

## Lee Point Planning Principles and Area Plan

Version	Amendment No.	Date Published	Details
1	369 (NTPS 2007)	4.9.2015	Introduction of the Lee Point Planning Principles and Area Plan
2	3 (NTPS 2020)	30.10.2020	Minor alterations for consistency with the NT Planning Scheme 2020

Future development within the Lee Point area is to:

1. Preserve and integrate areas and items of environmental and heritage significance by:
  - (a) limiting development below the escarpment to community uses, tourism activity and pedestrian / cycle tracks that protect the environmental values of the coastal reserve and adjoining vegetation types;
  - (b) implementing appropriate environmental and engineering measures including but not limited to the application of principles of water sensitive urban design; and
  - (c) adopting measures that acknowledge the role of Lot 4873 Town of Nightcliff in the Indonesia – Malaysia Confrontation including, where practicable, the retention of existing defence items or replacement with artistic/ cultural interpretive works that reflect the historical significance of the land.
  
2. Provide compact interconnected neighbourhoods as an extension to the existing northern suburbs that:
  - (a) foster a distinct identity in the street layout and built form responding to the site's unique location, including its proximity to the Casuarina Coastal Reserve;
  - (b) create a quality public realm and built form environment responsive to local climatic conditions through, but not limited to, the design of public areas and open space, the use of pedestrian shelters and landscaping, and the implementation of an energy-efficient built form;
  - (c) facilitate access north from Lyons and Muirhead to future community, commercial and recreation facilities;
  - (d) maintain a high level of public access to Lee Point and promote access to the Darwin Northern Suburbs and other major centres through a connected local road network, including access to public transport and key pedestrian / cycleways identified on the Area Plan;
  - (e) include a lineal open space between development and the coastal reserve, and establish pedestrian connections to the Casuarina Coastal Reserve; and
  - (f) promote walking and cycling as the preferred mode of travel for local trips.
  
3. Provide a mixed use village centre that integrates services to the local community while maximising opportunities for tourism by:
  - (a) creating urban spaces that take advantage of the coastal location of the site;
  - (b) providing a destination and focal point for visitors that is easily accessible to pedestrians, cyclists and vehicles travelling along Lee Point Road;
  - (c) providing a mix of tourist accommodation, commercial development including tourism and recreation, and residential development along the main street;
  - (d) maximising opportunities for active street frontage in the main street;

- (e) maximising accessibility to the centre by catering for all modes of transport;
  - (f) reducing traffic speed to create a pedestrian-friendly shared public environment with clearly identified key pedestrian access locations; and
  - (g) integrating development within the village centre with surrounding residential areas.
4. Provide a range of housing options and lot sizes to cater for diverse household types by:
- (a) including the development of small lot housing to complement more traditional housing types;
  - (b) creating a mix of lot sizes for single and/ or multiple dwellings;
  - (c) associating medium and high density housing including townhouses and apartments with neighbourhood centres, public open space and/ or areas of high amenity; and
  - (d) providing larger rural residential lots as a further choice and to serve as buffers between urban residential development and potential biting insect areas.
5. Provide an appropriate built form that maximises site opportunities by:
- (a) incorporating a range of building heights to maximise opportunities for coastal views while retaining appropriate built form character and residential scale;
  - (b) providing accommodation and residential development that is climatically appropriate, including appropriate solar orientation and natural ventilation; and
  - (c) respecting adjoining residential areas through appropriate transitions from commercial development and between residential areas of different densities, and by interfacing with Lyons and Muirhead at the same residential density.
6. Provide adequate land for education and community facilities that:
- (a) allows for the shared use of community and active recreation facilities;
  - (b) is located close to public transport and supports a high level of neighbourhood accessibility through the encouragement of cycling and walking; and
  - (c) facilitates safe and efficient access via the local road and pedestrian network to community services and facilities in the broader area, including the Royal Darwin Hospital.

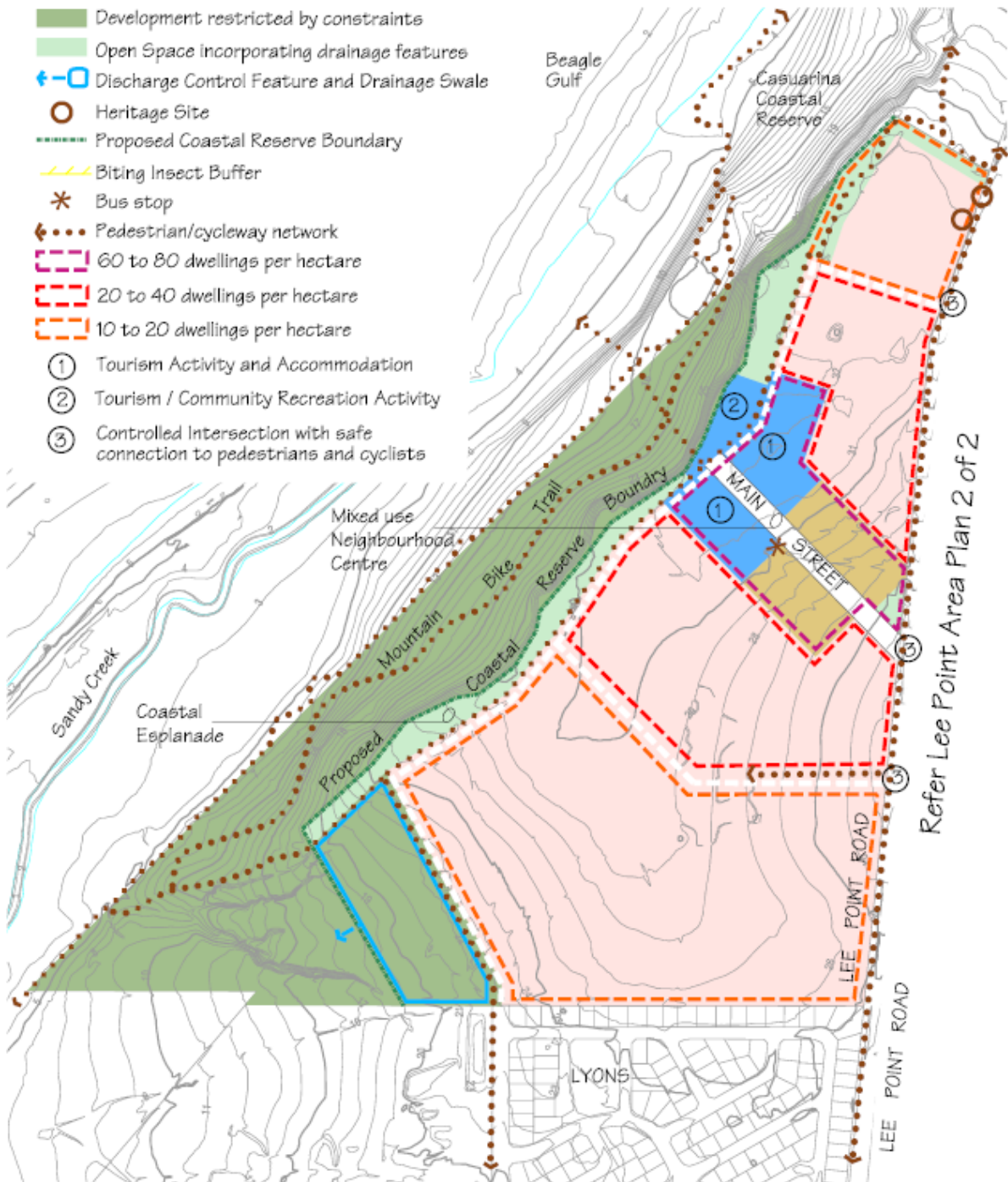
# Lee Point Area Plan 1 of 2



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

## Legend

- Residential
- Rural Residential Buffer
- Community
- Mixed use - Residential, Commercial, Tourism
- Tourism
- Development restricted by constraints
- Open Space incorporating drainage features
- Discharge Control Feature and Drainage Swale
- Heritage Site
- Proposed Coastal Reserve Boundary
- Biting Insect Buffer
- Bus stop
- Pedestrian/cycleway network
- 60 to 80 dwellings per hectare
- 20 to 40 dwellings per hectare
- 10 to 20 dwellings per hectare
- ① Tourism Activity and Accommodation
- ② Tourism / Community Recreation Activity
- ③ Controlled Intersection with safe connection to pedestrians and cyclists



Refer Lee Point Area Plan 2 of 2

# Lee Point Area Plan 2 of 2



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## Legend

- Residential
- Rural Residential Buffer
- Community
- Mixed use - Residential, Commercial, Tourism
- Tourism
- Development restricted by constraints
- Open Space incorporating drainage features
- Discharge Control Feature and Drainage Swale
- Natural Drainage Lines
- Heritage Site
- Proposed Coastal Reserve Boundary
- Biting Insect Buffer
- Bus stop
- Pedestrian/cycleway network
- 10 to 20 dwellings per hectare
- Rural Residential 2 dwellings (max) per hectare
- ③ Controlled Intersection with safe connection to pedestrians and cyclists

