

Berrimah North Planning Principles and Area Plan

Version	Amendment No.	Date Published	Details
1	125 (NTPS 2007)	7.7.2010	Introduction of the Berrimah North Planning Principles and Area Plan
2	371	12.12.2014	Omits and replaces the Berrimah North Planning Principles and Area Plan
3	3 (NTPS 2020)	30.10.2020	Minor alterations for consistency with the NT Planning Scheme 2020

Principles 1 to 4 relate to site constraints, natural topography, stormwater drainage and the strategic infrastructure needs of the whole Berrimah North locality.

Future development is to:

1. Demonstrate a designed response to the landform, land units and natural drainage by:
 - (a) providing local roads, urban drainage and open space that respond to the landform and natural drainage pattern, and incorporate stormwater management that accords with the strategic drainage framework of the *Berrimah North Drainage Study*;
 - (b) applying Australian best practice standards to the quality of stormwater run-off into the natural drainage system; and
 - (c) maintaining overland flow and managing stormwater discharge with detention structures and the like, to mitigate nutrient rich runoff into the receiving environment, while minimising the potential for biting insects to breed in such infrastructure.
2. Minimise the off-site impacts of concentrated stormwater on both private property and the receiving environment by:
 - (a) managing the magnitude and duration of sediment-transporting stormwater flows to minimise erosion;
 - (b) preparing and complying with an erosion and sediment control plan in order to control erosion during construction; and
 - (c) managing concentrated stormwater on-site such that post-development flows are not greater than pre-development flows onto adjacent land.
3. Manage exposure to aircraft noise and controlled airspace by:
 - (a) ensuring that development within contour 20 of the Australian Noise Exposure Forecast (ANEF) is acceptable or can comply with the noise attenuation guidelines of AS2021-2015;
 - (b) ensuring that building heights comply with Defence (Area Control) Regulations; and
 - (c) ensuring that neither permanent nor temporary structures breach controlled civil airspace.
4. Manage local traffic and impacts on the arterial transport network by:
 - (a) connecting local roads to the arterial network in accordance with the strategic framework indicated in the Area Plan and providing viable access for public transport;
 - (b) providing access intersections at the shown locations in accordance with the requirements of the Department of Transport; and

- (c) interconnecting local roads to distribute rather than concentrate local traffic, support a pedestrian / cycle network and provide convenient access to public transport stops.

Principles 5 to 7 relate to the performance of residential development and largely to Area Plan 1 of 2.

Future development is to:

- 5. Provide a compact, walkable and safe residential neighbourhood outside the 20 ANEF line by:
 - (a) establishing or supporting a neighbourhood centre at the shown location that:
 - i. benefits from exposure to passing traffic and incorporates commercial activities with a focus on local community needs and opportunities for employment;
 - ii. maximises opportunities for convenient and direct access for cyclists and pedestrians including access to urban open spaces; and
 - iii. promotes passive surveillance by providing active interfaces to public areas;
 - (b) establishing Boulter Road as a main street through the neighbourhood centre, incorporating public transport, pedestrian infrastructure and street planting for shade and visual amenity;
 - (c) providing an interconnected street network supporting access, route choice and designed with priority for safe and convenient walking and cycling; and
 - (d) supporting a hierarchy of urban open spaces to local government requirements.
- 6. Facilitate housing choice in appropriate locations by:
 - (a) creating a mix of lot sizes for single, multiple and medium density dwellings, supporting a mix of housing types including small-lot single dwellings;
 - (b) locating the higher density housing, and any accommodation for aged persons or people requiring assistance close to the neighbourhood centre;
 - (c) facilitating climate responsive design; and
 - (d) reducing residential density where land is affected by constraints such as biting insects.
- 7. Provide community purpose sites to meet the needs of Berrimah North into the future by:
 - (a) locating community uses in accordance with the Area Plan and close to main roads for convenient access via public transport, pedestrian and cycle corridors;
 - (b) establishing community purpose sites to allow collocation and integration of education, community uses and active recreation facilities; and
 - (c) supporting community facilities that will accommodate a variety of uses and be adaptable to changing neighbourhood requirements over time.

Principles 8 and 9 relate to the performance of non - residential development and largely to Area Plan 2 of 2.

Future development is to:

8. Provide an interconnected local road system that is viable and amenable for all users, and consistent with the Area Plan by:
 - (a) ensuring that all development supports route choice and convenient access from the arterial road network including the proposed collector road linking Amy Johnson and Vanderlin Drive;
 - (b) ensuring that each development includes interconnected local roads consistent with the Area Plan and provides for local road connections to adjacent land; and
 - (c) providing efficient access for public transport and a practical pedestrian/cycleway network, including a cycleway between Amy Johnson Avenue and Vanderlin Drive, consistent with the Area Plan and viable at each development stage.

9. Respond to land use constraints associated with proximity to Darwin International Airport by:
 - (a) managing exposure to aircraft noise and controlled airspace to ensure that the safe and curfew-free operation of the airport is continued;
 - (b) ensuring that lighting associated with development under runway approaches will not prejudice the safe operation of the airport;
 - (c) ensuring that the use or development of land under runway approaches will not attract birds or bats to an extent that prejudices the safe operation of the airport; and
 - (d) restricting land uses that would attract people into the provisional public safety zone under the runway approach.

400m buffer to biting insects.
Average lot size per dwelling to be 2,000m². Locate larger lots towards Marrara Swamp.

Dwellings at higher residential densities within 400m of neighbourhood centre. Refer to principles 5 and 6.

Dwellings located close to ANEF 20 to comply with requirements of AS2021.

Legend

Numbers refer to Planning Principles

- 5. Residential
- 6(d). Rural Residential Buffer
- 7. Community
- 5(a). Commercial/Mixed use
- 8. Light Industry
- 1. Development restricted by constraints
- 5(d). Open Space incorporating drainage features
- 1. Discharge Control Feature and Drainage Swale
- 4(b). Access from arterial road
- Acoustic/visual buffer to arterial road
- Biting Insect Buffer
- Bus stop
- Pedestrian/cycleway network
- 20 to 40 dwellings per hectare
- 10 to 20 dwellings per hectare



Provide safe pedestrian access across Vanderlin Drive



Berrimah North Area Plan 1 of 2

Read this plan in Conjunction with associated planning principles

