



STATEMENT OF EFFECT – LOTS 10026 AND 9635 (PROPOSED LOT 12825A) TOWN OF PALMERSTON

1. Introduction

This report accompanies an application for a mixed use retail, commercial, accommodation and residential development on lots 10026 and 9635 Town of Palmerston, within the Palmerston Central Business District (CBD) on land bordered by Hillson Street, Palmerston Circuit and The Boulevard. The project will occur across 3 stages, and comprises a major development within the context of the Palmerston CBD, in accordance with the Northern Territory Planning Scheme and associated policy documents.

The site is located in Zone CB (Central Business) per **Clause 5.7** of the Planning Scheme. The development of *Motel, Office, Shop* and *Multiple Dwellings* in Zone CB requires *Consent*, and accordingly an application for development permit is required pursuant to **Section 44(a)** of the Northern Territory Planning Act.

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(3)** and **Section 51** of the Act.

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

Attachment A: Development plans, elevations and landscaping details

Attachment B: Traffic Report

Attachment C: Proposed lot 12825 plan of division and DP15/0046

Attachment D: Title Documents

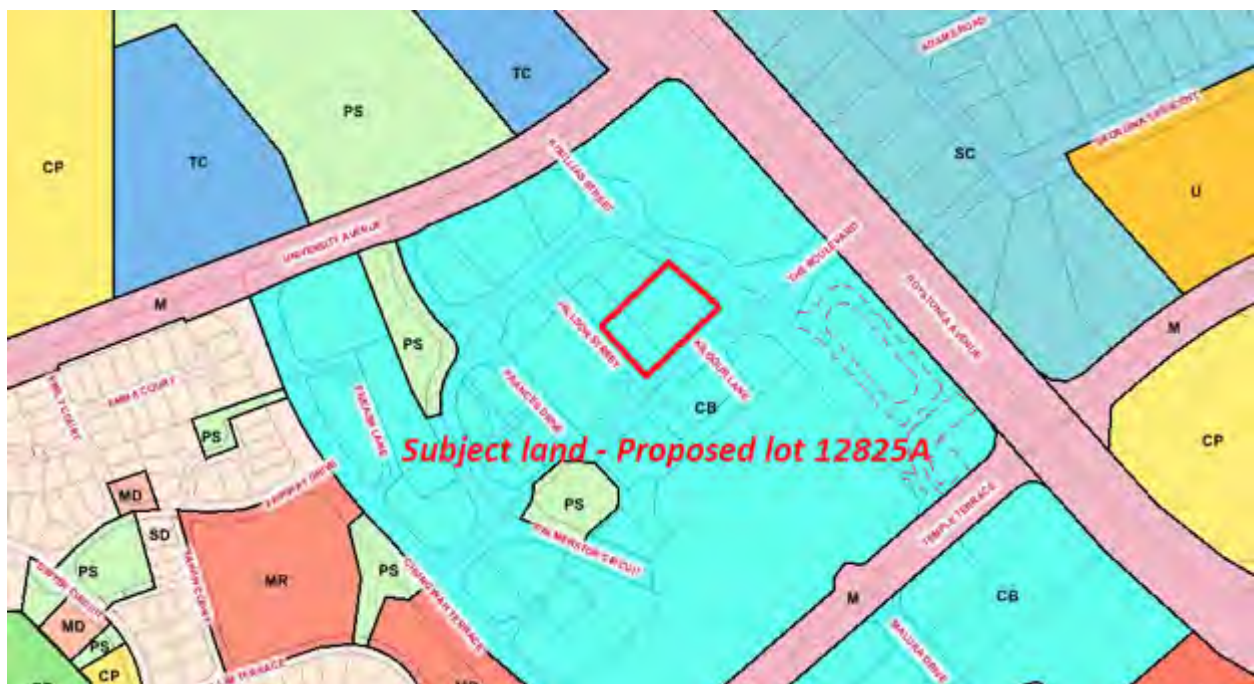
Attachment E: Car Stacking Details

Attachment F: Preliminary Stormwater Plan and summary of authority discussions

2. Background

In January 2015, the Department of Lands, Planning and the Environment lodged an application with the Palmerston division of the Development Consent Authority for the purpose of a subdivision to create two lots from the existing crown land parcel at lot 10026. The application included the creation of a 4,294m² parcel being proposed lot 12825A, with the remaining 1,766m² parcel comprising the remnant crown land portion of lot 10026.

3. Subject Land



Land Area: Lot 10026 – 6,060m² (proposed lot 12825 – 4,294m²) / Lot 9635 – 2,840m²



<i>Easements:</i>	Lot 10026 – None identified / Lot 9635 – Electronic communications easement to Telstra Corporation Limited; Water Supply Easement to Power and Water Corporation
<i>Road Frontage:</i>	64.4 metres to Palmerston Circuit; 65.8 metres to Hillson Street; 93.43 to The Boulevard
<i>Zone:</i>	CB (Central Business)
<i>Relevant Planning Approvals:</i>	DP15/0046 - Subdivision to create 2 lots (proposed lot 12825A)

The subject land comprises proposed lot 12825A (**Attachment C**) and the portion of Lot 9635 immediately south-west of proposed lot 12825, equating to a total site area of approximately 6,059m². Lot 9635 is subject to a crown lease term to the City of Palmerston, for the purpose of an overflow car park for the Recreation Centre on lot 9609. The car park within lot 9635 is sealed and line-marked, and contains approximately 150 car parking spaces. The Crown Lease Term expires on 20 March 2017. Proposed lot 12825A is predominantly vacant and cleared of any notable vegetation, although a portion of the City of Palmerston Car Park within lot 9635 appears to extend into proposed lot 12825A.

Lot 9635 contains an electronic communications easement and a water supply easement along the south-eastern boundary, adjacent The Boulevard, to a maximum depth (into the site) of 8.845 metres. Lot 10026, which fronts The Boulevard and Palmerston Circuit, and is located immediately adjacent 12 angled car parking spaces along The Boulevard frontage. The subject land is evident in **images 1 and 2** below.



Image 1: The subject land viewed from the northern side of Palmerston Circuit. Evident in the background (from left to right) is Quest Palmerston, the Palmerston Water Tower, Highway House and the Palmerston Recreation Centre.



Image 2: The subject land viewed from the north-western side of The Boulevard. Bunnings is evident in the background.

4. Locality

Figure 1 in section 3 of this report demonstrates the zoning layout within immediate proximity of the site. The site and broader locality are zoned CB (Central Business), with some areas of PS (Public Open Space) within the Palmerston CBD. The subject land is centrally located within the Palmerston CBD, being the main administrative, commercial and retail centre within Palmerston. The CBD includes two major shopping centres (if including the Oasis Shopping Centre), a Bunnings Hardware Store, public bus interchange, public and private administration and commercial offices, recreational, hospitality and eatery premises, community services and public open space.

Within the immediate locality, the Quest Palmerston, and ground floor restaurant (Hogs Breath Cafe) are located on the opposite side of The Boulevard (**image 4**). To the north, Bunnings Palmerston (**image 2**) is located on the opposite side of Palmerston Circuit and Koullias Lane, with the Palmerston Bus Interchange (**image 3**) located east of the site, immediately south-west of Roystonea Avenue. To the south-west, the Palmerston Recreation Centre (**images 1 and 4**) is located on the opposite side of Hillson Street, and to the west, a number of specialty shops, offices, restaurants and cafes are bordered by University Avenue, Frances Drive, Palmerston Circuit and Koullias Lane. The site is located approximately 100 metres from the Palmerston Shopping Centre, including a full-size supermarket, discount department store, specialty shops and food court.

Built form within the locality comprises a range of development between ground level (single storey) and multi-storey buildings. The immediate locality is dominated by the height (if not bulk) of the 9-storey Quest Palmerston, with the Palmerston Recreation Centre also providing a prominent visual feature, likewise Bunnings Palmerston. The void space presented by the subject land, as well as the wide roads, roundabouts and bus interchange, does feature in the visual perception of the locality.



Image 3: The Palmerston Bus Interchange, viewed from the verge adjacent the eastern corner of the subject land.



Image 4: Development located in close proximity to the site, including (from left to right) Quest Palmerston, the Palmerston Water Tower, Highway House and the Palmerston Recreation Centre. The overflow car park on lot 9635 is evident in the left foreground.



5. *Proposed Development*

Full plans and details prepared by Jackman Gooden Architects are contained within **Attachment A**. The application proposes the construction of a 17-storey building consisting of three individual towers, and comprising 44 1-bedroom multiple dwellings, 107 2-bedroom multiple dwellings, 15 3-bedroom multiple dwellings, a motel consisting of 22 serviced apartments and 168 motel rooms, along with associated and ancillary areas. In addition to the residential and accommodation components, the development includes two levels of retail space, including a ground level plaza, five levels of office space, one basement car park level, and three above-ground car park levels.

The site will be developed in three stages, with stage one comprising the land adjacent Palmerston Circuit, stage two being the central portion of the site, and stage three being the land adjacent Hillson Street. From the ground level to level four, the site development will present a single building form. At level five, built form will separate into two distinct towers, with tower 3 separated and located adjacent Hillson Street. At level eight, towers 1 and 2 will separate, with tower 1 located adjacent Palmerston Circuit, and tower 2 in the central portion of the site.

Development specifics comprise:

- Ground floor development comprising eight retail tenancies, motel lobby, reception and administration area, residential apartment lobby and access, substation and plant equipment, drop off zone and car park access. Retail, motel and residential lobby uses are focussed towards the three road frontages, with services and vehicle access areas located internal to the site. The ground floor is provided with an internal pedestrian mall connecting all three street frontages and providing additional pedestrian frontage to the retail outlets;
- In addition to the ground level retail space, four large retail tenancies are provided on the first floor, with pedestrian access via the ground level pedestrian mall. Across both floors, and all three stages, a total of 5,985m² retail space is provided;
- Five levels of office space, all located within stage three and in tower 3, between levels 5 and 9, equating to a total of 5,835m² office area;
- A motel within stages 1 and 2, and limited to towers 1 and 2, consisting of 168 motel rooms and 22 serviced apartments. The motel lobby is located on the ground floor, adjacent the Palmerston Circuit frontage, with meeting, conference, gymnasium and laundry facilities located in the basement and at level 1. Pool facilities and open space are located at level 5;
- A total of 44 single bedroom multiple dwellings, 107 2-bedroom multiple dwellings and 15 3-bedroom multiple dwellings across stages one, two and three and within all three towers. Dwellings are all self-contained, including kitchen, laundry and living areas, and all include private balconies. Apartments are accessed via one of three separate lobbies adjacent Palmerston Circuit, Hillson Street and the internal driveway. In addition to internal apartment space, communal open space, pool and outdoor facilities are provided at level 5;



- Four levels of car parking, including one basement level and levels 2, 3 and 4, comprising a total of 582 car parking bays (including 10 duplex stacker bays, providing 20 car parking spaces) and 39 motorcycle parking bays. Vehicle access, including for service and delivery vehicles, is provided via a through-driveway between Palmerston Circuit and Hillson Street. The basement car park level also includes a residential storage area;

5.1 Staging

Development will occur in three stages, with stage 1 commencing immediately (subject to approval). The development of stages 2 and 3 will occur after the crown lease term over lot 9635 concludes (20 March 2017) and will be subject to the transfer of the balance of the land from the Northern Territory Government to the proponent. The property transfer is scheduled for 30 June 2017, thus the commencement of stage 2 in its current form will not occur prior to this date. The commencement of stages 2 and 3 will also be subject to further excision approvals from the Development Consent Authority. Stage 3 is a future stage due for commencement between 2018 and 2020.

The purpose of the subdivision detailed in Development Permit DP15/0046 is to excise the relevant portion of lot 10026 (from then on comprising proposed lot 12825A) in order to accommodate stage 1 of the proposal. DP15/0046 was issued on 29 January 2015, and along with the approved plan of division, is contained within **Attachment C**. As evident in the *Reasons for Determination* in **Attachment C**, proposed lot 12825A will be consolidated with part lot 9635 at the conclusion of the Crown Lease Term, in order to accommodate stages 2 and 3 of the development within a single integrated allotment. The remaining portions of lots 10026 and 9635 will be consolidated with lot 10025 (adjacent Palmerston Circuit to the north-west). The further subdivisions and consolidations will be subject to further approvals from the Development Consent Authority.

Stage 1 is wholly contained within lot 10026 (proposed lot 12825A), stage 2 is contained within both lots 10026 and 9635, and stage 3 is contained wholly within lot 9635. The table below demonstrates the land uses proposed within each stage:

	Stage 1	Stage 2	Stage 3	Total
Office	-	-	5,835.40m ²	5,835.40m ²
Shop /Restaurant	2,253m ²	835 m ²	2,870m ²	5,985.00m ²
Motel Rooms	109 (including 0 Dual Key)	59 (including 5 dual-key)	-	168 (including 5 Dual Key)
Serviced Apartments	22	-	-	22
Motel / SA floor area not within rooms	579m ²	-	-	579m ²
1-bedroom multiple dwellings	15	14	15	44
2-bedroom	35	42	30	107



multiple dwellings				
3-bedroom multiple dwellings	5	-	10	15
Car Parks	205	210	167	582
Motorcycle Parks	31	1	7	39

6. Section 46(3)(a) – Northern Territory Planning Scheme

The relevant provisions of the Northern Territory Planning Scheme are addressed below.

Nature of Development

The proposal comprises the development of shops, offices, motel, serviced apartments and multiple dwellings in a 17 storey building, with one basement and three above-ground car parking levels, to be developed in three stages. The development includes public space at ground level, communal open space at level 5, along with communal and public facilities, landscaping and service areas.

The following definitions are provided in **Clause3**:

*“shop” means premises used for the display and sale by retail or for hire of goods or services but does not include a **restaurant, retail agricultural stall, service station, showroom sales or vehicle sales and hire**;*

*“motel” means premises wholly or principally used for the accommodation of travellers and the vehicles used by them, whether or not the building is also used to provide meals to the travellers or to members of the general public and whether or not the premises are licensed under the Liquor Act, but does not include **home based visitor accommodation***

*“multiple dwellings” means a building or group of buildings on a **site** which individually or collectively contain more than one **dwelling** (including serviced apartments) but does not include a **dependant unit**;*

“office” means the use of a building or part of a building for the conduct of administration, the practise of a profession, the carrying on of agencies, banks, typing, and secretarial services or activities of a similar nature;

*“residential building” means a building or part of a building used or developed or proposed to be used or developed for a **caretaker’s residence, dependant unit, group home, hostel, hotel** (where the **hotel** includes accommodation available to members of the public), **motel, multiple dwellings, single dwelling or supporting accommodation**;*



Zone CB (Central Business)

1. *The primary purpose of Zone CB is to provide for a diversity of activities including administrative, judicial, professional, **office**, entertainment, cultural, residential and retail and other business activities with a commitment to the separation of incompatible activities.*
2. *Building form and design is expected to be sensitive to the needs of pedestrian movement and facilitate the creation of safe and active street frontages and public places and a vibrant commercial precinct.*

The proposal does not include any uses considered incompatible with either surrounding land uses or those referred to in **Objective 1**, and provides a mix of uses desired within Zone CB. Built form, including the activation and public interaction offered by the ground level uses, the access and usability of the pedestrian mall, and the opportunities for casual surveillance, ensure the proposal will contribute to positive public places and a vibrant commercial precinct. Accordingly, the proposal is consistent with the objectives for development in Zone CB.

General Provisions

The following clauses are applicable to the proposed development in Zone CB:

- **Clause 6.5** – Vehicle Parking (including **Clause 6.5.1** – Parking requirements; **Clause 6.5.2** – Reduction in Parking Requirements; and **Clause 6.5.3** – Parking Layout)
- **Clause 6.6** – Loading Bays
- **Clause 7.5** – Private Open Space
- **Clause 7.6** – Communal Open Space
- **Clause 7.8** – Building Design for Multiple Dwellings, Hostels and Supporting Accommodation
- **Clause 8.1.2** – Offices, Restaurants and Shops in Zone CB
- **Clause 8.2** – Commercial and other developments in Zone CB

In addition to the above provisions, given the prominence of the subject land within the context of the Palmerston CBD, and the emphasis on urban design and positive interaction between the public and private realms, additional urban design controls are considered, notwithstanding they are not directly relevant to development within the Palmerston CB Zone. **Clause 6.3.3** provides urban design requirements for Central Darwin, and is considered to provide appropriate guidelines for development of this nature in Central Palmerston, in the absence of equivalent controls for development in Zone CB Palmerston. Accordingly, **Clause 6.3.3** is also considered.



Clause 6.3.3 – Urban Design Requirements in Central Darwin

1. *The purpose of this clause is to promote exemplary urban design in Central Darwin.*
2. *The extent of Central Darwin is to be in accordance with the diagram to Clause 6.3.1.*
3. *The design of buildings in Central Darwin is to provide 75% of the length of the site boundary at ground level as active street frontage through such treatments as:*

a) frequent, operational and legible entrances; that are directly accessible from the public footpath;

Building design provides central and clear site entrances to the pedestrian mall, from all three street frontages. Clear separation of residential, hotel and office lobbies enables distinction of different land uses, and entrances to all uses directly adjoin the surrounding footpaths.

b) clear glass windows with views to and from the street;

Extensive casual surveillance is facilitated from ground and level 1 retail space, through the provision of clear windows to all public realm areas. Wide openings to the pedestrian mall encourage active uses within these areas, increasing views to and from the street.

c) open space incorporating active street frontages, landscaping and retention of significant existing landscaping;

The development will align with public space development proposed along The Boulevard. Open retail mall entry points, particularly along The Boulevard and Hillson Street, are large, central and legible, providing clearly accessible public space. Public landscaping and street furniture within the mall will enhance the useability of this space.

d) areas that are attractive, safe and functional for pedestrians within the development site;

Internal areas are open and will be appropriately landscaped and developed to ensure accessible areas for pedestrians, directly adjacent extensive casual surveillance opportunities provided by glass frontage to the street and internally to the site.

e) areas that allow for alfresco dining;

The retail tenancies, large internal mall space and extensive verge areas as part of The Boulevard redevelopment offer extensive opportunities for outdoor dining.

f) limiting services at street level on building frontages to the following:

i. fire egress;



- ii. *single vehicle entry and exit point to and from the building except on larger sites where additional access points are supported by a Traffic Study for the site;*
- iii. *direct single point access to service equipment by all service authorities; and*
- iv. *fire booster connection points.*

Services at ground level are generally located internally to the site, accessed via the internal driveway. A single vehicle access point only is provided to Palmerston Circuit and Hillson Street, with no vehicle access provided to/from The Boulevard. Service infrastructure on the ground level at the building frontage is limited to the fire booster connection points and fire egress stairs, both located adjacent the Palmerston Circuit frontage.

Excluding service and plant areas, stair access and vehicle access points, but including pedestrian access and building entry points, the following active frontages are achieved:

Frontage	Frontage length	% Active frontage
Palmerston Circuit	64.4 metres	69.9% (45m)
The Boulevard	93.43 metres	100% (93.43m)
Hillson Street	65.8 metres	78.4% (51.6m)
Total	223.63 metres	85% (190.03m)

As evident in the above table, the design of the building provides no less than 75% of the length of the site boundary at ground level as active street frontage. Accordingly, the proposal complies with Subclause 3 of **Clause 6.3.3**.

4. *Buildings in Central Darwin are to:*

- g) *provide awnings to streets for the full extent of the site frontage that allow for the planting and growth of mature trees within the road reserve;*

Evident in the site plan is a continuous awning along all three street frontages, extended over the porte-cochere adjacent Palmerston Circuit, and over the pedestrian mall entrance from The Boulevard. The vehicle access from Palmerston Circuit is not covered in order to allow appropriate height clearance for service vehicles and substation access. The awning provides protection for pedestrians from sun and rain without covering the entire footpath, in order to facilitate the planting and growth of mature trees within the road reserve.

- h) *provide mid-block pedestrian linkages (arcades) at ground level from one street to the other in buildings that have dual frontages;*



Mid-block pedestrian linkages are provided between Palmerston Circuit, The Boulevard and Hillson Street.

- i) have facades that have a clearly articulated base, middle and top; and*

The proposal includes a clearly defined and active ground level and first floor, distinct podium level and three towers, distinguished by variations in building design, setbacks, apparent land uses and presentation to respective street frontages.

- j) integrate plant rooms and service equipment on roof tops.*

With the exception of plant and service equipment required at ground level and level 1, plant equipment is provided in a screened enclosure on the tower roof tops.

- 5. Ground level **car parking areas** in buildings are limited only to the number of **car parking spaces** required for ground level retail tenancy customers.*

No ground level parking spaces are proposed.

- 6. All **car parking areas** are to be screened so that they are not visible from the street or public spaces.*

All upper level parking areas (levels 2, 3 and 4) are suitably screened.

- 7. The consent authority may **consent** to an application that is not in accordance with sub-clause 3 only if it is satisfied that compliance would be impractical.*

No variation to subclause 3 is proposed.

- 8. This clause does not apply to the land bounded by the dotted orange line delineated on the diagram to clause 6.3.1.*

Not applicable.

- 9. An application for a development in Central Darwin should prior to consideration by the consent authority include an acknowledgement in writing, from the agency responsible for power and water; the agency responsible for fire rescue services and Darwin City Council that the requirement for service provisions has been discussed with a view to minimise their impact on active street frontages.*

Given the site is not located within the Darwin CB Zone, a written acknowledgement referred to above is not required and has not been requested. Notwithstanding, the design process has been ongoing and numerous discussions have occurred between the proponents representatives and relevant service agencies, including the Power and Water Corporation and the City of Palmerston. Discussions include road access and site servicing, stormwater (refer stormwater concept plan in **Attachment F**), electrical supply, water and sewer services, and integration with proposed public works along The Boulevard.



Subject to consideration and assessment of the application documents, the current proposal reflects the outcomes of initial consultation with service agencies to date. A summary of servicing discussions is contained in **Attachment F**.

Clause 6.5 – Vehicle Parking

Clause 6.5.1 relates to the provision of car parking. The application proposes one basement car park level and three above-ground car park levels, located at levels 2, 3 and 4. Across all three stages, 582 car parking spaces and 39 motorcycle bays are provided. 20 car parks are provided in 10 car parking spaces within the basement level, through the use of ten single (duplex) car stackers (refer **Attachment E** for details of the proposed stackers). These single stackers will allow two vehicles to be stacked vertically, and will be limited to use by the pool cars (occupying 5 stackers) and motel staff cars (occupying the remaining 5 stackers).

Table to **Clause 6.5.1** requires that on-site car parking be provided for the respective proposed uses. **Clause 6.5.2 (2)** allows the Consent Authority to *approve a use or development with fewer car parking spaces than required by Clause 6.5.1 if it is satisfied that a reduction is appropriate for the use or development, having considered:*

- k) the zoning of the land, the use or development or proposed use or development of the land and the possible future use or development of the land;*
- l) the provision of car parking spaces in the vicinity of the land; and*
- m) the availability of public transport in the vicinity of the land; or*
- n) the use or development relates to a heritage place and the Minister responsible for the administration of the Heritage Conservation Act supports the reduced provision of car parking spaces in the interest of preserving the significance of the heritage place.*

The use and development proposed does not relate to a significant heritage place, thus part d) is not applicable. Based on the nature of the development and its location within the Palmerston Central Business District, required car parking pursuant to **Clause 6.5.1**, and the matters for consideration afforded to the Consent Authority pursuant to **Clause 6.5.2**, the following parameters have been applied:

- Reference to **Clause 6.5.1** of the Planning Scheme as if the land were located in Zone CB in Darwin. The ongoing progression of the Palmerston CBD, including increased services and facilities within the city centre, increasing accessibility and walkability, as well as the concentration of public transport, forecast additional accommodation and residential development, are such that development is likely to generate a demand for car parking closely aligned with that of the Darwin CBD. Accordingly, the corresponding rates in the Planning Scheme for Zone CB in Darwin are applicable. **Part a)** of **Clause 6.5.2** allows the consideration of car parking provisions for the site as if the land were located in Zone CB in Central Darwin, and **Part c)** allows the consideration of a higher concentration of public transport services to the subject land, to the extent that a reduction in required car parking to align with that for the Darwin CB Zone is appropriate;



- A 10% reduction in the parking demand for all retail / commercial floor space (not including office), based on the mixed use nature of the development and high likelihood of cross-utilisation. **Part a) of Clause 6.5.2** allows the consideration of the *proposed use or development of the land*, specifically the mixed use nature of the development, and the likelihood for cross-utilisation of car parking facilities. The rate of 10% has been applied to other mixed-use development within the Palmerston Division, and its application in this instance to only the retail component of the development is a conservative approach that will mitigate the risk of any shortfall in this regard;
- A further reduction of 10% in the parking demand (from the original demand) for all retail floor space, due to tenancy fitout (not detailed in this application) further reducing the amount of *net floor area* per the definition within **Clause 6.5.1** of the Planning Scheme. **Part a) of Clause 6.5.2** allows the consideration of the *proposed use or development of the land*, specifically the nature of retail use and the likelihood that the occupation and development of individual tenancies will reduce the extent of *net floor area* per the definition within **Clause 3.0** of the Scheme. The rate of 10% is reasonable given the likely ancillary floor space demands, and its application in this instance to only the retail component of the development (there is considered to be a lower extent of *net floor area* reductions in the office tenancies) is a conservative approach that will mitigate the risk of any shortfall in this regard;
- The requirement for car parking at the rate of one motel room / serviced apartment only (the higher generation use if relevant), where a motel room and serviced apartment are accessed via a single air-lock (occurs on 5 occasions on levels 5, 6 and 7); and
- The provision of three motorcycle bays in lieu of one car parking bay.

On the above basis, tables 1, 2 and 3 below demonstrate the staged and cumulative car parking generation created by the proposed development, along with the car parking spaces provided.

Table 1: Stage 1 Car Parking

Use	Proposed No. / Area	Required Car parking rate (in CB Zone)	Required parking spaces	Proposed parking spaces
Office	-	3/100m ²	-	215 (205 car and 31 motorcycle)
Shop /Restaurant	2,253.00m ²	3/100m ²	(-20%) 54.072	
Motel Rooms	109 (including 0 Dual Key)	0.4 per room / 0 (dual key)	43.6	
Serviced Apartments	22	1 per apartment	22	
Motel / SA floor area not within rooms	579m ²	3/100m ²	17.37	



1-bedroom multiple dwellings	15	1 per dwelling	15	bays)
2-bedroom multiple dwellings	35	1.5 per dwelling	52.5	
3-bedroom multiple dwellings	5	1.7 per dwelling	8.5	
Total			214 (213.042)	

Table 2: Stage 1 and 2 cumulative Car Parking

Use	Proposed No. / Area	Required Car parking rate (in CB Zone)	Required parking spaces	Proposed parking spaces
Office	-	3/100m ²	-	425 (415 car and 32 motorcycle bays)
Shop /Restaurant	3,667.00m ²	3/100m ²	(-20%) 88.008	
Motel Rooms	168 (including 5 Dual Key)	0.4 per room / 0 (dual key)	65.2	
Serviced Apartments	22	1 per apartment	22	
Motel / SA floor area not within rooms	579m ²	3/100m ²	17.37	
1-bedroom multiple dwellings	29	1 per dwelling	29	
2-bedroom multiple dwellings	77	1.5 per dwelling	115.5	
3-bedroom multiple dwellings	10	1.7 per dwelling	17	
Total			355 (354.078)	

Table 3: Stage 3 and total cumulative Car Parking

Use	Proposed No. / Area	Required Car parking rate (in CB Zone)	Required parking spaces	Proposed parking spaces
Office	5,835.40m ²	3/100m ²	175.06	



Shop /Restaurant	5,985.00m ²	3/100m ²	(-20%) 143.64	595 (582 car and 39 motorcycle bays)
Motel Rooms	168 (including 5 Dual Key)	0.4 per room / 0 (dual key)	65.2	
Serviced Apartments	22	1 per apartment	22	
Motel / SA floor area not within rooms	579m ²	3/100m ²	17.37	
1-bedroom multiple dwellings	44	1 per dwelling	44	
2-bedroom multiple dwellings	107	1.5 per dwelling	160.5	
3-bedroom multiple dwellings	15	1.7 per dwelling	25.5	
Total			654 (653.27)	

Therefore the application will include a surplus of 1 car parking space at the completion of stage 1, a surplus of 70 spaces at the completion of stage 2, and a (actual, not theoretical) shortfall of 59 spaces at the completion of stage 3 (and thus the completion of the development).

In addition to the above, the provision of pool cars to hotel guests and residents will increase the availability of vehicles for shorter trips and reduce the demand for private motor vehicles and/or hire cars. Pool cars will be owned and operated by the building owner, and two separate pools will be available for residents (managed as part of body corporate arrangements) and the motel (managed as part of motel operations). Cars will be available through a booking system for residents and motel guests to hire for short-term periods (ie between 1 hour and 2 days).

The provision and availability of pool cars will increase alternative transport options and decrease the reliance on private motor vehicles. The Northern Territory Planning Scheme does not provide specific rates or dispensation for pool cars. The City of Melbourne suggests local (Melbourne) car share arrangements can reduce the requirement for private motor vehicle ownership by 7-10 vehicles.¹ The City of Sydney provides that each car share vehicle can replace up to 12 private vehicles.² Carshare Darwin, a recently formed public car sharing initiative in the Northern Territory, estimates that each car share vehicle eliminates the need for 8 privately owned cars.³

Given the above information, and noting the proposed structure of the pool car arrangement, the equivalent car parking rate for the proposed development is conservatively taken at 1 equals 7, ie the provision of 1 pool car is likely to equate to a reduction in demand for 7 private vehicles / hire cars, and thus 7 car parking spaces.

¹ <https://www.melbourne.vic.gov.au/ParkingTransportandRoads/Pages/Carshare.aspx>

² <http://www.cityofsydney.nsw.gov.au/live/residents/car-sharing>

³ <http://carsharedarwin.com.au/how-it-works/>



The application proposes the provision of 10 pool cars, with 5 available for residents and 5 available for motel guests. Based on the above, the provision of 10 pool cars would reduce the car parking generation for private motor vehicles by 70, and thus reduce the actual parking demand from 654 to 594 (654 minus 70 spaces plus 10 spaces for the pool cars). The provision of pool cars is limited to 10 due to the lack of existing case examples within the Northern Territory, however once implemented and operational, it is likely that additional pool cars will further reduce the demand for car parking within the development.

With the inclusion of the pool cars, motorcycle parking bays and the car stackers, the total parking demand is calculated at 594 spaces, with a total provision of 595 vehicle parks, thus an overall **surplus of 1 space**.

Clause 6.5.3 refers to the design and layout of car parking areas. The application proposes car parking spaces with a minimum typical width of 2.5 metres, length of 5.5 metres, and individual access to every space. Two-way driveways are 6 metres and one-way driveways not less than 3.5 metres. There are 12 small car bays (three on each car parking level), whereby structural components encroach into the length of the car park by a maximum of 300mm. These spaces are identified on the floor plans, and will be marked for small cars accordingly. The car parks will remain functional and accessible for small cars, and given the size of the development and number of car parking spaces provided, will still form functional and accessible car parking spaces in accordance with the requirements of **Clause 6.5.1** and **6.5.3**. The car stackers provide parking for 20 vehicles, and could be considered to vary the requirement for individual access to every space. Notwithstanding, the limited number of car stackers, the fact that each stacker only deals with 2 vehicles (thus mitigating any waiting or queuing) and their use being limited to pool cars and motel staff parking (to ensure a single entity controlling both vehicles on any given stacker), is such that the stackers will provide functional and efficient car parking.

The car parking areas will be sealed, drained and line-marked, are of a suitable grading for safe and convenient parking (as evident by the cross-sections in **Attachment A**), allow vehicles to enter and exit the site in forward gear, and limit the number of access points to public roads (no vehicle access to The Boulevard proposed). The development therefore provides a car parking layout which is safe, efficient and convenient.

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 motel development of a single occupation of 10,000m² or less 1 loading bay for every 5,000m² or part thereof in excess of 10,000m²; and 1 loading bay for every 2,000m² shop, office or restaurant floor space.*

Total combined *shop* and *office* net floor area (ie total office space, and total retail space minus 10% as space comprising non-net floor area) is approximately 11,222m², with the motel / serviced apartment floor space approximately 12,390m². Accordingly, eight (7.61) separate loading bays are required, with minimum dimensions of 3.5 metres by 7.5 metres, and 4 metres height clearance.



The development proposes to utilise the following areas for loading:

- Two loading bays within the basement, each with dimensions of 3.5 by 7.5 metres, and vertical clearance greater than 4 metres;
- Loading bay on level 1, access from the ramp between ground level and level 2, with minimum entrance dimensions of 3.5 by 7.5 metres, and vertical clearance in excess of 4.5 metres;
- Loading from the porte-cochere adjacent Palmerston Circuit, with minimum clear dimensions of 22.5 by 5 metres and minimum vertical clearance of 4.8 metres, thus equivalent to three loading bays; and
- Loading from the drop-off zone accessed via the internal driveway. The drop-off zone has minimum clear dimensions of 3 by 15 metres, with a minimum vertical clearance of 4.4 metres, thus equivalent to 2 loading bays. Loading / unloading from this location will be restricted to smaller vehicles only, and is intended primarily as passenger drop-off / pick up.

Given the size and mixed use nature of the proposal, adequate loading for the intended purpose and likely demand is provided as part of the development. A small variation to the requirement minimum width of loading bays for the two bays adjacent the internal driveway is appropriate given the intended function of these loading areas, for smaller service vehicles and passenger drop-off / pick-up. All loading areas have access adequate for the intended purpose.

Clause 7.5 – Private Open Space

The proposed multiple dwellings comprising 2 and 3 bedrooms all comply with the required 12m² private open space, with minimum dimensions at or close to those required by **Clause 7.5**. Minor variations are proposed to the minimum 2.8 metre dimension for unit types 1.08, 3.09 and 1.07, however in all cases the dwellings exceed the minimum area requirement (12m²) and the private open space acts as a direct extension to the outdoor living areas, with large openings. Single bedroom and studio apartments provide smaller balconies cognisant of the reduced demand on living space that aligns with a smaller household population. Serviced apartments and motel rooms are provided with smaller balconies or no balconies that correspond to the shorter-term nature of accommodation stays, and where provided, include useable outdoor areas that complement the communal facilities within the site. The provision of private open space allows all balconies to function as a direct extension of the indoor living areas, and creates the perception of additional space. The proposal accords with the objectives of **Clause 7.5** in that private open space is appropriately located within each apartment, and is of an adequate size to provide for domestic purposes.

Clause 7.6 – Communal Open Space

The purpose of **Clause 7.6** is to ensure that suitable areas for communal open space are provided for multiple dwellings, where multiple dwellings do not have direct access to private open space at ground level. A minimum 15 percent of the total site area is required for communal open space, with a minimum dimension of 6.0 metres. The proposal provides a total of 1,656m² communal open space at level 5, including two swimming pools, deck areas and landscaping, equivalent to more than 27% of the total site area.



The communal space area has a minimum dimension of 6 metres, is able to separate motel and residential space if required, and provides space and facilities cognisant with the expected use of communal areas within the development. Accordingly, the proposal complies with the requirements of **Clause 7.6**. The above is in addition to the pedestrian mall and commercial areas provided at ground level.

Clause 7.8 – Building Design for Multiple Dwellings, Hostels and Supporting Accommodation

The purpose of **Clause 7.8** is to promote site-responsive designs for multiple dwellings which are pleasant for the occupants and do not unreasonably affect the use and enjoyment of adjacent land.

Clause 7.8 provides:

2. Building design should:

- a) locate development on the site for correct solar orientation;*

The towers are orientated to avoid long sides facing due west, and thus avoid direct western sun. The long sides of tower 1 face north-east, tower 2 to the north-west and tower 3 to the south-west. Long-sides internal to the site will be partly shaded by other towers.

- b) minimise expanses of walls by varying building heights, building setbacks and façades;*

Distinct building components, extensive streetscape activation, and varying façade designs avoid any expanse of blank walls. A blank wall is proposed adjacent the remaining portions of lots 10026 and 9635 (not covered by the development) to a maximum height of 5 storeys (albeit varying between 2, 3 and 5 storeys). Given the size and nature of the proposed development, the wall does not present an unreasonable visual impact, and it is anticipated that future development on the remainder of lots 10026 and 9635 will obscure this wall.

- c) locate air conditioners where they are accessible for servicing;*

Air conditioning plant is accessible and located on the roof of each tower.

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

Service and air conditioning equipment will be appropriately screened inside dedicated enclosures.

- e) avoid overlooking of private open spaces and habitable rooms of adjacent residences on the same and adjacent sites;*

Multiple dwellings, serviced apartments and motel rooms are specifically designed and orientated to focus balconies and the majority of habitable room windows to the public realm (street frontages) or to the podium level communal open space within the site. Where towers are facing each other, habitable room windows are limited to bedroom windows to which privacy measures will be installed.



- f) locate bedrooms and private open spaces away from noise sources;*

Bedrooms are located away from potential noise sources, with residential development separated from ground and first floor retail space, the ground level pedestrian mall, and the basement and upper car parking levels.

- g) control its own noise sources and minimise the transmission of noise between dwellings;*

Noise transmission between dwellings will be suitably controlled.

- h) where close to high noise sources (such as busy roads and airport flight paths), be of appropriate acoustic design and construction;*

The commencement of residential development from level 5 upwards provides sufficient separation between traffic and street-level noise. The subject land is not likely to be overly sensitive to noise from airport flight paths.

- i) balance the achievement of visual and acoustic privacy with passive climate control features;*

The separation of towers, with the design including minimal tower widths, as well as the orientation of dwellings towards the north-west and south-east, allows access to prevailing breezes for the subject development and surrounding land, without compromising privacy and amenity. The proposal also includes solar panels on the tower roof tops to increase efficiency and maximise opportunities for alternative energy sources.

- j) allow breeze penetration and circulation;*

Tower separation, with breaks between towers extending north-west / south-east, will allow the corridor between the towers to act as a large breezeway, retaining access to prevailing breezes to surrounding land and providing airflow through the proposed development.

- k) minimise use of reflective surfaces; and*

Reflective surfaces will be minimised.

- l) provide internal drainage of balconies and coving on the edge of balconies.*

Balconies will be internally drained and coving provided where required.



Commercial Development

Clause 8.1.2 – Offices, Restaurants and Shops in Zones CB and C

The purpose of **Clause 8.1.2** is to permit the change between the nominated uses within Zone CB or Zone C, without consent. Although not directly applicable to the current proposal, Clause 8.1.2 will be applicable to any future land use change between an office, restaurant and a shop.

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 CB (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 proposal seeks to maximise activation of a currently inactive location within the Palmerston CBD. Building design does not compromise, rather will provide a significant improvement to, the existing vistas and will not undermine places of architectural, cultural or landscape significance.

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

The area consists of a mix of built form and is currently developed well below that anticipated within Zone CB per **Clause 5.7** of the Planning Scheme. The application proposes a modern, varied and active built form outcome, without compromising the ongoing character or development of the Palmerston CBD.

- c) *minimise expanses of blank walls;*

Distinct building components, extensive streetscape activation, and varying façade designs avoid any expanse of blank walls.

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

Extensive active facades along all street frontages, and a range of different uses and publically accessible areas will ensure an active and interesting presentation to the public realm. The extensive glazing proposed will facilitate passive surveillance of public areas.

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



Building orientation, separation and built form dimensions minimise heat loading and allow access to prevailing breezes. The proposal also includes solar panels on the tower roof tops to increase efficiency and maximise opportunities for alternative energy sources.

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

On-site noise sources will be limited to vehicle movements, the pedestrian mall and retail areas, communal areas and plant equipment, all of which are consistent with the range of uses anticipated in Zone CB, and none of which are likely to adversely affect the amenity of the locality. Habitable rooms will be sufficiently separated and/or insulated, and are not located adjacent potential high-noise sources (for example, main roads or plant equipment).

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

Services are appropriately concealed.

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;

The site provides through vehicle access to Hillson Street and Palmerston Circuit, preventing a significant concentration of vehicles to a single access / egress point, and facilitating efficient and safe vehicle movements. Clear, central pedestrian site access points are provided to all street frontages, separated from vehicle access points.

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

Direct pedestrian access, including access for the disabled, is provided to all street frontages, including clear and legible entry identification. The inclusion of a porte-cochere from Palmerston Circuit, and a sheltered drop-off area internal to the site will improve facilities for pedestrian drop-off without compromising the operation of the surrounding road network.

k) provide protection for pedestrians from sun and rain;

Awnings are provided to all street frontages.

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

Dedicated, separately accessible and fit-for-purpose loading bays are 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;



Open expanses, car parking and service areas are located internal to the site and/or screened from view. Landscaping is provided to soften the appearance of built form and add to visual amenity.

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

Convenience facilities will be provided at suitable locations, available to occupants, residents and customers.

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

Dedicated bicycle parking areas are provided within the internal driveway and drop off areas. Bicycles can also be stored in the multiple dwellings. End of trip user facilities are provided in apartments, motel rooms and office tenancies.

- 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 extensive opportunities for passive surveillance through ground level and first floor active frontages and glazing areas overlooking the public realm, in addition to residential balconies and hotel rooms at higher levels. The range of land uses proposed is such that passive surveillance will occur during daylight hours (shops and offices) and after-hours (residential and accommodation activity). The proposal limits opportunities for entrapment and lighting will ensure the avoidance of dark zones. Residential car parking areas are protected and pedestrian drop-off zones are within view of the motel reception area.

Clause 14.5.3 – Palmerston City Centre Planning Principles and Area Plan

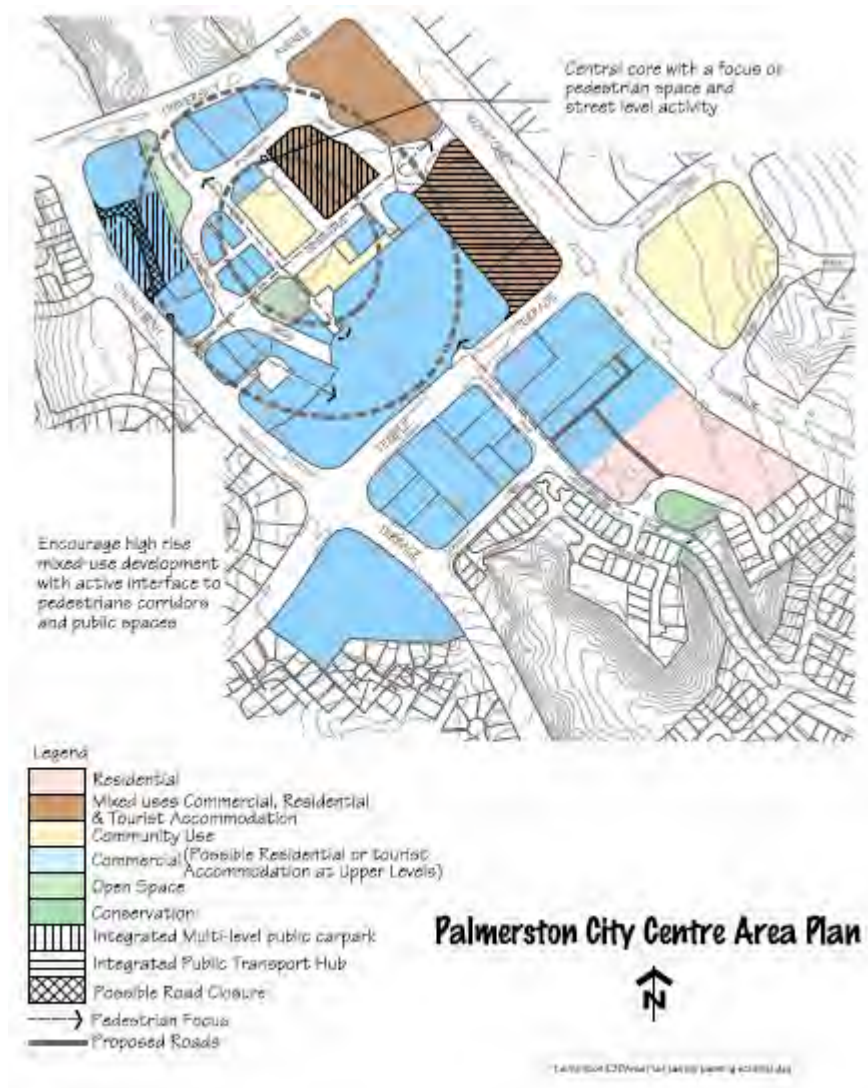


Figure 2: Palmerston City Centre Area Plan

Clause 14.5.3 contains the *Palmerston City Centre Planning Principles and Area Plan* (Area Plan identified in **figure 2**). The Area Plan identifies intended future development on the subject land to include *mixed use commercial, residential and tourist accommodation*. The plan also identifies the site (and adjoining land) as including an *integrated multi-level public car park*. The site is partly affected by the zone identifying *central core with a focus on pedestrian space and street level activity*, and is located entirely within the zone which seeks to *encourage high-rise mixed use development with active interface to pedestrian corridors and public space*.

The proposal is entirely consistent with the intended land uses identified in the area plan, in that it includes a high-rise, mixed use retail, commercial, residential and tourist accommodation development which maximizes opportunities for pedestrian space (both within and adjacent the site) and active street level land uses.



The proposal also provides multi-level, publically accessible car parking to cater for customers and visitors to the retail, motel and commercial uses, in addition to private residential and motel car parking areas. It is noted that the area for *integrated multi-level public car park* includes the remaining portions of lots 10026 and 9635 (ie the portions not covered by the proposed development), and lot 10025 in its entirety. Accordingly, if the intention is to also provide public car parking for existing uses (for example, to provide overflow car parking for the recreation centre), the proposal does not compromise this occurring in accordance with the Area Plan.

Clause 14.5.3 also contains the *Palmerston City Centre Planning Principles*, which provide:

Development within the Palmerston City Centre is to be consistent with the following principles:

1. *Provide a diversity of land uses including office and retail, entertainment, residential, tourist accommodation and community services, which reinforce the role of the City Centre as a competitive location for commerce and community activity in the region and as the principle focus for facilities and services for the Palmerston community.*

The proposal includes a range of land uses consistent with the Area Plan, in a manner that reinforces the role of the Palmerston CBD as the city centre.

2. *Relate the scale and density of development to the significance of the centre to both the region and the city and to reflect the desired future character by creating positive mixed use relationships, encouraging high density residential living and achieving people friendly urban places.*

The proposal provides a large development consistent with the capacity and capability of the Palmerston CBD to operate as a city centre for the Palmerston region, and includes the provision of inner-city residential uses, along with active ground level uses and public space.

3. *Create a coherent and interconnected built environment and public domain that contributes to a sense of place and community within the centre that includes:*(a) *legible connections between streets and movement corridors that assist orientation and movement within the centre;*

a) public transport facilities like buses, taxis, minibuses etc convenient to the central core;

The proposal provides a positive interface with the surrounding road network, through the provision of central and legible pedestrian access and drop-off points, and clearly identifiable and limited vehicle access.

b) an active interface between public and private areas through architectural devices such as articulated facades, arcades, detailing and material, and street level land uses that create interest and activity;

Extensive street-level activation is provided, allowing variety and interest at street level, with the pedestrian mall creating a positive interface between the public and private realms.



- c) *awnings above the full width of pedestrian thoroughfares throughout the Palmerston City Centre; and*

Awnings are provided above all pedestrian thoroughfares.

- d) *strong themed landscaping to all streets and public spaces, particularly within the central core, to enhance pedestrian and streetscape amenity.*

Landscaping will enhance and contribute to the character of the site, and will complement public works proposed along The Boulevard.

Subclause 4 of **Clause 14.5.3** relates to residential precincts within the Area Plan, and thus is not directly relevant to the subject land, which is located within a mixed-use, city centre precinct. Notwithstanding, the proposal is consistent with the objectives of **subclause 4** in relation to built form, landscaping and car parking.

7. Strategic Planning

Darwin Regional Land Use Plan

The Darwin Regional Land Use Plan (DRLUP) was developed by the Northern Territory Planning Commission to establish the strategic direction for future development within the Darwin region. In late 2014, through planning instrument PA2014/0735, the Commission, along with the Department of Lands, Planning and the Environment, sought to amend the Northern Territory Planning Scheme to include the DRLUP as a policy document (**Clause 2.7**) and to amend the Planning Principles and Land Use Framework for the Darwin Region (**Clause 4.2**).

The amendment has not yet been finalized, however **Section 51(b)** of the Northern Territory Planning Act requires the consent authority to consider any proposed amendments to the Planning Scheme that may be relevant to the subject application. Accordingly, the relevant sections of the DRLUP as they relate to the proposal are considered herein.

Page 21 of the DRLUP demonstrates the activity centre hierarchy within the Darwin region (evident by the plan on page 51 of the DRLUP, **figure 3** of this report), and identifies the Palmerston town centre as a Primary activity centre (secondary only to the Darwin CBD as the Central Business District). Objectives include vibrant retail floor space, a mix of commercial, social, administrative and cultural functions in a street based environment. Medium and long term objectives include employment hubs and high density residential living options. Given the range of uses, as well as the emphasis on active and interactive ground level uses, the proposal aligns with the development objectives for a *Primary* activity centre, and supports the elevated retail role currently facilitated within other developments in the Palmerston CBD.

Overall, the nature and design of the proposed development reaffirms the role of the Palmerston CBD as the *Primary* activity centre for the satellite city of Palmerston, and is consistent with the Darwin Regional Land Use Plan, as well as the proposed amendments to the Northern Territory Planning Scheme.

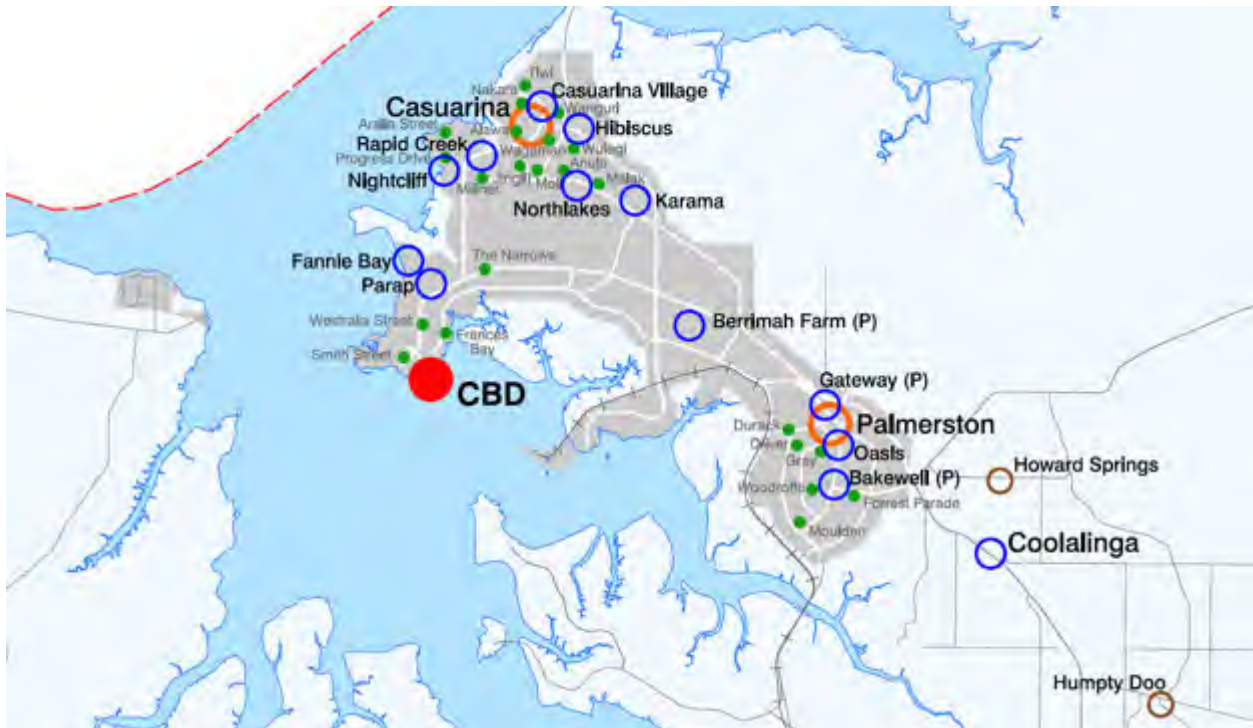


Figure 3: Activity Centres, Darwin Regional Land Use Plan, Page 51

Palmerston City Centre Master Plan

The Palmerston City Centre Master Plan 2030 (**figure 4**) was developed in 2012 and provides a framework for the development of the Palmerston City Centre in the short to medium term (to 2030 with a visionary concept beyond). Although the Master Plan is provided on the City of Palmerston website, it is not a policy or guideline document referred to by the Northern Territory Planning Scheme, and thus has no formal status in the consideration of planning applications by the consent authority. Notwithstanding, some consideration to the outcomes of the Master Plan are provided herein.

The proposal accords with the first implementation stage of the Master Plan, being the realignment and redevelopment of The Boulevard to become a main pedestrian and activity route within the CBD. The activation of ground and upper level uses not only fronting The Boulevard, but also Hillson Street and Palmerston Circuit, are consistent with the evolution of this area per the Master Plan.

The Master Plan provides a number of immediate development opportunities, focused around the development of lots 9635, 10025 and 10026, which include a range of civic, commercial, residential and accommodation development options across a range of land consolidation outcomes, over part or all of the above lots. The proposal does not directly align with any one of the four options, although the range of land uses and benefit to public space along The Boulevard and adjoining streets is consistent with that anticipated in the Master Plan. The extent of development, at least in the first three stages (with latter stages comprising the future development of the remaining portions of lots 10026, 9635 and lot 10025 by others) is consistent with the development area outcomes in Option 2.

Overall, the proposal is considered an evolution of the specific development opportunities on the subject land. The extent of commercial, retail, accommodation and residential space proposed is consistent with anticipated demand across the three stages, and the interaction with the public realm is consistent with the public works proposed for The Boulevard, Hillson Street and Palmerston Circuit.



Figure 4: Palmerston City Centre Master Plan



8. Section 46(3)(b) – Interim Development Control Order

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

9. 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.

10. Section 46(3)(d) – Merits of Proposed Development

The proposal will increase the range of services and facilities available within the Palmerston City Centre, including retail and commercial space, tourist accommodation and residential development. A corresponding increase in activity and vibrancy will also occur. Active ground level uses and the proposed pedestrian mall will interact well with improvements to the public realm along The Boulevard and Palmerston Circuit.

10. Section 46(3)(e) – Subject Land, Suitability for Development and effect on other land

Sections 3 and 4 of this report detail the subject land and its locality, and section 6 considers the suitability of the land for development and the effect of the development on other land. The site is located within central Palmerston and comprises a form of development and range of land uses anticipated within a CBD environment. Built form has been designed cognisant of potential privacy and activity implications on adjoining and nearby land, and amenity impacts will be negligible. The site is currently vacant, is able to be serviced to accommodate the proposed development, and is connected to the surrounding street network. Accordingly, the subject land is able to accommodate the proposed development without adverse effect on other land.

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

The Palmerston CBD provides a range of civil, community and shopping facilities, along with public open space areas, within immediate proximity of the site. Facilities include the Palmerston Civic Centre and Council Chambers, Palmerston Recreation Centre, public library, Palmerston Shopping Centre, a range of eateries and specialty shops, and licensed premises. Goyder Square provides public open space within immediate proximity of the site, with the Palmerston Water Park and Charles Darwin University Campus are located within the broader locality.

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

As part of the proposed development, the site will be connected to public utilities and infrastructure to the extent required to support the proposal. Numerous discussions have occurred with service agencies and detailed infrastructure designs are being progressed. The traffic report in **Attachment B** confirms the suitability of the surrounding road network (including proposed upgrades) to accommodate the development.

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

The form of development and range of land uses proposed is consistent with that anticipated within a CBD environment, and specifically within central Palmerston. The proposal provides active and interesting ground floor presentation and interaction with the public realm, and a built form design that is attractive and suitable within the existing and anticipated character of the broader locality. Privacy, noise and vehicle access considerations have been worked into the design, and there is not likely to be any unreasonable impact on the amenity of surrounding or nearby land, or the public realm.

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

The proposal will increase activity and vibrancy in the CBD, and will facilitate the development of land that is predominantly unutilised, and otherwise under-utilised. Additional public facilities, including shops and pedestrian areas, will be provided, and an increase in the range and type of residential accommodation in the Palmerston area will also occur. There is unlikely to be any detriment to public interest.

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

The application does not comprise any form of *subdivision*. Accordingly, Section 46(3)(k) is not relevant.

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

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

17. Conclusion

The proposal comprises a significant mixed use development that will substantially increase the range of retail, commercial, accommodation and residential facilities within Central Palmerston. The proposal will complement existing city development, and aligns with the form of development anticipated within the Palmerston CBD. The proposal adheres to the majority of provisions of the NT Planning Scheme, and is consistent with relevant strategic planning policy for the Darwin Region. The proposed provision of car parking directly aligns with the anticipated generation, and the proposal includes a number of innovative and alternative car parking measures in order to reduce the extent of land set aside for car parking, whilst retaining appropriate space and facilities for vehicle parking and transport services consistent with the demand created by the development.

Overall, the proposal is considered an excellent example of a vibrant inner city development that will encourage the further progression of the Palmerston City Centre.

Brad Cunningham

Principal, Northern Planning Consultants

March 2015



LOCALITY PLAN
NTS

DEVELOPMENT SUMMARY

HOTEL ROOMS

	STAGE 1	STAGE 2 (Stage 1 + 2)	STAGE 3
ACC MR - ACCESSIBLE	5	7	
MR - MOTEL ROOM	34	54	
2B MR - 2 BED MOTEL ROOM	20	26	
STU - STUDIO	31	58	
2B STU - 2 BED STUDIO	19	20	
3B STU - 3 BED STUDIO		3	
TOTAL	109	168	

SERVICE APARTMENTS

	S1-TOWER 1
1 BED	6
2 BED	14
3 BED	2
TOTAL	22

RESIDENCES

	STAGE 1	STAGE 2 (Stage 1 + 2)	STAGE 3	(Stage 1 + 2 + 3)
1 BED	15	14	29	44
2 BED	31	35	66	96
2+ BED	4	7	11	11
3 BED	5	5	10	15
TOTAL	55	56	111	166

COMMERCIAL

	STAGE 1	STAGE 2 (Stage 1 + 2)	STAGE 3	(Stage 1 + 2 + 3)
BASEMENT				
Hotel (Admin, Meeting, Breakout)	353.50	353.50		353.50
GROUND FLOOR				
Retail	1,149.00	682.00	1,831.00	2,734.00
Hotel (Office, Reception, Lobby)	122.50	122.50		122.50
Alfresco	0.00	0.00		0.00
LEVEL 1				
Retail	1,082.00	732.00	1,814.00	3,241.00
Hotel (Gym, Laundry Etc.)	103.00	103.00		103.00
TOTAL AREA (SQM)	2,810.00	1,414.00	4,224.00	2,330.00

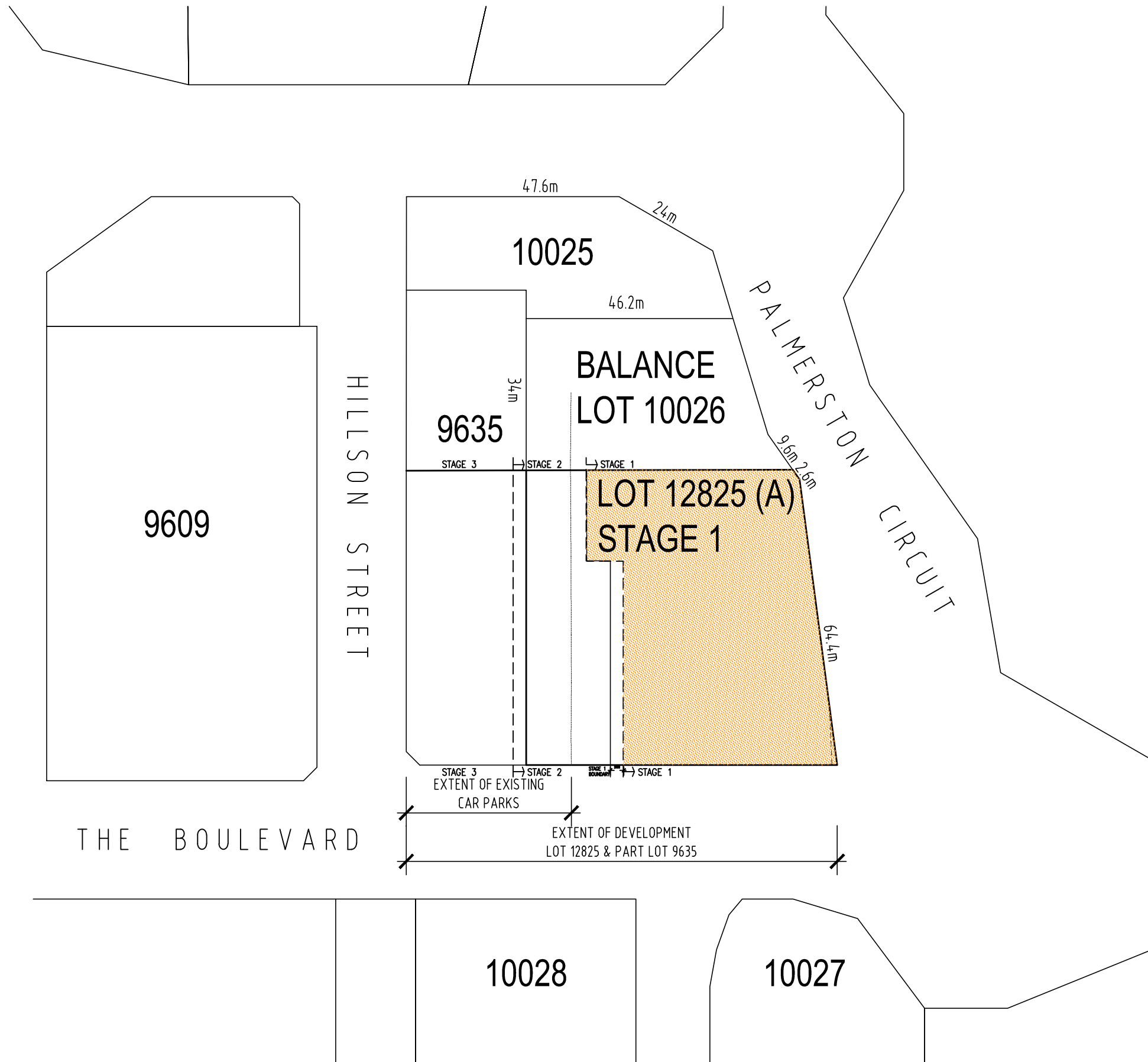
OFFICE

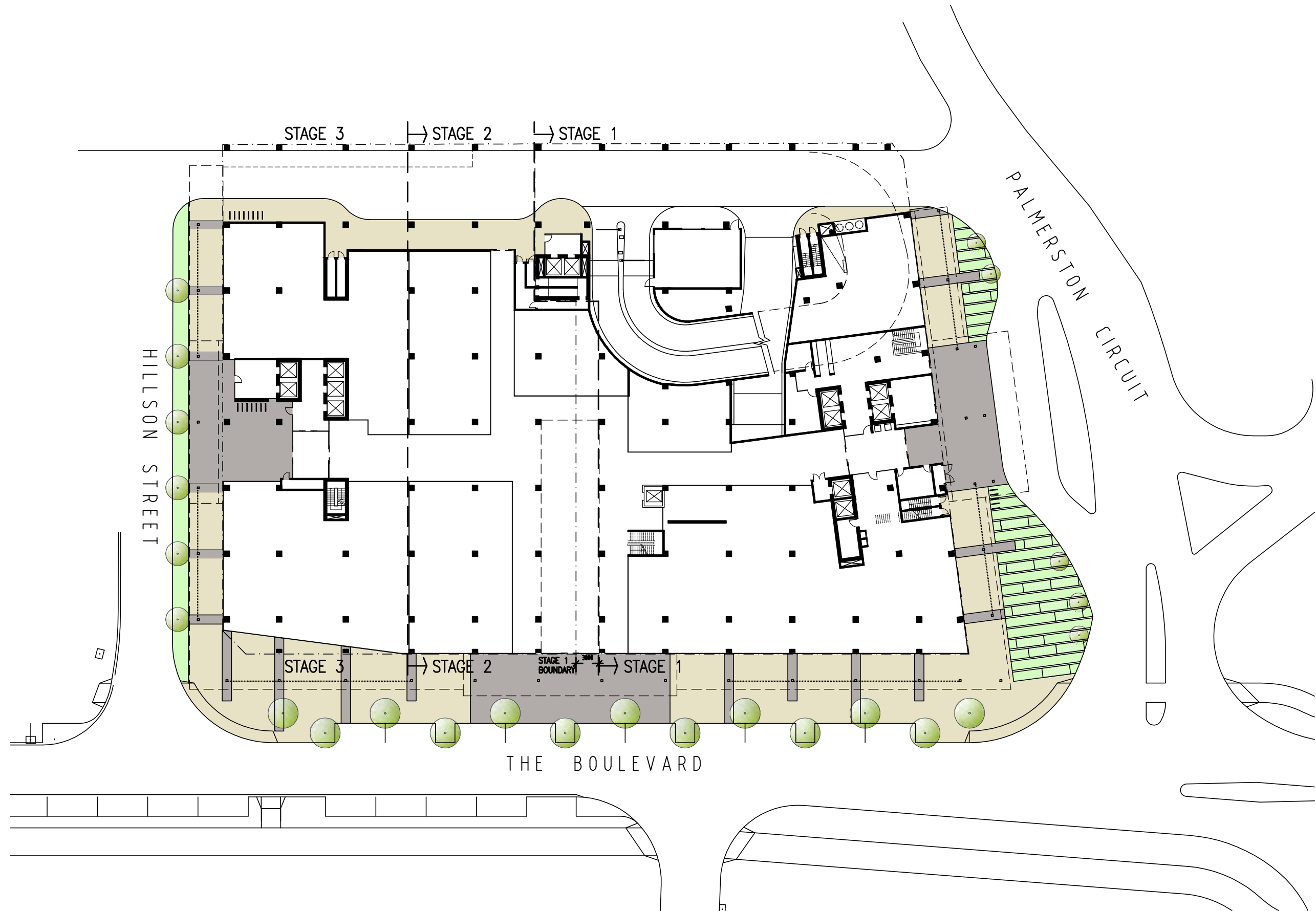
LEVEL 5 PODIUM			972.60
LEVEL 6			1,215.70
LEVEL 7			1,215.70
LEVEL 8			1,215.70
LEVEL 9			1,215.70
TOTAL AREA (SQM)			5,835.40

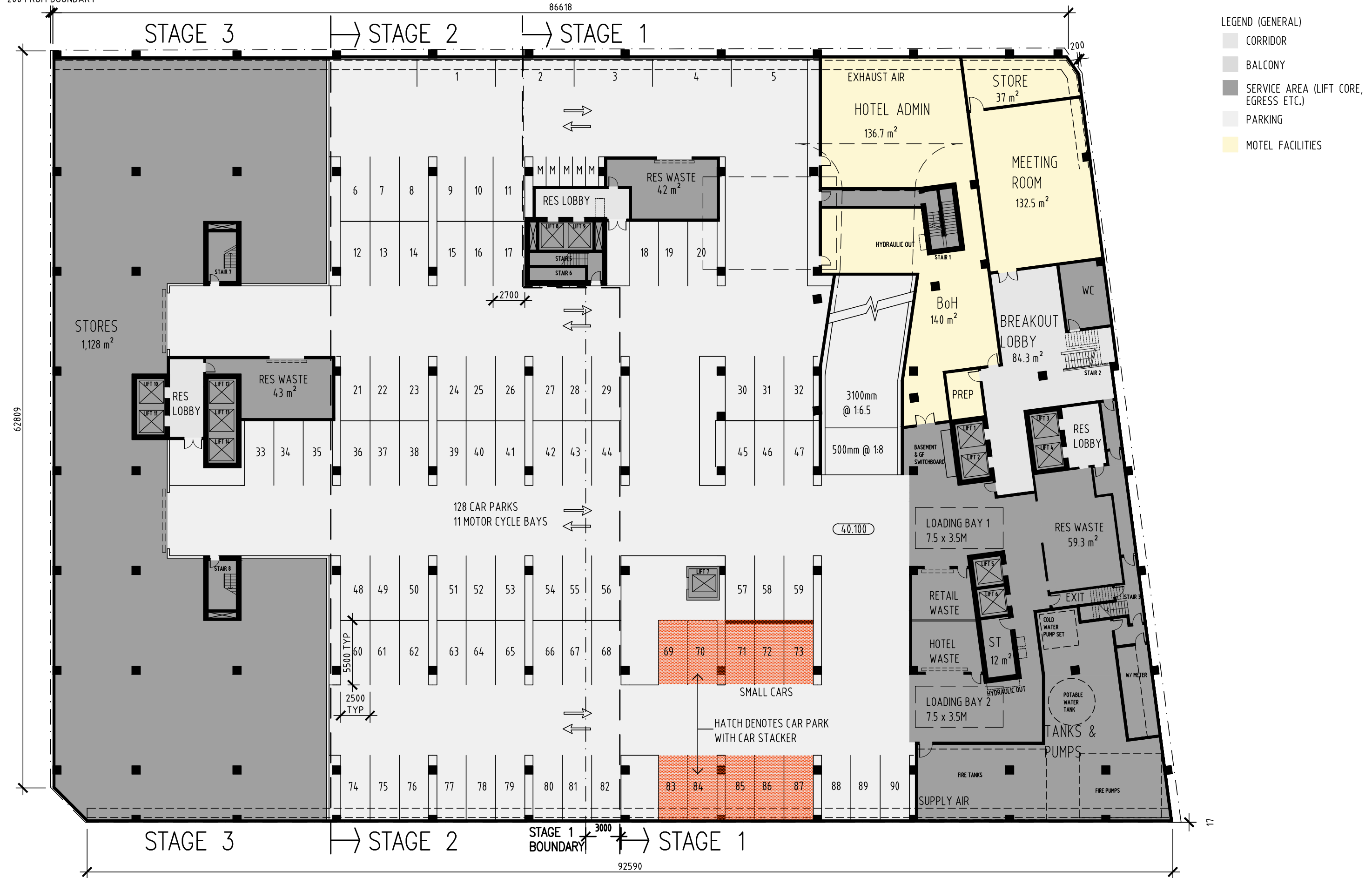


DRAWING REGISTER

DWG NO.	TITLE	DWG NO.	TITLE	DWG NO.	TITLE
SERIES 100 - SITE PLAN		SERIES 400 - MOTEL UNIT PLANS		SERIES 500 - RESIDENCES UNIT PLANS	
SK100	LOCALITY PLAN & SUMMARY	SK401	LEVEL 05 - REFERENCE PLAN	SK501	LEVEL 08 - REFERENCE PLAN
SK101	DRAWING REGISTER	SK402	LEVEL 06 - REFERENCE PLAN	SK502	LEVEL 09 - REFERENCE PLAN
SK102	STAGING PLAN	SK403	LEVEL 07 - REFERENCE PLAN	SK503	LEVEL 10 - REFERENCE PLAN
SK103	SITE PLAN	SK404	LEVEL 08 - REFERENCE PLAN	SK505	LEVEL 11 - REFERENCE PLAN
SERIES 200 - FLOOR PLANS		SK405	LEVEL 09 - REFERENCE PLAN	SK505	LEVEL 12 - REFERENCE PLAN
SK201	BASEMENT PLAN	SK406	LEVEL 10 - REFERENCE PLAN	SK506	LEVEL 13 - REFERENCE PLAN
SK202	GROUND FLOOR PLAN	SK407	LEVEL 11 - REFERENCE PLAN	SK507	LEVEL 14 - REFERENCE PLAN
SK203	LEVEL 01	SK411	MOTEL - TYPE A PODIUM	SK508	LEVEL 15 - REFERENCE PLAN
SK204	LEVEL 02		MOTEL - TYPE A	SK509	LEVEL 16 - REFERENCE PLAN
SK205	LEVEL 03		MOTEL - TYPE B	SK511	RESIDENCE - TYPE 1.01
SK206	LEVEL 04		MOTEL - TYPE C	SK512	RESIDENCE - TYPE 1.02 A
SK207	LEVEL 05		MOTEL - TYPE D PODIUM	SK513	RESIDENCE - TYPE 1.02 B & C
SK208	LEVEL 06		MOTEL - TYPE D	SK514	RESIDENCE - TYPE 1.03 A & B
SK209	LEVEL 07		MOTEL - TYPE E PODIUM	SK515	RESIDENCE - TYPE 1.04 A & B
SK210	LEVEL 08		MOTEL - TYPE E	SK516	RESIDENCE - TYPE 1.05
SK211	LEVEL 09		MOTEL - ACCESSIBLE TYPE A	SK517	RESIDENCE - TYPE 1.06
SK212	LEVEL 10		MOTEL - ACCESSIBLE TYPE B	SK518	RESIDENCE - TYPE 1.07
SK213	LEVEL 11	SK425	2 BED MOTEL - TYPE A	SK519	RESIDENCE - TYPE 1.08
SK214	LEVEL 12		2 BED MOTEL - TYPE B	SK520	RESIDENCE - TYPE 1.09
SK215	LEVEL 13		2 BED MOTEL - TYPE C PODIUM	SK521	RESIDENCE - TYPE 2.01 A & B
SK216	LEVEL 14		2 BED MOTEL - TYPE C	SK522	RESIDENCE - TYPE 2.01 C & D
SK217	LEVEL 15		2 BED MOTEL - TYPE D	SK523	RESIDENCE - TYPE 2.02
SK218	LEVEL 16		2 BED MOTEL - TYPE E	SK525	RESIDENCE - TYPE 2.03 A & B
SK219	ROOF PLAN		2 BED MOTEL - TYPE E	SK525	RESIDENCE - TYPE 2.04
SERIES 300 - ELEVATIONS		SK431	STUDIO - TYPE A & A1 PODIUM	SK531	RESIDENCE - TYPE 3.01 TERRACE
SK300	ELEVATIONS KEY PLAN	SK432	STUDIO - TYPE A	SK532	RESIDENCE - TYPE 3.01
SK301	ELEVATION 1	SK433	STUDIO - TYPE B	SK533	RESIDENCE - TYPE 3.02 TERRACE
SK302	ELEVATION 2	SK434	STUDIO - TYPE C	SK534	RESIDENCE - TYPE 3.02
SK303	ELEVATION 3	SK435	STUDIO - TYPE D PODIUM	SK535	RESIDENCE - TYPE 3.03 TERRACE
SK304	ELEVATION 4	SK436	STUDIO - TYPE D	SK536	RESIDENCE - TYPE 3.03
SK305	ELEVATION 5	SK437	STUDIO - TYPE E PODIUM	SK537	RESIDENCE - TYPE 3.04 TERRACE
SK306	ELEVATION 6	SK438	STUDIO - TYPE E	SK538	RESIDENCE - TYPE 3.04
SK307	ELEVATION 7	SK439	STUDIO - TYPE F	SK539	RESIDENCE - TYPE 3.05 TERRACE
SK308	ELEVATION 8	SK440	STUDIO - TYPE G	SK540	RESIDENCE - TYPE 3.05
SERIES 350 - SECTIONS		SK441	STUDIO - TYPE H	SK541	RESIDENCE - TYPE 3.06 TERRACE
SK350	SECTIONS KEY PLAN	SK442	STUDIO - TYPE J PODIUM	SK542	RESIDENCE - TYPE 3.06
SK351	SECTION A-A	SK443	STUDIO - TYPE J	SK543	RESIDENCE - TYPE 3.07 A & B
SK352	SECTION B-B	SK444	STUDIO - TYPE K	SK544	RESIDENCE - TYPE 3.08 A & B
SK353	SECTION C-C	SK451	2 BED STUDIO - TYPE A	SK545	RESIDENCE - TYPE 3.09
SK354	SECTION D-D		2 BED STUDIO - TYPE B PODIUM		
SK355	SECTION E-E		2 BED STUDIO - TYPE B		
SK356	SECTION F-F		2 BED STUDIO - TYPE C PODIUM		
			2 BED STUDIO - TYPE C		
			2 BED STUDIO - TYPE D PODIUM		
			2 BED STUDIO - TYPE D		
			3 BED STUDIO		

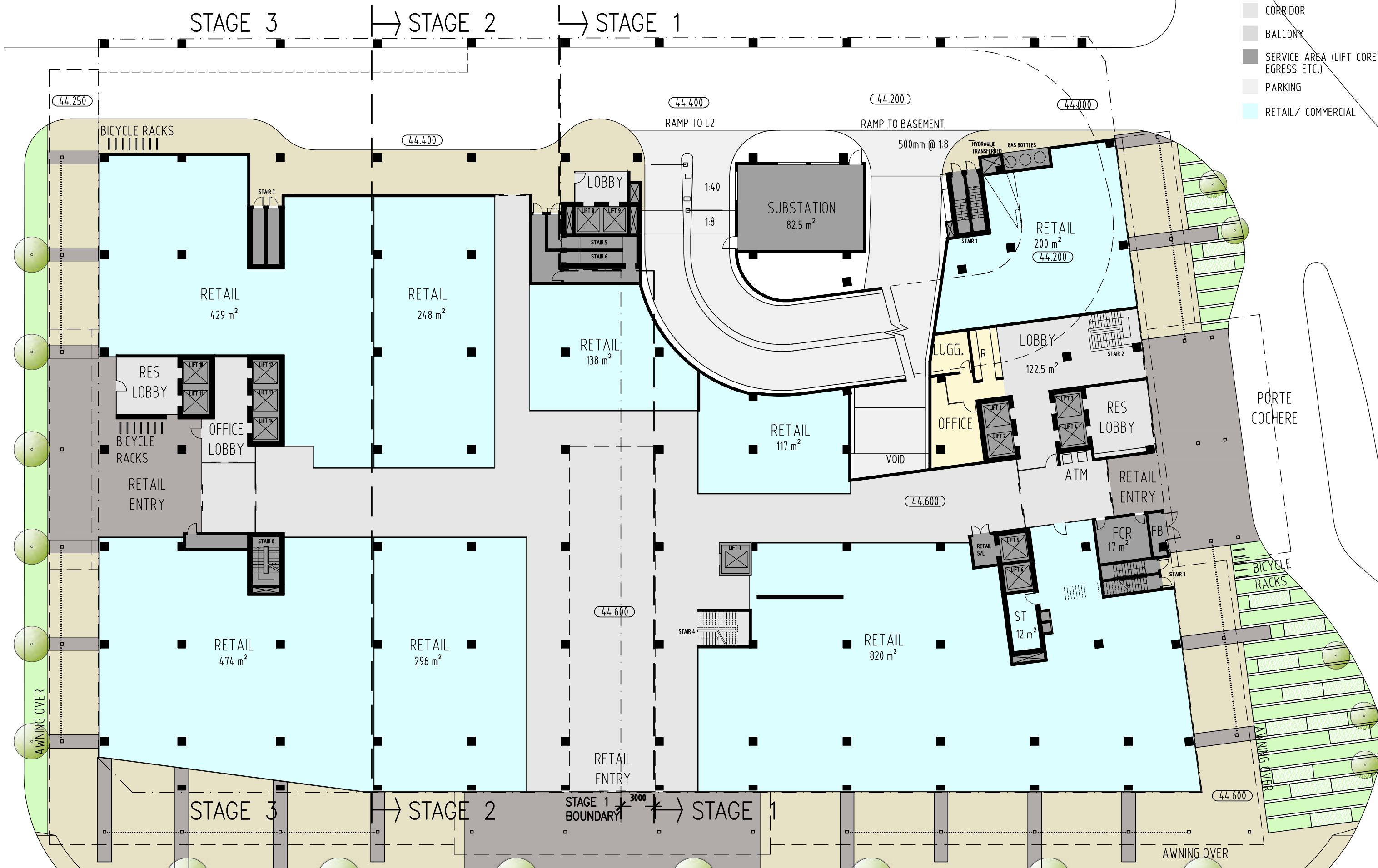




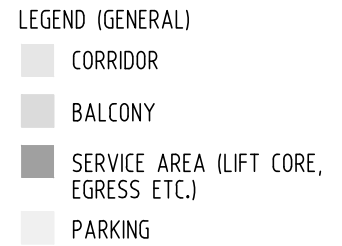


ATTACHMENT B
LEGEND (GENERAL)

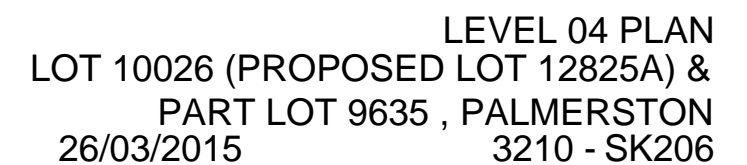
- CORRIDOR
- BALCONY
- SERVICE AREA (LIFT CORE, EGRESS ETC.)
- PARKING
- RETAIL/ COMMERCIAL





















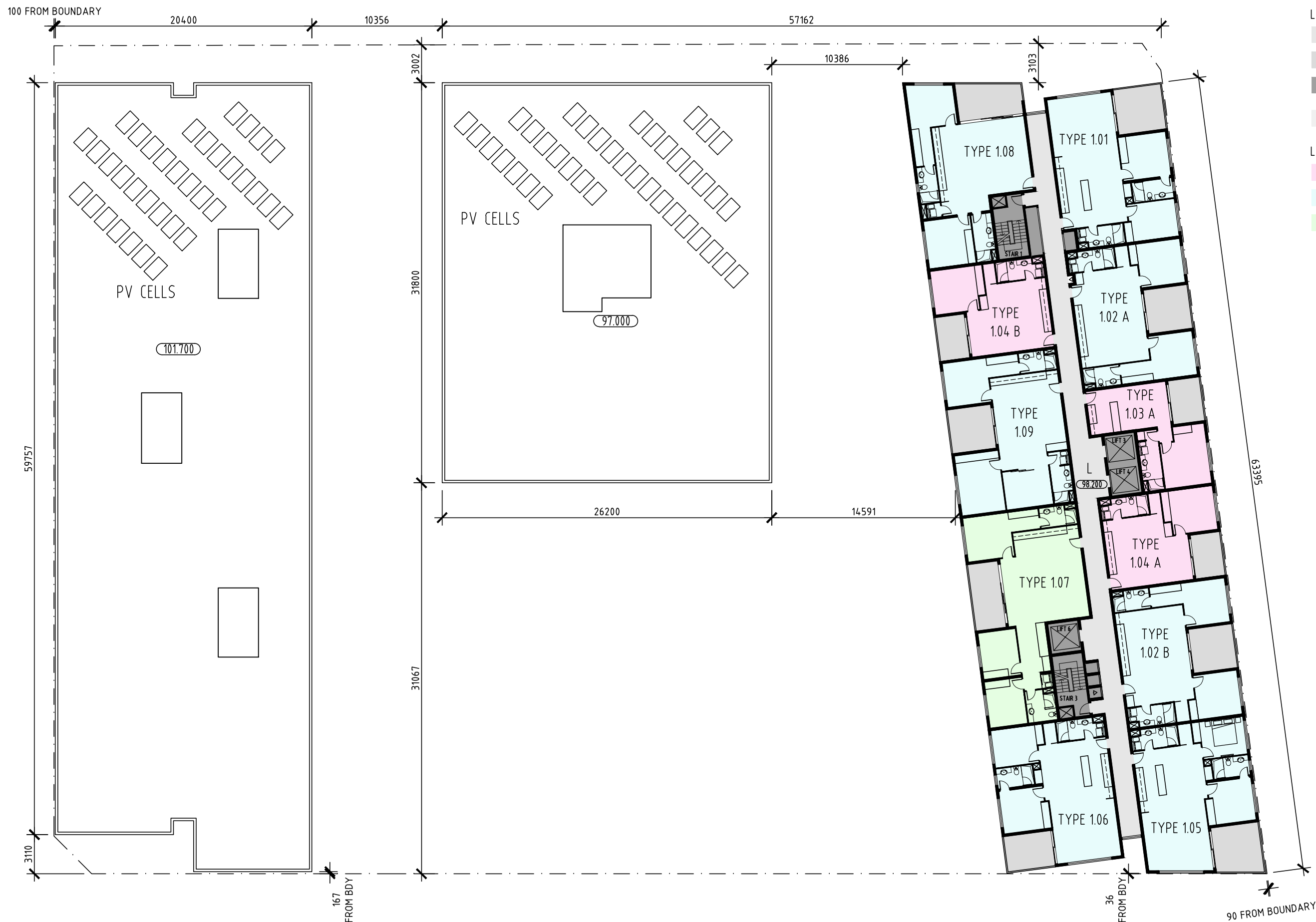












LEGEND (GENERAL)

- CORRIDOR
- BALCONY
- SERVICE AREA (LIFT CORE, EGRESS ETC.)
- PARKING

LEGEND (RESIDENCES)

- 1 BED RESIDENCE
- 2 BED RESIDENCE
- 3 BED RESIDENCE



LEGEND (GENERAL)





- CORRIDOR
- BALCONY
- SERVICE AREA (LIFT CORE, EGRESS ETC.)
- PARKING

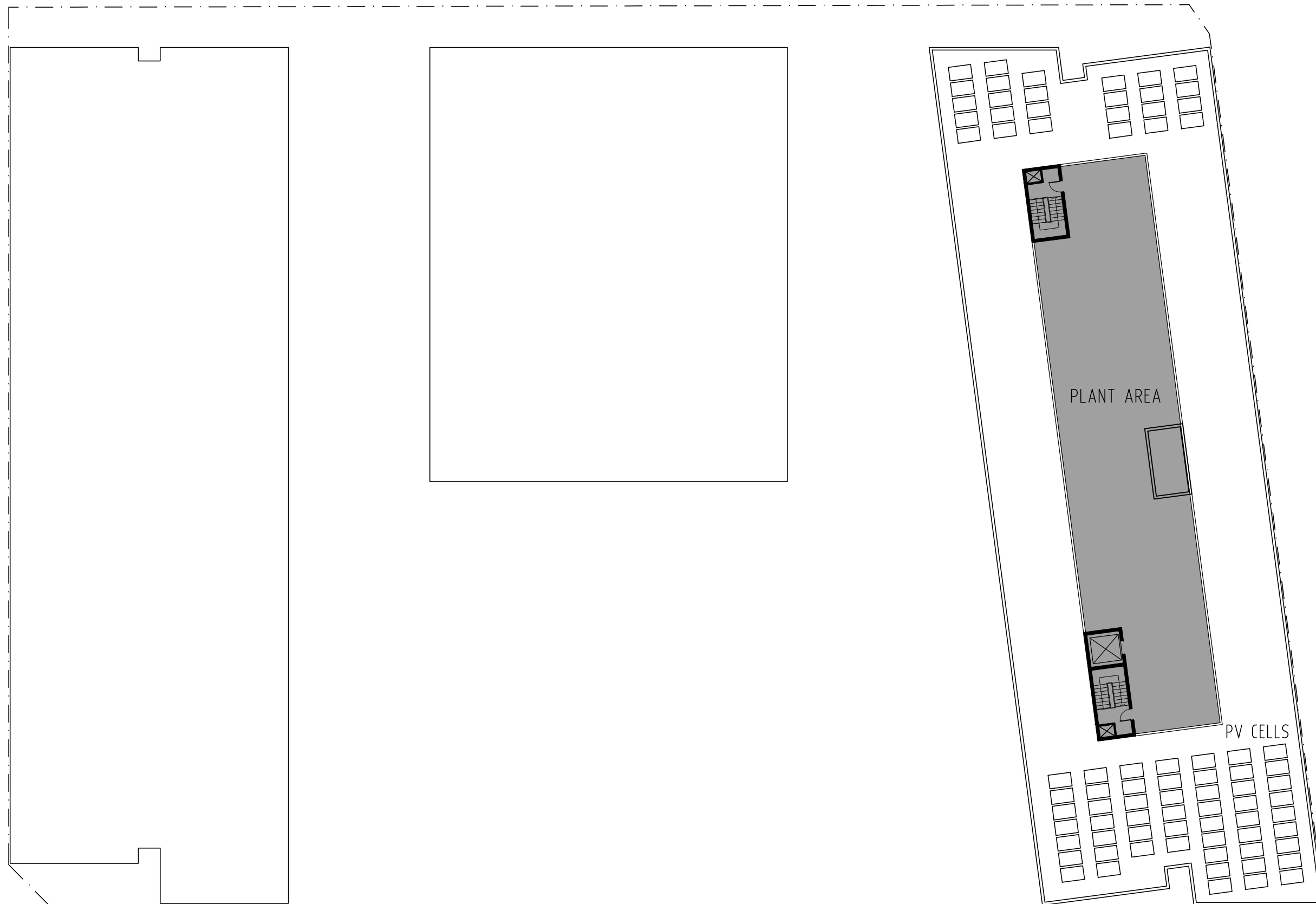
LEGEND (RESIDENCES)

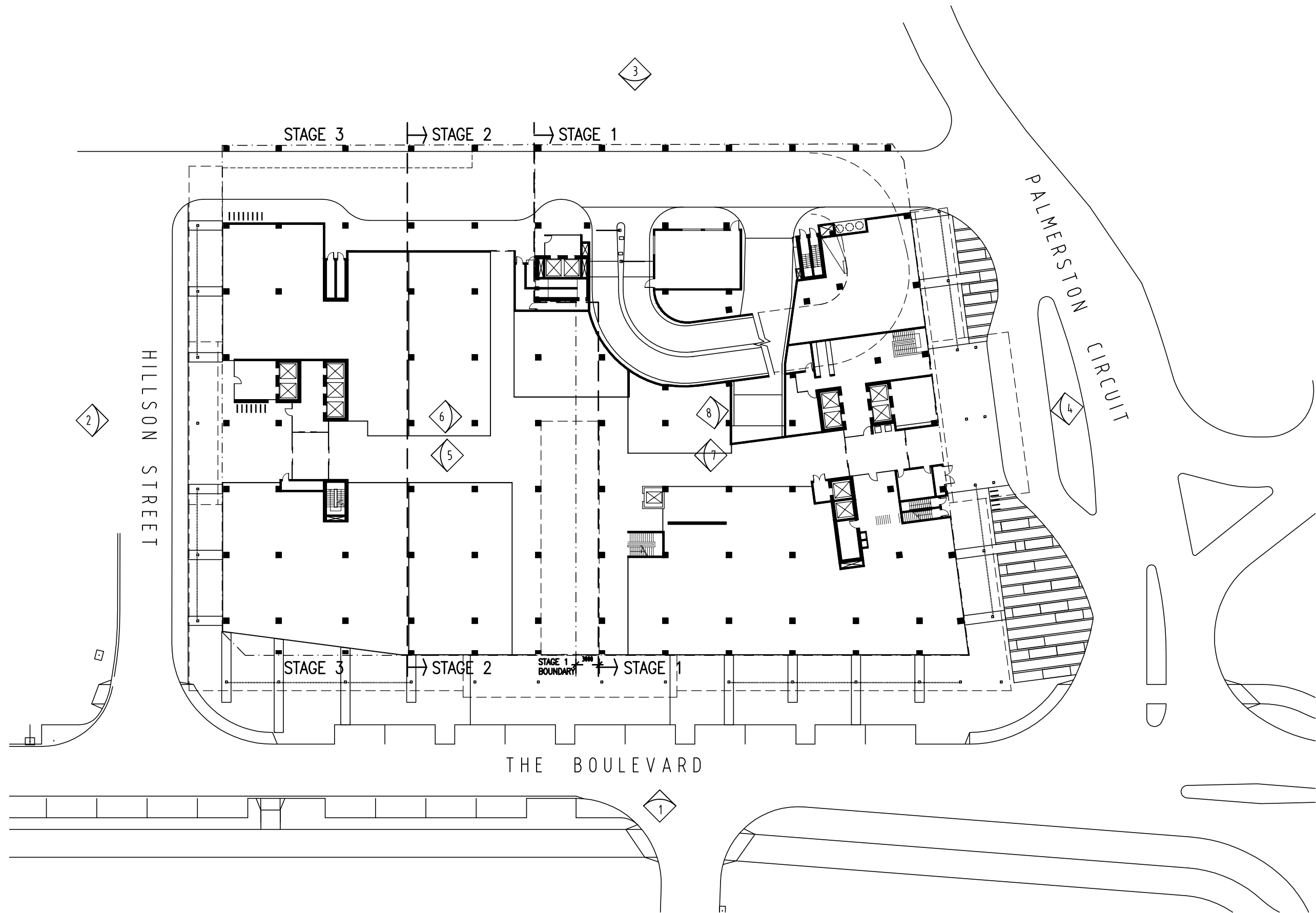
- 1 BED RESIDENCE
- 2 BED RESIDENCE
- 3 BED RESIDENCE

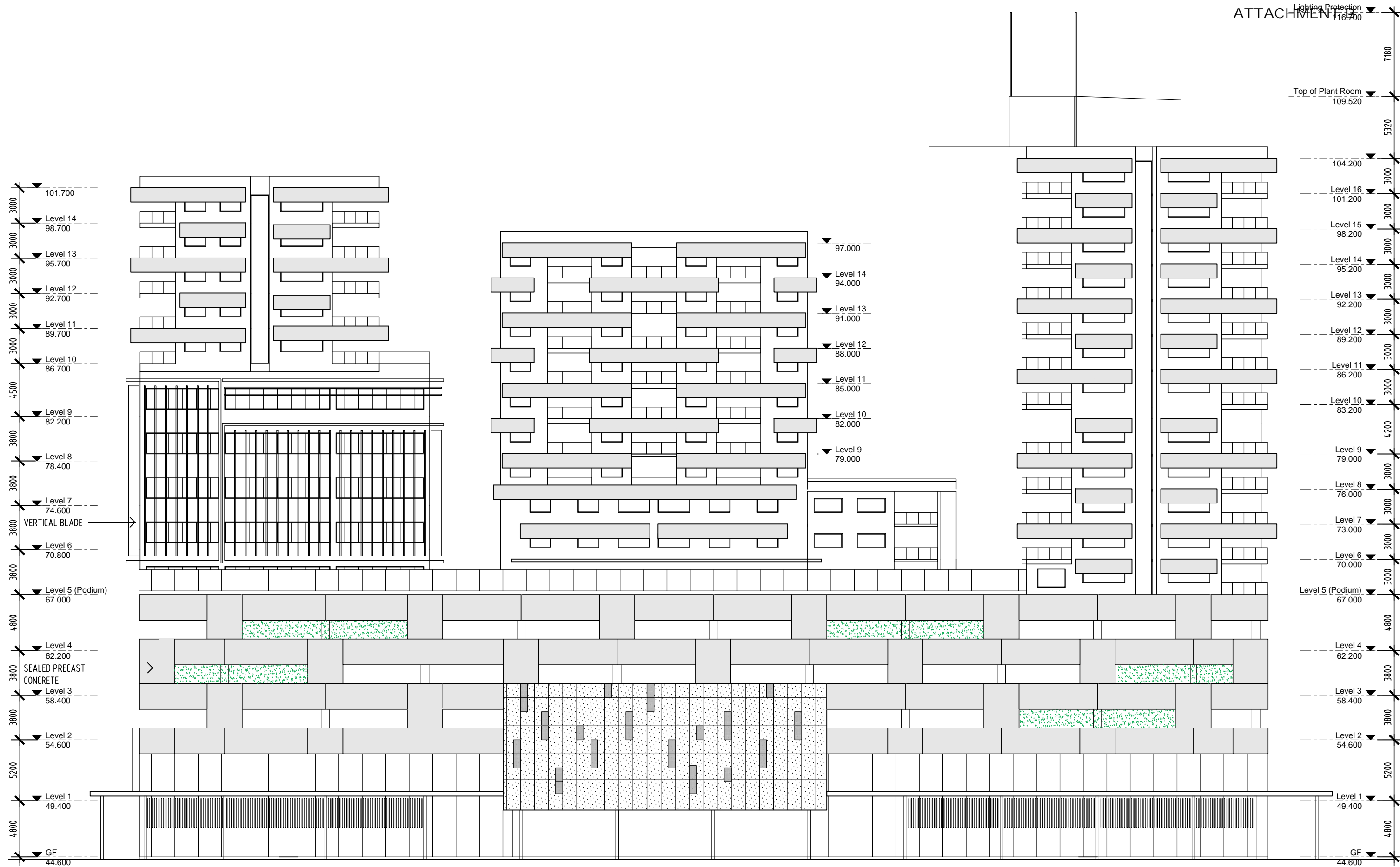


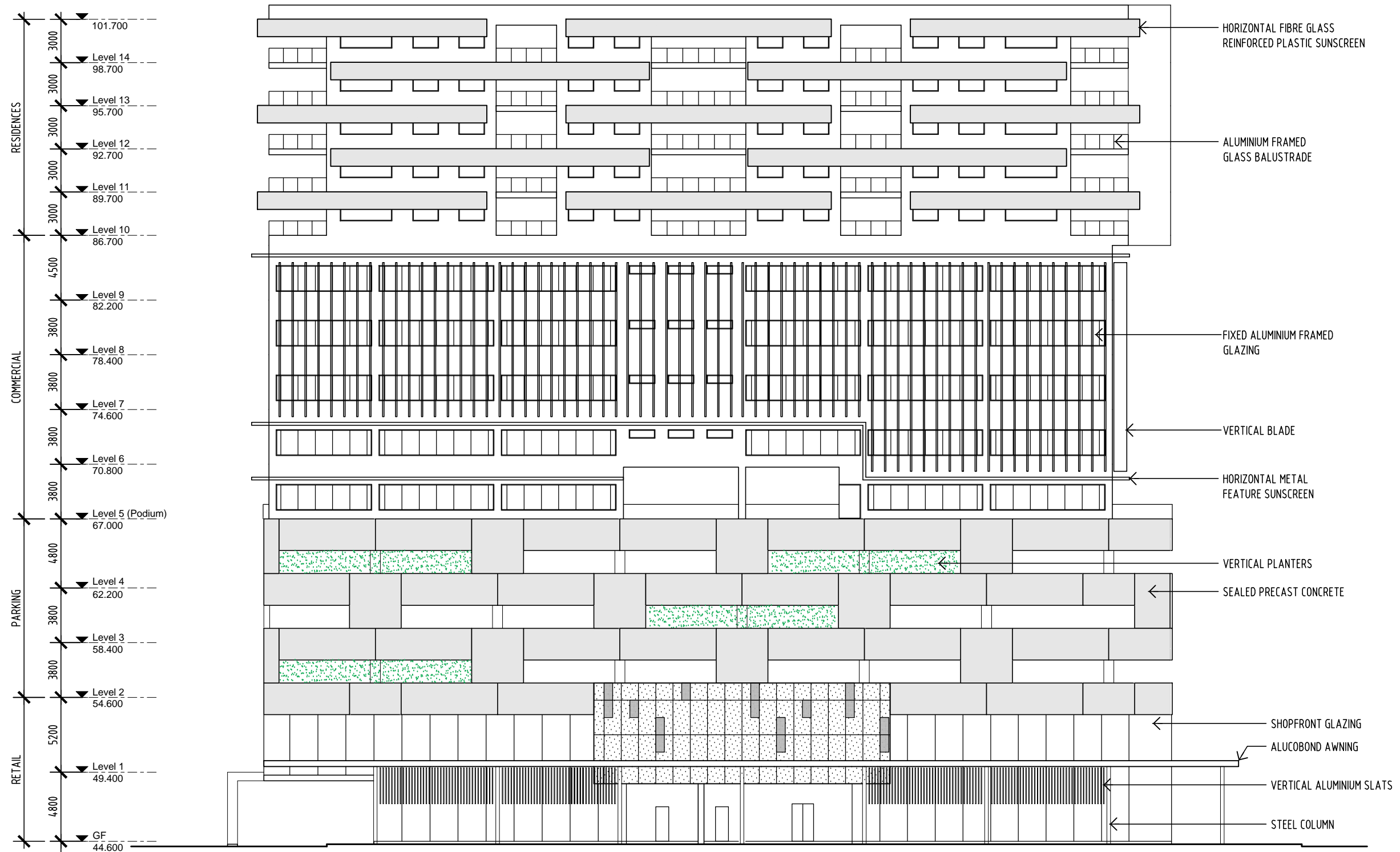
LEGEND (GENERAL)

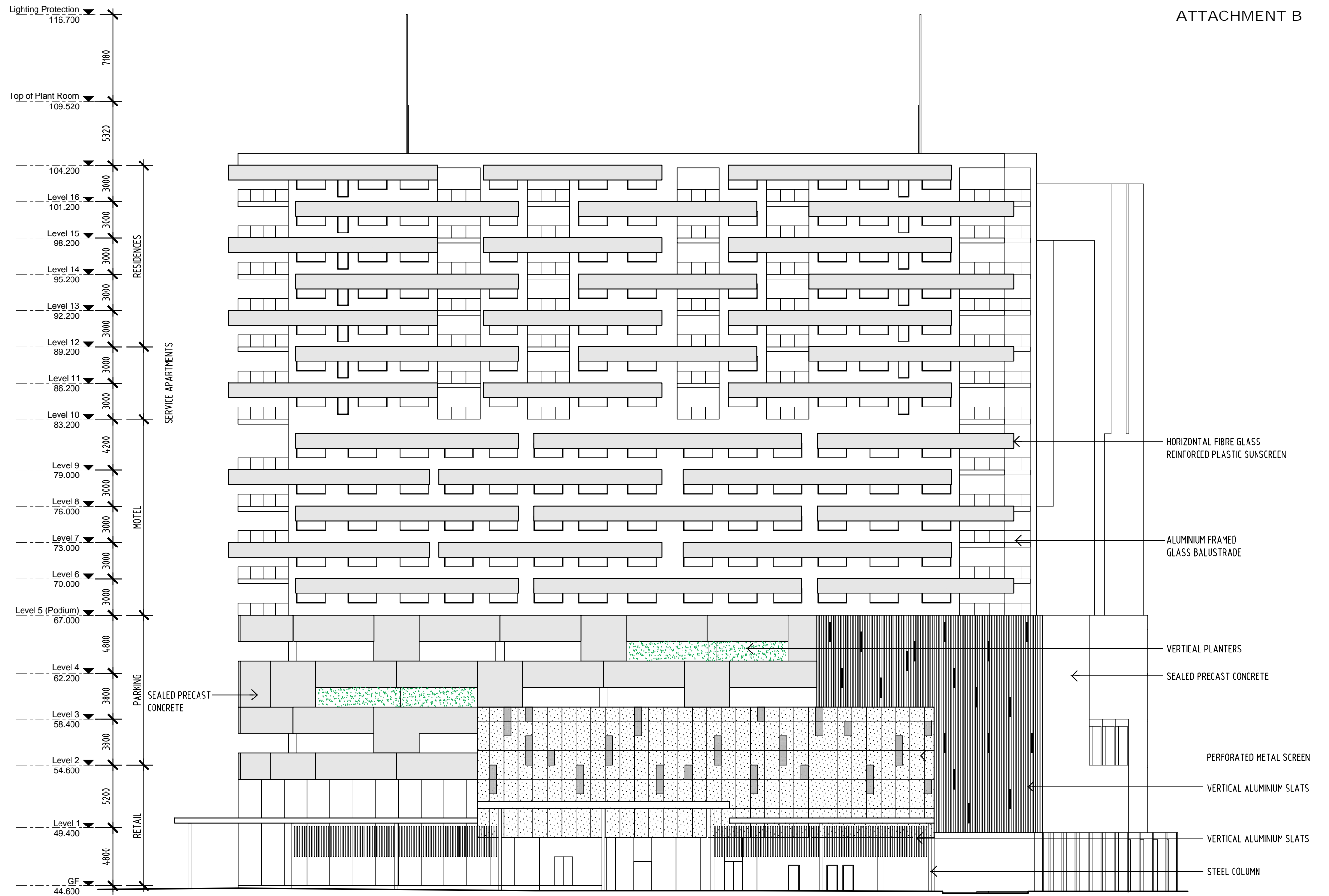
-  CORRIDOR
-  BALCONY
-  SERVICE AREA (LIFT CORE, EGRESS ETC.)
-  PARKING





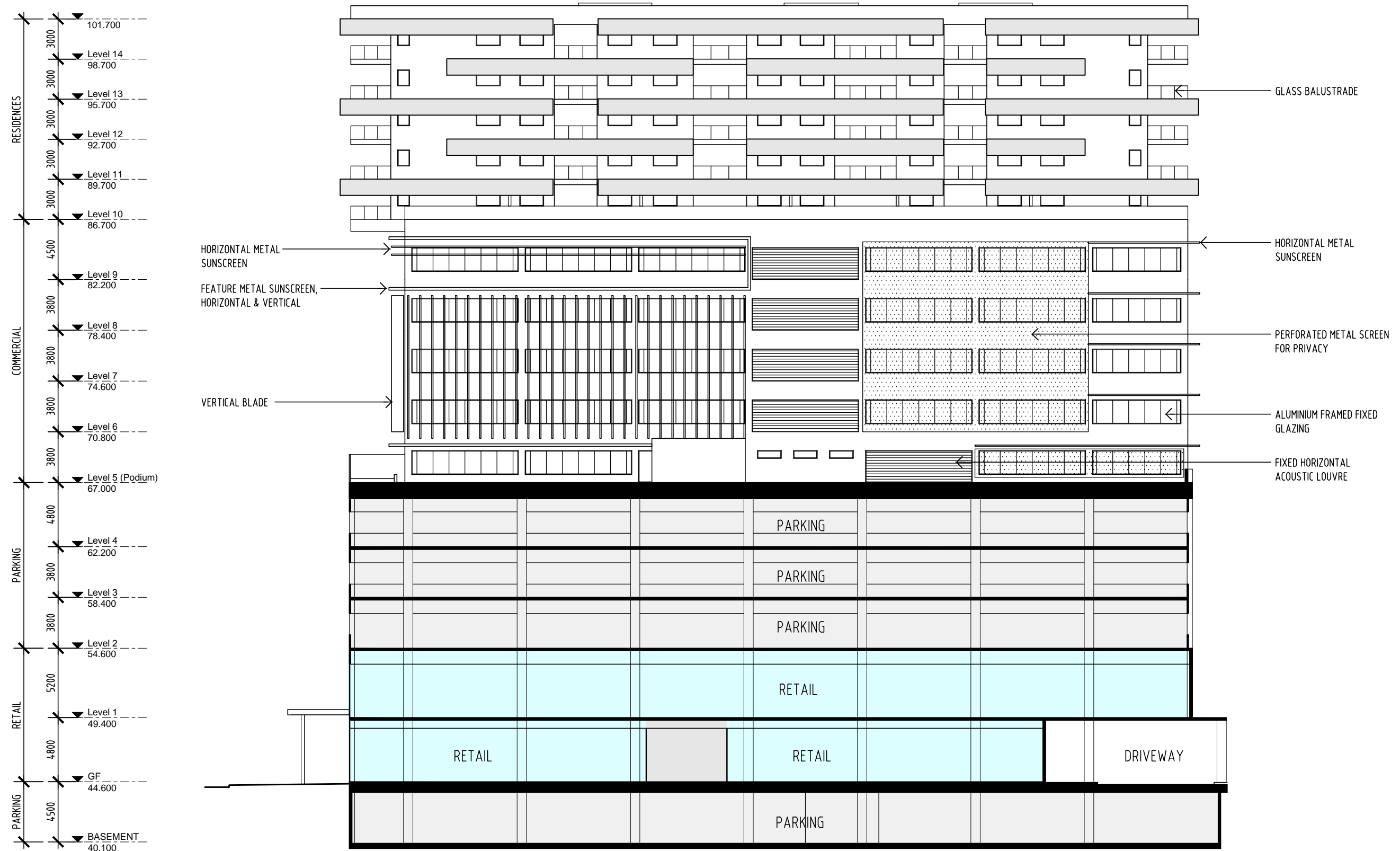






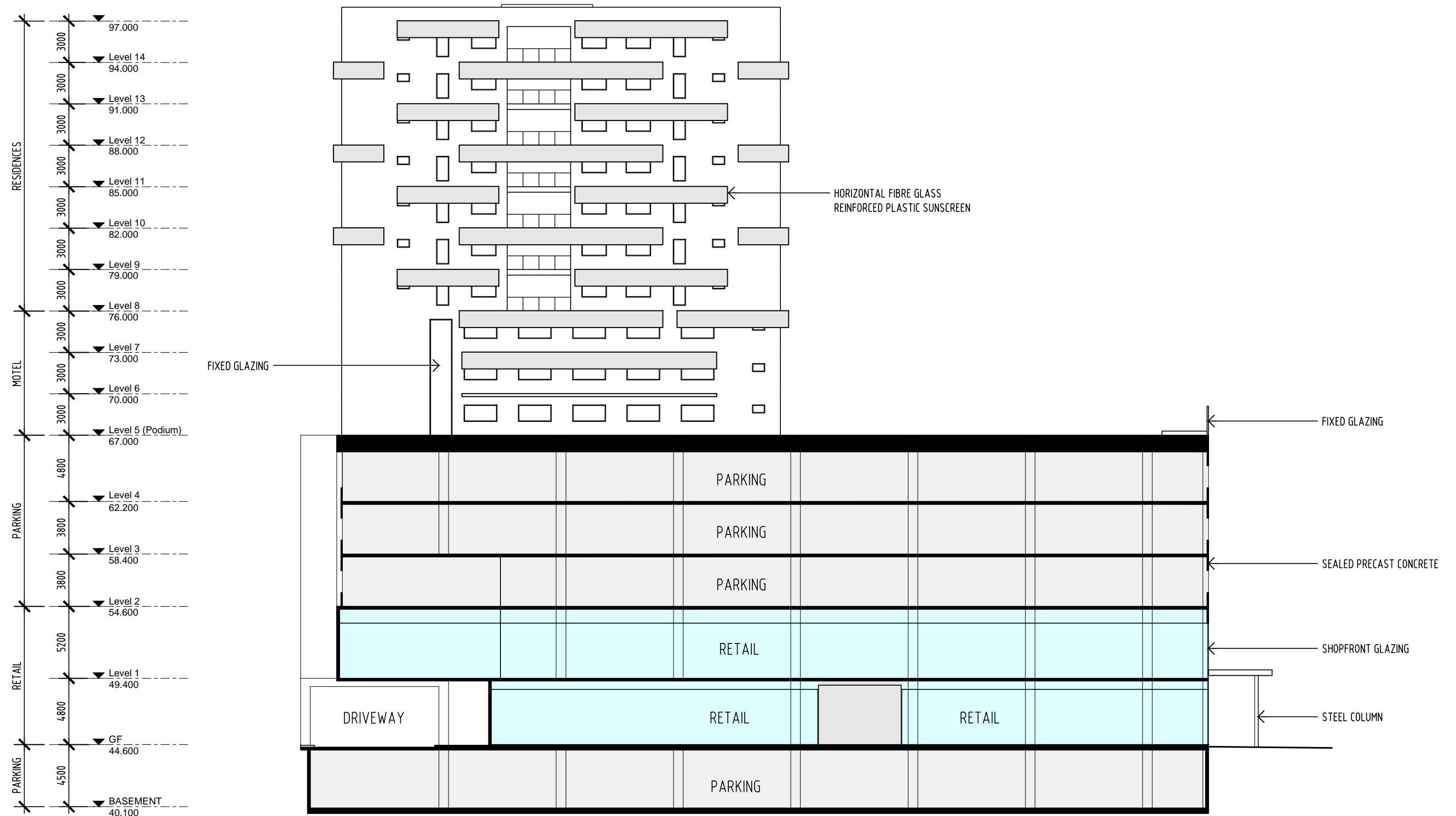
LEGEND (GENERAL)

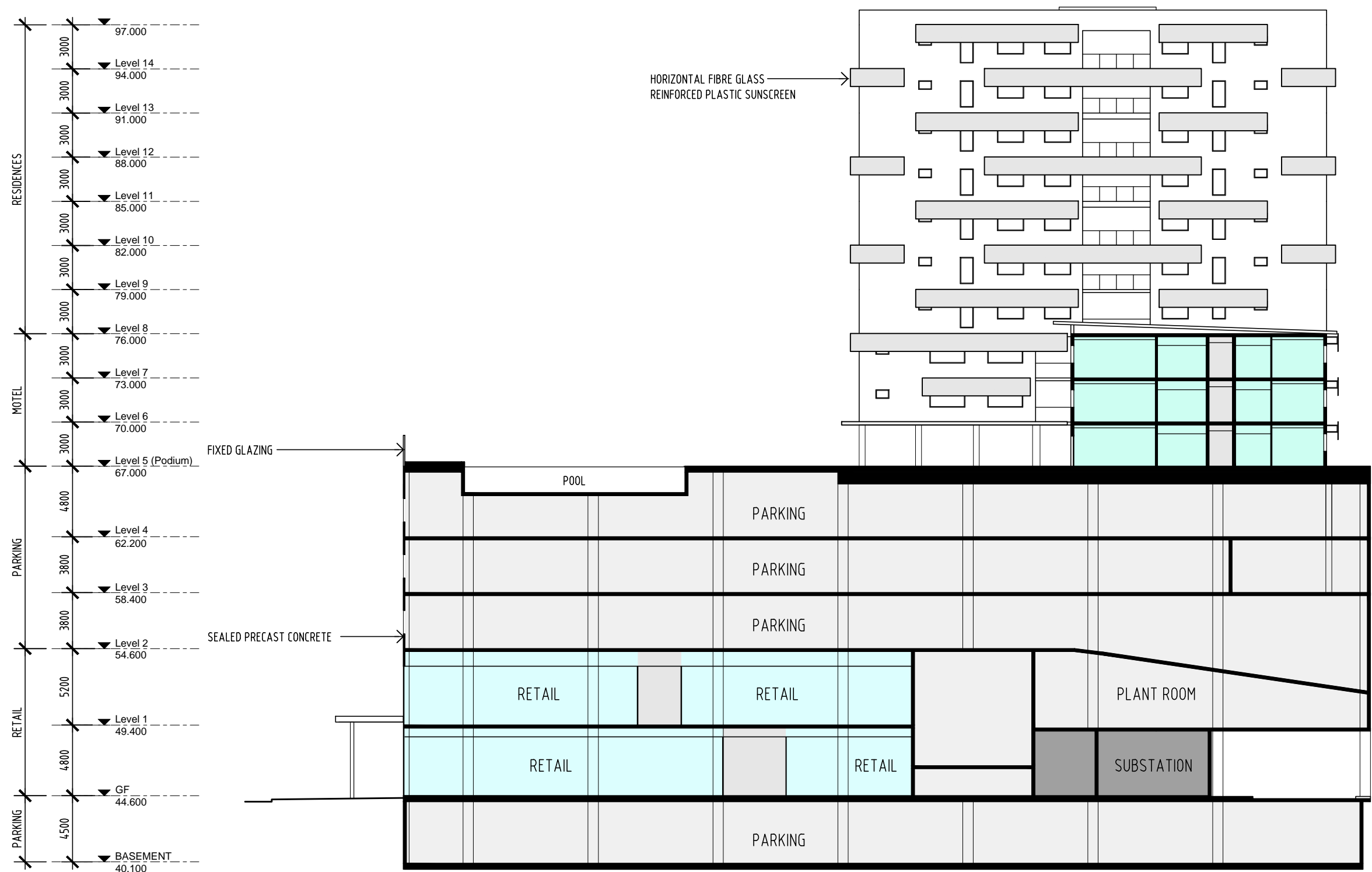
- OFFICE
- RETAIL/ COMMERCIAL
- CORRIDOR
- BALCONY
- SERVICE AREA (LIFT CORE, EGRESS ETC.)



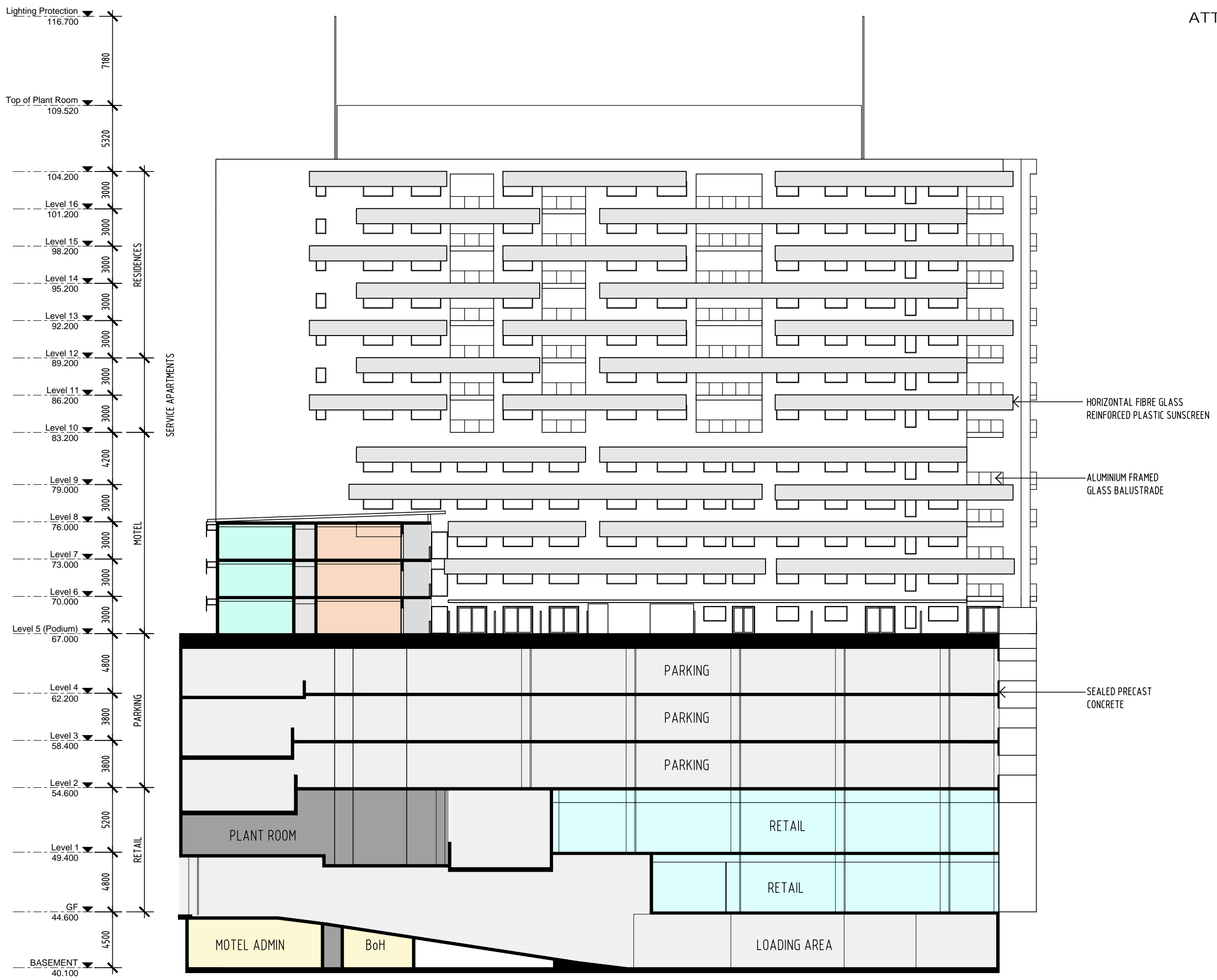
LEGEND (GENERAL)

- OFFICE
- RETAIL/ COMMERCIAL
- CORRIDOR
- BALCONY
- SERVICE AREA (LIFT CORE, EGRESS ETC.)

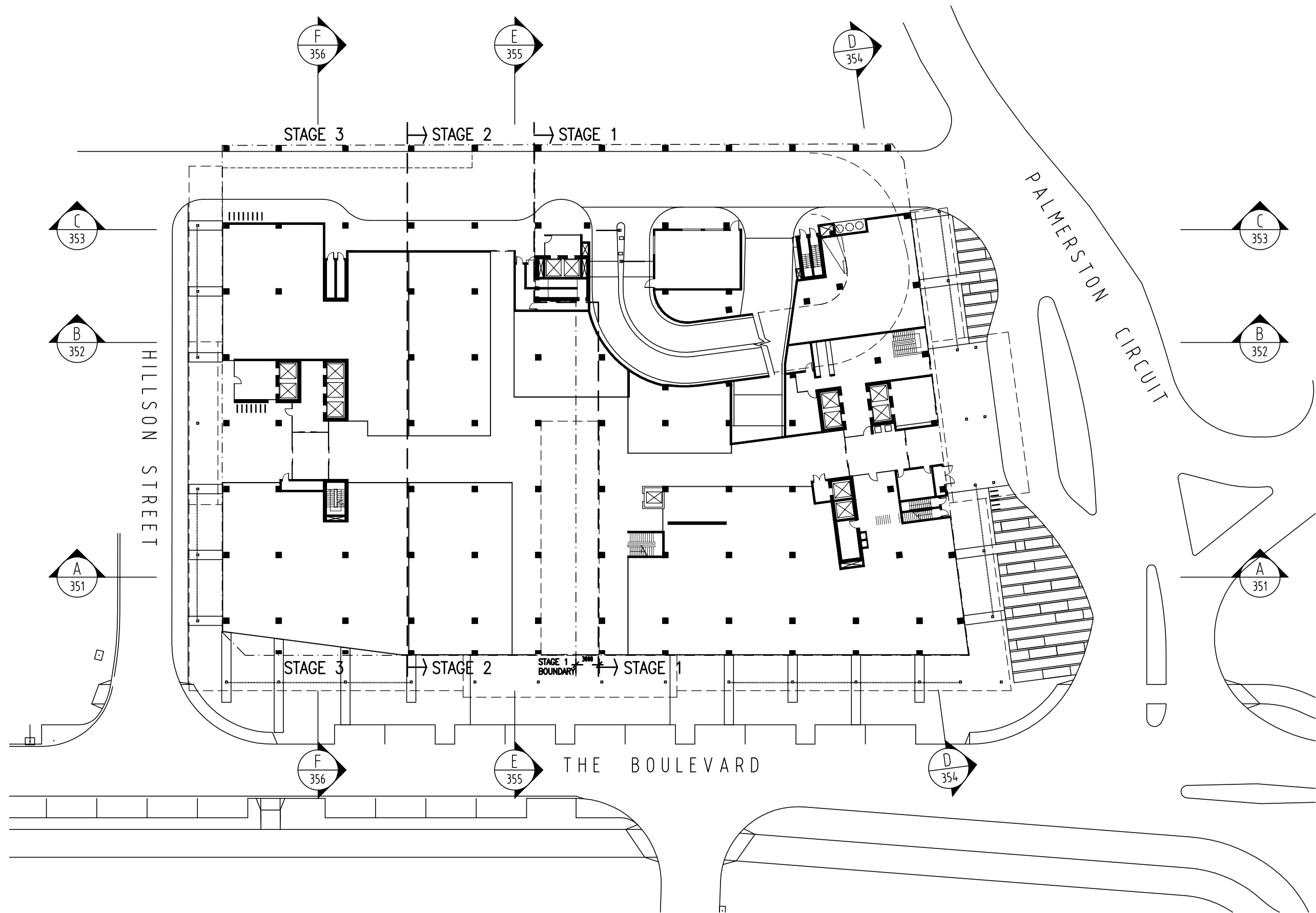


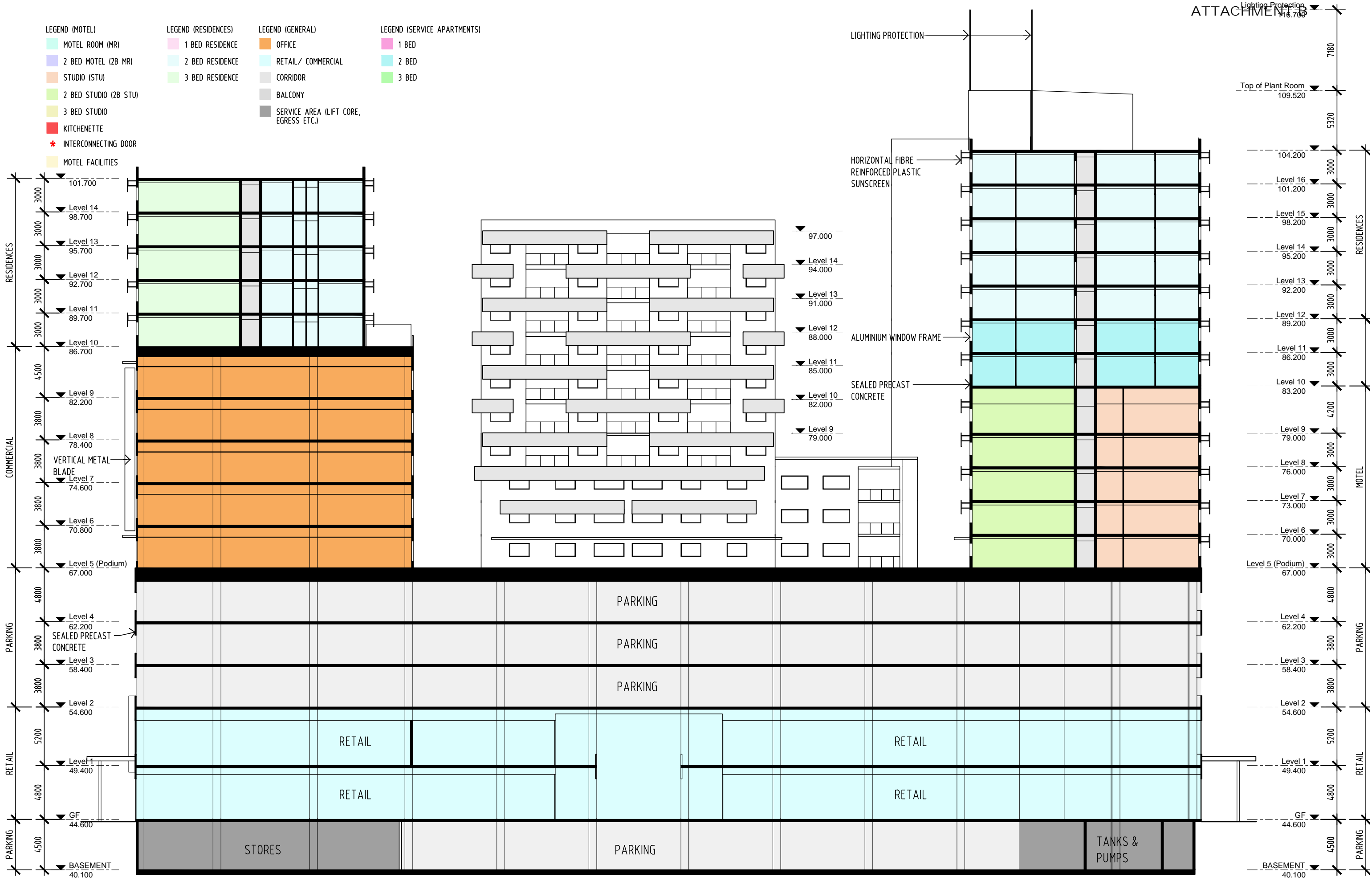


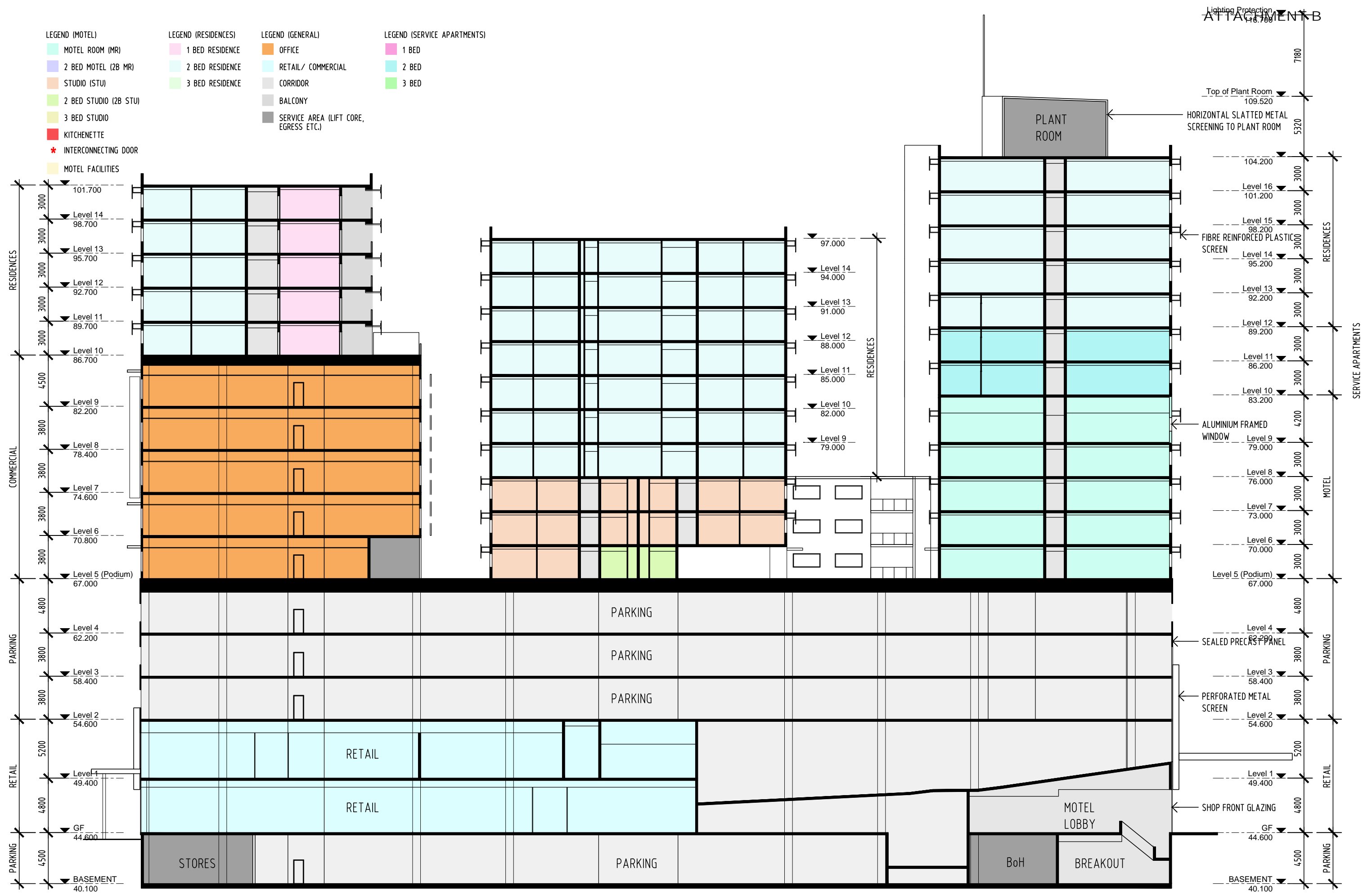
- LEGEND (GENERAL)
- OFFICE
 - RETAIL/ COMMERCIAL
 - CORRIDOR
 - BALCONY
 - SERVICE AREA (LIFT CORE, EGRESS ETC.)
- LEGEND (MOTEL)
- MOTEL ROOM (MR)
 - 2 BED MOTEL (2B MR)
 - STUDIO (STU)
 - 2 BED STUDIO (2B STU)
 - 3 BED STUDIO
 - KITCHENETTE
 - INTERCONNECTING DOOR
 - MOTEL FACILITIES

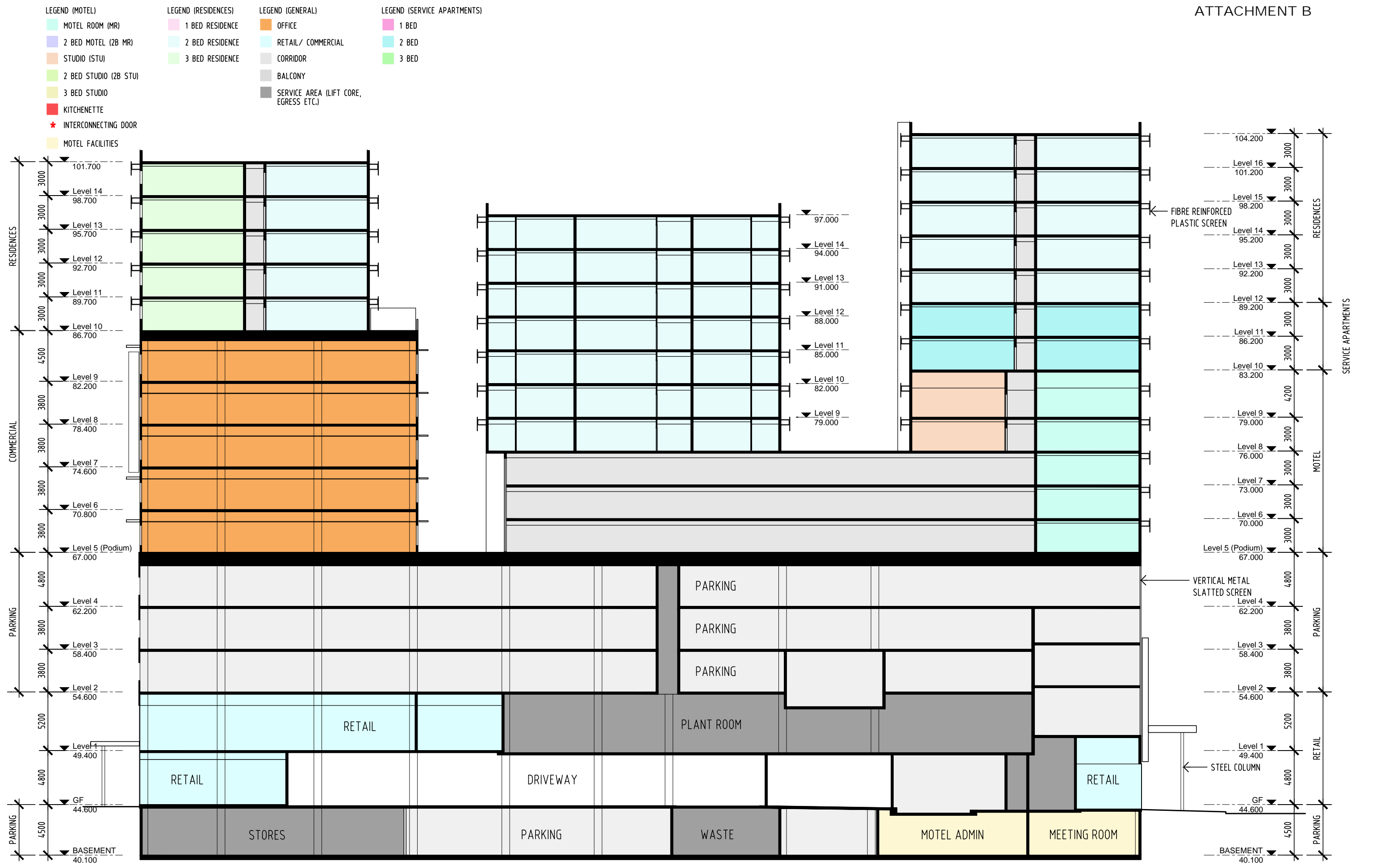


- LEGEND (GENERAL)
- OFFICE
 - RETAIL/ COMMERCIAL
 - CORRIDOR
 - BALCONY
 - SERVICE AREA (LIFT CORE, EGRESS ETC.)
- LEGEND (MOTEL)
- MOTEL ROOM (MR)
 - 2 BED MOTEL (2B MR)
 - STUDIO (STU)
 - 2 BED STUDIO (2B STU)
 - 3 BED STUDIO
 - KITCHENETTE
 - INTERCONNECTING DOOR
 - MOTEL FACILITIES









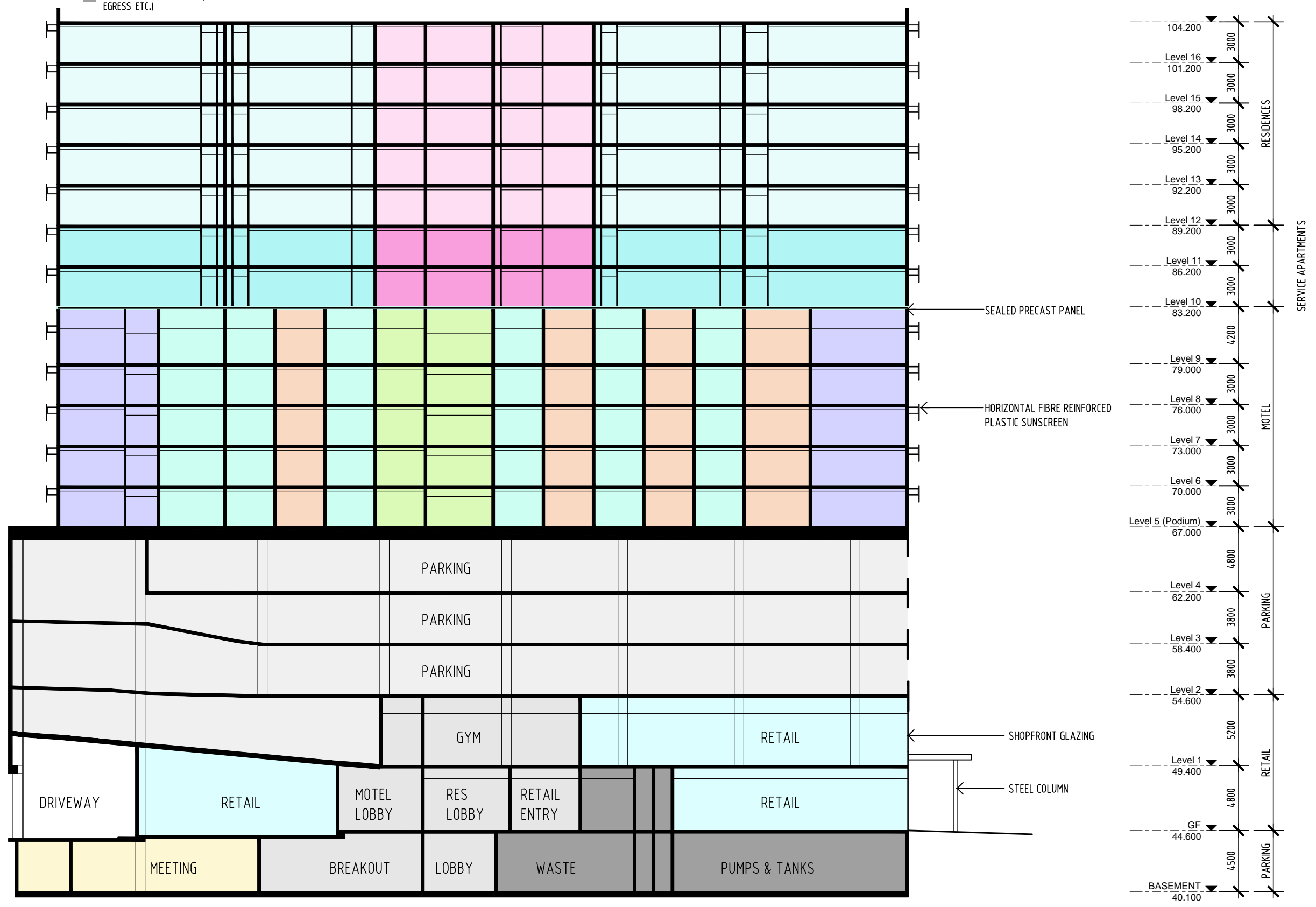
- LEGEND (MOTEL)

 - MOTEL ROOM (MR)
 - 2 BED MOTEL (2B MR)
 - STUDIO (STU)
 - 2 BED STUDIO (2B STU)
 - 3 BED STUDIO
 - KITCHENETTE
 - INTERCONNECTING DOOR
 - MOTEL FACILITIES
- LEGEND (RESIDENCES)

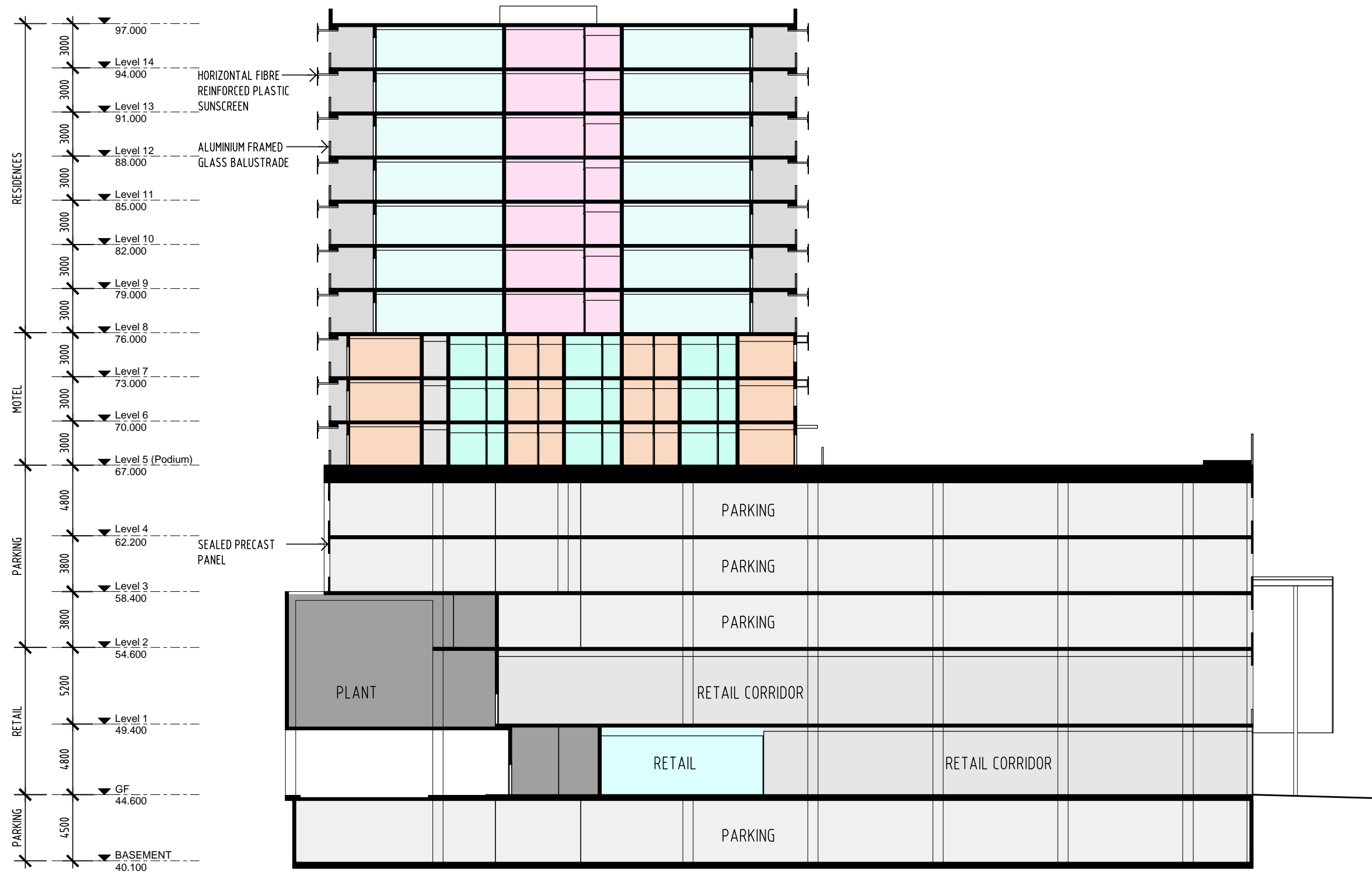
 - 1 BED RESIDENCE
 - 2 BED RESIDENCE
 - 3 BED RESIDENCE
- LEGEND (GENERAL)

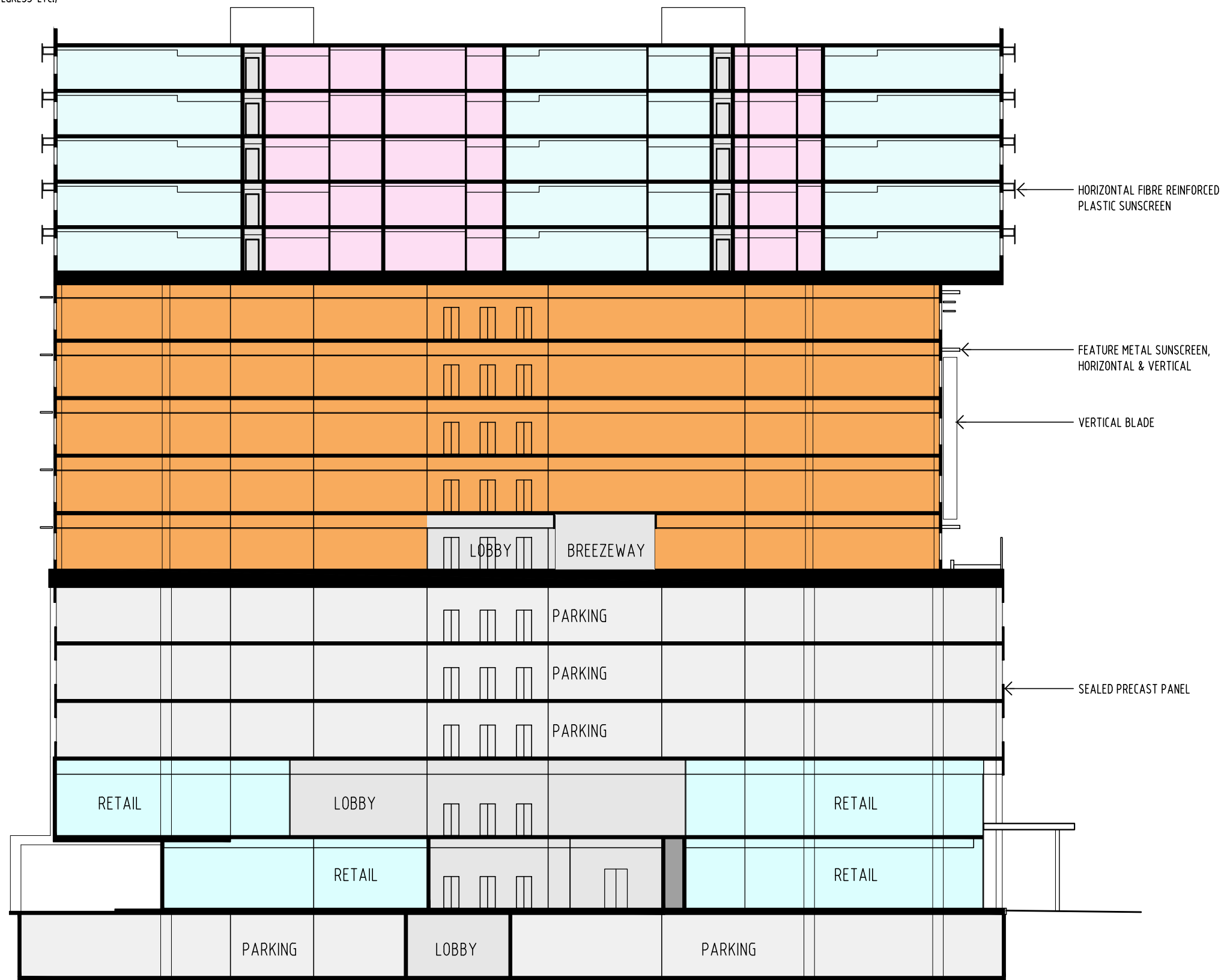
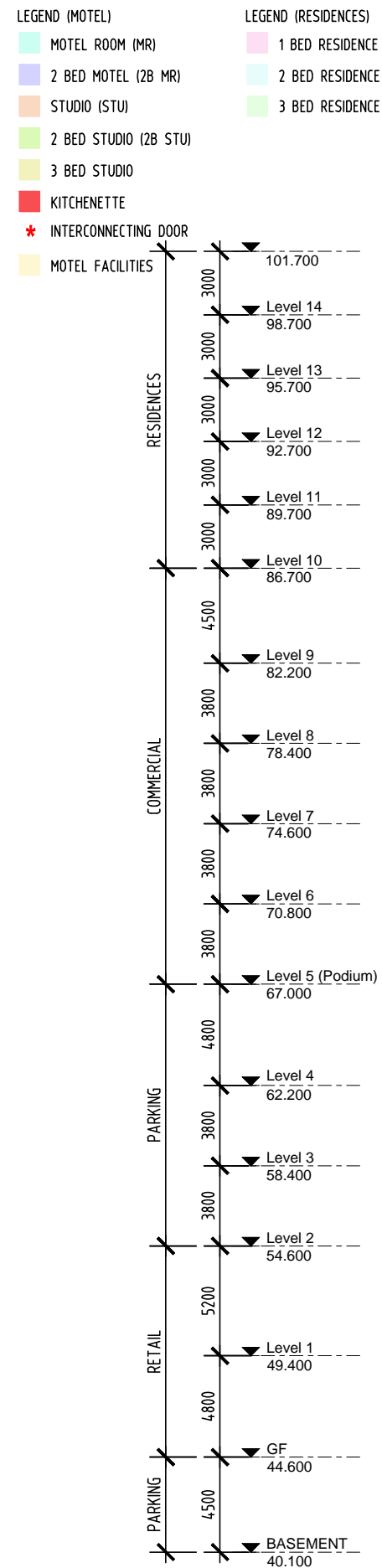
 - OFFICE
 - RETAIL/ COMMERCIAL
 - CORRIDOR
 - BALCONY
 - SERVICE AREA (LIFT CORE, EGRESS ETC.)
- LEGEND (SERVICE APARTMENTS)

 - 1 BED
 - 2 BED
 - 3 BED



LEGEND (MOTEL)	LEGEND (RESIDENCES)	LEGEND (GENERAL)	LEGEND (SERVICE APARTMENTS)
MOTEL ROOM (MR)	1 BED RESIDENCE	OFFICE	1 BED
2 BED MOTEL (2B MR)	2 BED RESIDENCE	RETAIL/ COMMERCIAL	2 BED
STUDIO (STU)	3 BED RESIDENCE	CORRIDOR	3 BED
2 BED STUDIO (2B STU)		BALCONY	
3 BED STUDIO		SERVICE AREA (LIFT CORE, EGRESS ETC.)	
KITCHENETTE			
* INTERCONNECTING DOOR			
MOTEL FACILITIES			









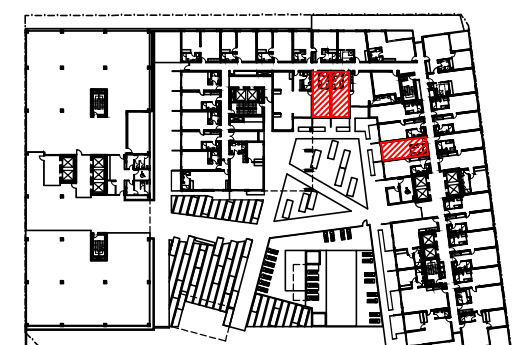
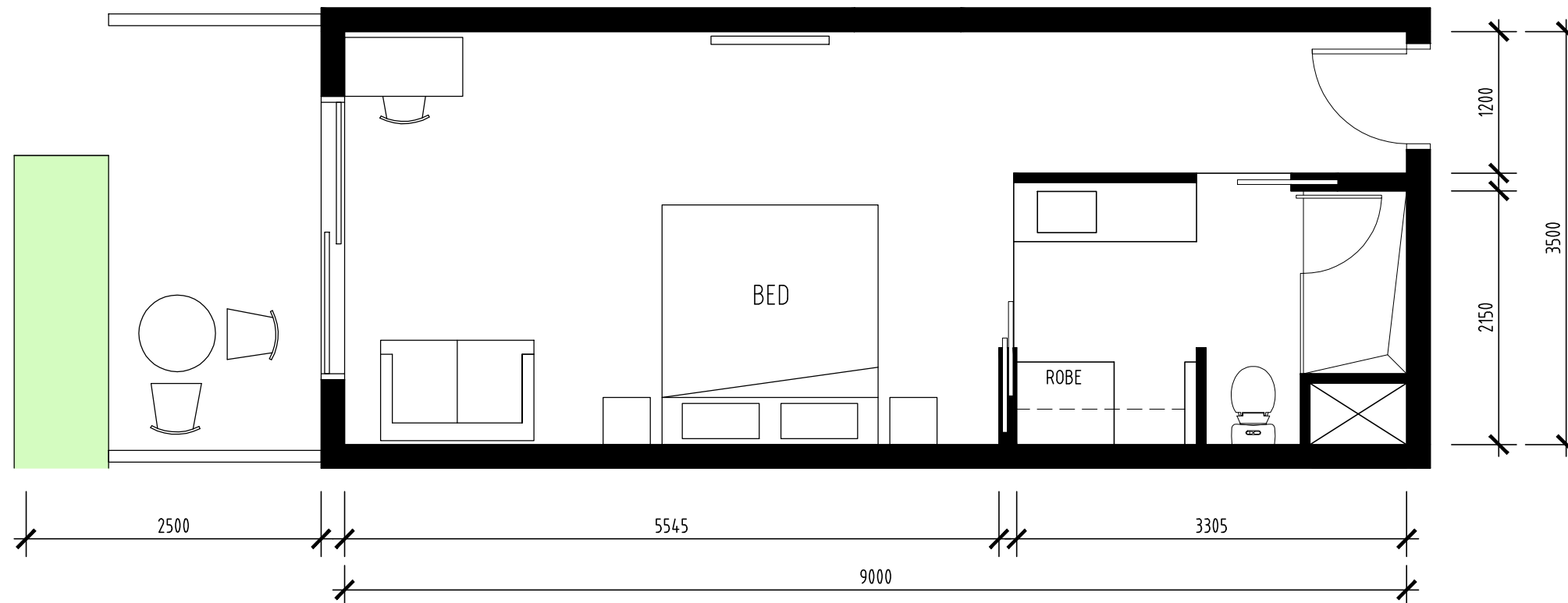






MOTEL
TYPE A PODIUM

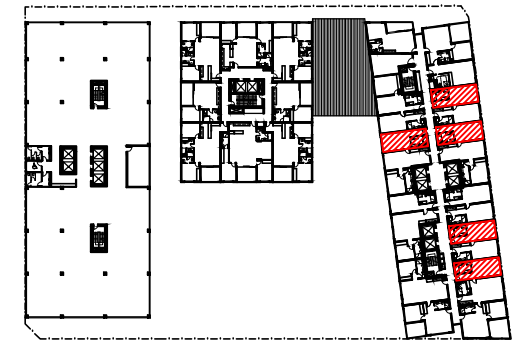
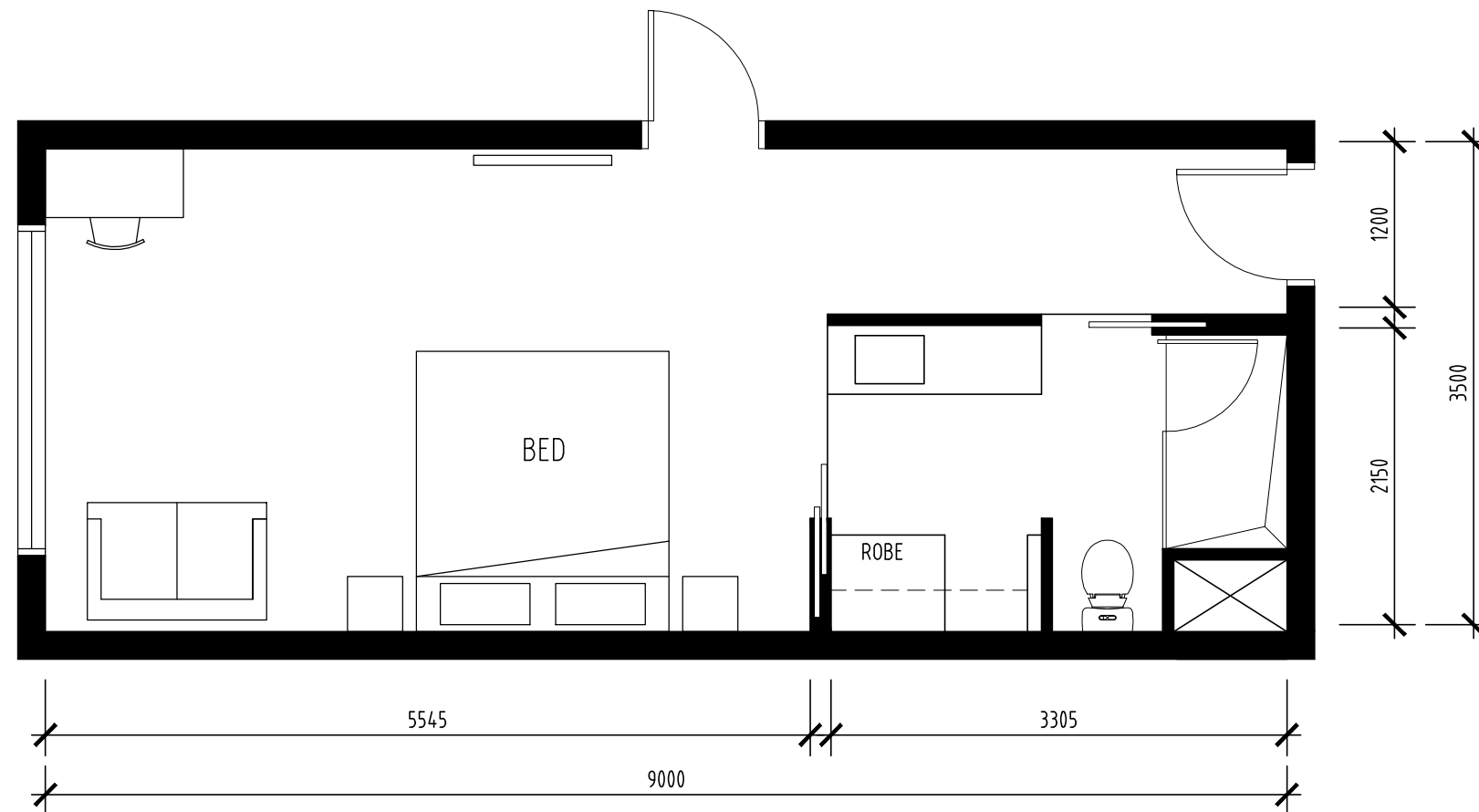
INTERNAL AREA	= 34.4 m ²
TOTAL AREA	= 34.4 m ²



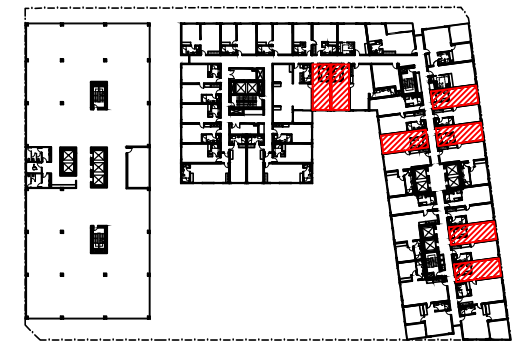
KEY - LEVEL 5

MOTEL
TYPE A

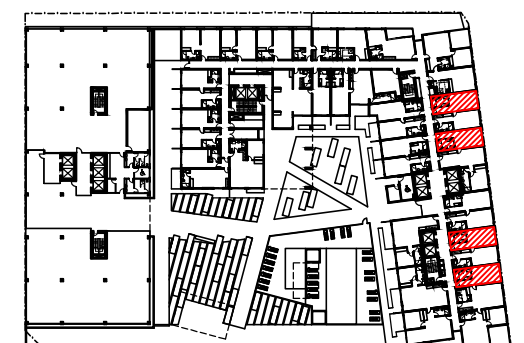
INTERNAL AREA	= 34.4 m ²
TOTAL AREA	= 34.4 m ²



KEY - LEVELS 8 & 9



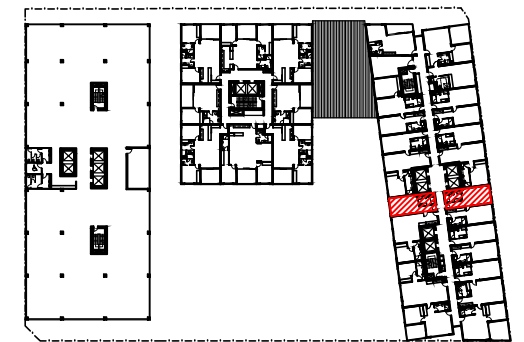
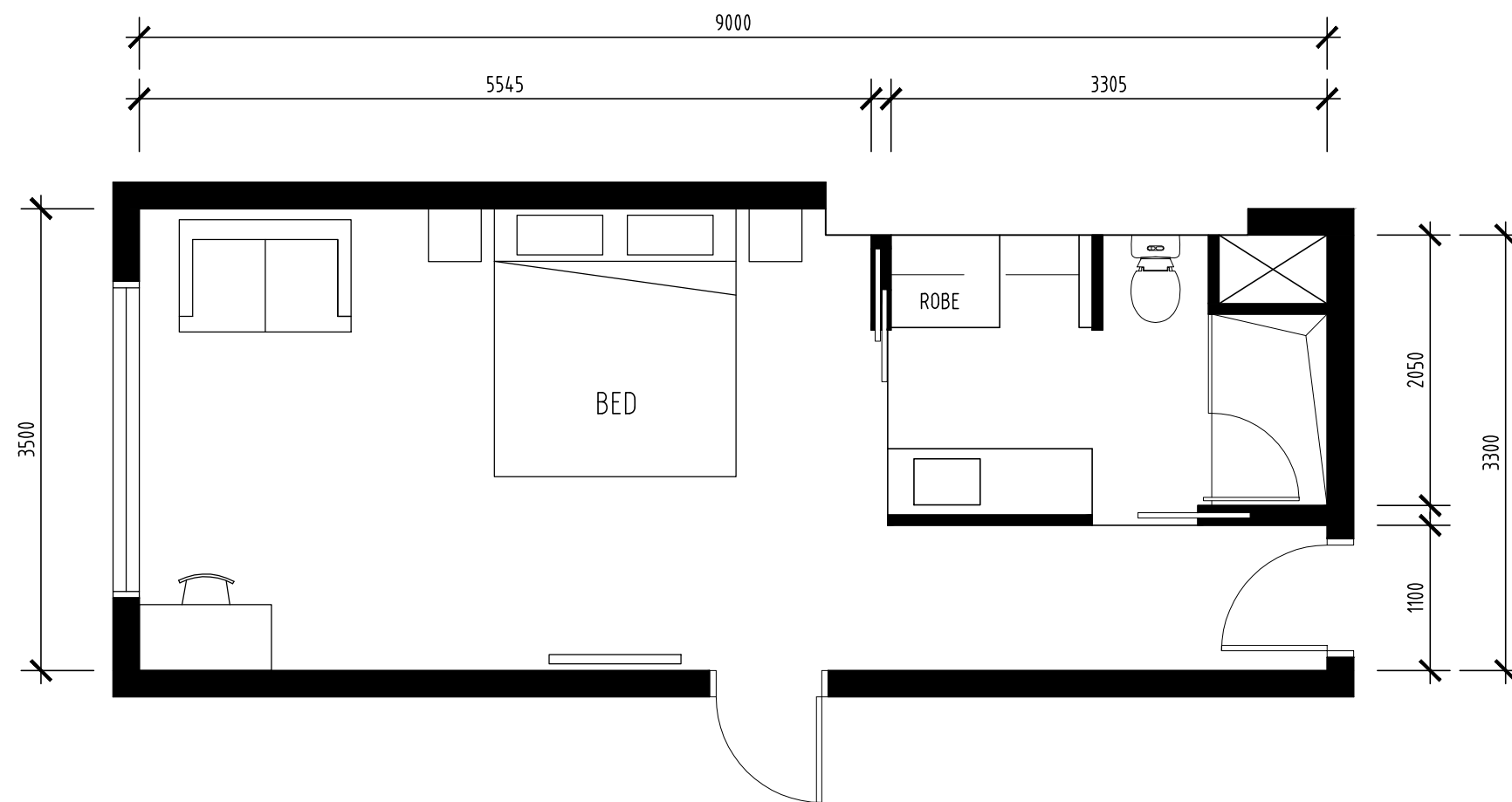
KEY - LEVELS 6 & 7



KEY - LEVEL 5

MOTEL
TYPE B

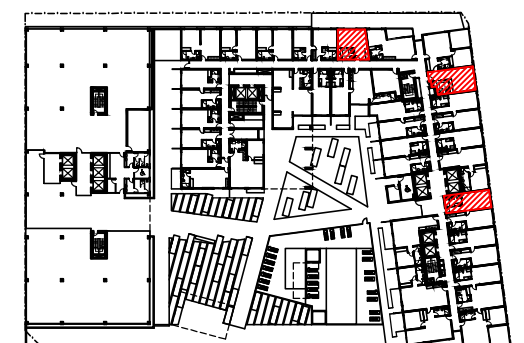
INTERNAL AREA	= 33.3 m ²
TOTAL AREA	= 33.3 m ²



KEY - LEVELS 8 & 9



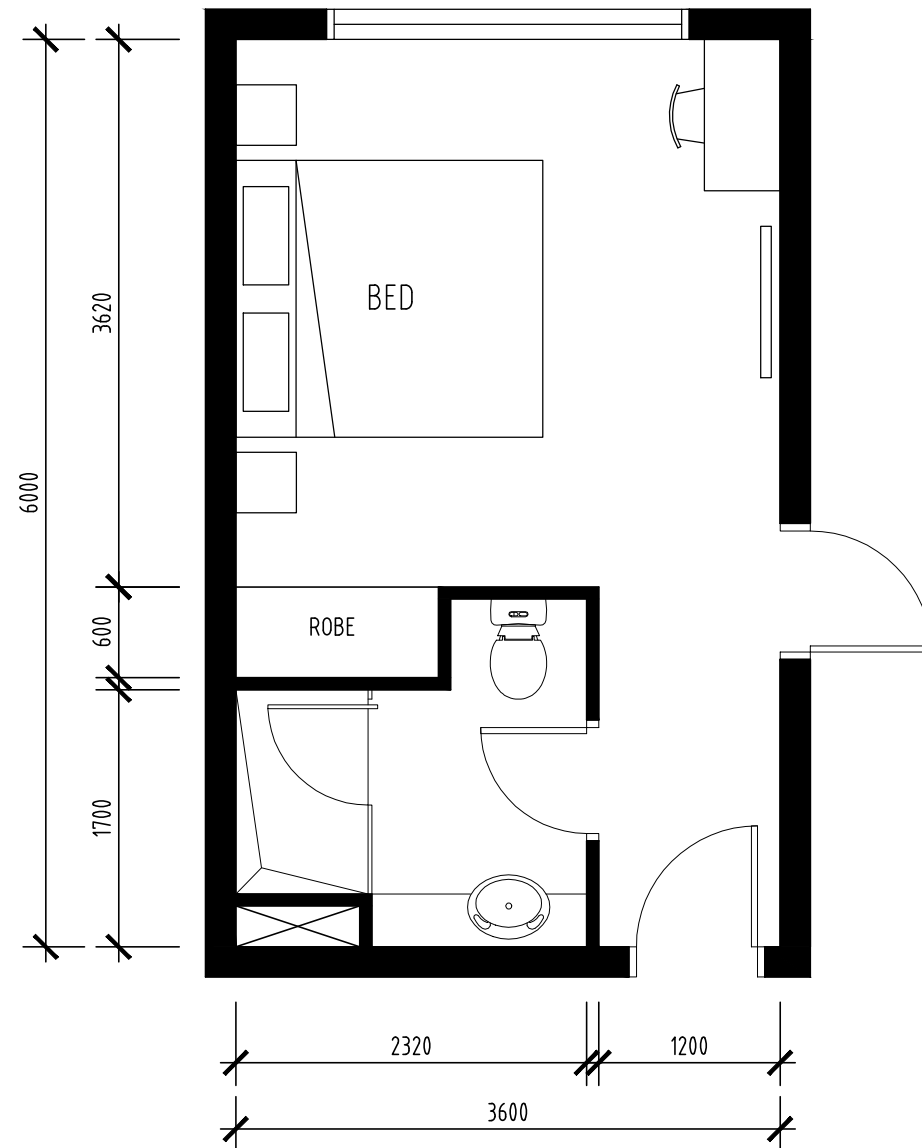
KEY - LEVELS 6 & 7



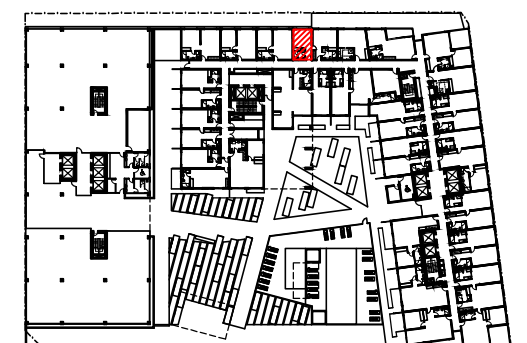
KEY - LEVEL 5

MOTEL
TYPE C

INTERNAL AREA	= 23.9 m ²
TOTAL AREA	= 23.9 m ²



KEY - LEVELS 6 & 7



KEY - LEVEL 5

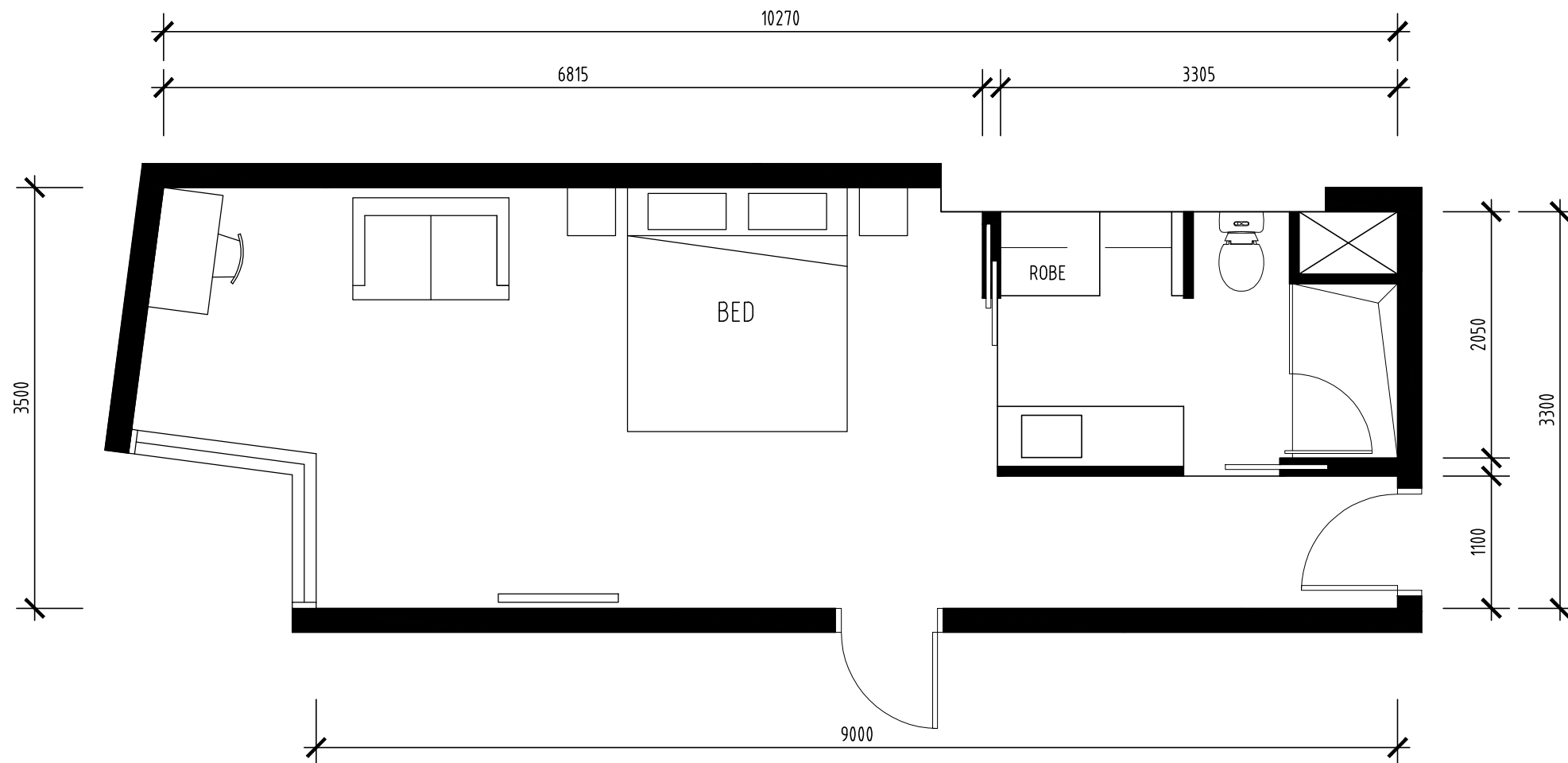
INTERNAL AREA	= 36.4 m ²
TOTAL AREA	= 36.4 m ²



KEY - LEVEL 5

MOTEL
TYPE D

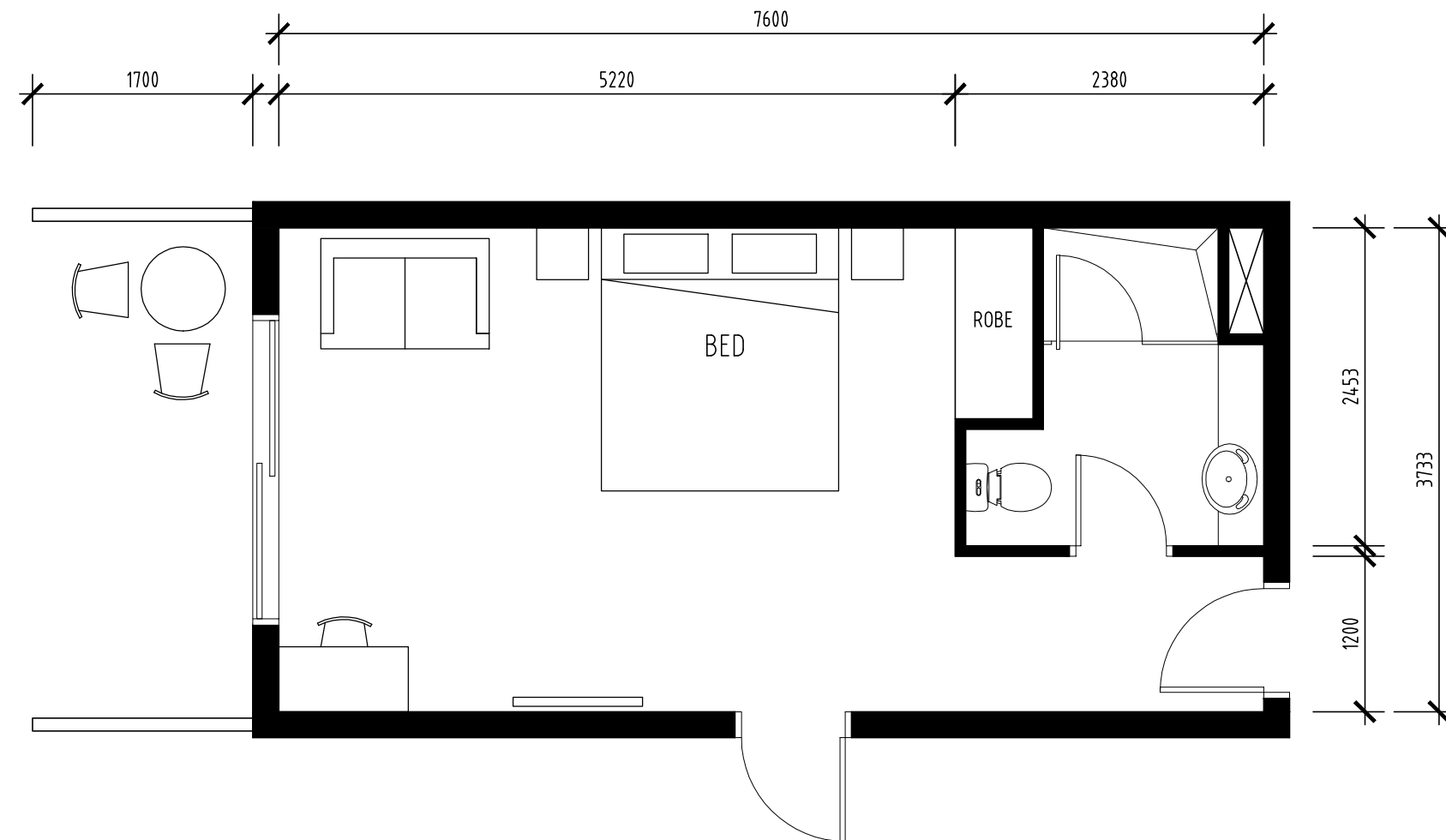
INTERNAL AREA	= 36.4 m ²
TOTAL AREA	= 36.4 m ²



KEY - LEVELS 6 & 7

MOTEL TYPE E PODIUM

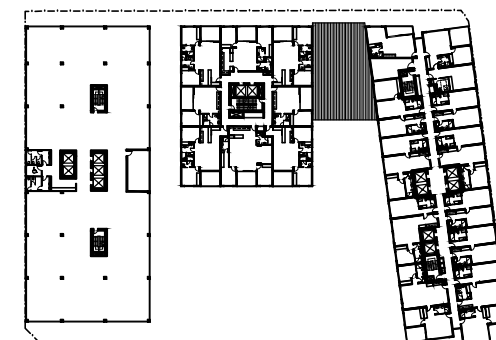
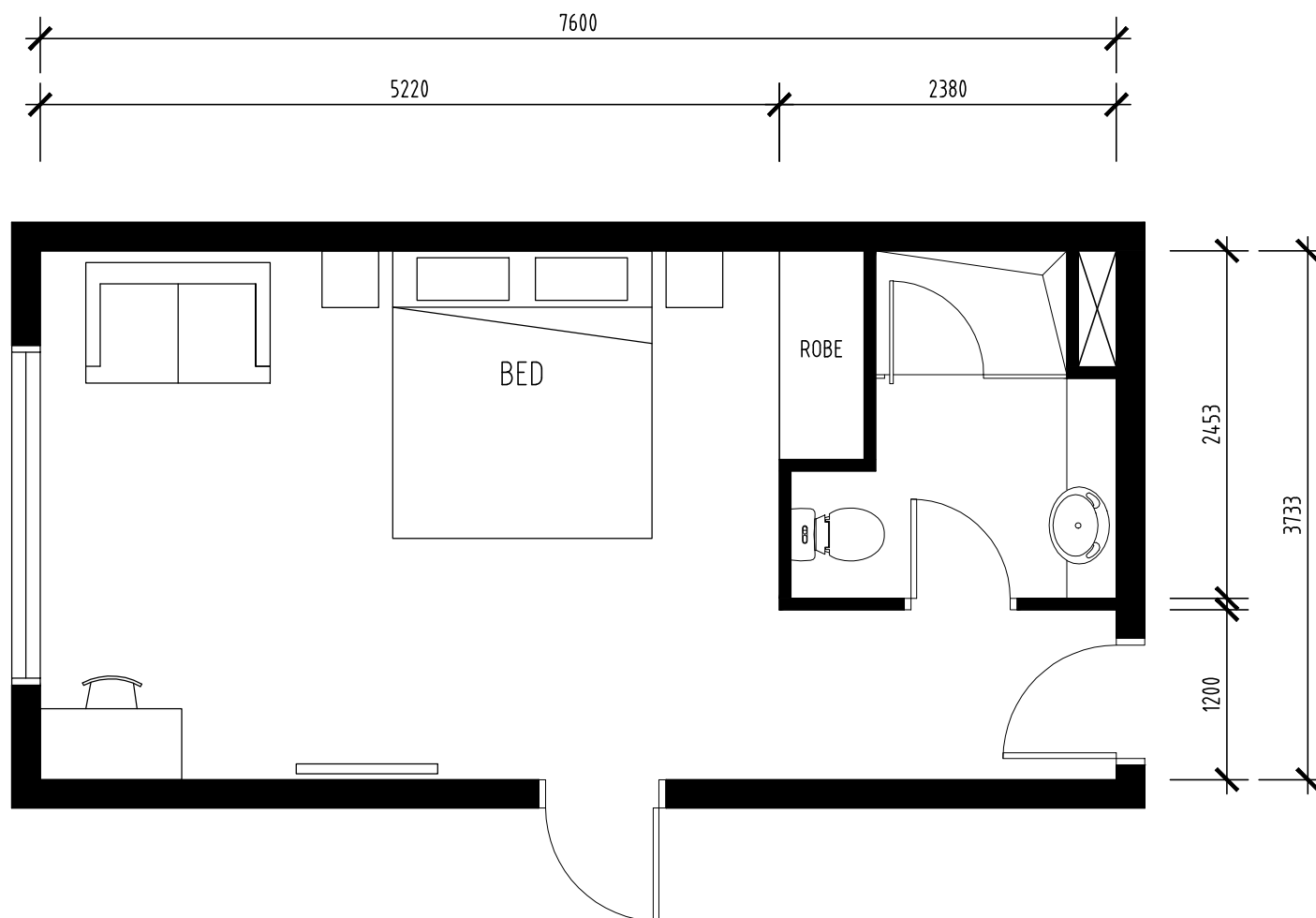
INTERNAL AREA	= 31 m ²
TERRACE AREA	= 6.5 m ²
TOTAL AREA	= 37.5 m ²



KEY - LEVEL 5

MOTEL
TYPE E

INTERNAL AREA	= 31 m ²
TOTAL AREA	= 31 m ²



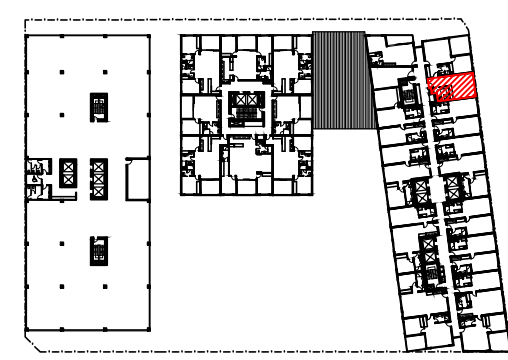
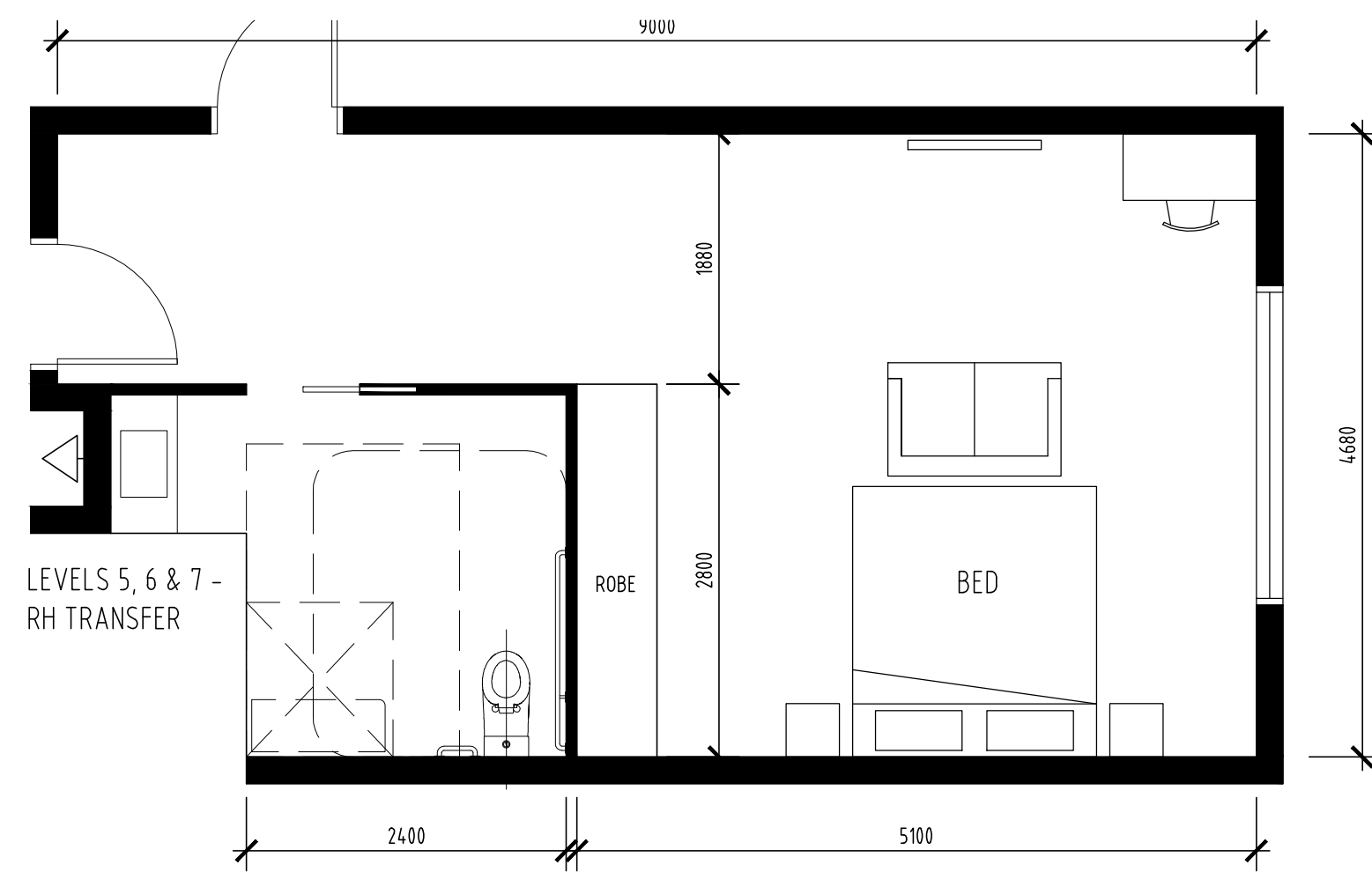
KEY - LEVELS 8 & 9



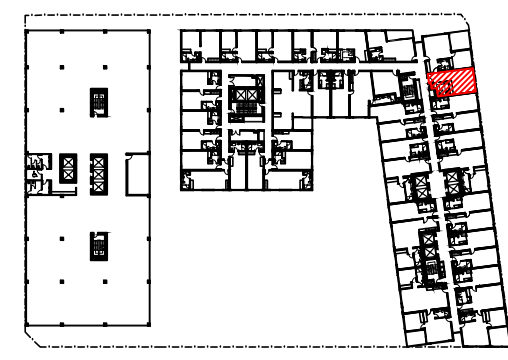
KEY - LEVELS 6 & 7

ACCESSIBLE MOTEL TYPE A

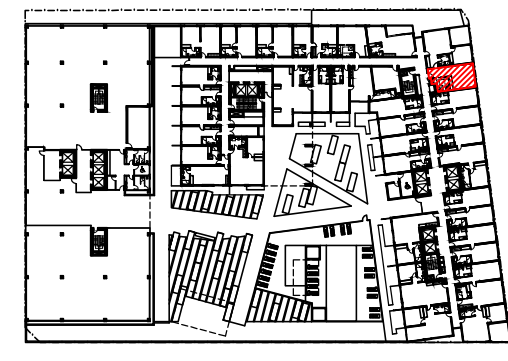
INTERNAL AREA = 42.2 m²
TOTAL AREA = 42.2 m²



KEY - LEVELS 8 & 9



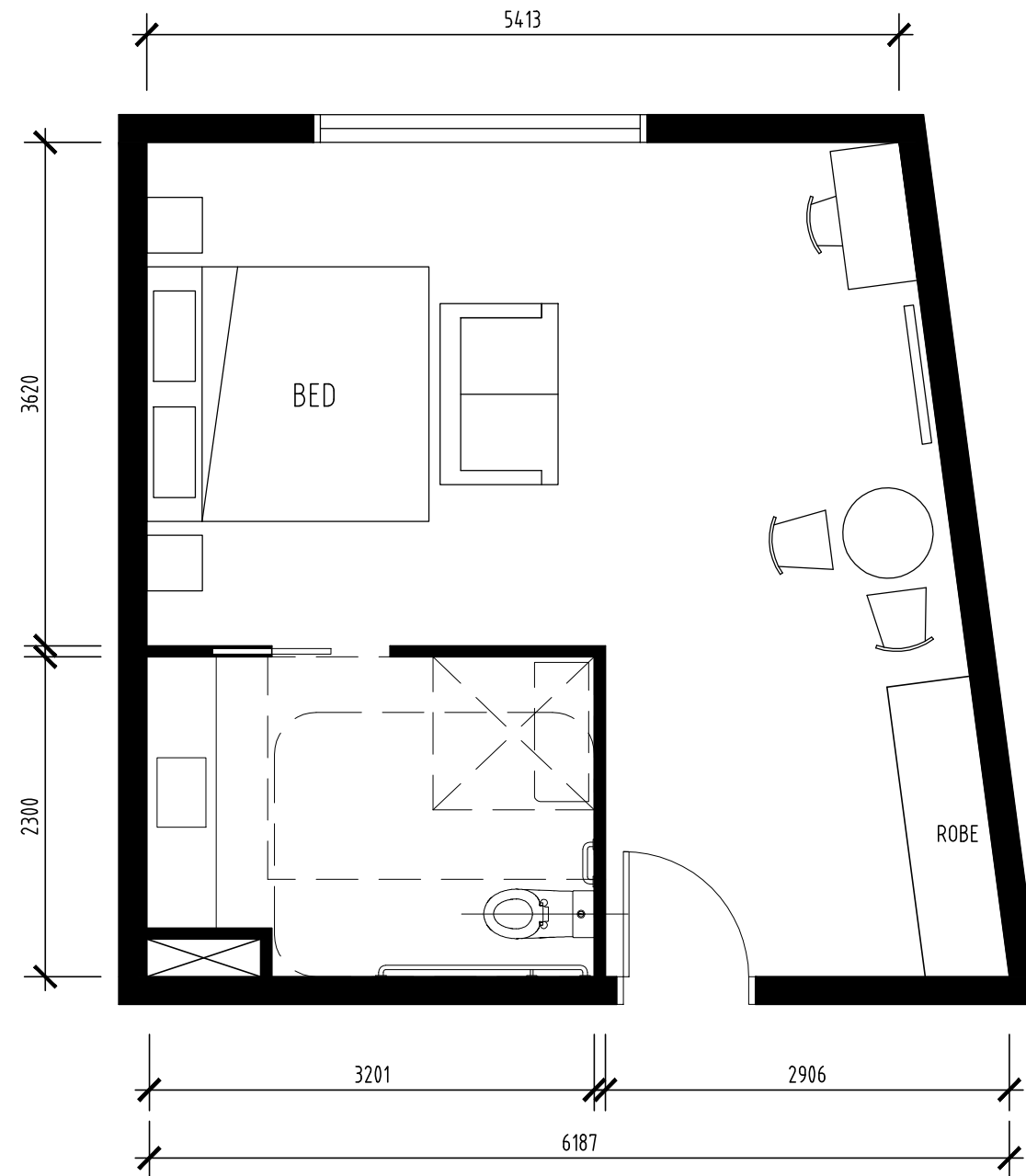
KEY - LEVELS 6 & 7



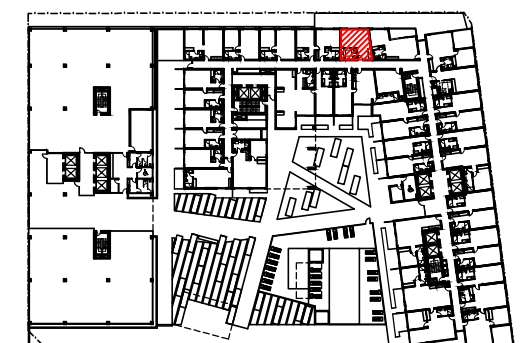
KEY - LEVEL 5

ACCESSIBLE MOTEL TYPE B

INTERNAL AREA	= 37.8 m ²
TOTAL AREA	= 37.8 m ²



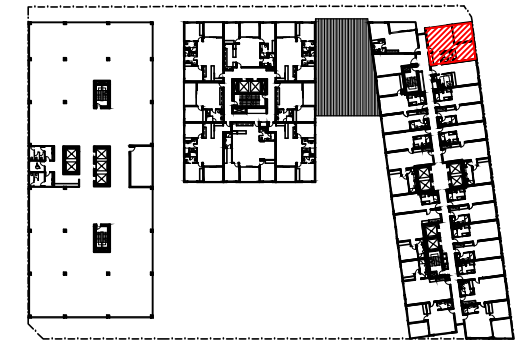
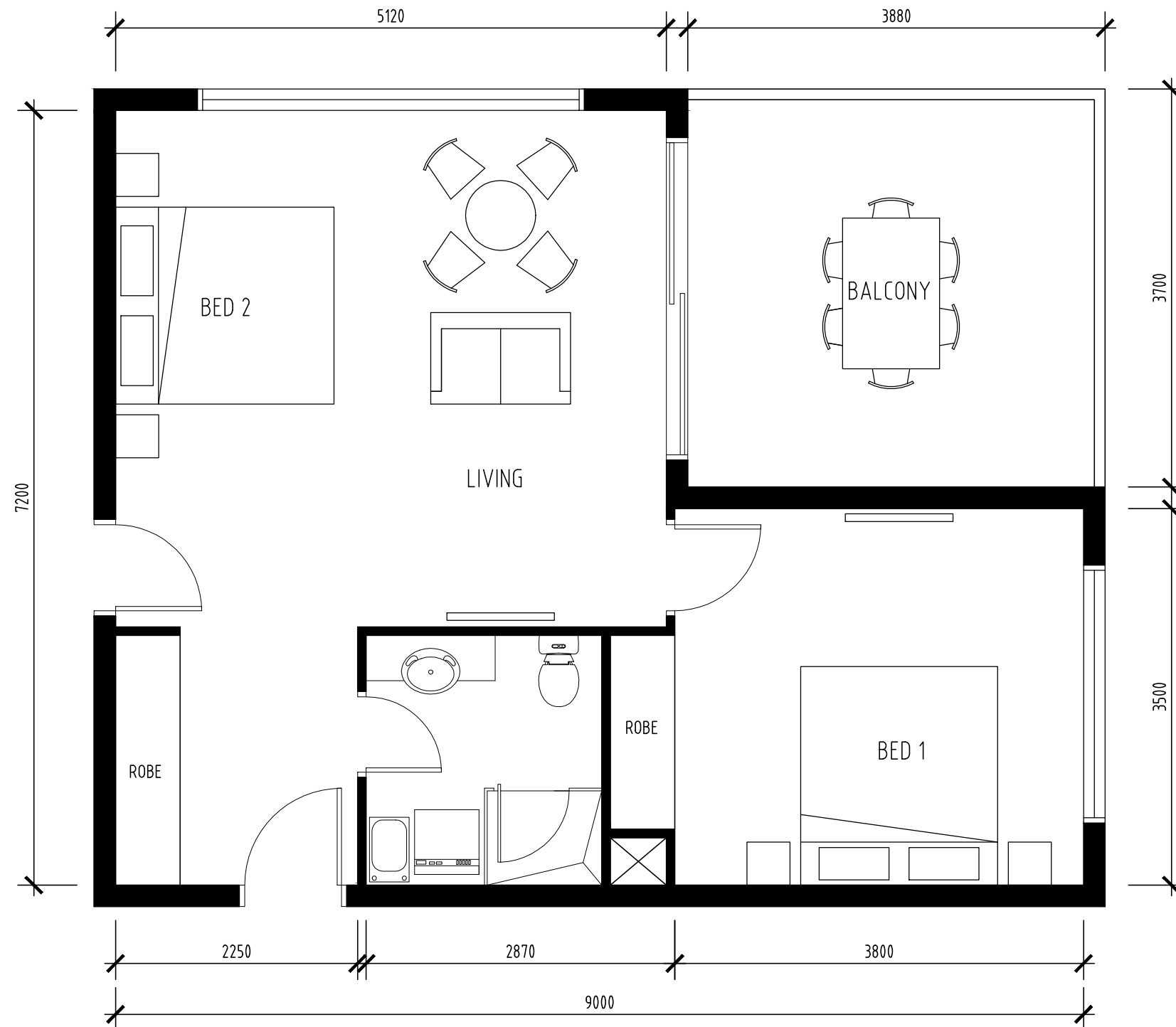
KEY - LEVEL 6



KEY - LEVEL 5

2 BED MOTEL TYPE A

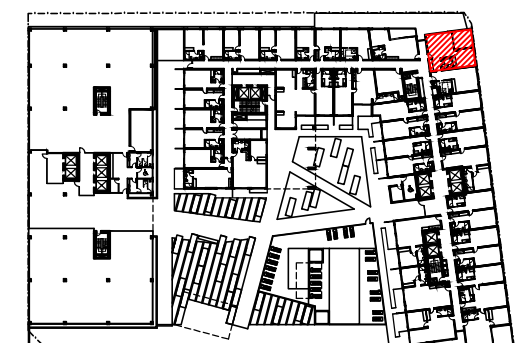
INTERNAL AREA	= 54.7 m ²
BALCONY AREA	= 15.1 m ²
TOTAL AREA	= 69.8 m ²



KEY - LEVELS 8 & 9



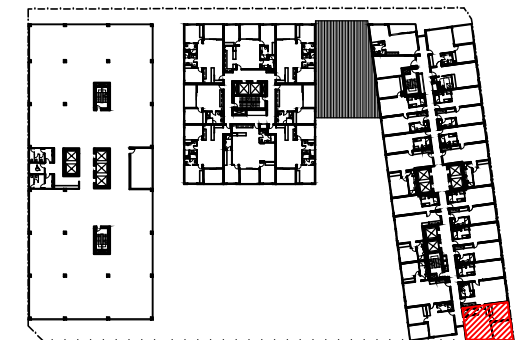
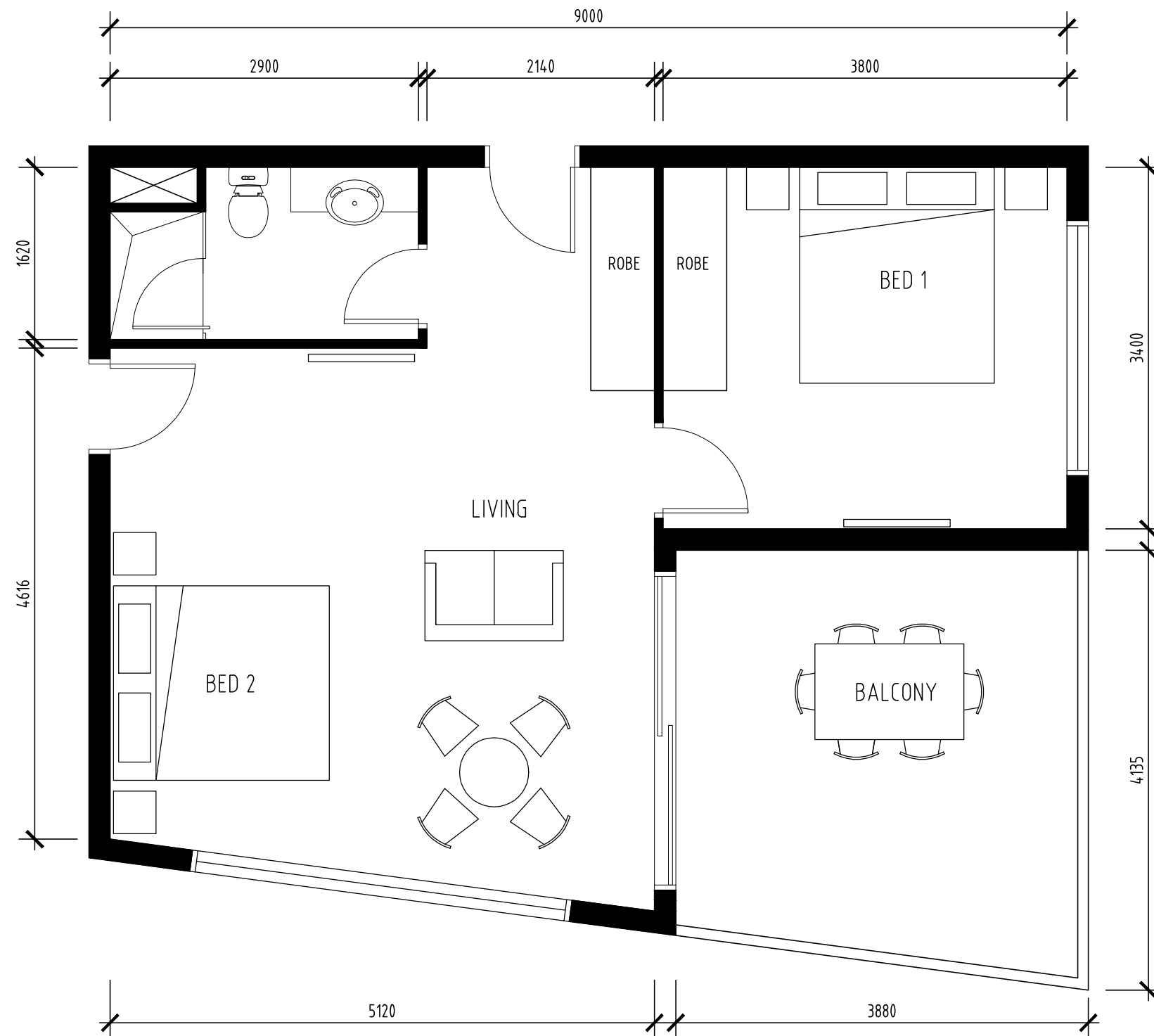
KEY - LEVELS 6 & 7



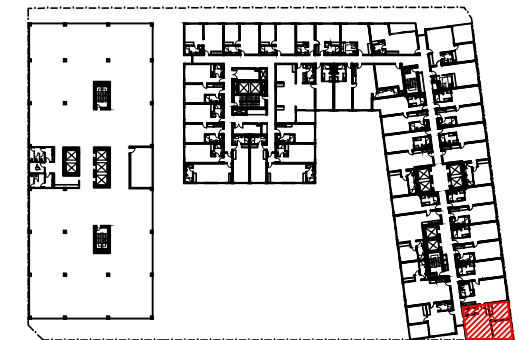
KEY - LEVEL 5

2 BED MOTEL TYPE B

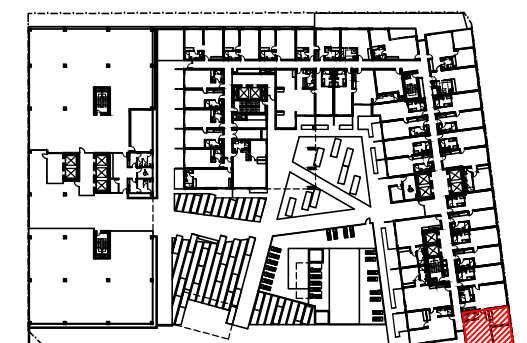
INTERNAL AREA	= 51.6 m ²
BALCONY AREA	= 15.8 m ²
TOTAL AREA	= 67.4 m ²



KEY - LEVELS 8 & 9



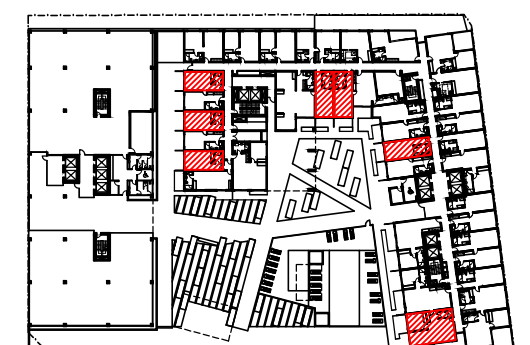
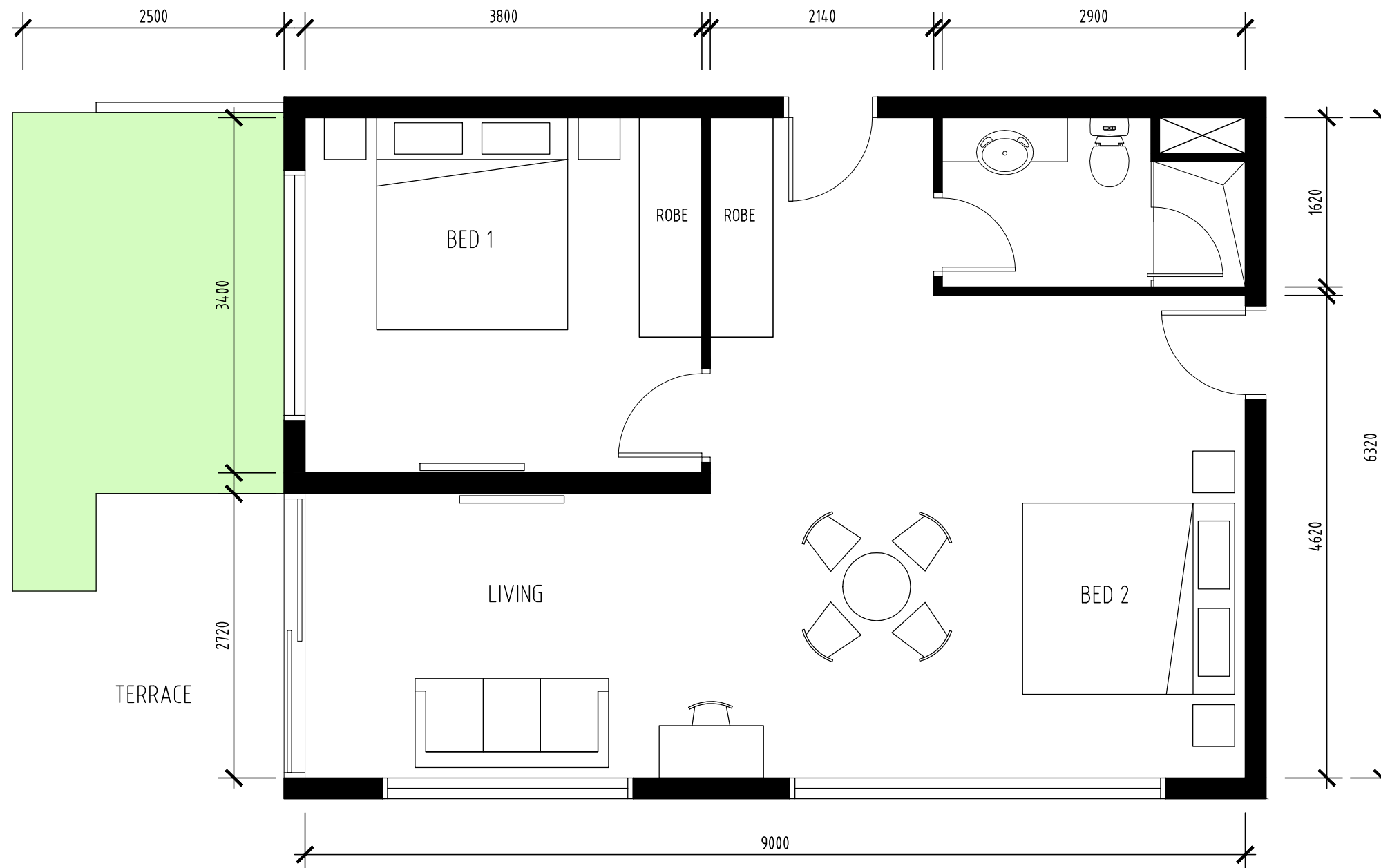
KEY - LEVELS 6 & 7



KEY - LEVEL 5

2 BED MOTEL TYPE C PODIUM

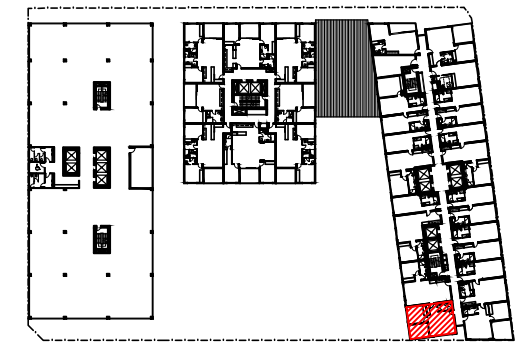
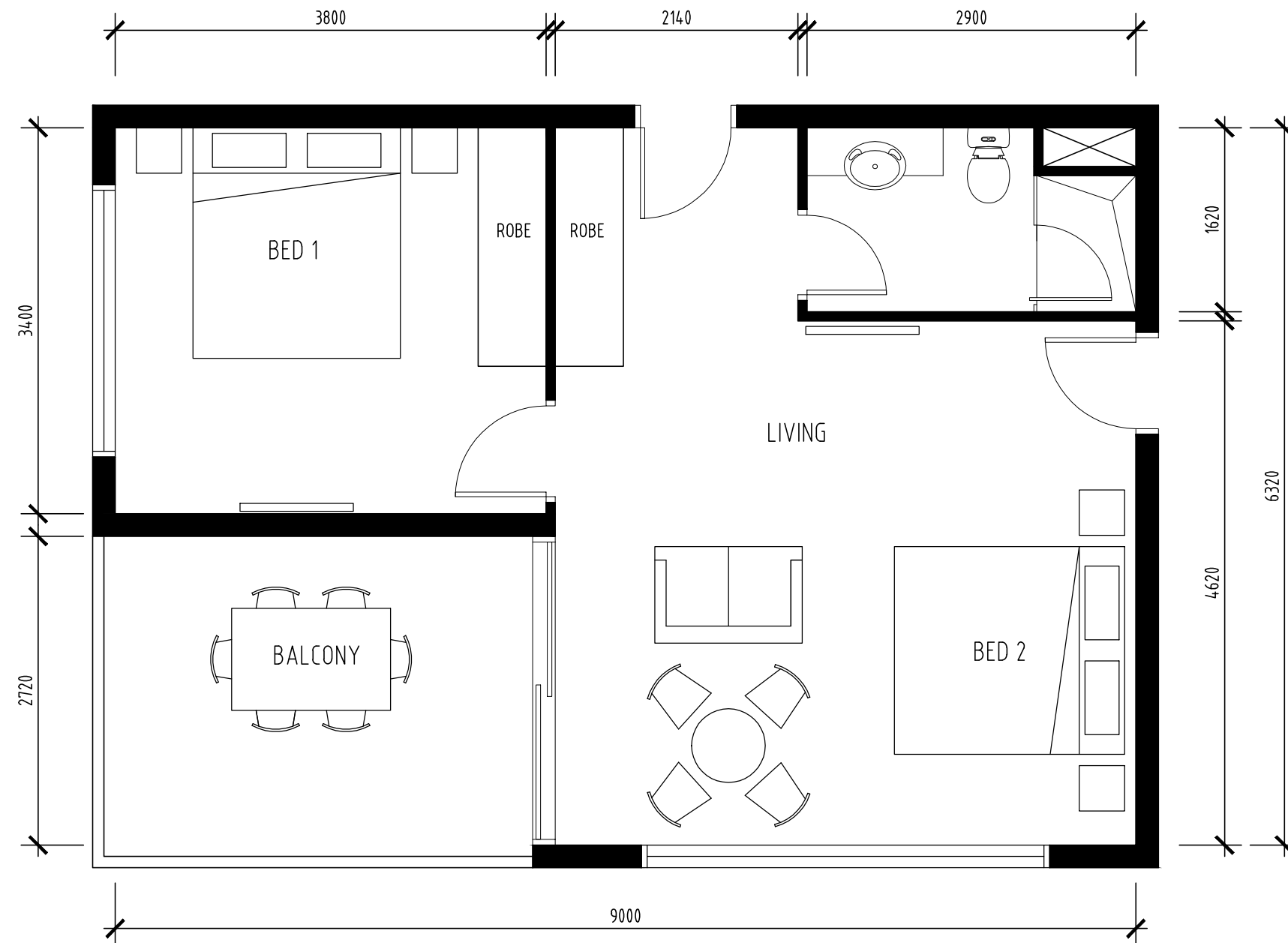
INTERNAL AREA	= 61.7 m ²
TOTAL AREA	= 61.7 m ²



KEY - LEVEL 5

2 BED MOTEL TYPE C

INTERNAL AREA	= 49.6 m ²
BALCONY AREA	= 12 m ²
TOTAL AREA	= 61.6 m ²



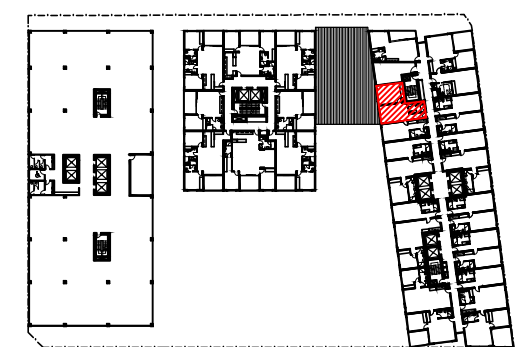
KEY - LEVELS 8 & 9



KEY - LEVELS 6 & 7

2 BED MOTEL TYPE D

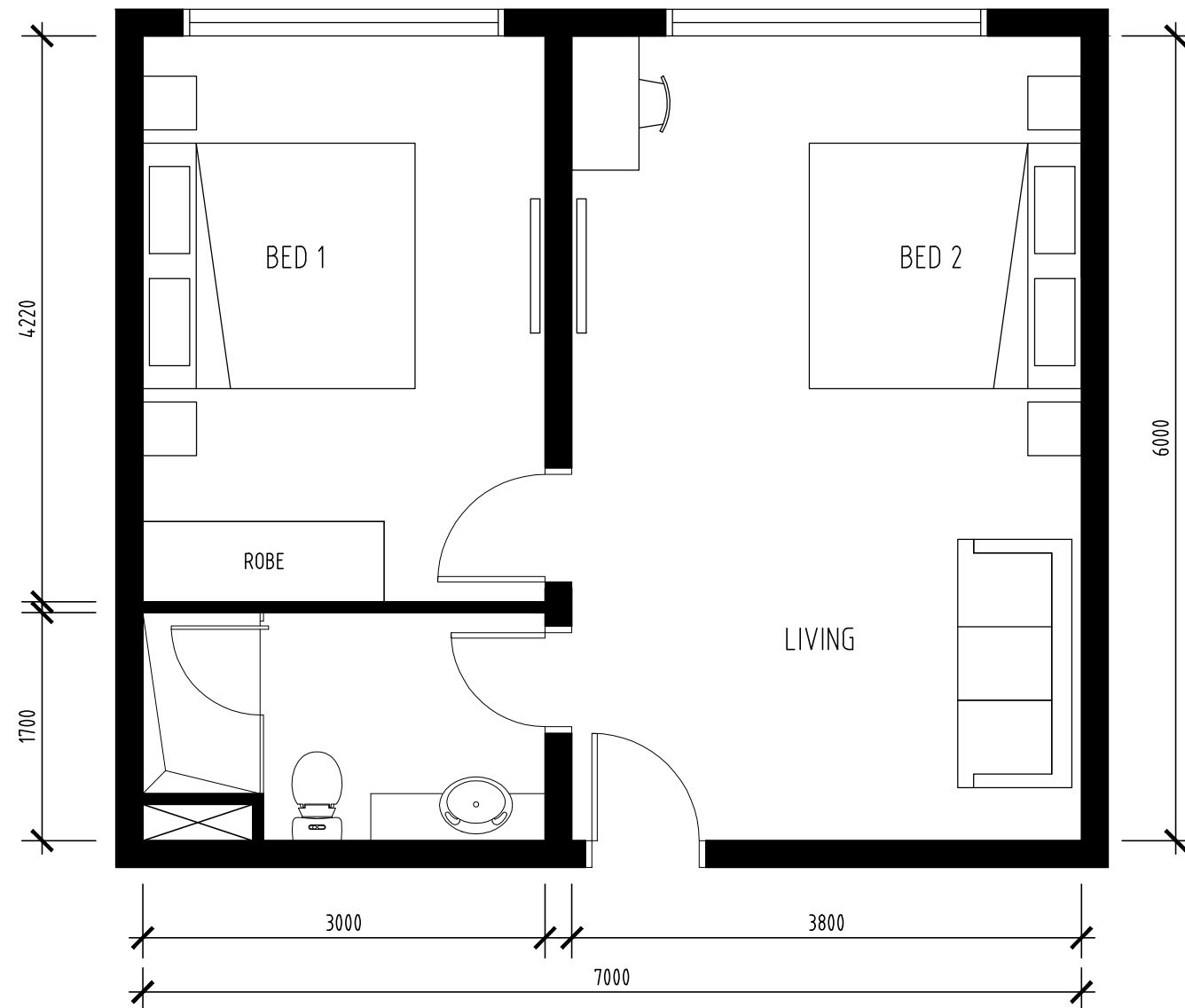
INTERNAL AREA	= 54.9 m ²
TOTAL AREA	= 54.9 m ²



KEY - LEVELS 8 & 9

2 BED MOTEL TYPE E

INTERNAL AREA	= 45.3 m ²
TOTAL AREA	= 45.3 m ²



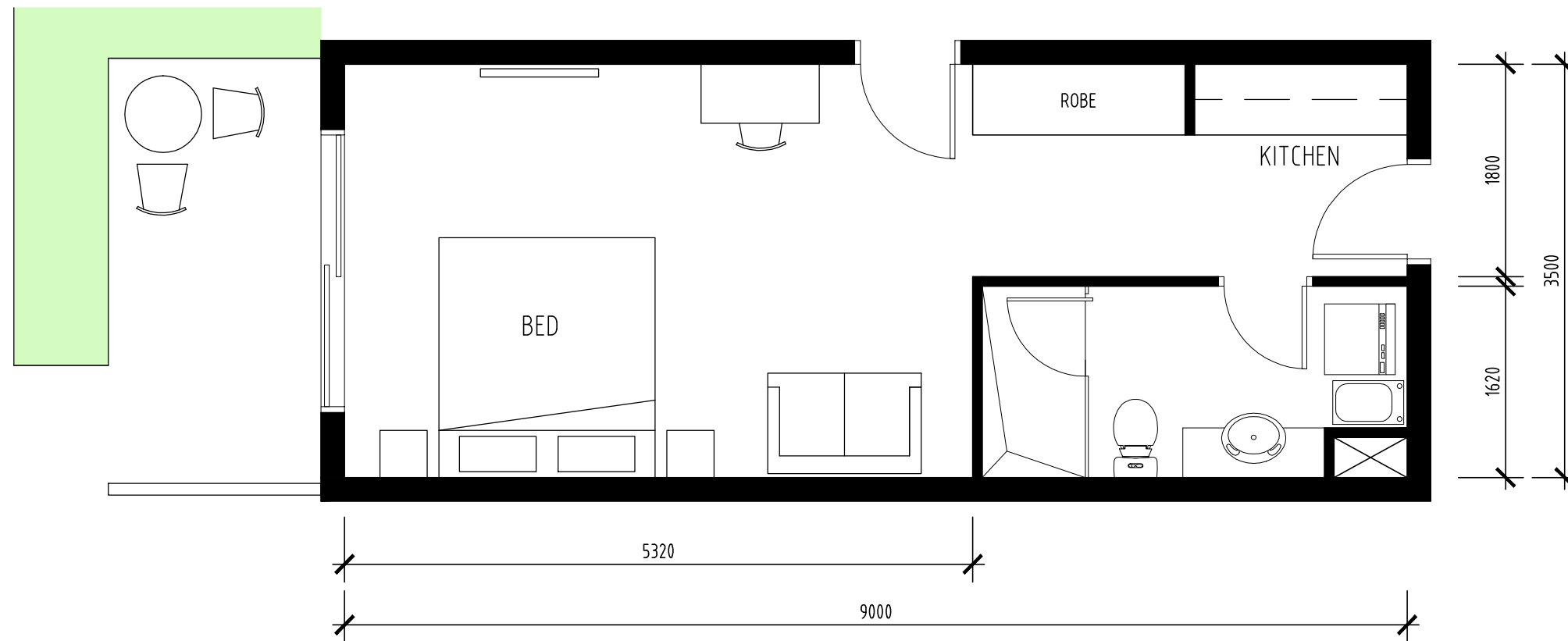
KEY - LEVELS 6 & 7



KEY - LEVEL 5

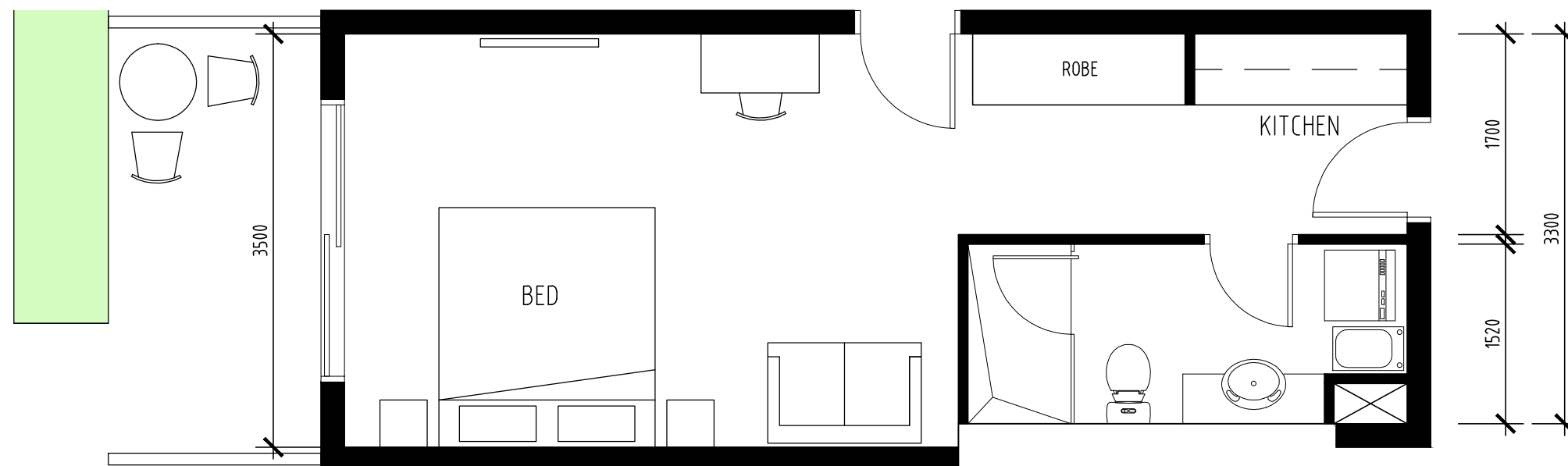
STUDIO TYPE A PODIUM

INTERNAL AREA	= 34.4 m ²
TOTAL AREA	= 34.4 m ²



STUDIO TYPE A1 PODIUM

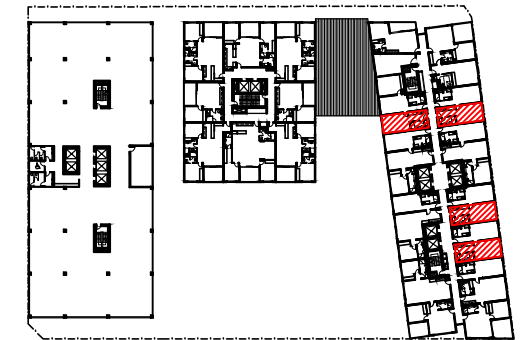
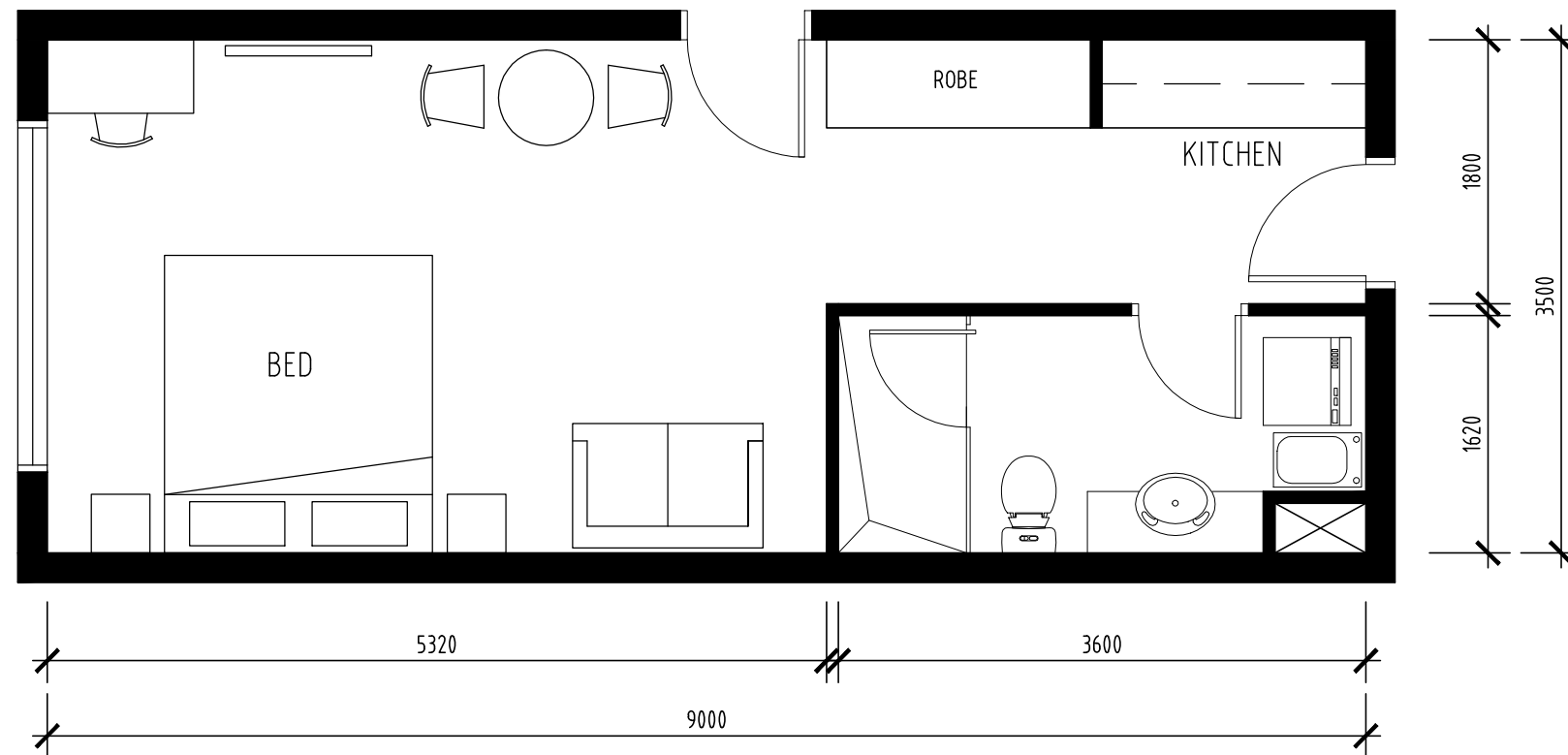
INTERNAL AREA	= 33.2 m ²
TOTAL AREA	= 33.2 m ²



KEY - LEVEL 5

STUDIO
TYPE A

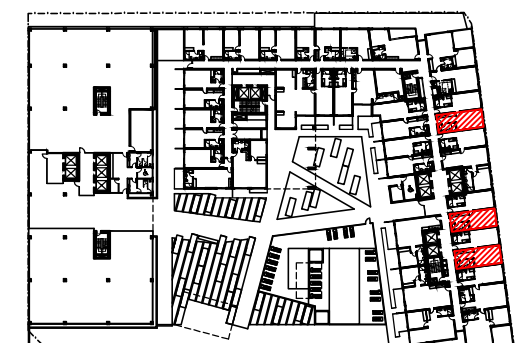
INTERNAL AREA	= 34.4 m ²
TOTAL AREA	= 34.4 m ²



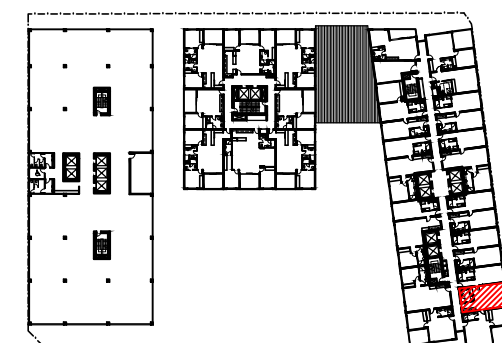
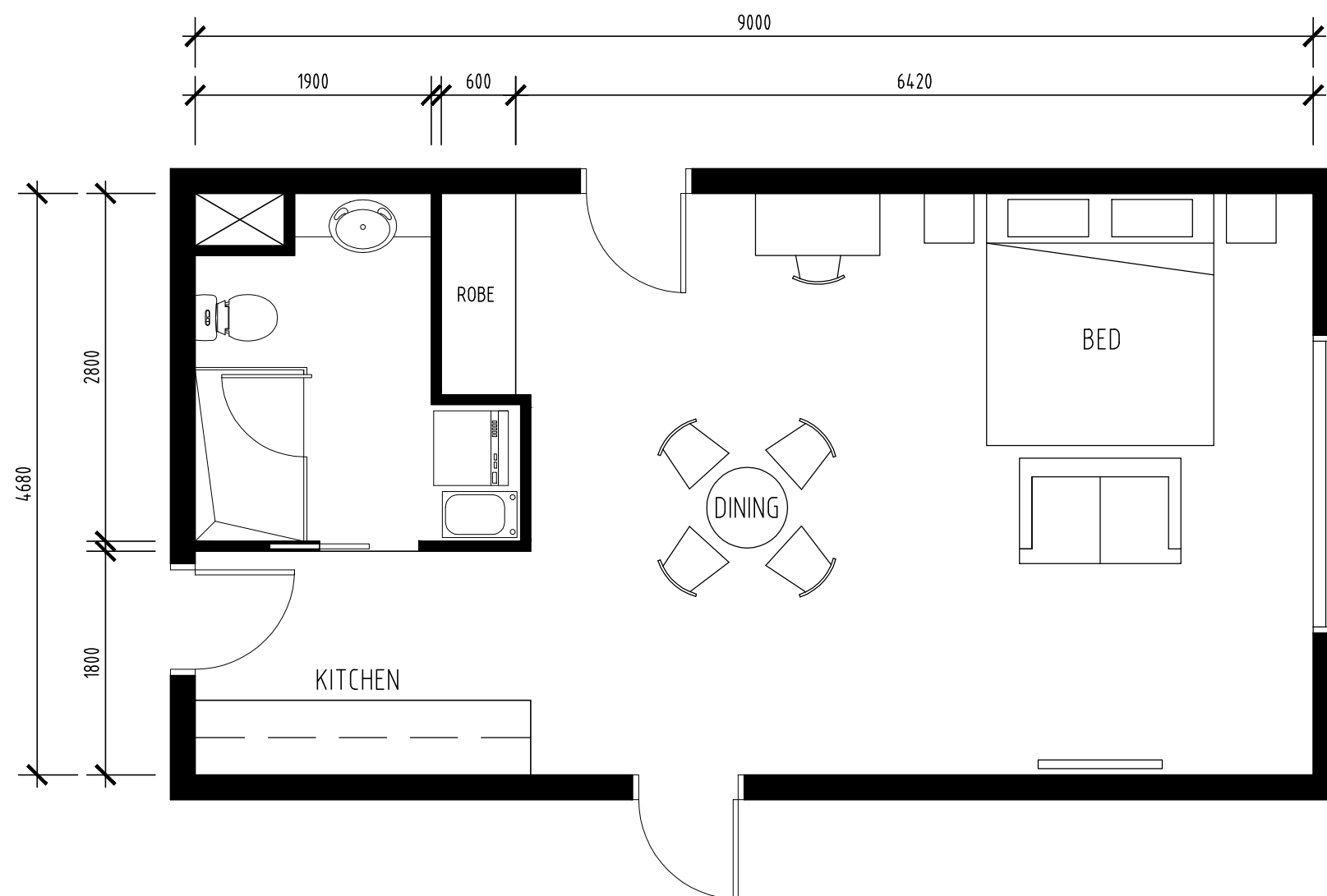
KEY - LEVELS 8 & 9



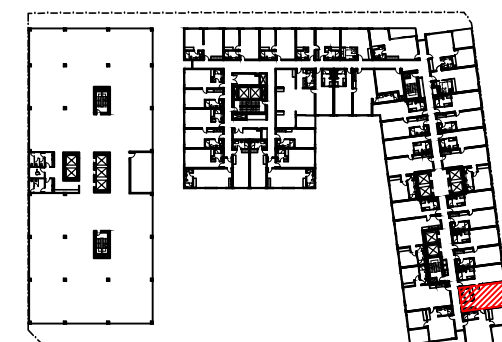
KEY - LEVELS 6 & 7



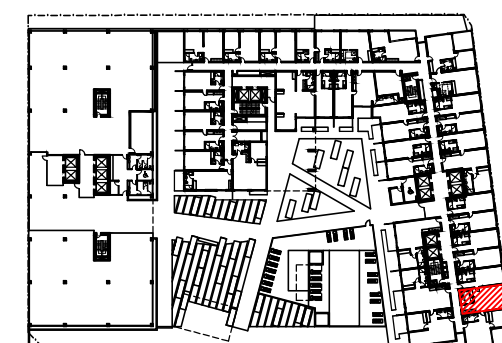
KEY - LEVEL 5

STUDIO
TYPE BINTERNAL AREA = 45.3 m²TOTAL AREA = 45.3 m²

KEY - LEVELS 8 & 9



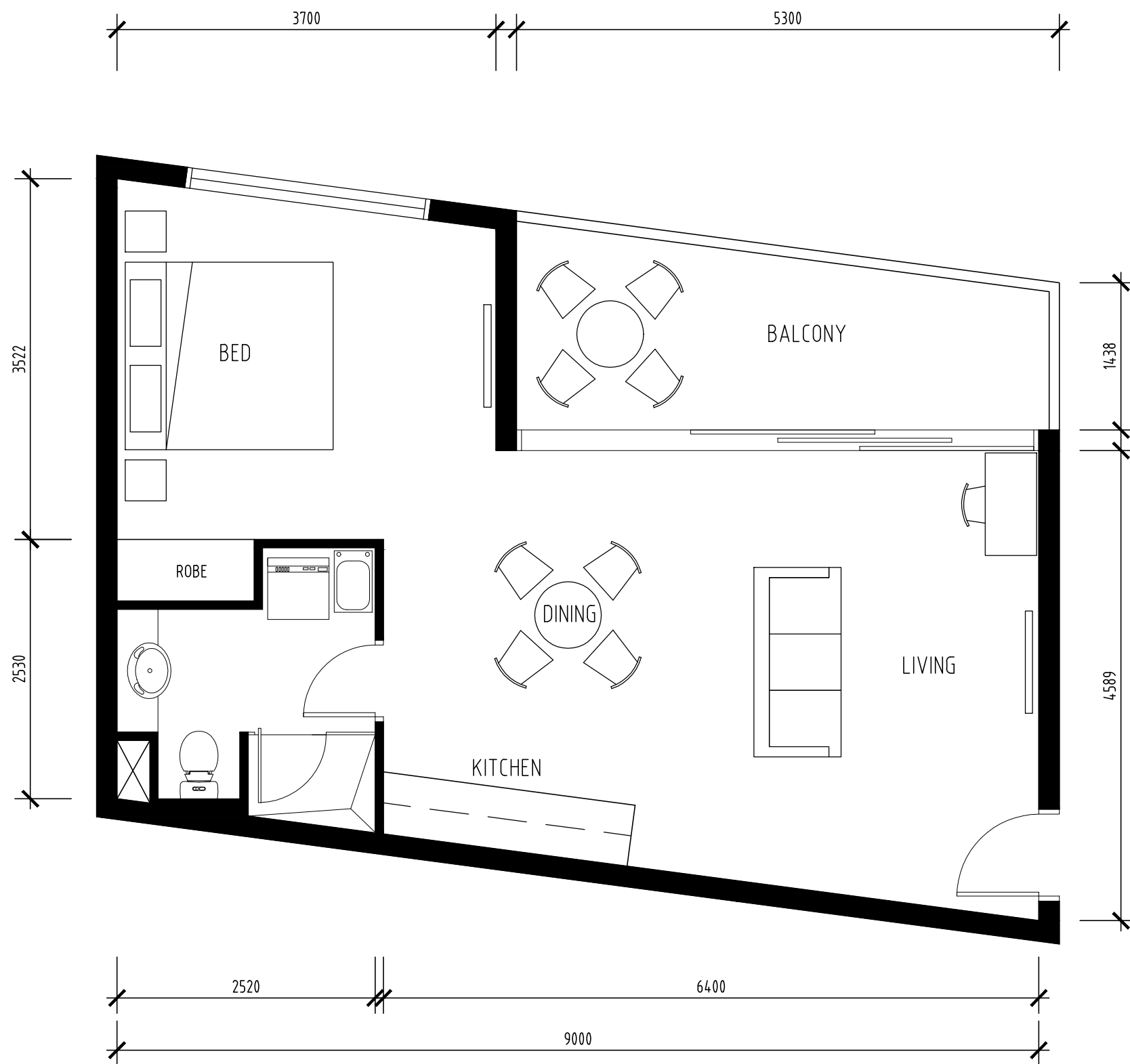
KEY - LEVELS 6 & 7



KEY - LEVEL 5

STUDIO
TYPE C

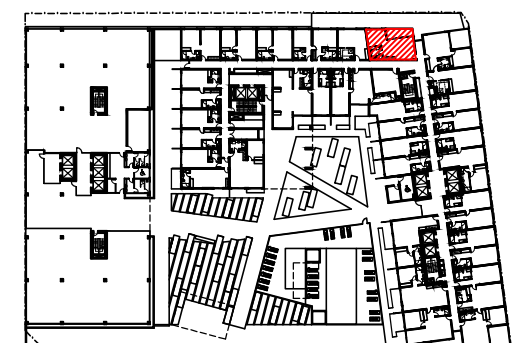
INTERNAL AREA	= 49.1 m ²
BALCONY AREA	= 10.2 m ²
TOTAL AREA	= 59.3 m ²



KEY - LEVELS 8 & 9



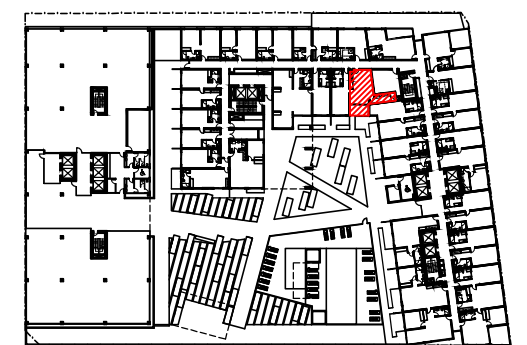
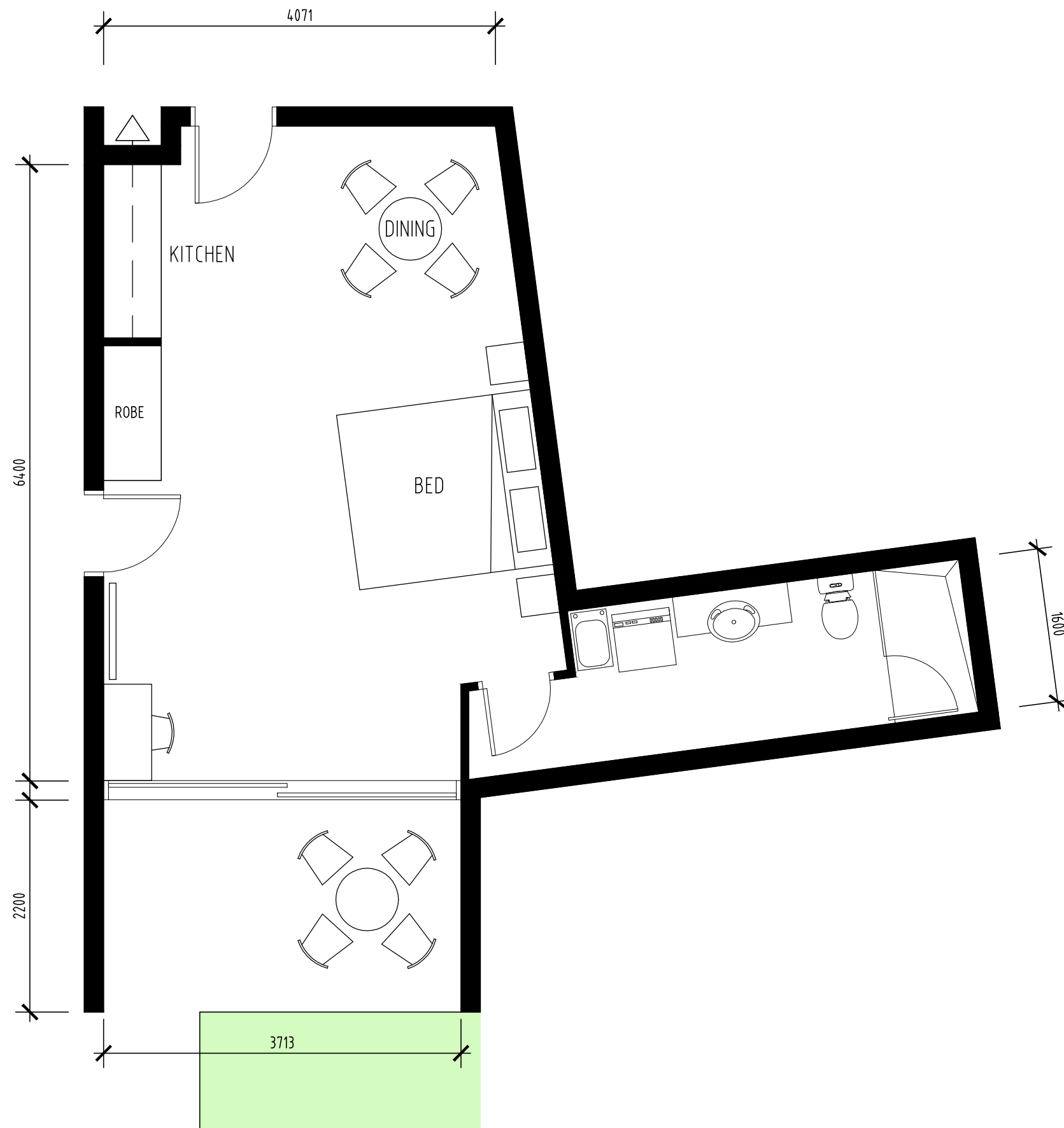
KEY - LEVELS 6 & 7



KEY - LEVEL 5

STUDIO TYPE D PODIUM

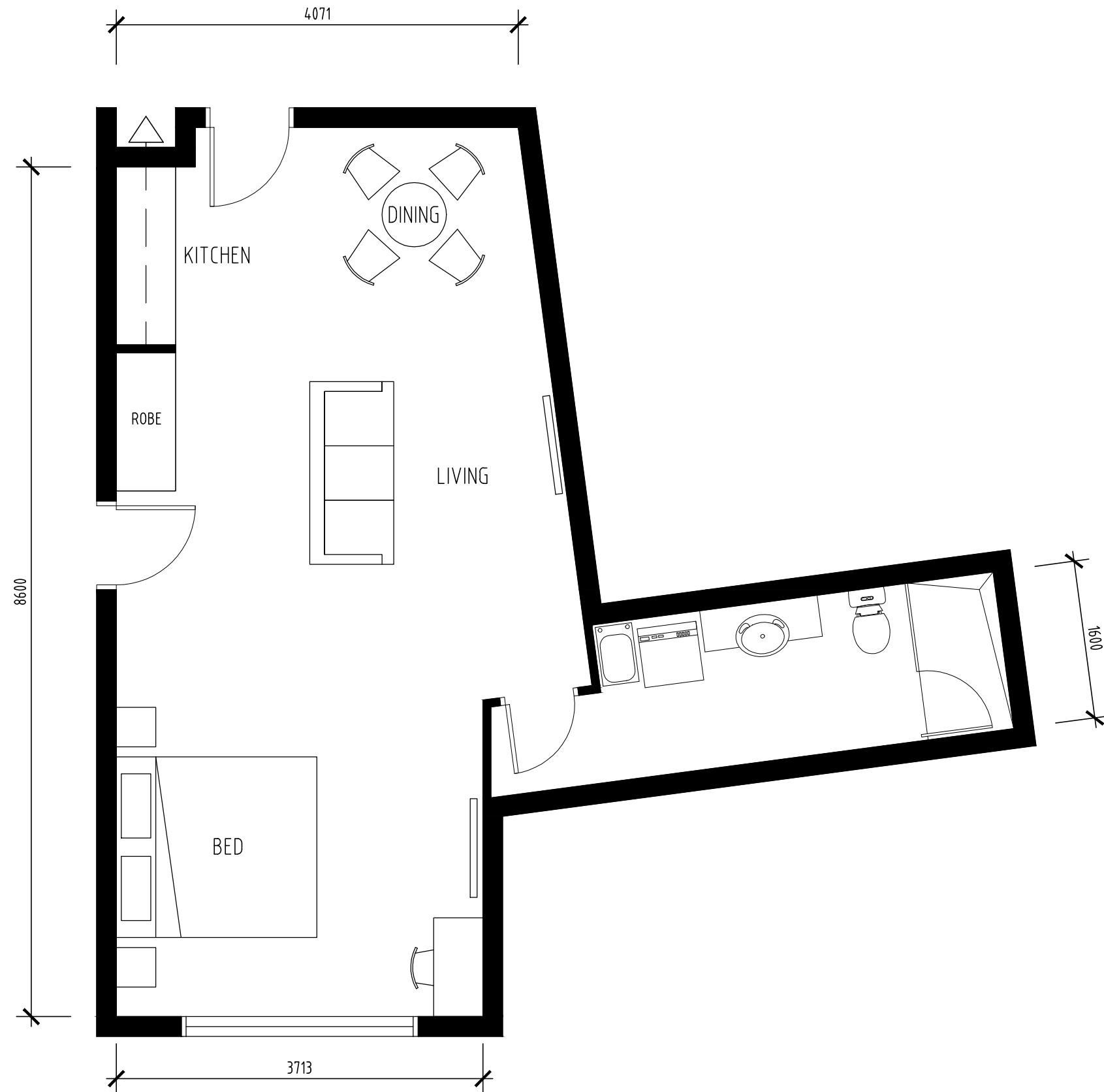
INTERNAL AREA	= 40.1 m ²
TOTAL AREA	= 40.1 m ²



KEY - LEVEL 5

STUDIO
TYPE D

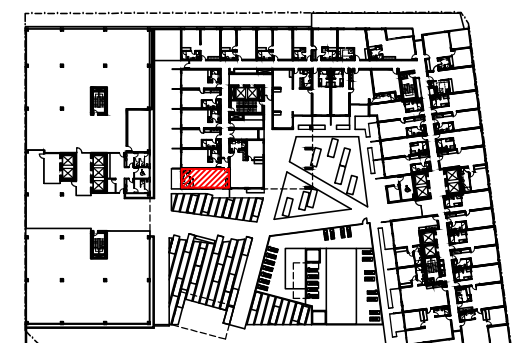
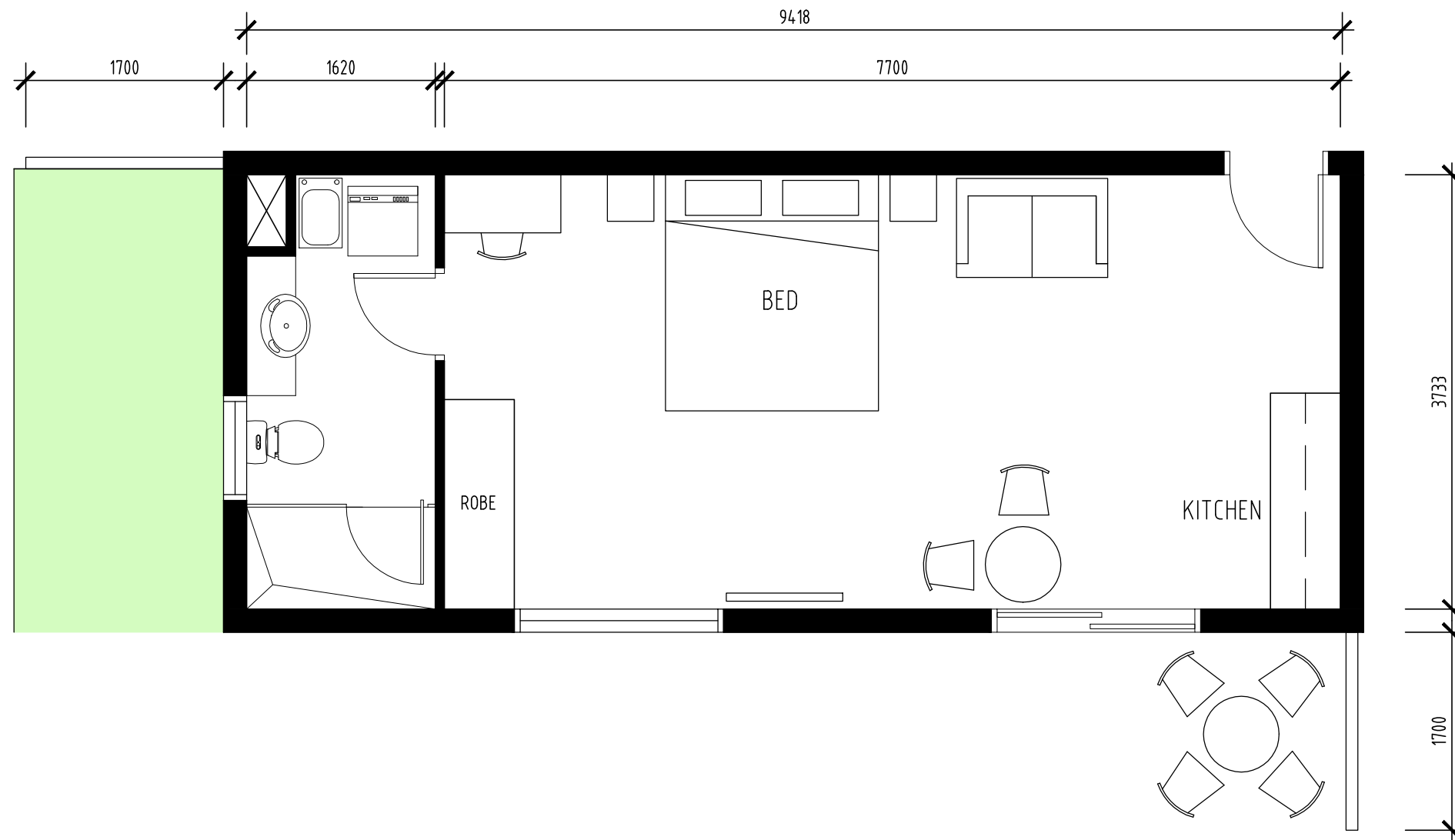
INTERNAL AREA	= 49.1 m ²
TOTAL AREA	= 49.1 m ²



KEY - LEVELS 6 & 7

STUDIO TYPE E PODIUM

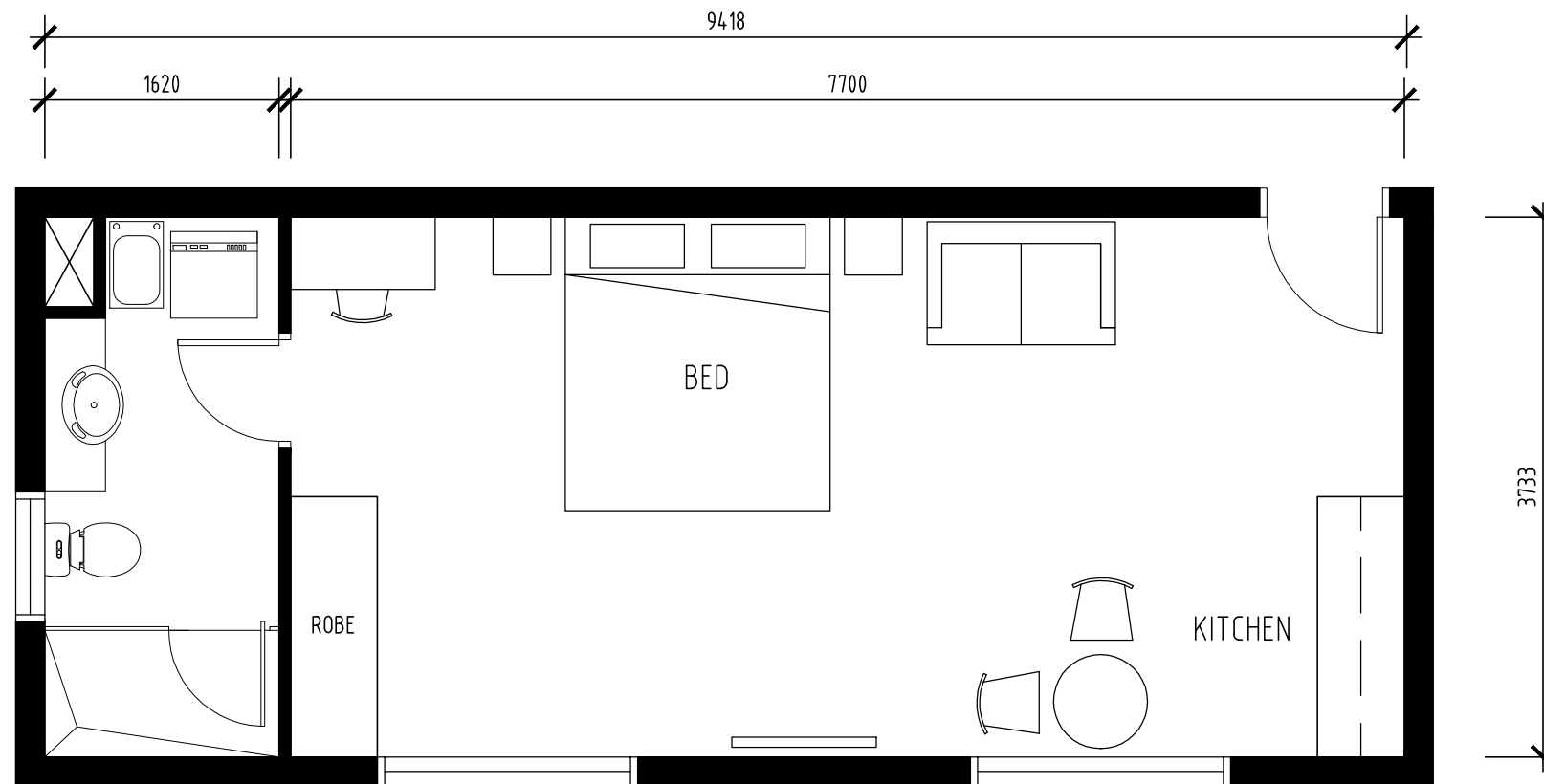
INTERNAL AREA	= 39.1 m ²
TOTAL AREA	= 39.1 m ²



KEY - LEVEL 5

STUDIO
TYPE E

INTERNAL AREA	= 39.1 m ²
TOTAL AREA	= 39.1 m ²



KEY - LEVELS 6 & 7