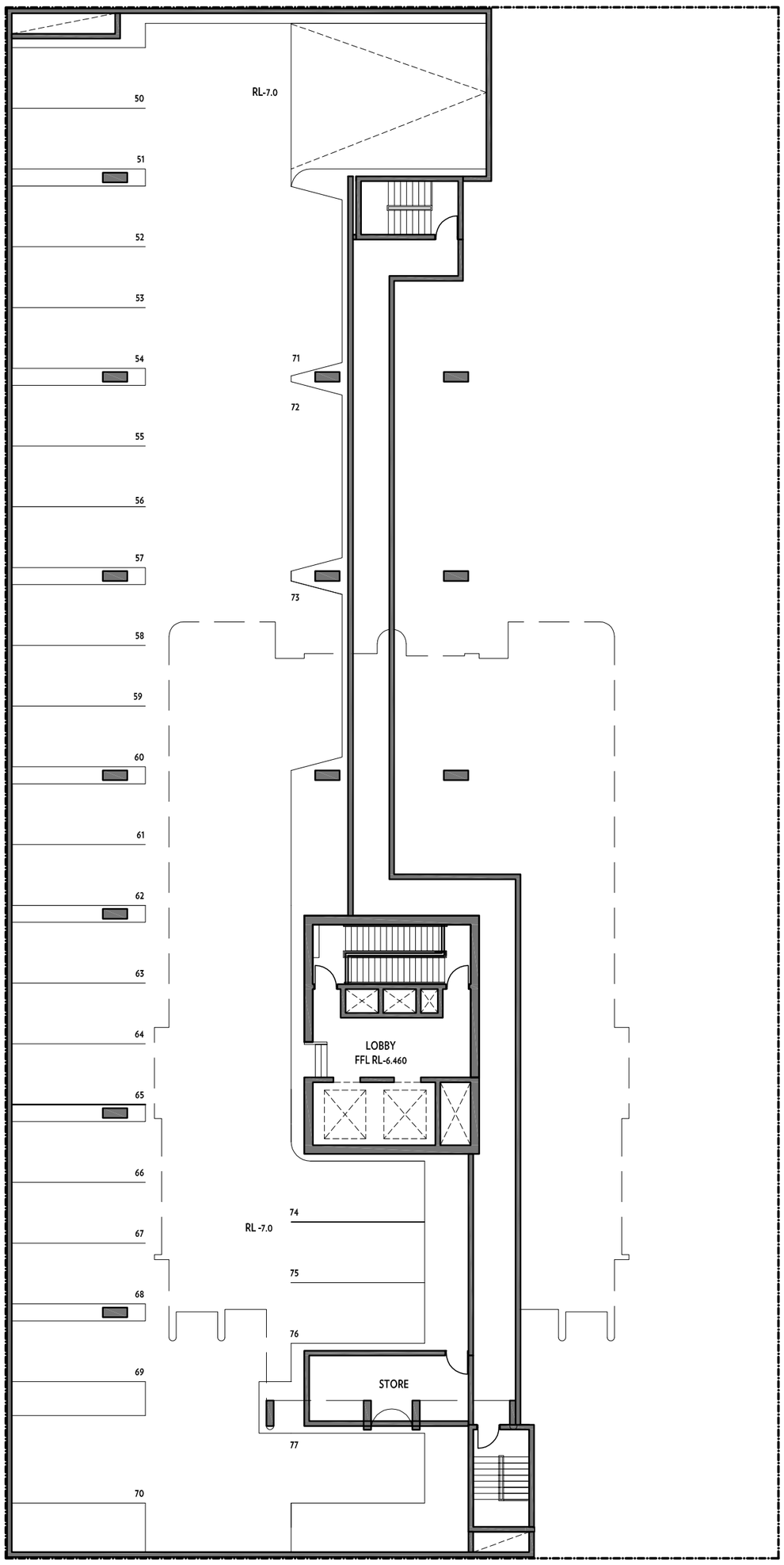
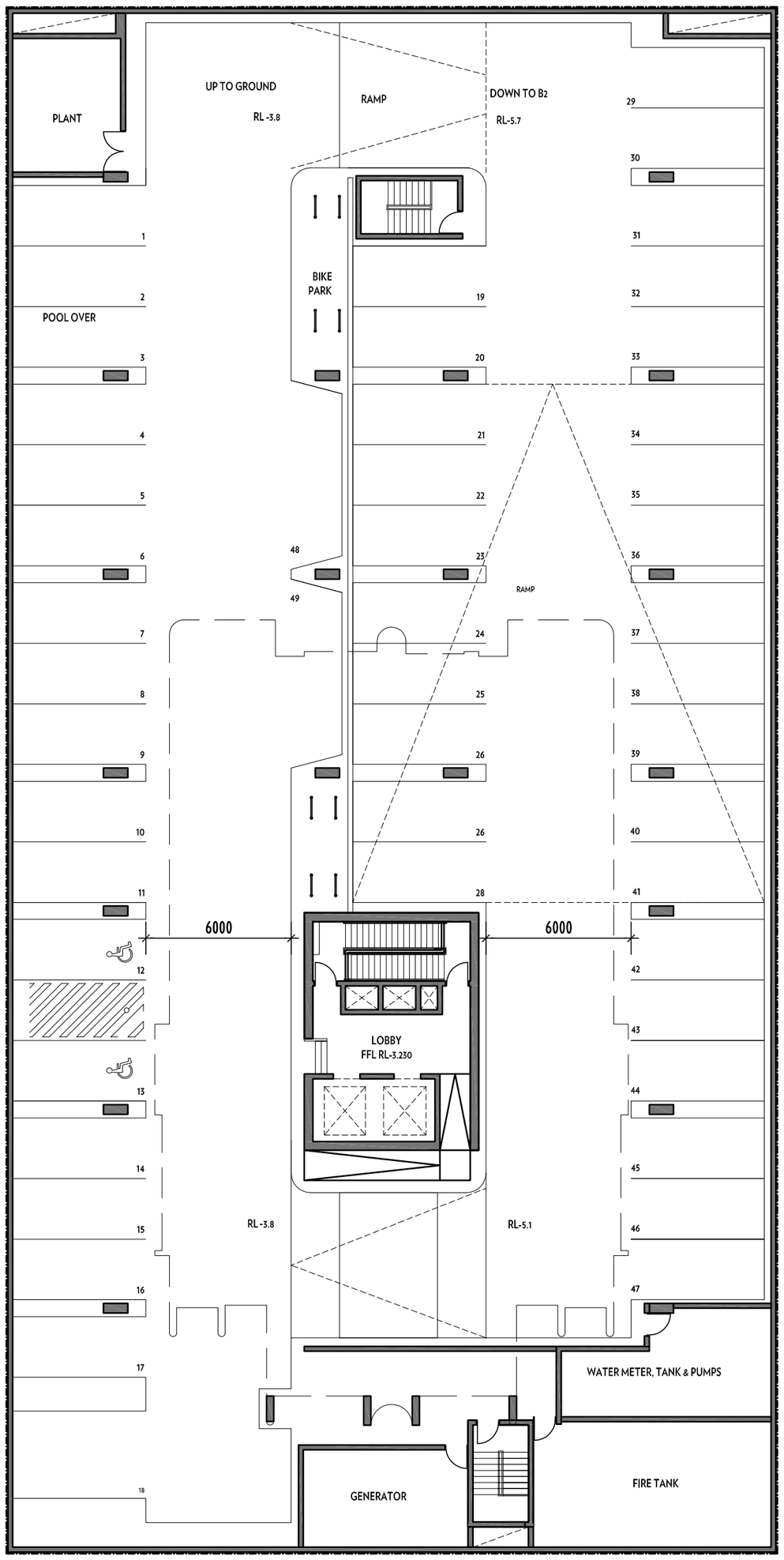
ATTACHMENT B


draft



28 CAR PARK SPACES ON B2
77 CAR PARK SPACES IN TOTAL

BASEMENT 2 PLAN



48 CAR PARK SPACES ON B1
77 CAR PARK SPACES IN TOTAL

BASEMENT 1 PLAN

WALTERBROOKE

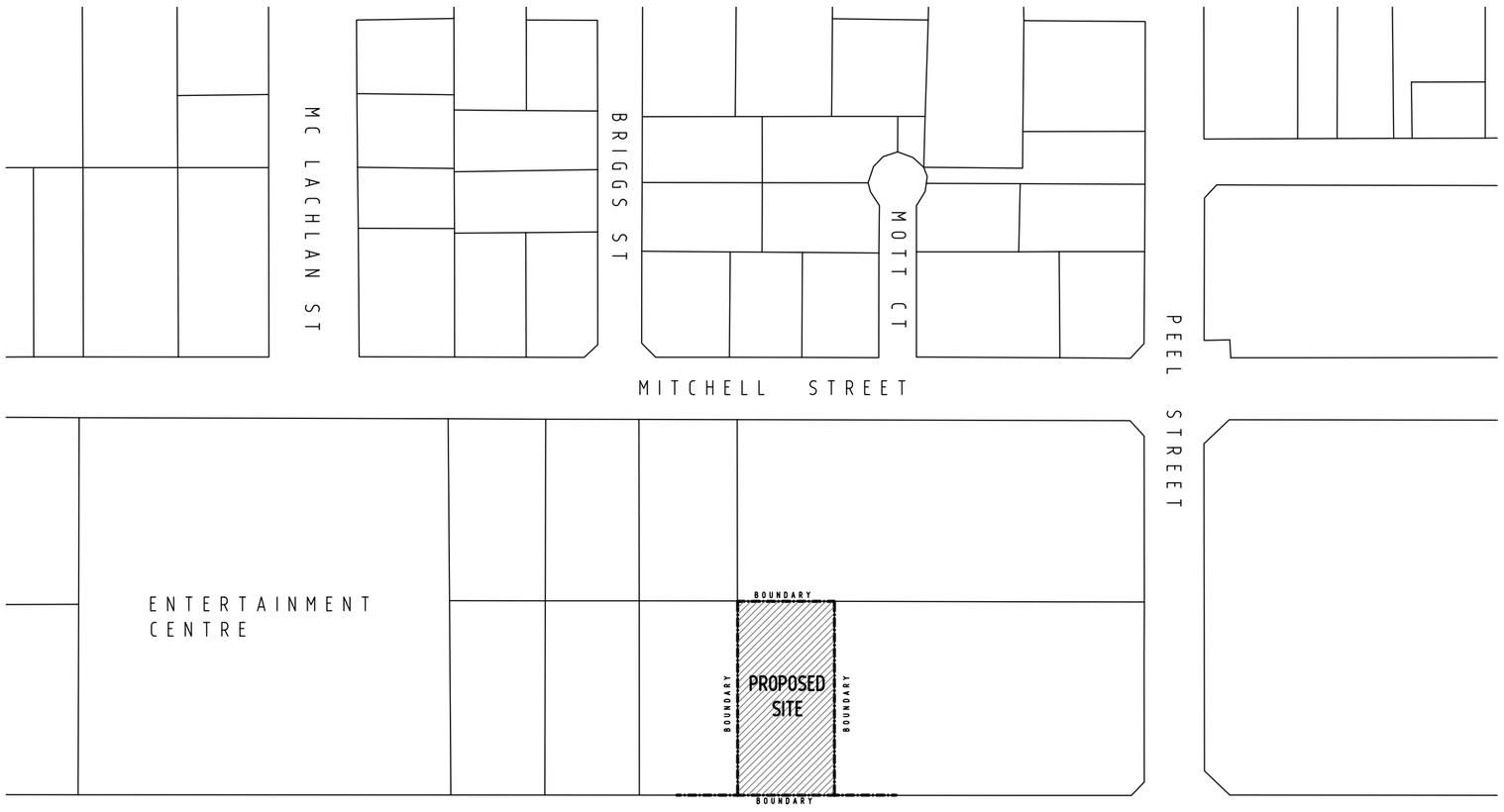
2 4 10

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

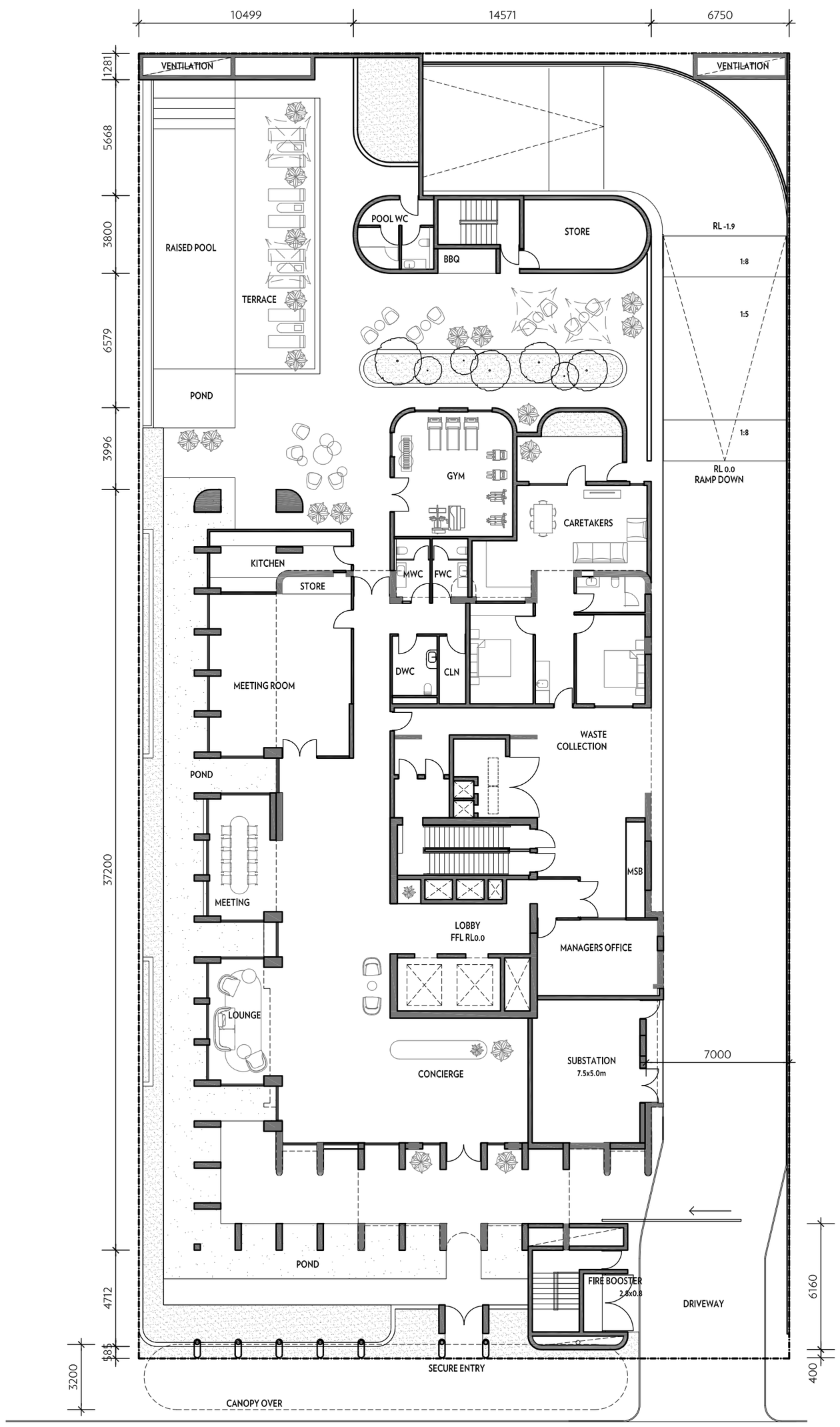
106 The Esplanade
Darwin NT

23-01-2017
PLANS
1:200@A2

drawing: SK300
revision: C
job: 16-5339



SITE PLAN 1:2000



GROUND FLOOR PLAN

2 4 10

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

14-10-2016		drawing:	SK301
PLANS		revision:	B
1:200@A2		job:	16-5339

WALTERBROOKE

drawn by: MB
plotted: 05 October 2016 21:26
filed: g:\acad\acad16\16-5339 darwin esplanade apartments\sketch design\combined_plans_drawingsheets.dwg

drawn by: MB

plotted: 05 October 2016 21:26

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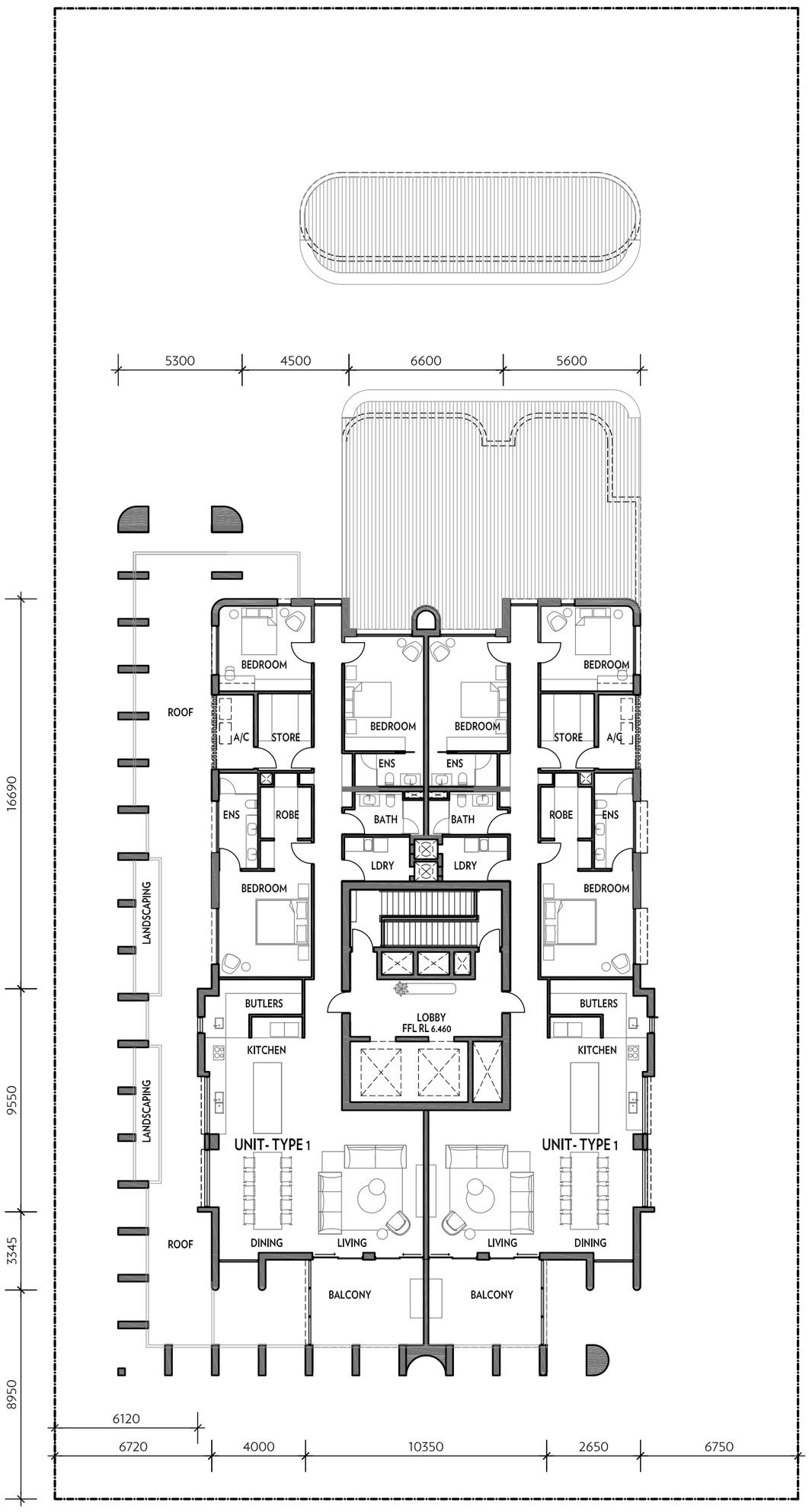

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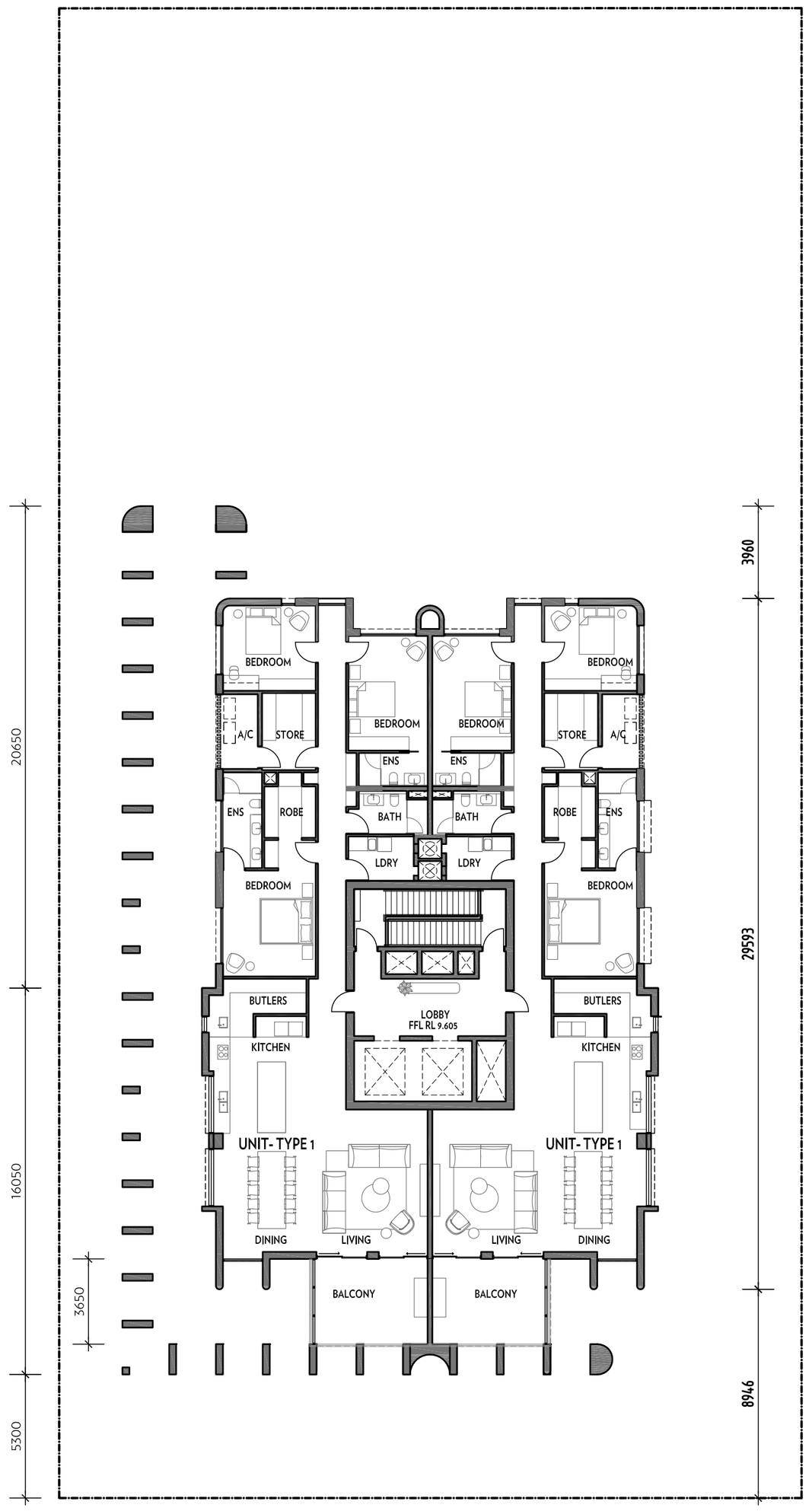

SECOND FLOOR PLAN

WALTERBROOKE

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

2 4 10

14-10-2016	drawing: SK302
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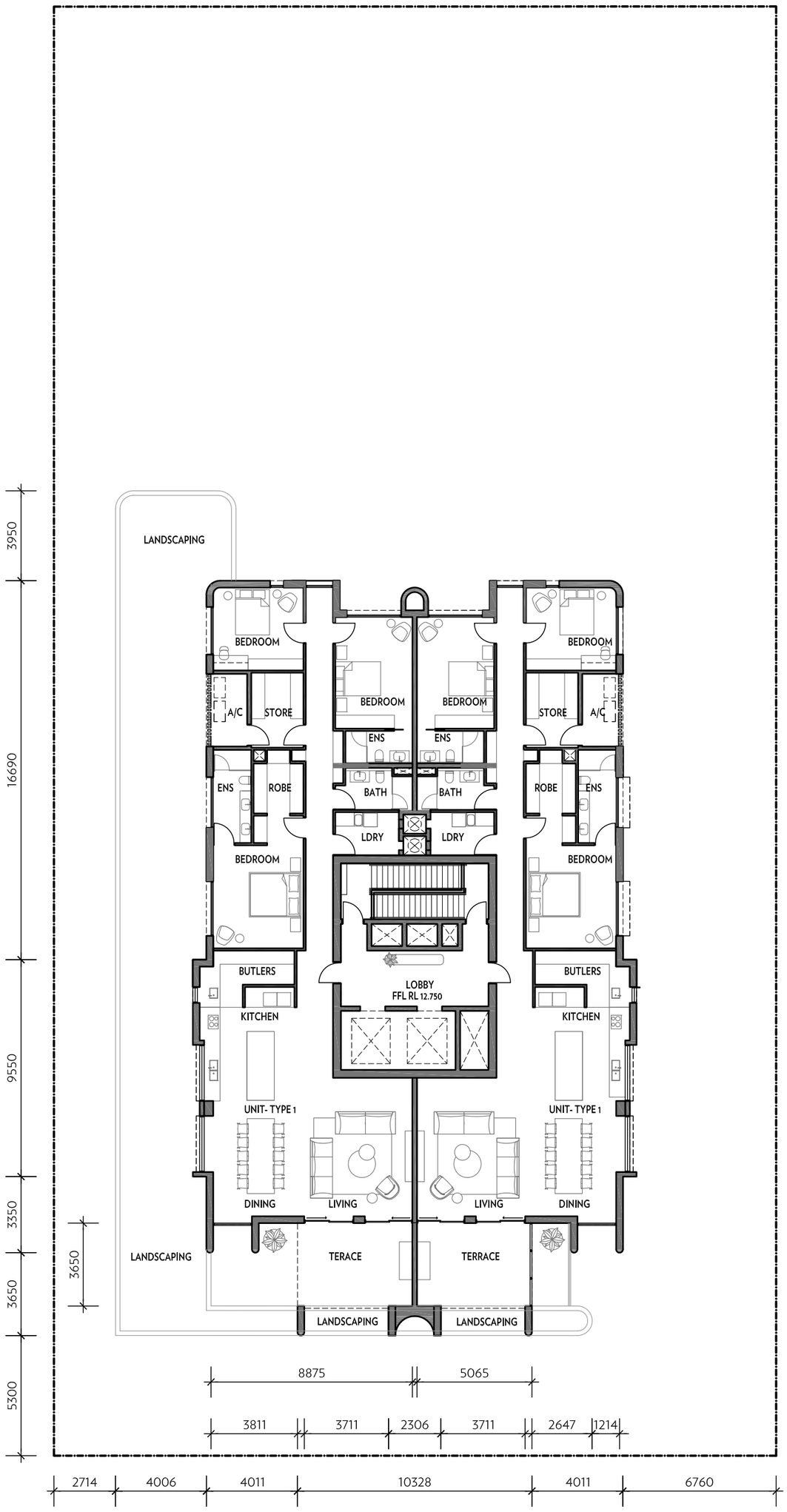
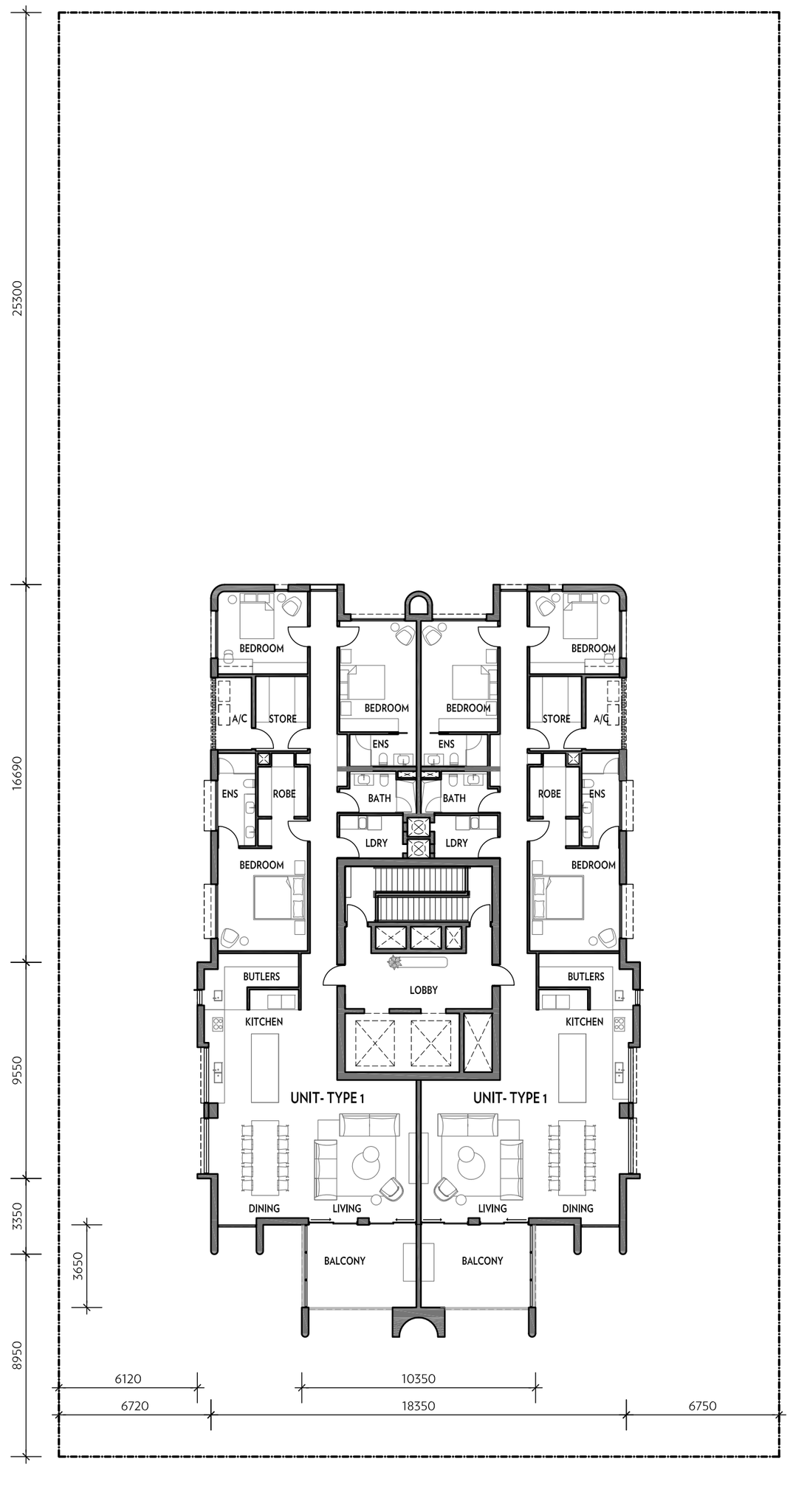
1:200@A2	job: 16-5339

drawn by: MB plotted: 05 October 2016 21:26 filed: g:\acad\acad16\16-5339 darwin esplanade apartments\sketch design\combined_plans_drawingsheets.dwg



THIRD FLOOR PLAN



UNIT TYPE 1
LEVEL 4-11

WALTERBROOKE

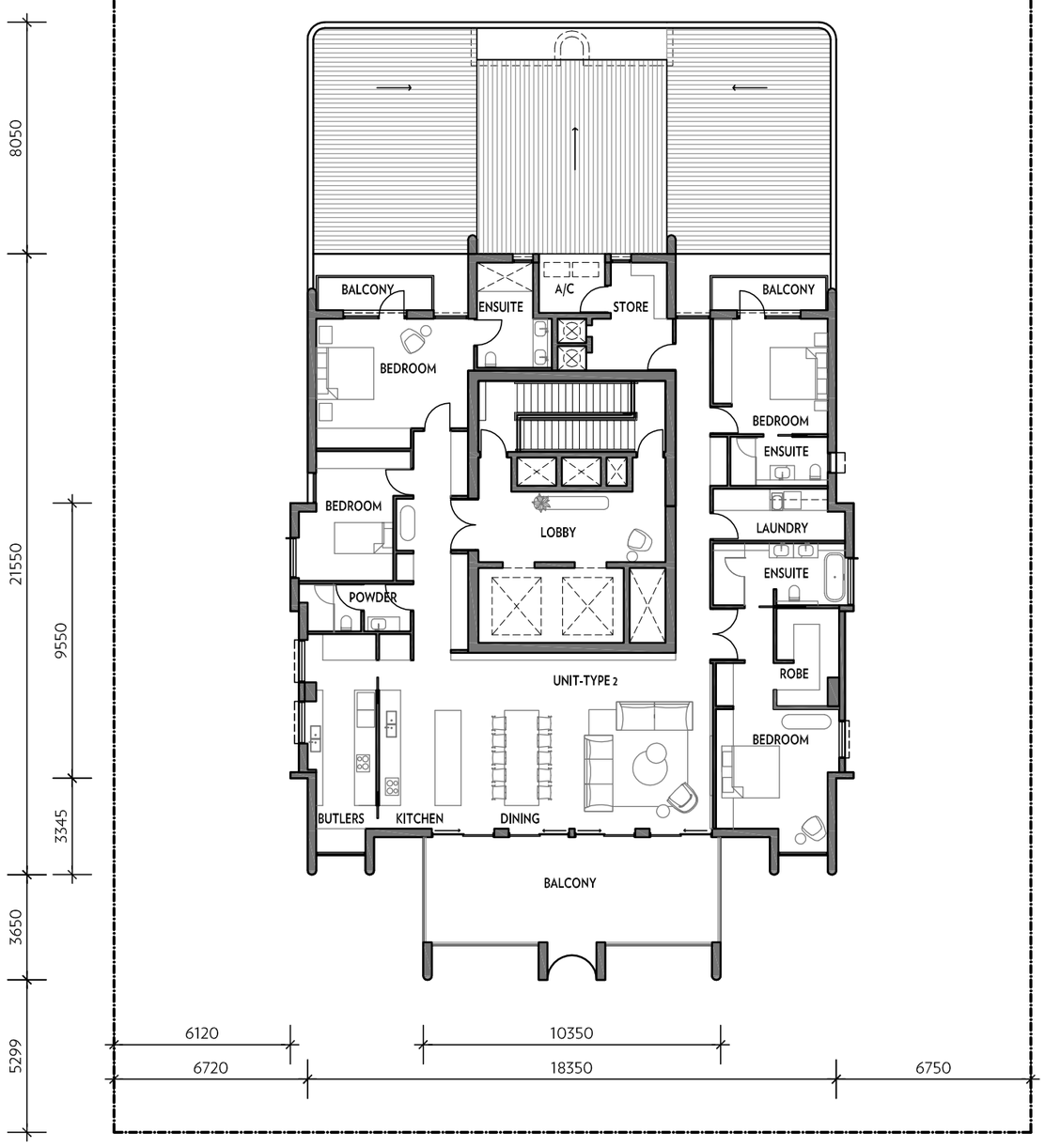
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

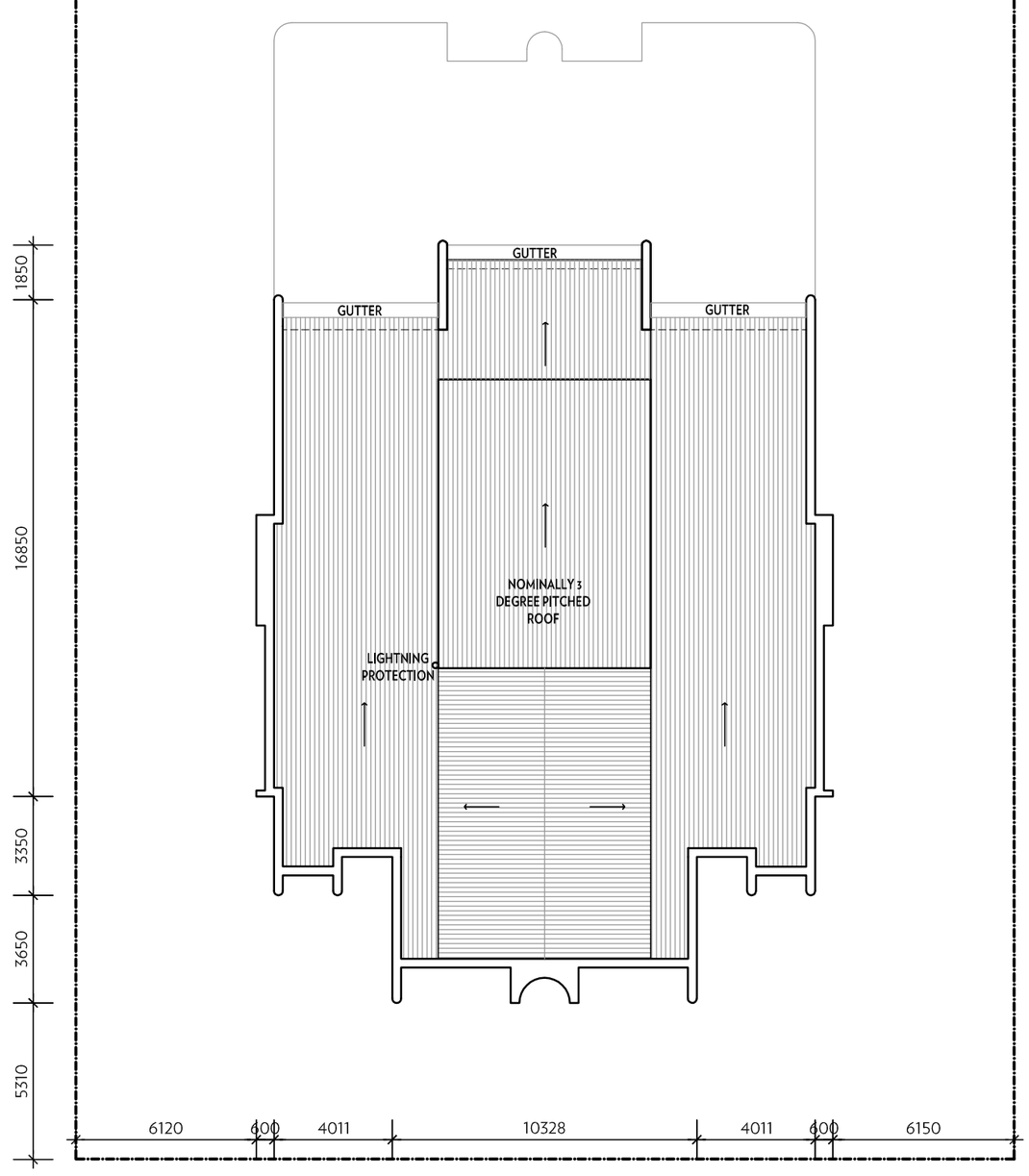
2 4 10

14-10-2016
PLANS
1:200@A2

drawing: SK303
revision: B
job: 16-5339



UNIT TYPE 2
LEVEL 13-22



ROOF PLAN

WALTERBROOKE

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

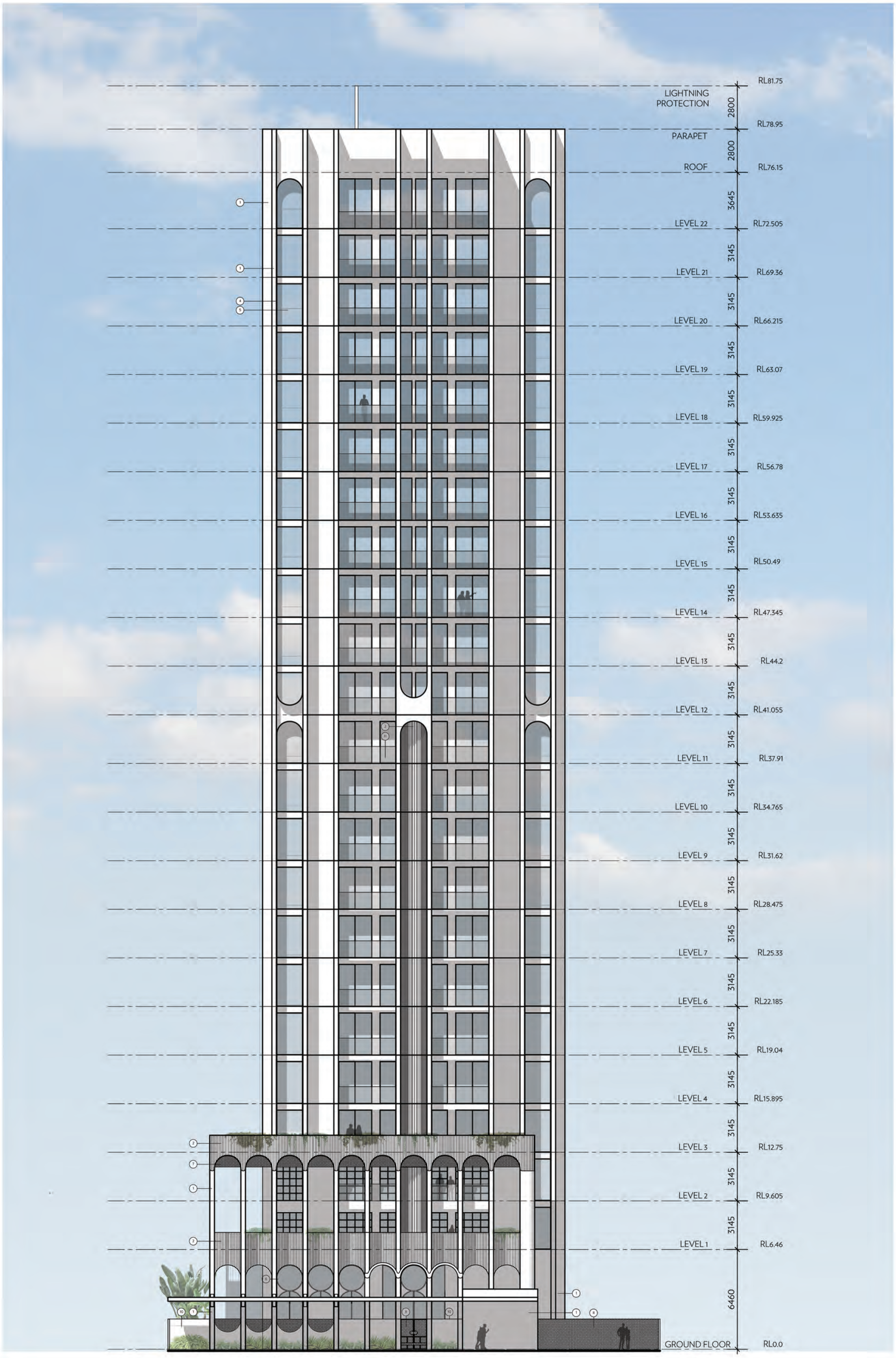
2 4 10

20-10-2016
PLANS
1:200@A2

drawing: SK304
revision: C
job: 16-5339

MATERIALS

1 Textured render painted white
2 Fluted concrete painted white
3 Vertical grey louvre to conceal air-conditioning units
4 Grey window frames
5 Clear glazing
6 Feature windows
7 Breeze blocks style screen painted white
8 Perforated Metal Fence/Gate
9 Sun Shading horizontal blade with frame
10 Rendered fence white
11 Glass Balustrade
12 Sliding louvre screen



NORTH ELEVATION - THE ESPLANADE

2 4 10

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

14-10-2016
ELEVATIONS
1:200@A2

drawing: SK400A
revision: A
job: 16-5339

WALTERBROOKE

drawn by: MB
plotted: 05 October 2016 21:26
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MATERIALS

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4 Grey window frames
5 Clear glazing
6 Feature windows
7 Breeze blocks style screen painted white
8 Perforated Metal Fence/Gate
9 Sun Shading horizontal blade with frame
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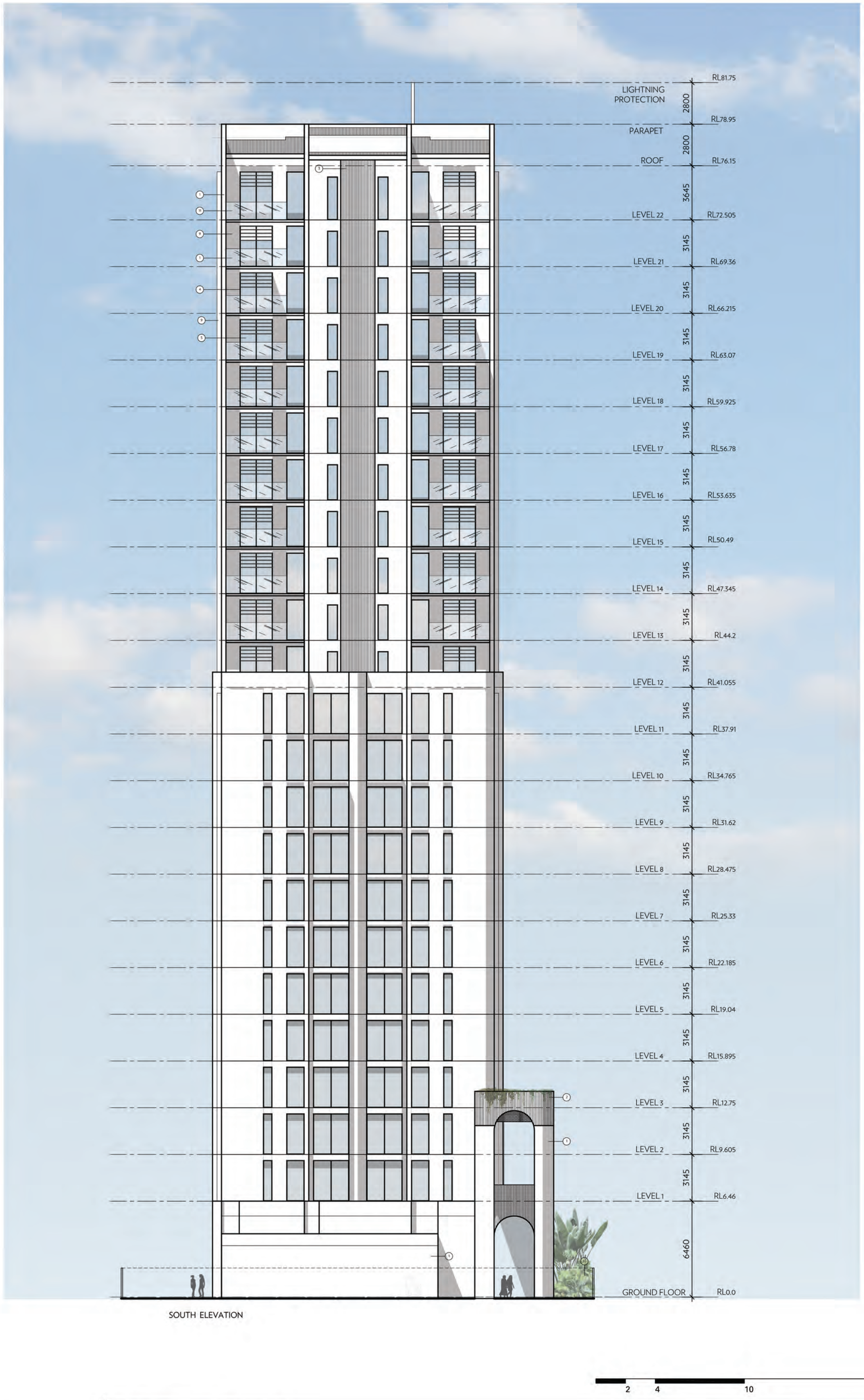
11 Glass Balustrade
12 Sliding louvre screen



SOUTH ELEVATION

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ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

20-10-2016
ELEVATIONS
1:200@A2

drawing: SK401A
revision: B
job: 16-5339

WALTERBROOKE

drawn by: MB
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MATERIALS

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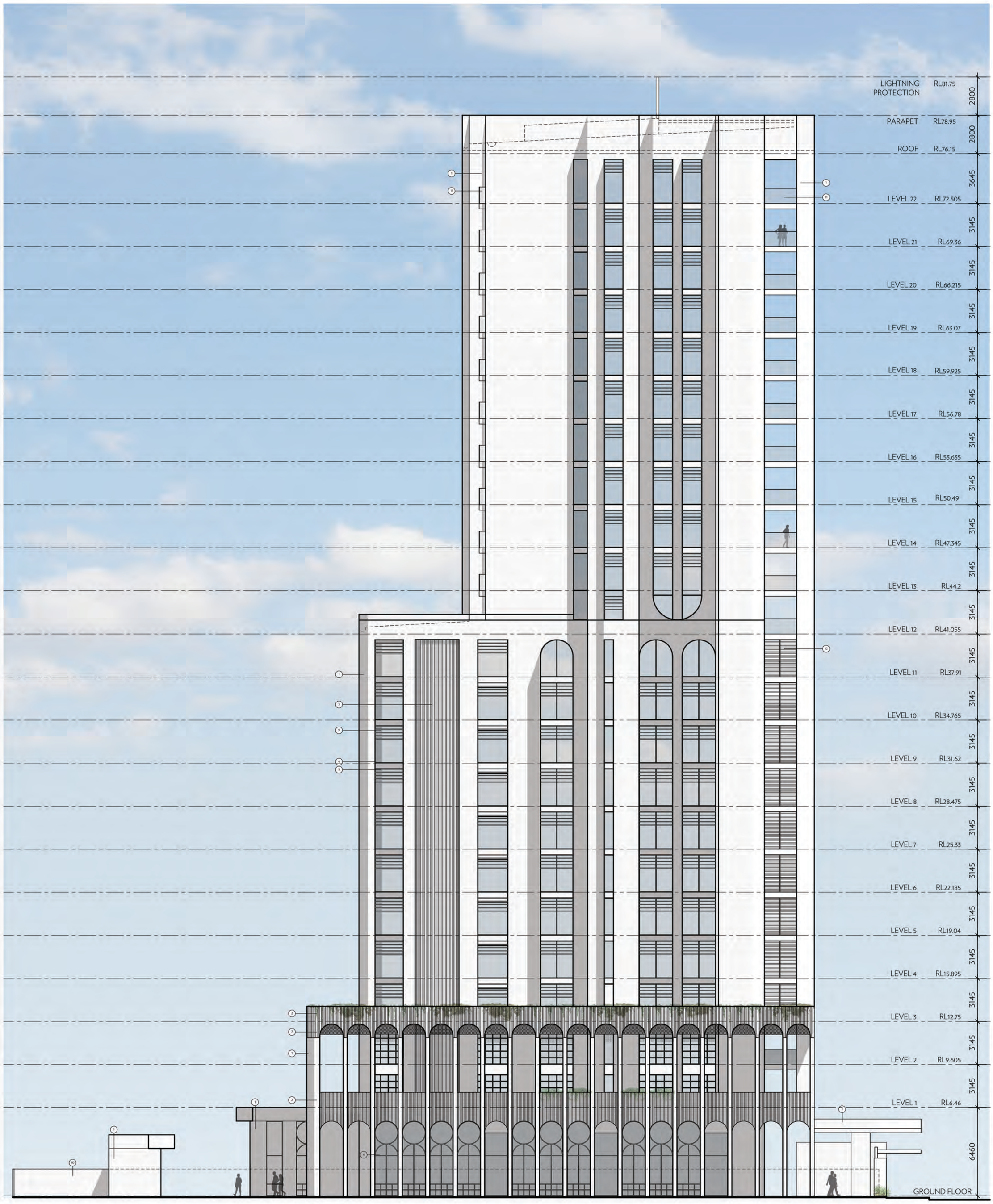
12 Sliding louvre screen



WEST ELEVATION

2 4 10

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

20-10-2016
ELEVATIONS
1:200@A2

drawing: SK402A
revision: B
job: 16-5339

WALTERBROOKE

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MATERIALS

1 Textured render painted white
2 Fluted concrete painted white
3 Vertical grey louvre to conceal air-conditioning units
4 Grey window frames
5 Clear glazing
6 Feature windows
7 Breeze blocks style screen painted white
8 Perforated Metal Fence/Gate
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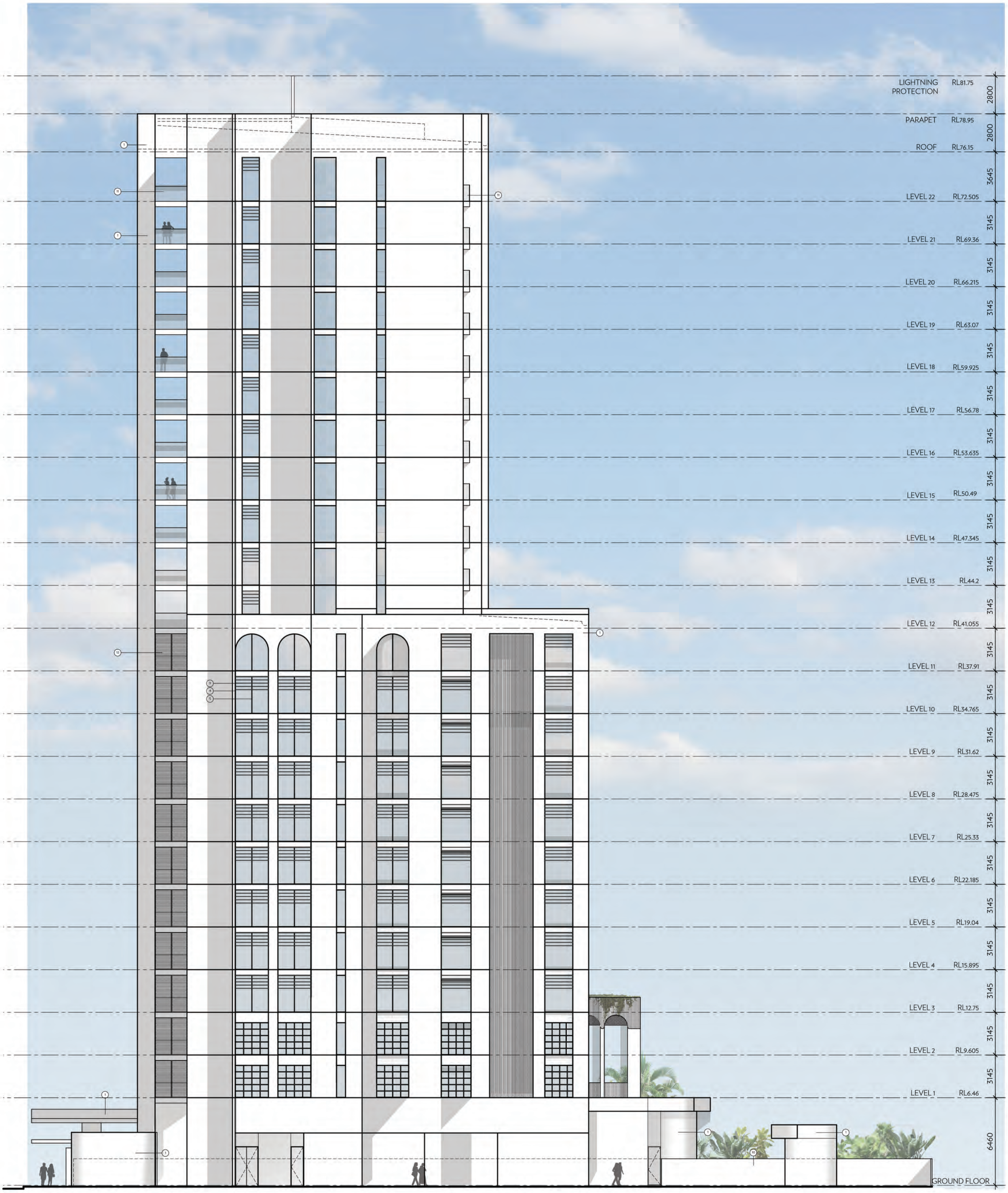

EAST ELEVATION

2 4 10

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

20-10-2016
ELEVATIONS
1:200@A2

drawing: SK403A
revision: B
job: 16-5339

WATERBROOKE

drawn by: MB
plotted: 05 October 2016 21:26
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NORTHERN TERRITORY OF AUSTRALIA

Planning Act

Application for Exceptional Development Permit - section 38

1. LAND INFORMATION

LOCATION OF PROPOSED DEVELOPMENT

Town/Hundred/Locality: **Town of Darwin**
Parcel Number(s) and/or Unit number: **Lot 663**
LTO Plan:
Number and Street Name: **106 Esplanade**
Zone: **Zone CB - Central Business**

LAND OWNER INFORMATION

Is the applicant the land owner? YES / (NO)

Owner's name(s): **Diamondfan Pty Ltd**
Postal address: **39 Winnellie Road**
WINNELLIE NT 0821

Attach owner's authorisation if applicant is not the land owner
SEE ATTACHMENT GUIDE FOR FURTHER INFORMATION

ATTACHMENT A

2. APPLICANT INFORMATION

APPLICANT

Company name (if applicable): **June D'Rozario & Associates Pty Ltd on behalf of the registered owner**
ABN or ACN (if applicable): **55 009 644 240**
Title: Mr Mrs Miss Ms Dr Other:
Family name(s):
Given name(s):
Preferred name(s):
Postal address: **GPO Box 780**
DARWIN NT 0801

Telephone no. (business hours): **89 81 1284**
Facsimile no.:
E-mail address: **drozario@ozemail.com.au**

CONTACT PERSON FOR FURTHER INFORMATION (OR WRITE 'AS ABOVE')

Company name (if applicable): **As above**
ABN or ACN (if applicable):
Title: Mr Mrs Miss Ms Dr Other:
Family name(s):
Given name(s):
Preferred name(s):
Postal address:

Telephone no. (business hours):
Mobile no.:
Facsimile no.:
Email address:

NOTE:
ALL CORRESPONDENCE WILL GO TO THE PERSON AND ADDRESS INDICATED HERE.

3. BRIEF DESCRIPTION OF DEVELOPMENT / PROPOSAL

22 x 3-bedroom and 11 x 4-bedroom multiple dwellings and manager's residence in a 23-storey building and two basement parking levels.

4. EXISTING LAND USE

Vacant

5. STATEMENT OF EFFECT OF DEVELOPMENT / PROPOSAL

SEE ATTACHMENT GUIDE FOR FURTHER INFORMATION	**ATTACHMENT B**

6. DIMENSIONED PLANS

SEE ATTACHMENT GUIDE FOR FURTHER INFORMATION	**ATTACHMENT C**

7. APPLICANT TO SIGN AND/OR AFFIX SEAL

The application is complete and all required documentation is attached.

June D'Rozario

Signature(s)

28 / 09 / 2017

Date

PRIVACY NOTE:

The Department of Lands, Planning and the Environment, on behalf of the Minister, is authorised under the *Planning Act* to collect the information on this form, or otherwise provided by you, to consider a proposal to grant an Exceptional Development Permit. Failure to provide the information in full may result in non-consideration of the proposal.

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

Collection of personal information on this form is done in accordance with the privacy legislation contained within the *Information Act 2002 (NT)*. For more information please refer to the Department of Lands, Planning and the Environment's privacy statement located at www.lands.nt.gov.au

Any personal information provided can be subsequently accessed by you on request.

SECTION 38(1) PLANNING ACT

APPLICATION FOR EXCEPTIONAL DEVELOPMENT PERMIT

FOR
A RESIDENTIAL BUILDING EXCEEDING A HEIGHT OF 36 M ABOVE GROUND LEVEL

AT
LOT 663 TOWN OF DARWIN, 106 ESPLANADE, DARWIN CITY

September 2017

June D'Rozario & Associates

SECTION 38(1) PLANNING ACT – APPLICATION FOR EXCEPTIONAL DEVELOPMENT PERMIT

LOT 663 TOWN OF DARWIN (106 ESPLANADE, DARWIN CITY)

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1. FORMAL MATTERS

1.1. Party making the application

This application is made by June D'Rozario & Associates Pty Ltd, on behalf of Diamondfan Pty Ltd.

A letter from the owner of Lot 663, authorising the application is attached.

1.2. Nature of the application

This application is made under section 38(1) of the *Planning Act 1999*.

The application is for an exceptional development permit to authorise the development of 33 multiple dwellings and manager's residence in a building with a height exceeding 55 m above ground level (AGL) on Lot 663 at 106 Esplanade, Darwin City.

The proposal is shown in the attached drawings, prepared by Walter Brooke Architects.

The land is zoned CB (Central Business) under the NT Planning Scheme. It is in the area described as the Central Darwin Perimeter Area, within which the maximum building height is 36 m AGL.

There are provisions in the Planning Scheme that allow the development consent authority to approve a building with a height up to 55 m AGL in the perimeter area, provided specified conditions are met. One of these conditions is that the site area must be at least 3,500 m^2, and the consent authority must not consent to a development that does not meet this criterion.

The site area of Lot 663 is 2,030 m^2. Accordingly, the proposal is prohibited in Zone CB, and the proposal meets the circumstances described in section 38(2)(a) of the *Planning Act*.

1.3. Brief overview of the proposal

The proposal is to develop a residential building, containing 33 multiple dwellings and a manager's residence in a 23-storey building with two levels of basement parking.

The height of the building to the parapet, including roof superstructure, will be 78.95 m, while height including lightning rod will be 81.75 m.

1.4. Reasons for EDP instead of rezoning

Section 40(1) of the *Planning Act* requires the Minister to be satisfied that it is preferable to issue the permit than to amend the Planning Scheme. The applicant submits that the grant of an EDP is preferable to amending the Planning Scheme, for reasons that follow.

The land is zoned CB (Central Business). Zone CB contains the widest range of permissible development, and, other than a Specific Use zone, there is no other zone to which the land could be rezoned.

The development of multiple dwellings is not prohibited in Zone CB. The scope of the prohibited development relates to the height of the building.

A building of 79 m on a site of 2,030 m^2 is not able to be approved by DCA under the Planning Scheme.

Clause 6.3.1 permits building height up to 55 AGL if the site is 3,500 m^2, and other requirements are met as well. The other criteria are provision of 15% of the site area as publicly accessible open space, and an energy efficiency outcome greater than that required by the Building Code.

The proposal can meet the energy efficiency criterion.

However, the type of client at whom the project is targeted does not support public access to the site, because the development is intended to be a secure residential building, with its facilities reserved for use by residents and their guests.

So, the reason for an EDP comes down to building height. This is the issue over which DCA has no discretion under clause 6.3.1.

Building height limits in the CBD, except for the precinct between Mitchell Street, Herbert Street, Esplanade and Daly Street, were removed from the Planning Scheme in July 2015.

Theoretically, the site owner could apply to change clause 6.3.1 by removing the height and site area restrictions. The Planning Commission commenced discussions with landowners in 2016 about bringing building height in the precinct between Mitchell Street, Herbert Street, Esplanade and Daly Street into line with the rest of CBD, but no further progress has been reported on this initiative.

As there are other land owners in the affected precinct, it is not practical for the owner of Lot 663 to initiate an amendment to the planning scheme to change clause 6.3.1.

Another option is to amend the Planning Scheme to rezone Lot 663 to a Specific Use zone. These zones are usually written for a specific development, which in this case would be 33 multiple dwellings and manager's residence in a 23-storey building with two levels of basement parking. If for any reason, this development proposal is modified or vacated, the site could not be developed for any purpose permissible in Zone CB unless the site is rezoned back to its previous CB zoning.

The effect of a planning scheme amendment to rezone the site to SU is to cede the development opportunities embodied in Zone CB.

An EDP will not alter the underlying zoning of the land. An EDP lapses within its base period of two years, unless the base period is extended. Thus, a modified or fresh proposal for the site could avail of the development opportunities available in Zone CB without going through the process of a planning scheme amendment to zone the site back to its previous zoning.

For these reasons, it is considered that an application for EDP is a preferred instrument for seeking authorisation of the proposed development.

2. SITE DESCRIPTION

The project site is Lot 663 at 106 Esplanade in Darwin City, as shown in the locality plan in Figure 1.

The site is a regular rectangle in shape, and has an area of 2,030 m^2. It has a boundary to the Esplanade of approximately 31.82 m.

There are no easements registered on the site.

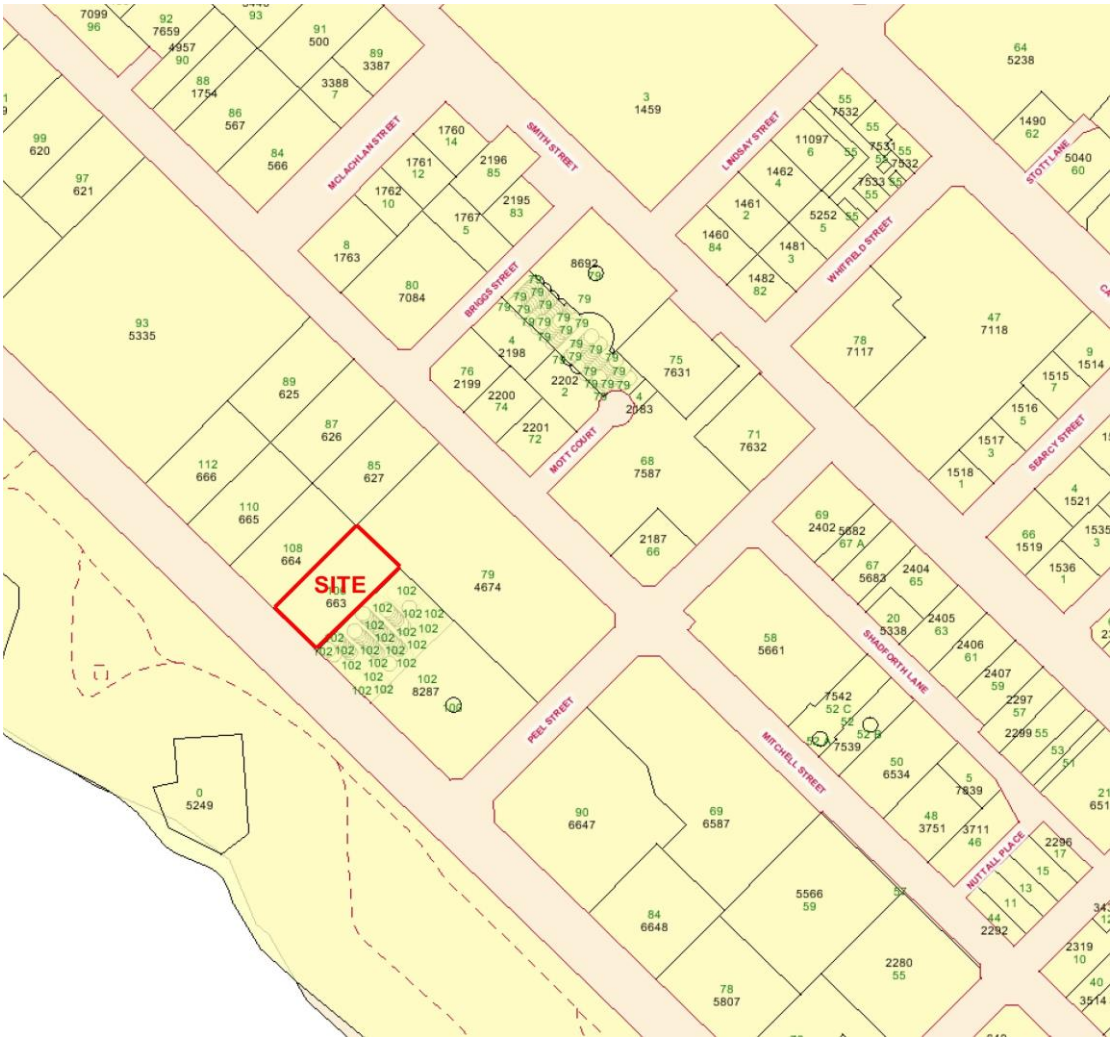

Figure 1 : Site locality

The site is zoned CB (Central Business), as shown in the extract from the zoning map in Figure 2.

Figure 2 : Extract of Zoning Map

All the land surrounding the site, with the exception of the land opposite on the Esplanade, is zoned CB. The land immediately surrounding the site is developed for multi-storey residential buildings, consisting predominantly of multiple dwellings.

The site is near the entertainment precinct of Mitchell Street, and within 700 m of Smith Street Mall.

The site is situated opposite Bicentennial Park on the Esplanade, which is a major central city public open space, and is zoned PS (Public Open Space).

The site has an outlook across Bicentennial Park to the Arafura Sea.

The site was last used as a temporary car park for the Novotel Hotel at 100 Esplanade and as a temporary construction site office while the building at 102 Esplanade was being constructed.

3. PREVIOUS APPROVAL

A development permit was issued in 2014 for 168 x 2-bedroom multiple dwellings and ground floor restaurants in a building with 18 levels above ground and two basement parking levels on Lots 663 and 664.

Each of these lots is 2,030 m^2 in area. On a pro-rata basis, Lot 663 would contain 84 x 2-bedroom multiple dwellings and 568 m^2 of commercial floor space on the ground floor.

An image of the approved development is in Figure 3.

Figure 3 : Image of project approved in 2014 for Lots 663 and 664

A comparison of key features of the proposed and approved projects for Lot 663 is summarised in the table below.

LOT 663 (106 ESPLANADE) : PROJECT COMPARISON

	Proposed Project	Approved Project
Height to top of parapet, m	78.95	55.00
Number of levels above ground	23	18
Number of basement levels	2	2
Number of multiple dwellings	33	84
Type of multiple dwellings	11 x 4-br and 22 x 3-br	84 x 2-br
Number of parking bays	77	143
Number of parking bays at ground level	0	27

In recognition of the attributes of the Esplanade location, changed market conditions for multiple dwellings in the CBD, and identification of a market for luxury dwellings in excellent locations, the site owner prefers to build a small number of high-end luxury apartments rather than add to the number of 2-bedroom apartments in the CBD.

4. DETAILS OF THE DEVELOPMENT PROPOSAL

The proposal is to construct a residential building, containing 33 multiple dwellings, communal open space and recreational facilities for residents, and a manager's residence, in landscaped surrounds.

The building will include 23 levels above ground, and two basement parking levels.

A landscaped entry from the street will lead to a grand double-height lobby. As well as the lobby, the ground level of the building will contain residents' lounge and meeting spaces, a gymnasium, and the manager's 2-bedroom unit and office.

The ground level of the development will include large contiguous landscaped areas that are open to the sky, and contain extensive water features to give a cooling effect. Landscaped areas at ground level will total 714 m^2, or approximately 35% of the site area.

The dwellings will be disposed in a narrow building footprint as 2 x 3-bedroom units per floor at Levels 1 to 11, tapering to a smaller floor plate to accommodate 1 x 4-bedroom unit per floor at Levels 12 to 22.

Each dwelling has been designed to take in the view across Bicentennial Park and the Arafura Sea. The living room of each dwelling and its large balcony will face the Esplanade.

A large store room is included within the floor plan of each dwelling, as is an enclosure for airconditioning plant.

As well as the gymnasium, residents' recreational amenities will include a pool and pool-side terrace, and landscaped gardens. Site landscaping will include water features at the front and rear of the building.

Roof level of the building will be 76.15 m above ground level (AGL), while height at the parapet will be 78.95 m AGL. Roof superstructure and all rooftop plant will be contained within parapet height. Lightning protection, consisting of a single rod, will take the total height to 81.75 m AGL.

The building will include energy efficiency measures such as : high performance solar control glazing to all glazed elements; wall and roof insulation compliant with Section J of the Building Code; and sunshades to windows.

In addition, the building will be fitted with tapware and sanitary ware that carries the highest star ratings under the Water Efficiency Labelling Scheme.

A single vehicle crossover will access the basement parking levels. A total of 77 parking bays, including two bays for disabled drivers, will be accommodated in the two basement parking levels. Bicycle parking will be provided at Basement Level 1.

The waste storage and collection area for the building will be at the ground floor, and will not be visible from any public space.

As well as vehicle parking, the basement levels will contain store rooms and building plant.

5. KEY ISSUE FOR THIS APPLICATION – BUILDING HEIGHT IN CENTRAL BUSINESS DISTRICT

2015 amendment to the Planning Scheme removed CBD building height limits

Building height limits in the CBD, except for the precinct between Mitchell Street, Herbert Street, Esplanade and Daly Street, were removed from the Planning Scheme in July 2015.

Figures 4 and 5 show the changes to CBD building heights before and after July 2015.

While the Mitchell Street edge of the precinct in which height limits still apply retains the permissible height of 90 m AGL, the Esplanade edge remains at 36 m AGL unless the 3 criteria specified in clause 6.3.1 (site area, public accessibility to on-site open space, and energy efficiency outcome) are achieved. These criteria apply only to the Esplanade, and will allow height to be increased from 36 m to only 55 m.

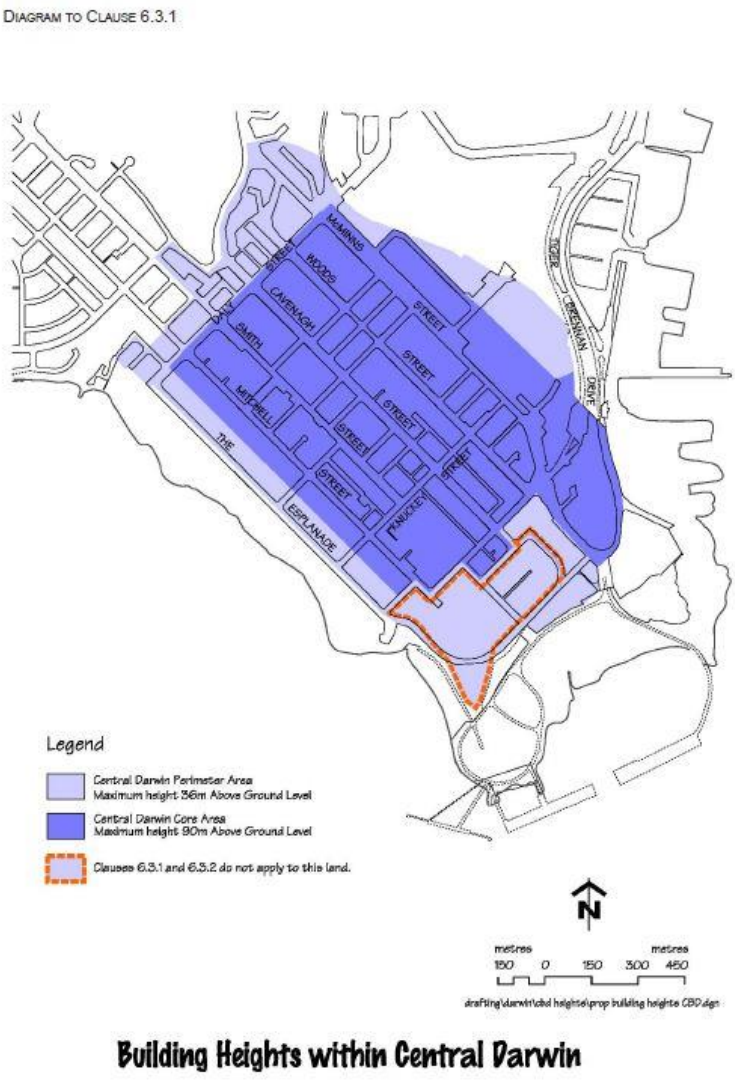

Figure 4 : Diagram to clause 6.3.1 before amendment to Planning Scheme in July 2015

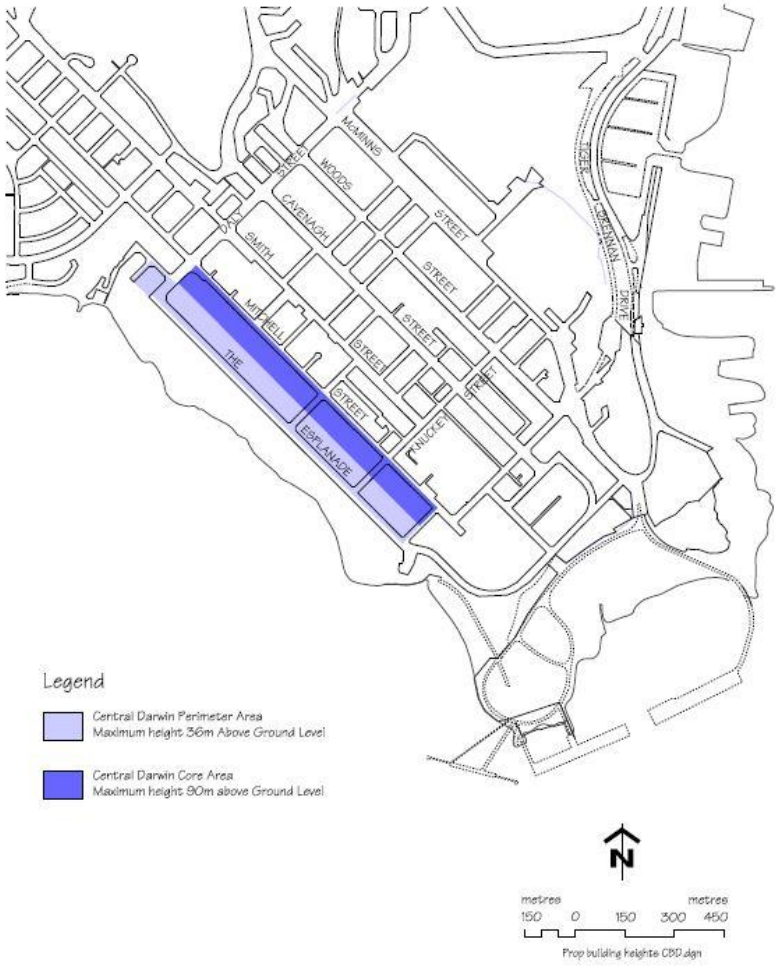

Figure 5 : Diagram to clause 6.3.1 after amendment to Planning Scheme in July 2015

As noted earlier in this statement, the Planning Commission commenced discussions with landowners in 2016 about bringing building height in the precinct between Mitchell Street, Herbert Street, Esplanade and Daly Street into line with the rest of CBD, but no further progress has been reported on this initiative.

The site owner conveyed its view during the consultation phase conducted by the Planning Commission, as did other similarly affected owners. The view was that the original concept of a stepped down built form from the centre to the periphery of the CBD had been lost with the removal of height limits from almost all of the CBD, including the rest of the periphery.

The removal of height limits applies also to precincts previously designated as perimeter areas, most of which also enjoy close views of waters surrounding the peninsula, such as the north-eastern side of Harvey Street and the NT News site, Esplanade overlooking the Waterfront, and Doctor's Gully.

Potential building heights at Frances Bay, supported by clause 14.1.3 of the Planning Scheme

The sense of Esplanade building heights being the last remnant of the original built form concept is reinforced further when it is observed that the Frances Bay Area Plan contemplates greatly increased building heights in the Frances Bay precinct. The Area Plan specifies building height of up to 65 m AGL north of the mooring basin, and up to 80 m AGL south of the mooring basin. See the extract of the Area Plan from clause 14.1.3 in Figure 6.

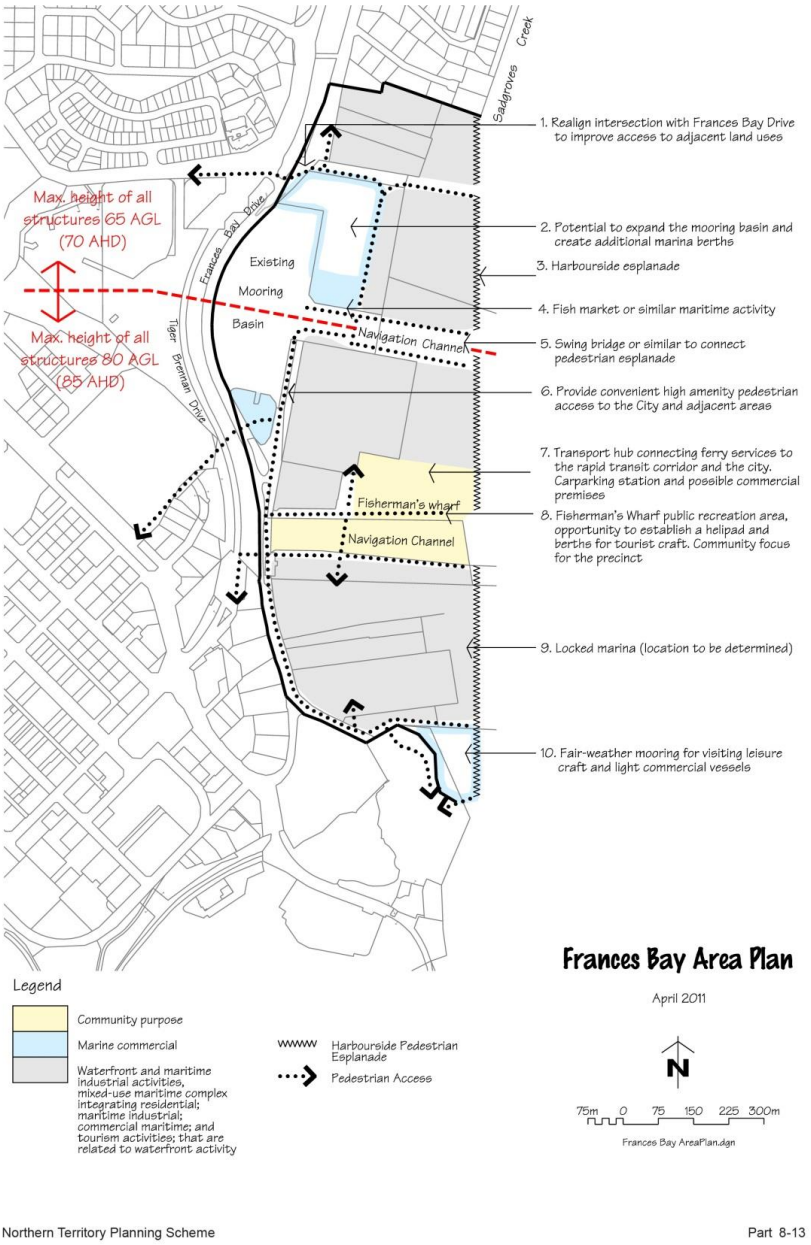

Figure 6 : Extract of Frances Bay Area Plan – clause 14.1.3 of Planning Scheme.

Aviation safety and operational considerations

Defence (Areas Control) Regulations (DACR) and the Airports (Protection of Airspace) Regulations (APA) protect operations and safety of Darwin International Airport.

DACR specify a horizontal plane of 90 m AGL for most of Darwin CBD, above which approval is required under these regulations.

As the highest point of the building (its lightning rod) will be 81.75 AGL, no approval under DACR is required.

Darwin International Airport has produced charts defining OLS (Obstacle Limitation Surfaces) and PANS-OPS (Procedures for Air Navigational Services – Aircraft Operations) surfaces. The airspace above these surfaces is the protected airspace of Darwin Airport.

The datum for heights in OLS and PANS-OPS is AHD. Lot 663 is at 23 m AHD. With the height of the proposed building at its highest point (lightning rod) added to natural ground level, the topmost point of the building would be at 105.75 m AHD.

OLS and PANS-OPS mapping shows the protected airspace surface height above Lot 663 is 153 m AHD for OLS, and 158 m AHD for PANS-OPS. See Figures 7 and 8.

As the highest point of the proposed building will be 105.75 m AHD, there will be no encroachment into protected airspace.

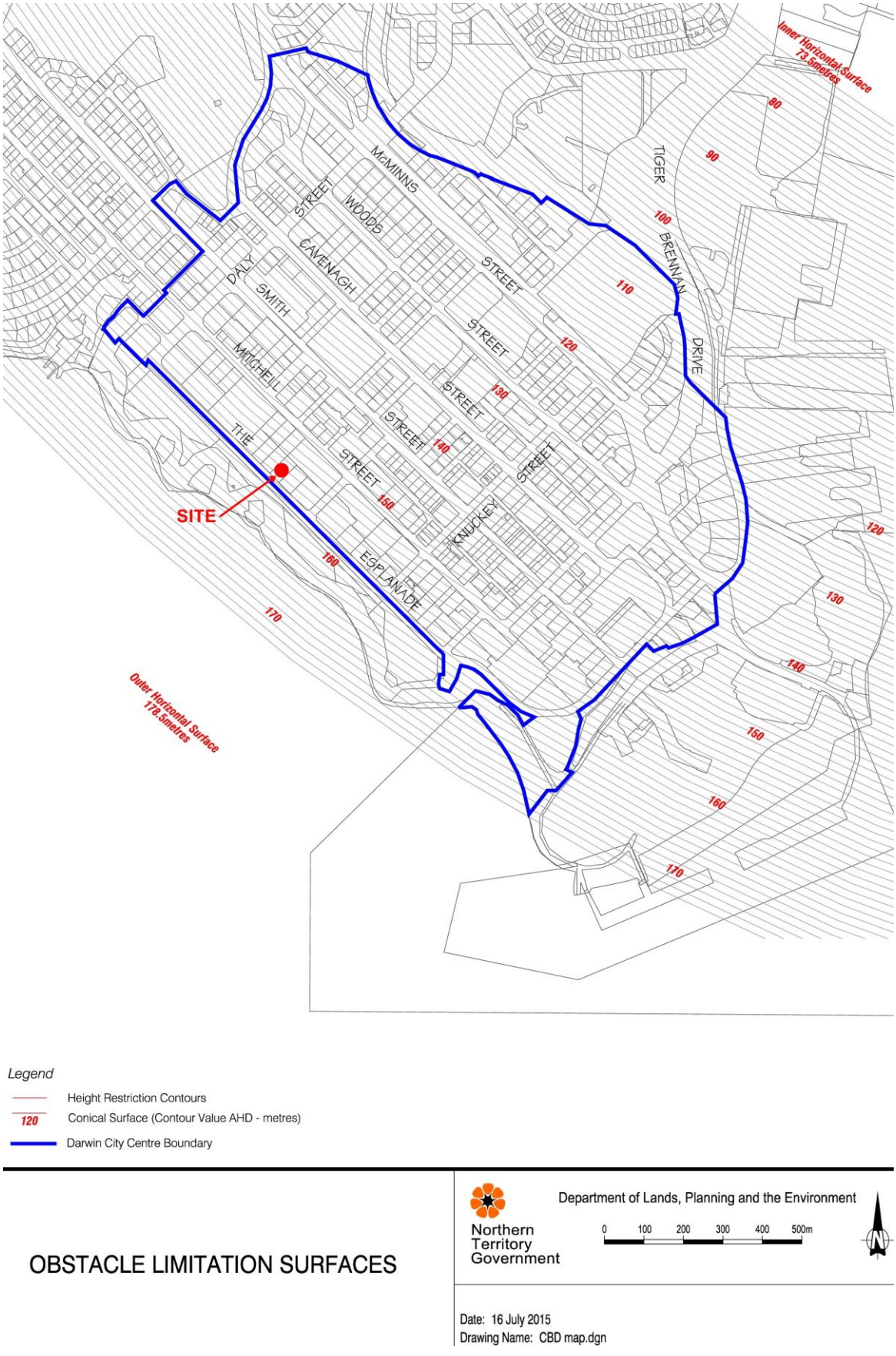

Figure 7 : OLS map for Darwin CBD

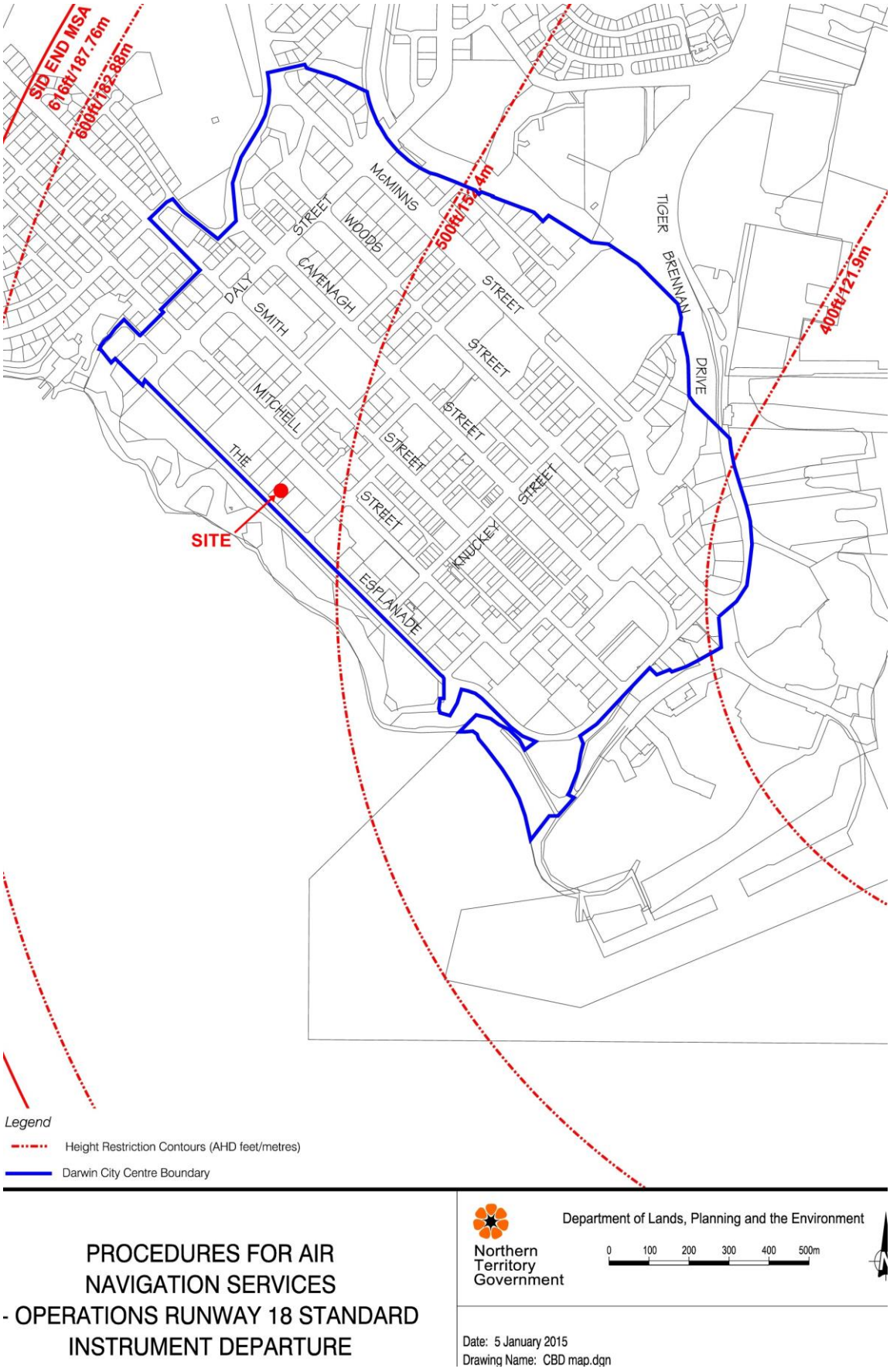

Figure 8 : PANS-OPS map for Darwin CBD

Summary

In summary on the issue of the height of the proposed building –

- In view of the removal of height limits over almost all of the CBD, the retention of the 36 m height limit on the Esplanade has vastly diminished relevance to the original concept of a stepped down built form from the centre of the CBD grid to its periphery.

- The potential for significantly taller buildings in Frances Bay is supported by the Area Plan in the Planning Scheme, and this leaves the prime CBD locality of the Esplanade isolated from the opportunity for taller buildings to capture the splendour of its natural attributes.

- The height of the proposed building will present no aviation safety or operations hazards.

6. CONSISTENCY OF THE PROPOSAL WITH THE COMMON PROVISIONS OF NT PLANNING SCHEME

Other than building height, which is the issue that gives rise to the application for EDP, development for multiple dwellings in Zone CB is subject to clauses 6.3.2, 6.3.3, 6.5.1, 7.5, 7.6, and 7.8.

The manager's residence is a caretaker's residence, as defined in the NT Planning Scheme. Caretaker's residence is subject to clause 7.10.3.

Clause 6.3.2 – Volumetric Control in Central Darwin

This clause imposes volumetric controls aimed at promoting built form that maximises the potential for view corridors, daylight and breeze penetration between buildings, privacy for residents of adjoining buildings, and built form that reasonably anticipates future development of adjoining sites.

With the exception of building height, the proposal complies with the requirements of this clause as follows –

- At Levels 1 to 11, setbacks to balconies and windows to habitable rooms exceed 6.0 m. At these levels, side setbacks and at least 6.25 m, and the rear setback is 25.3 m. Although no setback is required to Esplanade, the setback of the balconies at these levels is 6.5 m

- At Levels 12 to 22, the side setbacks are 6.12 m and 6.5 m, and the rear setback is 35.3 m. The setback to balconies facing Esplanade is 6.5 m.

  Tier 2 of the building occurs at Level 7. Tier 2 is the height of the building above 25 m. The floor area of each of Levels 4 to 11 is 515 m^2, which is 25.39% of the site area.

  At Levels 12 to 22, the floor area of each level is 353 m^2, which is 17.37 % of the site area.

  These are well below the parameters of this clause, which are 1,200 m^2 and 56% respectively.

Clause 6.3.3 – Urban Design Requirements in Central Darwin

The purpose of this clause is to promote exemplary urban design. The proposal meets this objective in the following ways –

- To the extent consistent with the purpose of the building as a secure wholly residential building, the design incorporates connection between the building and the street through the use of landscaping at ground and upper levels, front fencing that is visually permeable, and clear glass balustrades.

- The design incorporates strong architectural elements like tall repetitive arches and blade walls, which will add interest to the Esplanade streetscape.

- A canopy will be provided over the Esplanade footpath for the length of the building, and its design will be integrated with the design of the building.

- Services at the street frontage are limited to a single vehicle access point, fire stair, and fire booster. The minimum dimensions for these elements results in an uninterrupted landscaped street edge of 19.1 m, which is 60% of the length of the street boundary.

- No parking is provided at street level, and no parking will be visible from the street.

Clause 6.5.1 - Parking

In this proposal, the manager's residence may be considered as either a caretaker's residence, as defined in the Planning Scheme, or as a multiple dwelling.

This clause requires parking as follows –

▪ 22 x 3-bedroom units @ 1.7 bays/dwelling	37.4
▪ 11 x 4-bedroom units @ 2 bays/dwelling	22.0
▪ 1 x 2-bedroom unit @ 1.5 bays/dwelling	01.5
Total	60.9

As the manager will be resident on the site, no additional parking is required for the manager's office.

A total of 61 car parking spaces is required by this clause, whereas the proposal includes parking for 77 vehicles.

Clause 6.5.3 – Parking Layout

The basement car parks comply with the requirements of this clause. All 90 degree bays are 2.5 m x 5.5 m. A few bays are provided as parallel bays; these are 2.4 m x 6.7 m.

All end bays have a 1.0 m extension.

All access aisles are 6.0 m wide.

Clause 7.5 – Private Open Space

This clause requires each multiple dwelling to have a private open space area of at least 12 m^2, with minimum dimensions of 2.8 m x 4.0 m.

The terraces and balconies of all dwellings exceed these requirements.

At Levels 1, 2, and 4 to 11, the area of balconies is 18 m^2, with dimensions of 3.7 m x 4.9 m.

At Level 3, the area of balconies is 31 m^2, with dimensions of 3.5 m x 8.87 m.

At the upper levels, Levels 12 to 22, the area of balconies adjoining the living room is 37 m^2, with dimensions of 3.7 m x 10.2 m. These dwellings also have two smaller balconies adjoining bedrooms.

Clause 7.6 – Communal Open Space

This clause requires 15% of the site area, with a minimum width of 6.0 m, to be communal open space.

The proposal's communal open space well exceeds this requirement. Approximately 581 m^2, amounting to 29% of the site area, will be communal open space with a minimum width of 6.0 m at any point.

The total landscaped area is 711 m^2, or approximately 35% of the site area.

The communal open space includes a pool deck and outdoor eating area, as well as a deep landscaped setback to the street frontage, and water features. Additional communal facilities that are not included in the 35% landscape ratio, include a gymnasium, meeting rooms, and residents' lounge.

Clause 7.8 – Building Design for Multiple Dwellings

The purpose of this clause is to promote site-responsive designs which are pleasant for occupants and do not unreasonably affect the use and enjoyment of adjacent land.

The proponent's design team has conducted a precinct and site analysis and outlined the design concept in the Design Report at Annexure 1. The analyses acknowledge surrounding development, and identify view corridors.

The design of the building seeks to maximise the potential of the site for views to the sea and the city, and to gardens to be established as part of the development, while at the same time maintaining view corridors for other existing and potential buildings in the CBD.

A key feature of the design is to maximise natural daylight and breeze penetration to all bedrooms and living areas of the multiple dwellings.

Most windows will include sun shades.

The building is designed with minimal blank wall surfaces, and with varying setbacks and tapering height.

The architectural concept embodies a series of elegant tall arches. At the façade, they reinforce the double-height entry to the building. The arches theme is continued along the front and side colonnades, and in the canopy over the adjoining footpath.

White rendered finishes will enhance the sleek tapering building form.

In summary, the proposed development will add interest to the CBD skyline and the Esplanade streetscape.

The building will be constructed with materials and services to achieve low maintenance costs, with consideration for whole-of-life costs.

All building services will be integrated in the design. Airconditioning enclosures will be integrated in the floor plan of individual dwellings, the substation will not be visible from adjoining public spaces, and building services will be located in basements.

Clause 7.10.3 – Caretaker's Residence

The manager's residence on the ground floor is a caretaker's residence, as defined in the Planning Scheme.

The floor area of the 2-bedroom dwelling will be 85 m^2, which is larger than the 50 m^2 size mentioned in this clause.

The clause empowers the consent authority to approve a caretaker's residence that is not in accordance with this clause if it is satisfied that the proposed caretaker's residence is appropriate for the site having regard to its potential impact on adjoining and nearby property.

It is expected that the manager will be required to provide a high-quality service to residents, and the size of the manager's residence is consistent with the objective of attracting an experienced manager who may have dependent children living with her or him.

In all other respects, the manager's residence complies with this clause in that it is ancillary to the primary development; there will be only one such residence in the development; and the manager's residence will not affect the development of adjoining land.

7. MATTERS TO BE TAKEN INTO ACCOUNT : SECTION 42 PLANNING ACT

Section 42 of the *Planning Act* sets out the matters from section 51 that are to be considered by the Minister in determining whether to grant an exceptional development permit.

s 51(d) an environmental protection objective within the meaning of the *Waste Management and Pollution Control Act* that is relevant to the land to which the application relates

and

s 51(s) any beneficial uses, quality standards, criteria, or objectives, that are declared under section 73 of the *Water Act*

By s 18 of the *Waste Management and Pollution Control Act*, any beneficial use, quality standard, criterion or objective declared under s 73 of the *Water Act* is an environmental protection objective.

A declaration for beneficial uses is current for Darwin Harbour Region. The declared beneficial uses for saline waters between Charles Point and Gunn Point are aquaculture, environmental, and cultural.

The declared beneficial uses for natural waterways are agriculture, environment, cultural, and rural stock and domestic.

The proposal will include stormwater drainage works, and erosion and sedimentation control works during construction and operations, and these will be required under conditions of any EDP issued as a result of this application. It is unlikely that the proposal will adversely affect the declared beneficial uses.

There are no other environmental protection objectives that are relevant to this land.

s 51(g) if a public environmental report, or an environmental impact statement has been prepared or is required under the *Environmental Assessment Act* in relation to the proposed development - the report or statement and the results of any assessment of the report or statement under that *Act* by the Minister administering that *Act*

No report or statement has been sought under the *Environmental Assessment Act*, and it is not expected that the proposed development will require any action under this Act.

s 51(h) merits of the proposed development as demonstrated in the application

and

s 51(n) the potential impact on the existing and future amenity of the area in which the land is situated

The proposal responds to significant changes in thinking about building heights in the CBD, which has resulted in the removal of height limits from almost all of the CBD.

The proposal acknowledges the desirability of maintaining view corridors to the Arafura Sea and breeze pathways, and the design of the proposed building responds to this objective with a narrow footprint and a tower that tapers to an even narrower floor plate at the upper half of the building.

The design eschews a solid podium covering 100% of the site area, as envisaged by the Planning Scheme, in favour of a design that covers only 38% of the site at ground level. The low site coverage ratio has enabled 35% of the ground level to be landscaped.

The tapering design results is a floor plate to site area ratio of 25% at Levels 1 through 11, and at Level 12 and above, the ratio reduces further to 17%.

The slender shape of the building will provide enhanced opportunities for views from other buildings in the CBD compared to a shorter but wider building, and for natural light and breeze capture.

The shape of the building will also provide high levels of privacy for adjoining buildings.

The project's architects conducted a precinct and site analysis, which illustrates how the building will fit into and contribute to the Esplanade precinct. A copy of the design analysis is at Annexure 1.

The proposal is for a relatively small complex, compared to other CBD developments on sites of similar size. It will offer a style of housing that is not currently available in Darwin CBD.

The proposed building demonstrates a high standard of architectural design, which will provide a very high quality of amenity to residents of the building and will add interest to the Esplanade skyline and enjoyment of the adjoining public domain.

But for its location on the Esplanade, to which the height restriction applies, the proposal would comply with the provisions of the Planning Scheme that are applicable to multiple dwellings in all other parts of the CBD. The proposal not only complies with these provisions, but exceeds their requirements in important aspects such as private and communal open space, building setbacks, and parking.

The proposal is consistent with nearby residential development at 130 Esplanade, which has building heights of 92 m AHD.

A traffic and parking review conducted for the proposal by Cirqa, traffic engineers, concluded that the development would generate between 11 and 18 peak hour vehicle movements, and that forecast additional traffic from this development and general traffic growth could be accommodated in the surrounding road network without requiring upgrades to the road network or intersections.

The review also found that the proposed development would result in negligible delays at the Esplanade and Peel Street intersection in the design horizon year of 2026, and that the intersection would continue to operate at Level of Service A.

A copy of the traffic report is at Annexure 2.

It is submitted that the traffic review indicates that there will be negligible traffic effects from the proposed development.

The proposal has been discussed with key business organisations and nearby landowners and residents. No one expressed opposition to the proposal in these discussions, and the proponent received 4 letters supporting the proposal. A copy of these letters is at Annexure 3.

Taking into consideration all these factors, it is submitted that, despite the height of the building, the proposal will have no adverse impact on the amenity of its locality and will contribute positively to the enjoyment of the locality by residents and visitors.

s 51(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 site is zoned CB (Central Business), which is a zone that provides for the widest range of development.

There are no physical constraints that would limit the development of the land for the purposes applied for.

A previous approval for 168 multiple dwellings on the site and its neighbouring lot evidences the capability of the land to support 33 multiple dwellings and ancillary purposes.

s 51(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 no requirement for additional public facilities or public open space to be provided by the developer.

The CBD location of the site provides ready access to entertainment, retail, commercial, and community facilities, and transport.

The development site is located opposite Bicentennial Park, which is a major public open space asset in the CBD.

s 51(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 - s. 46(3)(g) and s. 51(m)

The site is serviced by all necessary urban infrastructure, or is capable of being serviced by necessary infrastructure.

The site owner expects to upgrade existing services and provide required services to the development as a condition of any EDP that may be issued as a result of this application.

s 51(p) the public interest

The proposed development will fill a gap in the market for very high quality signature residences for a particular segment, in a prime CBD location that offers expansive sea and parkland views. As a relatively small complex, targeted at its market segment, the proposed development will have no effect on the existing supply of CBD residential units.

The proposed development will stimulate activity in the CBD, and bring new residents into the CBD, thus promoting a sense of life and vibrancy.

The proposed development will stimulate construction activity in the medium term, and enhance the city's capability as a place to do business by supplying a housing product that is attractive to people with business interests in Darwin.

In relation to the relevant specific matters in this paragraph –

- Water safety will be achieved by pool fencing as required by regulation; and

- The building will be fully accessible to people with disabilities. All floor levels will be accessible by elevators, and parking designated for disabled drivers will be provided.

s 51(r) any potential impact on natural, social, cultural or heritage values

There are no natural, social, cultural or heritage values associated with the site.

s 51(t) other matters it thinks fit

There are no additional matters under this head.

JUNE D'ROZARIO

List of Annexures

Annexure 1 – Design Report
Annexure 2 – Traffic Review
Annexure 3 – Letters of Support

106 THE ESPLANADE, DARWIN
RESIDENTIAL DEVELOPMENT

DESIGN REPORT

Annexure 1

WALTER BROOKE

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ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE
ARCHITECTURE
MASTER PLANNING

18 OCTOBER 2016

16-5339

106 THE ESPLANADE, DARWIN RESIDENTIAL DEVELOPMENT

DESIGN REPORT

BROOKE WALTER

CONTENTS

WALTER BROOKE

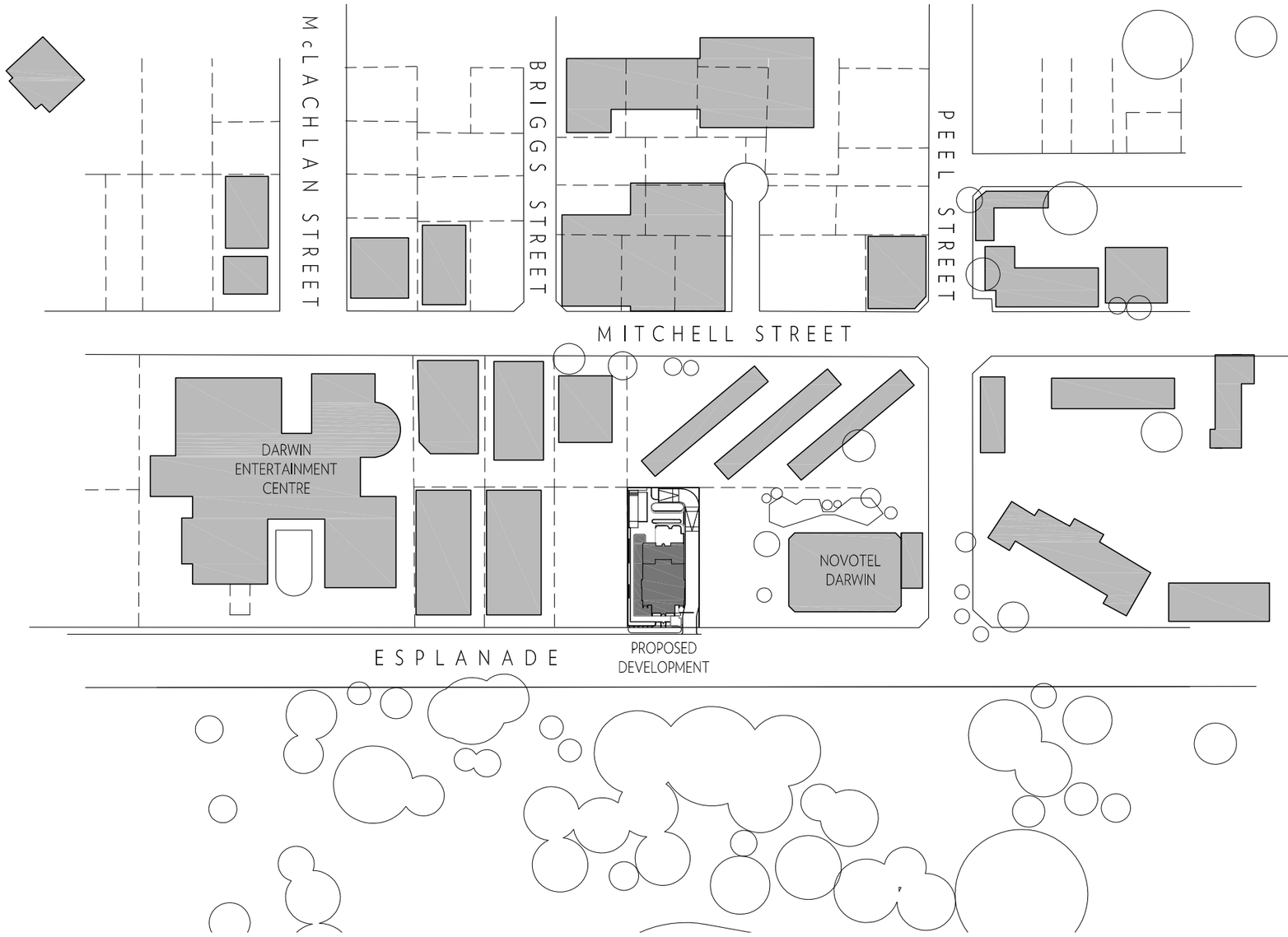
1.0

PRECINCT ANALYSIS

1.1

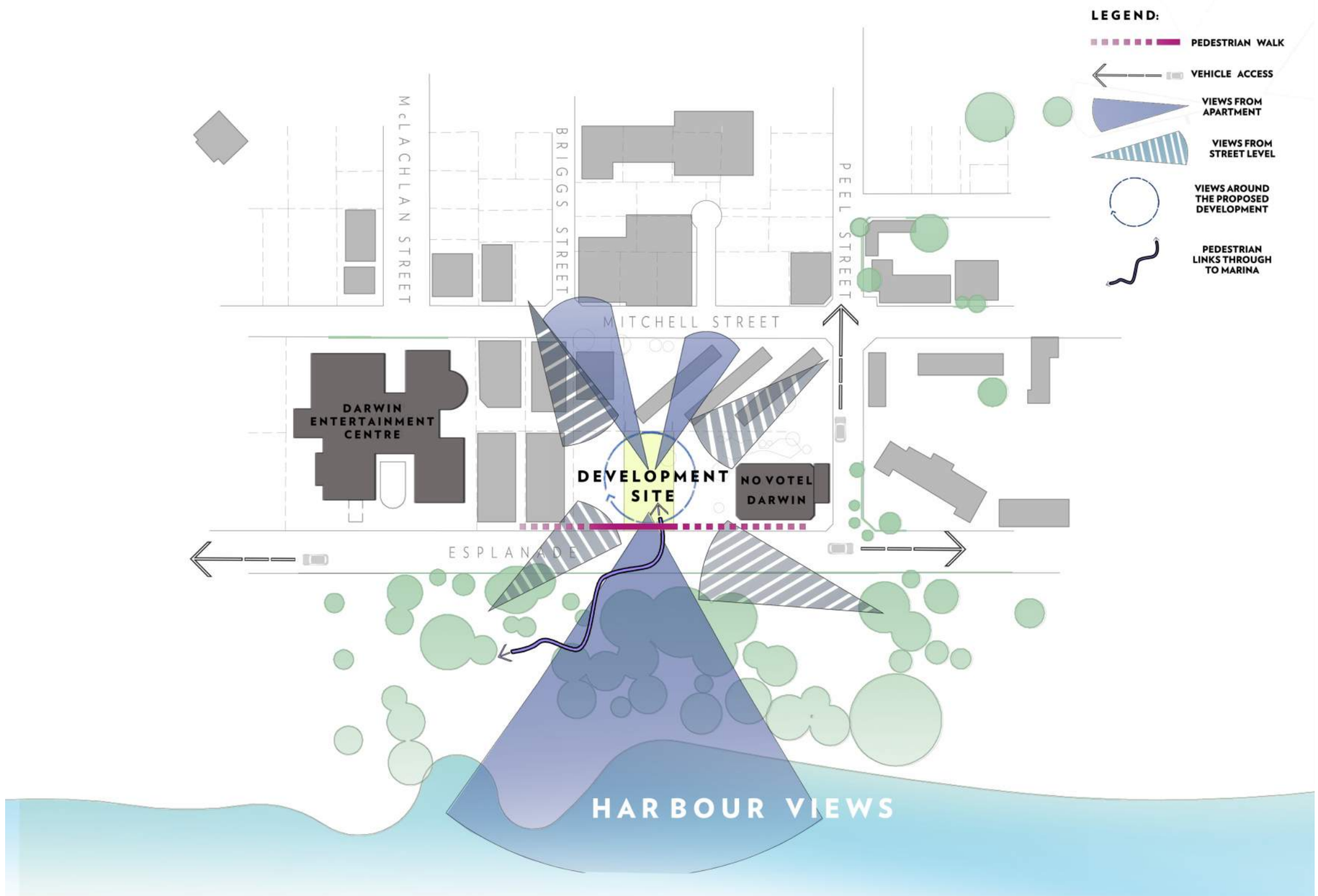
LOCATION

The Tower presents a unique development opportunity on a parcel of land uniquely situated on The Esplanade, Darwin. The residential development will offer premium sea views and city views within a rich green environment.



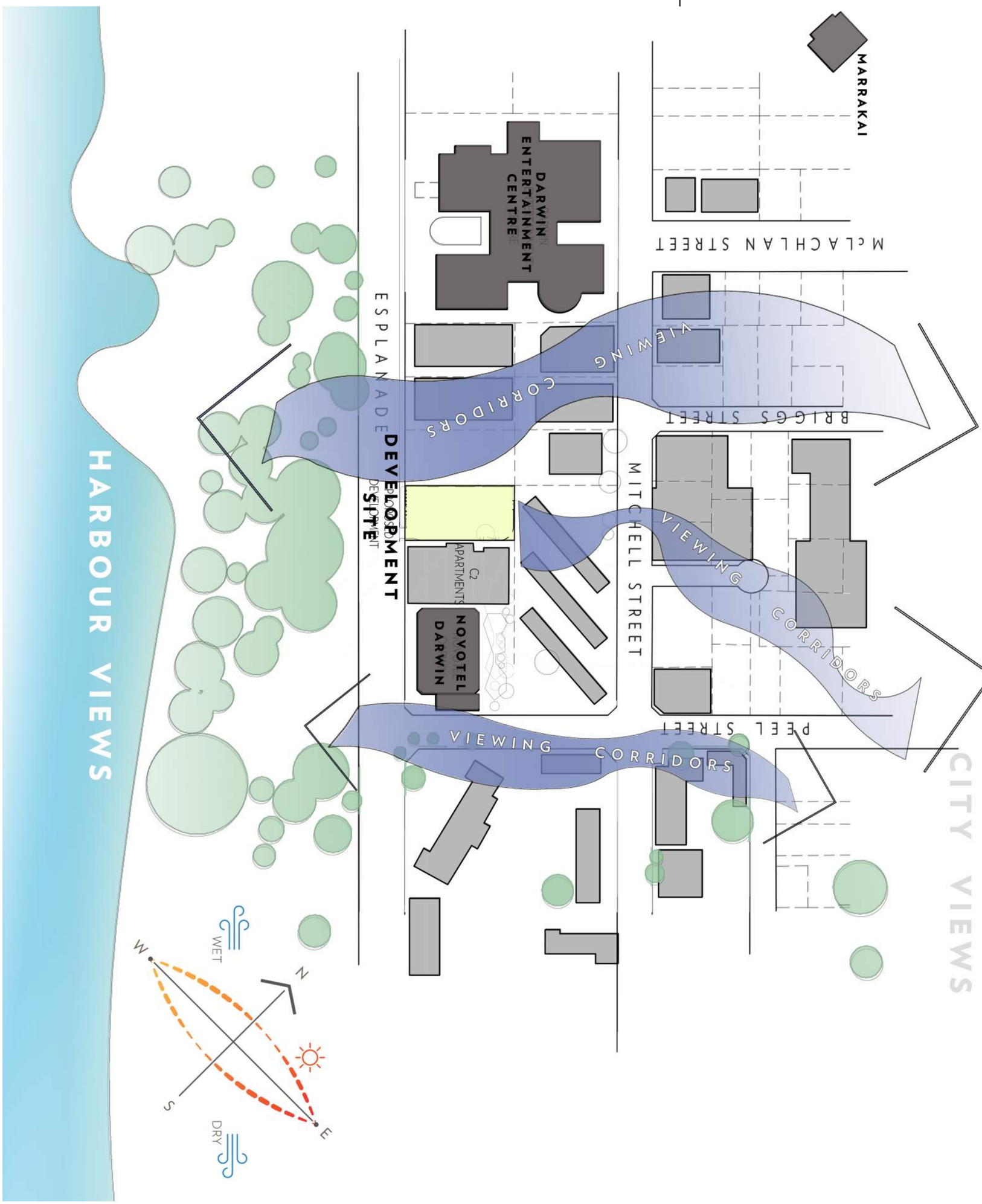
1.2

SITE ANALYSIS



SITE ANALYSIS

1.3



SITE CONTEXT AND MASSING

1.4

2.0

CONCEPT

WALTER BROOKE

2.1

ARCHITECTURAL CONCEPT

The character and identity of built form if of high quality, in fitting with the desired character of the public realm. The key design principles center around well-being design, strong connectivity with views and vistas and with a built form that is a balanced and considered as this development is a significant and valuable contribution to the skyline. It is intended to ensure the residents and users of the site feel a sense of togetherness and belonging.

As the tower rises the mass reduces and the tower takes on a stronger more vertical presence.

Key features include:

Natural daylight for all bedrooms and living spaces

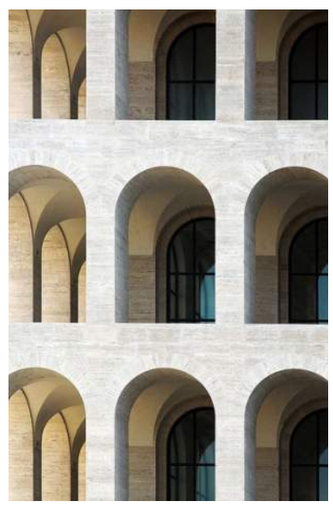
Maximization of site potential for views to sea and city and the internal gardens below

Provide common areas for a strong sense of community and inclusion.

Provide a safe and secure environment.

High quality contemporary fixtures and finishes

Construction with materials and services for low maintenance and whole of life cost



2.2

ARCHITECTURAL MATERIALITY

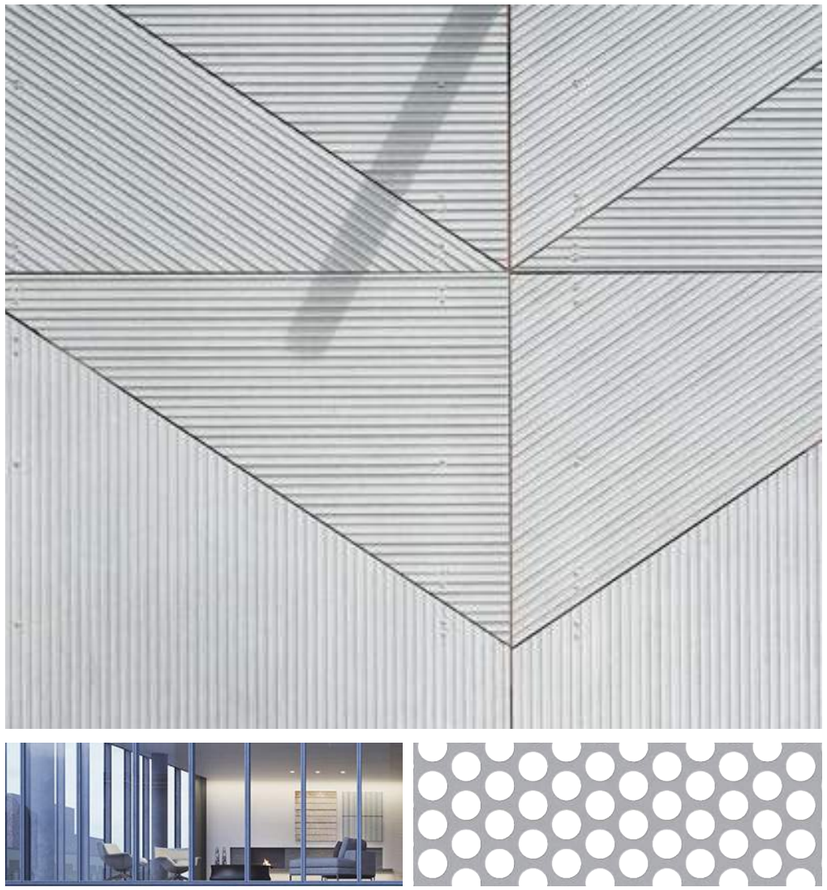
A white rendered finishes will form the main façade treatment, with subtle joints expressed.

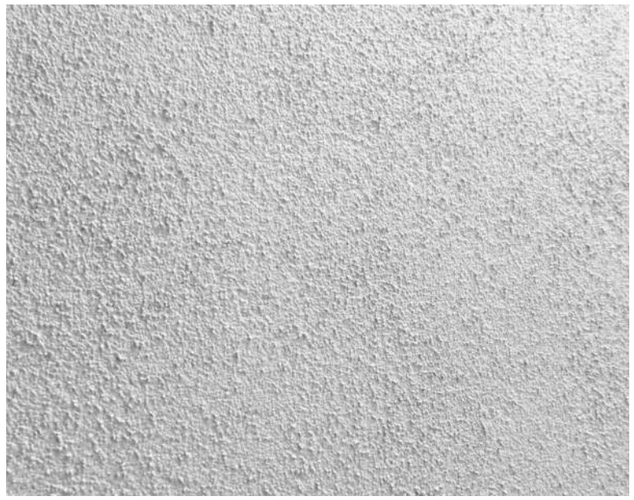
The clear glazing is defined with a soft curved used to create primary facade shapes.

Clear glass balustrades with feature white louvered screen to the lower levels.

Horizontal Sun shading elements are provided over most windows.

The images below are represent the look and feel of the development





2.3

LANDSCAPE CONCEPT

The architectural concept strongly references the elegant shape of the classic arch. The elongated columns draw the eye towards the full height glazed double storey lobby space. The front fence is permeable; views into the site and towards the pond and feature landscape ensure the pedestrian experience is elevated.

The gentle arch also informs the main canopy shape, supporting columns and fence. The landscape will be lush, vibrant and relaxing with resident pool spaces towards the rear of the site.

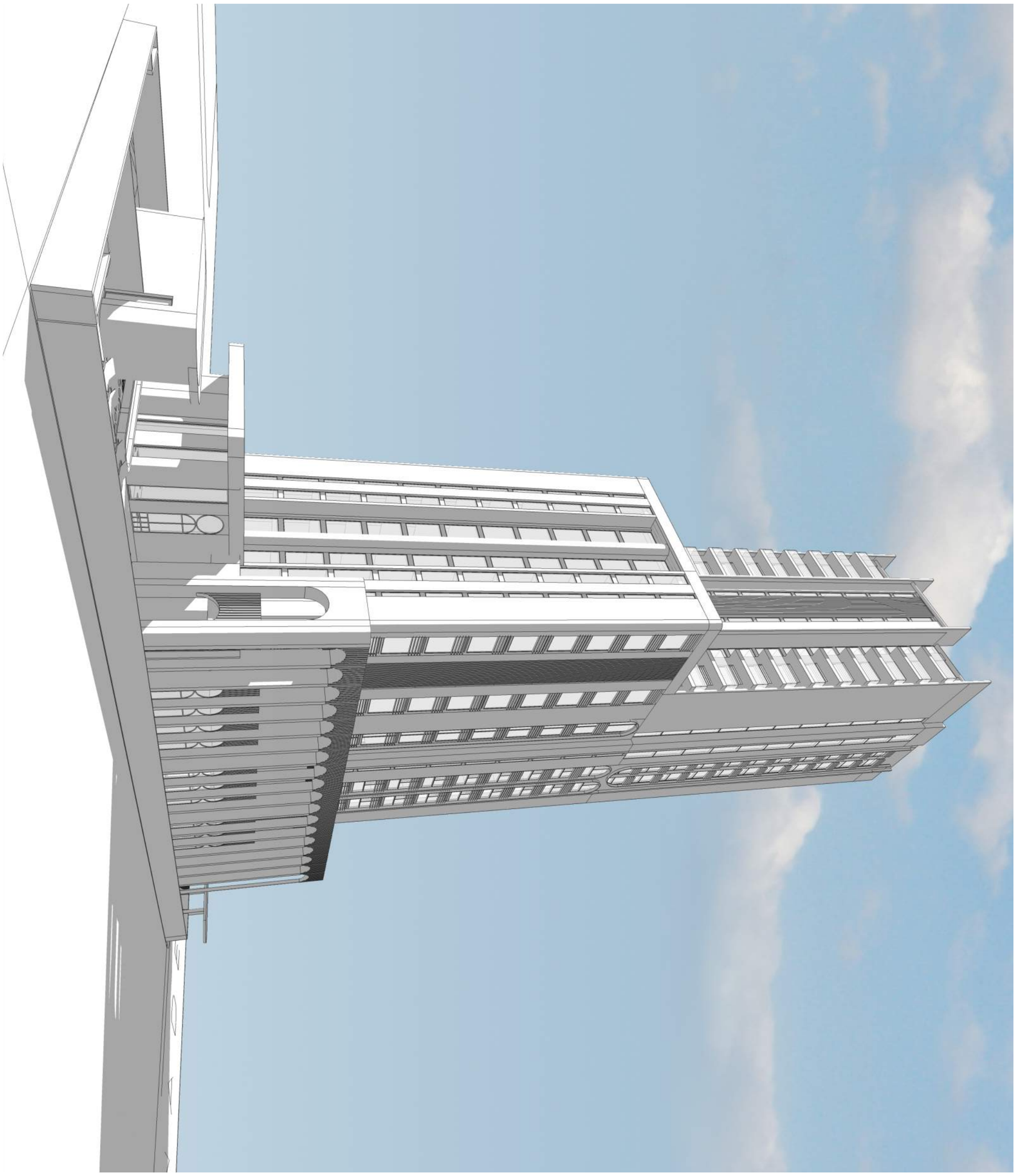
3.0

WALTERBROOKE

DEVELOPMENT VIEWS

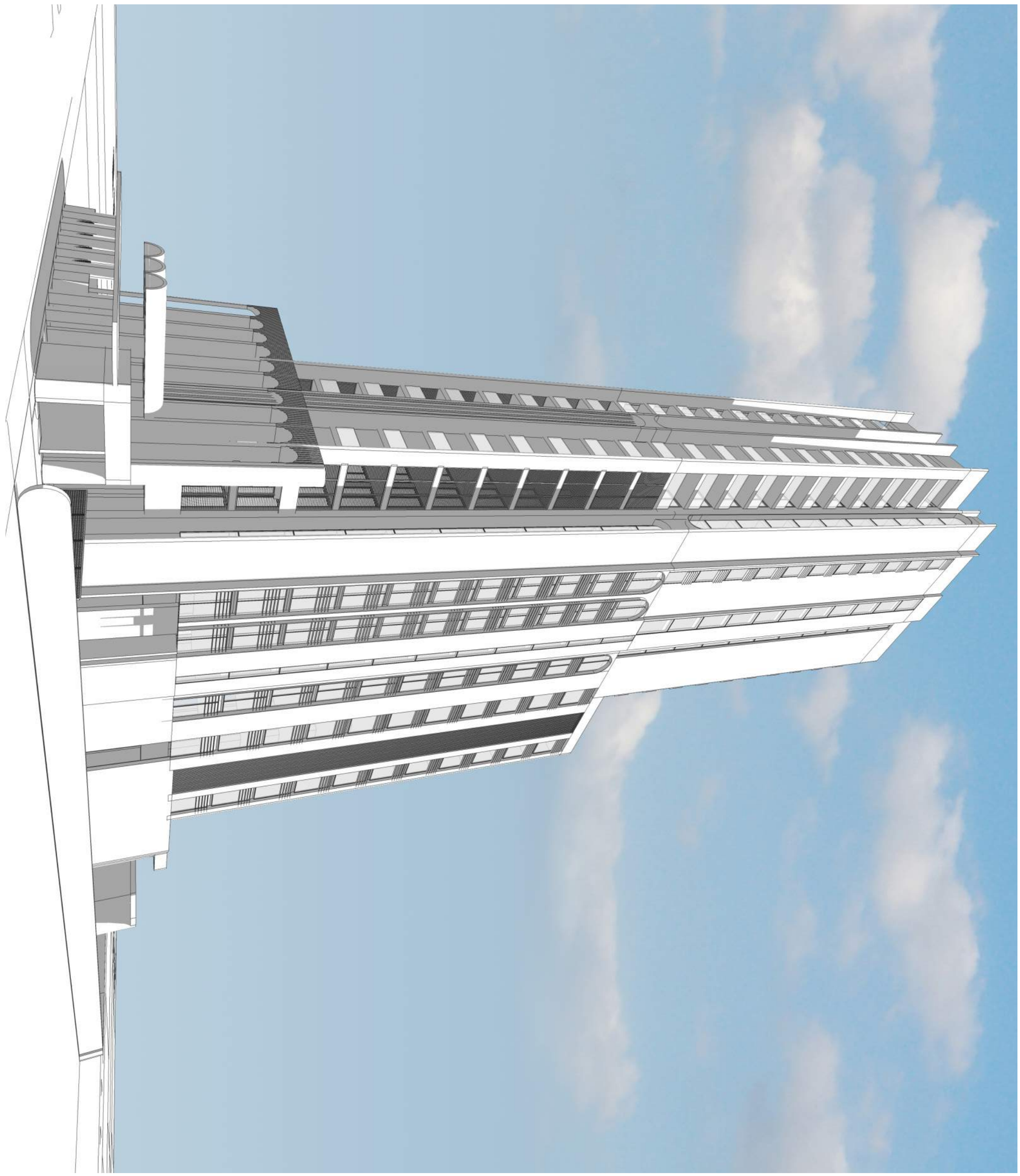
DEVELOPMENT VIEWS

3.1



VIEW FROM THE ESPLANADE

3.2

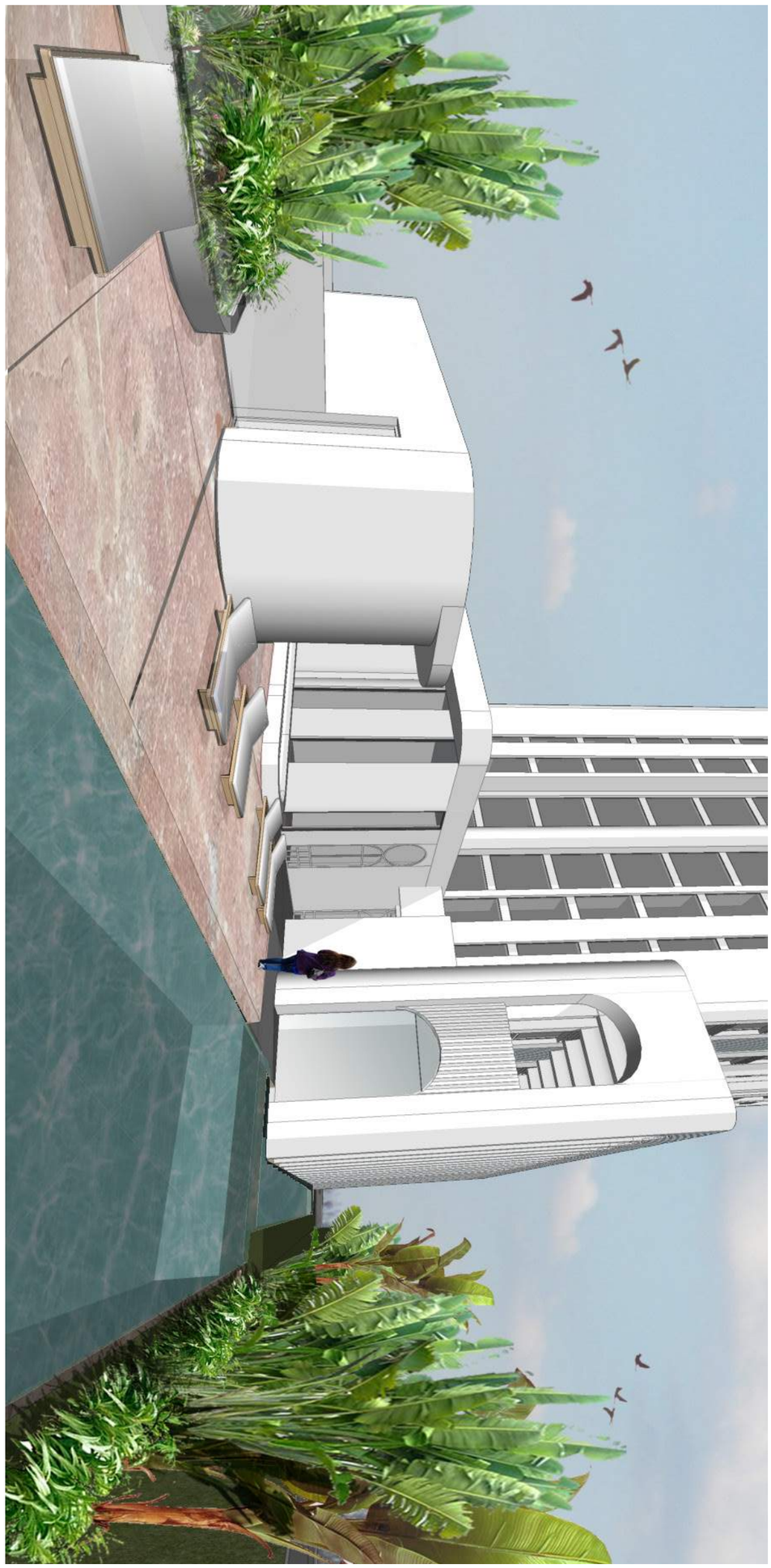


VIEW FROM THE ESPLANADE

3.3

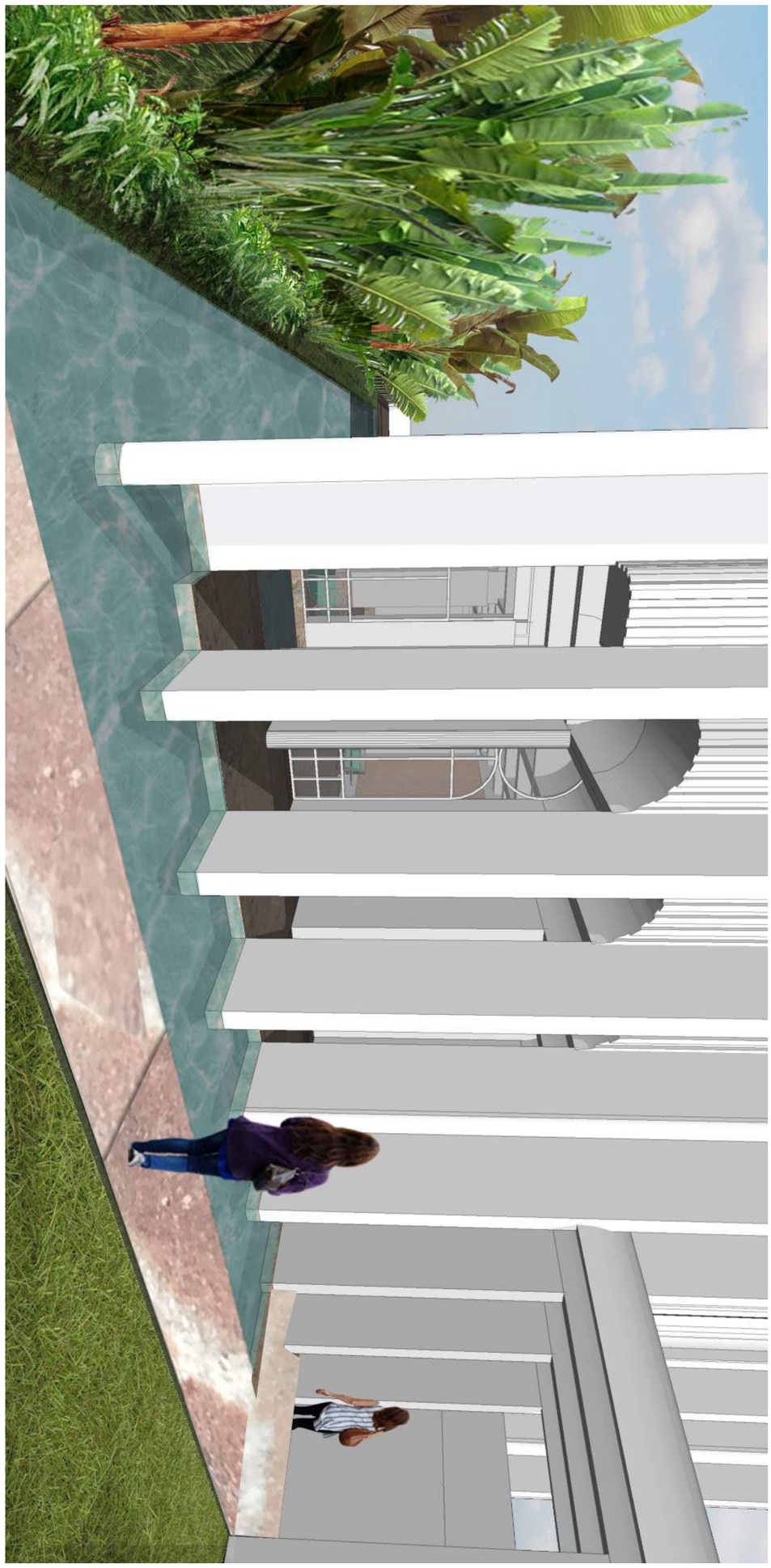
RESIDENT POOL

3.4



ENTRY LANDSCAPE

3.5



Annexure 2

CIRQA™

LOT 663 ESPLANADE, DARWIN
PROPOSED RESIDENTIAL DEVELOPMENT

Walter Brooke

24 October 2016
Project 16073

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1.1	24 Oct 16	For submission	BNW/TAW	BNW

TABLE OF CONTENTS

EXECUTIVE SUMMARY

CIRQA has been engaged by Walterbrooke to undertake a review of the parking and traffic aspects of the proposal for Lot 663 Esplanade, Darwin. This report summarises the parking and traffic review of the proposal. The review has been prepared in accordance with the Austroads' *"Guide to Traffic Management – Part 12: Impacts of Developments"* (including general adoption of its recommended report structure).

The proposed development comprises a multi-storey building containing 34 dwellings and 77 parking spaces. Vehicle access to/from the site will be provided via a two-way crossover on the Esplanade, at which all turning movements will be permitted. Pedestrian access will be provided via the site frontage to the Esplanade footpath network.

Parking and access areas have been designed in accordance with the requirements of the NT Planning Scheme and relevant Australian Standards.

Assessment of additional traffic associated with the development indicates that in the order of 11 to 18 peak hour movements could be generated by the proposal. These movements will be distributed to the surrounding road network, including the intersection of the Esplanade and Peel Street. SIDRA analysis of the impact of the additional volumes (and future general road network growth) has identified that the intersection will operate with low levels of delay and queuing following occupation of the proposed development. The analysis has confirmed that no road network upgrades are required to safely and efficiently accommodate the forecast additional movements.

1. PROPOSED DEVELOPMENT

The proposal is to construct a multi-storey residential apartment building on Lot 663 (106) Esplanade, Darwin. Car parking will be provided across two levels with refuse collection occurring via a dedicated loading area on the ground floor. Access to the site is proposed via a two-way crossover on Esplanade, located on the southern corner of the allotment.

1.1 BACKGROUND DEVELOPMENT

The subject site contains a single dwelling, located in the southern corner of the subject site. Access to the site is currently provided via a two-way crossover on Esplanade, located centrally on the southwestern boundary of the allotment.

1.2 DESCRIPTION OF ON-SITE DEVELOPMENT

1.2.1 LAND USE AND INTENSITY

The proposed development will comprise a 22 storey building containing:

- 1 two-bedroom residential apartment;
- 22 three-bedroom residential apartments;
- 11 four-bedroom apartments; and
- 77 parking spaces (spread over two levels).

Access to/from the site will be provided via a two-way crossover on the Esplanade (resulting in the existing crossover being relocated east along the site's frontage).

The parking areas will be provided in accordance with the dimensional requirements of the NT Planning Scheme, in that spaces will be 5.5 m long by 2.5 m wide with a 6.0 m wide aisle.

Ramps between parking levels will comply with the requirements of the *"Australian/New Zealand Standard for Parking Facilities – Part 1: Off-Street Car Parking"* AS/NZS 2890.1:2004 in that:

- maximum grades of 1 in 5 will be provided;
- 2m transitions with 1 in 8 gradient will be provided where required;
- parking aisles will be graded at no steeper than 1 in 35.

1.2.2 LOCATION

The subject site is located on the north-eastern side of the Esplanade, approximately 140 m from the intersection of the Esplanade and Peel Street. The site is within the suburb of Darwin (i.e. the Darwin CBD).

1.2.3 SITE PLAN

Site plans illustrating the proposed development's layout have been prepared by Walterbrooke. The relevant plans are Drawings 16-5339 SK300 to SK304 (dated 5/10/16) and are attached in Appendix A.

1.2.4 ZONING

The site is located within the Central Business (CB) Zone of the Northern Territory Planning Scheme (NTPS).

1.2.5 PHASING AND TIMING

The phasing and timing of the proposal is subject to planning approvals and other relevant considerations. However, it is anticipated that the development will be completed by late 2018.

2. EXISTING AREA CONDITIONS

2.1 STUDY AREA

2.1.1 AREA OF INFLUENCE

The study area is illustrated on Figure 2 (including the subject site, neighbouring properties and the adjacent local road network).

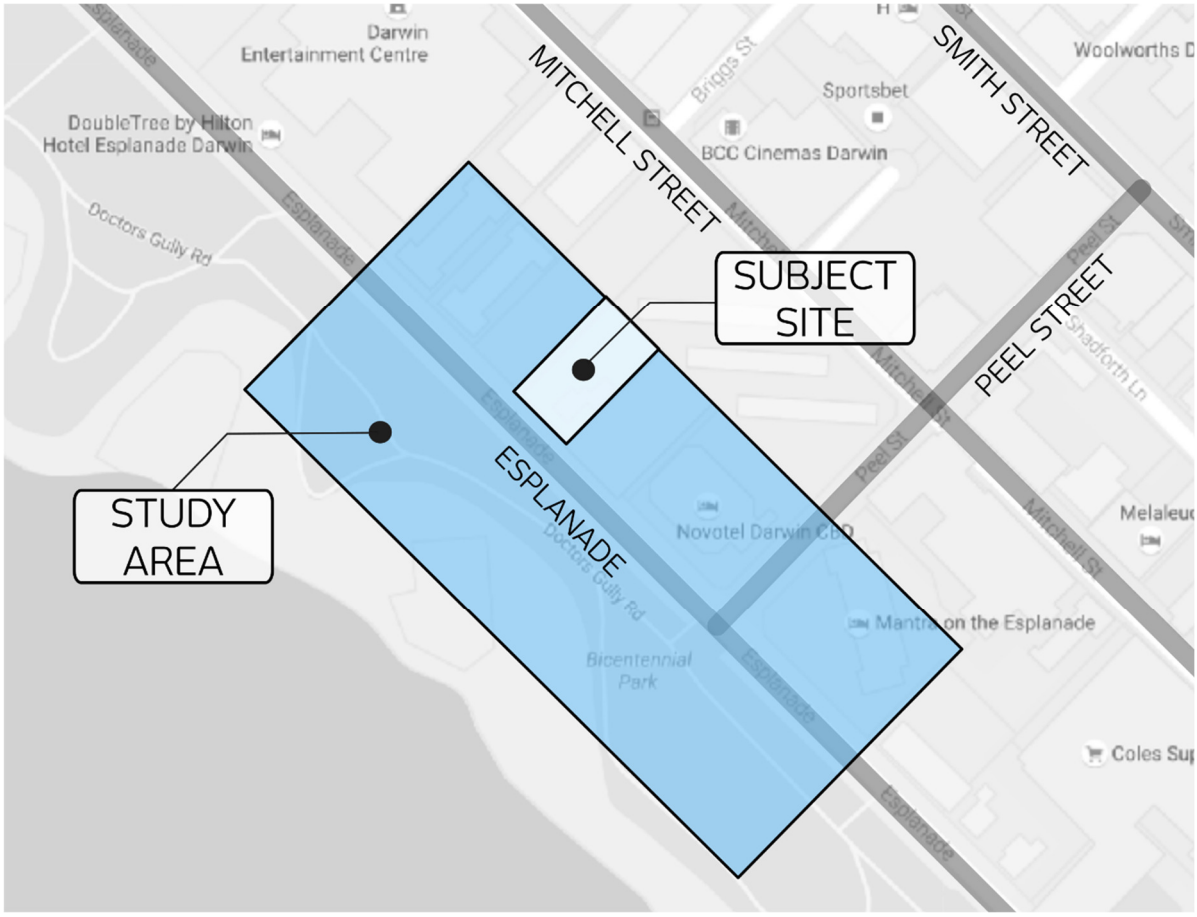


Figure 2 – Subject site, study area and adjacent road network

2.1.2 AREA OF SIGNIFICANT TRANSPORTATION IMPACT

The adjacent road network will easily accommodate the increase in traffic volumes associated with the subject development. In order to validate this, an assessment of the development's traffic impact has been undertaken (refer to Section 3 and 4). The analysis includes assessment of the future conditions at the proposed site access point as well as the impact on the intersection of Esplanade and Peel Street.

Other surrounding intersections would experienced increased traffic volumes of less than five percent of the intersections' existing volumes. Therefore, in line with the assessment criteria of the Austroads' "*Guide to Traffic Management – Part 12: Impacts of Developments*") no further intersections have been analysed. However, on-site observations indicate that surrounding intersections currently operate acceptably and the small number of additional vehicles forecast will have minimal impact on the operation of the surrounding road network.

2.2 STUDY AREA LAND USE

2.2.1 EXISITNG LAND USES

In the vicinity of the subject site, a large variety of land uses currently operate. These land uses include:

- North – residential dwellings in the form of multi-storey buildings and commercial tennancies (fronting Mitchell Street);
- East – tourist accommodation;
- South – Bicentenial Park and beaches; and
- West – a vacant site and residential dwellings in the form of unit blocks.

2.2.2 EXISTING ZONING

The study area is located entirely within the Central Business (CB) Zone. The NTPS details that this zone is designated for a range of "*... act*ivities *including, administrative, judicial, professional, office, entertainment, cultural,* ***residential*** *and retail ...*".

2.2.3 ANTICIPATED FUTURE DEVELOPMENT

To the northwest of the subject site, Lot 664 is currently vacant. A previous development application was lodged in February 2013 for the construction an 18 storey building comprising of 168 two-bedroom dwellings, restaurants and a two basement levels of car parking, spread over Lot 664 and Lot 663 (the subject allotment). The previous development was approved, however has not proceeded.

In the broader vicinity of the subject site, there a several developments currently under construction. These developments are understood to be mixed-use, primarily consisting of residential apartments, serviced apartments and/or tourist accommodation.

2.3 SITE ACCESSIBILITY

2.3.1 ADJACENT ROAD NETWORK

Within the Study Area, the road network forms a traditional grid layout, with all roads and intersections under the care and control of the City of Darwin.

Fronting the subject site, the Esplanade comprises a single traffic lane in each direction, with on-street parking provided on both sides (parallel parking on the north-eastern side and angle parking on the south-western side). A segregated bicycle lane has recently been installed on the Esplanade and is situated between the kerb and parallel parking on the north-eastern side of the road. The Esplanade is subject to a 50 km/h speed limit.

To the east of the subject site, Peel Street contains a single traffic lane in each direction with on-street parallel parking permitted on both sides. Peel Street is subject to a 50 km/h speed limit.

Esplanade and Peel Street intersect at a priority controlled (Stop) T-intersection, where Esplanade is the priority. All approaches are single lane and permit all turning movements. Pedestrian movements are permitted across the Peel Street and Esplanade (north-western) approaches.

2.3.2 TRAFFIC VOLUMES AND CONDITIONS

2.3.2.1 Peel Street/Esplanade Intersection

Traffic data from the intersection of the Eplanade and Peel Street (adjacent the subject site) was identified as part of the adjacent C2 development application in 2012. Figure 3 illustrates the 2012 peak hour traffic volumes recorded at the Esplanade/Peel Street intersection.

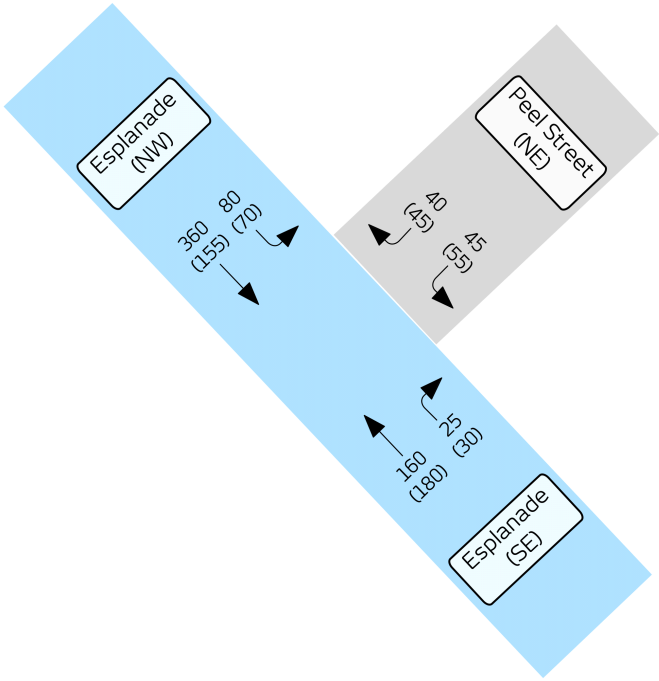


Figure 3 –2012 am and (pm) peak hour traffic volumes at the Esplanade/Peel Street intersection during the am and (pm) peak periods.

Annual growth rates on road networks are typically in the order of 2.0% per annum (p.a.). However, data from the *Northern Territory Government Annual Traffic Report 2015* has been used in order to determine an annual growth rate specific to the subject site. Specifically, historical traffic count data collected from the nearest detector (UDVDP003) has been analysed and subsequent growth rate has been determined. Based upon this data, an annual average growth rate of 2.65% per annum has been calculated. It is considered that this rate is higher than typically experienced due to the level of development activity that has occurred in Darwin in recent years. Application of such a rate therefore allows consideration of general traffic volume growth as well as that associated with surrounding developments.

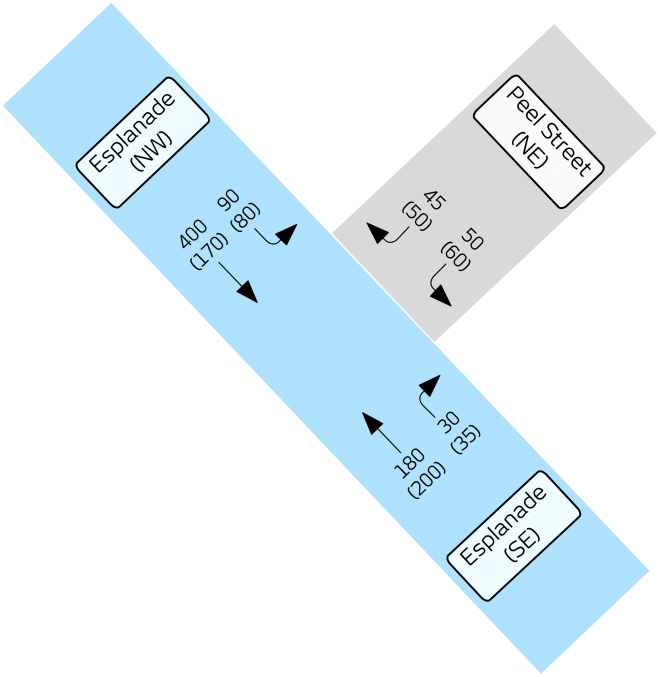


Figure 4 – Adjusted 2016 traffic volumes at the Esplanade/Peel Street intersection during the am and (pm) peak periods.

2.3.3 TRANSIT SERVICE

Public transit services are provided within the CBD in the form of bus services. In the vicinity of the subject site, services operate along Mitchell Street and Smith Street. Nearby stops and services include:

- Mitchell Street – Stop 178 (Mitchell)
    - Route 4 – Casuarina to Darwin (and return) via Charles Darwin University, Alawa, Rapid Creek, Nightcliff and Fannie Bay;
    - Route 5 - Casuarina to Darwin (and return) via Moil, Marraram Berimah and Winnellie;
    - Route 6 – Darwin to Darwin suburbs (and return) via Museum, Fannie Bay and Parap;
    - Route 8 – Darwin to Palmerston (and return) via Winnellia, Berrimah and Pinelands;
    - Route 10 - Casuarina to Darwin (and return) via Alawa, Rapid Creek, Ludmilla, Parap and Stuart Park;
    - Route 14 – Darwin to Darwin (and return) via Cullen Bay and Darwin Waterfront Precinct;

- Route 15 – Darwin Interchange to Mindil Beach Market (and return) via Cavenagh St, Daly St, Mitchell St, Lambell Tce and Gilruth Ave;
- Route 21 – Hospital Precinct to Darwin (and return) via Casuarina;
- Route 22 – Leanyer to Darwin (and return);
- Route 25 – Karama to Darwin and Darwin to Casuarina (and return);
- Route 28 – Humpty Doo to Darwin (and return) via Coolalinga and Palmerston Interchange;
- Route OL1 – Casuarina, Palmerston and Darwin Orbital; and
- Route OL2 – Casuarina, Darwin and Palmerston Orbital;

- Smith Street – Stop 319 (Smith)
  - Route 5, 6, 8 and 10 – As above.

Bus services do not operate adjacent the subject site along the Esplanade or Peel Street.

2.3.4 PEDESTRIANS AND CYCLISTS

Footpaths are provided on both side of Peel Street and on the north-eastern side of the Esplanade, providing connectivity to the broader path network. An off-street shared path is provided on the south-western side of the Esplanade, accommodating both pedestrians and cyclists.

Bicycle movements are accommodated along the Esplanade via an on-street bicycle lane for southeast-bound movements (between the north-eastern kerb and the adjacent parallel parking). Movements in the opposite direction are accommodated on-street and a standard shared arrangement or on the shared path within Bicentenial Park.

Cyclist movements are accommodated on Peel Street under a typical shared arrangement.

3. PROJECT TRAFFIC

3.1 SITE TRAFFIC

3.1.1 TRIP GENERATION

The NSW Roads and Maritime Services' (RMS) "*Guide to Traffic Generating Developments*" Technical Direction 04A identifies residential traffic generation rates of 0.53 and 0.32 trips per dwellings in the am and pm peak periods, respectively.

Based upon the above traffic generation rates, the proposed development will generate in the order of 18 am peak hour trips and 11 pm peak hour trips.

3.1.2 TRIP DISTRIBUTION

Based upon the location of the subject site (in regards to major employment areas, educational sites etc.), a high level traffic distribution assessment has been prepared. Figure 5 summarises the anticipated distribution of daily traffic volumes generated by the proposed development.

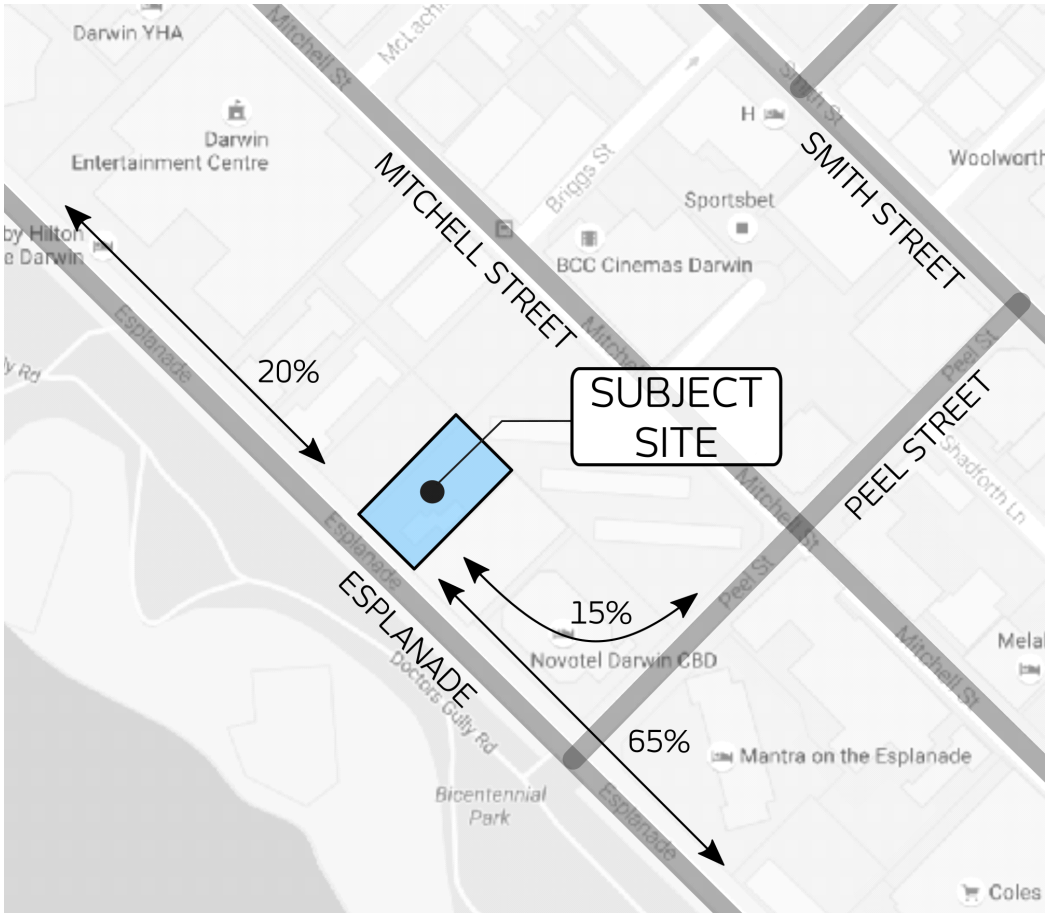


Figure 5 – Forecast traffic distribution to surrounding areas.

3.1.3 MODAL SPLIT

On-site observations determined that a high portion of road users were travelling by bicycle or on foot. The above traffic generation assessment could therefore be considered conservative.

3.1.4 TRIP ASSIGNMENT

Based upon the above traffic assessment, the following traffic volumes have been forecast at the adjacent intersections. Figure 6 illustrates the forecast traffic movements at the proposed site access.

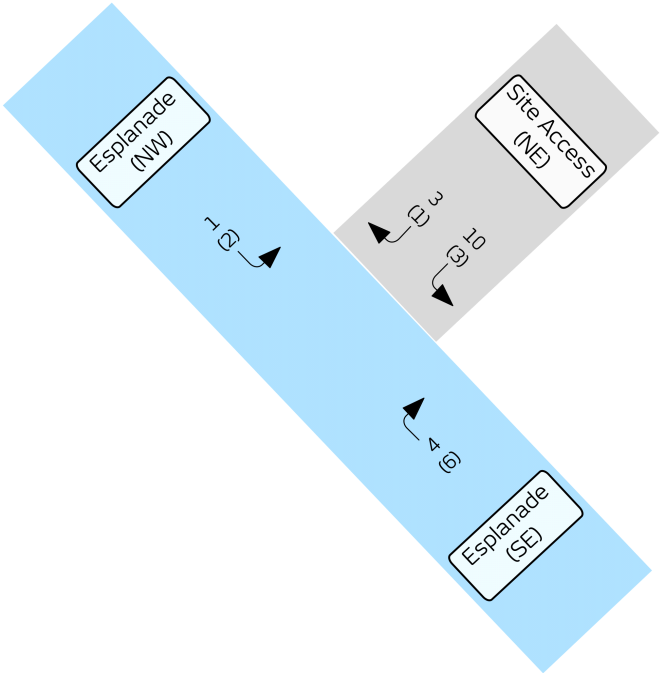


Figure 6 - Forecast additional traffic movements at the proposed site access.

Figure 7 illustrates the forecast traffic movements at the Esplanade/Peel Street intersection.

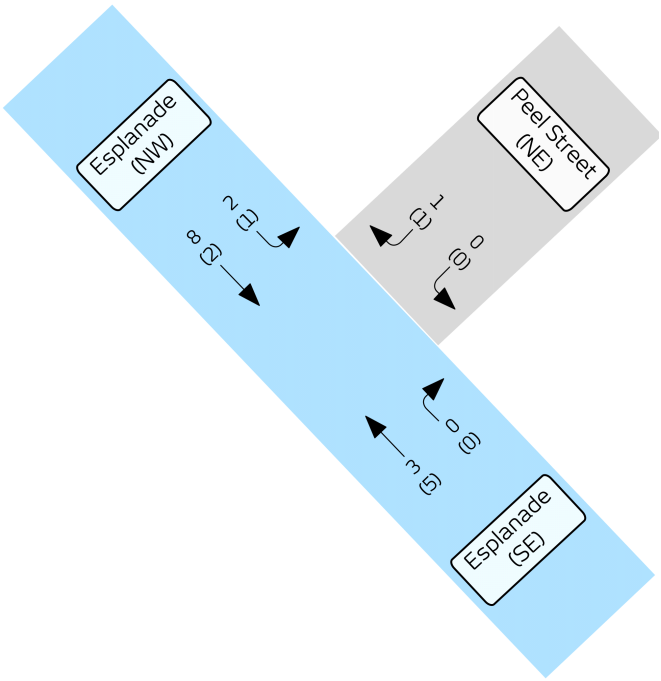


Figure 7 - Forecast additional traffic movements at the Esplanade/Peel Street intersection.

3.2 FUTURE TRAFFIC

In order to ensure that the road network will continue to operate at a satisfactory level (as observed on-site), a ten year design horizon has been adopted for this assessment (i.e. forecast 2026 traffic volumes). Accordingly, Figure 8 illsutrates the 2026 base case traffic volumes anticipates on the Esplanade, adjacent the subject site.

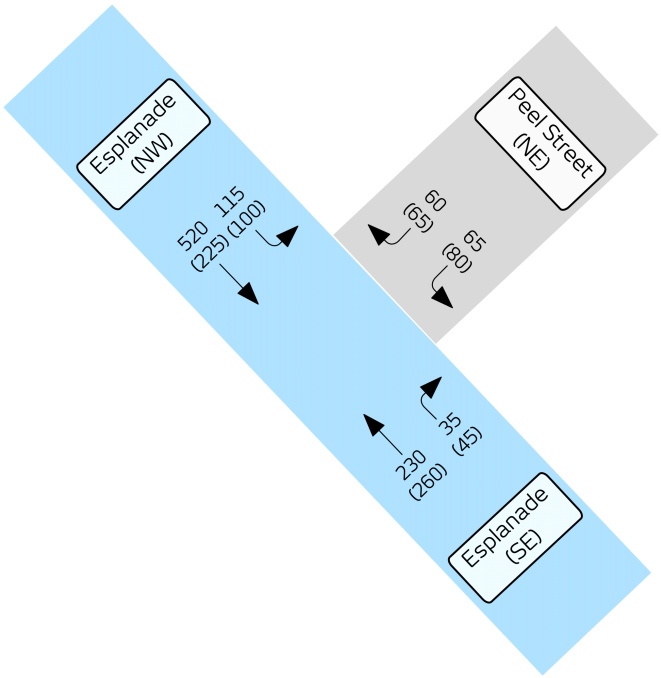


Figure 8 –2026 base case traffic volumes at the Esplanade/Peel Street intersection during the am and (pm) peak periods..

3.3 TOTAL TRAFFIC

Taking into consideration the proposed development access on the Esplanade, Figure 9 illustrates the anticipated total traffic at the site access' intersection with the Esplanade (i.e. 2026 traffic volumes plus additional volumes associated with the proposal).

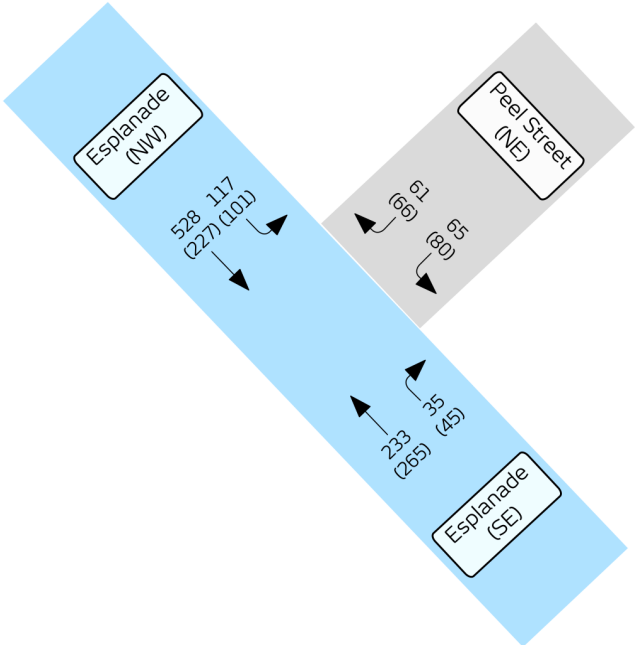


Figure 9 – 2026 traffic volumes at the Esplanade/Peel Street intersection during the am and (pm) peak periods.

In addition to the volumes forecast at the intersection of the Esplanade and Peel Street, the future peak hour volumes at the site access point (for the 2026 deisgn horizon) have been forecast. Figure 10 illustrates the forecast 2026 volumes at the access point.

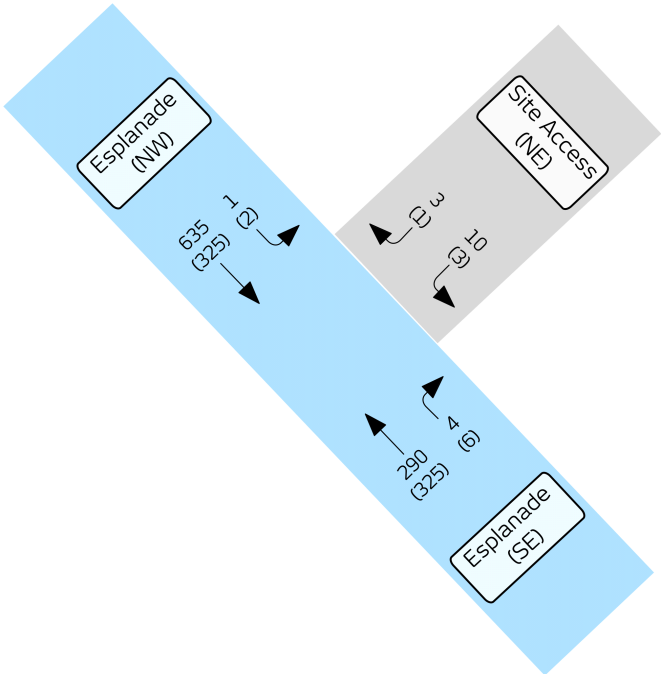


Figure 10 – 2026 traffic volumes at the proposed access point.

4. TRANSPORTATION ANALYSIS

4.1 SITE ACCESS

Access to the subject site is proposed via a two-way crossover on the eastern side of the site's frontage to the Esplanade. The crossover will facilitate all vehicle access movements associated with the development including residents, visitors and refuse collection. All turning movements will be accommodated at the access.

It is noted that the adjacent property (Lot 662 – C2 Esplanade) is constructed up to the common boundary between Lot 663 (subject lot) and Lot 662. As such, adequate pedestrian sightlines have been maintained on the approach (from within the property) to the adjacent footpath by keeping the property's boundary clear of obstructions. Figure 11 illustrates the pedestrian sight line provisions adjacent the access point's egress lane.

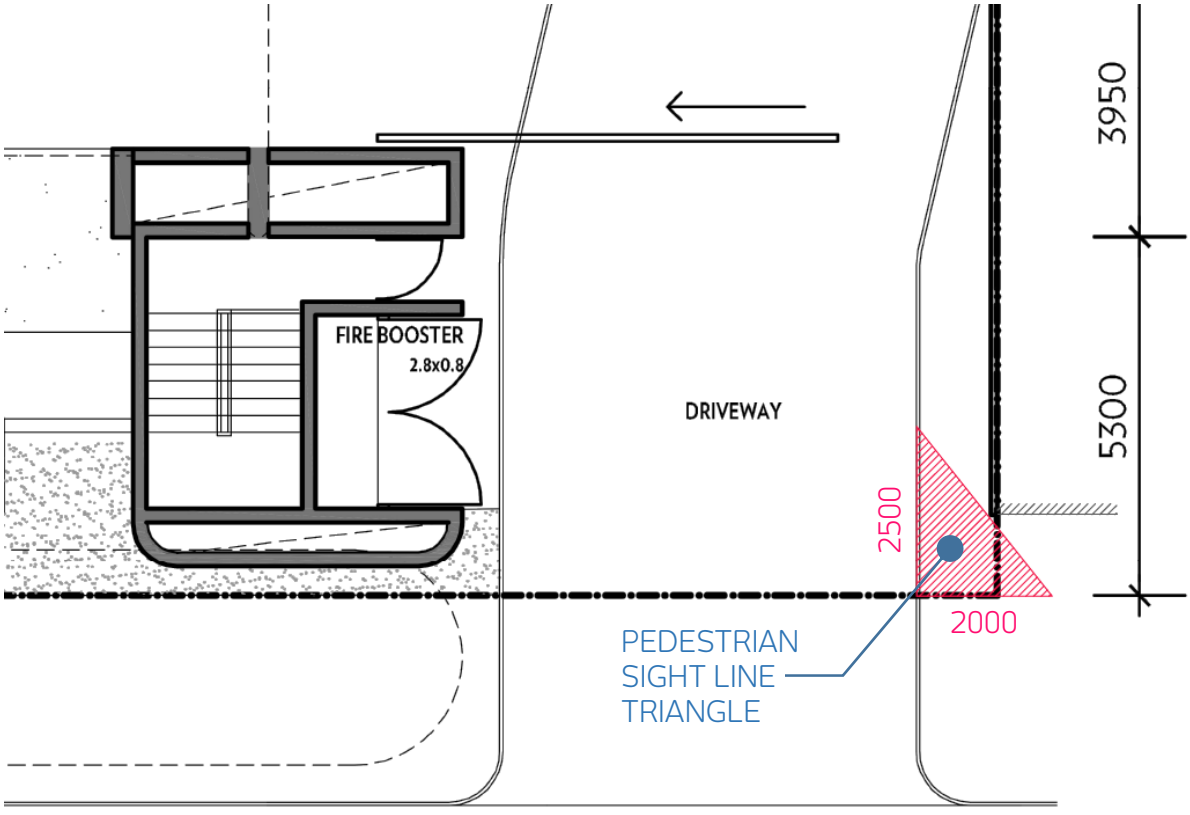


Figure 11 –Pedestrian sight line triangle at site access point.

Furthermore, Lot 662 (C2 Esplanade) contains a porte cochere where the ingress is located approximately 7.0 m from the crossover of the proposal. Such a distance is considered acceptable and will not negatively impact upon the proposed crossover due

to the adjacent crossover allowing ingress movements only (i.e. will not pose a sightline issue).

SIDRA analysis has been undertaken of forecast future volumes at the proposed access point to ensure adequate capacity and acceptable traffic conditions. The SIDRA analysis has been based on the 2026 design horizon volumes. Table 1 summarises the key results of the analysis, with further detailed output provided in Appendix B.

Table 1 – 2026 performance indicators for proposed site access point.

2026 Total Traffic	AM			PM		
	DoS	Ave. Delay	Ave. LoS	DoS	Ave. Delay	Ave. LoS
Esplanade (SE)	0.163	0.2 sec	A	0.183	0.2 sec	A
Site Access (NE)	0.021	8.3 sec	A	0.004	6.2 sec	A
Esplanade (NW)	0.349	0.1 sec	A	0.179	0.1 sec	A

The above results indicate that the access point will easily accommodate the forecast traffic volumes. The access point and the Esplanade will operate will a low degree of saturation and high level of service. Average delays will be low on all approaches and the detailed results indicate that queuing will be minimal (95th percentile queues of less than one vehicle on all approaches).

4.2 CAPACITY AND LEVEL OF SERVICE

4.2.1 ESPLANADE/ PEEL STREET INTERSECTION

Modelling of the various scenarios for the intersection of the Esplanade/Peel Street has been undertaken using SIDRA Intersection modelling software (in its current configuration). Performance indicators (including approach Degree of Saturation (DoS), approach Average Delay and approach Level of Service (LoS), have been summarised and discussed for each scenario (2016 seasonally adjusted, 2026 base and 2026 with development traffic) in each of the sections below. Detailed SIDRA output is provided in Appendix B.

4.2.1.1 Existing Conditions

Performance indicators of the Esplanade and Peel Street intersection with 2016 seasonally adjusted traffic volumes are summarised in Table 2.

Table 2 – 2016 seasonally adjusted performance indicators for the Esplanade and Peel Street intersection.

2016 Seasonally Adjusted	AM			PM		
	DoS	Ave. Delay	Ave. LoS	DoS	Ave. Delay	Ave. LoS
Peel St (NE)	0.124	7.3 sec	A	0.111	5.9 sec	A
Esplanade (SE)	0.127	1.5 sec	A	0.136	1.0 sec	A
Esplanade (NW)	0.271	0.8 sec	A	0.139	1.4 sec	A

SIDRA analyses of the seasonally adjusted 2016 traffic volumes at the intersection of the Esplanade and Peel Street indicate that the intersection currently operates satisfactorily during the am and pm peak periods.

4.2.1.2 Base Conditions (2026 traffic without development volumes)

Performance indicators of the Esplanade and Peel Street intersection with forecast 2026 traffic volumes are summarised in Table 3.

Table 3 – 2026 base case performance indicators for the Esplanade and Peel Street intersection.

2026 Base	AM			PM		
	DoS	Ave. Delay	Ave. LoS	DoS	Ave. Delay	Ave. LoS
Peel St (NE)	0.205	8.9 sec	A	0.162	6.5 sec	A
Esplanade (SE)	0.173	2.0 sec	A	0.179	1.1 sec	A
Esplanade (NW)	0.351	0.8 sec	A	0.181	1.4 sec	A

SIDRA analyses of anticipated 2026 traffic volumes at the Esplanade and Peel Street intersection indicate that the intersection will operate at satisfactory level. The increases in average delays compared to existing conditions are minimal (less than two seconds on each approach). Furthermore, the analyses indicate that all approaches of the intersection will continue to operate with a LoS 'A' during both am and pm peak periods.

4.2.1.3 Total Traffic (2026 traffic including development volumes)

Performance indicators of the Esplanade and Peel Street intersection with forecast 2026 total traffic volumes are summarised in Table 4.

Table 4 – 2026 total traffic performance indicators for the Esplanade and Peel Street intersection.

2026 Total Traffic	AM			PM		
	DoS	Ave. Delay	Ave. LoS	DoS	Ave. Delay	Ave. LoS
Peel St (NE)	0.211	9.1 sec	A	0.164	6.6 sec	A
Esplanade (SE)	0.176	2.1 sec	A	0.182	1.1 sec	A
Esplanade (NW)	0.357	0.8 sec	A	0.183	1.4 sec	A

SIDRA analyses of the 2026 total traffic (i.e. anticipated 2026 traffic volumes plus projected development traffic) at the Esplanade and Peel Street intersection indicate that the intersection will continue to operate at a satisfactory level during the am and pm peak periods. The analyses indicate that the accommodation of development volumes will result in negligible differences in average delays at the intersection in the design horizon year (2026). The analyses indicate that the Level of Service will remain high with an 'A' classification retained for all approaches. Accordingly, no upgrades are identified as being required to accommodate the forecast future traffic volumes.

4.3 TRANSPORTATION SAFETY

4.3.1 ESPLANADE/PEEL STREET INTERSECTION

As stated in Section 2.3.1 (*Adjacent Road Network)*, the intersection of the Esplanade and Peel Street is a priority controlled (Stop) T- intersection.

As with all priority controlled T-intersections, the conflict risk is higher than that of a controlled (signalised) intersection or roundabout treatment. However, given the relatively low volumes on the non-priority approach, the intersection appears to operate satisfactorily. SIDRA analyses confirm that conditions at the intersection will be well within acceptable limits.

4.3.2 PEDESTRIAN AND CYCLIST MOVEMENTS

The subject site's vehicular access points have been designed to provide adequate sight distances between drivers exiting the site and pedestrians/cyclists travelling adjacent the site's frontage along the Esplanade.

5. IMPROVEMENT ANALYSIS

5.1 IMPROVEMENTS TO ACCOMMODATE EXISTING TRAFFIC

5.1.1 ESPLANADE/PEEL STREET INTERSECTION

The SIDRA analyses identified that the existing traffic volumes (am and pm peaks) are easily accommodated at the intersection (with the existing layout). As such, no improvements to the intersection are warranted.

5.2 IMPROVEMENTS TO ACCOMMODATE BACKGROUND TRAFFIC

5.2.1 ESPLANADE/PEEL STREET INTERSECTION

SIDRA analyses of the Esplanade and Peel Street intersection (existing layout) with 2026 background traffic volumes indicates that the intersection will be readily accommodated. Accordingly, no improvements to the intersection will be required.

5.3 IMPROVEMENTS TO ACCOMMODATE SITE TRAFFIC

5.3.1 ESPLANADE/PEEL STREET INTERSECTION

The SIDRA analyses indicate that the intersection of Esplanade and Peel Street will readily accommodate forecast 2026 am and pm peak hour volumes and traffic volumes associated with the proposal.

5.4 ALTERNATIVE IMPROVEMENTS

5.4.1 ESPLANADE STREET INTERSECTION

As no improvement to the Esplanade/Peel Street intersection are required to accommodate total traffic associated with the proposal (i.e. 2026 volumes with development traffic), no alternative improvements are suggested.

5.5 EVALUATION

5.5.1 ESPLANADE/PEEL STREET INTERSECTION

As the increase in traffic volumes (above that identified by surveys of the existing intersection) will be readily accommodated at the intersection, no upgrade of the Esplanade/Peel Street intersection will be required. Furthermore, SIDRA analyses identified that the minimal increase in traffic volumes as a result proposal will have negligible impacts on the safe and satisfactory operation of the Esplanade and Peel Street intersection in the 2026 design year.

6. RECOMMENDATIONS

6.1 SITE ACCESSIBILITY

Access to the site is proposed via a single crossover on the Esplanade. The crossover will provide access to the site's parking areas. The proposed crossover will accommodate two-way (forward-in / forward-out) movements and is considered to be designed in line with relevant standards and guidelines. Adequate sight distances will be provided at the access.

The existing access point will be closed as a result of the proposal. On-street parking spaces can be realigned accordingly, however one on-street space will be lost as a result of the altered access arrangements.

6.2 ROADWAY IMPROVEMENTS

6.2.1 ON-SITE

Throughout the project, CIRQA has liaised with, and provided comments to, the architect in regards to the design of internal roadways (aisles), ramps and parking spaces. As such, no further improvements to the access and parking layout are recommended.

6.2.2 OFF-SITE

Given that the existing road network will readily accommodate forecast 2026 traffic volumes and traffic volumes associated with the proposal, no improvements to the off-site roadway (external road network) are recommended.

6.2.3 PHASING

There are no signalised intersections within the study area.

6.3 REPORTING

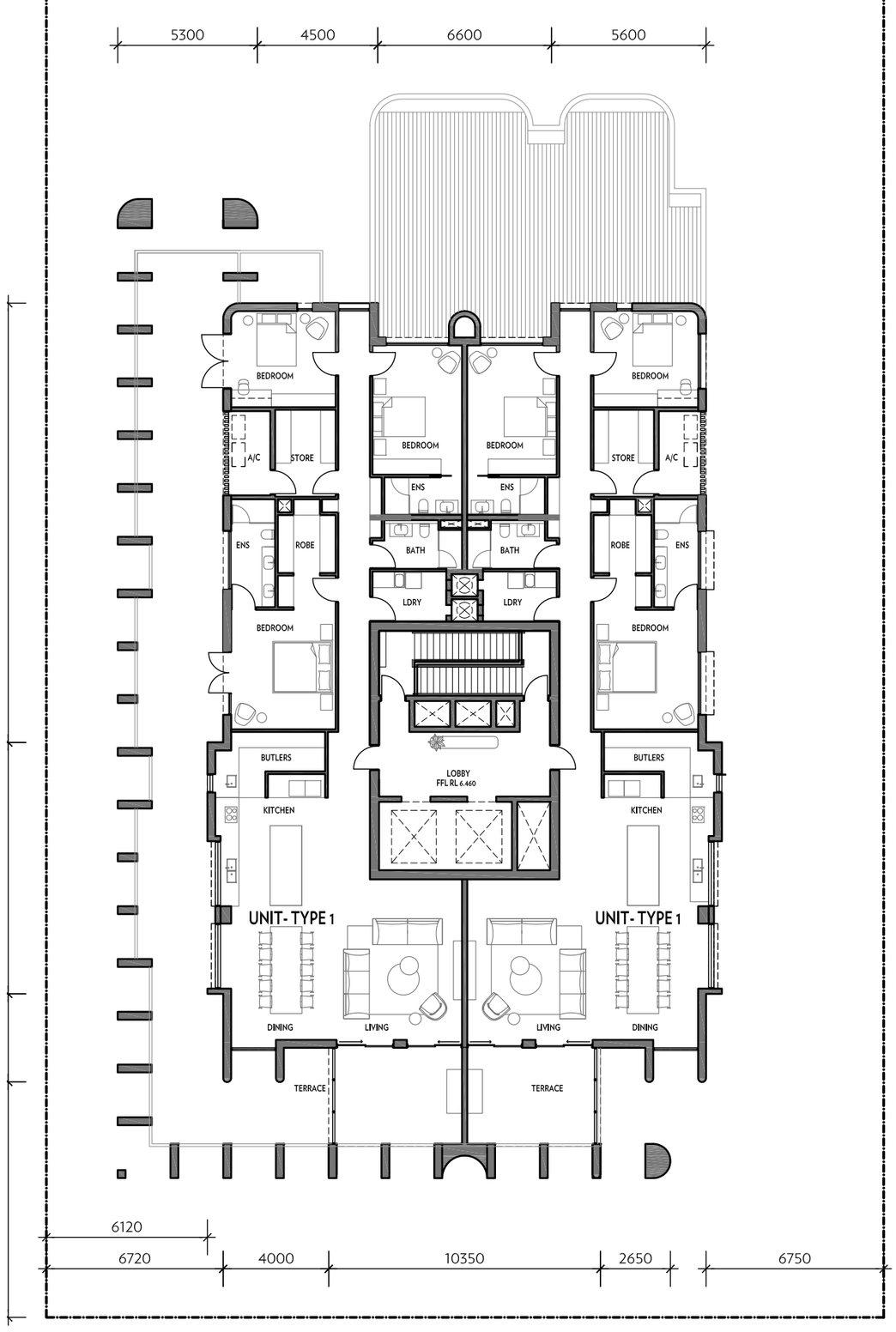
This report has been prepared in accordance with the Austroads "*Guide to Traffic Management – Part 12: Impacts of Developments*". Specifically, this report has been prepared based upon the reporting structure outlines in Appendix C of the Austroads Guide.

APPENDIX A

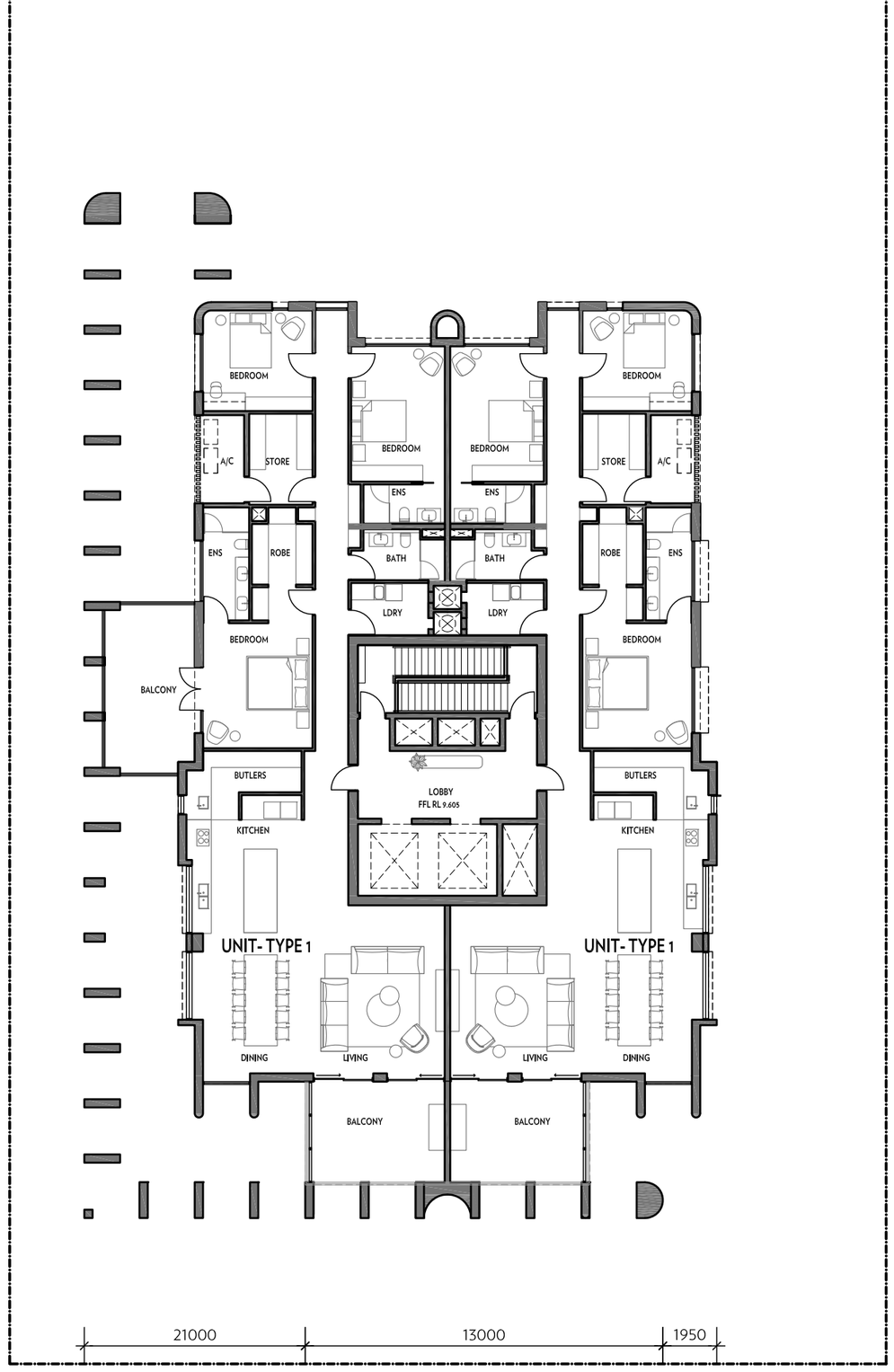
PROPOSED SITE LAYOUT PLANS

(PREPARED BY WALTER BROOKE)

drawn by: MB plotted: 05 October 2016 21:26 filed: g:\acad\acad16\16-5339 darwin esplanade apartments\sketch design\combined_plans_drawingsheets.dwg



FIRST FLOOR PLAN



SECOND FLOOR PLAN

WALTERBROOKE

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

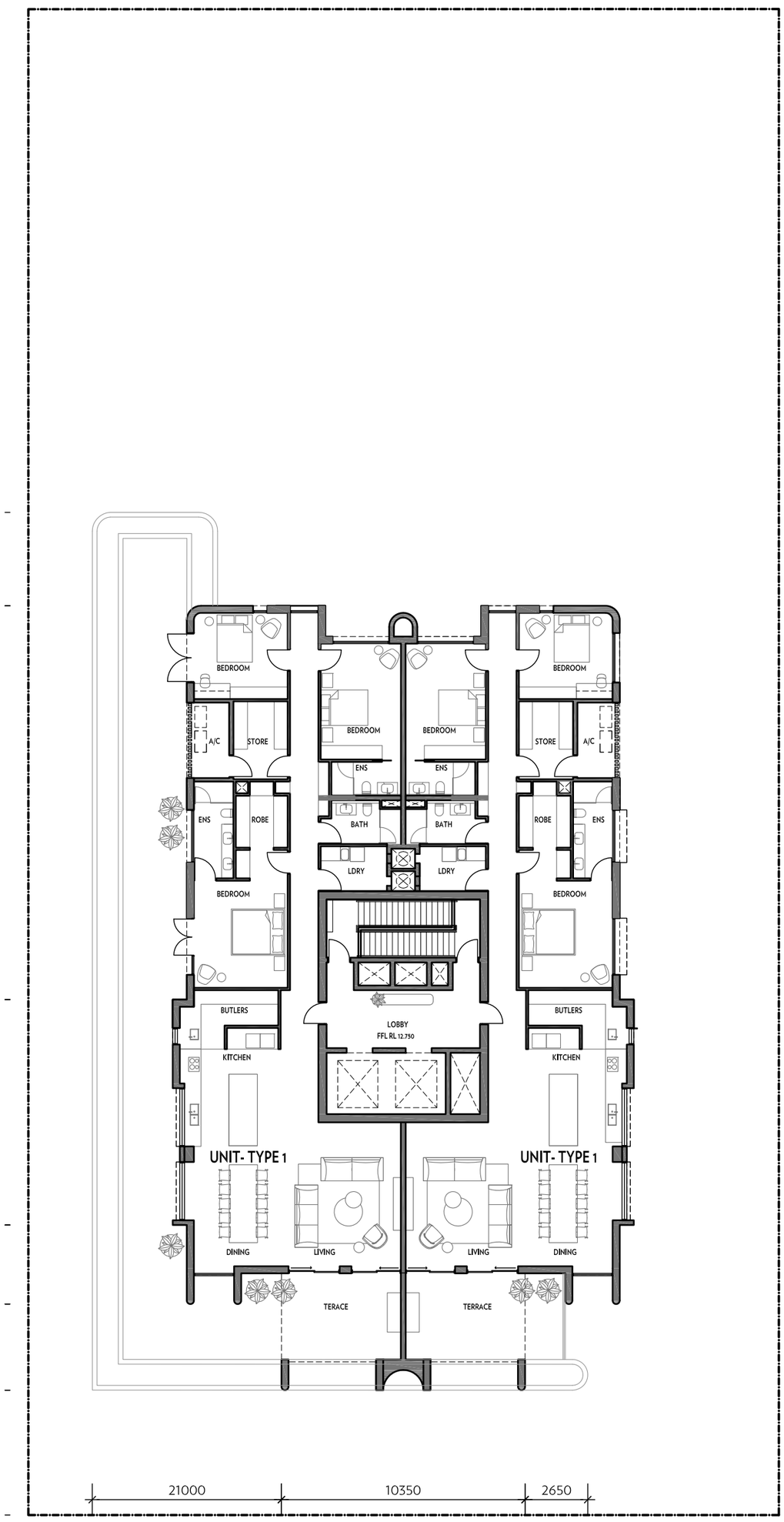
106 The Esplanade
Darwin NT

2 4 10

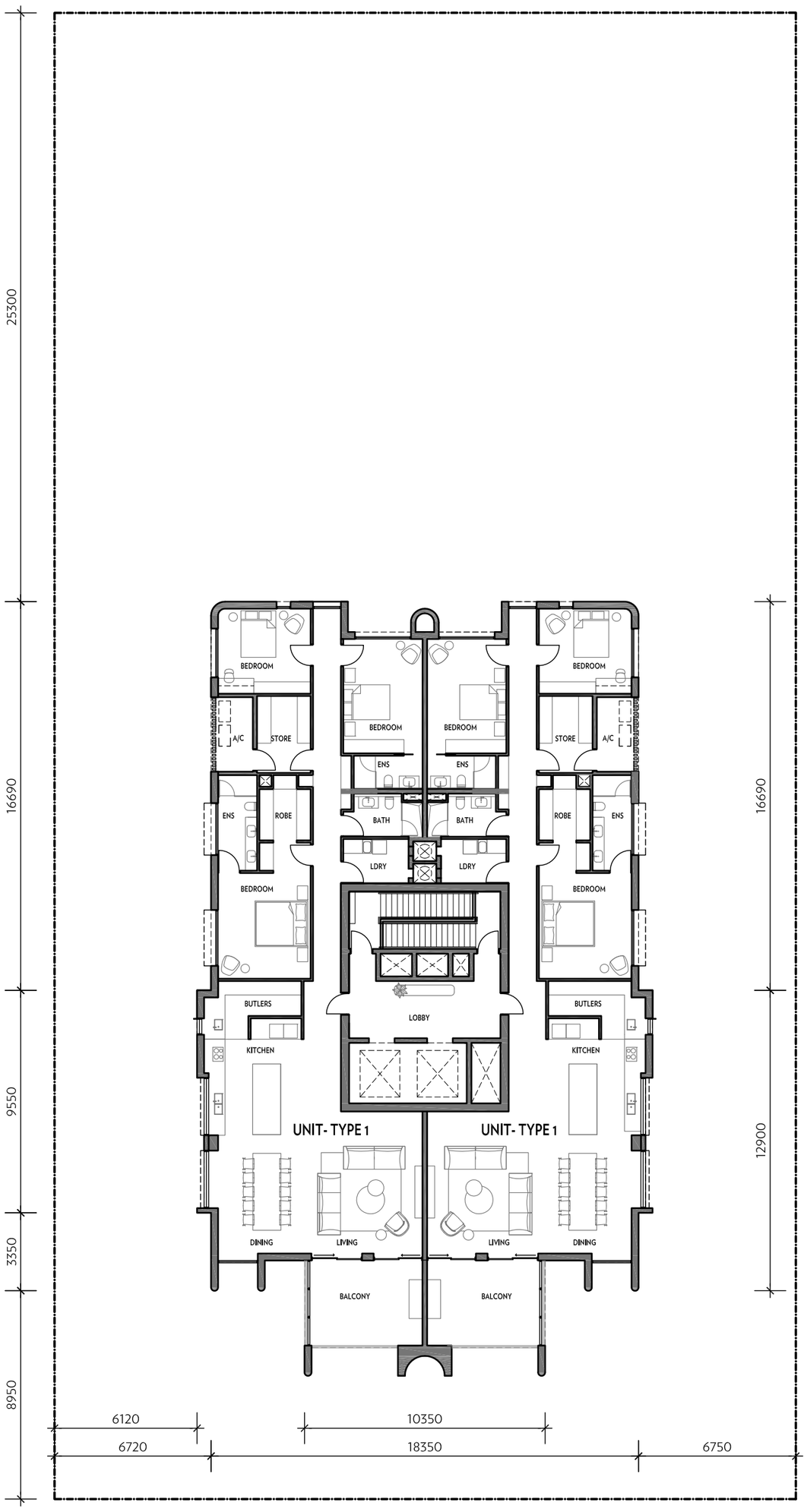
05-10-2016
PLANS
1:200@A2

drawing: SK302
revision: -
job: 16-5339

drawn by: MB plotted: 05 October 2016 21:26 filed: g:\acad\acad16\16-5339 darwin esplanade apartments\sketch design\combined_plans_drawingsheets.dwg



THIRD FLOOR PLAN



UNIT TYPE 1
LEVEL 4-11

WALTERBROOKE

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

2 4 10

05-10-2016
PLANS
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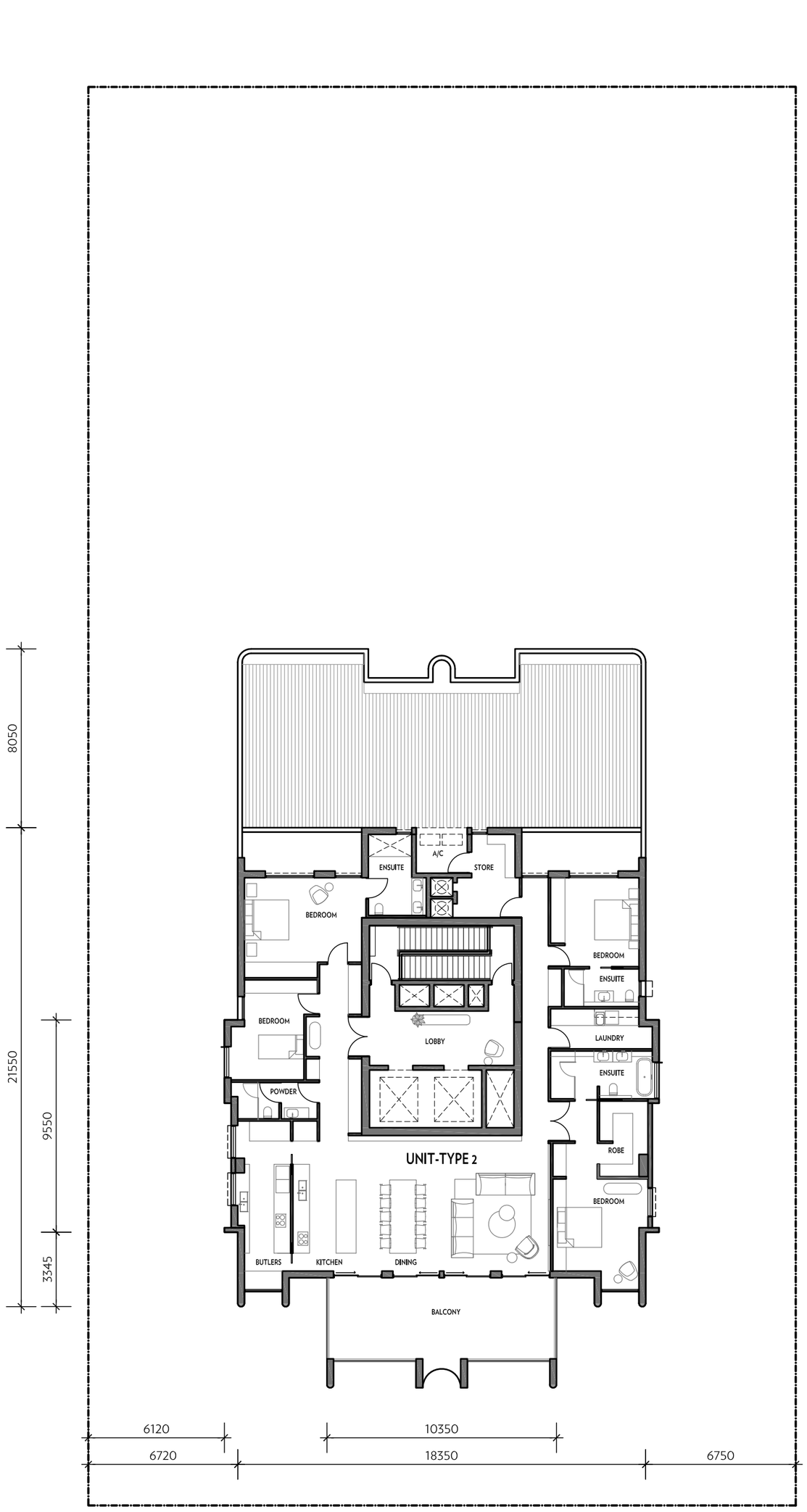
drawing: SK303
revision: -
job: 16-5339

drawn by: MB plotted: 05 October 2016 21:26 filed: g:\acad\acad16\16-5339 darwin esplanade apartments\sketch design\combined_plans_drawingsheets.dwg



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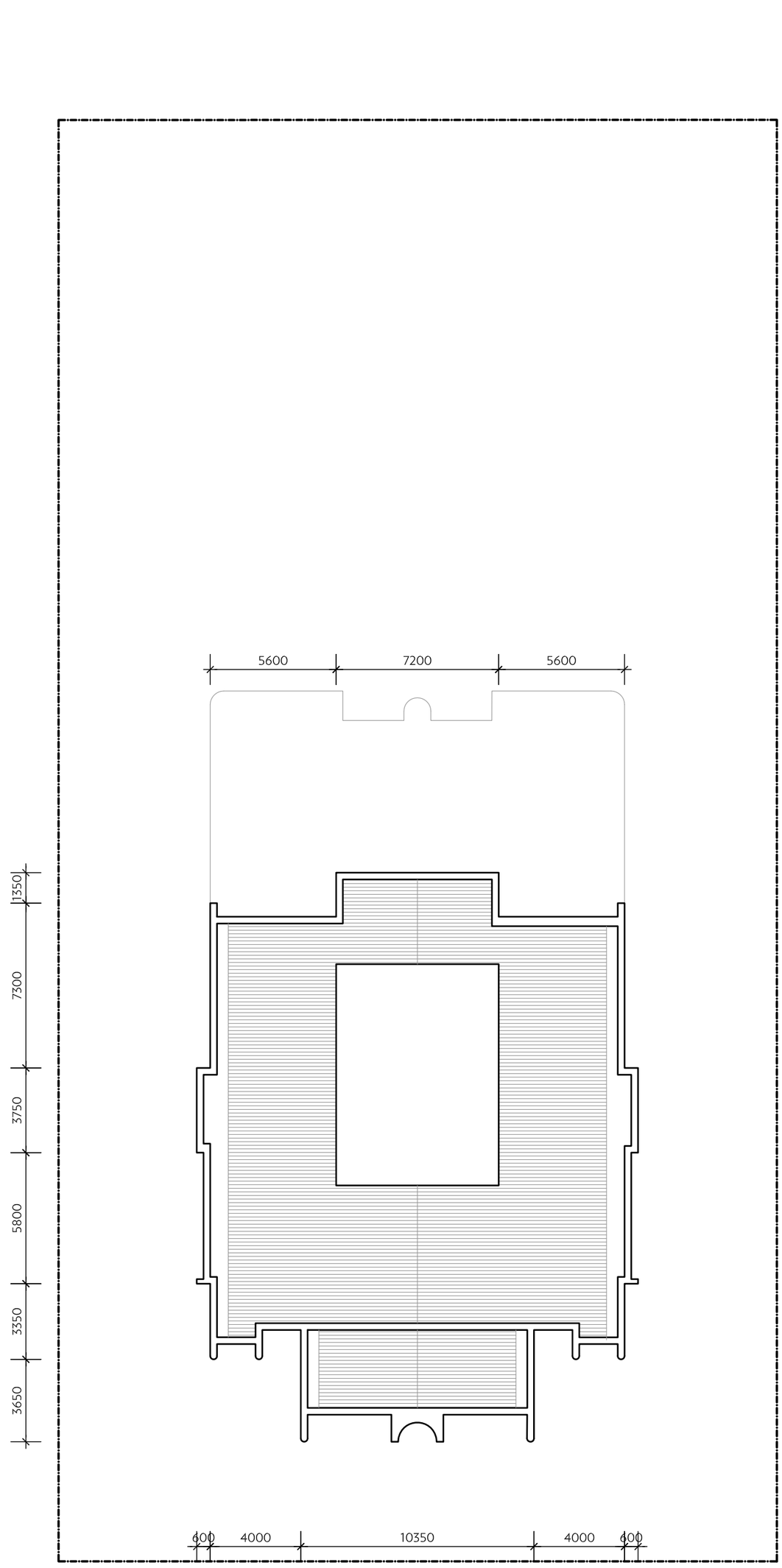
LEVEL 13-22



ROOF PLAN

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

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PLANS revision: -
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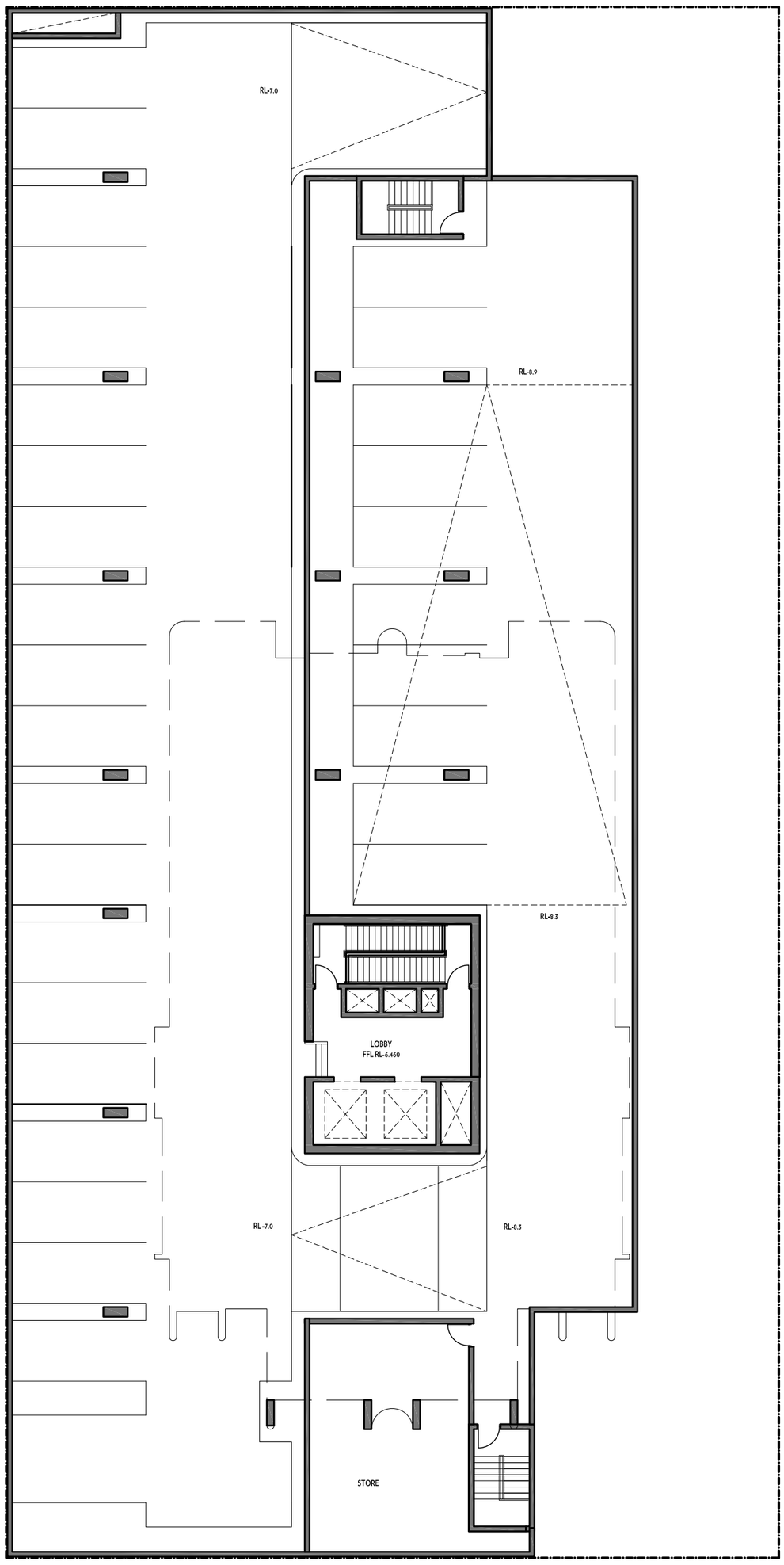
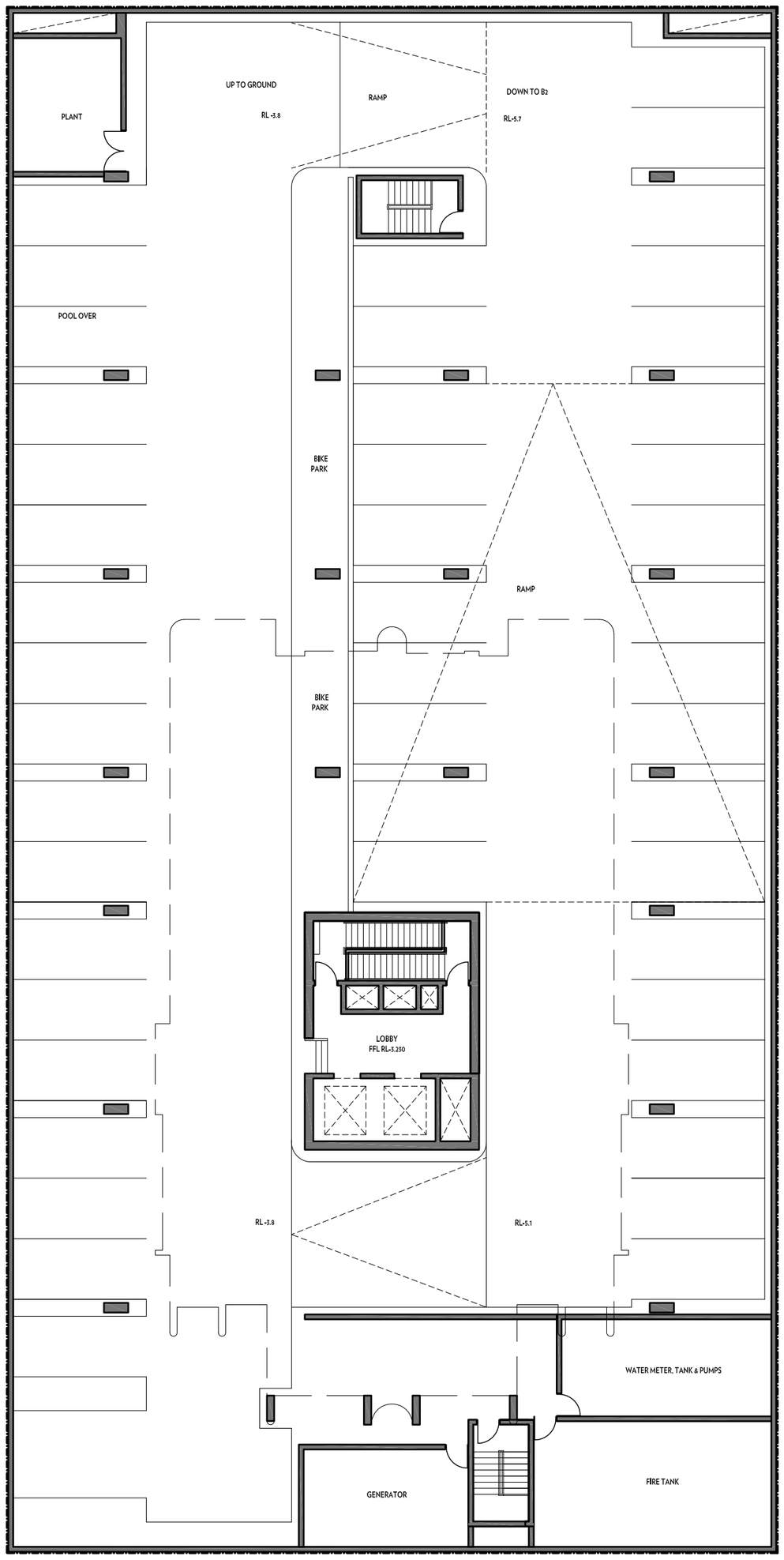
WALTERBROOKE



29 CAR PARK SPACES

BASEMENT 2 PLAN



48 CAR PARK SPACES

BASEMENT 1 PLAN

WALTERBROOKE

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

2 4 10

106 The Esplanade
Darwin NT

05-10-2016
PLANS
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drawing: SK300
revision: -
job: 16-5339

drawn by: MB
plotted: 05 October 2016 21:26
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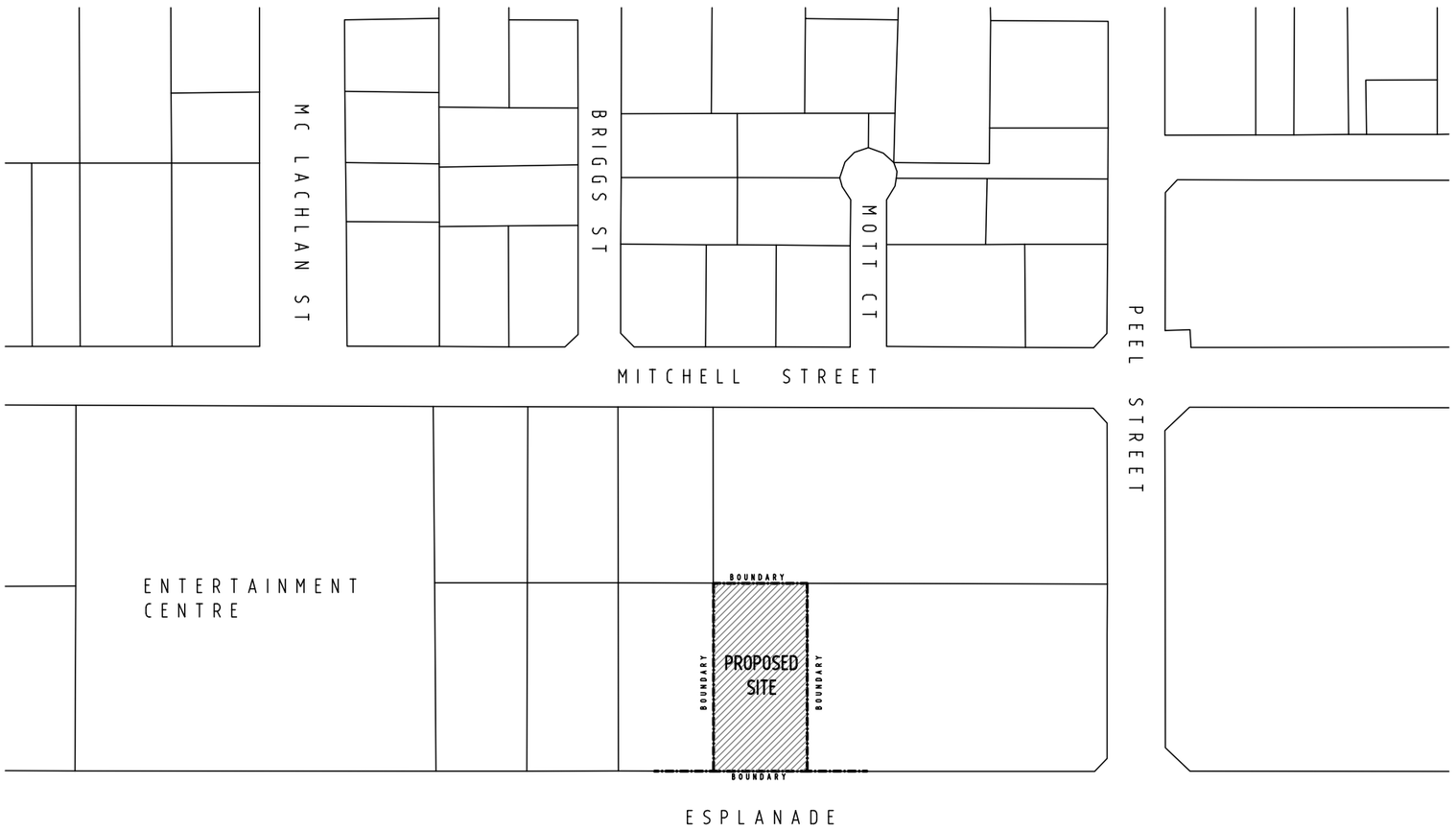
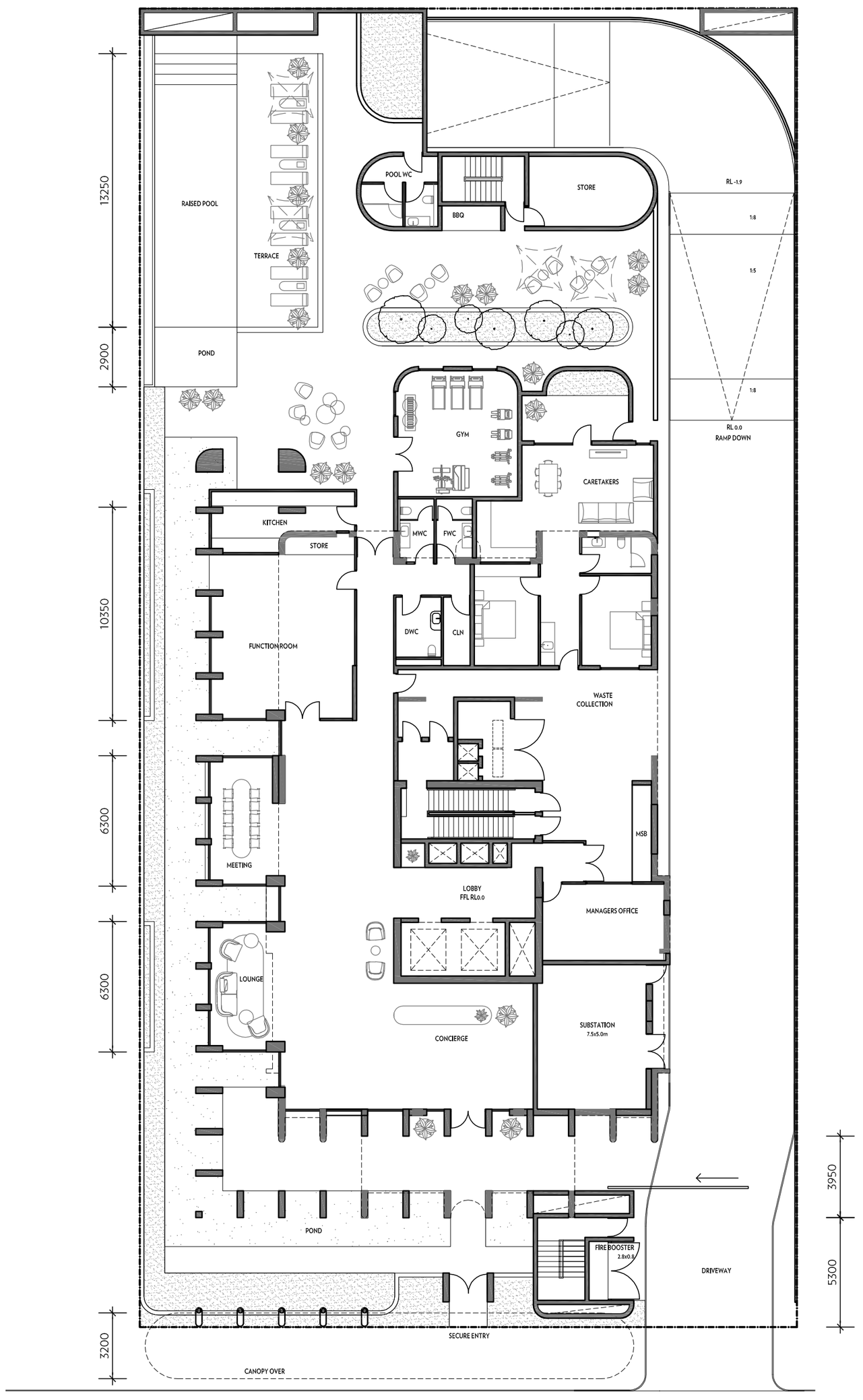


SITE PLAN 1:2000



GROUND FLOOR PLAN

2 4 10

ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

106 The Esplanade
Darwin NT

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PLANS | revision: -
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WALTERBROOKE

APPENDIX B

SIDRA RESULTS

SITE ACCESS POINT AND

ESPLANADE/PEEL ST INTERSECTION

MOVEMENT SUMMARY

Site: Esplanade/Peel - 2016 AM

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	187	2.5	0.127	0.6	LOS A	0.3	2.3	0.19	0.08	48.5
6	R2	29	2.5	0.127	7.0	LOS A	0.3	2.3	0.19	0.08	48.0
Approach		217	2.5	0.127	1.5	NA	0.3	2.3	0.19	0.08	48.4
NorthEast: Peel Street (NE)											
7	L2	53	2.5	0.124	6.3	LOS A	0.4	3.1	0.49	0.71	45.0
9	R2	46	2.5	0.124	8.4	LOS A	0.4	3.1	0.49	0.71	41.9
Approach		99	2.5	0.124	7.3	LOS A	0.4	3.1	0.49	0.71	43.9
NorthWest: Esplanade (NW)											
10	L2	94	2.5	0.271	4.6	LOS A	0.0	0.0	0.00	0.10	48.3
11	T1	421	2.5	0.271	0.0	LOS A	0.0	0.0	0.00	0.10	49.1
Approach		515	2.5	0.271	0.8	NA	0.0	0.0	0.00	0.10	48.9
All Vehicles		831	2.5	0.271	1.8	NA	0.4	3.1	0.11	0.17	48.0

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Esplanade/Peel - 2016 PM

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	211	2.5	0.136	0.2	LOS A	0.3	2.0	0.13	0.08	48.7
6	R2	35	2.5	0.136	5.6	LOS A	0.3	2.0	0.13	0.08	48.2
Approach		245	2.5	0.136	1.0	NA	0.3	2.0	0.13	0.08	48.6
NorthEast: Peel Street (NE)											
7	L2	64	2.5	0.111	5.2	LOS A	0.4	2.9	0.32	0.59	45.8
9	R2	53	2.5	0.111	6.8	LOS A	0.4	2.9	0.32	0.59	43.0
Approach		117	2.5	0.111	5.9	LOS A	0.4	2.9	0.32	0.59	44.8
NorthWest: Esplanade (NW)											
10	L2	82	2.5	0.139	4.6	LOS A	0.0	0.0	0.00	0.17	47.7
11	T1	181	2.5	0.139	0.0	LOS A	0.0	0.0	0.00	0.17	48.5
Approach		263	2.5	0.139	1.4	NA	0.0	0.0	0.00	0.17	48.2
All Vehicles		625	2.5	0.139	2.1	NA	0.4	2.9	0.11	0.21	47.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Esplanade/Peel - 2026 AM

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	243	2.5	0.173	1.0	LOS A	0.5	3.9	0.24	0.09	47.9
6	R2	38	2.5	0.173	8.4	LOS A	0.5	3.9	0.24	0.09	47.7
Approach		281	2.5	0.173	2.0	NA	0.5	3.9	0.24	0.09	47.8
NorthEast: Peel Street (NE)											
7	L2	68	2.5	0.205	7.1	LOS A	0.7	5.1	0.59	0.79	44.1
9	R2	61	2.5	0.205	10.9	LOS B	0.7	5.1	0.59	0.79	40.7
Approach		129	2.5	0.205	8.9	LOS A	0.7	5.1	0.59	0.79	42.8
NorthWest: Esplanade (NW)											
10	L2	121	2.5	0.351	4.6	LOS A	0.0	0.0	0.00	0.10	48.3
11	T1	546	2.5	0.351	0.0	LOS A	0.0	0.0	0.00	0.10	49.1
Approach		667	2.5	0.351	0.8	NA	0.0	0.0	0.00	0.10	48.9
All Vehicles		1078	2.5	0.351	2.1	NA	0.7	5.1	0.13	0.18	47.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Esplanade/Peel - 2026 PM

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	274	2.5	0.179	0.3	LOS A	0.4	3.0	0.16	0.08	48.6
6	R2	45	2.5	0.179	6.1	LOS A	0.4	3.0	0.16	0.08	48.1
Approach		319	2.5	0.179	1.1	NA	0.4	3.0	0.16	0.08	48.5
NorthEast: Peel Street (NE)											
7	L2	83	2.5	0.162	5.4	LOS A	0.6	4.3	0.39	0.64	45.5
9	R2	68	2.5	0.162	7.9	LOS A	0.6	4.3	0.39	0.64	42.5
Approach		152	2.5	0.162	6.5	LOS A	0.6	4.3	0.39	0.64	44.4
NorthWest: Esplanade (NW)											
10	L2	106	2.5	0.181	4.6	LOS A	0.0	0.0	0.00	0.17	47.7
11	T1	236	2.5	0.181	0.0	LOS A	0.0	0.0	0.00	0.17	48.5
Approach		342	2.5	0.181	1.4	NA	0.0	0.0	0.00	0.17	48.2
All Vehicles		813	2.5	0.181	2.3	NA	0.6	4.3	0.13	0.22	47.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Esplanade/Peel - 2026 AM+Dev

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	246	2.5	0.176	1.1	LOS A	0.6	4.0	0.24	0.09	47.8
6	R2	38	2.5	0.176	8.6	LOS A	0.6	4.0	0.24	0.09	47.7
Approach		284	2.5	0.176	2.1	NA	0.6	4.0	0.24	0.09	47.8
NorthEast: Peel Street (NE)											
7	L2	68	2.5	0.211	7.2	LOS A	0.7	5.3	0.59	0.80	44.1
9	R2	62	2.5	0.211	11.1	LOS B	0.7	5.3	0.59	0.80	40.6
Approach		131	2.5	0.211	9.1	LOS A	0.7	5.3	0.59	0.80	42.7
NorthWest: Esplanade (NW)											
10	L2	123	2.5	0.357	4.6	LOS A	0.0	0.0	0.00	0.10	48.3
11	T1	555	2.5	0.357	0.0	LOS A	0.0	0.0	0.00	0.10	49.1
Approach		678	2.5	0.357	0.8	NA	0.0	0.0	0.00	0.10	48.9
All Vehicles		1093	2.5	0.357	2.1	NA	0.7	5.3	0.13	0.18	47.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Esplanade/Peel - 2026 PM+Dev

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	279	2.5	0.182	0.3	LOS A	0.4	3.0	0.16	0.08	48.6
6	R2	45	2.5	0.182	6.1	LOS A	0.4	3.0	0.16	0.08	48.1
Approach		324	2.5	0.182	1.1	NA	0.4	3.0	0.16	0.08	48.5
NorthEast: Peel Street (NE)											
7	L2	83	2.5	0.164	5.4	LOS A	0.6	4.4	0.39	0.64	45.4
9	R2	69	2.5	0.164	7.9	LOS A	0.6	4.4	0.39	0.64	42.4
Approach		153	2.5	0.164	6.6	LOS A	0.6	4.4	0.39	0.64	44.4
NorthWest: Esplanade (NW)											
10	L2	107	2.5	0.183	4.6	LOS A	0.0	0.0	0.00	0.17	47.7
11	T1	238	2.5	0.183	0.0	LOS A	0.0	0.0	0.00	0.17	48.5
Approach		345	2.5	0.183	1.4	NA	0.0	0.0	0.00	0.17	48.2
All Vehicles		822	2.5	0.183	2.3	NA	0.6	4.4	0.13	0.22	47.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Site/Esplanade - 2026 AM+Dev

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	303	2.5	0.163	0.1	LOS A	0.1	0.5	0.03	0.01	49.8
6	R2	4	0.0	0.163	8.4	LOS A	0.1	0.5	0.03	0.01	48.2
Approach		307	2.5	0.163	0.2	NA	0.1	0.5	0.03	0.01	49.7
NorthEast: Site Access (NE)											
7	L2	11	0.0	0.021	7.5	LOS A	0.1	0.5	0.57	0.71	41.8
9	R2	3	0.0	0.021	11.0	LOS B	0.1	0.5	0.57	0.71	44.1
Approach		14	0.0	0.021	8.3	LOS A	0.1	0.5	0.57	0.71	42.5
NorthWest: Esplanade (NW)											
10	L2	1	0.0	0.349	4.6	LOS A	0.0	0.0	0.00	0.00	49.4
11	T1	668	2.5	0.349	0.0	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		669	2.5	0.349	0.1	NA	0.0	0.0	0.00	0.00	49.9
All Vehicles		991	2.5	0.349	0.2	NA	0.1	0.5	0.02	0.01	49.7

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Site/Esplanade - 2026 PM+Dev

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Esplanade (SE)											
5	T1	341	2.5	0.183	0.0	LOS A	0.1	0.4	0.02	0.01	49.8
6	R2	6	0.0	0.183	6.0	LOS A	0.1	0.4	0.02	0.01	48.3
Approach		347	2.5	0.183	0.2	NA	0.1	0.4	0.02	0.01	49.8
NorthEast: Site Access (NE)											
7	L2	3	0.0	0.004	5.6	LOS A	0.0	0.1	0.40	0.55	43.5
9	R2	1	0.0	0.004	7.7	LOS A	0.0	0.1	0.40	0.55	45.3
Approach		4	0.0	0.004	6.2	LOS A	0.0	0.1	0.40	0.55	44.1
NorthWest: Esplanade (NW)											
10	L2	2	0.0	0.179	4.6	LOS A	0.0	0.0	0.00	0.00	49.5
11	T1	341	2.5	0.179	0.0	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		343	2.5	0.179	0.0	NA	0.0	0.0	0.00	0.00	49.9
All Vehicles		695	2.5	0.183	0.1	NA	0.1	0.4	0.01	0.01	49.8

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Chamber of Commerce
NORTHERN TERRITORY

Annexure 3

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www.chambernt.com.au

27 June 2017

Mario Tserbas
Cerbis Ceramics
39 Winnellie Road,
Winnellie NT 0821

Via email

Dear Mario

I am writing to support the proposal to develop 106 The Esplanade, Darwin.

The Chamber of Commerce NT represents 1250 member businesses across the Northern Territory and is the voice of Territory business. The Chamber is committed to developing the economy of the Northern Territory and welcomes an investment of this size in the Darwin CBD, which is suffering from a lack of activity at present.

The plans are seeking to increase the heights from what is currently allowed under the planning regulations, however we believe the proposed building is in keeping with other structures along the Esplanade and will add to the attractiveness of this part of the CBD. We understand that your design is tall and thin to increase air flow and view corridors and not create a large hunk of concrete along the Esplanade. We also understand that the target market for potential purchasers is high net worth individuals from outside the Territory, who require a private, exclusive and secure residence that caters to their needs. This will bring added benefit to the NT economy.

The ChamberNT fully supports this project, please contact me on 0417 847504 if you need any clarification or further information.

Yours Sincerely

Greg Bicknell
Chief Executive Officer

Manufacturers Council

Chamber of Commerce
NORTHERN TERRITORY

27 June 2017

Mario Tserbas
Cerbis Ceramics
39 Winnellie Road,
Winnellie NT 0821

Via email

Dear Mario

I am writing to support the proposal to develop 106 The Esplanade, Darwin.

The NT Manufacturers Council of the Chamber of Commerce NT represents 150 member businesses across the Northern Territory and is the voice of Territory manufacturers. The Council is committed to assist in the development of the manufacturing sector in the Territory and welcomes an investment of this size in Darwin, which is suffering from a lack of activity at present.

The plans are seeking an Exceptional Development Permit (EDP) due to height above that which is currently allowed under the planning regulations, however we believe the proposed building is in keeping with other structures along the Esplanade and will add to the attractiveness of this part of the CBD. The Council understands that your project design is tall and thin to increase air flow and view corridors and not create a large hunk of concrete along the Esplanade. We also understand that the target market for potential purchasers is high net worth individuals from outside the Territory, who require a private, exclusive and secure residence that caters to their needs. This will bring added benefit to the NT economy.

The NT Manufacturers Council fully supports this project, please contact me on 0417 847504 if you need any clarification or further information.

Yours Sincerely

Owen Pike
Chairman

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ACCI AUSTRALIAN RETAILERS ASSOCIATION

The Voice of Territory Business

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www.mbant.com.au

10th March 2017

Mr George Tsirbas
Cerbis
PO Box 37726
Winnellie NT 0821

Dear George,

Thank you to you and Chris Hyland for providing the briefing today on your proposed project at 106 The Esplanade.

We all know just how difficult the current economic circumstances are in this economy. Especially as private investment in the Territory evaporates. While the Government is working to support the economy, it is private investment that will be needed to move the economy forward.

I have always remained hopeful that Territory based investors would do what they have done through other similar economic cycles, and step in to the market with great new projects. So I drew some comfort from your briefing, that we might again see Territory investors demonstrating their faith in the future of our community.

106 The Esplanade has a construction value of approximately $40m. Our estimate is that it would create approximately 160 direct fulltime jobs, as well as hundreds more through the normal multiplier effect. From our perspective, and less quantifiable but just as important, is the positive boost projects like this provide in terms of confidence. We all know that confidence is the gold dust for any lasting rebound in our economy.

I do note that you have received some preliminary advice that Government is contemplating a new Area Plan for The Esplanade. And that there is little appetite for projects until that process is complete. I would strongly encourage you to 'test out' those sentiments with key Ministers. I just can't believe that any Government would block investment while the bureaucracy does yet another plan for the CBD.

Finally, I wish you well with your project and look forward to other briefings as you progress through the regulatory and marketing processes.

Yours Sincerely,

David Malone
Executive Director

3 July 2017

Department of Lands, Planning and the Environment

GPO Box 1680

DARWIN NT 0801

To whom it may concern

RE: 106 The Esplanade - Proposed Planning Application (Cerbis Group)

I write in connection with the above planning application. I have examined the plans and know the site well, being the owner of Lot 627 (85) Mitchell Street Darwin, situated behind the said property.

I wish to offer my support for the proposal, for reasons noted below.

I. The project will be well suited to the area along the Esplanade, and is a well-planned development.

II. In my opinion, it will provide high quality accommodation and will help meet people's needs for options on this type of high quality living.

III. The development will contribute substantially to the Darwin economy.

IV. The site for this development has been well chosen, and the building should meet the Planning requirements for same, therefore, in my view should be given development permission.

V. I believe the proposal will have a positive impact within Darwin, and in particular the CBD.

VI. It has been articulated many times by the NT Government and business research "build it and they will come". Approval of this development will contribute a great deal to supporting this theory, and provide much needed confidence for Darwin property developers and investors alike.

VII. I have known the Cerbis Group both professionally and privately for many years. They are long-term NT residents, operating a long-term and well respected family owned business, and this project further demonstrates their commitment to the future of Darwin.

In conclusion, I feel confident of expressing my full support for their project.

Yours sincerely

John Halkitis

Director

Propvenco Pty Ltd

PO Box 37721

WINNELLIE NT 0821

3 July 2017

Department of Lands, Planning and the Environment
GPO Box 1680
DARWIN NT 0801

RE: 106 The Esplanade - Proposed Development (22 x Storey: 33 x Apartments)

Dear Sir/Madam

I'm writing this letter to provide support for the proposed development at 106 The Esplanade Darwin, after reviewing all the documents and drawings pertaining to same, and considering the current status of the Darwin economy.

I believe the proposal will have a positive impact within the Darwin CBD in particular, based on the following:

- Improvements to the Darwin skyline appearance, i.e. cranes at the outset, and aesthetically upon completion.
- Much needed cashflow injection into the building industry
- Providing quality residential options for investors/owners, commensurate with the address.
- The proposal complements the approved Landbridge Luxury Hotel, also within the Darwin CBD, with its own 6-star appearance.
- Providing Darwin with much needed business development confidence, in general.

I commend the architect on the design and layout of the proposed building, and the developer for the courage to invest in Darwin's future, at a time when it needs it most.

Regards:

Nikitas Halkitis

2 Strangman Court

Larrakeyah

DARWIN NT 0820

3 July 2017

Chairman/Secretary
Development Consent Authority
GPO Box 1680, Darwin, NT 0801

To Whom it May Concern

Re: Proposed development at 106 Esplanade, Darwin

I have viewed the proposed plans for the 79m residential development and would like to hereby register my support for this project.

The development has a pleasing design aesthetic and its generous setbacks allow plenty of circulation space for air flow and to prevent interruption of views from nearby properties.

It will enhance the look of the Esplanade and provide an attractive feature to this part of the city centre.

Furthermore, at this time in Darwin's economic climate, I believe this project is necessary for Darwin's future development.

The jobs and economic stimulus generated by this project will be a welcome boost to the NT's economy.

Yours Sincerely,

Michael Halkitis

2 Strangman Court

Larrakeyah

DARWIN NT 0820

3 July 2017

Chairman/Secretary
Development Consent Authority
GPO Box 1680, Darwin, NT 0801

To Whom it May Concern

Re: Proposed development at 106 Esplanade, Darwin

I have viewed the proposed plans for the 79m residential development and would like to hereby register my support for this project.

The development has a pleasing design aesthetic and its generous setbacks allow plenty of circulation space for air flow and to prevent interruption of views from nearby properties.

It will enhance the look of the Esplanade and provide an attractive feature to this part of the city centre.

Furthermore, at this time in Darwin's economic climate, I believe this project is necessary for Darwin's future development.

The jobs and economic stimulus generated by this project will be a welcome boost to the NT's economy.

Yours Sincerely,

Anthony Halkitis

2 Strangman Court

Larrakeyah

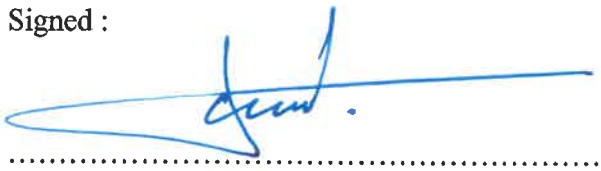
DARWIN NT 0820

Minister for Infrastructure, Planning and Logistics
c/- Department of Infrastructure, Planning and Logistics
GPO Box 1680
DARWIN NT 0801

LOT 663 TOWN OF DARWIN – 106 ESPLANADE, DARWIN

Diamondfan Pty Ltd authorises June D'Rozario & Associates Pty Ltd to make an application for exceptional development permit in respect of Lot 663 Town of Darwin.

Signed :



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George Tsirbas
Director

Date : 27/09/17