

***Major Development Plan (2009-04):***

***Proposed Home and Lifestyle Super Centre***

***(Darwin Airport)***

***Conditions of Ministerial Approval***

## **DEFINITIONS**

In this document, unless the contrary intention appears:

**Act** means the *Airports Act 1996* as amended from time to time

**AEO** means Airport Environment Officer

**Building activity** has the meaning given in section 98 of the Act

**Condition** means a condition set out in this document

**Development** means the development proposed in the MDP

**DIA** means Darwin International Airport Pty Ltd

**Minister** means the Minister administering the Act

**MDP** means the Major Development Plan: Proposed Home and Lifestyle Super Centre

## **INTERPRETATION**

In this document, unless the contrary intention appears:

- (i) if a word or phrase is given a particular meaning above, other parts of speech and grammatical forms of that word or phrase have corresponding meanings; and
- (ii) a term that is defined in the Act or in regulations made under the Act has the same meaning when it is used here.

## **CONDITIONS OF APPROVAL**

Pursuant to subsection 94(7) of the *Airports Act 1996* ('the Act') the Minister for Infrastructure, Transport, Regional Development, and Local Government may approve a draft Major Development Plan (MDP) subject to one or more conditions.

The Minister has approved the draft MDP subject to the Conditions set out below. If there is any inconsistency between the MDP and the Conditions, the Conditions prevail.

### ***Conditions about the environment***

1. Prior to undertaking any cycad translocation from the site of the development, DIA must prepare a schedule for the completion of the quantitative and qualitative cycad surveys identified in the draft MDP. The schedule must be prepared in consultation with the Northern Territory Department of Natural Resources, Environment and the Arts and be approved by the Airport Environment Officer (AEO) prior to commencing translocation of the cycads.
2. If surveys of the translocated cycads show greater than 20% of the translocated population to be displaying significant distress signs when adjacent extant populations are not displaying the same signs, DIA must notify the AEO as soon as practicable and consult with the Northern Territory Department of Natural Resources, Environment and the Arts regarding appropriate management actions to be implemented to protect the health of the translocated population.
3. In constructing kerbing for hardstand car parks that border the retained native vegetation buffers along Bagot Road and McMillans Road, DIA must, where feasible, provide gaps that permit a limited release of storm waters into the buffer areas. The design and placement of the gaps is to be completed in consultation with the AEO prior to the construction of the kerbing.

### ***Conditions about surface transport***

4. Prior to commencing building activity, DIA must prepare a surface transport plan to address public transport, pedestrian and cycling requirements for the development. The surface transport plan is to be prepared in conjunction with the existing traffic management plan and in consultation with the Northern Territory Department of Planning and Infrastructure.

### ***Conditions about Safety***

5. Prior to commencing building activity, DIA must consult with Airservices Australia's Airport Rescue and Fire Fighting Service and the Northern Territory Fire and Rescue Service (NTFRS) in relation to the proposed joint services agreement to be entered into by Airservices Australia and NTFRS for the emergency response operations in relation to the development.
6. Prior to commencing building activity, DIA must arrange for a radar assessment to be undertaken by the Department of Defence to determine whether any interference to the Department of Defence radar will occur during, or arising from construction, of the development.