

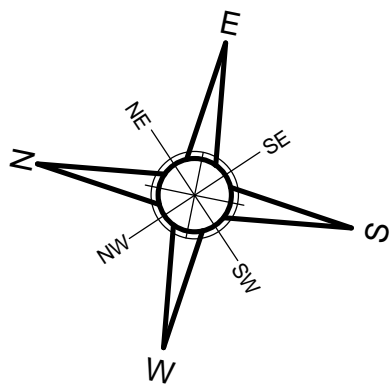
ATTACHMENT B

Proposed New Mixed Use Building, Lot 5298,  
Fannie Bay

Sheet Number	Sheet Name
A101	Cover Page
A102	Proposed Locality Plan
A103	Site Plan
A104	Part site Plan
A105	Proposed Ground Floor Plan
A106	Proposed 1st Floor Plan
A107	Elevations
A108	Elevations
A109	Typical Section
A110	Perspectives







Proposed Locality Plan

Proposed New Mixed Use Building

**concept designs (N.T.) pty ltd**

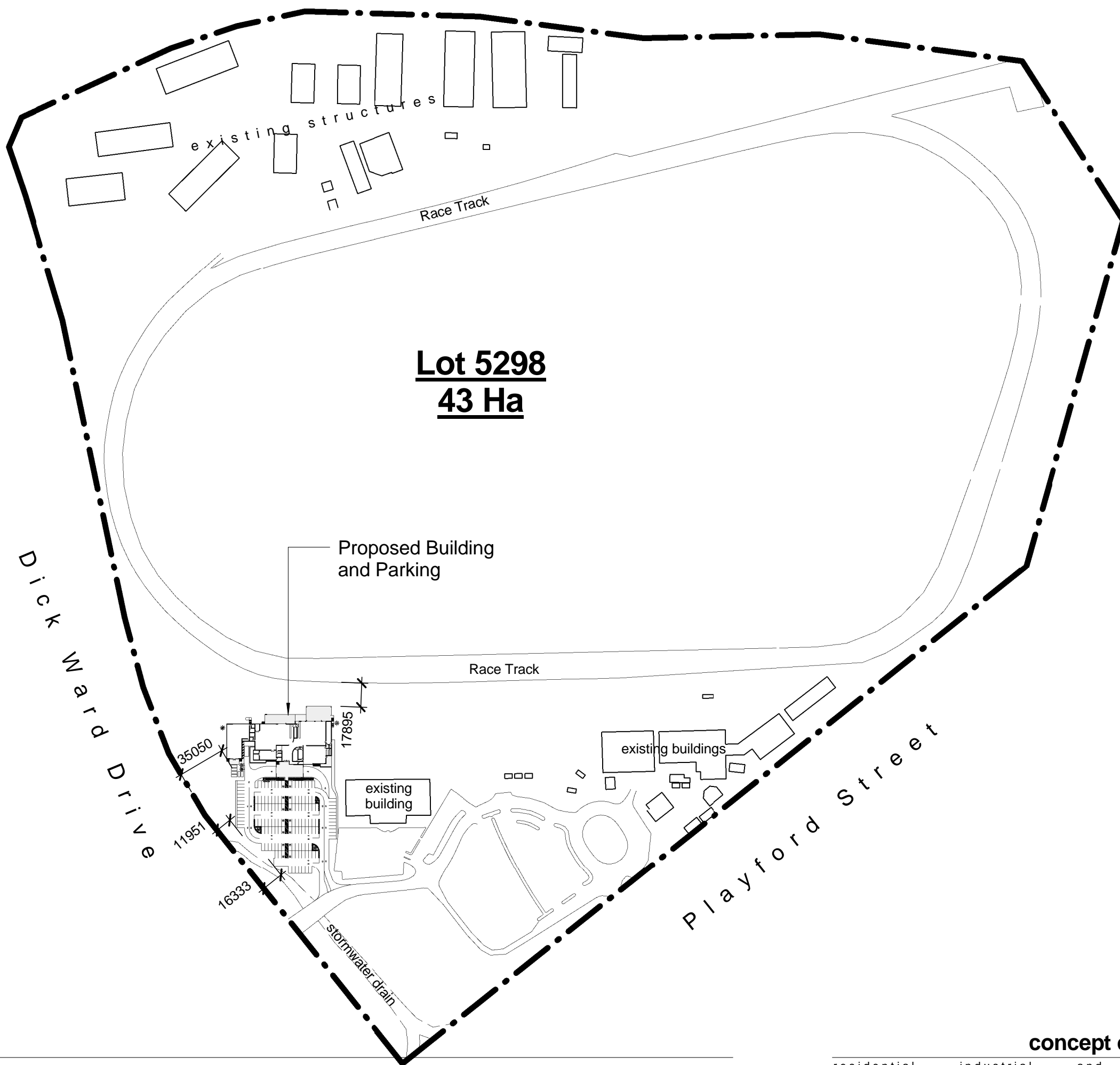
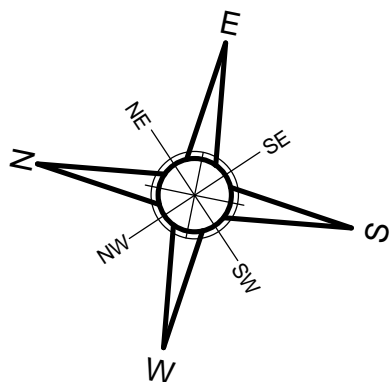
residential  
dwg no 17008TC  
date 03/03/17  
scale 1 : 2000  
sheet A102  
drawn by KA

industrial and commercial design  
**Designer - George Savvas**  
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Proposed New Mixed Use Building

ph 0407720703  
fax 89412502  
email gsavvas@bigpond.net.au

Darwin Turf Club



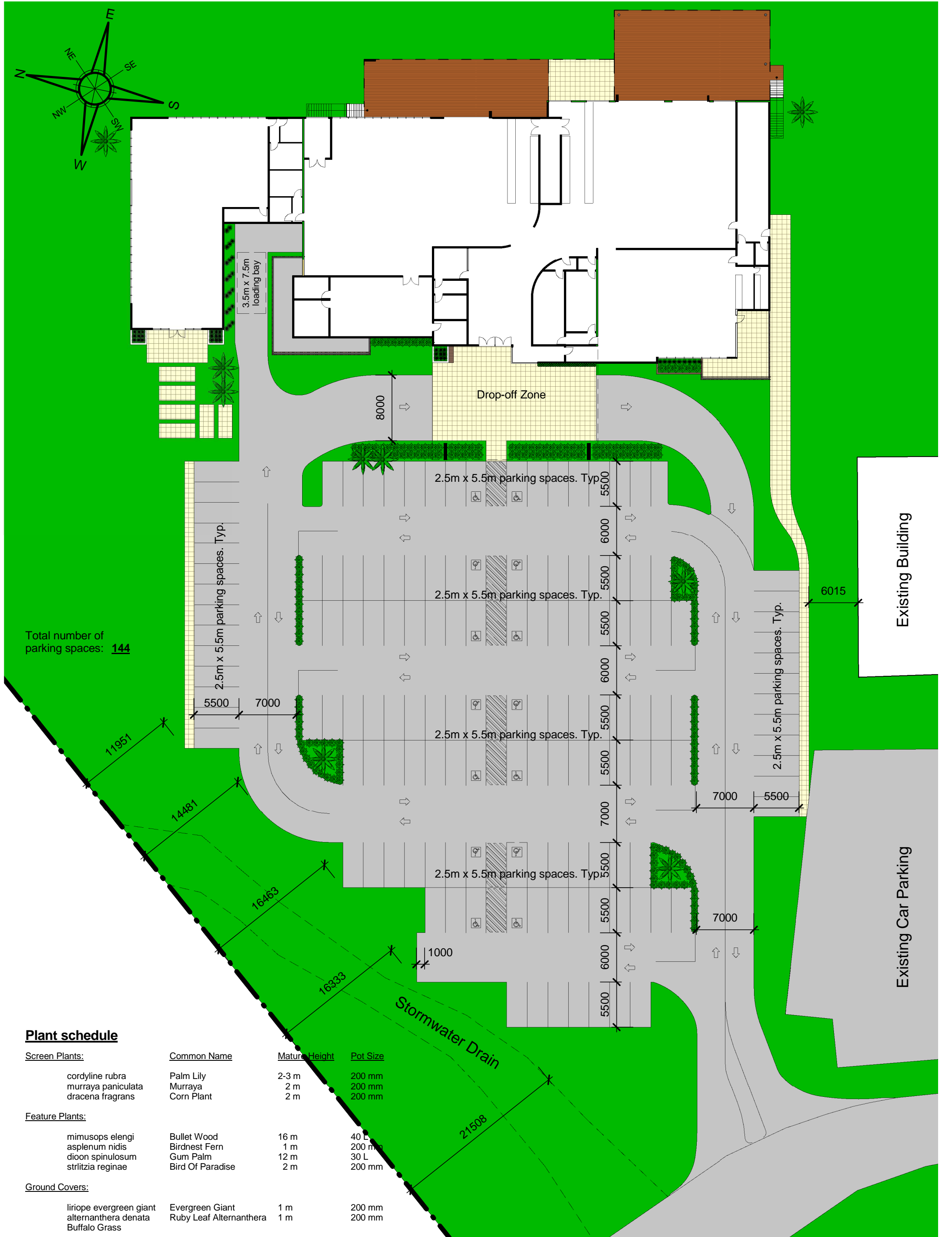


Site Plan  
Proposed New Mixed Use Building

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sheet A103				gsavvas@bigpond.net.au
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Part site Plan  
Proposed New Mixed Use Building





Proposed Ground Floor Plan  
Proposed New Mixed Use Building

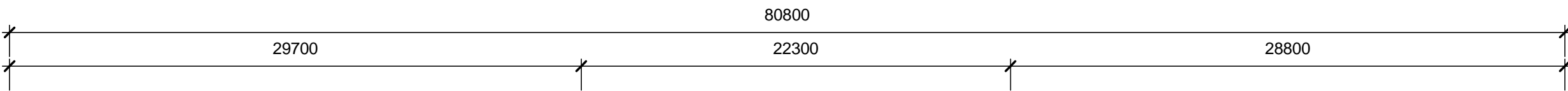
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for elevations  
refer  
sheets A107 & A108



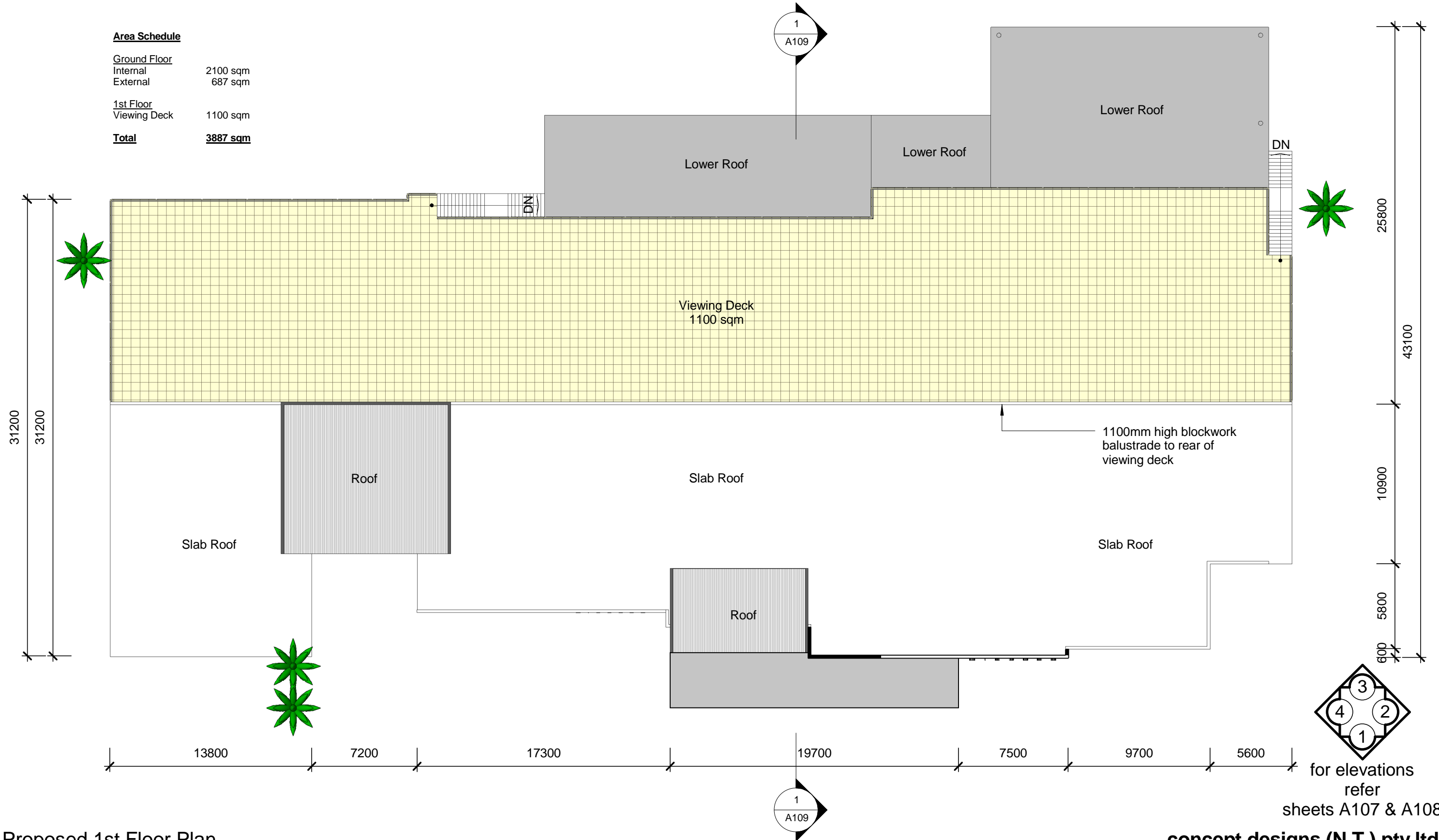


**Area Schedule**

Ground Floor  
Internal 2100 sqm  
External 687 sqm

1st Floor  
Viewing Deck 1100 sqm

**Total 3887 sqm**



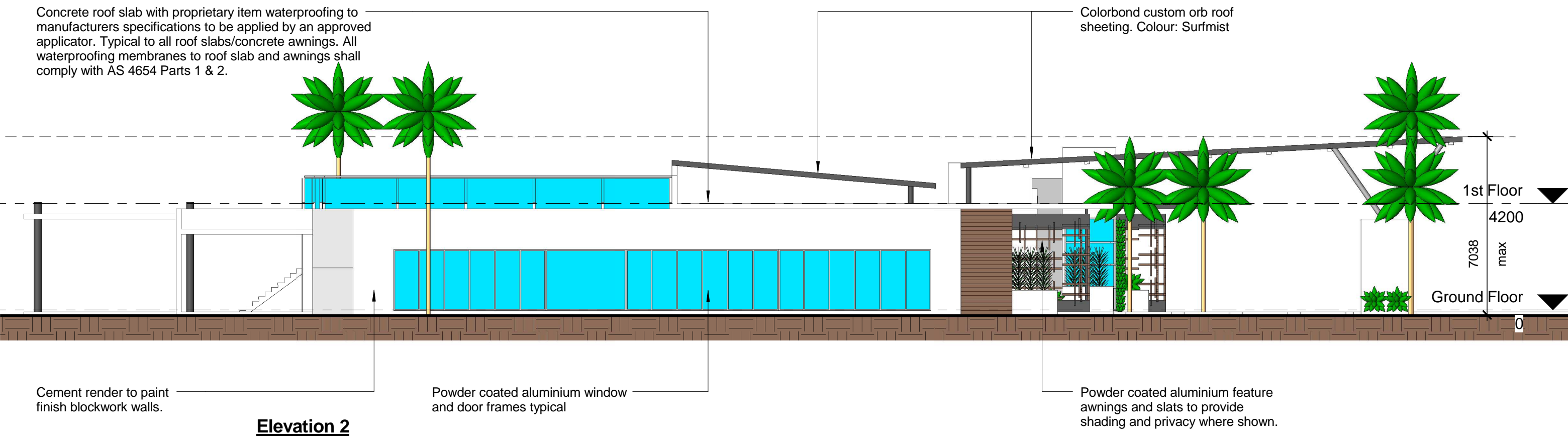
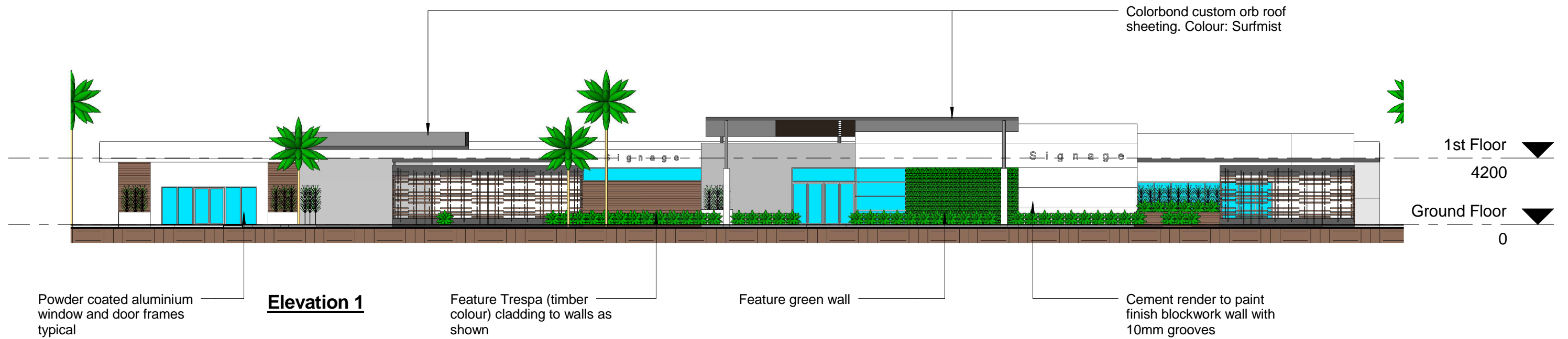
Proposed 1st Floor Plan  
Proposed New Mixed Use Building

residential industrial and commercial design  
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date 03/03/17  
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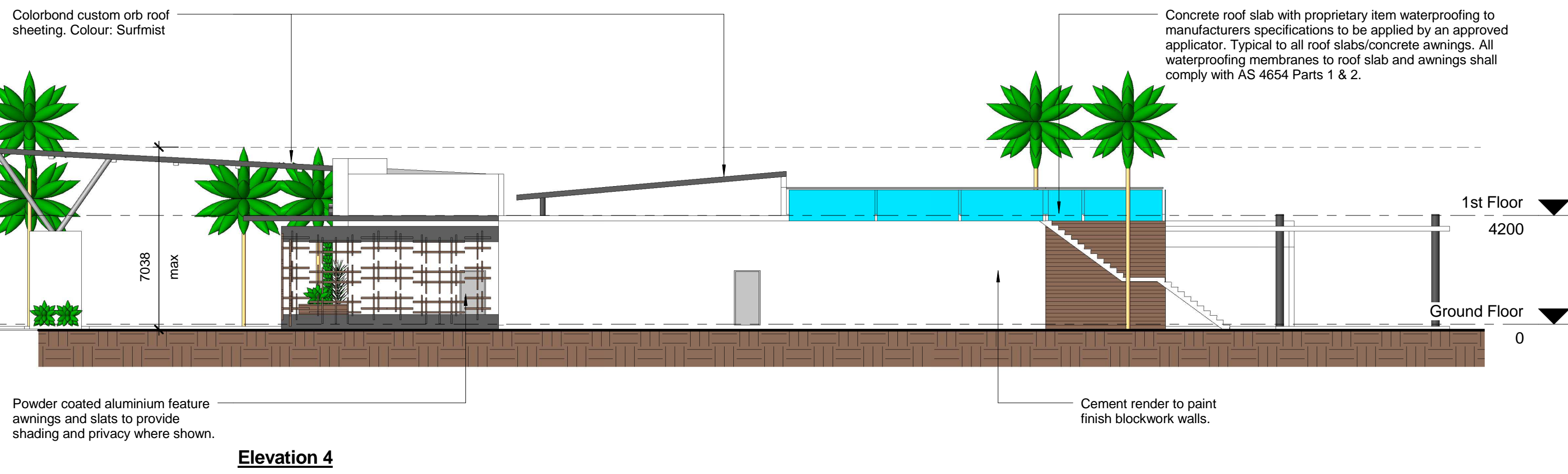
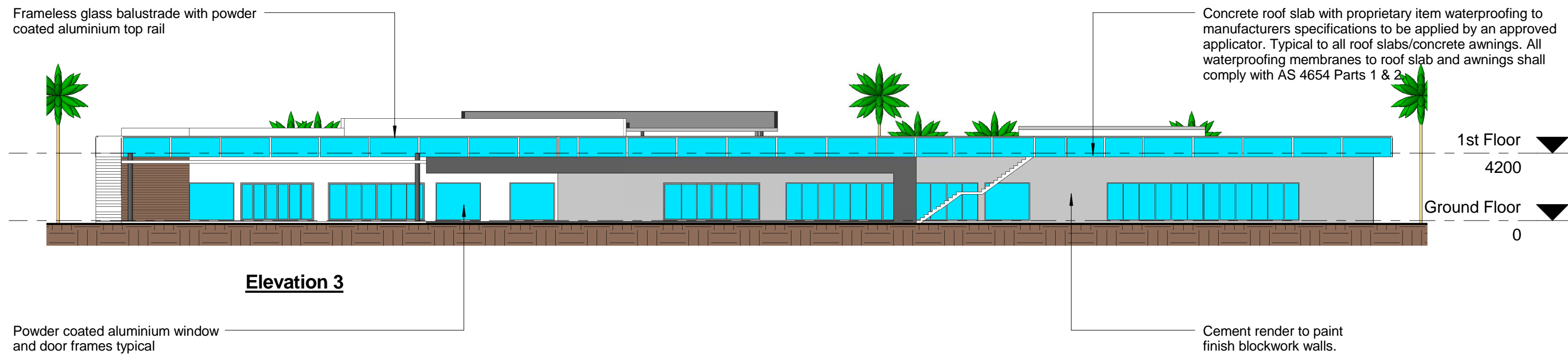
## Elevations

### Proposed New Mixed Use Building

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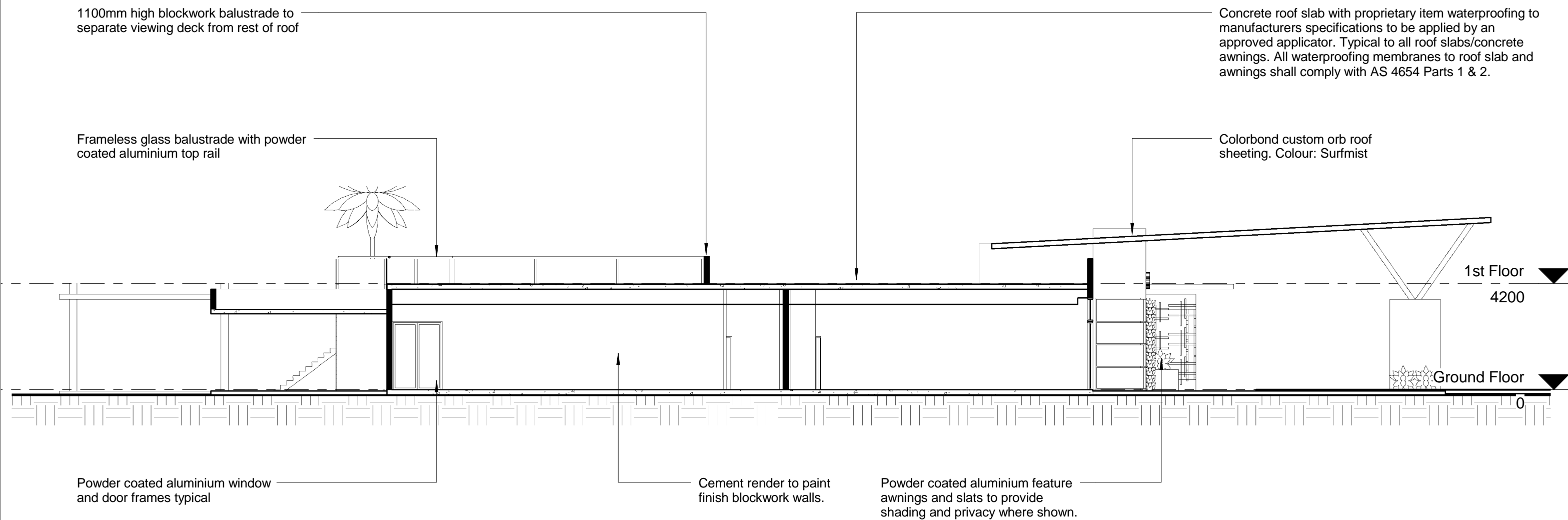
## Elevations

### Proposed New Mixed Use Building

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**Typical Section**

Typical Section

Proposed New Mixed Use Building

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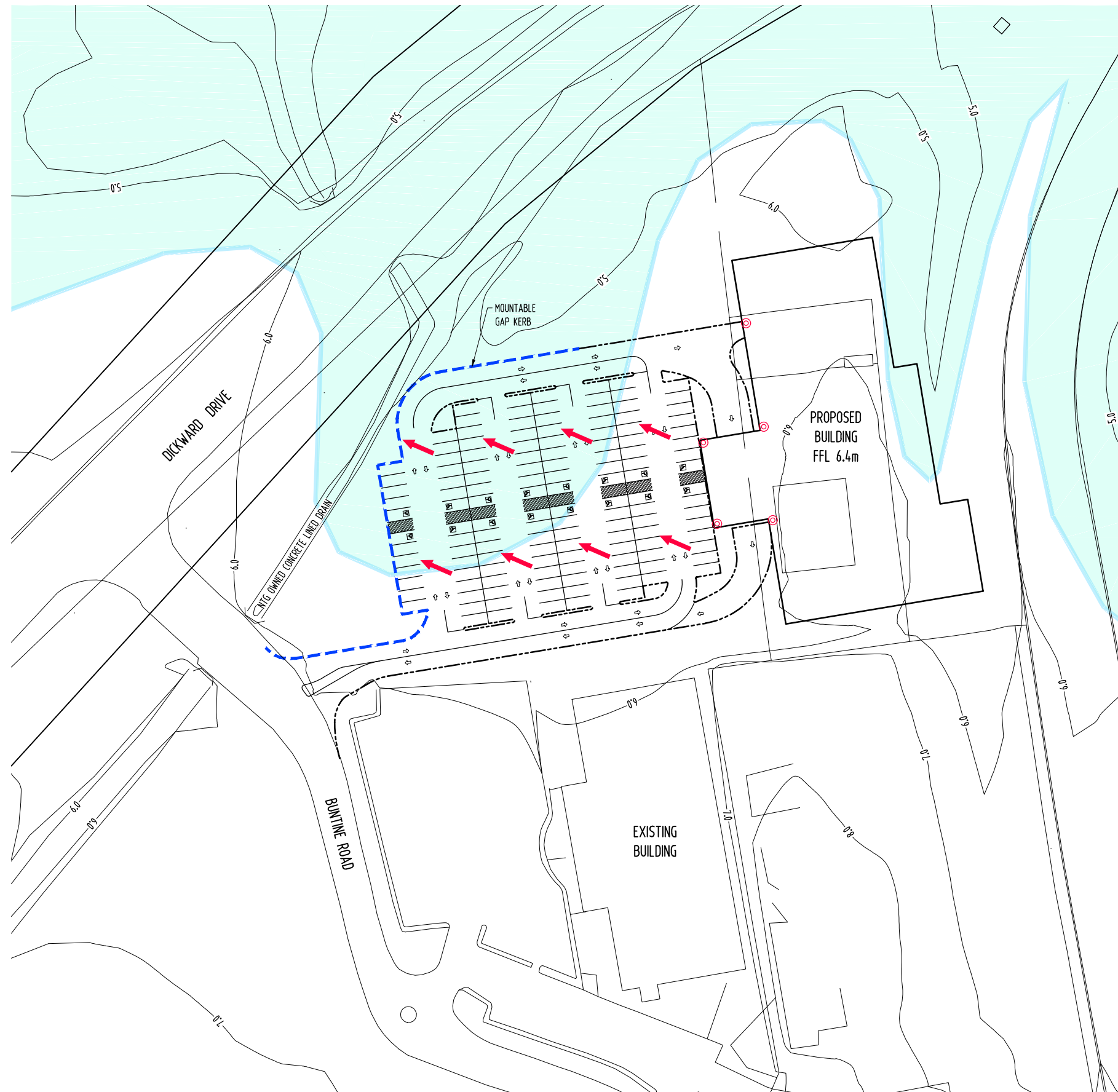
## Perspectives

### Proposed New Mixed Use Building




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sheet A110				
drawn by KA	Darwin Turf Club			





#### LEGEND:

-  PRIMARY STORM SURGE ZONE
-  STORMWATER SURFACE FLOW
-  BUILDING DOWNPIPE

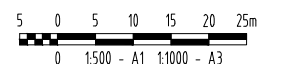
#### NOTES:

- DOWNPIPES ARE SHOWN IN INDICATIVE LOCATIONS.
- EXACT LOCATION OF DOWNPIPES SHALL BE CONFIRMED BY ARCHITECT.
- TOPOGRAPHIC DATA OBTAINED FROM DEPARTMENT OF INFRASTRUCTURE, PLANNING AND LOGISTICS. STORM SURGE DATA OBTAINED FROM DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES.
- FILL TO BE USED SHALL BE GENERAL FILL COMPACTED TO 95% MMD.

#### WARNING

##### BEWARE OF UNDERGROUND SERVICES

The locations of underground services are approximate only and their exact position should be proven on site. No guarantee is given that all existing services are shown.



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A	28/2/2017	SP	ISSUED FOR APPROVAL									SCALE 1:500	PROJECT No 16035	DRAWING No 16035-C01	AMDT A
No	DATE	INITIAL	AMENDMENT												



2 March 2017

Our Ref: 16035\_L001

Brad Cunningham  
Darwin Corporate Park, Unit 6, T212, 631 Stuart Highway, Berrimah NT 0828  
PO Box 36004 Winnellie NT 0821

## **TECHNICAL MEMORANDUM**

**PROPOSED DARWIN TURF CLUB DEVELOPMENT – STORMWATER MANAGEMENT AND MINIMUM BUILDING FLOOR LEVEL**  
Buntine Drive, Fannie Bay NT 0820

### **1 INTRODUCTION**

Darwin Turf Club is proposing a new development for licenced club premises located on the western side of Brett Dixon House. This development will be a new mixed-use building which will include a restaurant, function room, sports bar, gaming room, beer garden and administrative areas as well as paved carparking areas. The proposed development or 'the site' is in Lot 5298 in Fannie Bay and access is via Buntine Drive.

Northern Planning Consultants on behalf of Darwin Turf Club has engaged Byrne Consultants to prepare a stormwater management plan, and to define a minimum finished floor level as well as verify storm surge protection measures for the site. This assessment is to be included as part of the application for development approval to the Development Consent Authority (DCA).

This technical memorandum provides a proposed stormwater management for the site as well as a recommendation for the finished building floor level based on storm surge data sourced from Department of Environment and Natural Resources (DENR).

### **2 SITE DESCRIPTION**

The site is located on the west side of existing Brett Dixon House within Lot 5298 in Fannie Bay. The land topography naturally slopes towards an already existing concrete drain within the drainage easement, located north-west of the property boundary, refer attached Survey Plan S.79/109 for the location of the easement. This drainage easement is owned by the Northern Territory Government and runs north across Dickward Drive and ultimately discharges into Ludmilla Creek.

### **3 PROPOSED STORMWATER MANAGEMENT**

The stormwater management for the site includes rainwater downpipes from the building to outlet into the carpark area and surface flows towards the existing concrete drain, refer to Drawing 16035-C01 for the stormwater management plan (SWMP). The downpipe locations are to be determined by the Architect at the design stage.

#### **NTG Requirements for connecting into their Drainage Easement**

The stormwater flow is designed to sheet flow through the carpark to avoid concentrated flow discharge that could potentially create erosion. The space between the new carpark and the existing concrete drain is envisaged to be grassed and landscaped to further minimise any potential erosion. An Erosion and Sediment Control Plan will be required to be approved and implemented as part of design and construction phase.

### **4 MINIMUM BUILDING FINISHED FLOOR LEVEL**

To understand the basis and to clearly establish the intention for defining a minimum building finished floor level for the proposed development, it is important to understand the following definition.

**Primary storm surge** – is the total rise of sea level caused by a combination of cyclonic, astronomical tide and storm surge and break wave.



The site is situated in a low-lying area identified as a storm surge zone in Fannie Bay. The minimum building finished floor level is to be 300mm above the Primary and Secondary Storm Surge inundation to protect the development.

Referring to the GHD (2010) storm surge inundation modelling for Darwin, The Northern Territory (NT) Government has adopted the maximum primary and secondary storm tide levels (including sea level rise) within the area to be 5.46 meter ADH and 6.1 meters ADH.

Based on this data the minimum finished floor level for the development requires to be 6.4 meters ADH. To achieve the minimum floor level, general fill will be used and compacted to minimum 95% MMDD. Drawing 16035-C01 shows the Primary Storm Surge Zone and proposed building finished floor level.

#### **NT Planning Scheme**

Clause 6.14 of the NT Planning Scheme prohibits the use of fill for developments located in a defined flooded area (i.e. floodplain) which is inundated by a defined flood event (i.e. 1% AEP flood event) due to displacement effect to the floodwater. This clause is more relevant to riverine flooding where alterations to the floodplain may result in increased flood levels, and storm surge levels are not affected by it. The site is not located within a floodplain; therefore, a building pad can be constructed to raise the building floor to the desired reduced level.

Yours sincerely,



Beata Small  
Civil Engineer



# CIRQA™



**LOT 5298 DICK WARD DRIVE, FANNIE BAY  
DARWIN TURF CLUB DEVELOPMENT**

**Darwin Turf Club**

**2 March 2017**

**Project 16199**



**Cirqa Pty Ltd**

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**Document Control**

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APPENDIX A – Site Plans prepared by Concept Designs NT Pty Ltd

APPENDIX B – SIDRA Intersection Output Sheets



## EXECUTIVE SUMMARY

CIRQA has been engaged to undertake a review of the parking and traffic aspects of the proposal for the western corner of Lot 5298 Dick Ward Drive, Fannie Bay. 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 generally adoption of its recommended report structure).

The proposed development comprises the construction of a single storey building containing a 520 m<sup>2</sup> restaurant, a 300 m<sup>2</sup> sports bar, 418 m<sup>2</sup> of office space, a 219 m<sup>2</sup> gaming room, 1,463 m<sup>2</sup> of outdoor area, ancillary components. The site will be serviced by an at-grade car park with 133 parking spaces. A porte cochere is also proposed in front of the main entrance. Vehicle access to / from the site will be provided via a single access on Buntine Road, where all turning movements will be accommodated. Pedestrian and cyclist access will be provided via the site's frontage to Buntine Road.

The parking and access area has been designed in accordance with the requirements of the NT Planning Scheme.

Assessment of the additional traffic associated with the development indicates that in the order of 180 peak hour movements could be generated by the proposal. These movements will be distributed to the surrounding road network via Buntine Road and the Buntine Road / Dickward Drive intersection. It should be noted that the City of Darwin propose to upgrade the intersection to a four-way signalised intersection within the next 5 years (with an extension of Kurringal Court). As such, the traffic analysis has taken into account the proposed intersection when considering traffic impacts associated with the proposal. The analysis identified that the future intersection will operate satisfactorily (without the need for any upgrades on Dick Ward Drive) to accommodate traffic volumes associated with the proposed development.



## 1. PROPOSED DEVELOPMENT

The proposal is to construct a single storey mixed-use building in the western corner of Lot 5298 Dick Ward Drive, Fannie Bay (adjacent the intersection of Dick Ward Drive and Buntine Road). Car parking will be provided at-grade on the subject site with refuse collection and deliveries occurring via a dedicated loading area on the north-western side of the building. Access to the site is proposed via a two-way crossover on Buntine Road, located on the southern side of the site's frontage.

### 1.1 BACKGROUND DEVELOPMENT

The subject site is currently occupied by numerous buildings surrounding the Darwin Racecourse. The subject portion of the site (refer Figure 1) is occupied by a maintenance shed and associated yard. Informal (unsealed) access is provided to the subject portion via Buntine Road where all movements are currently undertaken. No formal access is provided to this area.

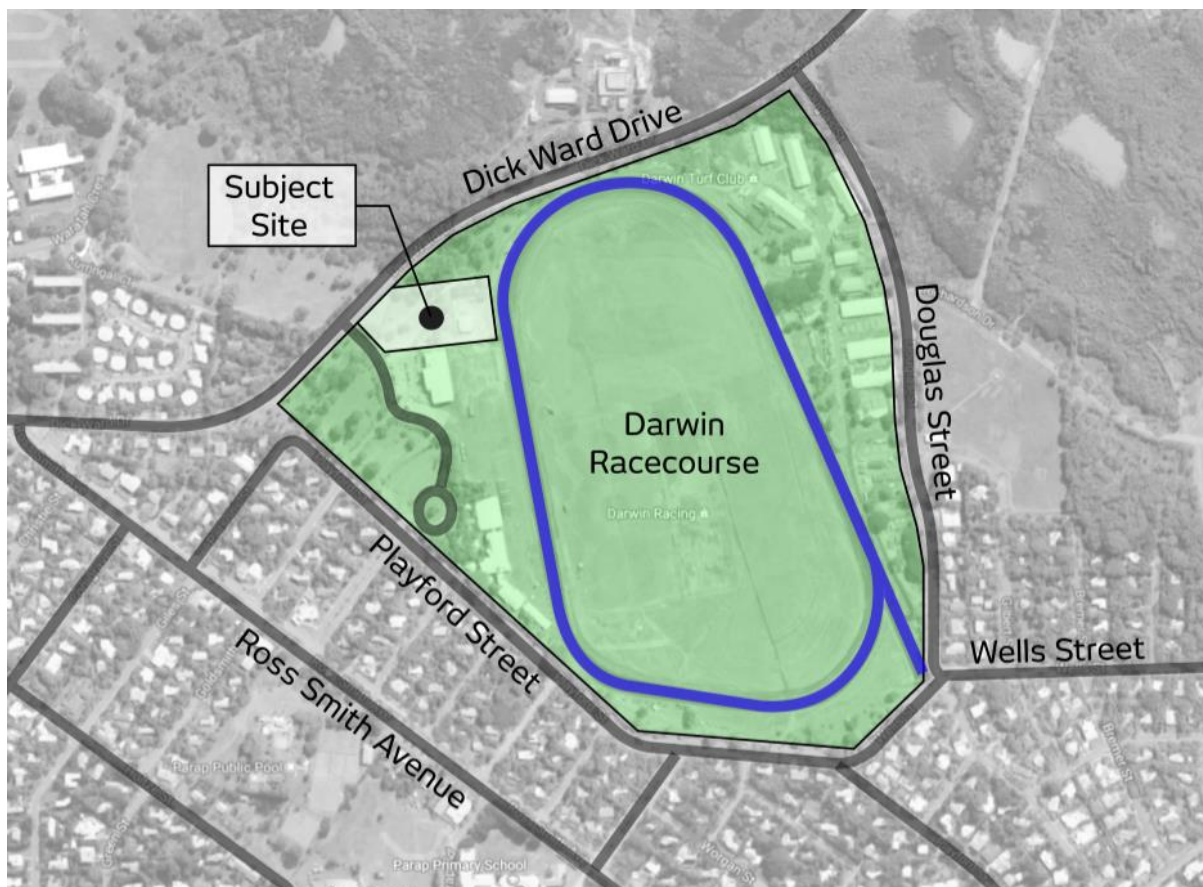


Figure 1 – Lot 5298 Dickward Drive and the subject portion within the site.



## 1.2 DESCRIPTION OF ON-SITE DEVELOPMENT

### 1.2.1 LAND USE AND INTENSITY

The proposed development will comprise a single-storey building containing:

- a 520 m<sup>2</sup> restaurant (with an additional 157 m<sup>2</sup> outdoor dining area);
- a 423 m<sup>2</sup> of sports bar / TAB facility (with an additional 206 m<sup>2</sup> beer garden);
- 418 m<sup>2</sup> of office area;
- a 219 m<sup>2</sup> gaming room;
- a 1,100 m<sup>2</sup> viewing deck (located on the roof of the proposed building).

Access to /from the site will be provided via a single access point on Buntine Road, approximately 55 m southeast of the Dick Ward Drive / Buntine Road intersection. Both ingress and egress movements will be accommodated at the access. All vehicles (inclusive of commercial vehicles) will be able to enter and exit the site in a forward direction.

The associated parking area will be provided in accordance with the dimensional requirements of the NT Planning Scheme, in that spaces will be 5.5 m long and 2.5 m wide. A total of 133 parking spaces will be provided within the parking area, inclusive of 16 spaces for people with disabilities.

Based upon the requirements of the NTPS, there would be a theoretical parking requirement for 256 parking spaces. However, it should be noted that 110 parking spaces would be associated with the proposed 'viewing area' which would predominantly operate during race events (and be associated with minimal use at other times). Taking this into consideration, there would be a typical peak parking demand for 146 parking spaces associated with the 'normal' operation of the proposal. This would result in a theoretical parking shortfall of 13 parking spaces. However, it would also be likely that a portion of patrons would travel to / from the venue via taxi. As such, the proposed parking area is considered adequate for the day-to-day operation of the facility.

During event periods (and at other times if needed), the portion of land on the south-eastern corner of the Dick Ward Drive / Buntine Road intersection would be used for overflow parking. This area has capacity for in excess of 200 vehicles and, when combined with the formal car park, would easily satisfy the parking requirement associated with proposal.



An at-grade loading bay will be provided with dimensions will be provided with dimensions in accordance with the requirements of the NTPS (3.5 m wide by 7.5 m long, with a head height of at least 4.0 m). Access to the loading bay (for deliveries and refuse collection) will typically be undertaken by Medium Rigid Vehicles (MRVs) up to 8.8 m in length. Figure 2 illustrates an 8.8 m MRV reverse into the loading bay.



*Figure 2 – An 8.8 m MRV reversing into the loading bay.*

Access to the site has been designed to accommodate vehicles up to 12.5 m in length (Heavy Rigid Vehicles). Such vehicles are typically associated with the collection / delivery of large steel refuse bins or keg deliveries and would be required to access the site



infrequently. In the event that a 12.5 m HRV accesses the site, the driver would be required to access the loading bay in a forward direction. This is typical of movements associated with steel waste bin collection due to their weight and immobility (and such refuse collection vehicles typically operate via front-lift). Figure 3 illustrates a 12.5 m HRV accessing the loading bay.

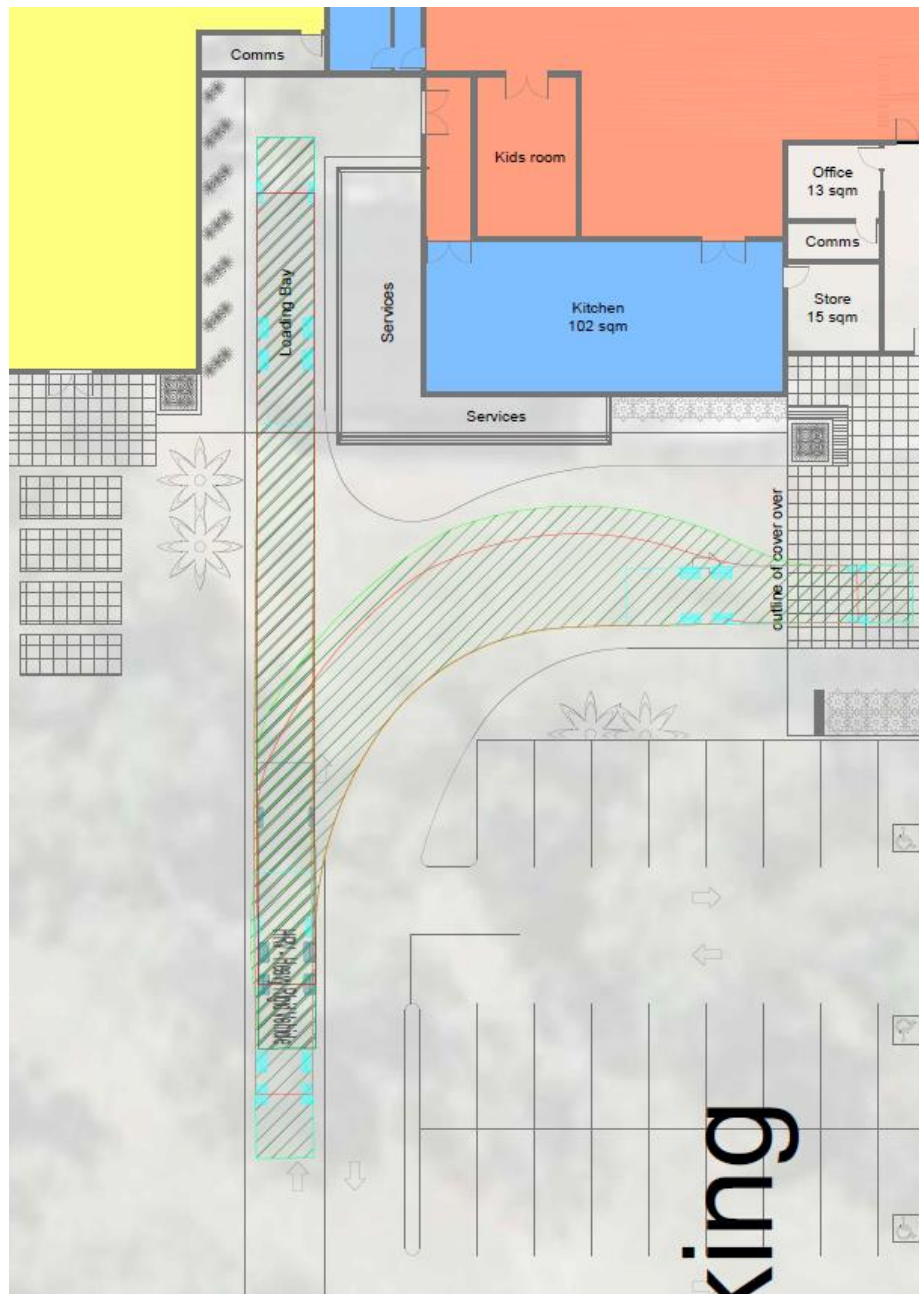


Figure 3 – A 12.5 m HRV accessing the loading bay.



### *1.2.2 LOCATION*

The subject site is located on the south-eastern side of Dickward Drive, adjacent the northeastern corner of the Dickward Drive / Buntine Road intersection. The site is within the suburb of Fannie Bay.

### *1.2.3 SITE PLAN*

Site plans illustrating the proposed development's layout have been prepared by Concept Designs (N.T.) Pty Ltd. The relevant plans are Drawings 17008TC, Sheet A102 to A105 (dated 22/02/2017) and are attached in Appendix A.

### *1.2.4 ZONING*

The site is located within an Organised Recreation (OC) Zone as per 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. For the purposes of the following assessment, it is anticipated that the development will be completed in 2020.



## 2. EXISTING AREA CONDITIONS

### 2.1 STUDY AREA

#### 2.1.1 AREA OF INFLUENCE

The study area is illustrated on Figure 4 (including the subject site, neighbouring properties and the adjacent local road network).

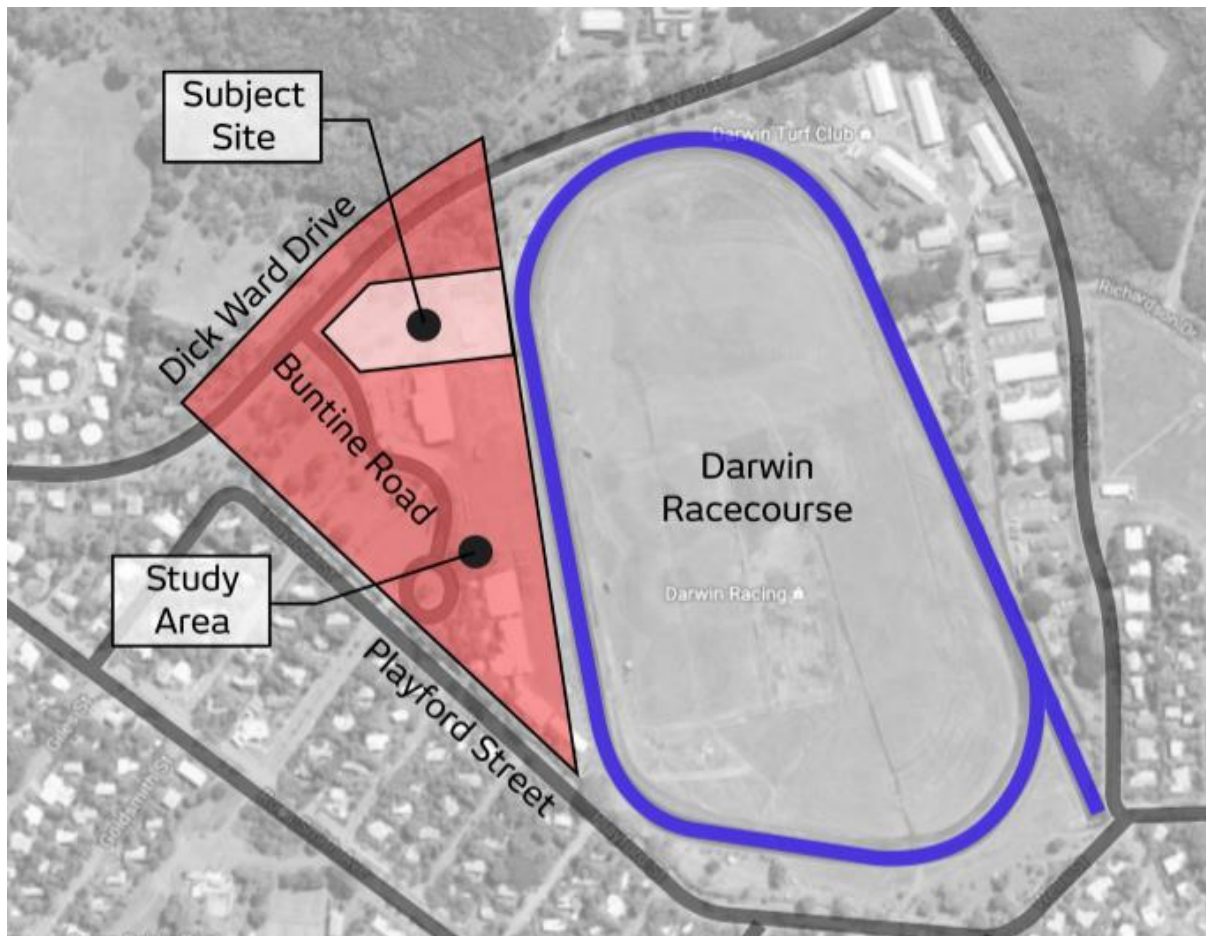


Figure 4 – Subject site, study area and adjacent road network

#### 2.1.2 AREA OF SIGNIFICANT TRANSPORTATION IMPACT

The adjacent road network will accommodate the increased traffic generation associated with the subject site (refer Sections 3 and 4). Of particular relevance, it is noted that Council proposes to signalise the intersection of Dick Ward Drive / Buntine Road intersection by 2021 (at the latest), with an extension of Kurringal Court to create a four-way intersection. Given the anticipated timing of this upgrade and the anticipated completion of the proposed development, it is considered appropriate to assess the intersection in its future format.



## **2.2 STUDY AREA LAND USE**

### **2.2.1 EXISTING LAND USES**

In the vicinity of the subject site, the primary land use is the Darwin Racecourse and its associated operational facilities (north and east of the site). To the south and west of the study area, there are established residential areas.

### **2.2.2 EXISTING ZONING**

The study area is located entirely within an 'Organised Recreation' (OR) Zone.

### **2.2.3 ANTICIPATED FUTURE DEVELOPMENT**

On Buntine Road, no other development is anticipated in the near future.

However, approximately 0.5 km west of the subject site, land has recently been rezoned to allow "... more intense development at sites such as 1 Dick Ward Drive (Kurringal "flats" site) and 3, 5 and 7 Warratah Crescent (Sports House development)". Subsequently, the Fannie Bay North Traffic Study was undertaken for the City of Darwin (by others) to determine the impact of the rezoning on the adjacent road network. The study found that the intersection of Dick Ward Drive and Buntine Road should be upgraded (signalised) to allow an extension of Kurringal Court, creating a four-way intersection. Council committed to the upgrade proposed in March 2016 and, accordingly, was included in City of Darwin's Long Term Capital Works (within a 0 – 5 year period).

## **2.3 SITE ACCESSIBILITY**

### **2.3.1 ADJACENT ROAD NETWORK**

Within the Study Area, the road network comprises two roads, namely Buntine Road and Dick Ward Drive.

Buntine Road is a privately owned cul-de-sac comprising a single traffic lane in each direction. Buntine Road provides access to the Darwin Racecourse, associated ancillary buildings and several large parking areas. At the end of the cul-de-sac, a large roundabout is provided to allow vehicles to exit onto Dick Ward Drive in a forward direction. Footpaths are not provided adjacent Buntine Road. Bicycle movements would be accommodated on-street under a standard shared arrangement. Buntine Road is subject to a 50 km/h speed limit. Traffic volumes on Buntine Road are unknown, however it would be



anticipated that typical volumes would be less than 500 vehicles per day (with the exception of days where events are held at the facility).

Dick Ward Drive is a major arterial road under the care and control of the City of Darwin. Adjacent the site, Dick Ward Drive contains a single traffic lane in each direction. Parking is not permitted on either side of Dick Ward Drive, albeit wide shoulders are provided on the southeastern side. On the northwestern side of Dick Ward Drive, a shared-use path (SUP) is provided for pedestrians and cyclists. Bicycle movements are also accommodated on-street under a typical shared arrangement. Dick Ward Drive is subject to a 60 km/h speed limit adjacent the site.

Buntine Road intersections with Dick Ward Drive at a priority-controlled (Give Way) T-intersection, where Dick Ward Drive forms the priority approaches. All (relevant) turning movements are accommodated at the intersection. Left-turn and right-turn deceleration / storage lanes are provided for respective turning movements on Dick Ward Drive, whilst a high-angle left turn is provided on Buntine Road. Pedestrian crossing movements are not facilitated across any leg of the intersection.

## 2.3.2 TRAFFIC VOLUMES AND CONDITIONS

### 2.3.2.1 Dick Ward Drive / Buntine Road Intersection

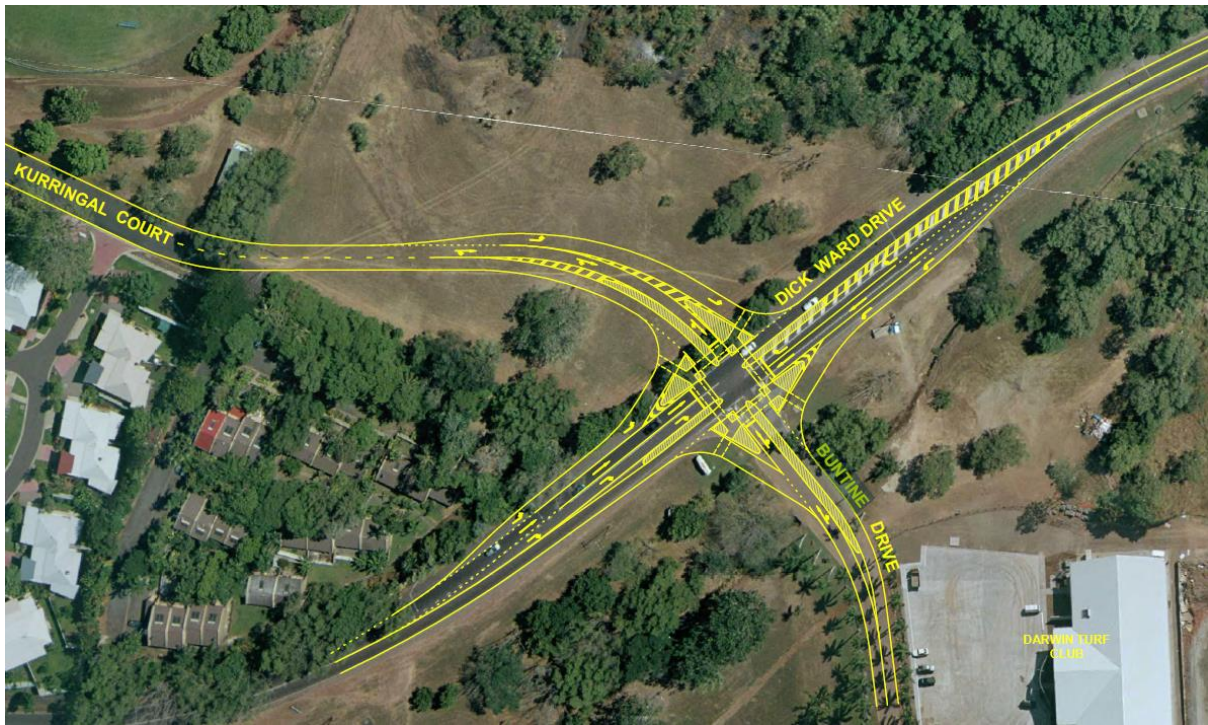
Given Council's commitment to the upgrade of Dick Ward Drive / Buntine Road (and Kurringal Court) intersection and development timeframe for the proposal, it is considered appropriate to assess the impacts of the proposal on the future signalised layout.

As such, traffic data for the intersection of Dick Ward Drive, Buntine Road and Kurringal Court was requested by CIRQA from the City of Darwin. It is understood that the "*Fannie Bay North Traffic Study*" report included a VISSIM traffic modelling analysis of the proposed Dick Ward Drive / Buntine Road / Kurringal Court intersection, in which am and pm peak traffic flows were utilised. It is understood that the report also took into account anticipated future traffic volumes associated with the redevelopment of the 'Kurringal Flats'. However, CIRQA was advised by Council that the report is not available for distribution and, as such, volumes at the intersection could not be provided. Of key importance, traffic volumes associated with the development potential of Fannie Bay North are unknown (as is the anticipated development yield of Fannie Bay North) and, as such, forecast traffic volumes on Kurringal Court. Nevertheless, it is assumed that the



traffic signals will be designed with an appropriate level of capacity and design life (at least 20 years).

Figure 5 illustrates the concept signalised intersection design (prepared by Jacobs as part of the Fannie Bay North Traffic Study, dated 15 July 2015).



*Figure 5 – Concept signalised intersection of Dick Ward Drive, Buntine Road and Kurringal Court (prepared by Jacobs, 2015)*

On the basis of the above, detailed analysis of the nearby Dick Ward Drive / Ross Smith Avenue intersection (approximately 450 m southwest) and Dick Ward Drive / Douglas Street intersection (approximately 660 m northeast) has not been undertaken. However, on-site observations indicate that the intersections currently operate acceptably and therefore, the small number of additional vehicles forecast to use the intersections will have minimal impact on their operation.



### 2.3.3 TRANSIT SERVICE

Public transit services are provided throughout Darwin in the form of bus services. In the vicinity of the subject site, limited services operate along Dick Ward Drive and Ross Smith Avenue. Nearby stops and services include:

- Dick Ward Drive – Stop Fannie Bay
  - Route 4 – Casuarina to Darwin (and return) via Charles Darwin University, Alawa, Rapid Creek, Nightcliff and Fannie Bay.
- Ross Smith Avenue – Stop 305
  - Route 4 – As above; and
  - Route 6 – Darwin to Darwin suburbs (and return) via Museum, Fannie Bay and Parap.
- Ross Smith Avenue – Stop 244
  - Route 4 – As above.



## 3. PROJECT TRAFFIC

### 3.1 SITE TRAFFIC

#### 3.1.1 TRIP GENERATION

The NSW Roads and Maritime Services' (RMS) "*Guide to Traffic Generating Developments*" (and is subsequent updated "*Technical Direction 04A*") is a commonly used document by traffic engineers to determine appropriate traffic generation rates for various land uses. Specifically, the RMS Guide identifies the following pm peak hour traffic generation rates relevant to the proposal:

- restaurant (also adopted for outdoor dining / function areas) – 5 trips per 100 m<sup>2</sup> of GFA;
- office – 1.2 trips per 100 m<sup>2</sup> of GFA; and
- club (adopted for sports bar, TAB, gaming and beer garden areas) – 10 trips per 100 m<sup>2</sup> of licensed floor area.

Based upon the above traffic generation rates, the proposed development will generate in the order of 180 pm peak hour trips. It should be noted that an assessment of the am peak hour traffic generation associated with the proposal has not been undertaken. This is due to a venue of this nature operating significantly below capacity during the road network's am peak period.

#### 3.1.2 TRIP DISTRIBUTION

Based upon the location of the subject site (in regards to major employment areas, residential areas etc.), a high level traffic distribution assessment has been prepared. It should be noted that the traffic distribution has also been undertaken on the basis of the Kurringal Court extension being constructed (resulting in a four-way signalised intersection with Dick Ward Drive and Buntine Road). Figure 6 summarises the anticipated distribution of daily traffic volumes generated by the proposed development.



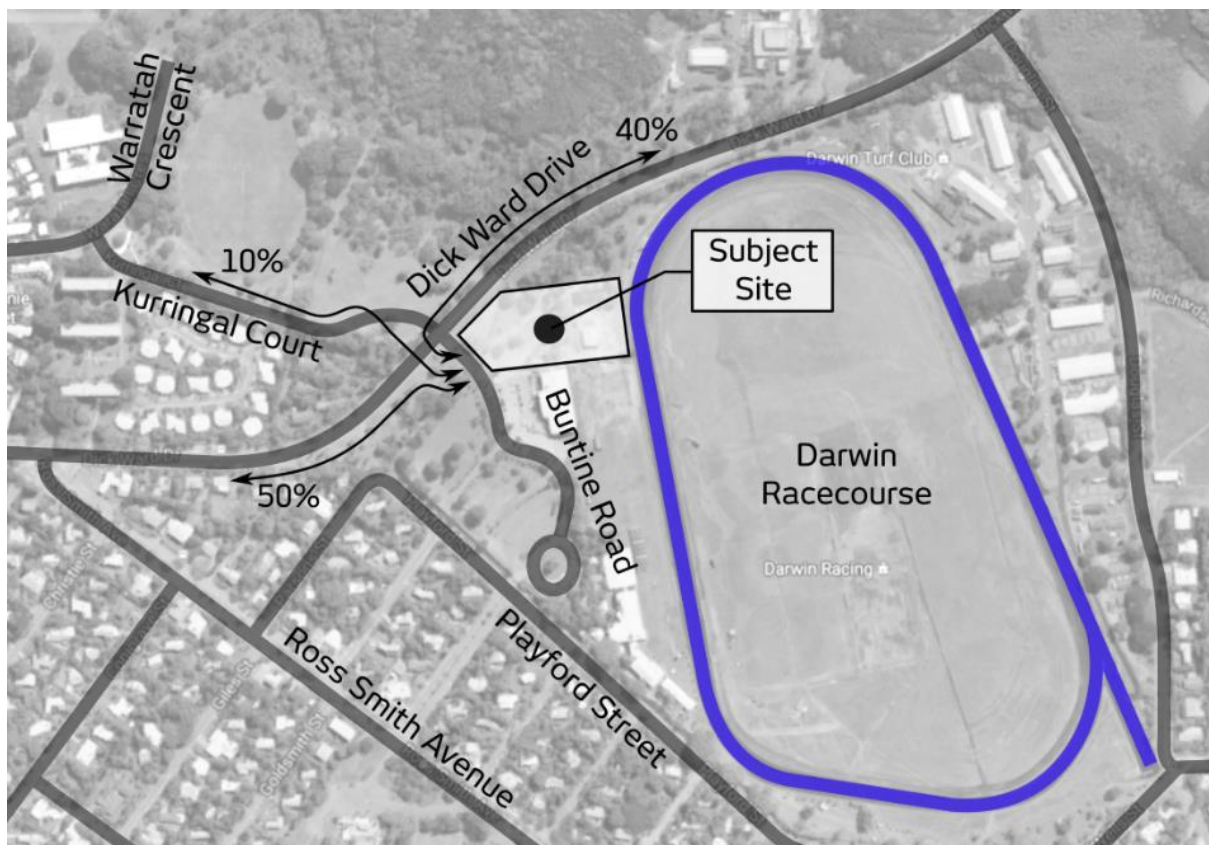


Figure 6 – Forecast traffic distribution to surrounding areas.

### 3.1.3 MODAL SPLIT

Given that the subject site is not serviced by a high-level of active transport facilities (footpaths, bicycle paths etc.), it is anticipated that a large portion of visitors to the site would be travelling by private vehicle or taxi service. Nonetheless, there would still be a small portion of visitors who would use active transport. As such, the above traffic generation is considered appropriate for the subject site.

### 3.1.4 TRIP ASSIGNMENT

As Buntine Road is a cul-de-sac, all movements associated with the proposed development will be left-in / right-out of the subject site (i.e. to / from the Dick Ward Drive / Buntine Road / Kurringal Court intersection). As such, Figure 7 illustrates the forecast traffic movements at the Dick Ward Drive / Buntine Road / Kurringal Court intersection.





Figure 7 - Forecast additional traffic movements at the Dick Ward Drive / Buntine Road / Kurringal Court intersection.

## 3.2 FUTURE TRAFFIC

### 3.2.1 DICK WARD DRIVE

Historical data from the *Northern Territory Government Annual Traffic Report 2015* has been used in order to determine the anticipated Annual Average Daily Traffic (AADT) volume on Dick Ward Drive. Table 1 illustrates the AADT of the previous 10 years at detector UDVDP005 (located approximately 400 m northeast of the Dick Ward Drive / Buntine Road intersection on Dick Ward Drive). It should be noted that there is no access to an adjacent site (or adjacent side road) between the detector and the subject intersection.



*Table 1 – Historical AADT traffic data (from detector UDVPD005) and average growth rate.*

Year	AADT	Growth Rate
2006	14075	N/A
2007	12738	-9.5%
2008	12955	1.7%
2009	13604	5.0%
2010	13985	2.8%
2011	13370	-4.4%
2012	13592	1.7%
2013	13809	1.6%
2014	14827	7.4%
2015	14643	-1.2%
	<b>Average</b>	<b>0.56 %</b>

Over the past 10 year period (from 2006 to 2016 inclusive), Dick Ward Drive has had an annual growth rate of 0.57%. However, annual growth rates on road networks are typically in the order of 2.0% per annum (p.a.). For conservatism, the higher growth rate of 2.0% p.a. has been adopted. Table 2 illustrated the forecast AADT volumes for the net 10 years (i.e. the 10 year design horizon).

*Table 2 – Forecast AADT volumes on Dick Ward Drive.*

Year	AADT
2016	14936
<b>2017</b>	<b>15235</b>
2018	15540
2019	15851
2020	16168
2021	16491
2022	16821
2023	17157
2024	17500
2025	17850
2026	18207
<b>2027</b>	<b>18571</b>

Based upon the above growth rate, it is anticipated that Dick Ward Drive will have an AADT in the order of 18,600 vpd in 2027 (i.e. a ten year design horizon). Taking into consideration a peak hour volume equal to ten percent of the AADT (i.e. 1,860 vehicles in the peak period – this includes vehicles travelling in both directions), Dick Ward Drive



would readily accommodate the forecast traffic volumes within the existing carriageway (without the need for additional traffic lanes).

### *3.2.2 BUNTINE ROAD*

As Buntine Road is a cul-de-sac, it is not expected that traffic volumes will continue to grow into the future (with the exception of volumes associated with the proposal). Typical daily volumes would remain within the limits associated with local streets (less than 1,500 vpd), with higher volumes experienced on occasional event days.

### *3.2.3 DICK WARD DRIVE / BUNTINE ROAD INTERSECTION*

As stated above in Section 2.3.2, CIRQA requested traffic volumes anticipated at the proposed signalised intersection of Dick Ward Drive, Buntine Road and Kurringal Court. CIRQA was advised that these volumes were not available. Of key importance, anticipated traffic volumes on Kurringal Court are unknown. As such, future traffic volumes at the intersection have not been forecast (other than the additional movements generated by the proposal).

However, in the event that the proposed intersection signalisation (and extension of Kurringal Court) did not proceed,

## **3.3 TOTAL TRAFFIC**

Taking into consideration additional traffic volumes on Dick Ward Drive as a result of the proposed development, it could be expected that the 2027 AADT would be in the order of 19,000 vpd (i.e. forecast 2027 AADT plus additional movements associated with the proposal).



## 4. TRANSPORTATION ANALYSIS

### 4.1 SITE ACCESS

Access to the site is proposed via a two-way crossover on Buntine Road, on the eastern side of the site's frontage. The crossover will facilitate access to all users of the site including refuse collection, deliveries, staff and patrons of the Turf Club. All turning movements will be accommodated at the crossover, albeit it would be expected that all movements would occur via the adjacent Dick Ward Drive / Buntine Road intersection (i.e. left-in and right-out of the subject site). This is due to Buntine Road being a no-through road. As such, it is anticipated that the proposed site access will function appropriately at all times.

### 4.2 CAPACITY AND LEVEL OF SERVICE

#### 4.2.1 DICK WARD DRIVE / BUNTINE ROAD / KURRINGAL COURT INTERSECTION

As traffic volumes at the intersection of Dick Ward Drive / Buntine Road / Kurringal Court are not available, modelling of the intersection has not been undertaken. However, given that it is proposed to signalise the intersection within the a similar time frame to the proposed development, it is considered that there would be adequate capacity within the upgraded intersection design to accommodate volumes associated with the proposal within minimal increase in queues and delays. In any event, the forecast movements associated with the proposal would also be within the capacity of the existing T-intersection layout of Dick Ward Drive / Buntine Road.

##### 4.2.1.1 Existing Conditions

On-site observations of the existing intersection indicate that it currently operates satisfactorily (i.e. existing intersection layout).

##### 4.2.1.2 Base Conditions (2027 traffic without development volumes)

It has been assumed that the proposed signalised intersection has been designed appropriately in order to accommodate traffic volumes associated with a 20-year design horizon. As such, it is anticipated that the proposed signalised intersection would operate satisfactorily without development volumes.

##### 4.2.1.3 Total Traffic (2027 traffic including development volumes)

As above, it has been assumed that the proposed signalised intersection has been designed appropriately in order to accommodate traffic volumes associated with a



20-year design horizon. Given that forecast traffic volumes associated with the development are relatively low, it is anticipated that the development will have minimal impact on the operation and performance of the proposed signalised intersection.

In the event that the proposed intersection upgrade does not proceed, a high-level analysis of the intersection's performance for typical weekday conditions with 'total traffic' volumes (existing layout) has been undertaken. It should be noted that this analysis has been based upon the assumption that the forecast 1,860 two-way peak hour vehicle movements on Dick Ward Drive are split 50 / 50 in each direction (i.e. 930 vehicles travelling northbound and 930 vehicles travelling southbound on Dick Ward Drive). Furthermore, it has been assumed that 50 vehicle movements are associated with Buntine Road in the peak period, split 60% out / 40% in (i.e. 20 inbound and 30 outbound movements to / from Buntine Road). As with the traffic volumes associated with the proposal development, all vehicle movements have been assumed to 60% to / from Dick Ward Drive south and 40% to / from Dick Ward Drive north.

The analysis was undertaken using SIDRA Intersection modelling software for the pm peak period (SIDRA output sheet are attached in Appendix B). The analysis identified that the existing intersection would operate satisfactorily with acceptable queues and delays with 2027 'total traffic' volumes. Specifically, the results identify that a 95<sup>th</sup> percentile queue of two vehicles could be expected for right-turn movements from Buntine Drive, with a 95<sup>th</sup> percentile queue of one vehicle associated with right-turns from Dick Ward Drive. Importantly, the analysis identified that both northbound and southbound movements on Dick Ward Drive would retain a Level of Service 'A'.

## **4.3 TRANSPORTATION SAFETY**

### **4.3.1 DICK WARD DRIVE / BUNTINE ROAD / KURRINGAL COURT INTERSECTION**

As stated in Section 2.1.2 (*Area of Significant Transportation Impact*), the proposed intersection of Dick Ward Drive / Buntine Road / Kurringal Court will be a four-way signalised intersection. As such, the risk of conflict would naturally be than that when compared to an unsignalised intersection (such as the existing intersection) or roundabout.

Furthermore, given that separated turning lanes are proposed for all turning movements on Dick Ward Drive (and for left-turn movements on both Kurringal Court and Buntine Road), the provision of safety at the intersection will be increased.



In regards to pedestrians, the intersection will facilitate controlled crossing movements across all legs of the intersection. This is a standard treatment at such an intersection and is considered satisfactory for the proposal.

#### *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 frontage. A central path has been provided through the site's car park which could provide linkage for pedestrian and cyclist between the subject site and future upgraded intersection (and beyond).



## **5. IMPROVEMENT ANALYSIS**

### **5.1 IMPROVEMENTS TO ACCOMMODATE EXISTING TRAFFIC**

#### *5.1.1 DICK WARD DRIVE / BUNTINE ROAD INTERSECTION*

The existing intersection of Dick Ward Drive / Buntine Road is proposed to be upgraded to a signalised four-way intersection with Kurringal Court. It is anticipated that the design will allow for all turning movements whilst accommodating controlled pedestrian movements across all legs of the intersection. As such, no further improvements are recommended.

### **5.2 IMPROVEMENTS TO ACCOMMODATE BACKGROUND TRAFFIC**

#### *5.2.1 DICK WARD DRIVE / BUNTINE ROAD / KURRINGAL COURT INTERSECTION*

It is anticipated that the intersection of Dick Ward Drive, Buntine Road and Kurringal Court will be signalised by 2027. Given that signalised intersections are commonly designed with (at least) a 20 year design horizon, no improvements to the intersection are anticipated.

### **5.3 IMPROVEMENTS TO ACCOMMODATE SITE TRAFFIC**

#### *5.3.1 DICK WARD DRIVE / BUNTINE ROAD / KURRINGAL COURT INTERSECTION*

As above, the intersection of Dick Ward Drive, Buntine Road and Kurringal Court is anticipated to have been design for a 20 year design horizon. Given that this allows for the growth of traffic volumes on the road network, no improvements to the proposed intersection are considered to be required.

### **5.4 ALTERNATIVE IMPROVEMENTS**

#### *5.4.1 WOODS STREET/MCLACHLAN STREET INTERSECTION*

As no improvement to the Dick Ward Drive / Buntine Road / Kurringal Court intersection are suggested to accommodate total traffic associated with the proposal (i.e. 2027 volumes with development traffic), no alternative improvements are suggested or required.



## 5.5 EVALUATION

### 5.5.1 DICK WARD DRIVE / BUNTINE ROAD / KURRINGAL COURT INTERSECTION

As above, no further upgrades of the Dick Ward Drive / Buntine Road / Kurringal Court intersection are anticipated within the ten year design horizon of the proposed development.



## **6. RECOMMENDATIONS**

### **6.1 SITE ACCESSIBILITY**

Access to the site is proposed via a two-way crossover on Buntine Road. The crossovers will provide access to the site's loading area (for deliveries and refuse collection) and 133 parking spaces (for use by staff and visitors to the site). CIRQA has liaised with the architect in regards to the design of the subject site and, as such, no further recommendations (to the access configuration shown on sheet A102 of Concept Designs' drawing set) are recommended. The layout conforms with the requirements of the NT Planning Scheme.

### **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 circulation roadways, porte cochere, parking aisles, parking spaces and loading area. As such, no further on-site improvements are recommended.

#### **6.2.2 OFF-SITE**

Based upon forecast AADT traffic volumes, it is anticipated that the adjacent road network will readily accommodate future traffic volumes. In addition, given that the Dick Ward Drive / Kurringal Court / Buntine Road intersection is proposed to be upgraded in the immediate future, no improvements to the off-site roadway (external road network) are recommended.

#### **6.2.3 PHASING**

As the signalised intersection of Dick Ward Drive, Kurringal Court and Buntine Road is yet to be constructed, phasing at the intersection is unknown. However, based upon the concept layout, it is anticipated that the intersection would operate with a 'diamond overlap' phase (Dick Ward Drive approaches) and 'split phasing' (on Buntine Road and Kurringal Court). Such phasing is considered appropriate for the proposed intersection and would readily accommodated additional traffic volumes associated with the proposal.



### 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 CONCEPT DESIGNS (N.T.) PTY LTD)**



# Proposed New Mixed Use Building, Lot 5298, Fannie Bay



Sheet Number	Sheet Name
A101	Cover Page
A102	Proposed Locality Plan
A103	Proposed Building & Parking Layout
A104	Proposed Ground Floor Plan
A105	Proposed 1st Floor Plan
A106	Perspectives



Cover Page  
Proposed New Mixed Use Building

**concept designs (N.T.) pty ltd**

residential      industrial      and      commercial      design

dwg no 17008TC      **Designer - George Savvas**      ph      0407720703

date 22/02/17      **c copyright reserved**      fax      89412502

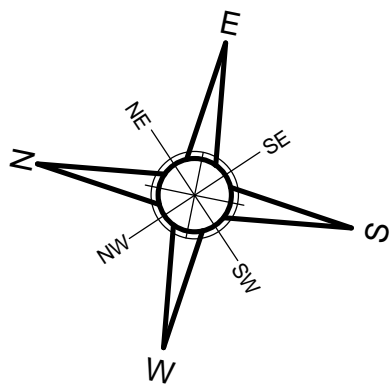
scale 1 : 200      Proposed New Mixed Use Building      email      gsavvas@bigpond.net.au

sheet A101

drawn by KA

Darwin Turf Club

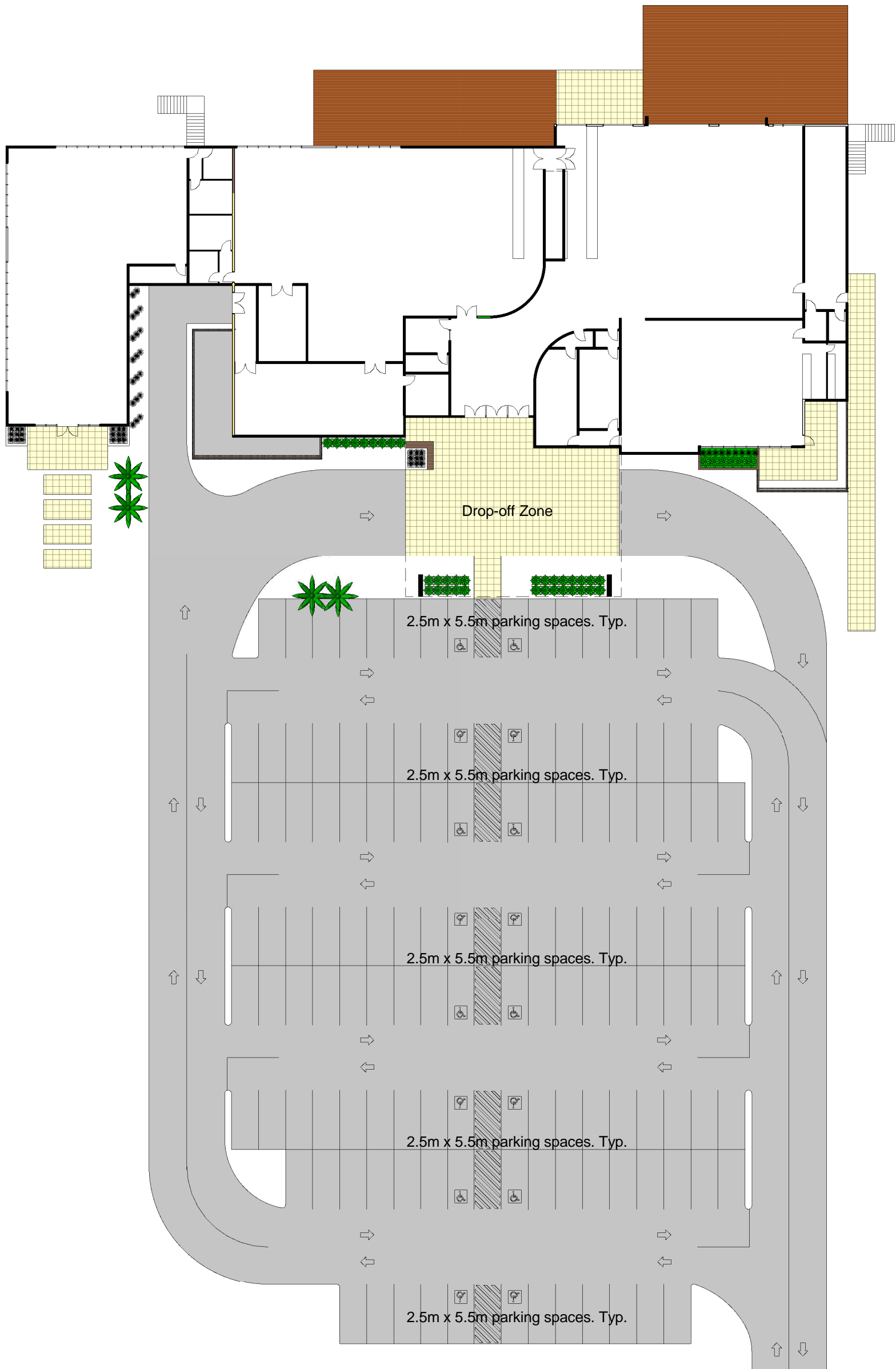




Proposed Locality Plan  
Proposed New Mixed Use Building

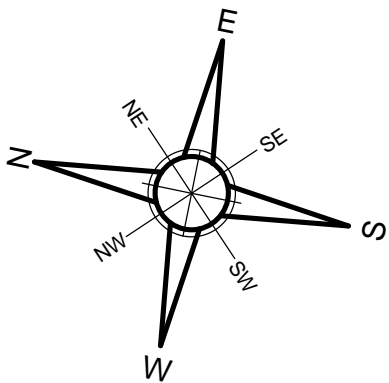
residential	industrial	and	commercial	design
dwg no 17008TC	Designer - George Savvas			ph 0407720703
date 22/02/17	c copyright reserved			fax 89412502
scale 1 : 2000	Proposed New Mixed Use Building			email gsavvas@bigpond.net.au
sheet A102	Darwin Turf Club			
drawn by KA				





residential	industrial	and	commercial	design
dwg no 17008TC	<b>Designer - George Savvas</b>			ph 0407720703
date 22/02/17	<b>c copyright reserved</b>			fax 89412502
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sheet A103	Darwin Turf Club			gsavvas@bigpond.net.au
drawn by: KA				



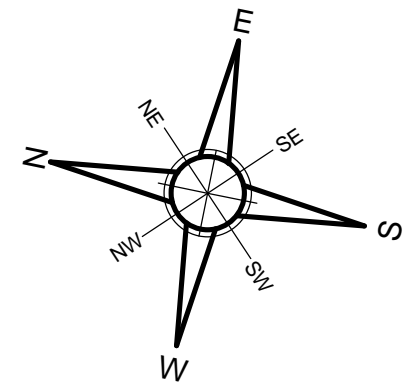


Area Schedule	
<u>Ground Floor</u>	
Internal	2044 sqm
External	702 sqm
<u>1st Floor</u>	
Viewing Deck	1100 sqm
<b>Total</b>	<b>3846 sqm</b>



Proposed Ground Floor Plan  
Proposed New Mixed Use Building



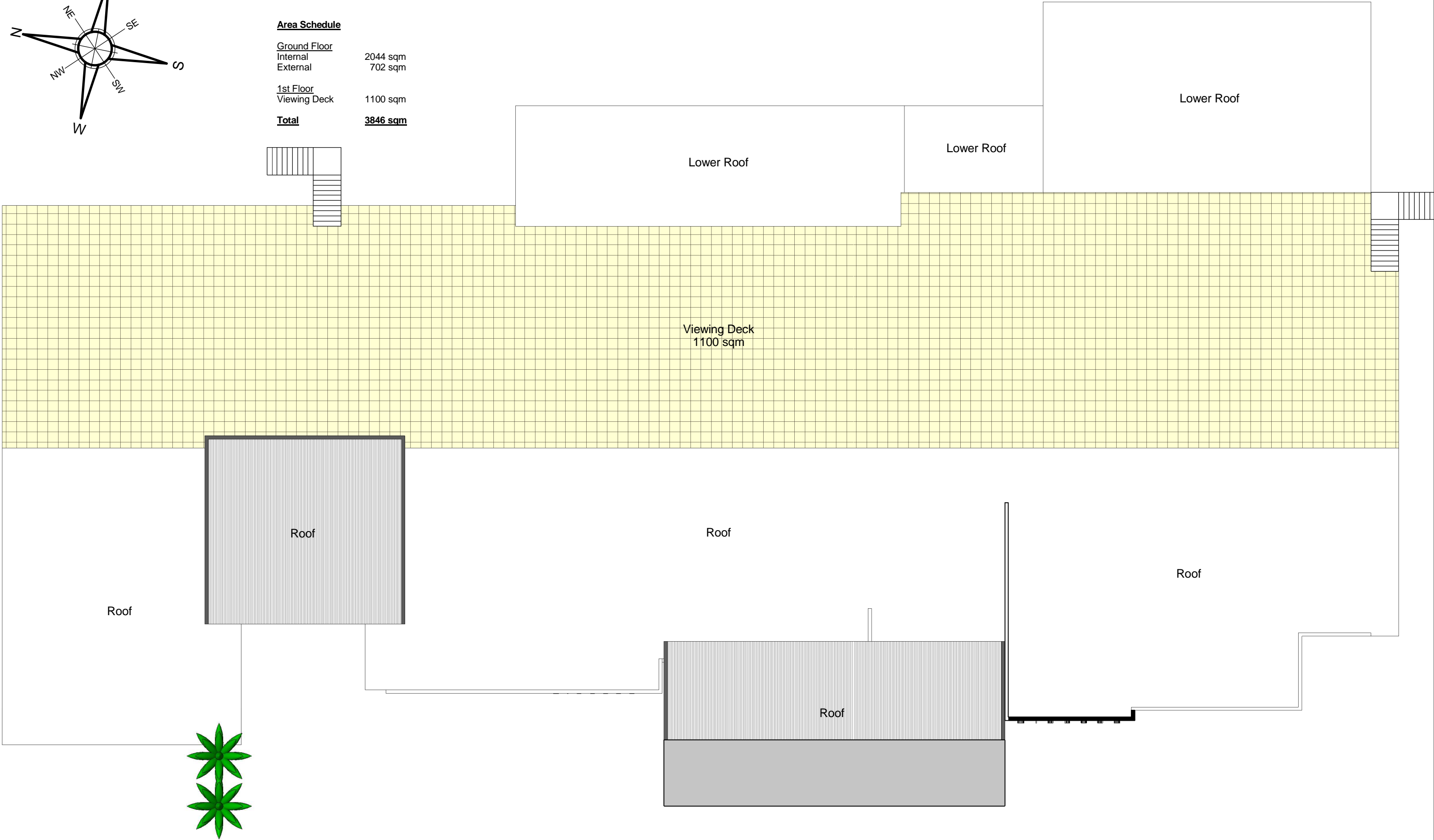
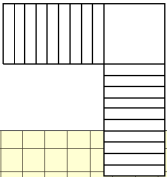


**Area Schedule**

Ground Floor  
Internal 2044 sqm  
External 702 sqm

1st Floor  
Viewing Deck 1100 sqm

**Total 3846 sqm**



Proposed 1st Floor Plan  
Proposed New Mixed Use Building





## Perspectives

### Proposed New Mixed Use Building

## concept designs (N.T.) pty ltd

residential	industrial	and	commercial	design
dwg no 17008TC	<b>Designer - George Savvas</b>			ph 0407720703
date 22/02/17	<b>c copyright reserved</b>			fax 89412502
scale	Proposed New Mixed Use Building			email gsavvas@bigpond.net.au
sheet A106				
drawn by KA	Darwin Turf Club			



# APPENDIX B

**SIDRA INTERSECTION ANALYSIS**

**SIDRA OUTPUT SHEETS**



# MOVEMENT SUMMARY

▽ Site: Dick Ward Drive / Buntine Road

2027 Total Traffic  
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	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Dick Ward Drive [S]											
2	T1	979	5.0	0.562	0.1	LOS A	0.0	0.0	0.00	0.00	59.8
3	R2	71	5.0	0.102	10.8	LOS B	0.4	2.8	0.73	0.89	49.4
Approach		1049	5.0	0.562	0.8	NA	0.4	2.8	0.05	0.06	58.9
East: Buntine Road [E]											
4	L2	72	5.0	0.172	13.7	LOS B	0.6	4.2	0.77	0.90	48.4
6	R2	48	5.0	0.408	43.5	LOS E	1.3	9.2	0.95	1.02	34.3
Approach		120	5.0	0.408	25.7	LOS D	1.3	9.2	0.85	0.95	41.5
North: Dick Ward Drive [N]											
7	L2	51	5.0	0.026	5.8	LOS A	0.1	0.9	0.16	0.51	53.5
8	T1	979	5.0	0.562	0.1	LOS A	0.0	0.0	0.00	0.00	59.8
Approach		1029	5.0	0.562	0.4	LOS A	0.1	0.9	0.01	0.02	59.4
All Vehicles		2199	5.0	0.562	2.0	NA	1.3	9.2	0.07	0.09	57.8

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.

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Organisation: CIRQA PTY LTD | Processed: Thursday, 2 March 2017 12:09:58 PM

Project: C:\CIRQA\SharePoint\Cirqa Pty Ltd Team Site - 2016B\16199 Darwin Turf Club\SIDRA\Buntine.sip6



# INTERSECTION SUMMARY

▽ Site: Dick Ward Drive / Buntine Road

2027 Total Traffic  
Giveway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	57.8 km/h	57.8 km/h
Travel Distance (Total)	2229.2 veh-km/h	2675.1 pers-km/h
Travel Time (Total)	38.5 veh-h/h	46.3 pers-h/h
Demand Flows (Total)	2199 veh/h	2639 pers/h
Percent Heavy Vehicles (Demand)	5.0 %	
Degree of Saturation	0.562	
Practical Spare Capacity	74.5 %	
Effective Intersection Capacity	3916 veh/h	
Control Delay (Total)	1.22 veh-h/h	1.46 pers-h/h
Control Delay (Average)	2.0 sec	2.0 sec
Control Delay (Worst Lane)	43.5 sec	
Control Delay (Worst Movement)	43.5 sec	43.5 sec
Geometric Delay (Average)	0.6 sec	
Stop-Line Delay (Average)	1.4 sec	
Idling Time (Average)	1.0 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	1.3 veh	
95% Back of Queue - Distance (Worst Lane)	9.2 m	
Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	202 veh/h	242 pers/h
Effective Stop Rate	0.09 per veh	0.09 per pers
Proportion Queued	0.07	0.07
Performance Index	41.4	41.4
Cost (Total)	869.21 \$/h	869.21 \$/h
Fuel Consumption (Total)	161.2 L/h	
Carbon Dioxide (Total)	384.4 kg/h	
Hydrocarbons (Total)	0.028 kg/h	
Carbon Monoxide (Total)	0.445 kg/h	
NOx (Total)	0.651 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection 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.

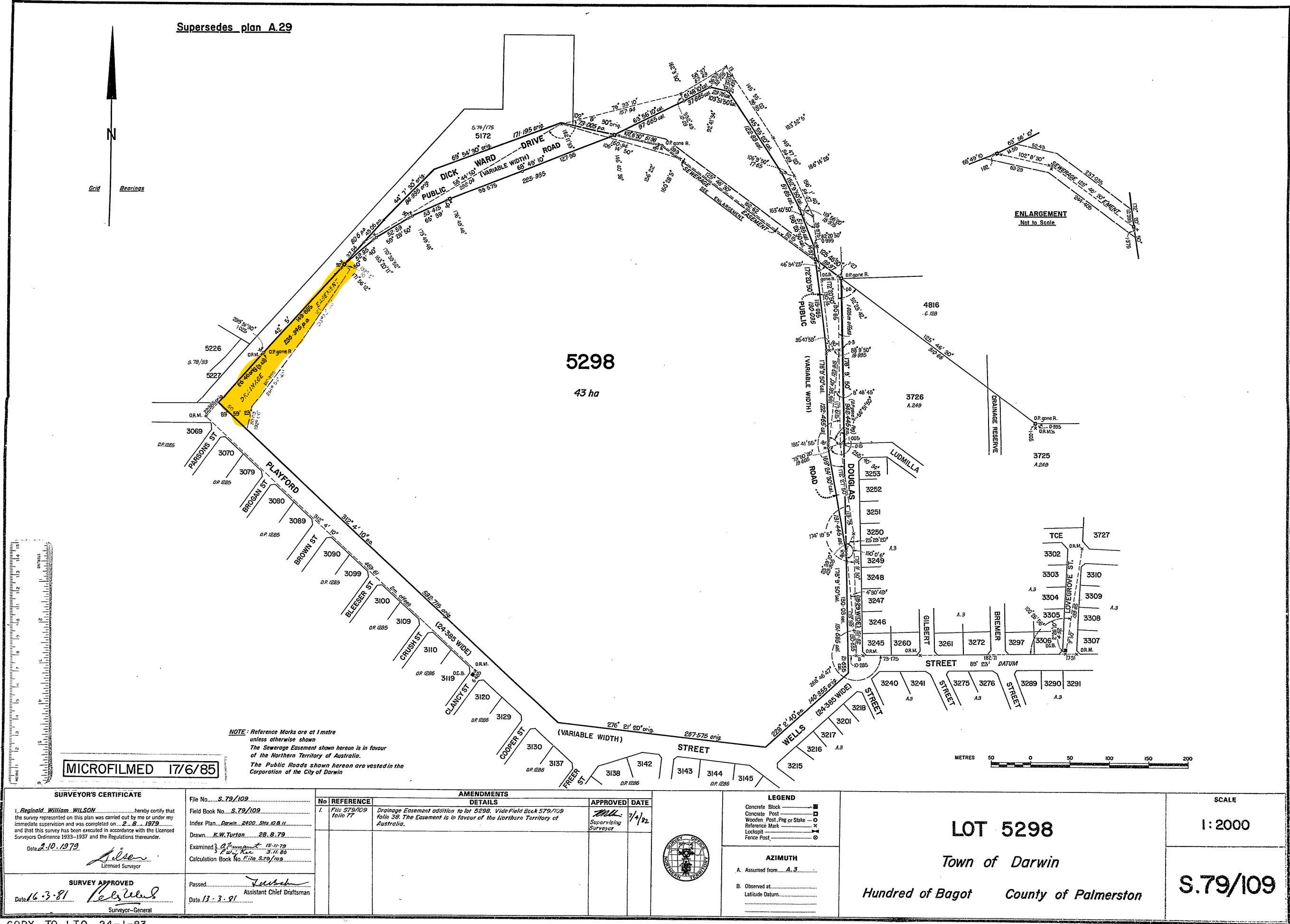
Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,055,495 veh/y	1,266,594 pers/y
Delay	583 veh-h/y	700 pers-h/y
Effective Stops	96,922 veh/y	116,306 pers/y
Travel Distance	1,070,035 veh-km/y	1,284,043 pers-km/y
Travel Time	18,503 veh-h/y	22,204 pers-h/y
Cost	417,220 \$/y	417,220 \$/y
Fuel Consumption	77,357 L/y	
Carbon Dioxide	184,530 kg/y	
Hydrocarbons	14 kg/y	
Carbon Monoxide	213 kg/y	
NOx	312 kg/y	

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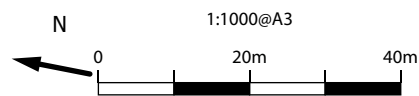
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## Site Plan

DARWIN TURF CLUB

Dick Ward Drive  
FANNIE BAY

(Amended 05/03/2017)



## STATEMENT OF EFFECT – LOT 11847 TOWN OF NIGHTCLIFF

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### **1. Introduction**

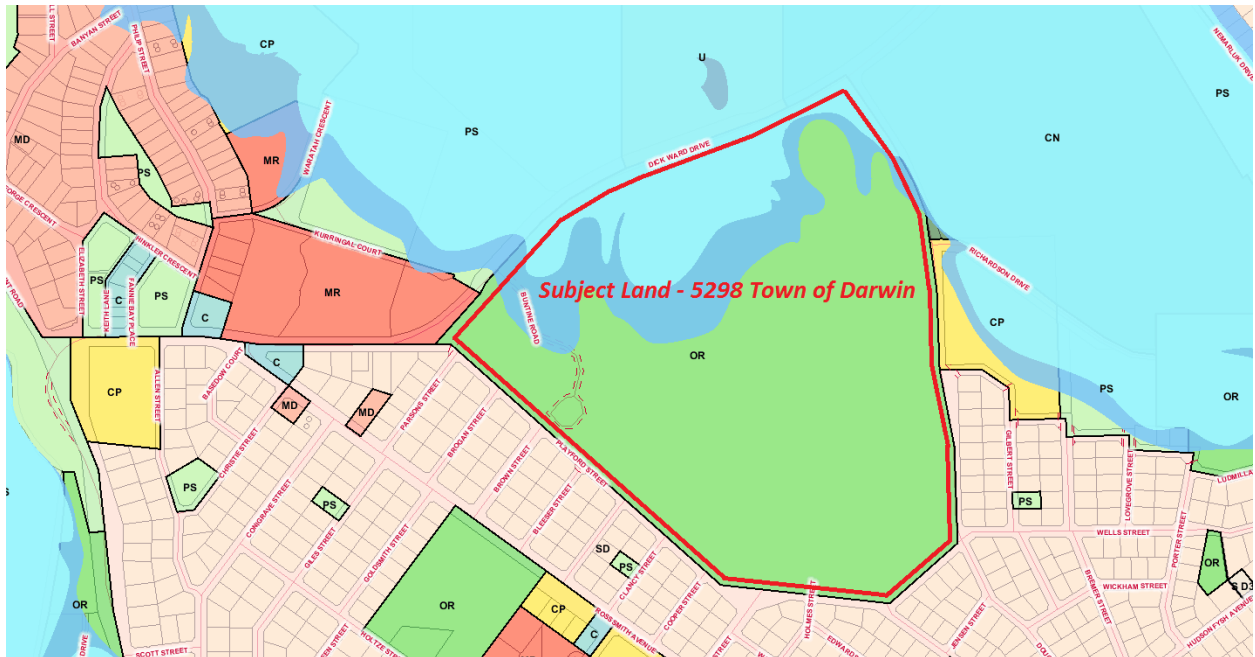
This report accompanies an application for the development of a *Licensed Club*, comprising a non-residential club as an expansion of the existing facilities of the Darwin Turf Club. The facility will comprise an integrated licensed, gaming and dining premises, and (with the exception of the ancillary office space) will operate independent of both the turf club and the racing facilities at the Fannie Bay racecourse. The club includes bar, dining, gaming and TAB areas, beer garden and outdoor licensed areas, a first floor viewing deck, and car parking. An ancillary office premises accessed separately via the car park will provide administration space for both the proposed club premises and a range of administrative duties in the operation of the Darwin Turf Club. This report details the nature of the subject land and locality, the proposed development, considers the proposal against the relevant provisions of the Planning Scheme, and the relevant components of **Section 46** of the Northern Territory Planning Act.

This report (and application) is to be read in conjunction with the following attachments:

- |                      |  |
|----------------------|--|
| <b>Attachment A:</b> | Site Plans, Floor Plans, Elevations and Perspectives |
| <b>Attachment B:</b> | Concept Stormwater Management Plan and Design Note   |
| <b>Attachment C:</b> | Traffic Assessment Report                            |
| <b>Attachment D:</b> | NTG Survey Plan                                      |
| <b>Attachment E:</b> | Landscaping and Car Parking Plan                     |
| <b>Attachment F:</b> | Title  |



## 2. Subject Land



**Figure 1:** Lot 5298 Town of Darwin (20 Dick Ward Drive, Fannie Bay), including the extent of primary (light blue) and secondary (dark blue) storm surge areas.

**Address:** Lot 5298 Town of Darwin (20 Dick Ward Drive, Fannie Bay)

**Title Reference and Land Tenure:** CUFT 816 003 Crown Lease in Perpetuity

**Landowner:** Darwin Turf Club Incorporated

**Land Area:** 43 Hectares

**Easements:** Drainage Easement to the Northern Territory of Australia

Sewerage Easement to Power and Water Corporation

**Zone:** OR (Organised Recreation)

The subject land comprises the Fannie Bay Racecourse, currently occupied by way of a Crown Lease in Perpetuity by the Darwin Turf Club, and located at 20 Dick Ward Drive, Fannie Bay. The racecourse adjoins Dick Ward Drive to the north and north-west, Playford and Wells Streets to the south-west, south and south-east, and Douglas Street to the east. The oval shaped racing track, comprising a sand-oil composition, is centrally located within the site with an extended straight along the eastern side, and the main straight on the western side. The centre-field area generally comprises open ground and with a number of playing fields (generally touch rugby), lighting structures and infrastructure associated with race control. The centre-field area is utilised during the Darwin Cup Carnival for the purpose of race-day car parking, marquee's and corporate events.



The eastern portion of the track, adjacent Douglas Street and Dick Ward Drive, consists of horse stables and trainers facilities. The western portion of the site comprises grandstands, viewing lawn areas, dining rooms, bar and function areas and a permanent marquee. The Darwin Turf club administrative offices are located adjacent the Buntine Drive roundabout. Buntine Drive comprises a private road providing access directly from Dick Ward Drive, with an area of sealed car parking at its end, and race-day overflow parking between the car park and Dick Ward Drive. Brett Dixon House is a two-storey office building occupied by a number of gaming services, and is located north of the Turf Club facilities (immediately south of the proposed licensed club). A separate sealed car parking area provides parking for Brett Dixon House.

The site of the proposed licensed club is situated in the north-western portion of the Fannie Bay Racecourse, close to the Dick Ward Drive frontage. The area currently comprises implement and maintenance sheds, outdoor storage and vacant land, and is in close proximity to an open drain encapsulated within an easement to the Northern Territory of Australia. Access to the area is currently by way of a series of informal vehicle tracks. The existing implement shed will be relocated elsewhere on site, with the precise location not yet confirmed. The subject area is shown in **images 1-3** below.



**Image 1:** View of subject area looking towards Dick Ward Drive. Brett Dixon House is to the left of image (out of shot)





**Image 2:** Subject land including existing maintenance compound



**Image 3:** Subject land looking towards the racetrack, including existing maintenance compound



### 3. Locality

**Figure 1** in **section 2** of this report identifies the site and surrounding locality. The locality comprises a mix of residential, commercial, utility, open space and natural areas. Residential development to the west (on the southern side of Dick Ward Drive), south and east primarily comprises established single dwellings at low densities, within the residential areas of Fannie Bay, Parap and Ludmilla. Residential areas to the west of the site, on the northern side of Dick Ward Drive, comprise low to medium density areas of Fannie Bay, including multiple dwellings to 4-storeys, town houses, single dwellings and retirement / aged care living. Fannie Bay oval is located a short distance to the west, with the large mangrove area around Ludmilla Creek occupying the majority of land to the north-east, north and north-west of the site (on the northern side of Dick Ward Drive and the eastern side of Douglas Street).

Commercial development primarily comprises the Fannie Bay shops and BP service station to the west of the site, Parap shops to the south and the Douglas Street supermarket to the south-east. The Parap and Fannie Bay shops include a number of restaurant, supermarket and specialty outlets and offices.

### 4. Proposed Development

This application proposes the construction of *licensed club* and ancillary *office* within a single storey building, with first floor viewing platform and car parking. The *licensed club* will operate as a stand-alone facility in a manner similar to other clubs within urban areas (for example, the Trailer Boat Club, Sailing Club and Casuarina Club) and will not be directly linked to race-day operations. The ancillary office premises will be occupied as the administrative offices attached to the proposed club, along with providing an expansion of the existing administrative space for the Darwin Turf Club. Specifics comprise:

- Single storey licensed club building comprising foyer, bar manager's offices and storage areas, gaming room, sports bar and TAB area, restaurant and function room, kids play area, commercial kitchen, outdoor dining area, separate beer garden, smoking courts, ablutions and service areas;
- Ancillary office space of 343m<sup>2</sup>, with wet areas / ablution facilities of 55m<sup>2</sup>, to be occupied as an administrative area for the club and (in part) by the Darwin Turf Club;
- First floor viewing deck of 1,100m<sup>2</sup> with two external (stair) access points, to provide viewing platform for racing events. Access to the viewing deck will occur on race days only, and will be controlled by security personnel, with no drink service provided on the viewing deck; and
- Ground level car parking area between the new building, Buntine Drive and Dick Ward Drive, comprising 144 car parking spaces, two-way access to Buntine Drive, driveway areas, covered drop-off zone and loading bay.

The Car Park and Landscaping Plan in **Attachment E** identifies the location of existing overflow car parking areas relative to the proposed club, existing areas of vegetation to be retained (where practicable) and areas for new landscaping.

Engineering advice contained in **Attachment B** confirms the relevant storm surge level at 6.1 metres AHD for secondary storm surge.



Based on the required floor level clearance of 300mm, the floor level of the proposed building must be at least 6.4 metres AHD. The natural site level is equivalent to approximately 6.0 metres AHD, meaning fill is required to raise the level of the site no less than 400mm to ensure adequate clearance to primary storm surge levels are achieved. Fill will be utilised to raise the floor level of the club building a maximum of 1.4 metres, in order to obtain full benefit from views across the racetrack. **Attachment B** also includes a concept stormwater management that identifies all roof water being discharged via downpipes to the car park, then sheet flowing to the existing concrete drain. It is noted that the proposed car parking area encroaches within the drainage easement to the Northern Territory, however the construction of the car park will facilitate access and maintenance to the existing drain, and does not encroach into the drain itself.

The traffic assessment report provided in **Attachment C** considers the proposed development, including access, egress and the car parking arrangements, the surrounding road network, proposed intersection upgrades and the ability of the road network to accommodate the proposed development. The report concludes:

- Appropriate access to the site is provided in accordance with the relevant design standards, and the car parking area has been designed in accordance with the Northern Territory Planning Scheme;
- The internal vehicle circulation, porte-cochere, parking aisles, parking spaces and loading area comply with relevant design standards and no further alterations are required;
- The adjacent road network will readily accommodate future traffic volumes, and the future Dick Ward Drive / Kurringal Court / Buntine Road intersection upgrade negates the need for any off-site upgrades;
- Phasing at the intersection between Dick Ward Drive and Buntine Drive will readily accommodate additional traffic volumes associated with the proposal.

The traffic report, engineering advice and concept stormwater management plan, building design, site layout plans and elevations, and the overflow parking and landscaping areas are all provided in **Attachments A, B, C and E**.

## **5. Section 46(3)(a) - NT Planning Scheme**

The relevant provisions within the Northern Territory Planning Scheme (the Scheme) are referred to below.

### *Nature of Development*

The proposal comprises the development of *licensed club* per the definitions within **Clause 3.0** of the Northern Territory Planning Scheme. As the proposed office area will be ancillary to both the proposed club and the existing *leisure and recreation* use at the Fannie Bay Racecourse, it is considered an ancillary use rather than a stand-alone use and as such is *discretionary* in accordance with **Clause 2.9** of the Planning Scheme.

**Clause 3.0** defines the proposed uses as:

*“licensed club” means premises used as club rooms which require a licence under the Liquor Act;*



### *Zone OR*

The subject land is located within zone OR (Organised Recreation) per the Darwin Zone Plan and **Clause 5.15** of the Northern Territory Planning Scheme. **Clause 5.15** provides two objectives for development in Zone OR:

1. *The primary purpose of Zone OR is to provide areas for organised recreational activities.*
2. *Development is to be limited to that which is consistent with the recreational opportunities of the land.*

The primary purpose of the proposed *licensed club* provides a form of *organised recreation*, including dining, socialising, gaming and other activities associated with the primary use of the site (horse racing). The proposal is complimentary to existing uses, and is suitably separated from residential development to the south and east of the racecourse. *Licensed club* is a form of development anticipated within Zone OR, and adheres to the objectives of **Clause 5.15**.

The Table to **Clause 5.15** identifies **Clauses 6.4, 6.5.1, 6.6, 8.1.2, 8.1.5 and 8.2** as relevant in the consideration of an application for *shops, offices, restaurants, medical clinics, leisure and recreation and child care centre* in Zone C.

### **Clause 6.1 – General Height Control**

**Clause 6.1** relates to general height control, and provides that:

3. *The height of any point of a building is to be measured from **ground level** vertically below that point and includes the height of a mound specifically provided or made to elevate the building.*
4. *Unless expressly provided by this Planning Scheme, the height of any part of a building is not to exceed 8.5m above the **ground level**, unless it is:*
  - a) *a flag pole, aerial or antenna; or*
  - b) *for the housing of equipment relating to the operation of a lift.*

The highest point of the proposed building comprises the entry portico / drop-off area, with a maximum height of 7 metre above the floor level. In addition to the (maximum) 1.4 metres of fill required to provide a finished floor level above the relevant storm surge level and achieve views across the racecourse, the maximum height of the building will be 8.4 metres above the existing ground level.

### **Clause 6.5 – Vehicle Parking**

**Clause 6.5.1** requires the provision of on-site car parking spaces at various rates relative to individual land uses. Generally, the provision of car parking is reflected by the extent of *net floor area* for each use, and, in the case of *licensed club*, requires car parking for areas to be utilised as *lounge bar, beer garden, bar areas and dining*. **Clause 6.5.1** does not require car parking for ancillary office space, however part of the proposed office space will be used by the Darwin Turf Club, ancillary to the existing *leisure and recreation* use, rather than the proposed *licensed club*.



Accordingly, a rate of parking consistent with *offices* (2.5 spaces per 100m<sup>2</sup>) is assigned to 50% of the office space within the separate office area (ie not including the TAB office within the club).

The proposed viewing deck will be accessible during racing events, and will be available for existing patrons of the club. The deck does not include a separate bar area, and access is external to the main club facilities. Accordingly, the viewing deck is considered to be entirely ancillary to the operation of the club, rather than as an extension thereto. As such, it is not considered to comprise part of the *net floor area* and does not contribute to the overall car parking demand. Any car parking demand generated by the viewing deck can be accommodated by race-day parking, including the overflow area on the southern side of Buntine Drive, and the centre-field car parking area.

The car parking requirements per **Clause 6.5.1** are identified in Table 1 below.

Use	Proposed Area	Required Car parking rate	Required parking spaces	Proposed parking spaces
Dining	657m <sup>2</sup>	3/100m <sup>2</sup>	19.71	<b>144</b>
Lounge bar (inc. gaming) / beer garden	429m <sup>2</sup>	10/100m <sup>2</sup>	42.9	
Bar	408m <sup>2</sup>	20/100m <sup>2</sup>	81.6	
Office	171.50m <sup>2</sup>	2.5/100m <sup>2</sup>	4.287	
<b>Total</b>				<b>149 (148.497)</b>

**Table 1:** Car Parking

The proposal includes a sealed, line-marked car parking area with 144 parking spaces, 5 spaces short of that required by **Clause 6.5.1**. The formal car parking area proposed will accommodate parking generated by the proposal during the vast majority of its operation (ie >90%). During peak demand periods, existing overflow car parking located to the south of Buntine Drive (identified in **Attachment E**) provides ample parking (estimated in excess of 200 spaces per the traffic assessment report) to accommodate any parking requirements over and above the 144 spaces provided. Given the likely intermittent use of this area, and the amenity benefits of the existing vegetation, it is preferable this area remain as-is (ie unsealed) and operate as an overflow parking area rather than a primary car park.

**Clause 6.5.3** refers to the design and layout of car parking areas. The proposed car parking layout complies with the car parking requirements of **Clause 6.5.3**. Car parking spaces ensure compliance with the required 2.5 metre by 5.5 metre car parking space dimensions, driveways adhere to the minimum 6 metre width requirement, and appropriate consideration is given to pedestrian movements within the car parking area. Accordingly, the proposed car parking area complies with the relevant provisions of **Clause 6.5.3**. The overflow parking area does not comply with the requirements of **Clause 6.5.3**, in that the area is unsealed and does not delineate individual spaces, however given the nature of this area as an overflow park instead of a primary car park, and for the reasons identified previously, the variation is considered appropriate.



**Clause 6.6 – Loading Bays**

**Clause 6.6** requires the provision of space for the loading and unloading of vehicles associated with the use of land, and requires 1 loading bay for a single occupation with a *net floor area* of 10,000m<sup>2</sup> or less. The proposed club comprises a *net floor area* well below 10,000m<sup>2</sup>, and a single loading bay is provided. The loading bay complies with the dimension (7.5 by 3.5 metres) and vertical clearance (4 metres) of the Planning Scheme.

**Clause 8.2 – Commercial and other Development in Zones HR, CV, CB, C, SC, TC, OR, CP, FD and T**

**Clause 8.2** relates to commercial and other development in Zone OR (among others).

1. *The purpose of this clause is to promote site-responsive designs of commercial, civic, community, recreational, tourist and mixed use developments which are attractive and pleasant and contribute to a safe environment.*
2. *The design of buildings in Zones HR, CV, CB, C, SC, TC, OR, CP, FD and T should:*
  - a) *preserve vistas along streets to buildings and places of architectural, landscape or cultural significance;*

The proposed building is limited in height (below existing buildings), includes a varied and interesting build form and incorporates landscaping to improve the appearance of the site. The proposal seeks to retain existing landscaping where possible. Accordingly, the proposed building appropriately considers the existing vista along Dick Ward Drive and to other public areas.

- b) *be sympathetic to the character of buildings in the immediate vicinity;*

The proposal respects the parameters set by the NT Planning Scheme for development in Zone OR, is located rearward of the existing Brett Dixon House, and provides a built form outcome consistent with exiting built form within the Fannie Bay Racecourse.

- c) *minimise expanses of blank walls;*

Varied use of cladding and colours, landscaping and variations in building design ensure any expanse of blank wall is minimised.

- d) *add variety and interest at street level and allow passive surveillance of public spaces;*

The proposed building, retention of existing landscaping and provision of new landscaping add variety and interest at street level. Activity within the proposed car park and about the club entry will ensure an active space and the allowance of passive surveillance.

- e) *maximise energy efficiency through passive climate control measures;*

The use of verandah extensions and awnings provide sun shading to the building form, and large openings facilitate access to prevailing breezes.



- f) control on-site noise sources and minimise noise intrusion;*

On site noise sources, including the loading and service area, plant equipment, bar areas and car parking areas are suitably located relative to sensitive receptors to ensure adverse amenity impacts do not occur.

- g) conceal service ducts, pipes, air conditioners, air conditioning plants etc;*

Services will be appropriately concealed and screened by way of feature screening.

- h) minimise use of reflective surfaces;*

Reflective surfaces will be minimised.

- i) provide safe and convenient movement of vehicles and pedestrians to and from the site;*

Vehicle access is provided from Dick Ward Drive via Buntine Drive, separately from other uses within the site (ie administration areas and Brett Dixon House). The proposed access arrangements are appropriate and provide safe and efficient access and egress.

- j) provide convenient pedestrian links (incorporating access for the disabled) to other buildings and public spaces;*

Dedicated pedestrian pathways are provided within the car parking area, and connect to the road reserve on the southern side of Dick Ward Drive. Future planned upgrades to the Dick Ward Drive / Buntine Drive intersection will facilitate pedestrian access to the shared path on the northern side of Dick Ward Drive.

- k) provide protection for pedestrians from sun and rain;*

Entry awnings are provided to the main access point.

- l) provide for loading and unloading of delivery vehicles and for refuse collection;*

A dedicated, separately accessible and fit-for-purpose loading and service area is provided on-site which will cater for all delivery and refuse collection needs.

- m) provide landscaping to reduce the visual impact and provide shade and screening of open expanses of pavement and car parking;*

Landscaping is provided to enhance the appearance and amenity within the site and provide shade to pavement and parking areas.

- n) provide facilities, including public toilets, child minding facilities, parenting rooms and the like where the size of the development warrants such facilities; and*

Facilities are provided for club staff and patrons.



- o) provide bicycle access, storage facilities and shower facilities.*

Bicycle storage will be provided adjacent the club entry.

- 3. A development application must in addition to the matters described in sub-clause 2, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide (as amended from time to time) produced by the Department of Lands and Planning.*

The *Community Safety Design Guide* seeks to ensure development considers the principles of *Community Protection through Environmental Design* (CPTED). In relation to the guide, the proposed development provides opportunities for passive surveillance through ground level active frontages and glazing areas. The proposal limits opportunities for entrapment and lighting will ensure the avoidance of dark zones. The proposal achieves an appropriate balance between the achievement of CPTED principles and the focus of the proposed club to the racecourse.

*Clause 6.14 – Land subject to Flooding and Storm Surge*

The subject land is located within the Primary and Secondary Storm Surge Areas (PSSA). **Clause 6.14** relates to land subject to flooding and storm surge and provides, as relevant to land identified as being affected by inundation from storm surge:

- 1. The purpose of this clause is to reduce risk to people, damage to property and costs to the general community caused by flooding and storm surge.*
- 6. Development in the PSSA should be limited to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/ caravan areas.*
- 7. Development within the SSSA should be confined to those uses permitted in the PSSA as well as industrial and commercial land uses.*
- 8. Residential uses, strategic and community services (such as power generation, defence installations, schools, hospitals, public shelters and major transport links) should be avoided in the PSSA and the SSSA.*

Evident in **figure 1** and the stormwater plan in **Attachment B**, a small portion of the proposed building and the car parking area are affected by the PSSA area, whilst the majority of the site is affected by the SSSA area. Engineering advice in **Attachment B** confirms the PSSA and SSSA levels within the subject land at 5.46 and 6.1 metres AHD respectively, relative to the height of the subject land at 6.0 metres (in the location of the proposed building). Accordingly, to meet the requirements of **subclause 5** (floor level at least 300mm above Defined Flood Area level), the floor level of the club will need to be a minimum of 6.4 metres. The proposal seeks to increase the floor level up to 1.4 metres (ie to 7.4 metres AHD) in order to maximise views across the racecourse. Accordingly, the floor level of the club will be situated well above both the PSSA and SSSA levels, and thus protected from storm surge events.

**Subclause 5** notes that *the use of fill to achieve required floor levels should be avoided*. Technically a PSSA is categorised as a Defined Flood Area, and as such is subject to the above requirement.



The need to avoid the use of fill relates specifically to riverine flood areas, and seeks to ensure displacement of floodwaters by way of significant earthworks does not occur (potentially impact surrounding areas not subject to flood zoning). The advice in **Attachment B** provides:

*“This clause is more relevant to riverine flooding where alterations to the floodplain may result in increased flood levels, and storm surge levels are not affected by it. The site is not located within a floodplain; therefore, a building pad can be constructed to raise the building floor to the desired reduced level”*

Accordingly, the use of fill in this instance is considered appropriate, and will ensure the proposed club is suitably protected from storm surge events.

### **5.1 Darwin Regional Land Use Plan and Inner Suburbs Area Plan**

**Clause 2.7** of the NT Planning Scheme provides requirements regarding reference to policy documents in development applications. **Clause 2.7** provides:

1. *The interpretation of this Planning Scheme and the determinations of a consent authority must have regard to the policies and planning concepts expressed in those documents appearing in Part 8 or Schedule 2 and ensure that a use or development or proposed use or development is consistent with them.*
2. *Where there is an inconsistency between any applicable policy and this Planning Scheme, the provisions of the Planning Scheme will prevail*

**Schedule 2** of the Planning Scheme makes reference to eight policy documents, including the *Darwin Regional Land Use Plan*. The *Darwin Regional Land Use Plan* was prepared by the NT Planning Commission and incorporated into **Schedule 2** of the Planning Scheme in 2015. The plan provides a vision, goals and intended outcomes for development of the Darwin Region, identifies regional opportunities and the intention for development into the medium and long term. The Land Use Structure on Page 13 of the Plan identifies the subject land as *Open Space / Natural Area*. Page 27 of the Plan relates to *Open Space / Natural Areas* and seeks to ensure future development facilitates the retention of open space, significant vegetation and environmental areas. Commentary within the plan recognises the inclusion of a range of recreation areas within *Open Space / Natural Area*, and seeks to ensure continued access to recreational facilities.

Given the OR Zoning of the land, the nature of the proposed club providing additional recreation and leisure facilities, and the complimentary nature of the proposal with the range of facilities and events held at the Fannie Bay Racecourse, the proposal does not compromise the realisation of objectives per the Regional Land Use Plan.



The *Darwin Inner Suburbs Area Plan* was finalised in June 2016 and incorporated into **Schedule 2** of the NT Planning Scheme. The Plan provides a framework to guide progressive growth and development within the Inner Suburbs of Darwin. The Area Plan identifies the subject land for the continued purpose of *Organised Recreation*. **Section 3.4** of the Area Plan provides the following objectives and acceptable responses for organised recreation areas:

<b>Organised Recreation</b>	
<b>Objectives</b>	<b>Acceptable Responses</b>
1. <i>Retention and enhancement of land currently used for organised recreational activities.</i>	<p>No net loss of organised recreation land, unless an existing Specific Use Zone allows for change of use on a specific site.</p> <p>Redevelopment of facilities associated with the water sport clubs, the Darwin Bowls Club and the Sky City Casino only:</p> <ul style="list-style-type: none"> <li>• within the boundaries of those specific sites;</li> <li>• in a manner consistent with the relevant provisions of the NT Planning Scheme.</li> </ul>
2. <i>New active and passive recreation uses.</i>	Development of new recreation facilities on underutilised land within existing organised recreation areas.

In accordance with the Inner Suburbs Area Plan, the proposal ensures the retention and enhancement of organised recreation land, and provides new active and passive recreation uses on underutilised land. The proposal is consistent with the Darwin Inner Suburbs Area Plan, and will not compromise the broader objectives thereof.

#### **6. Section 46(3)(b) – Interim Development Control Order**

There are no Interim Development Control Orders currently applicable to the subject land.

#### **7. Section 46(3)(c) – Environmental Assessment Act, Waste Management and Pollution Control Act**

Formal consideration under the Northern Territory Environmental Assessment Act is not required, and the proposal is not likely to impact on any environment protection objective under the Waste Management and Pollution Control Act.

#### **8. Section 46(3)(d) – Merits of Proposed Development**

The proposal will increase the range of recreational facilities available to the surrounding area, in a location suitably separated from nearby residential uses.

#### **9. Section 46(3)(e) – Subject Land, Suitability of Development and effect on other land**

The subject land is suitably zoned, not affected by excessive slope, drainage or other constraints, and suitably located in relation to existing residential development and commercial areas.



**10. Section 46(3)(f) – Public Facilities and Open Space**

The proposal comprises a suitable addition to an existing recreation facility, and is located within walking distance to a range of commercial and community facilities and public open space.

**11. Section 46(3)(g) – Public Utilities and Infrastructure**

Power, water, sewer, stormwater and road infrastructure is available within immediate proximity to the subject land. The extent to which upgrade works are required will be determined during the detailed design stage, however the proposal aligns with the range of land uses anticipated within Zone OR and thus is not expected to significantly exceed the existing or anticipated service capacity.

**12. Section 46(3)(h) – Impact on Amenity**

Building location, design, layout, the location of vehicle access and exits and the provision of landscaping will ensure the proposal does not unreasonably impact on amenity.

**13. Section 46(3)(j) – Benefit/Detriment to Public Interest**

The proposal will increase the range recreational and dining facilities available to the surrounding and broader localities, and as such will have some benefit to public interest. There is always the possibility that licensed gaming venues may facilitate adverse social behaviours, however the combined dining, bar and gaming nature of the premises in the form of a club, the location of the premises without immediate proximity to sensitive receptors (for example schools) and the management of the club (for example the responsible service of alcohol) will ensure adverse public interest impacts are mitigated.

**14. Section 46(3)(k) – Compliance with the Building Act**

No subdivision is proposed, thus **Section 46(3)(k)** is not relevant.

**15. Section 46(3)(l) – Development of Scheme Land**

The application does not comprise alterations to or the further subdivision of land under a unit titles scheme. Accordingly **Section 46(3)(l)** is not relevant.

**16. Conclusion**

The application proposes the development of a licensed club comprising bar, dining and gaming areas, in a manner that will operate separately to the Fannie Bay Racecourse / Darwin Turf Club, albeit in a manner complimentary to horse racing and associated activities. The proposal is an anticipated form of development in Zone OR, does not compromise the objectives within the Darwin Regional Land Use Plan or the Inner Suburbs Area Plan, and complies with the majority of provisions within the NT Planning Scheme. A small shortfall in the provision of car parking is offset by significant overflow parking areas, and appropriate consideration has been given to ensuring protection from both primary and secondary storm surge events.





**Brad Cunningham**

Principal, Northern Planning Consultants Pty Ltd

4 March 2017



**Date Registered:** 05/01/2017

**Volume 816 Folio 003**

**Duplicate Certificate as to Title issued?** No

**SEARCH CERTIFICATE**

**CROWN LEASE IN PERPETUITY 01273**

Lot 5298 Town of Darwin from plan(s) S 79/109

Area under title is 43 hectares

**Owner:**

Darwin Turf Club Incorporated  
of G.P.O. Box 589, Darwin N.T. 0801

**Easements:**

Sewerage Easement to Power and Water Corporation  
Drainage Easement to Northern Territory of Australia

Registered Date	Dealing Number	Description
		Previous title is <b>Volume 815 Folio 999</b>
20/11/2015	859895	Lease to Luxbet Pty Ltd - Tenancy 5 - expiring 30/06/2018
12/11/2015	859438	Lease to Betchoice Corporation Pty Ltd - Tenancy 1 - expiring 30/06/2018
30/10/2014	835057	Sublease to Hillside (Australia New Media) Pty Limited - Tenancy 4 - expiring 28/02/2016
30/10/2014	835056	Sublease to ACN 092 468 883 Pty Ltd- Tenancy 6 - expiring 30/06/2018
30/10/2014	835054	Sublease to Sportsbet Pty Ltd - Tenancy 7 - expiring 30/06/2018
30/10/2014	835053	Sublease to Hillside (Australia New Media) Pty Limited - Tenancy 3 - expiring 28/02/2016
30/04/2010	725968	Mortgage Westpac Banking Corporation
28/09/2006	624204	Sub-lease to Telstra Corporation Limited - part - expiring 10/05/2014
10/09/1996	359699	Statutory Notice - Prescribed Property
End of Dealings		

**Commencement Date:** 3rd September, 1993

**Expiring Date:** In Perpetuity

**Reservations:**

All reservations and rights to which this grant is made subject by the Crown Lands Act.

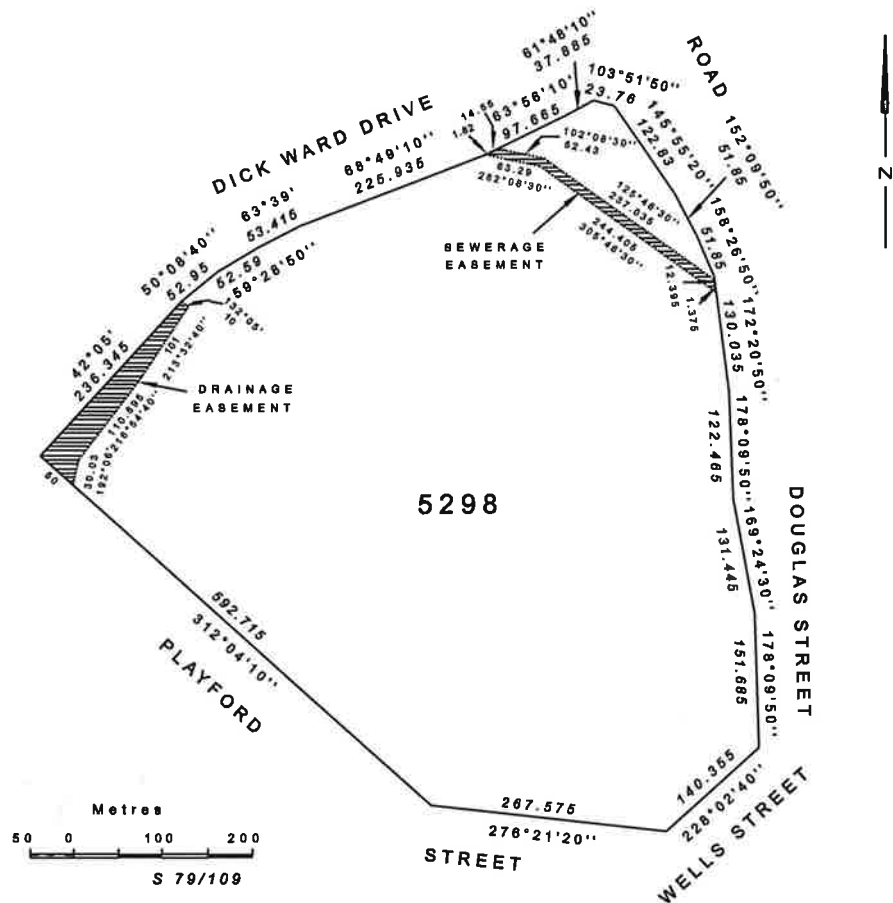
**Lease Conditions:**

1. A covenant by the Lessee that the Lessee will, subject to the Crown Lands Act, use the leased land for the purpose for which it is leased, viz racecourse and ancillary.

2. A provision that the lease shall, subject to the Crown Lands Act, be liable to forfeiture for non-compliance on the part of the Lessee with a condition of the lease.

3. The Minister and the Lessee agree that this Lease is subject to the Common Provisions as registered in the Land Titles Office as L.T.O. Instrument No. 268147.







**Date Registered:** 05/01/2017

**Duplicate Certificate as to Title issued?** No

**Volume 816 Folio 003**





NORTHERN TERRITORY OF AUSTRALIA

## Record of Administrative Interests and Information

### Record of Administrative Interests and Information

The information contained in this record of Administrative Interests only relates to the below parcel reference.

**Parcel Reference:** Lot 05298 Town of Darwin plan(s) S 79/109

(See section 38 of the Land Title Act)

Note: The Record of Administrative Interests and Information is not part of the Land Register and is not guaranteed by the Northern Territory of Australia, and the NT Government accepts no Liability for any omission, misstatement or inaccuracy contained in this statement.

Registrar General

### Government Land Register

(none found)

### Custodian - Registrar General (+61 8 8999 6252)

#### Current Title

CUFT 816 003 (order 1)

#### Tenure Type

CROWN LEASE IN PERPETUITY 1273

#### Tenure Status

Current

#### Area Under Title

43 hectares

#### Owners

Darwin Turf Club Incorporated  
G.P.O. Box 589, Darwin N.T. 0801

#### Easements

Drainage Easement to Northern Territory of Australia  
Sewerage Easement to Power and Water Corporation

#### Scheme Name

(none found)

#### Scheme Body Corporate Name

(none found)

#### Reserved Name(s)

(none found)





**Unit Entitlements**

(none found)

**Transfers**

(none found)

**Tenure Comments**

(none found)

**Historic Titles**

CUFT 815 999 (order 1)

CUFT 794 584 (order 1)

CUFT 709 674 (order 1)

CUFT 652 886 (order 1)

CUFT 618 907 (order 1)

CUFT 325 182 (order 1)

CUCL 194 080 (order 1)

Visit the website [http://www.nt.gov.au/justice/bdm/land\\_title\\_office/](http://www.nt.gov.au/justice/bdm/land_title_office/)

**Custodian - Surveyor General (+61 8 8995 5362)****Address**

20 DICK WARD DR, FANNIE BAY

**Survey Plan**

S 79/109

**Survey Status**

Approved

**Parcel Status**

CURRENT

**Parcel Area**

43 hectares

**Map Reference**

Code 200 Scale 2500 Sheet 30.24

Code 200 Scale 2500 Sheet 29.24

**Parent Parcels**

(none found)

**Parcel Comments**

DARWIN TURF CLUB. FORMER LOT LOT 2993 (RES 1004) WITH BOUNDARY EXTENSION & ROAD ACQUISITIONS. R1004 REVOKED NTG G2 13/1/88, S87/1002/97. PROP EXCISIONS OF LOTS 5668 & 5723 NOT PROCEEDING. ELECTRICITY EMENT S94/200. FOR HORSE HEALTH CENTRE VIDE S89/238. BALANCE FOLLOWING EXCISION OF TAB & HORSE HEALTH CENTRE IS PROP LOT 5711 VIDE S89/288. DICK WARD DRIVE ACCESS INFORMALLY NAMED 'BUNTINE ROAD' 94/1000(2)/53. TELSTRA LEASE LOT 7543(A) - S2004/186.

**Survey Comments**

(none found)

**Proposed Easements**

Electricity supply to Power and Water Authority

**Municipality**

DARWIN MUNICIPALITY



**Region**  
DARWIN

**Custodian - Valuer General (+61 8 8995 5375)**

**Owner's Last Known Address**

Darwin Turf Club Incorporated, G.P.O. BOX 589, DARWIN N.T. 0801

**Parcels in Valuation**

Lot 05298 Town of Darwin

**Unimproved Capital Value**

\$7,100,000 on 01/07/2014  
\$6,450,000 on 01/07/2011  
\$4,875,000 on 01/07/2008  
\$3,250,000 on 01/07/2005  
\$2,875,000 on 01/07/2002  
\$2,500,000 on 01/07/1999  
\$1,310,000 on 01/07/1996  
\$900,000 on 01/07/1993  
\$650,000 on 01/01/1991  
\$500,000 on 01/01/1988  
\$170,000 on 01/01/1985  
\$107,500 on 01/01/1982

**Valuation Improvements**

20/12/1983 Recreation other  
Improvement type(PGL RACECOURSE)

**Custodian - Property Purchasing (+61 8 8999 6631)**

**Acquisitions**

(none found)





**Custodian - Building Advisory Service (+61 8 8999 8965)**

**Building Control Areas**

BBDAR001 - Building Control Area

DARWIN BUILDING AREA

**Building Permits**

**Application Number:** 56 of 56  
**Description:** Tenancy Fitout - Sportsbet (Tenancy 2)  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 249 square metres  
**Certification:** Office - Occupancy Permit - *issued on 02/12/2016*

**Application Number:** 55 of 56  
**Description:** Tenancy Fitout - Crownbet (T8, Brett Dixon House)  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 0 square metres  
**Certification:** Office - Occupancy Permit - *issued on 31/08/2016*

**Application Number:** 54 of 56  
**Description:** Pedestrian Underpass, Ramps & Stairways  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Structure (Fence, Mast)  
**Area:** 350 square metres  
**Certification:** Structure (Fence, Mast) - Full Code - *issued on 18/03/2016*

**Application Number:** 53 of 56  
**Description:** Fitout to Tenancy 6 - Brett Dixon House  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 582 square metres  
**Certification:** Office - Full Code - *issued on 20/07/2015*

**Application Number:** 52 of 56  
**Description:** Office Fitout  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 0 square metres  
**Certification:** Office - Full Code - *issued on 10/04/2014*

**Application Number:** 51 of 56



**Description:** office fitout Sportsbet Tenancy  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** (none found)  
**Certification:** Office - Full Code - *issued on 24/04/2013*

---

**Application Number:** 50 of 56  
**Description:** Office Fitout to Tenancy 7  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 386 square metres  
**Certification:** Office - Full Code - *issued on 12/12/2011*

---

**Application Number:** 49 of 56  
**Description:** Office Fitout to Tenancy 6  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 603 square metres  
**Certification:** Office - Full Code - *issued on 12/12/2011*

---

**Application Number:** 48 of 56  
**Description:** Office Fitout to Tenancy 5  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 255 square metres  
**Certification:** Office - Full Code - *issued on 12/12/2011*

---

**Application Number:** 47 of 56  
**Description:** Office Fitout to Tenancy 3&4  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** (none found)  
**Certification:** Office - Full Code - *issued on 12/12/2011*

---

**Application Number:** 45 of 56  
**Description:** Stables  
**Number of Residential Units:** 4  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Non-habitable building  
**Area:** 1667 square metres  
**Certification:** Non-habitable building - Full Code - *issued on 23/01/2014*

---



**Application Number:** 44 of 56  
**Description:** 2 Storey Bookmakers Building  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 3000 square metres  
**Certification:** Office - Full Code - *issued on 28/09/2011*

---

**Application Number:** 43 of 56  
**Description:** Installation of 50m x 25m Skyline Marquee and 3 No. associated ablution buildings  
**Number of Residential Units:**  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Health care building  
Non-habitable building  
**Area:** 1295 square metres  
**Certification:** Health care building - Full Code - *issued on 30/11/2010*  
Non-habitable building - Full Code - *issued on 30/11/2010*

---

**Application Number:** 42 of 56  
**Description:** 2 Storey Bookmakers Building  
**Number of Residential Units:** 1  
**Australian Bureau of Statistics Type:** Separate House  
**Building Class:** Shop  
**Area:** 2662 square metres  
**Certification:** Shop - Full Code - *issued on 19/07/2011*

---

**Application Number:** 38 of 56  
**Description:** antenna to telecommunications building  
**Number of Residential Units:** 1  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Structure (Fence, Mast)  
**Area:** 8 square metres  
**Certification:** Structure (Fence, Mast) - Full Code - *issued on 20/07/2005*

---

**Application Number:** 36 of 56  
**Description:** STEWARDS TOWER  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Non-habitable building  
**Area:** 0 square metres  
**Certification:** Non-habitable building - Full Code - *issued on 23/07/2002*

---

**Application Number:** 35 of 56  
**Description:** SHED  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Non-habitable building



**Area:** 135 square metres  
**Certification:** Non-habitable building - Full Code - *issued on 17/12/2001*

---

**Application Number:** 31 of 56  
**Description:** CARPORT  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Non-habitable building  
**Area:** 36 square metres  
**Certification:** Non-habitable building - Full Code - *issued on 20/05/1999*

---

**Application Number:** 28 of 56  
**Description:** SATELLITE DISH  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Structure (Fence, Mast)  
**Area:** 0 square metres  
**Certification:** Structure (Fence, Mast) - Full Code - *issued on 13/08/1997*

---

**Application Number:** 25 of 56  
**Description:** SHED  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Non-habitable building  
**Area:** 74 square metres  
**Certification:** Non-habitable building - Full Code - *issued on 29/04/1996*

---

**Application Number:** 23 of 56  
**Description:** MEMBERS PAVILLION  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Assembly building  
**Area:** 1900 square metres  
**Certification:** Assembly building - Full Code - *issued on 04/08/1995*

---

**Application Number:** 11 of 56  
**Description:** OFFICE AND BAR  
**Number of Residential Units:** 0  
**Australian Bureau of Statistics Type:** (none found)  
**Building Class:** Office  
**Area:** 880 square metres  
**Certification:** Office - *issued on 27/07/1988*

Visit the website <http://www.nt.gov.au/building/>



**Custodian - Town Planning and Development Assessment Services (+61 8 8999 6046)**

**Planning Scheme Zone**

OR (Organised Recreation)

**Interim Development Control Orders**

(none found)

**Planning Notes**

(none found)

**Planning Applications**

**File Number**

PA2010/0167

**Type**

Appeal

**Date Received**

**Application Purpose**

Section 111 Appeal against refusal to issue development permit

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

16/06/2010

**Instrument Number**

DP10/0324

**Instrument Issued**

Signed

**Instrument Status**

Completed

---

**File Number**

PA2010/0377

**Type**

Investigation/Enforcement

**Date Received**

**Application Purpose**

Placement of carvans by owners and trainers on the site for more than 28 days.

**Application Status**

Completed

**Other Affected Parcels**

(none found)





**Instrument Signed****Instrument Number****Instrument Issued**

Not Complete

**Instrument Status**

---

**File Number**

PA2008/0682

**Type**

Variation of Development Permit

**Date Received**

05/08/2015

**Application Purpose****Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

06/08/2015

**Instrument Number**

DP08/0671A

**Instrument Issued**

Signed

**Instrument Status**

Current

---

**File Number**

PA2012/0076

**Type**

Development

**Date Received**

13/02/2012

**Application Purpose**

Seasonal caravan park ancillary to an existing turf club

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

18/04/2012





**Instrument Number**

DP12/0215

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2010/0167

**Type**

Variation of Development Permit

**Date Received**

01/11/2011

**Application Purpose**

Changes to the layout of the 60 stalls (stables) in 4 buildings

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

08/12/2011

**Instrument Number**

DP10/0324B

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2010/0167

**Type**

Variation of Development Permit

**Date Received**

01/06/2011

**Application Purpose**

Change from 60 stalls in 3 buildings to 60 stalls in 4 buildings

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

26/08/2011





**Instrument Number**

DP10/0324A

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2009/1353

**Type**

Variation of Development Permit

**Date Received**

18/11/2010

**Application Purpose**

Addition of a shade structure to an existing marquee

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

20/01/2011

**Instrument Number**

DP09/0942A

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2009/1461

**Type**

Planning Scheme Amendment

**Date Received**

12/10/2009

**Application Purpose**

Exception for Marquee addition to Turf Club

**Application Status**

Approved

**Other Affected Parcels**

(none found)





**Instrument Signed****Instrument Number****Instrument Issued**

Not Complete

**Instrument Status**

Current

**File Number**

PA2009/1353

**Type**

Development

**Date Received**

17/09/2009

**Application Purpose**

Marquee addition to existing horse racing facility for the purpose of a function area

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

20/11/2009

**Instrument Number**

DP09/0942

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2001/0254

**Type**

Variation of Development Permit

**Date Received**

06/05/2009

**Application Purpose**

Verandah (solid shade structure) addition to an existing organised recreation development.

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

14/05/2009





**Instrument Number**

DP01/0231A

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2008/0682

**Type**

Development

**Date Received**

19/08/2008

**Application Purpose**

Changes to DP07/0292 to relocate carparking, reduce number of car parking spaces minor internal alterations

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

22/10/2008

**Instrument Number**

DP08/0671

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2008/0376

**Type**

Development

**Date Received**

14/04/2008

**Application Purpose**

Addition of 80 horse stables in 4 buildings to existing horse racing facility

**Application Status**

Refused

**Other Affected Parcels**

(none found)

**Instrument Signed**

08/01/2010





**Instrument Number**

NR09/0025

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2003/0067

**Type**

Variation of Development Permit

**Date Received**

27/06/2007

**Application Purpose**

Changes to carparking layout

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

09/08/2007

**Instrument Number**

DP03/0054B

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2004/0356

**Type**

Variation of Development Permit

**Date Received**

27/06/2007

**Application Purpose**

Changes to carpark layout

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

09/08/2007





**Instrument Number**  
DP04/0225B

**Instrument Issued**  
Signed

**Instrument Status**  
Completed

---

**File Number**  
PA2005/0515

**Type**  
Variation of Development Permit

**Date Received**  
26/06/2007

**Application Purpose**  
Carpark location

**Application Status**  
Approved

**Other Affected Parcels**  
(none found)

**Instrument Signed**  
09/08/2007

**Instrument Number**  
DP05/0502A

**Instrument Issued**  
Signed

**Instrument Status**  
Completed

---

**File Number**  
PA2007/0470

**Type**  
Development

**Date Received**  
19/06/2007

**Application Purpose**  
Proposed stable complex

**Application Status**  
Approved

**Other Affected Parcels**  
(none found)

**Instrument Signed**  
23/08/2007





**Instrument Number**

DP07/0369

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2007/0202

**Type**

Development

**Date Received**

21/03/2007

**Application Purpose**

Office building in 2 storeys ancillary to existing turf club

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

27/06/2007

**Instrument Number**

DP07/0292

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2004/0356

**Type**

Variation of Development Permit

**Date Received**

21/11/2005

**Application Purpose**

Relocate Stable 2 from south to north side of easement.

**Application Status**

Approved

**Other Affected Parcels**

(none found)





**Instrument Signed****Instrument Number**

DP05/0225B

**Instrument Issued**

Signed

**Instrument Status****File Number**

PA2005/0515

**Type**

Development

**Date Received**

25/07/2005

**Application Purpose**

STABLES

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

24/11/2005

**Instrument Number**

DP05/0502

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2004/0356

**Type**

Variation of Development Permit

**Date Received**

10/06/2005

**Application Purpose**

Shed to house pumps for the equine pool

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

10/06/2005





**Instrument Number**

DP04/0225A

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2004/0356

**Type**

Development

**Date Received**

01/06/2004

**Application Purpose**

Stables

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

12/08/2004

**Instrument Number**

DP04/0225

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2004/0092

**Type**

Development

**Date Received**

09/02/2004

**Application Purpose**

Mobile telephone mast &amp; demountable equipment hut

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

21/04/2004





**Instrument Number**

DP04/0109

**Instrument Issued**

Signed

**Instrument Status**

Current

**File Number**

PA2004/0068

**Type**

Subdivision

**Date Received**

02/02/2004

**Application Purpose**

To create 2 lots.

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

21/04/2004

**Instrument Number**

DP04/0112

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2003/0067

**Type**

Variation of Development Permit

**Date Received**

24/04/2003

**Application Purpose**

VARY ROOF PITCH , RELOCATE CARPARKING

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

01/05/2003





**Instrument Number**

DP03/0054A

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2003/0067

**Type**

Development

**Date Received**

24/01/2003

**Application Purpose**

STABLE BUILDING EXH 31/01/03 - 14/02/03

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

12/03/2003

**Instrument Number**

DP03/0054

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2001/0254

**Type**

Development

**Date Received**

01/05/2001

**Application Purpose**

STORAGE SHED EXHIB DATES: 11/5/2001 - 25/5/2001

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

18/06/2001





**Instrument Number**

DP01/0231

**Instrument Issued**

Signed

**Instrument Status****File Number**

PA2000/0153

**Type**

Development

**Date Received**

03/03/2000

**Application Purpose**

24 STABLES, 4 TACKS ROOMS AND 2 ABLUTIONS EXHIB DATES: 10/3/2000 -24/3/2000

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

13/04/2000

**Instrument Number**

DP00/0160

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA2000/0021

**Type**

Development

**Date Received**

10/01/2000

**Application Purpose**

OUTDOOR SERVERY BAR EXHIB DATES: 14/1/2000-28/1/2000

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

23/02/2000





**Instrument Number**

DP00/0063

**Instrument Issued**

Signed

**Instrument Status**

---

**File Number**

PA1998/0060

**Type**

Variation of Development Permit

**Date Received**

29/01/1998

**Application Purpose**

SHED TO HOUSE NEW HORSE SCALES

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

11/02/1998

**Instrument Number**

DP98/0041

**Instrument Issued**

Signed

**Instrument Status**

---

**File Number**

PA1993/0624

**Type**

Variation of Development Permit

**Date Received**

26/03/1996

**Application Purpose**

EXTENSIONS TO PAVILION

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

03/04/1996

**Instrument Number**

DP96/0177





**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA1993/0624

**Type**

Development

**Date Received**

27/10/1993

**Application Purpose**

CLUB BAR EXTENSIONS DARWIN TURF CLUB

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

11/11/1993

**Instrument Number**

DV5116

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA1993/0613

**Type**

Development

**Date Received**

26/10/1993

**Application Purpose**

EXTENSIONS TO FACILITIES, STEWARDS VIEWING PLATFORM, ADDITIONAL PARKING & NEW ACCESS.  
ON BEHALF OF THE DARWIN TURF CLUB INC.

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

11/11/1993

**Instrument Number**

DV5119





**Instrument Issued**

Signed

**Instrument Status****File Number**

PA1992/0224

**Type**

Development

**Date Received**

21/05/1992

**Application Purpose**

OFFICE EXTENSIONS

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

15/06/1992

**Instrument Number**

DV4572

**Instrument Issued**

Signed

**Instrument Status****File Number**

PA1991/0618

**Type**

Development

**Date Received**

13/11/1991

**Application Purpose**

OFFICE EXTENSIONS

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

12/12/1991

**Instrument Number**

DV4393

**Instrument Issued**

Signed





## Instrument Status

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**File Number**

PA1991/0610

**Type**

Development

**Date Received**

12/11/1991

**Application Purpose**

STABLES REPLACING EXISTING STABLES

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

12/12/1991

**Instrument Number**

DV4392

**Instrument Issued**

Signed

**Instrument Status**

Expired

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**File Number**

PA1990/0095

**Type**

Development

**Date Received**

23/02/1990

**Application Purpose**

HORSE STABLES

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

12/04/1990

**Instrument Number**

DV3760

**Instrument Issued**

Signed





## Instrument Status

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**File Number**

PA1989/0286

**Type**

Subdivision

**Date Received**

30/05/1989

**Application Purpose**

CREATE 2 LOTS PART V SIGNED 22/2/1190

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

26/06/1989

**Instrument Number**

S 1886

**Instrument Issued**

Signed

**Instrument Status**

Completed

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**File Number**

PA1987/0587

**Type**

Development

**Date Received**

10/11/1987

**Application Purpose**

AMEND PREVIOUS APPROVAL

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

07/12/1987

**Instrument Number**

DV2868

**Instrument Issued**

Signed





**Instrument Status**

Completed

**File Number**

PA1987/0587

**Type**

Development

**Date Received**

14/09/1987

**Application Purpose**

CLUBROOMS/BAR

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

15/10/1987

**Instrument Number**

DV2837

**Instrument Issued**

Signed

**Instrument Status**

Expired

**File Number**

PA1987/0515

**Type**

Subdivision

**Date Received**

07/08/1987

**Application Purpose**

CREATE 2 LOTS PROVISIONAL PRINT S88/153 RECVD 12/87 PROVISIONAL PRINT S79/109 RECVD 5/88

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

30/10/1987

**Instrument Number**

S 1692

**Instrument Issued**

Signed



**Instrument Status**

Expired

**File Number**

PA1986/0749

**Type**

Development

**Date Received**

24/10/1986

**Application Purpose**

OFFICE BUILDING

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

20/11/1986

**Instrument Number**

DV2419

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA1986/0711

**Type**

Development

**Date Received**

14/10/1986

**Application Purpose**

PUBLIC BAR

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

17/11/1986

**Instrument Number**

DV2418

**Instrument Issued**

Signed





**Instrument Status**

Completed

**File Number**

PA1985/0663

**Type**

Development

**Date Received**

22/10/1985

**Application Purpose**

CARETAKERS RESIDENCE SENT TO SERVICE AUTHORITIES 29/10/85

**Application Status**

Approved

**Other Affected Parcels**

(none found)

**Instrument Signed**

18/12/1985

**Instrument Number**

DV2000

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PAC850124

**Type**

Appeal

**Date Received**

19/08/1985

**Application Purpose**

APPEAL AGAINST DV1757

**Application Status**

Refused

**Other Affected Parcels**

(none found)

**Instrument Signed**

09/03/2009

**Instrument Number**

000

**Instrument Issued**

Signed





**Instrument Status**

Completed

**File Number**

PA1985/0350

**Type**

Development

**Date Received**

17/06/1985

**Application Purpose**

DISPLAY SIGN

**Application Status**

Refused

**Other Affected Parcels**

(none found)

**Instrument Signed**

16/07/1985

**Instrument Number**

DV1757

**Instrument Issued**

Signed

**Instrument Status**

Completed

**File Number**

PA1984/0415

**Type**

Development

**Date Received**

02/08/1984

**Application Purpose**

SIGN

**Application Status**

Refused

**Other Affected Parcels**

(none found)

**Instrument Signed**

12/09/1984

**Instrument Number**

DV1426

**Instrument Issued**

Signed





**Instrument Status**

Completed

**Custodian - Power and Water Corporation (1800 245 092)****Meters on Parcel**

Power Water - Electricity 1  
Power Water - Water (none found)

For Account balances, contact the Power and Water Corporation.

**Custodian - Pool Fencing Unit (+61 8 8924 3641)****Swimming Pool/Spa Status**

(none found)

For more information, contact the Pool Fencing Unit (+61 8 8924 3641).

**Custodian - Mines and Energy (+61 8 8999 5322)**

For information on possible Exploration Licences, contact Mines & Energy or visit the website  
[http://www.nt.gov.au/d/Minerals\\_Energy/](http://www.nt.gov.au/d/Minerals_Energy/)

For information on possible Petroleum Titles, contact Mines & Energy for further details.

**Custodian - NT Environment Protection Authority (+61 8 8924 4218)****Results of site contamination assessment**

(none found)

For further information contact Environment Protection Authority or visit the website  
<https://ntepa.nt.gov.au/waste-pollution/contaminated-land>

**Custodian - Heritage Branch (+61 8 8999 5039)****Heritage Listing:**

(none found)

For further information on heritage places contact Heritage Branch or visit the website  
<https://nt.gov.au/property/land/heritage-register-search-for-places-or-objects>

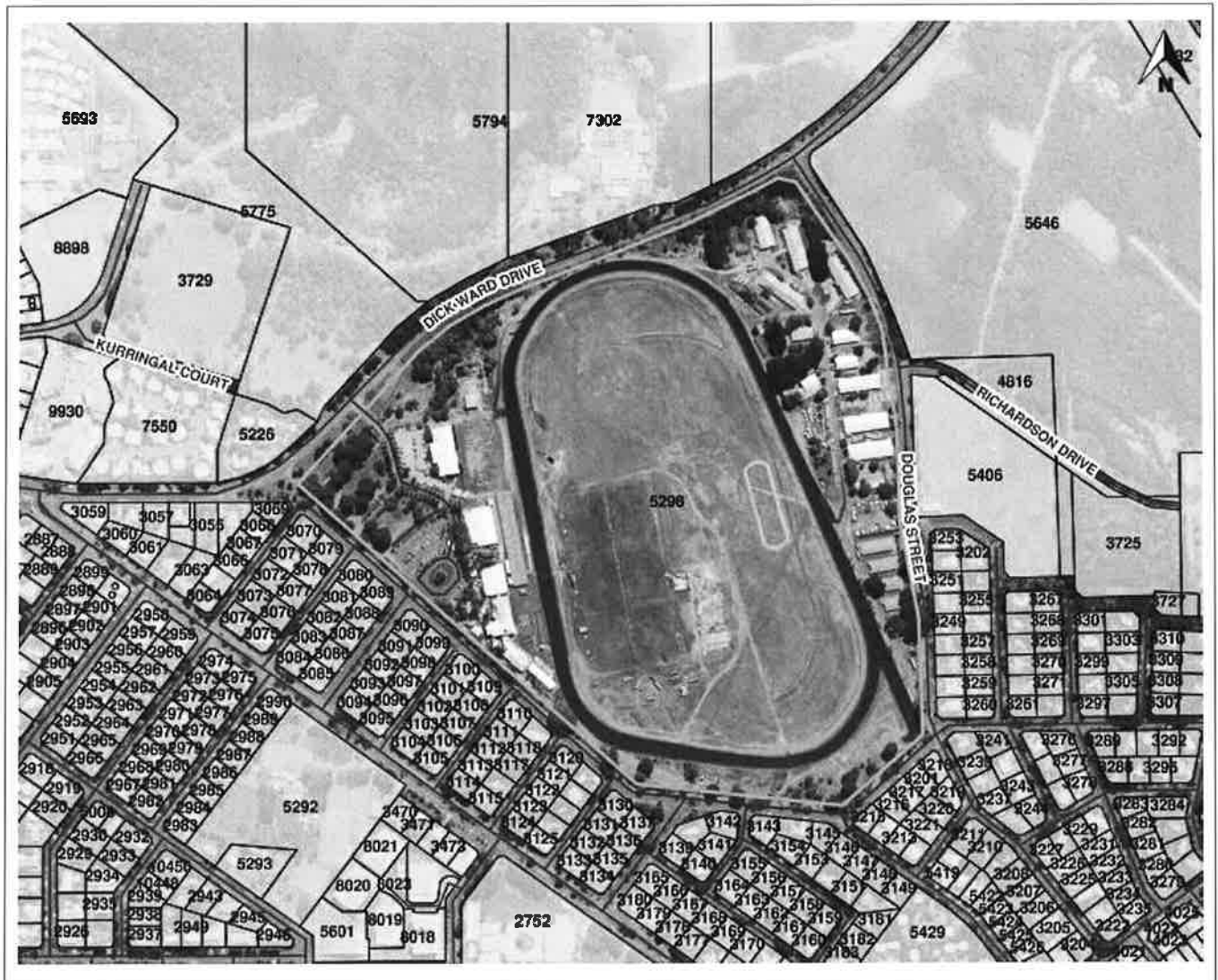
**Other Interests**

For Account balances, contact Darwin City Council

Storm Surge: This lot is within a primary surge zone. For more information contact Lands Planning on 8999 8963.

Storm Surge: This lot is within a secondary surge zone. For more information contact Lands Planning on 8999 8963.











I / We, KEITH STACEY, of the DARWIN TURF CLUB INC.

authorise Brad Cunnington of Northern Planning Consultants to act on our behalf regarding the matter below:

Preparation and lodgement of an application for development permit – licensed club at Lot 5298

Town of Darwin.

Signed: 

CHIEF EXECUTIVE OFFICER

Date: 03/03/17