diagram 1 to this clause.*
2. *All new buildings within the Palmerston City Centre are to be in accordance with the maximum heights shown in Diagram 2 to this clause.*
3. *Despite sub-clause 2, the consent authority may consent to a building within the City Centre area higher than that specified in Diagram 2 to this clause where the development meets the following criteria:*
 - a) *The development contributes to the public realm by way of the dedication of land for the purposes of public open space or the provision of public open space as part of the overall development in accordance with Diagram 1; or*
 - b) *The development contributes to the public realm by way of the dedication of land for the purposes of upgrading or extending the road network, including facilitating the provision of roads, lanes, cycle lanes and pedestrian access ways in accordance with Diagram 1; or*
 - c) *The development contributes to the public realm by way of the dedication of land for the purposes of public open space, connectivity or access or the provision of public open space, as part of the overall development in accordance with the requirements of the Department of Lands, Planning and the Environment.*
4. *An application for a development under sub-clause 3 must include a site analysis and urban design study prepared by appropriately qualified professionals that demonstrate, to the satisfaction of the consent authority, that the proposed development responds to the attributes of the site and enhances the surrounding neighbourhood without adversely impacting on the existing and future amenity.*
5. *For the purposes of this clause the height of any point of a building is to be measured from the highest natural point on the site boundary.*
6. *The consent authority must not consent to a development in the City Centre area that is not in accordance with this clause except where the development satisfies the requirements of sub-Clause 3.*

7. *This clause applies to the adaptive re-use and extension of existing buildings where there is an increase in height.*

Figure 6: Diagram 1 to Clause 6.x.1

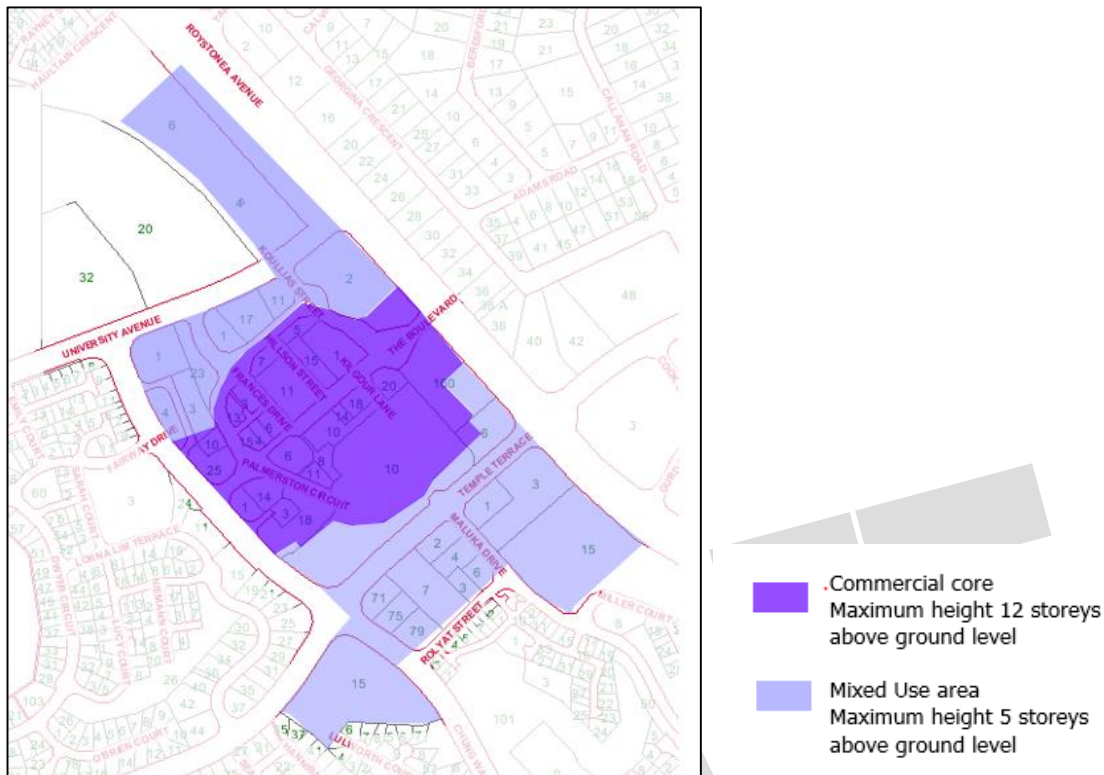
Existing and proposed areas of open space and the proposed thoroughfares network consisting of streets, lanes and pedestrian access ways.



Source: Draft Palmerston Master Plan

Figure 7: Diagram 2 to Clause 6.x.1

Maximum Building height permissible where a development does not contribute to the public realm in accordance with Clause 6.x.1.



6.x.2 Palmerston City Centre Urban Design requirements

1. *The purpose of this clause is to deliver the vision and objectives of the Palmerston City Centre Master Plan and to promote urban design excellence in the City Centre.*
2. *The extent of the Palmerston City Centre for the purposes of this clause is to be in accordance with the City Centre area set out in the Palmerston City Centre Master Plan.*
3. *New lot boundaries are to:*
 - a) *be generally in compliance with Diagram 1 to clause 6.x.1 to create a new public realm, to promote connectivity and to reuse existing lot boundaries where possible;*
 - b) *Enable the creation of small blocks with a fine grain pattern.*
4. *The City Centre shall be connected through a hierarchy of streets, lane and pedestrian walkways which:*
 - a) *are set out in accordance with Diagram 1 to this clause;*
 - b) *give priority to pedestrians and cyclists over public transport users and vehicles;*
 - c) *are designed to support street based activity including outdoor dining, public performances, public events, etc.;*
 - d) *incorporate street trees to define the pedestrian realm, provide shade and soften the streetscape;*
5. *Streets are to be designed in accordance with Diagrams 1 and 2 to this clause.*

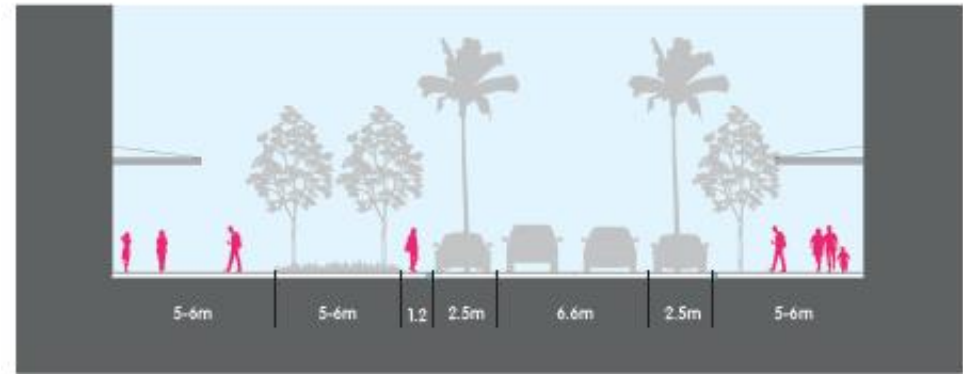
Figure 8: Diagram 1 to Clause 6.x.2



Figure 9: Diagram 2 to Clause 6.x.2



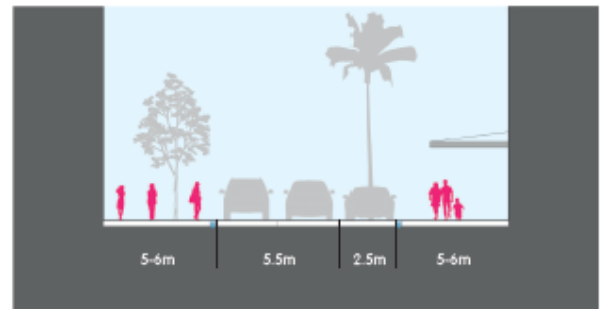
① The Boulevard Section



② Loop Street (Palmerston Circuit) Section



③ University Drive Section



④ Typical Street Section



⑤ Laneway Section

6. *A hierarchy of public open spaces are to be distributed across the City Centre in accordance with Diagram 1 to clause 6.x.1 and are to:*
 - a) *create safe and attractive spaces which support surveillance from the street and adjacent buildings;*
 - b) *encourage passive, civic and active recreation;*
 - c) *create a comfortable environment for users and provide shelter and shade from weather conditions;*
 - d) *contribute to Palmerston's unique identity as a tropical green city; and*
 - e) *meets the needs of the community.*
7. *The height of buildings in Palmerston City Centre is to be in accordance with Clause 6.x.1.*
 - a) *Building height and rooflines are to be stepped with the tallest buildings in the City Centre core and lower buildings on the periphery to create an articulated skyline for the City Centre and to engage the pedestrian;*
 - b) *Taller towers elements to be distributed across the City Centre where it is demonstrated that they will maintain an open skyline and optimize solar access and view sharing;*
 - c) *Taller towers are to have a maximum building floor plate of 1,000m² (including balconies and winter garden).*
 - d) *Minimum floor to ceiling heights are to meet with the following requirements:*

i. First Floor (nonresidential uses)	5.0m
ii. Second, Third Floor (nonresidential uses)	4.0m
iii. Sky Terrace Floor (nonresidential uses)	5.0m
iv. Top Floor (nonresidential uses)	5.0m
v. All Other Floors (Residential)	3.0m
vi. All Other Floors (Commercial)	3.5m
vii. Parking Structures	3.0m
8. *Building frontages are to be designed in accordance with Diagram 3 to this clause so that:*
 - a) *Active facades with narrow frontages, a low solid to void ratio, a large variation in function and use and articulated design are provided along The Boulevard and overlooking public spaces;*
 - b) *Facades with wider frontages, a medium solid to void ratio, some variation in function and use with some façade relief and detailing are provided along secondary/loops streets and lanes;*
 - c) *Mixed façade with wide frontages and less articulation area provided along the main transport networks of Chung Wah Terrace and Roystonea Avenue;*
 - d) *All building frontages shall have zero setbacks from the lot boundary for up to 80% of the block length;*
 - e) *Weather protection devices is provided to pedestrians by way of awnings and verandahs with a minimum depth of 4m. Heavy colonnades are not permitted.*

Figure 10: Diagram 3 to Clause 6.x.2



9. *The design of buildings are to:*
 - a) *create a fine grain and human scale through massing and articulation;*
 - b) *provide variety and diversity of built form to contribute to the streetscape by avoiding repetition;*
 - c) *use visual devices, step backs and building mass in the design and particularly between the third and fourth floors to ensure diversity;*
 - d) *be consistent with Crime Prevention Through Environmental Design (CPTED) and enhance the safety of the public realm;*
 - e) *respond to the tropical climate to maximize natural cooling and create an aesthetic that reflects the climate;*
 - f) *the minimum separation distance between habitable rooms in towers of 6 to 8 storeys will be 18m with a minimum separation distance of 24m between habitable rooms in towers above these levels.*
10. *All new buildings are to provide a Landscape Replacement Area to enhance the quality of life in the City Centre by providing lush, green spaces close to users:*
 - a) *The Landscape Replacement Area should be at least equivalent in size to the site area;*
 - b) *The Landscape Replacement Area is to be provided on the ground floor in an identifiable plazas, pedestrian passages / spaces or on the 1st floor or upper levels of the development to create usable, communal open space in the form of outdoor terraces, sky gardens and roof terraces;*
 - c) *A minimum of 30% of the Landscape Replacement Area is to be for permanent planting with sufficient soil depth and structure to accommodate mature plants.*
 - d) *A combination of trees, palms, shrubs and ground cover is encouraged to make the landscaping more attractive and provide variety;*

- e) Vertical greenery may be included in the Landscape Replacement Area calculations.

7.1.1 Amendment to Clause 6.5 Vehicle Parking

It is proposed to insert a new column into the Table to Clause 6.5.1 (Column 4) to allow for minimum to maximum car parking rates in Zone CB in Palmerston City Centre.

Table 2 Proposed amendments to Table to Clause 6.5.1 of NT Planning Scheme

<i>Use or development</i>	<i>(Minimum to maximum) number of car parking spaces required within Zones CB in Palmerston City Centre</i>
<i>Abattoir</i>	
<i>Animal boarding</i>	
<i>Home based visitor accommodation</i>	<i>0.5-1 for every guestroom plus 1-2 for the dwelling</i>
<i>Caravan park</i>	
<i>Caretaker's residence</i>	<i>1</i>
<i>Child Care centre</i>	<i>0.5 – 1 per employee</i>
<i>Community Centre</i>	<i>2.5 – 5 for every 100m² of net floor area</i>
<i>Education establishment</i>	<i>For a primary school or secondary school: 0.5-1 for every classroom plus 1-2 additional spaces plus an area for setting down and picking up passengers. For a tertiary education establishment: 0.5-1 for every classroom plus 0.5-1 for every 6 students plus 1-2 additional spaces. For a kindergarden: see child care centre. For other education establishments: 0.5-1 for every 100m² of net floor area, 0.5-1 for every 100m² of net floor area other than offices plus 2-4 for every 100m² of net floor area of office plus 0.5-1 for every 250m² used as outdoor storage.</i>
<i>General industry</i>	
<i>Home based child care centre</i>	
<i>Hospital</i>	
<i>Hostel</i>	<i>1 for every 5-10 persons plus 0.5 – 1 for every staff member</i>
<i>Hotel</i>	<i>8-16 for every 100m² net floor area used as a lounge bar or beer garden plus 25-50 for every 100m² net floor area used as a bar plus 5-10 for a drive-in bottle shop plus 0.5-1 for every guest suits</i>

	<i>or bedroom plus 1.5-3 for every 100m² used for dining</i>
<i>Independent unit</i>	<i>1-2</i>
<i>Leisure and recreation</i>	<p><i>Indoor spectator facilities including cinema or theatre: 0.5-1 for every 4 seats</i></p> <p><i>Racquet court games: 2-4 for every court</i></p> <p><i><u>plus</u></i></p> <p><i>for indoor spectator facilities (if any) 0.5-1 for every 4 seats</i></p> <p><i>Lawn bowls: 10-20 spaces per green</i></p> <p><i>Golf course: 2-4 per hole</i></p> <p><i><u>plus</u></i></p> <p><i>2.5-5 for every 100m² of net floor area used as a club house</i></p> <p><i>Otherwise than specified above: 5-10 for every 100m² of net floor area</i></p> <p><i><u>plus</u></i></p> <p><i>requirement for indoor spectator facilities (if any) 1 for every 4 seats.</i></p>
<i>Licenced club</i>	<i>5-10 for every 100m² net floor area used as a lounge bar or beer garden plus 10 for every 100m² net floor area used as a bar plus 1.5-3 for every 100m² used for dining</i>
<i>Light industry</i>	
<i>Medical clinic</i>	<i>2-4 for every consulting room</i>
<i>Medical consulting rooms</i>	<p><i>1.5-3 for every consulting room</i></p> <p><i><u>plus</u></i></p> <p><i>1-2 additional space (in addition to the 1 space required for the dwelling)</i></p>
<i>Motel</i>	<p><i>0.5-1 for every guest suite or bedroom</i></p> <p><i><u>plus</u></i></p> <p><i>8-16 for every 100m² of net floor area used as a lounge bar or beer garden plus 1.5-3 for every 100m² of net floor area used for dining</i></p>
<i>Motor body works</i>	<i>3-6 for every 100m² of net floor area</i>
<i>Motor repairs station</i>	<i>3-6 for every 100m² of net floor area</i>
<i>Multiple dwellings</i>	<i>1-2 per dwelling</i>
<i>Office (not elsewhere referred to in this table)</i>	<i>1.25-2.5 for every 100m² net floor area</i>
<i>Passenger terminal</i>	<i>2-5 for every 100m² of net floor area or as many car spaces as can be provided on 25% of the site area whichever results in the greater number of</i>

	<i>spaces (calculated exclusive of areas used for taxi stands or bus loading purposes)</i>
<i>Place of worship</i>	<i>2-5 for every 100m² of net floor area</i>
<i>Plant nursery</i>	<i>1-2 for every 100m² of net floor area</i> <i><u>plus</u></i> <i>0.5-1 for every 250m² used as outdoor nursery</i>
<i>Recycling depot</i>	
<i>Restaurant</i>	<i>3-6 for every 100m² of net floor area and any alfresco dining areas plus 5-10 for drive through (if any) for cars being served or awaiting service</i>
<i>Rural Industry</i>	<i>Not permissible in CB</i>
<i>Service station</i>	<i>1-2 for every 100m² of net floor area or 2.5-5 whichever is the greater (not including parking serving bowlers)</i>
<i>Serviced apartments</i>	<i>0.5-1 for every dwelling plus 1.5-3 for every 100m² of net floor area not within a dwelling</i>
<i>Shop</i>	<i>3-6 for every 100m² of net floor area</i>
<i>Showroom sales</i>	<i>2-4 for every 100m² of net floor area of all other areas</i> <i><u>plus</u></i> <i>0.5-1 for every 250m² used as outdoor storage</i>
<i>Single dwelling</i>	
<i>Stables</i>	
<i>Supporting accommodation</i>	<i>0.5-1 for every 4 beds</i> <i><u>plus</u></i> <i>2-4 for every 100m² of net floor area used for administrative purposes</i>
<i>Transport terminal</i>	
<i>Vehicles sales and hire</i>	<i>2-4 for every 100m² of net floor area of office</i> <i><u>plus</u></i> <i>0.5-1 for every 200m² used for vehicle display</i>
<i>Veterinary clinic</i>	<i>2-4 for every 100m² of net floor area</i>
<i>Warehouse</i>	

To enable the implementation of the Palmerston Car Parking Strategy, it is proposed to add the following Clause to Clause 6.5 Vehicle Parking

6.5.x Vehicle Parking in Palmerston City Centre

1. *The purpose of this clause is to provide for car parking in Palmerston City Centre in accordance with the Palmerston City Centre Car Parking Strategy.*

2. *The consent authority may approve a use or development with fewer car parking spaces on-site than required by Clause 6.5.1 or with no-site car parking where the developer makes a shared public car park funding payment to Palmerston City Council in accordance with the Palmerston City Council Parking Strategy.*
3. *The shared public car park funding payment may take the form of a special car parking levy, a development contribution under the City of Palmerston Car Parking Contributions Plan Central District 2013 or as otherwise set out in the Palmerston City Council Parking Strategy as adopted or as amended.*

7.1.2 Inclusion of a definition of Landscape Replacement Planting in Part 1 of NT Planning Scheme

In Part 1 of the NT Planning Scheme in Clause 3.0 (Definitions), include a new definition for Landscape Replacement Area:

"Landscape Replacement Area" means an area of a site used for growing plants, grasses and trees to ensure that the area of the site being developed is replaced with a landscaped area being equivalent or greater than that site area and can include permanent planting at ground level, communal outdoor terraces, podium planting, roof gardens and vertical greenery.

However it does not include any hard paved area or any part of the building or structure which is not covered by greenery.

7.2 Reference documents

To support the Palmerston City Centre planning principles and Area Plan and the controls for the City Centre recommended to be included in Part 4 of the NT Planning Scheme, it is recommended that the Master Plan and supporting documents (consisting of the Parking Strategy and Public Realm Strategy) be added to Schedule 2 and 3 of the NT Planning Scheme.

Amendment to Schedule 2 of the NT Planning Scheme:

Include the following documents in Schedule 2 of the Planning Scheme:

Palmerston City Centre Master Plan 2014	Palmerston City Council
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Amendment to Schedule 3 of the NT Planning Scheme:

Include the following documents in Schedule 2 of the Planning Scheme:

Palmerston City Centre Public Realm Strategy 2014	Palmerston City Council
Palmerston City Centre Parking Strategy 2014	Palmerston City Council



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