



CITY OF DARWIN

PARAP VILLAGE MASTERPLAN

DESIGN REPORT

29 October 2021



Louw
GROUP

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October 2021

1 Introduction

1.1 Site Description & Details

The Parap Shopping Centre and Market Space is located across several privately owned land parcels. The project area is bounded by Urquhart Street to the north, Parap Road to the west, Gregory Street to the south, and Vickers Street to the east. The project area also includes the internal laneways of Parap Place and Vimy Lane.

Project Areal View



Image 1: Areal view of Parap Village

The project details are as follows:

Project Area:	Parap Shopping Centre and Market Space
Address:	Area bounded by Urquhart Street, Parap Road, Gregory Street and Vickers Street, Parap
Location Name:	Town of Darwin
Parcel Numbers:	Lots 2753 – 2762; 2764;2765; 3196-3198; and 6538 plus road reserve and parking areas
Project footprint:	Approx. 30,000m ² (3.0Ha)
Town Planning Zone:	C (Centre)

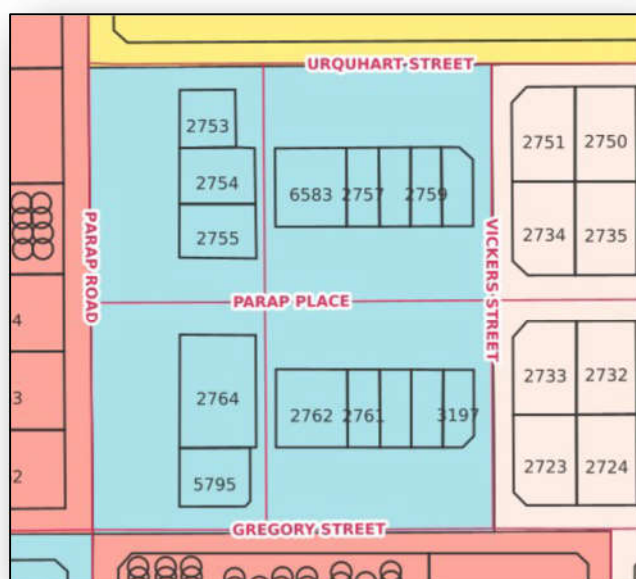
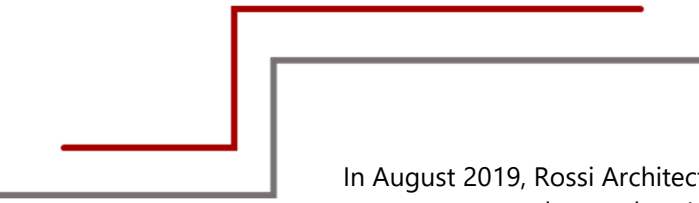


Image 2: NR Maps extract demonstrating the zoning of Parap Village

1.2 Project Background

The Parap Village Traders Association (PVTa) was formed in 1988 to oversee the operations of the Parap Village Market. The Parap Village Markets are held every Sunday morning, with market stalls primarily being located on City of Darwin (CoD)-managed land. The PVTa is comprised of the Parap Village Precinct shop keepers / building owners and the committee meets once a month to discuss market and shopping centre issues, requests and ideas.

In May 2019, the PVTa commissioned the *Parap Village Improvement Plan*, prepared by Place Partners. This document focusses on place improvement of the central retail core of Parap Village, and was intended to deliver a concept plan that would guide the short- and long-term improvement of the centre.



In August 2019, Rossi Architects prepared a Concept Master Plan and designed a series of concept master plan renders. It is noted that a topographical survey plan for approximately 2/3 of the project area has also been prepared by EJA.

The Parap Village Improvement Plan set out a number of short- and long-term proposals for the area, some of which are located in the private realm (and may be implemented by PVTAs), some in the public realm (which may be able to be undertaken by the City of Darwin) and some of which will require coordination between the public and private realms.

City of Darwin has set aside funding available within the 2020/21 and 2021/22 financial years to undertake some of the short-term objectives within their remit (i.e. the public spaces under CoD management), as well as the concept planning and detailed scoping of the remaining improvement plan outcomes.

Louw Group commenced the project delivery with the Project Owner (City of Darwin), represented by Nik Kliene and Mathew Vitucci on 4 May 2021.

Consequently, a Project Management Plan was prepared that set out the project delivery methodology and detail scope of works associated with Stage 1: Short Term Initiatives and Stage 2: Long Term Masterplanning activities.

The SOW resulted in the following deliverables:

Stage 1: Short Term Initiatives

1. Design and construction documentation to deliver the **Short-term Intervention Actions** in line with actions identified in the Parap Village Improvement Plan; and

Stage 2: Long Term Masterplanning

2. Concept Master Plan and 30% design documentation to demonstrate the scope and budget of delivering the **Long-term Concept Plan** in line with actions identified in the Parap Village Improvement Plan.



2 Project Stakeholders

The City of Darwin is the Project Owner of the Parap Shopping Centre and Market Space. However, it is noted that there are significant Key Stakeholders associated with this project, most notably the Parap Village Traders Association (PTVA).

2.1 Project Owner

The project owners for the Parap Village Masterplan redevelopment are:

- | Elected Members, City of Darwin

2.2 Project Control Group (PCG)

A Project Control Group (PCG) was established to provide strategic direction and key project decision. The PCG consisted of:

- | Nik Kleine, City of Darwin
- | Mathew Vitucci, City of Darwin

2.3 Stakeholder Working Group (SWG)

A Stakeholder Working Group (SWG) was also established to provide strategic input and advice to the project team throughout the project life cycle. The SWG consisted of:

- | City of Darwin (e.g. technical and landscaping departments);
- | City of Darwin – elected members;
- | Parap Village Traders Association (PVTA);
- | Parap Primary School; and
- | Member for Fannie Bay.

2.4 Project Design Consultants

The following consultants were engaged as sub-consultants to Louw Group to deliver the design of both project stages:

- | Rossi Architects – Urban & Architectural Design;
- | Clouston Consultants – Landscaping Architecture;
- | PSA Consultants – Traffic & Pedestrian Impact Assessment;
- | ADG Engineers – Civil Engineers;
- | Ashburner Francis – Electrical Engineering; and
- | EJA – Cadastre & Services Surveying.

2.5 Secondary Project Stakeholders

The following stakeholders were consulted as part the project delivery:

- | City of Darwin – technical services departments provided design feedback;
- | Activate Darwin – strategy to close the southern portion of Parap Place in front of the Local MLA (Michael Gunner’s office) on a trial basis; and
- | Department of Infrastructure, Planning & Logistics (DIPL) – transport department to discuss bus routes and bus stop locations.



2.6 Project Engagement

As an initial step, the project design consultant team conducted a Start-Up Workshop with the Project Owner, and held a Stakeholder Working Group (SWG) meeting with the PVTA and other Primary Stakeholders (as identified by the Project Owner).

The intent of the SWG meeting was to confirm the key project objectives and critical drivers for the project, as set out in the Parap Village Improvement Plan.

A Start-Up meeting was held with the Project Owner on 17 May 2021 to discuss the initial PMP. The following matters were clarified:

- | The key objectives of the project;
- | The key actions required, and a programme to complete the project scope of works;
- | The specific outcomes / standards of work that are to be achieved throughout the project;
- | The makeup and terms of reference of the Stakeholder Working Group (SWG);
- | Key responsibilities, contact details, and communications protocols for the SWG, and Secondary Stakeholders; and
- | Project sensitivities.

Further to the above Start-Up meeting, a Masterplan Stakeholder Working Group (SWG) meeting was held on 21 May 2021 at the Fannie Bay Electorate Office Community Room. Whilst the initial SWG meeting also discussed Stage 1 elements, valuable feedback in relation to the following areas was received:

- | Car parking and traffic concerns;
- | Intent and desired use of public spaces;
- | Pedestrian accessibility; and
- | Beautification measures.

Stakeholder meetings and resultant actions captured in the SWG Meeting Minutes, issued by Louw Group and included in Appendix B:

- | SWG Meeting No. 1 – 21 May 2021;
- | Elected Members Meeting – 03 June 2021;
- | PCG & Design Consultants' Meeting – 09 June 2021;
- | PCG & Design Consultants' Meeting – 07 July 2021;
- | SWG Meeting No. 2 – 12 July 2021;
- | SWG Meeting No. 3 – 10 August 2021;
- | Ad-hoc DIPL meetings (as and when required);
- | Ad-hoc Activate Darwin meetings (as and when required); and
- | Weekly design meetings for the duration of the project.

3 Project Design Activities

As set out in the Parap Village Improvement Plan, the extent of works covered by this project will involve the investigation of options and the identification of an Early Works package to be delivered before the end of 2021.

The intention is to identify simple improvements that fall under the control of City of Darwin and can be readily implemented in accordance with the overall masterplan proposals without limiting future improvements and major interventions.

‘Tropical, eclectic and a little quirky, Parap Village retail centre is the perfect place to shop, socialise, play and relax; for locals and tourists alike’ – the intention of these works is to undertake initial works in the transformation of the Village and address overall shading, cooling, greening and enliven the space. The project included the following design activities in accordance with the PVTa’s Parap Village Improvement Plan:

3.1 Stage 1: Short Term Initiatives

Item No. 1: Fairy Lights in Trees

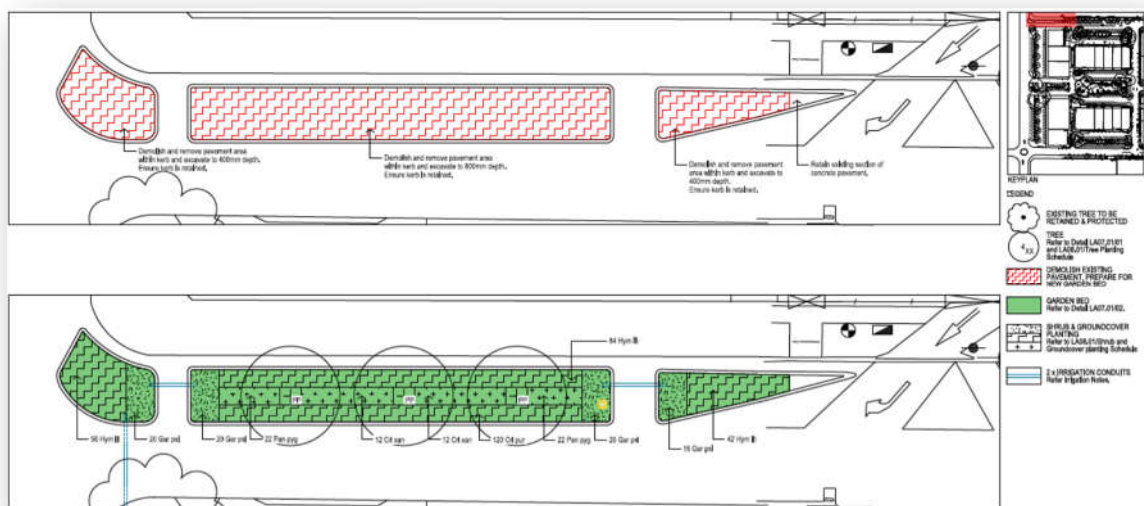
Scope Item No. 1 (Fairy Lights)

- | The project considered the design and installation of commercial-quality fairy lights in five tree locations identified.
- | Design and install fairy light management system (i.e. automatic or manual).
- | The proposed trees were investigated by the electrical engineer for suitability and ease of connection to power.
- | The investigation identified that four out of the five locations would require major infrastructure (i.e. under boring, or open cut to connect power), and may become redundant as part of the Long Term Masterplanning delivery phase.
- | As such, only one location in Vimy Lane was selected for which the design completed.
- | It is Council’s intent to engage Top End RACE (as the incumbent electrical contractor) to install the Fairy Lights.

Item No. 2: Replace the Trees and Increase Ground Cover

This activity resulted in the following design elements:

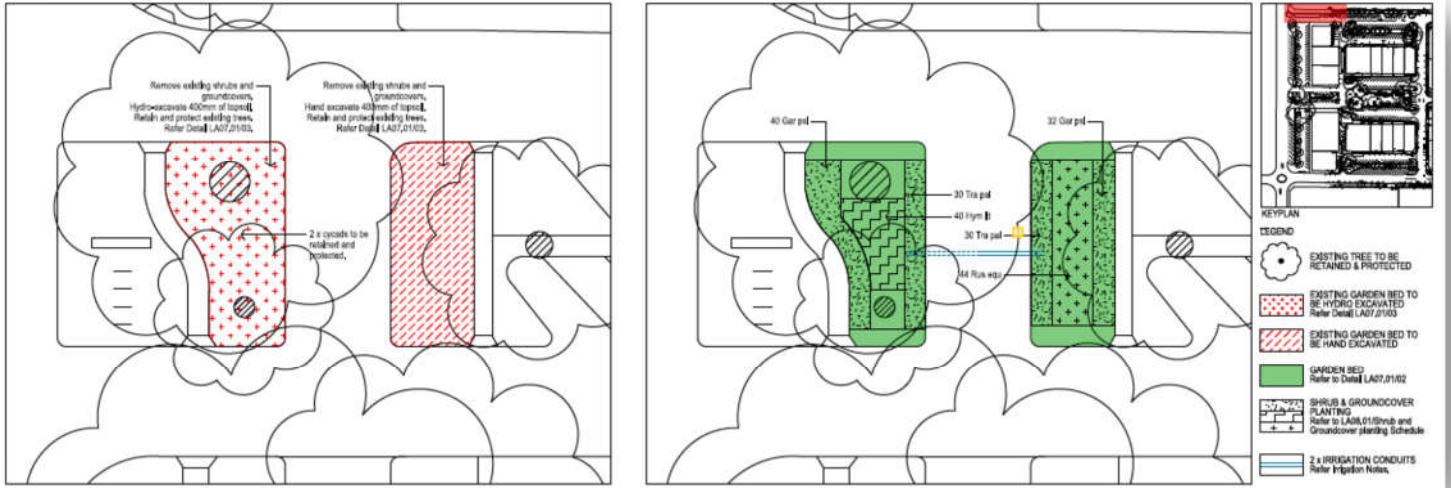
Scope Item No. 2 (Urquhart Works)



Demolition of existing pavement and installation of new garden beds on the intersection of Parap Road and Urquhart Street;

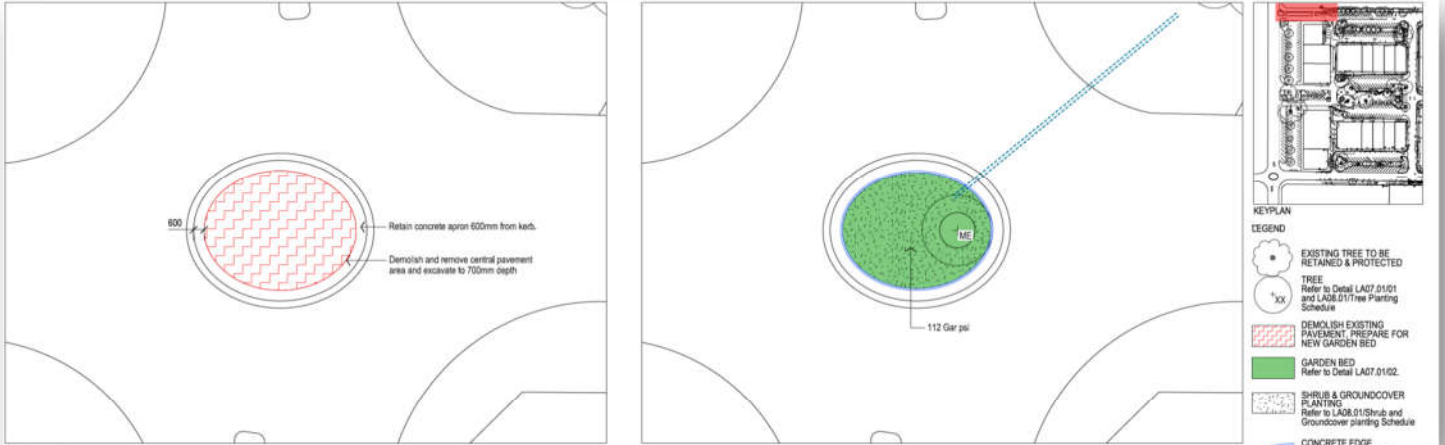
Scope Item No. 3 (Parap Village Entry Works)

Excavation of existing garden beds and installation of new garden beds, ground covers and shrubs at the entrance to Parap Village from Parap Road;



Scope Item No. 4 (Roundabout Works)

Demolition of existing pavement and installation of new tree, shrubs and groundcovers at the roundabout on Parap Road and Gregory Street;



Scope Item No. 5 (Parap Lane Seating Node Works)



Excavation of existing garden beds and installation of new garden beds, ground covers, shrubs and decking at the Mad About Coffee seating node; and

Scope Item No. 6 (Gregory Street Seating Note Works)

Excavation of existing garden beds and installation of new garden beds, ground covers, shrubs and decking at the Saffron seating node.



For reference: that the above works activities have been detailed in the Landscaping Activity No. 1 Drawing Set (D21-0027: LA01.01 to LA08.01: REV0) as prepared Clouston Consultants.

Item No. 3: Green Barriers

The option of installing relocatable concrete planter boxes to act as traffic barriers were explored. This option was discussed with various stakeholders, including PVTA, who indicated hesitation in relation to planter box benefits in terms of species, maintenance, ability to relocate and longevity.


Planter boxes may be used as part of the Activate Darwin closure of car bays outside the Electorate office, subject to negotiation between PVTA, Activate Darwin and City of Darwin.

This option was not explored as part of this project.

Item No. 4 & 5: 'A Better Bus Journey' and 'A Good Walk'

The Traffic Engineers have undertaken the following activities as part of this scope:

- | Review the City of Darwin's Draft Movement Strategy and its proposed objectives for active transport;
- | Review the long term masterplanning for the Parap Village (prepared by PVTA);
- | Review pedestrian desire lines on market days on Parap Road, Gregory Street and Parap Place;
- | Undertake a review of any traffic count data available for the roundabout of Gregory Street / Parap Road;

- 
- | Undertake a review of the parking provision on-street and within the Parap Village precinct in the vicinity of the Gregory Street / Parap Road intersection;
 - | Undertake an assessment of the safety of the pedestrian movements in the vicinity of the Gregory Street / Parap Road intersection; and
 - | Undertake additional traffic and pedestrian counts as required.

Low Group facilitated a PCG and Subconsultant meeting on 9 June 2021 to discuss the preliminary recommendations of the Pedestrian Movement Assessment and the draft Landscape Concept Plan. Several actions arose out of this meeting, including:

- | A further site visit to be undertaken by the Project Managers and all sub-consultants to review the proposed landscaping and optimum pedestrian movements along, and crossing, Parap Road. This was undertaken on 15 June 2021;
- | Review of the possibility of, and costs associated with, relocating the bus stop(s); and
- | Request for quote from ADG Engineers (Civil engineering consultant) to provide scope for Stage 1 – Short Term Intervention Actions arising from landscaping and traffic proposals, including pavement treatments, kerbs, services, DBYD etc. based upon the site visit on 15 June 2021.

The Traffic Engineers completed an initial Traffic and Pedestrian Impact Assessment which outlined the proposed recommendations and mitigation measures. This report was presented as a concept report to be finalised subject to additional traffic and pedestrian counts during Stage 2.

3.2 Stage 1: Construction Works

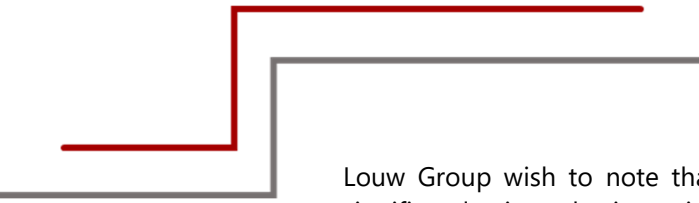
Low Group issued the final landscaping construction documentation associated with Stage 1 as a Request for Quote to Council's Civil Panel Contract members on 26 July 2021, being:

- | OMEGA Concreting and Civil Constructions
- | General Excavators
- | DTA Contractors Pty Ltd
- | Mousellis

Low Group only received one submission from Mousellis and Sons Pty Ltd. The quoted amount was above the project budget for Stage 1 Works, and as such Low Group met with Council on 10 August 2021 to present the quote, recommending that the quote is not accepted by Council.

Low Group furthermore recommended that Council retender the works with a longer delivery programme included. Unfortunately, Council's Civil Panel Contract expired on 31 August 2021, and as such Council was not able to award the works under a valid contract. Council has since completed the retender of the Civil Panel Contract and have awarded two civil contractors to perform civil and landscaping works under an agreed panel contract arrangement.

As such, Low Group will be retendering the Stage 1 Works in November 2021 under the new Civil Panel Contract with works proposed to commence in early 2022.



Low Group wish to note that construction, material and labour rates have increased significantly since the inception of this project. As such, there is a risk that the quotes received by the panel contractors may come back higher than the available budget. If this occurs, then Low Group proposes that the works activities forming part of Stage 1 Works are prioritised in accordance with benefit to the community, and that the lower order items are considered for exclusion from the contract.

These excluded items can be performed under Stage 2 Works.

Given the SWG's feedback and responses to the Stage 1 Works activities, Low Group proposes the following priority list (from highest to lowest):

- Priority No. 1. Scope Item No. 1 (Fairy Lights)
- Priority No. 2. Scope Item No. 6 (Gregory Street Seating Node Works)
- Priority No. 3. Scope Item No. 5 (Parap Lane Seating Node Works)
- Priority No. 4. Scope Item No. 3 (Parap Village Entry Works)
- Priority No. 5. Scope Item No. 2 (Urquhart Works)
- Priority No. 6. Scope Item No. 4 (Roundabout Works)

3.3 Stage 2: Long Term Masterplan

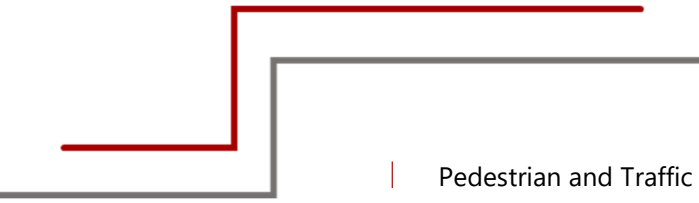
A Project Brief and individual Works Packages' Briefs have been developed as a result of Stage 1.

Key project risks, budget, objectives and briefs have been explored as part of the Stage 1 workshop. The outcome of the workshop has been to develop and document clear and comprehensive design briefs for the individual works packages and identify project risks so that project planning can be advanced to a point where:

- | A cost indication can be established; and
- | The scope of work and expected outcomes are clearly understood by all directly involved in the project.

Low Group engaged sub-consultants (to Low Group) to undertake the 30% Design Drawings / Functional Layout Design as identified under the Stage 2 scope to result in the following deliverables:

- | Parap Village Masterplan Report (Council internal report that includes full project cost estimates);
- | Parap Village Design Report (Community consultation "glossy" report);
- | New Floor Layout Plan;
- | New Canopy Layout Plan;
- | Wayfinding and Signage Plan;
- | Architectural Sections, including Road Pavements;
- | Ablutions and Bin Storage Extension Plan;
- | Materiality Plan;
- | 4 x Rendered Architectural Images;
- | 60 Second Flythrough;

- 
- | Pedestrian and Traffic Movement Report;
 - | Existing Parking Layout Plan;
 - | New Parking Layout Plan & Road Markings;
 - | Existing & Proposed Bus Routes & Bus Stops;
 - | Existing & New Stormwater Catchment Plans;
 - | Proposed Stormwater Works;
 - | Proposed Demolition Plan;
 - | Landscape Masterplan;
 - | Detail Landscaping Plans (of activity nodes);
 - | Market Operations Plan (business hours, market hours & alfresco);
 - | Landscaping Site Sections;
 - | Materials and Planting – Images;
 - | Seating & Furniture Plan;
 - | Directional Signage Plans (statutory signage); and
 - | Full Project Cost Estimates.

4 Masterplan Design Activities

4.1 Context Study

'Tropical, eclectic and a little quirky, Parap Village retail centre is the perfect place to shop, socialise, play and relax - for locals and tourists alike'.

Parap Village is a unique inner-suburbs shopping village that stands out from other suburban shopping nodes due to its central plaza like arrangement.

The Parap Village provides an irreplaceable commercial and civic presence that is distinctly tropical Darwin.

Broader Context



Image 3: Parap Village Study Area walkable catchments, with 500m and 1,000m radii

The Site¹

The Study Area is defined by Parap Primary School and its open space to the north, low-rise medium density residential apartments to the west and south and low-rise dwellings to the east. Within the Study Area are commercial and retail uses distributed across 1-2 storeyed buildings. Continuous awnings front the line of shops.

¹ The Parap Village Improvement Plan, Place Partners, MRCagney and Place Score, May 2019

Issues identified on site include:

Urquhart Street and Vickers Street are fronted by inactive building facades, resulting in poor passive surveillance;



There is limited public open space dedicated to community use;

Public land is mostly dedicated to roads and/or parking (over 50% of study area dedicated to roads and parking);

The road structure, with busy car movement and parking space all around, makes the retail core of Parap Village seem like an island destination that is difficult to safely access on foot;

Extensive areas of hard paving and lack of shading increase the heat and generally make the place less welcoming and comfortable to stay in;



Large areas occupied by cars limit the opportunity to create public open spaces that can support business activities and facilitate social interaction (e.g. alfresco dining);

The central open space bound by Parap Place and car parking on all sides is difficult to safely access on foot, resulting in its underutilisation despite the availability of public facilities such as benches and public toilets;



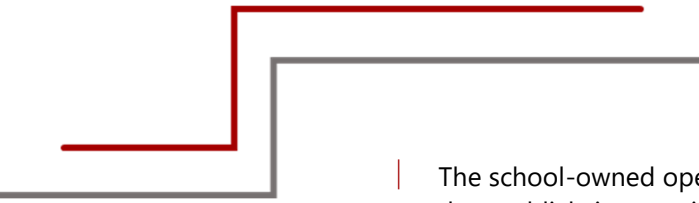
There is no clear access past the toilet block on Vickers Street, causing pedestrians to enter the male toilet in order to make their way past the block;



The street edges surrounding the retail core have landscaped nature strips but lack a continuous tree cover to provide consistent shade for pedestrians at all times of the day;

This problem is more significant on Parap Road and the northern side of Urquhart Street;

There are narrow sidewalks and poor lighting generally in the public realm;



| The school-owned open space to the north of Urquhart Street is fenced off and is thus publicly inaccessible.

The Study Area lacks organised, separated movement networks for different modes of travel. It seems to only prioritise cars while public and active transport as ways of accessing the place have been ignored. Several conflict points between cars, pedestrians and cyclists are observed.

| **Pedestrian Access:** Apart from the sole pedestrian crossing connecting Parap Village's retail core to the school, there are hardly any safe crossing facilities resulting in a heightened risk of pedestrian injury and less walkers.

Footpaths are narrow within the core and blocked on market days, making movement quite difficult. Lack of shade along the footpaths also impacts the number of users accessing the place on foot.

Despite increasing residential density in the walking catchment of the retail core, not many people seem to be walking here due to the unfavourable physical conditions.

| **Bicycle Access:** Despite a high number of cyclists observed in the area and the availability of bike parking, the streets along the shopping area do not have separated paths for bicycles. Lack of dedicated and shaded bike paths connecting to residential areas will be increasing bike ridership numbers.

| **Public Transport:** Parap Village has limited public transport services with Bus Route 4 alighting on Parap Street across the road from the village entrance – there is no clear pedestrian access from the bus stop into the centre.

The Route 6 bus stops on Vickers Street and Gregory Street during the week only, and the Gregory Street bus stop is not DDA compliant.

The free Darwin City Airport Shuttle Service which operates between key destinations and Parap Market is a positive initiative to bring people to the market. However, the bus stop lacks adequate information guiding travellers about bus frequencies and routes.

| **Car Access:** The Study Area and its surroundings are dominated by the car. This is evident through the large area dedicated to roads and car parking, and the fact that cars are allowed to reach the doorstep of every shop. Parking is often misconstrued as an essential element in retail land uses, when in fact it can be a significant impediment to their success.

People who arrive by car almost always stay for the shortest time and spend the least compared to people who arrive on foot, or who walk or catch the bus. Though this does not mean that we ignore the people who arrive by car, the people who walk, ride a bike or catch a bus to the centre must be encouraged.



5 Design Outcomes

The design team determined the key design elements and opportunities through a review of the PVTAs aspirations, stakeholder consultation outcomes, and a review of the site constraints and context. Below are common themes of aspirations and goals for the village:

- | **Human comfort** - ensure patrons visit the village for longer by providing a comfortable, shaded and cool environment;
- | **Increased shade trees & low vegetation** - through:
 - rationalising car parking spaces to reorientate angled parking bays to 90deg parking bays;
 - this increases the number of parking bays, and provides an opportunity for some parking bays to be converted to garden beds and in doing so increase vegetation and shading;
 - address existing garden beds to upgrade deep planting zones and provide tree root zones;
- | **Safe pedestrian access** - provide safe pedestrian crossings with clear wayfinding and circulation into and through the village to strengthen the connection to the surrounding suburb. This includes:
 - safe pedestrian crossings on Gregory Street and Parap Road;
 - ensuring footpaths are of appropriate widths and are DDA compliant;
 - internal circulation (i.e. intended for market spaces) are free to obstacles and at one grade across the site;
- | **Modify vehicular access into the village & to the perimeter service lanes** – create space and amenity to the businesses and patrons across the village through:
 - removing the exit from Parap Place (The Village) onto Parap Road. This will facilitate the introduction of a new **Node 5. Entry Square** which, coupled with the new crossing on Parap Road, create a safe pedestrian access from Parap Road into the village;
 - re-aligning the entry into the service lane carpark on Parap Road (south end). The existing large shade trees will form part of the Entry Square and the new entry point into the service lane carpark will align to the south of these trees;
 - re-aligning the entry point to the Gregory Street service lane carpark to create a new seating node that includes decking (referred to as **Node 7. Gregory Street Seating Node**) as an appropriate 'book-end' to Vimy Lane and also encompasses the existing large fig-trees in this zone;
 - re-aligning the exit point of the Gregory Street service lane carpark to create an activity node to the corner of Gregory & Vickers Street (referred to as **Node 8. Vickers Street Seating Node**).
- | **Increase shading** – facilitate the growth of the large shade canopy trees while introduction of varied styled shade structures will help alleviate heat loading on the pavements and provide greater amenity to the users. The aim is prioritising the large shade trees while the shade structure canopies erode around them creating further shade opportunities;

- | **Extension to the existing ablution building** - extend the existing ablution building to streamline building services within the plaza and co-locate the electrical boards and the wash up zones used during market day;
- | **Consolidation of electrical / hydraulic services** - consolidate electrical and hydraulic services specifically within the entry square and the central plaza area;
- | **Pedestrian safety on Urquhart Street** - rationalise car parking spaces to reorientate angled parking bays to 90deg, and in doing so decrease the travel lane thus preventing parents from dropping children off at the school in the centre of the travel lane;
- | **Create new parking spaces** – utilise the triangular traffic island at the intersection of Urquhart Street and Ross Smith Avenue to create additional parking spaces and in doing so rationalise kerbs to create safe vehicular movements;
- | **New seating node** – create new garden beds and install decking to create a new seating node (referred to as **Node 2. Parap Lane Seating Node**); and
- | **New Node 6. Art Street** - create new shade structures at each end of Vimy Lane, and create feature portal frames with wired wall trellises, to create opportunities for art wall to be displayed. Seating along “art wall” to promote this lane as being the eating / art lane.

5.1 Proposed New Village Layout & Design Elements

The Parap Village Masterplan has identified nine key design elements that is intended to create new parking or entry areas, to focus activities on existing market spaces and formalise areas where market patrons naturally gravitate to for seating and dining.

These design elements are intended to create new activity nodes and provide various seating areas across the village that will promote more attractive al fresco options.

The activity nodes identified are:

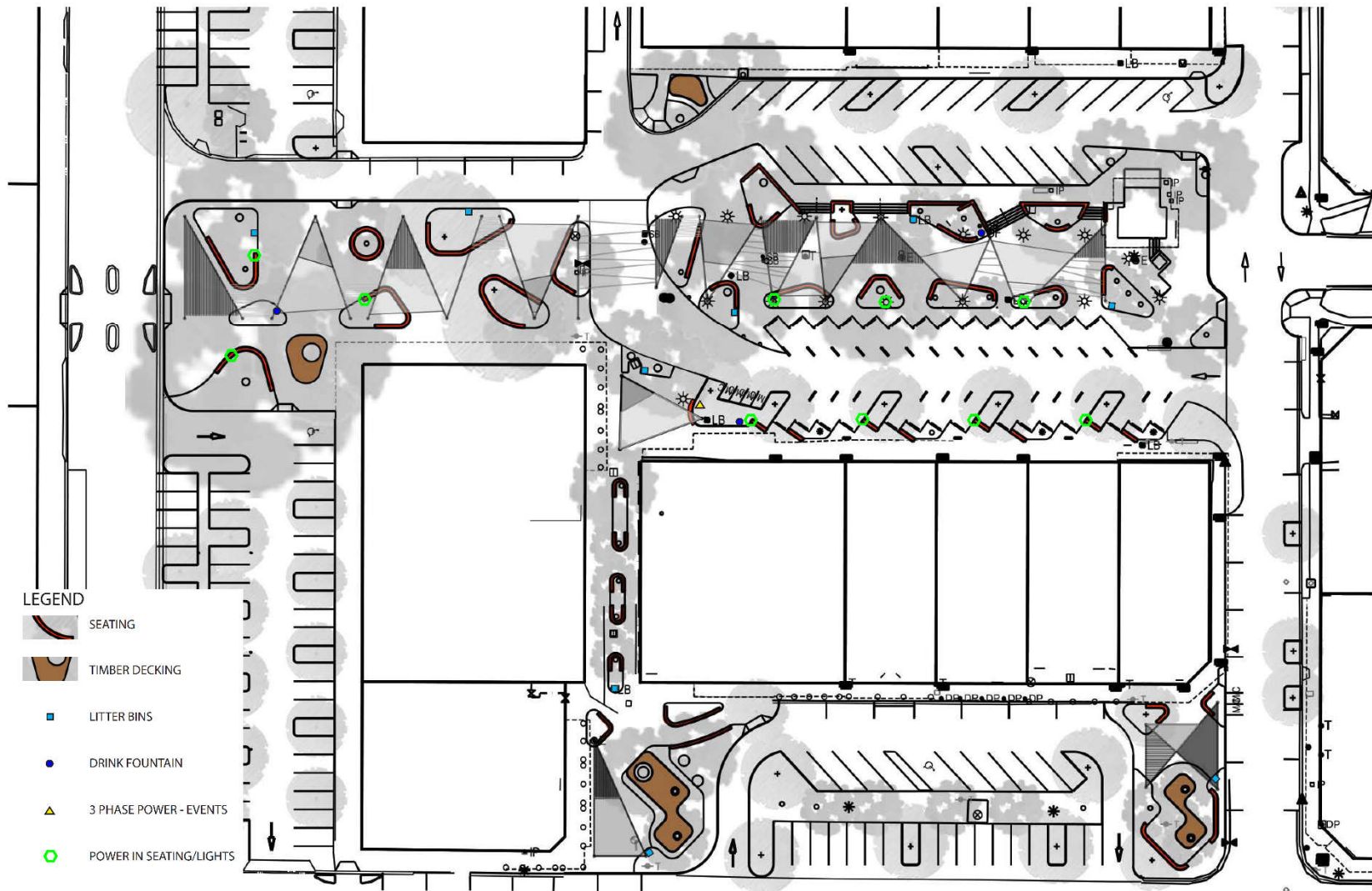
- Node 1.** Central Plaza with Market Space
- Node 2.** Parap Lane Seating Node (anterior to “Mad About Coffee” coffee shop)
- Node 3.** New Bus Stop (Route 6)
- Node 4.** New Village Entry & Pedestrian Crossing
- Node 5.** Entry Square
- Node 6.** Art Street
- Node 7.** Gregory Street Seating Node (anterior to “Saffron” restaurant)
- Node 8.** Vickers Street Seating Node (anterior to “Laneway” coffee shop)
- Node 9.** Urquhart New Parking Area

Parap Village Masterplan – Key Design Elements



- Node 1.** Central Plaza with Market Space
- Node 2.** Parap Lane Seating Node (anterior to “Mad About Coffee” coffee shop)
- Node 3.** New Bus Stop (Route 6)
- Node 4.** New Village Entry & Pedestrian Crossing
- Node 5.** Entry Square
- Node 6.** Art Street
- Node 7.** Gregory Street Seating Node (anterior to “Saffron” restaurant)
- Node 8.** Vickers Street Seating Node (anterior to “Laneway” coffee shop)
- Node 9.** Urquhart New Parking Area

Landscaping Masterplan – Services & Furniture



- LEGEND**
- SEATING
 - TIMBER DECKING
 - LITTER BINS
 - DRINK FOUNTAIN
 - 3 PHASE POWER - EVENTS
 - POWER IN SEATING/LIGHTS



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Parap Village Masterplan • Parap Village

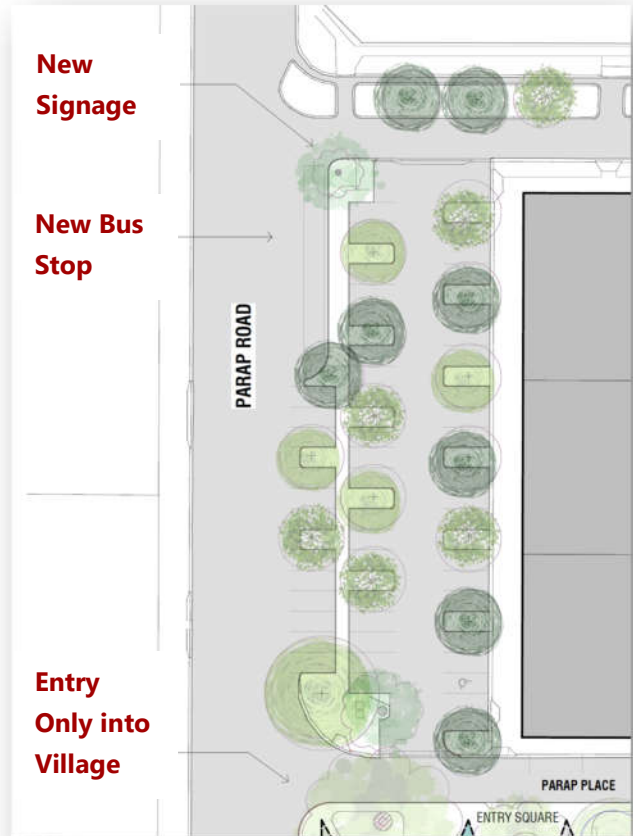
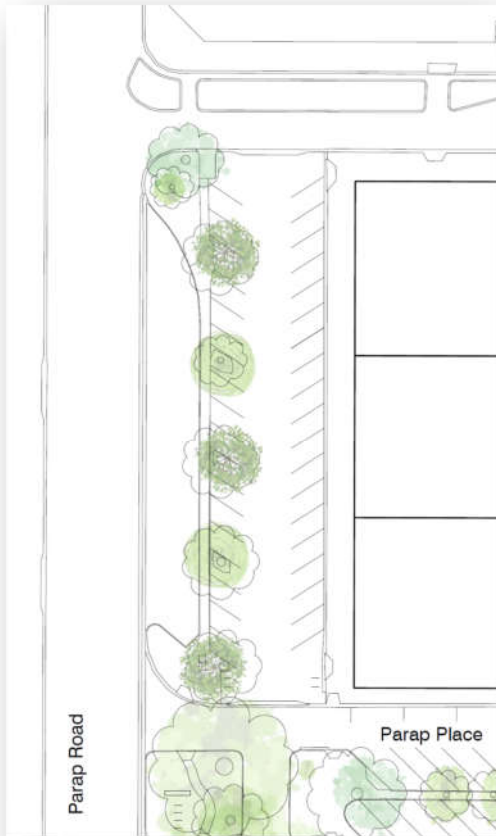
LANDSCAPE WORKS - SERVICES & FURNITURE

D21-0027 Sk 06

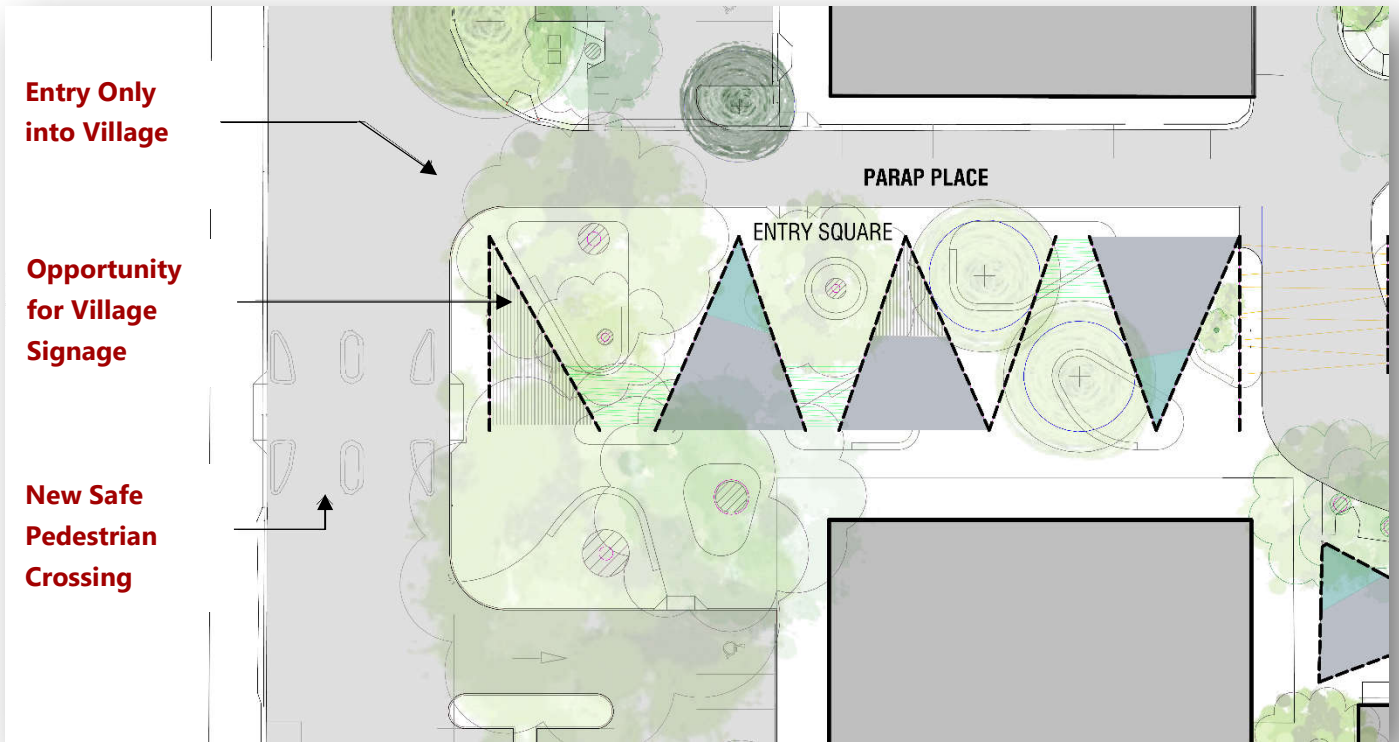
31/08/2021 Issue: D

The following images include extractions from the masterplan design documents demonstrating the specific outcomes of each design element.

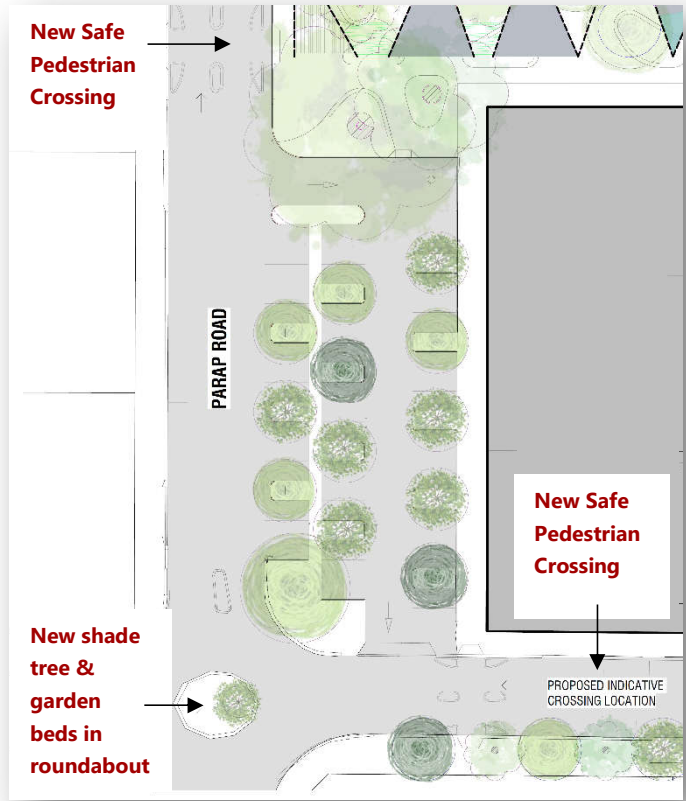
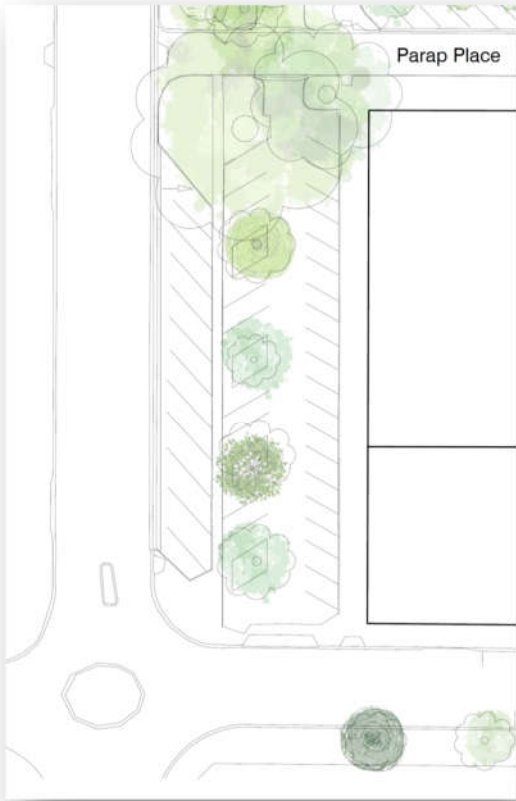
Parap Road Parking Realignment (north)



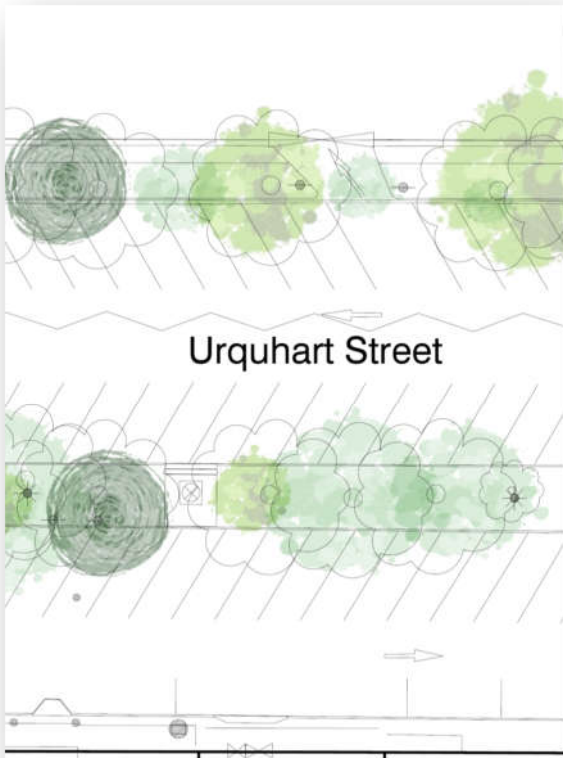
Parap Village Entry Square



Parap Road Parking Realignment (south)

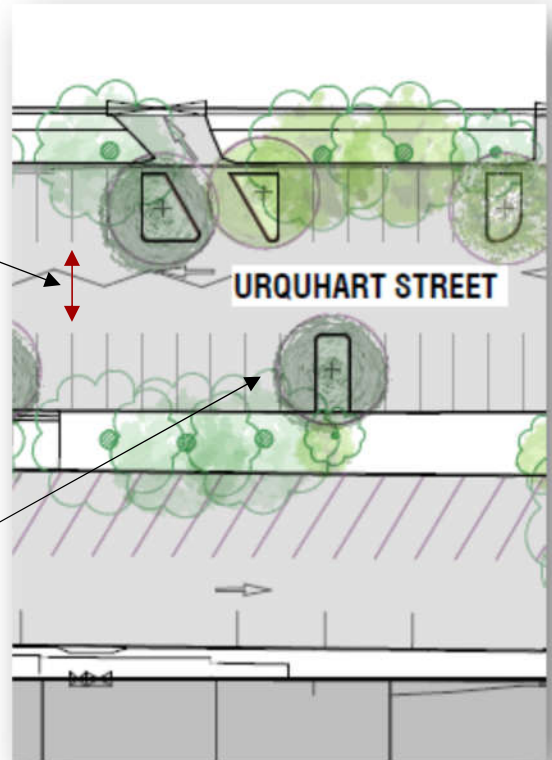


Urquhart Street Parking Realignment (south)

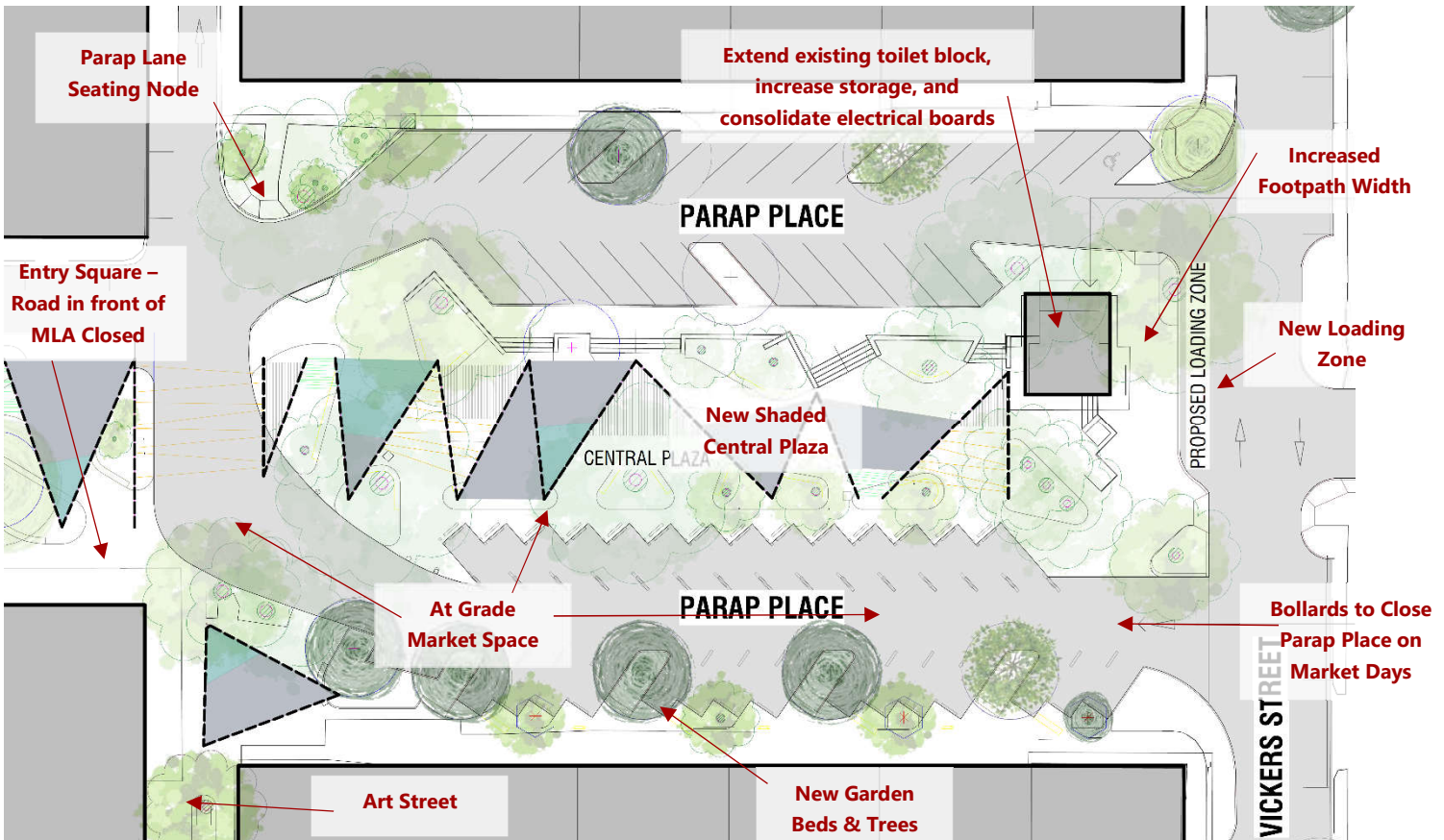
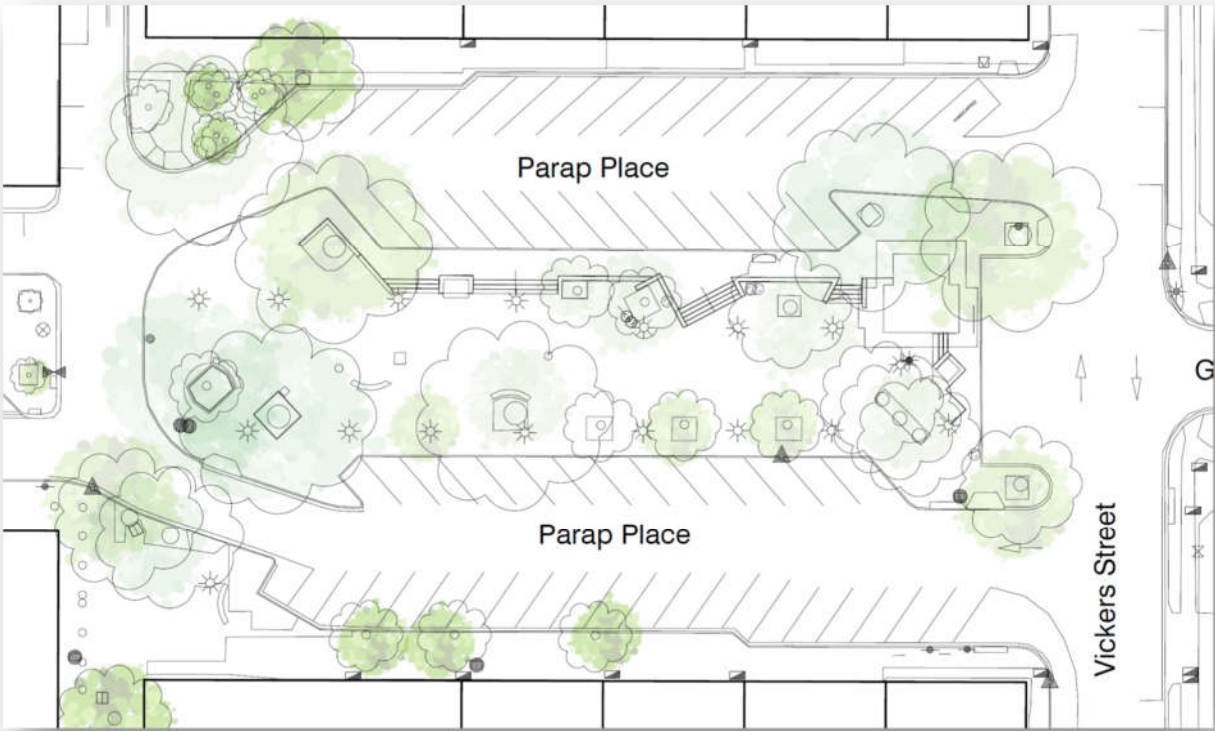


Reduced Travel Lane to create slower vehicle environment

90deg Parking & new Garden Beds

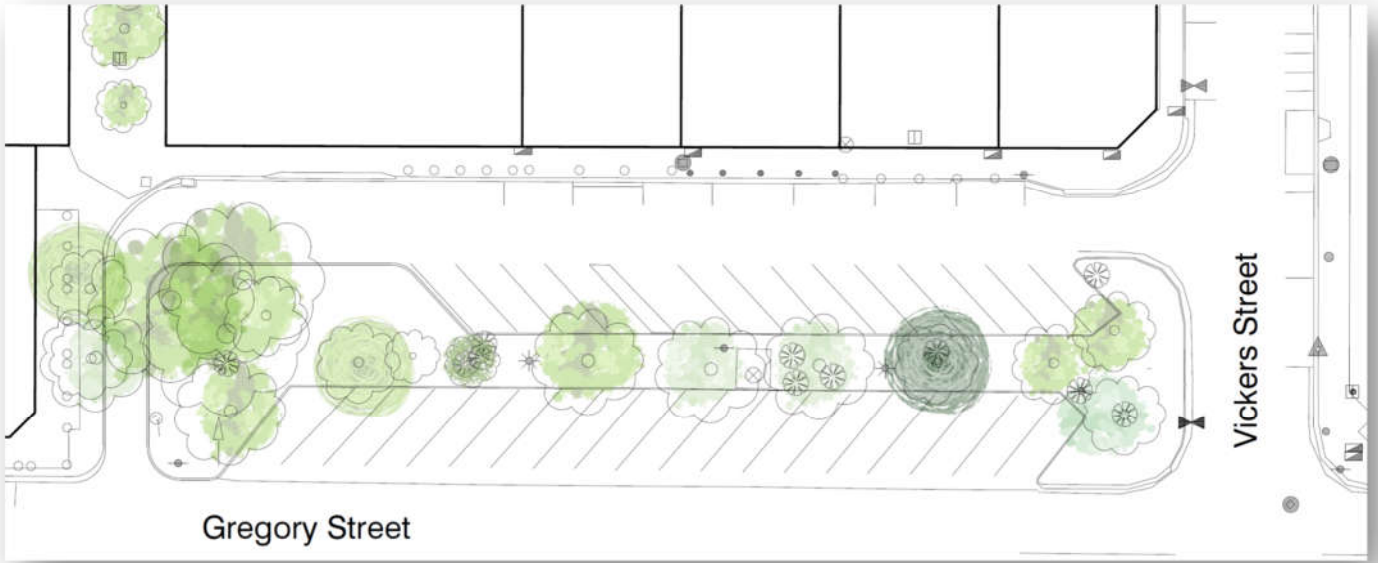


Central Plaze





Gregory Street Works



Gregory Street Seating Node

Rearrange Parking to 90deg & create new garden Beds & Trees

6 Construction Cost Estimate

A construction estimate has been prepared based on the following documentation:

- | Rossi Architects 30% design stage master plan Architectural drawing set titled "Parap Village Master Plan, Parap, Northern Territory", SK00 to SK19, 20 sheets, issued for review;
- | Clouston Associates 30% design stage master plan Landscape Architectural drawing set titled "Parap Village Master Plan, Landscape Works Drawing Set", SK00 to SK10, 10 sheets, issue E;
- | ADG 30% design stage Civil drawing set titled "Parap Markets Master Planning, 3/3 Vickers Street, Parap NT 0804", DA10/A & DA20/B, 2 sheets; and
- | PSA 30% design stage Traffic drawing set titled "Parap Village Master plan, Parap, Darwin", SK05/1 & SK06/2, 2 sheets.

Item	Element	Cost
1	Construction Costs	
1.1	Urquhart Street Upgrades	\$ 1,784,000
1.2	Gregory Street and Vimy Lane Upgrades	\$ 2,211,000
1.3	Parap Road Upgrades	\$ 1,776,000
1.4	Central Plaza and Central Entry Square Upgrades	\$ 6,100,000
	TOTAL CONSTRUCTION COST	\$ 11,871,000
2.1	Consultant and Authority Fees	\$ 949,680
2.2	Project Contingency	\$ 1,282,068
2.3	NT Build Levy	\$ 15,513
	Total Project Cost (excluding GST)	\$ 14,118,261

Notes:

All figures above exclude GST

7 Final Design Deliverables

The following documentation was issued as part of the final draft submission:

Document Register / Transmittal					
Document Number	Discipline	Document Name	Issue Date	Revision Number	Description / Status
SK00	Architecture	Cover Page	3/09/2021	A	30% Concept Design
SK01	Architecture	Locality Plan / Drawing List	3/09/2021	A	30% Concept Design
SK02	Architecture	Existing Site Plan	3/09/2021	A	30% Concept Design
SK03	Architecture	Proposed Demolition Plan	3/09/2021	A	30% Concept Design
SK04	Architecture	New Parking Layout Plan	3/09/2021	A	30% Concept Design
SK05	Architecture	New Canopy Layout Plan Sheet 1	3/09/2021	A	30% Concept Design
SK06	Architecture	New Canopy Layout Plan Sheet 2	3/09/2021	A	30% Concept Design
SK07	Architecture	New Canopy Layout Plan Sheet 3	3/09/2021	A	30% Concept Design
SK08	Architecture	Wayfinding & Signage Plan	3/09/2021	A	30% Concept Design
SK09	Architecture	Materiality Plan	3/09/2021	A	30% Concept Design
SK10	Architecture	Operations Plan - Weekdays	3/09/2021	A	30% Concept Design
SK11	Architecture	Operations Plan - Market Day	3/09/2021	A	30% Concept Design
SK12	Architecture	Shade Structures Sections Sheet 1	3/09/2021	A	30% Concept Design
SK13	Architecture	Shade Structures Sections Sheet 2	3/09/2021	A	30% Concept Design
SK14	Architecture	Canopies Part 1 - Shadow Study	1/10/2021	A	30% Concept Design
SK15	Architecture	Canopies Part 2 - Shadow Study	1/10/2021	A	30% Concept Design
SK16	Architecture	Perspective Sheet 1	3/09/2021	A	30% Concept Design
SK17	Architecture	Perspective Sheet 2	3/09/2021	A	30% Concept Design
SK18	Architecture	Perspective Sheet 3	3/09/2021	A	30% Concept Design
SK19	Architecture	Perspective Sheet 4	3/09/2021	A	30% Concept Design
SK20	Architecture	Perspective Sheet 5	3/09/2021	A	30% Concept Design
RA21-121	Architecture	RA21-121-Parap master plan 3 (Fly Through)	14/09/2021	-	30% Concept Design
Sk 00	Landscaping	Landscape Works - Cover Page	1/10/2021	F	30% Concept Design
Sk 01	Landscaping	Landscape Works - Masterplan	1/10/2021	F	30% Concept Design
Sk 02	Landscaping	Landscape Works - Detail Plan 1 Of 4	1/10/2021	F	30% Concept Design
Sk 03	Landscaping	Landscape Works - Detail Plan 2 Of 4	1/10/2021	F	30% Concept Design
Sk 04	Landscaping	Landscape Works - Detail Plan 3 Of 4	1/10/2021	F	30% Concept Design
Sk 05	Landscaping	Landscape Works - Detail Plan 4 Of 4	1/10/2021	F	30% Concept Design
Sk 06	Landscaping	Landscape Works - Services & Furniture	1/10/2021	F	30% Concept Design
Sk 07	Landscaping	Landscape Works - Parking Provisions	1/10/2021	F	30% Concept Design
Sk 08	Landscaping	Landscape Works - Section A - A	1/10/2021	F	30% Concept Design
Sk 09	Landscaping	Landscape Works - Section B - B	1/10/2021	F	30% Concept Design
Sk 10	Landscaping	Landscape Works - Planting	1/10/2021	F	30% Concept Design
DA01	Civil - Stormwater Design	Stormwater Drainage Pre-Development Catchment Plan	1/09/2021	A	Issued for Information
DA02	Civil - Stormwater Design	Stormwater Drainage Post-Development Catchment Plan	1/09/2021	A	Issued for Information
DA10	Civil - Stormwater Design	Stormwater Drainage Concept Layout Plan	1/09/2021	A	Issued for Information
DA20	Civil - Stormwater Design	Stormwater Drainage Concept Details	1/09/2021	B	Issued for Information
Sk 07	Traffic	Parking Provision	3/09/2021	E	Plan prepared by Clouston Ass.
NA	Traffic	Bus Route Catchment Areas	3/09/2021	-	Image
Sk 01	Traffic	Swept Path Analysis - Parap Rd & Gregory Str	1/10/2021	2	Original Issue
Sk 04	Traffic	Swept Path Analysis - Loading and Bus Zones	1/10/2021	2	Original Issue
Sk 05	Traffic	Statutory Signage Plan	1/10/2021	3	Concept Plan
Sk 06	Traffic	Linemarking Plan	1/10/2021	2	Concept Plan
-	Project Management	Parap Village Masterplan Report	1/10/2021	2	Report
RA21-121	Architecture & Landscaping	Parap Village Masterplan Design Report	1/10/2021	E	Report
1216	Traffic	Parap Village Masterplan Traffic and Pedestrian Assessment	1/10/2021	V5	Report
25293.001/CL001	Engineering	Parap Village Masterplanning Design Report / Specifications	1/10/2021	-	Report
-	Quantity Surveyor	Masterplan Construction Estimate	7/09/2021	-	Report
	Survey Plans	Multiple			
D21-0027: LA01.01 to LA08.01	Landscaping	Landscaping Activity No. 1 Drawing Set	29/10/2021	Rev0	Construction Set associated with a Stage 1 Works