

ATTACHMENT D

May 2018

STATEMENT OF EFFECT

ENABLING WORKS, A LUXURY HOTEL AND RESIDENTIAL DEVELOPMENT,
SEA WALL AND SKYWALK

Lot 10176, Lot 10177, Lot 10178 and Lot 5220
Stokes Hill Road, Kitchener Drive and The Esplanade, Darwin City
TOWN OF DARWIN

for Landbridge Hotel Properties Pty Ltd



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ISO 9001:2015 Certified

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1.0 OVERVIEW

1.1 PROJECT INTRODUCTION

MasterPlan NT has been appointed by Landbridge Hotel Properties Pty Ltd (Landbridge) to prepare, lodge and manage a development application for enabling works, a luxury hotel and residential development, sea wall and pedestrian access bridge (skywalk) on Lot 10176 and Lot 10177 Town of Darwin (Stokes Hill Road, Darwin City), Lot 10178 Town of Darwin (Kitchen-er Drive, Darwin City) and Lot 5220 Town of Darwin (29 Esplanade, Darwin City). The proposed works are collectively referred to as the Luxury Waterfront Development.

The subject land is located within Zone CB (Central Business) and Zone PS (Public Open Space) pursuant to the NT Planning Scheme. The proposal is for development requiring consent and thus a Development Permit pursuant to Section 44(a) of the NT Planning Act.

An application for the subdivision of the land has been lodged simultaneously with this proposal. All works referenced in the subdivision application will be undertaken in conjunction with Landbridge's Luxury Waterfront Development. The subdivisional works will form conditions of the Development Permit, linking the works detailed between the two applications.

In preparing this Statement of Effect, MasterPlan NT has examined the relevant documentation, inspected the subject land and locality, and considered the most relevant provisions of the NT Planning Act, the NT Planning Scheme, the Darwin Regional Land Use Plan (DRLUP) 2015, the Darwin City Centre Master Plan 2014 and the Darwin Capital City Charter.



1.2 CONSULTATION

The project team has held discussions and briefings with NT Government agencies and service authorities including the Lands Planning, Development Assessment Services, Crown Land Estate and Transport divisions of the Department of Infrastructure, Planning and Logistics (formerly Department of Lands, Planning and the Environment), the Department of Trade, Business and Innovation, the Department of Environment and Natural Resources, the NT Environmental Protection Agency, the Darwin Waterfront Corporation, City of Darwin, Darwin Port Corporation and Power and Water Corporation to inform the necessary infrastructure and planning requirements for the proposal.

Consultation has been undertaken with the public, industry and interest groups including the Deckchair Cinema, Planning Institute of Australia, the Property Council of Australia (NT), the Australian Institute of Architects (NT Chapter) and the NT Chamber of Commerce.

Two public consultation events were held at the Darwin Waterfront's Charles Darwin building. The events were advertised in the NT News, television, online and social media platforms. The sessions were held on Saturday 3 March 2018 from 10.00 am until 2.00 pm and Monday 5 March 2018 from 5:30 pm until 7:30 pm. The events were well attended and valuable comment received from a wide range of government and community stakeholders.



1.3 DEVELOPMENT CONTEXT

At the end of 2015, Landbridge won the bid to lease the Darwin Port at East Arm Wharf and Fort Hill Wharf for 99 years. Landbridge has committed to make a significant investment in the Port to boost trade and tourism links with Asia, including improving cruise ship facilities. Fort Hill Wharf is an emerging destination for cruise ships, with 65 cruise ship visits in 2014-15, the highest in six years.

On 3 August 2016, Landbridge Hotel Properties Pty Ltd was selected as the preferred provider for the delivery of a luxury Waterfront Development and hotel product in Darwin City and an agreement was formulated with the NT Government for development of land proximate to the cruise ship terminal.

Continued investment in port infrastructure, alongside the development of the luxury Waterfront Development, will see the urban renewal of the Darwin Waterfront in line with the NT Government's strategic commitment to revitalise the waterfront and contribute to the tourist offering and utilisation of the waterfront.



1.4 PROJECT TEAM

This development application has been prepared on the basis of plans, details and reports prepared by:

- LANDBRIDGE — Proponent
- BATES SMART — Project Architects
- JLL — Project Managers
- MASTERPLAN — Town Planners
- WSP — Building Services, Acoustic Engineering and ESD
- ROBERT BIRD GROUP — Structural and Civil Engineering
- BMT WBM — Marine Engineering
- TONKIN CONSULTING — Traffic Engineering
- SLR CONSULTING AUSTRALIA — Environmental Engineering
- DUNN AND MORAN — Landscape Architects
- IN DEPTH ARCHAEOLOGY — Archaeology and Heritage
- EARL JAMES AND ASSOCIATES — Land Surveying
- ELTON CONSULTING — Community Engagement

1.5 APPLICATION DOCUMENTS

Included in the application are the Statement of Effect (contained herein), Land Owner Authorisation and Title Documents.

The following attachments are included in the Statement of Effect:

- Attachment A – Location and Zoning Plan;
- Attachment B – Lot Plan;
- Attachment C – Survey Plans;
- Attachment D – Site Plan;
- Attachment E – Site Based Stormwater Management Plan by Robert Bird Group;
- Attachment F – Storm Surge Plan;
- Attachment G – Traffic Impact Assessment by Tonkin Consulting;
- Attachment H – Civil Engineering Report by Robert Bird Group;
- Attachment I – Heritage and Archaeological Assessment by In Depth Archaeology;
- Attachment J – Design Report by Bates Smart;
- Attachment K – Master Plans by Bates Smart;
- Attachment L – Subdivision Plan
- Attachment M – Sea Wall Location Plan by Bates Smart;
- Attachment N – Hotel Development Plans by Bates Smart;
- Attachment O – Skywalk Development Plans by Bates Smart;
- Attachment P – Residential Development Plans by Bates Smart;
- Attachment Q – Development Staging Plan by Bates Smart;
- Attachment R - Draft Construction Environmental Management Plan by SLR;
- Attachment S – Acoustic Report by WSP;
- Attachment T – NT EPA Letter on Comparative Analysis;
- Attachment U – Subdivision Landscape Plan by Dunn Moran Landscape Architects;
- Attachment V – Hotel and Residential Landscape Plan by Dunn Moran Landscape Architects; and
- Attachment W – Darwin Port Corporation Letter.

Development applications for the subdivision and the luxury waterfront development have been prepared simultaneously. The reports that accompany both applications have generally been prepared to address considerations for the whole of site works. However, there are sections contained within the accompanying reports that relate to only one of the applications aforementioned.



2.0 SUBJECT LAND

2.1 DESCRIPTION OF LOCALITY

The site is located at the Darwin Waterfront, a predominantly brownfield area close to Darwin's CBD. The redevelopment of the Darwin Waterfront commenced in 2005 with multiple stages now delivered. The Darwin Waterfront is an integral part of Darwin's history, having been used for industrial and maritime purposes, oil storage in WWII, and the site of Goyder's original camp in 1869.

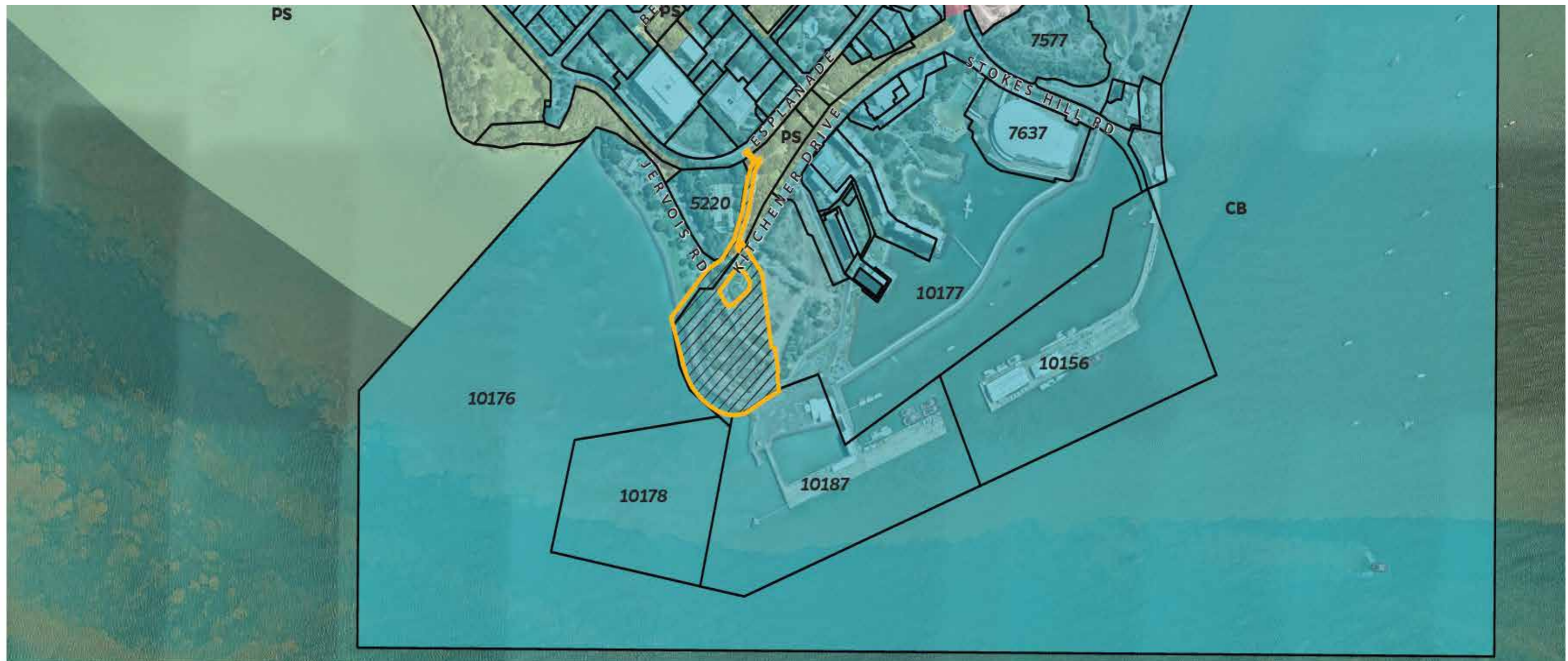
To the north, Kitchener Drive dissects the locality with its northern side being heavily vegetated and includes Jervois Park. The site is located adjacent the Fort Hill Wharf cruise ship terminal. The locality is defined at its edge by the Darwin waterfront, Kitchener Bay and the Stokes Hill Wharf to the south-west, south and south-east, respectively.

Beyond the escarpment, The Esplanade hosts Government House, Parliament House, the Supreme Court and numerous residential apartments. The escarpment provides a natural barrier and delineation between the Darwin Waterfront and the core area of the Darwin CBD. The site is near the Darwin City Library, bus interchange and the City of Darwin Council chambers.

Adjacent the site to the north-east is the Charles Darwin University Darwin Waterfront Campus and further east features residential, commercial and retail complex, the Vibe Hotel, recreation, open space, a wave pool and the Darwin Convention Centre. An abundance of shops, commercial and retail development exist in the Darwin Waterfront locality, located 350 metres north-west of the subject land.

Stokes Hill Wharf, providing mooring and services to ships and tourist activities and a range of food offerings, is located at Lot 10156 to the south of the site. Darwin's outdoor cinema, the Deckchair Cinema, is located to the north-west of the site at the base of the escarpment and screens films nightly from mid-April to mid November. World War II Tunnels and the Origin Gas facility are on Kitchener Drive and Jervois Road, respectively.

The surrounding locality above the escarpment comprises land uses and open space typical of Zone CB (Central Business). Refer Location and Zoning Plan at [ATTACHMENT A](#) and [FIGURE 1](#), below. The Darwin Waterfront area is surrounded by thriving precincts together with characteristics that support social and recreational activity promoting economic activity, tourism and a generally vibrant environment.



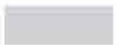













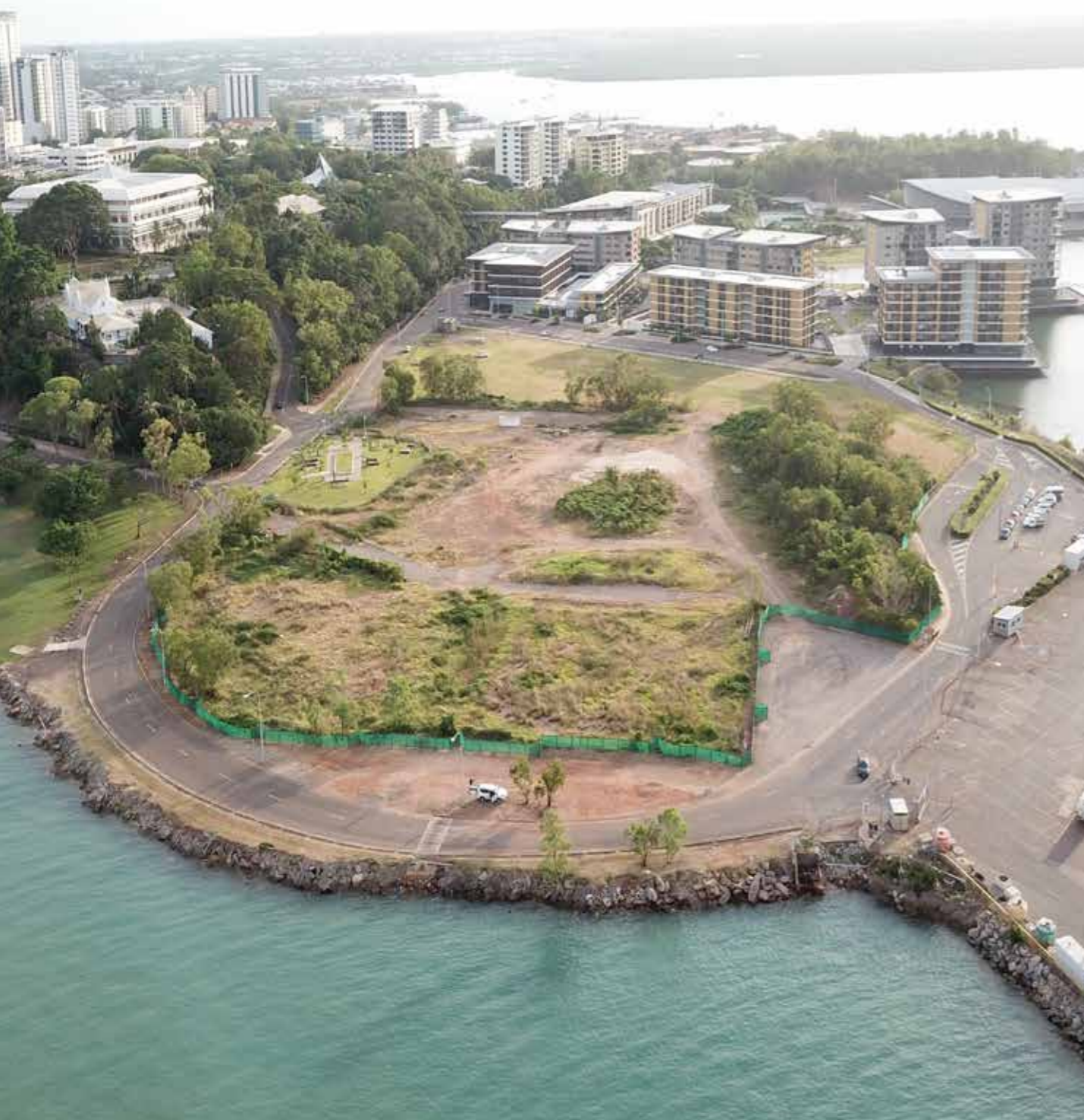
 Approximate Area of Works | Hotel

Location and Zoning Plan

Lot 10176, Lot 10177, Lot 10178, Lot 10187 and Lot 5220
TOWN OF DARWIN

Zones

 CN - Conservation	 PS - Public Open Space	 GI - General Industry
 S - Specific Use	 CB - Central Business	 LI - Light Industry
 CP - Community Purpose	 TC - Tourist Commercial	 CA - No Planning Scheme Controls
 FD - Future Development	 CL - Community Living	
 PM - Proposed Main Road	 HR - High Density	
 M - Main Road	 MD - Multiple Dwelling	
 OR - Organised Recreation	 SD - Single Dwelling	



2.2 DESCRIPTION OF SITE

The subject land comprises Lot 10176, Lot 10177 and Lot 10178 Town of Darwin. It is noted that due to the configuration of these allotments significant parts of which extend into the sea, only part of these lots are affected. The alignment of the skywalk passes over Lot 5220 at an elevated position, the site of Government House, and is therefore also included in this application.

The land is generally within Zone CB, however, Hughes Avenue and therefore a portion of the development site, is within Zone PS.

Lot 10176 is 123 hectares and includes Jervois Road, Jervois Park, the Deckchair Cinema and part of the escarpment adjacent the Esplanade. The majority of the lot consists of open water of the Darwin Harbour.

Lot 10177 is 27.12 hectares and includes land, contained waterbodies, and the open water of the Darwin Harbour.

Lot 10178 is 6.0 hectares and entirely consists of open water of the Darwin Harbour.

A Lot Plan provided at [ATTACHMENT B](#) (and [FIGURE 2](#)) identifies the extent of these allotments and provides context to neighbouring allotments and the Darwin Waterfront.

The luxury hotel and residential development, sea wall and skywalk detailed in this application relates to the western portion of Lot 10177 and a portion of Lot 10176 to the east of Lot 5220, and the southern tip of Lot 5220. In practical terms the development will have minimal association with the majority of Lot 10176 and Lot 10178. The area is herein referred to as “the site”.

The boundaries of the proposed subdivision of the land, detailed within the application submitted simultaneously, align with the site (refer [FIGURE 3](#)).

The site is burdened by a number of right-of-way easements; refer Survey Plans at [ATTACHMENT C](#) and [FIGURE 4](#). These easements provide access to Fort Hill Wharf cruise ship terminal.



- Lot 10177 Town of Darwin
- Lot 10176 Town of Darwin
- Lot 10178 Town of Darwin
- Lot 10187 Town of Darwin
- Lot 5220 Town of Darwin
- Approximate Area of Works | Hotel
- Approximate Area of Works | Subdivision

Lot Plan



1:6250 @ A3
0 100m

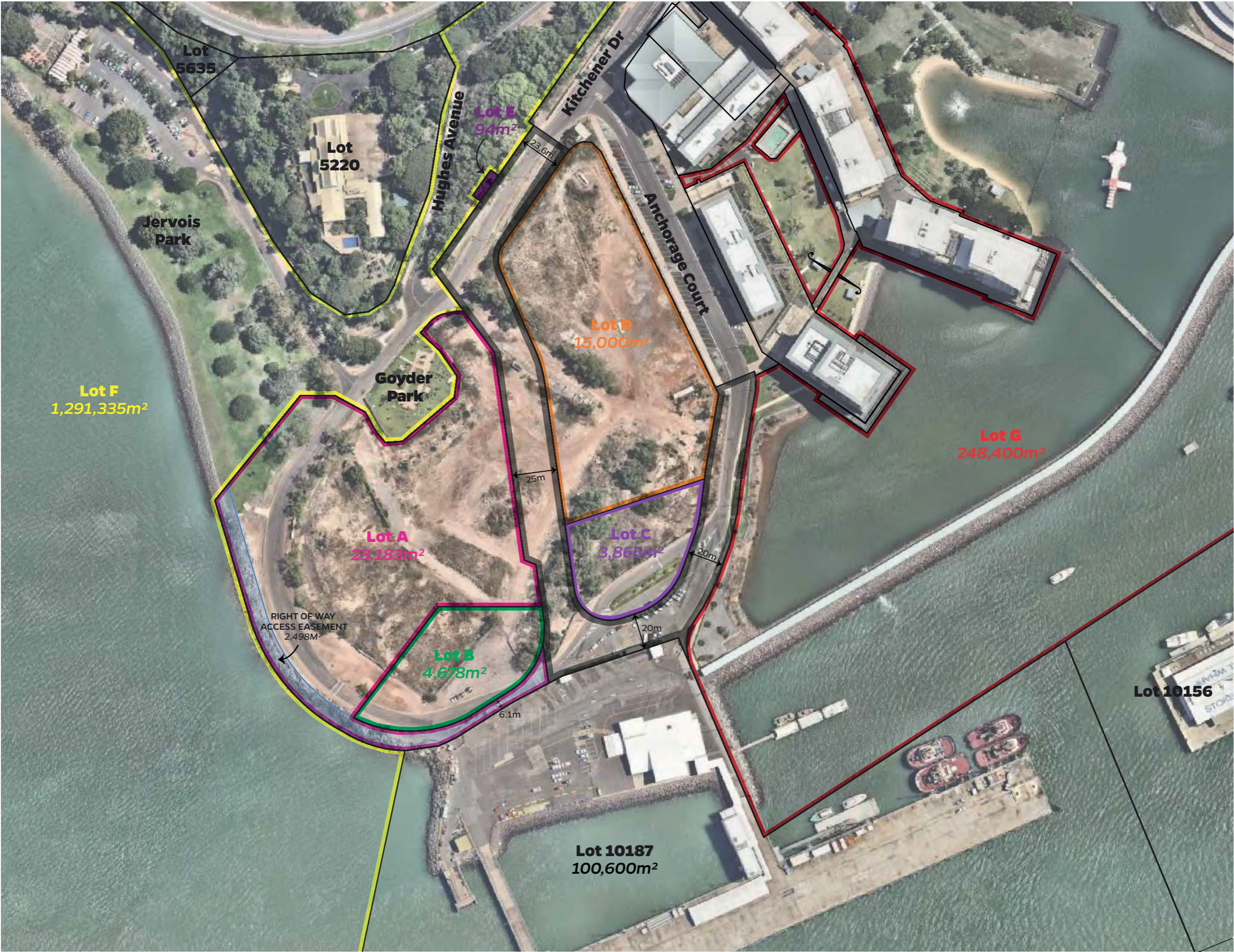
Information portrayed above was obtained through multiple sources
and no assurance is made on its accuracy.

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FIGURE 3: SUBDIVISION PLAN



Subdivision Plan 95

Lot 10176, 10177, 10178
TOWN OF DARWIN

- Proposed Lot A
- Proposed Lot B
- Proposed Lot C
- Proposed Lot D
- Proposed Lot E
- Proposed Lot F
- Proposed Lot G
- Proposed Road Reserve
- Boundaries



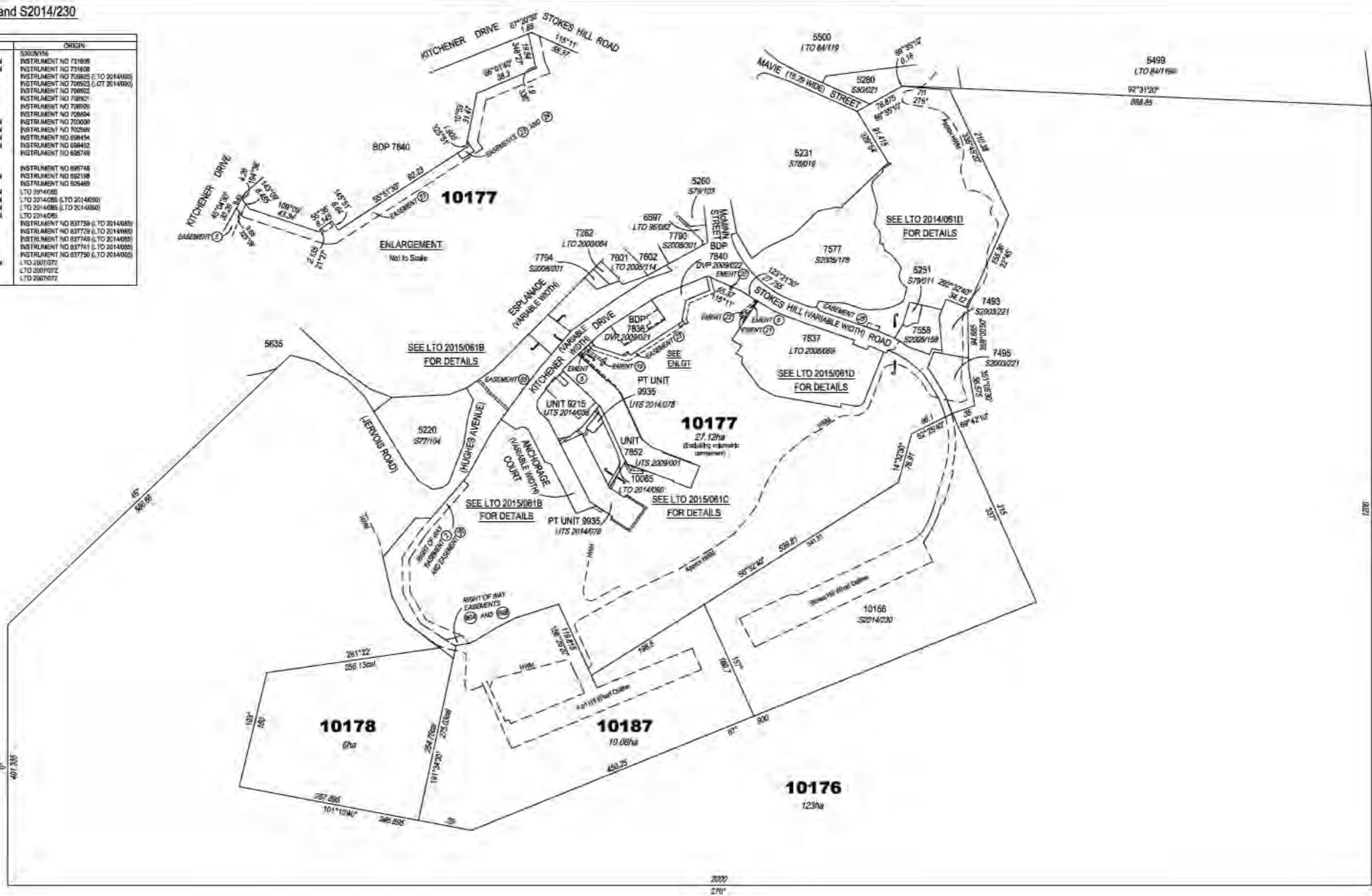
Final dimensions are subject to detailed design and may vary. Lot boundaries not contained to this page. Easements to be determined. Corner truncations to be provided through detailed survey. Information portrayed above was obtained through multiple sources and consultants. Cadastral boundaries have been supplied by EJA Surveyors (PH 08 8981 2494) based on Map Grid of Australia 1994 (MGA94) Zone 52.

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Supersedes Parts of LTO 2007/072, LTO 2014/090 and S2014/230

EXISTING EASEMENTS			
EASEMENT NO.	DESCRIPTION	AFFECTS	ORIGIN
2	RIGHT OF WAY	LOT 10177	LOT 10176
3	SEWERAGE	LOT 10177	LOT 10176
4	WATER SUPPLY	LOT 10177	LOT 10176
78	DRAINAGE	LOT 10177	LOT 10176
98	DRAINAGE	LOT 10177	LOT 10176
10	DRAINAGE	LOT 10177	LOT 10176
11	DRAINAGE	LOT 10177	LOT 10176
12	DRAINAGE	LOT 10177	LOT 10176
13	SEWERAGE	LOT 10177	LOT 10176
18	WATER SUPPLY	LOT 10177	LOT 10176
20	WATER SUPPLY	LOT 10177	LOT 10176
21	RIGHT OF WAY	LOT 10177	LOT 10176
22	ELECTRICITY SUPPLY	LOT 10177	LOT 10176
23	RIGHT OF FOOTWAY AND FIRE SEPARATION	LOT 10177	LOT 10176
24	RIGHT OF ENCROACHMENT	LOT 10177	LOT 10176
25	SEWERAGE	LOT 10177	LOT 10176
26	RIGHT OF WAY	LOT 10177	LOT 10176
27A	ELECTRICITY SUPPLY	LOT 10177	LOT 10176
27D	ELECTRICITY SUPPLY	LOT 10177	LOT 10176
27F	ELECTRICITY SUPPLY	LOT 10177	LOT 10176
38A	ELECTRICITY SUPPLY	LOT 10177	LOT 10176
43	SEWERAGE	LOT 10177	LOT 10176
44	SUPPORT	LOT 10177	LOT 10176
45	POOL SERVICES	LOT 10177	LOT 10176
46	ELECTRICITY SUPPLY	LOT 10177	LOT 10176
47	POOL SERVICES	LOT 10177	LOT 10176
48	ELECTRICITY SUPPLY	LOT 10177	LOT 10176
49A	RIGHT OF WAY	LOT 10177	LOT 10176
49B	RIGHT OF WAY	LOT 10177	LOT 10176



SURVEYOR'S CERTIFICATE
I, **Kath Leslie Schulz**,
being duly sworn, depose and say that the survey represented on this plan was conducted by me or under my immediate supervision and was completed on **24.06.2015**, and that this survey has been reviewed in accordance with the Surveyors Act and the regulations thereunder.
Kath Leslie Schulz
24/06/2015
Surveyor

L.T.O. REGISTRATION
Lodged on: **24.06.2015**
Endorsed on: **24.06.2015**
by: **Registrar General**

SURVEY APPROVAL
I, **Oraly Leslie Sany**,
being duly sworn, depose and say that the survey represented on this plan was conducted by me or under my immediate supervision and was completed on **24.06.2015**, and that this survey has been reviewed in accordance with the Surveyors Act and the regulations thereunder.
Oraly Leslie Sany
24 June 2015
Surveyor

Note:
Dimensions of unmarked boundaries are original unless otherwise shown.

Version 1 - survey plan as lodged

LOTS 10176 TO 10178 AND 10187
SUBDIVISION OF LOTS 7646, 10066, 10157 AND 10158
TOWN OF DARWIN

Drawn by: **Earl James & Associates**
(8507 & 8505) 24.06.15

Checked by: **Earl James & Associates**
8.04.15

Scale: **1:3000 (A1)**

LTO 2015/061A
SHEET 1 OF 5

2.2.1 PHYSICAL CHARACTERISTICS

Site Levels

The site of the luxury waterfront development is generally flat ranging in height from approximately 5.0 to 6.0 metres AHD. The noticeable exception is two mounds approximately 2.8 to 3.0 metres in height located adjacent to the eastern boundary of the site. These mounds appear to be temporary in nature and presently block views into the site at eye level from Anchorage Court.

The site of the skywalk changes dramatically in elevation from the landing point of the escarpment and along the alignment of Hughes Avenue. A Site Plan is at [ATTACHMENT D](#) and [FIGURE 5](#).

Stormwater

Robert Bird Group has completed a Site Based Stormwater Management Plan, at [ATTACHMENT E](#), which details the existing stormwater infrastructure on the site. The report provides the following summary of existing stormwater infrastructure, identifying that stormwater infrastructure has been installed up to the subject site as part of Stage 1 and Stage 2 of the Darwin Waterfront Master Plan, as follows:

- existing open lined drain along the northern edge of Kitchener Drive for Stage 1 and Stage 2A works;
- existing underground piped drainage line along the northern edge of Kitchener Drive which discharges through the existing rock batter to the western end of Kitchener Drive from a 1,200-millimetre diameter outlet into Darwin Harbour;
- an existing 225-millimetre diameter subsoil drain is present within the site adjacent to the northern boundary, it currently acts as a channel which captures the overland flow prior to discharging into the Darwin Harbour;
- the southern part of the site discharges into a stormwater pipe of unknown dimensions which runs along the southern boundary before discharging into Darwin Harbour;
- existing Gross Pollutant Trap (GPT) (Humeguard) upstream near the outlet of the existing pipeline at the western end of Kitchener Drive for treatment of street stormwater drainage;
- the southern part of Lot D, Lot C and Anchorage Court discharges through an existing pipe drainage system into the lagoon located east of Anchorage Court; and
- existing groundwater subsoil drains are present within the site area which were installed as part of the Stage 1 works to control groundwater levels and treat contaminated soils. The groundwater drains pass flows through an existing Oil Separator/Grit Chamber located to the south east of the Hughes Avenue intersection.

Storm Surge

A portion of the site is identified as being subject to inundation from primary (100 year) and secondary (1000 year) Storm Surge. Refer Storm Surge Plan at [ATTACHMENT F](#) and [FIGURE 6](#).

There is an existing rock batter wall on the west of the sit; however, this has been constructed from construction rubble and is not in accordance with current standards or guidelines. The Department of Environment and Natural Resources (DENR) has provided advice consistent with available storm surge data as follows:

"The lot is affected by primary storm surge (PSS). The maximum PSS level (100 Average Recurrence Interval) of the surge affected area is approximately 5.6 metre Australian Height Datum (AHD). The maximum secondary storm surge level (1000 ARI) of the surge affected area is approximately 6.50 metre AHD".



Approximate Area of Works | Hotel

Existing Lot Boundaries

Existing Buildings

Heritage Trees

Existing rock batter wall

Existing revetment/sea wall

Right of Way

Electricity Supply

Water Supply

Drainage

Support

Pool Services

Sewerage

	Bore ID	Completion Date	Depth (m)	Yield (L/s)
1	RN005326	17/02/1966	13.7	0.0
2	RN033970	02/11/2003	13.0	0.0
3	RN033971	05/11/2003	14.0	0.0
4	RN033972	10/11/2003	10.0	0.0
5	RN033977	20/10/2003	21.0	0.0
6	RN033978	23/10/2003	22.5	0.0
7	RN034386	04/11/2003	10.5	0.0
8	RN034994	03/11/2003	14.5	0.0
9	RN034995	09/11/2003	10.0	0.0

Bore yield class 0.0L

Bore not in use

Site Plan

Lot 10176, Lot 10177, Lot 10178,
Lot 10187 and Lot 5220
TOWN OF DARWIN

1:2000 @ A3

040m

Information portrayed above was obtained through multiple sources.
Easement information portrayed above was obtained through survey plans
for Lots 10176 to 10178 and 10187.

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FIGURE 6: STORM SURGE PLAN



- Approximate Area of Works | Hotel
- Existing Buildings
- Estimated HAT (Highest Astronomical Tide)
- Primary Storm Surge Zone (100 Year ARI)
- Secondary Storm Surge Zone (1,000 Year ARI)
- Extreme Storm Surge Extent (10,000 Year ARI)

Storm Surge Plan

Lot 10176, Lot 10177, Lot 10178, Lot 10187 and Lot 5220
TOWN OF DARWIN



2.2.2 ACCESS

Vehicular access to the site is from Anchorage Court and Kitchener Drive/ Hughes Avenue. The formal Kitchener Drive road reserve terminates at the intersection with Anchorage Court. Hughes Avenue and Jervois Road are not within formal road reserves but are incorporated in the titles.

Right-of-way easements burden the land in the absence of formal road reserves proximate to Fort Hill Wharf. Access to Fort Hill Wharf is achieved via the right-of-way easements. A sealed loop road connects Anchorage Court and Kitchener Drive. Tonkin Consulting's Traffic Impact Assessment is at [ATTACHMENT G](#).

There are currently 62 on-street car parking spaces on Anchorage Court. There are also 28 car parking spaces opposite the cruise ship terminal however this parking sits within the lot, is not part of a formal road reserve and is not covered by the existing access easement. There is also informal parking in an unsealed area opposite the cruise ship terminal.

Public bus routes 7 and 14 currently service the Darwin Waterfront and there are bus stops on the southern side of Kitchener Drive near Charles Darwin University and on the northern side of the road under the existing skywalk connection to Smith Street.

Tonkin Consulting has undertaken pedestrian counts in April 2017 and November 2017 and identified that pedestrians and cyclists in the immediate area are primarily cruise ship passengers or people exercising.

2.2.3 SERVICES

Reticulated services including electricity, water, sewerage, communications and gas are provided to surrounding sites and Fort Hill Wharf. These services traverse the site in various locations.

WSP has provided information describing the existing power and communications networks at the site. A Civil Engineering Report by Robert Bird Group describes the existing water and sewer infrastructure on the site (refer Attachment H) and also includes information from WSP. A summary of existing services is provided below.

Electricity

According to the DBYD information, high voltage Power & Water Corporation (PWC) cables are located within Kitchener Drive, Anchorage Court and through proposed Lots C and D.

The electrical consultant (WSP) has had discussions with PWC in regard to the electrical supply to the development. PWC has advised the following:

- an existing underground HV feeder enters the Waterfront Precinct via Hughes Avenue and terminates in an existing ring main unit (RMU) located adjacent Goyder Park; and
- this HV feeder is currently energised, however no load is connected to it. PWC has advised that this feeder is allocated to provide power to the current hotel development for Lot A and also the future development of Lots B, C and D, as well as the existing Cruise Ship Terminal.

It is also understood that the existing PWC substation (3365) provides an underground low voltage supply to the Deckchair Cinema, WWII Tunnels, Origin Gas Facility and Jervois Road street lighting.

Water

The site has the following existing water services:

- 375-millimetre diameter main extending from the Deckchair Cinema along the southern verge of Kitchener Drive constructed as part of Stage 1 works;
- 225-millimetre diameter main from the 375-millimetre main along Kitchener Drive along the eastern verge and across Anchorage Court constructed as part of Stage 2A works; and
- an existing 200-millimetre diameter watermain through the site and along Anchorage Court to the existing Darwin Port and Cruise Ship Terminal.

Future connection points are provided from an existing 225-millimetre tee connection on the 375 millimetre diameter main and to the end of the 225-millimetre diameter main across Anchorage Court.

Sewer

The Cruise Ship Terminal is currently serviced by a private pump station which discharges into an existing 50-millimetre diameter rising main. The rising main conveys flows along Anchorage Court and the southern verge of Kitchener Drive which discharges into the gravity system and into existing pumps station PS3 on Kitchener Drive servicing Stage 1 and Stage 2A of the Darwin Waterfront Development.

Communications

Existing underground NBN Co fibre services enter the Waterfront Precinct via Hughes Avenue and connects to the Deckchair Cinema, World War II Tunnels and the Origin Gas facility via existing Kitchener Drive and Jervois Road. The services also run along the foreshore access road before entering Fort Hill Wharf cruise ship terminal.

Gas

LPG is available in the vicinity and Origin Energy has a facility located on the edge of Jervois Park.



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2.2.4 CULTURE AND HERITAGE

A heritage and archaeological assessment of the site has been completed by In-Depth Archaeology. The assessment includes a desk based assessment of heritage matters and an archaeological assessment of early ground disturbance works. A maritime archaeologist was engaged for underwater heritage matters. The Archaeological Assessment is at [ATTACHMENT I](#).

The site is identified as a location of significant events and continued use and development throughout Darwin's history. This has made it subject to continuous evolution by both destruction and development. The site is now, in large part, a result of excavation, fill and land reclamation, and differs greatly in physical appearance and structure than it was at the time of Goyder's Camp in 1869. The shoreline has changed substantially since first European settlement including the demolition of Fort Hill.

Artefact and heritage material was found in certain locations of the site. This included pre-war domestic and medical artefacts associated with the Doctor's Residence in the saddle between Fort Hill and the escarpment, and also possible indication of traditional Indigenous meal refuse. The two Tamarind trees at the bottom of Hughes Avenue and Government House hill are evidence of Macassan visitation to the Fort Hill area.

In-Depth Archaeology has identified areas of 'demonstrated archaeological sensitivity' and areas of 'potential archaeological sensitivity'.

2.2.5 SITE IMAGES

The following photographs provide further context of the site.



PHOTOGRAPH 1: EXISTING SITE CONDITIONS.
View looking south from Hughes Avenue/Kitchener Drive Intersection.



PHOTOGRAPH 2: EXISTING SITE CONDITIONS.
View looking north-east from Fort Hill Wharf.



PHOTOGRAPH 3: EXISTING SEAWALL CONSTRUCTED OF RUBBLE.
View looking south from Jervois Park.



**PHOTOGRAPH 4: IDENTIFIED SIGNIFICANT TREES (TAMARIND),
NORTHERN SIDE OF KITCHENER DRIVE.**
View looking north-east from Jervois Road intersection.



PHOTOGRAPH 5: AERIAL IMAGE OF THE SITE (NORTH-EAST VIEW).



PHOTOGRAPH 6: AERIAL IMAGE OF THE SITE (SOUTH-EAST VIEW).



3.0 PROPOSED DEVELOPMENT

3.1 DESIGN STATEMENT OVERVIEW

The Landbridge Luxury Waterfront Development includes enabling works, a luxury hotel, residential development, skywalk, sea wall, public foreshore access and extensive landscaping. The Design Report and a series of Master Plans, by Bates Smart, are at [ATTACHMENT J](#) and [ATTACHMENT K](#). Bates Smart have designed the luxury waterfront development with the vision for the hotel and the residential development as follows:

Luxury Hotel – “to create an iconic tropical hotel, a hotel that is uniquely Darwin, embodying the rich natural and cultural heritage of the Northern Territory; a gateway to the natural wonders that draw visitors to the Territory.”

“Engaging and contemporary architecture responding to the Top End climate, reflects Darwin’s historic tradition of buildings placed in lush garden settings, in a unique waterfront location.

The development is of its environment, designed to allow guests to comfortably experience the dramatic skies and shifting weather patterns of the Top End.

The development is designed to embody the spirit of place, land and nature to create an identity that is uniquely connected to the Northern Territory.”

Luxury Residential – “to craft highly desirable residential accommodation that in design and form responds to the Territory climate and its cultural and physical location whilst reinforcing the form and function of the adjacent Luxury Hotel.”

Skywalk – “will help connect the city to the water, enhancing the Waterfront Precinct as Darwin’s Premier destination for leisure and lifestyle”.



Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials. All dimensions are shown in millimetres and the preparation of shop drawings and/or the fabrication of any components.

All drawings to be used in conjunction with all architectural documents and all other pertinent documents.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

14	22.05.18	Issued for Planning Approval	BS	BS
Revision	Date	Description	Initial	Checked

Darwin Luxury Hotel

Masterplan



Scale	1:1000 @A1		
Drawn	BS	Checked	BS
Project No.	m12069		
Status	FOR PLANNING APPROVAL		
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3.2 DEVELOPMENT COMPONENTS AND STAGING

There are six individual development components and stages, all of which are detailed in this application. Stages 1 and 2 are connected to the creation of the allotments detailed in the subdivision application submitted simultaneously. Stages 3 to 5 are related to the development of the luxury hotel, skywalk and residential building as proposed by this application. Stage 6 relates to future works. Each stage is outlined below and detailed as follows:

COMPONENT 1 – Subdivision Application

Stage 1: Enabling Works will ensure the environmental and infrastructure works supporting the development of Lot A and Lot B are undertaken and will ensure the land is suitable for development. Enabling works are referenced within the subdivision application, lodged simultaneously with this application; however, these works are to be undertaken as part of the works related to this application.

The enabling works include excavation and fill, site preparation, archaeological recovery, road construction and servicing, and will ensure the site is capable of accommodating the proposed development on Lot A and B. We respectfully request that these works, as required by the subdivision application, form conditions of the Development Permit for the Luxury

Waterfront Development, linking the works detailed between the two applications.

The Subdivision Plan is at [ATTACHMENT L](#).

Stage 2: Sea Wall construction will provide suitable protection from storm surge to Lot A and B, and includes the development of the foreshore access. The development of the sea wall in an individual stage will allow for a separate construction package, assisting the timely delivery of the project. We respectfully request that these works, as required by the subdivision application, form conditions of the Development Permit for the Luxury Waterfront Development, linking the works detailed between the two applications.

A Development Plan for the Sea Wall is at [ATTACHMENT M](#).

COMPONENT 2 – Development Application

Stage 3: Luxury Hotel, featuring 237 rooms and guest suites, 209 underground car parking spaces, 10 underground motorcycle parking spaces, five car parking spaces in the porte cochere, ground floor retail, signature restaurant, conference and function facilities including a ballroom, rooftop speciality bar and restaurant, rooftop pool and terrace, day spa and gymnasium, landscaped grounds (approx. 46.8 percent of the site) and pedestrian footpath along the foreshore. The hotel

will be set in a nine-storey building, plus basement car park, to a maximum height of RL 40 metres AHD (to the top of the lift core).

Development Plans for the Hotel are at [ATTACHMENT N](#).

Stage 4: Skywalk will provide an important connection to the waterfront area starting at The Esplanade, and terminating at level eight of the hotel, with an additional lift tower providing a connection to Goyder Park. The skywalk will follow the north-western alignment of Hughes Avenue across six spans. The skywalk will be a maximum height of 27.1 metres above ground level. Hughes Avenue will be augmented to restrict traffic to one-way movements, incorporate a pedestrian and cycleway and to facilitate the siting of the skywalk pillars.

Development Plans for the Skywalk are at [ATTACHMENT O](#).

Stage 5: Residential Complex, featuring 24 luxury apartments, 48 resident car parking spaces and four guest car parking spaces, pool and gymnasium. The residential complex will be set in a seven storey building to a maximum height of RL 37.1 metres AHD (to the top of the lift core). The complex includes extensive landscaping of approximately 52.5 percent of the site. Development Plans for the Residential Complex are at Attachment P.

COMPONENT 3 – Future Works

Stage 6: Future works on proposed Lots C and D will be subject to a separate development application, and will not be addressed further in this report.

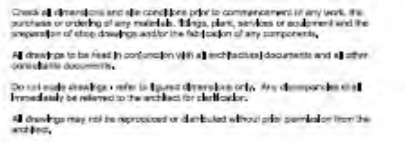
A draft Staging Plan is provided at [FIGURE 8](#), below, and at [ATTACHMENT Q](#).

It is proposed that development works will be generally undertaken in the stages as identified in the above Staging Plan, beginning with the subdivisional and enabling works as development component 1.

The luxury hotel is a key deliverable for Landbridge under the development agreement with the NT Government and is expected to be completed. The residential complex and skywalk are expected to be completed at similar times and it is requested that the completion of these stages be seen as interchangeable.

From a practical perspective, the hotel, skywalk and residential components do not rely on one another to function. It is critically important to the viability of the project that the hotel, skywalk and residential stages can be completed and issued Certificates of Compliance independently. This will allow these stages to open for business and commence use independently of each other.

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BATESSMART.

All necessary construction management techniques and methods will be followed and a detailed Construction Environmental Management Plan.

A draft Construction Environmental Management Plan, prepared by SLR Consulting, is at [ATTACHMENT R](#). All construction will be managed in accordance with the relevant environmental guidelines and requirements of the Department of Environment and Natural Resources and the Environment Protection Agency.

Access will be protected and maintained to the cruise ship terminal, the Deckchair Cinema and waterfront residents during construction. The necessity for continued access to each of these locations is recognised as critical. Temporary measures will be implemented as necessary.

Similarly, essential infrastructure services will be maintained throughout the development to ensure that there is no considerable disruption to supply.

In-Depth Archaeology has provided several recommendations for works across the site and are contained within the Archaeological Assessment. Appropriate practices and protections will be put in place as part of the Construction Management Plan.

WSP has prepared an Acoustic Report (refer [ATTACHMENT S](#)) to consider potential effects of the development on Government House, Deckchair Cinema and existing residences at the Darwin Waterfront precinct specifically.

The noise report considers construction noise, which will be controlled through the Construction Environmental Management Plan (CEMP), as well as operational noise; for example, from patrons and pedestrian noise from the skywalk. WSP undertook monitoring at the site as part of their investigations to identify existing background levels.

An Environmental Impact Statement was prepared for the original development at the Darwin Waterfront. The original developer of the Darwin Waterfront, is no longer involved with the development of the land and as such the original development concept has altered.

A Comparative Environmental Impact and Mitigation Analysis has been prepared for the Landbridge Luxury Waterfront Development at the site to review any changes to environmental considerations.

On 10 March 2017, the assessment was submitted to the NT Environment Protection Authority (EPA). On 16 May 2017, correspondence was received from NT EPA confirming:

“..... the environmental significance of the project has not changed and does not require further assessment under the EA Act.”

The letter from the NT EPA is at [ATTACHMENT T](#).

Development construction noise is controlled through the NT Environment Protection Authority (NT EPA) noise guidelines, which determine relevant noise levels and limit construction timeframes to between 7.00 am and 7.00 pm Monday to Saturday and 9.00 am to 6.00 pm Sunday and Public Holidays.

The successful construction contractor will need to provide the necessary management controls in the CEMP. WSP are of the view that compliance will be achieved through the adoption of simple measures given the site's significant separation distance from noise sensitive receivers, inclusive of the Deckchair Cinema.

3.3 STAGE 1 – ENABLING WORKS

Site preparation, earthworks and service infrastructure are proposed to ensure the site is suitable for the luxury hotel, skywalk and residential complex. While the works are to be constructed as part of this proposal, they have also been referenced within the subdivision application given the proposed lots reliance on their undertaking.

3.3.1 EARTHWORKS

The various materials contaminating the site will be managed as a part of the site preparation works. A draft Remediation Strategy has been prepared by SLR Consulting and will be progressed following development consent. Two strategies are suggested: excavate and reprocess material for reuse or disposal and cap and contain other material beneath sealed roadways.

The earthworks strategy is based on excavating the existing surface to form the underside of the basement for the future hotel and filling to the required proposed levels for the future hotel. Earthworks will be largely contained to Lots A and B. The rationale being that Lot A and B are identified for imminent development.

There will be no detriment to the suitability of the other allotments which will remain in their current state. The works will ensure that Lot A and Lot B are suitable for development and works will raise the level to above RL 6.5 metres AHD generally and the habitable hotel areas to RL 8.0 metres. Refer Civil Engineering Report by Robert Bird Group at [ATTACHMENT H](#).

3.3.2 STORMWATER

A Site Based Stormwater Management Plan has been prepared by Robert Bird Group and is attached at [ATTACHMENT E](#). The plan identifies existing and proposed catchment areas and how stormwater will be treated, directed and discharged. Existing stormwater infrastructure is discussed in Section 2.2.1 of this report.

The underground stormwater pipeline will be relocated to be parallel with the external edge of the property boundary. The unformed drainage path and sheet flow over Jervois Park will be controlled. The road network will include stormwater pipes and infrastructure. This system will traverse the southern boundary of Lot B and discharge at the termination of the proposed sea wall on Lot 10187 Town of Darwin (Kitchener Drive, Darwin City). Gross pollutant traps (GPTs) will be included in the networks as necessary.

The proposed stormwater infrastructure will accommodate all flows anticipated from changes to the hydrology as a result of changes to ground levels and contours resulting from the early works and subdivision. The proposed stormwater infrastructure will ensure that all flows leaving the site will be treated to acceptable levels.

The Stormwater Management Plan has also assessed potential flows from the future development of the site. This provides assurance that infrastructure will not need to be upgraded in future when the site is further developed.

3.3.3 ROAD CONSTRUCTION

Kitchener Drive and Anchorage Court will be upgraded and extended. A shared zone at the base of Hughes Avenue, extending to Jervois Road and Kitchener Drive, will be implemented as a low speed, pedestrian friendly section of infrastructure.

The proposed road alignment will provide 36 new on-street parking spaces (eight more than current arrangement). The road alignment will continue to allow for large busses and service vehicles up to 26 metres. Driveway crossovers to the cruise ship terminal, Lot A and Lot B will be provided to allow for all expected vehicles.

The road reserves will incorporate pedestrian and cyclist infrastructure including bicycle lanes consistent with existing at the waterfront and generous width footpaths.

3.3.4 LANDSCAPING

A Subdivision Landscape Plan, and a Hotel and Residential Landscape Plan, prepared by Dunn Moran Landscape Architects, are at [ATTACHMENT U](#) and [ATTACHMENT V](#). Extracts are at [FIGURE 10](#) and [FIGURE 11](#). Landscaping will be provided within the road reserves that result from the subdivision. The species selected consider appropriate height and mass on site while ensuring shade is provided to pedestrians.

The planting of street trees proposed includes *Allosyncarpia termata*, *Barringtonia asiatica*, *Peltophorum pterocarpum* and verge understorey planting including; *Gardenia 'Glennie River'*, *Hymenocallis littoralis*, *Liriope* and *Rhoeo discolor*. Once established the street trees will require minimal to no watering during the dry-season.

The existing trees of heritage importance to the north of the shared pedestrian and vehicle zone will be retained and protected through the road works construction. It is the intention to also retain the existing trees within the adjacent Jervois Park.



Fencing around the perimeter of the site will include:

- a 1.0 metre high powder-coated aluminium balustrade on the 'stepped' interface with Jervois Park; and
- a 1.8 metre metal balustrade fence around the general boundary. This fence will be a pool style fence i.e. permeable, allowing for visual surveillance and breezes.

A grassed swale is proposed along the boundary of Jervois Park and Lot A. A 4.0 metre wide landscape strip is also proposed adjacent to the common boundary between Lot A and Jervois Park, providing an effective visual buffer.

3.3.5 SERVICES

Demand calculations have been undertaken on a development scenario consistent with the current land zoning, area plan and planning principles and are considered suitable for a range of potential development outcomes. All services will be located within road reserves or easements will otherwise be retained or created where necessary.

Investigations into the sewage infrastructure requirements for the area have determined the need for a sewer pump.

The Site Services Report by Robert Bird Group ([ATTACHMENT H](#)) identifies upgrades for electricity, water, sewer and communications. A summary is provided below.

Electricity

The proposed electrical services are as follows:

- the Hughes Avenue feeder will reticulate underground from the ring main unit (RMU) adjacent Goyder Park through the services corridor along the new road between the hotel development site and the future development for Lots C and D, and terminate in the proposed hotel's indoor substation;
- from the new hotel indoor substation, the high-voltage (HV) feeder will continue along the same road and terminate in the existing Cruise Ship Terminal HV intake station. The existing HV service to the Cruise Ship Terminal that reticulates through future development Lots C and D from existing Power and Water Corporation (PWC) substation 3365 located at the junction of Kitchener Drive and Anchorage Court is to be removed;

- to complete the HV ring main the HV feeder from Hughes Avenue is required to reticulate from the Cruise Ship Terminal HV intake station and connect to an existing spare HV node located in existing PWC substation 3270 located in Building 6 of the existing waterfront development;
- to allow for future development of Lots C and D, PWC require a further HV connection from the new hotel indoor substation to an existing spare HV node located in existing PWC substation 3271 located in Building 4 of the existing waterfront development. The purpose of this connection is to complete the HV ring main within the entire Waterfront Precinct, where three HV feeders are present. Installation of this HV connection lies within the headworks for the future development of Lots C and D. Spare electrical conduits will be provided for this future HV connection under the early works package of the current development; and

- the existing LV services to the Deckchair Cinema, World War II Tunnels and the Origin Gas Facility on Jervois Road reticulate underground from existing PWC substation 3365 through site D1, the current proposed development site and Goyder Park to the junction of Jervois Road and Kitchener Drive. From here the LV services reticulate on overhead power poles along Jervois Road. A new PWC LV service is proposed originating at PWC substation 3271 located in Building 4 of the existing waterfront development, and reticulating outside of the property boundaries to the junction of Jervois Road and Kitchener Drive where an LV pillar will be installed. A metering panel will be installed on the existing overhead power pole in this location. The existing underground LV services running through the proposed lots will be removed.

Water

The proposed water reticulation services are as follows:

- provide a 225-millimetre diameter water main from the existing 225-millimetre tee on the 375 millimetre main along the verge of Lots C and D of the new road reserve providing a loop connecting with the future connection and end of the existing 225-millimetre main crossing Anchorage Court;
- abandon existing 200-millimetre diameter main across the site and currently providing water supply to the Cruise Ship Terminal; and
- realignment of existing 375-millimetre diameter main at Jervois Road intersection.

Sewer

The lots to be created under the proposed subdivision are intended to be serviced by the following:

- 225/300-millimetre gravity sewer line from the Cruise Ship Terminal along the eastern verge of the new north-south road; and

- proposed pump station PS4 to be constructed on the north-western side of Kitchener Drive within Lot E.

The existing Deckchair Cinema is noted to be not part of the previous Darwin Waterfront master plan and is not required to be accommodated by the proposed pump station. The existing rising main from the Cruise Ship Terminal to be diverted to connect with the new gravity line and into the Pump Station PS4 pump station. The existing rising main along Anchorage Court is to be decommissioned.

The manhole near the Cruise Ship Terminal can be used to accommodate ship discharges for the Cruise Ship Terminal and port. A 20 L/s ship discharge was allowed in the master planning in the Design Philosophy Report and will be accommodated in conjunction of the subdivision flows in proposed gravity main leading to pump station PS4.

The master plan has allowed for the discharge of sewer flows for Lot A into the pump station PS4 to be conveyed and treated external to the site. The Darwin Luxury Hotel within Lot A is proposed to include on-site sewer treatment and water reuse.

Communications

The communications consultant WSP have had discussions with NBN Co and Telstra regarding telecommunications services.

The existing underground NBN Co fibre services enter the Waterfront Precinct via Hughes Avenue and reticulate to the Deckchair Cinema, World War II Tunnels and the Origin Gas Facility via existing Kitchener Drive and Jervois Road. These services are to remain as is.

The existing underground NBN Co fibre service also reticulates via existing Kitchener Drive to the Cruise Ship Terminal. This service will require relocation due to the new road arrangement. The new fibre service will follow the electrical services through the new services corridor along the new road and connect to an existing NBN Co pit located at the boundary of the Cruise Ship Terminal.

A new underground NBN Co fibre service will be provided via new conduit from an existing pit at the junction of Hughes Avenue and Kitchener Drive to the new hotel development main communications room. NBN Co will provide termination equipment within the communications room and will draw new fibre cabling from the existing through the new conduit and terminate in the communications room.

Existing Telstra services reticulate in the same manner as the NBN services. Existing Telstra services to Jervois Road are to remain as is except where existing Telstra services will require relocating due to the new road arrangement. New Telstra services will reticulate through the new services corridors.

Gas

Origin Energy have advised that they intend on providing new gas pipework to connect the existing pipework currently terminated at Jervois Road and Anchorage Court, therefore allowing the existing Waterfront Precinct to be supplied from the existing underground storage tank on Jervois Road. This new pipework would also be appropriately sized to allow gas service to the current hotel development for Lots A and B and for the future development of Lots C and D. The new gas pipework to the hotel will reticulate in the new services corridor.



3.4 STAGE 2 – SEA WALL

A sea wall is proposed along the seaward boundary of Lot A to provide protection to the site from storm surge and provide ground retaining/retention for the intended development of Lot A and Lot B. The sea wall has been designed to facilitate public foreshore access incorporating a 4.0-metre-wide pedestrian and cycling thoroughfare. **FIGURE 9** identifies the cross-section of the sea wall. The new wall replaces the existing seawall form.

The sea wall will include a reinforced concrete vertical piled wall, incorporating a headstock to facilitate the pedestrian and bicycle access at 5.5 metres AHD, a level consistent with the existing foreshore access at the Darwin Waterfront. A vertical concrete wave barrier will be positioned above the headstock to a height of 7.5 AHD.

The protection provided by the sea wall will prevent property and infrastructure damage and reduce risk of loss of life in extreme storm and cyclonic events and is an integral part of the overall development of the site, while also facilitating waterfront recreation and access for pedestrians and cyclists.

3.5 STAGE 3 LUXURY HOTEL

The luxury hotel is the key driver behind the Landbridge Luxury Waterfront Development and is the centrepiece of the development proposal. Landbridge considers the luxury hotel product will encourage excellent business opportunities for Darwin and has the potential to elevate the perception of Darwin to a broader market.

The design of the hotel has considered the natural and built surroundings, the materials and history of Darwin's oldest and newest buildings, its rich Indigenous and European history and its unique climatic characteristics. Furnishings and finishes throughout the hotel will incorporate local art, textiles and designs.

The hotel is intended to provide guests with the ultimate luxury tropical experience from arrival until departure. The extensively landscaped gardens and water features provide a connection to the natural environment and offer natural cooling benefits.

The ground floor offers function and conferencing facilities with a ballroom that can seat 480 people in banquet mode but is divisible into two or three smaller function space, while still maintaining direct service. The hotel bar and restaurant are located in pavilions and surrounded by a perimeter of gardens to capture breezes and maximise views of the grounds and harbour.

Hotel levels with guest suites are divided into three components, coinciding with lift lobbies, to allow for views to the water and gardens each time the guest arrives at their floor.

The three building components and the gentle curve of the hotel ensure that there is visual interest in every aspect of the hotel. All suites take advantage of the views of the harbour and gardens, with westerly facing apartments including deep balconies and vertical blades between each balcony to provide ample shade in the afternoon as well as increased privacy.

There are several types of hotel suite, including executive suite, deluxe suite, hospitality suite and presidential suite.

Due to the nature of the hotel product being provided, all suites are generous in size and every second room contains a bathroom orientated to the façade, allowing natural light, views and ventilation. An executive club lounge on Level 07 is designed to function as both breakfast venue and meeting room, and includes a balcony with views over the Waterfront precinct.

The rooftop is terraced and will be a classic Territorian experience to enjoy the iconic views and sunsets over Darwin Harbour. A public restaurant, bar and spa will be located at the northern end and the hotel infinity pool and terrace, gym and suites at the southern end. The skywalk will connect directly to the rooftop (Level 08) with separate connections to the ground floor lobby and basement parking.





A breakdown of key features on each floor follows:

- Basement Level – 209 car parking spaces, 10 motorcycle spaces, three loading bays, food and beverage support, refuse collection, storage, employee end-of-trip facilities and back of house circulation;
- Ground Level – porte cochere and five short-term car parking spaces, ceremonial landscaped gardens and function lawns, lobby and concierge, seasonal taste restaurant, lobby bar, 600 square metre ballroom, meeting rooms, function room, back of house office, laundry and food and beverage preparation;
- Level 01 – large void areas over the ground level, back of house facilities,

house-keeping, staff tea room and office;

- Level 02 – four green roof spaces, 46 guest rooms, being a mix of 43 king/double queen rooms and three suites;
- Level 03 – Level 05 – 46 guest rooms, being a mix of 43 king/double queen rooms and three suites;
- Level 06 – 45 guest rooms, being a mix of 42 king/double queen room and three suites;
- Level 07 – executive club lounge and terrace, two guest rooms, one hospitality suite and one presidential suite, back of house offices and facilities, pool and plant equipment; and

- Level 08 – skywalk connection, two guest rooms, one hospitality suite, one executive suite, two king/double queen rooms, speciality bar/restaurant, pool and terrace, day spa and gym.

The landscaping within the hotel grounds is extensive at approximately 46.8 percent of the site and is representative of the natural species and tropical setting. The landscaping includes tree species native to the Northern Territory as well as those commonly found within Darwin's lush tropical gardens.

The waterfront access will provide a pedestrian and cyclist link from the cruise ship terminal to Jervois Park and Goyder Park and link to the shared path, providing a key piece of connectivity within the public realm.

The large trees and landscaping from the hotel grounds will offer shade and interest along its length. The waterfront access will enjoy excellent views across Darwin Harbour and will incorporate handrails along its length and inset concrete seating, and will be completely DDA compliant. Appropriate safety and security measures will be put in place to be consistent with existing waterfront access in the Darwin Waterfront precinct.

In terms of operational noise, WSP expect compliance with the Darwin Waterfront Corporation Liquor Guideline and "that the predicted maximum emissions are in line with Leq sound levels already currently experienced". Therefore, there is no expected effect to surrounding receivers, including the Deckchair Cinema.





3.6 STAGE 4 - RESIDENTIAL APARTMENTS

The residential apartment complex will feature 24 generously sized, three-bedroom apartments in a seven storey building.

The apartments are configured to capture prevailing breezes and cross ventilation. The residential component follows the proposed built form of the luxury hotel with its orientation toward the excellent views to Darwin Harbour and the Darwin Waterfront Precinct. The orientation also prevents noise intrusion from the hotel and the cruise ship terminal while balancing privacy and passive surveillance.

A high level of amenities and facilities are provided for the residential component including a tennis court, gym, pool and terrace and a multi-purpose dining area.

The landscaped surrounds (approximately 52.5 percent of the site), include water features and substantial plantings, will create a relaxing and comfortable experience for residents and guests.

The car parking areas include 48 resident plus four guest car parking spaces, refuse area, loading bay and storage area.

A breakdown of key features on each floor is as follows:

- Basement Level – 24 resident car parking spaces, fire suppression and electrical service infrastructure and landscaping;
- Ground Floor – lobby/lounge, multi-purpose dining (45 square metres), gym (30 square metres), ablutions, pool and pool terrace, storage areas and 24 resident car parking spaces and four guest spaces located adjacent the porte cochere; and
- Level 01 – Level 06 – on each level are four, three-bedroom apartments (168 square metres internally plus 34 square metre balconies).



3.7 STAGE 5 – SKYWALK

The skywalk will provide an important connection from Mitchell Street and the Darwin CBD via the Esplanade to the waterfront and the luxury hotel. The skywalk will start at the Esplanade adjacent Government House and traverse the northern side of Hughes Avenue with a lift tower and stairs opposite Goyder Park before connecting to the hotel at Level 08.

Additional landscaping at the landing point on the Esplanade will complement and integrate with the existing vegetation (refer [FIGURE 10](#)). The skywalk will be level with the escarpment in amongst the canopies of the large trees and covered for its entire length, offering an enjoyable experience to the public and a convenient connection for guests of the hotel. A series of viewing opportunities will be placed along the length of the skywalk at the end of each bridge span to enjoy the views to Darwin Harbour and beyond.

The existing vegetation provides substantial screening from Government House along the length of the bridge; however, additional screening will be placed on the skywalk in a specific section to protect the privacy of the residents of Government House.

The lift tower and stairs opposite Goyder Park, combined with the adjacent shared pedestrian zone, will activate Goyder and Jervois Park, whilst improving access for the public. It is also proposed that Hughes Avenue will become a single, southbound (downhill) lane vehicle route. This will enable the inclusion of a dedicated on-street cycle path and a wider and improved pedestrian path, which will further encourage the use of Goyder and Jervois Park and improve safety for pedestrians and cyclists.

The finished RL of the skywalk commences at 27.1 metres at the Esplanade and finishes at 33 metres at the hotel entrance. The slope of the skywalk is entirely DDA compliant, offering equal access for all members of the public. Due to the natural topography, the skywalk varies from natural ground level at Mitchell Street to 25 metres above ground level at the hotel end.

A Notice of Intent has been prepared to consider the potential effects of the development of the skywalk which has been submitted independently of this proposal.

The skywalk section from the hotel to the lift tower adjacent Goyder Park will be owned by Landbridge. The remainder, and the majority, of the skywalk section will be owned by the NT Government. Volumetric easements may be placed over sections for the use and maintenance of the infrastructure.

SKYWALK PROPOSED DESIGN

- PEDESTRIAN PATH
- BICYCLE PATH
- CAR ROAD
- SKYWALK



4.0 SECTION 46(3) OF THE NORTHERN TERRITORY PLANNING ACT

4.1 46(3) (A) – COMPLIANCE WITH THE PLANNING SCHEME

The proposal is formally described by the NT Planning Scheme as an application for a motel and associated facilities, restaurants, shops and multiple dwellings as per the definitions provided in [CLAUSE 3.0](#). A skywalk is not defined by the NT Planning Scheme.

[CLAUSE 5.7](#) provides two objectives for Zone CB:

“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.”

The proposal directly incorporates a range of the activities envisaged in Zone CB (professional, entertainment, cultural, residential and retail) and supports the continuation of other activities within the zone and in proximity to the site, for example, office and business activities. The luxury hotel will provide a high level of accommodation and conference facilities, attracting international guests and increasing the profile of Darwin and the Northern Territory.

The development is compatible with the existing uses and users of the waterfront precinct, including the Deckchair Cinema, Government House and the cruise ship terminal, and will integrate into and enhance the waterfront precinct.

“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 foreshore walkway will provide continuous pedestrian and cyclist access for the length of the waterfront site boundary. Appropriate security will be provided consistent with pedestrian areas throughout the Darwin Waterfront precinct.

The skywalk will integrate into the natural surrounds, include protection from the wind and rain, and include multiple viewing opportunities to enhance the pedestrian experience. The lift tower will provide opportunity for a high volume of pedestrians to move between Goyder Park and the skywalk and the stairs, incorporated into the structure, allow for emergency exit should it be required.

The subdivision application, submitted contemporaneously, details the design and improvements to the road and pedestrian network more broadly.

This includes the development of a shared zone between Goyder and Jervois Park and pedestrian and cyclist pathways. The multiple components have been designed to enhance the area on a precinct level and activate the area and promote active means of transport.

[CLAUSE 5.14](#) provides two objectives for Zone PS:

“1. The primary purpose of Zone PS is to provide public areas for recreational activity.

2. Development should be limited to that which is for public use and enjoyment consistent with the recreational opportunities of the land and which has minimal adverse impact (if any) on adjoining or nearby property.”

The portion of the skywalk which traverses Hughes Avenue is within Zone PS. The skywalk is for public use and will improve connectivity between recreational areas and parklands, as well as to commercial and residential uses. The wind and rain protection offered by the skywalk will improve access to, and enjoyment of, surrounding areas. There is substantial natural vegetation along the length of the skywalk which will provide screening to Government House and other development in the area.

The skywalk has been designed to blend in with and mimic the natural environment through use of materials, colours and façade patterns.

[CLAUSE 6.3.1](#) limits building height controls within a small section of Central Darwin however is not applicable to the site.

Accordingly, the clause is not relevant to the proposal and instead building heights are guided by the Darwin City Waterfront Planning Principles and Area Plan, discussed later in this report.

[CLAUSE 6.3.2](#) regulates volumetric controls within Central Darwin however is not applicable to the site.

Accordingly, the clause is not relevant to the proposal and instead volumetric controls are guided by the Darwin City Waterfront Planning Principles and Area Plan, discussed later in this report.

CLAUSE 6.3.3 promotes exemplary urban design in Central Darwin however is not applicable to the site.

Accordingly, the clause is not relevant to the proposal and instead the development's urban design rationale is guided by the Darwin City Waterfront Planning Principles and Area Plan, discussed later in this report. Notwithstanding the above, the design is exemplary and unique as a consequence of the location and the desire for an iconic style and form of development.

CLAUSE 6.5.1 ensures sufficient off-street car parking is provided to service the proposed use of a site.

A 'motel' land use requires 0.4 car parking spaces per guest suite or bedroom. All suites are single bedroom and therefore have a theoretical requirement of 0.4 car parking spaces each. The luxury hotel includes numerous associated uses in addition to the guest suites. The hotel will include ground floor retail, signature restaurant, conference and function facilities including a ballroom, rooftop speciality bar and restaurant, rooftop pool and terrace, day spa and gymnasium.

A breakdown of the parking requirements of the luxury hotel per use is provided in **FIGURE 11**.

Based on the car parking ratios, a total of 212 bays are required to be provided on site for the luxury hotel only.

The luxury hotel provides a total of 214 car parking spaces (209 in the basement level and five car parking spaces in the porte cochere). In addition, there are 10 motorcycle spaces in the basement.

While not detailed in the NT Planning Scheme, the consent authority has previously granted a concessional equivalent of 1 car parking space for every 3 motorcycle spaces provided (at a rate not exceeding 1 motorcycle space per 25 car spaces required for the overall development). The provision of motorcycle parking on site therefore increases the equivalent total car parking spaces by three, to a total of 217 bays.

In accordance with DDA requirements, 13 of the provided car parking spaces are designated for disability access.

FIGURE 11: NTPS CAR PARKING REQUIREMENT | SOURCE: TONKIN CONSULTING

Land Use	Size	Car Parking Requirement Rate	Spaces Required
Hotel rooms	237	0.4 / suite	94.8
Basement			
Engineering	114m ²	3/ 100m ²	3.4
General Services	42m ²	3/ 100m ²	1.3
Ground Floor			
Main Lobby	173m ²	3/ 100m ²	5.2
Concierge	85 m ²	3/ 100m ²	2.6
Signature Restaurant	235m ²	3/ 100m ²	7.1
Signature Restaurant Terrace	189m ²	3/ 100m ²	5.7
Lobby Bar	141m ²	3/ 100m ²	4.2
Lobby Bar Terrace	97m ²	3/ 100m ²	2.9
Ballroom	600m ²	3/ 100m ²	18.0
Retail Tenancy	150m ²	3/ 100m ²	4.5
Function Rooms (1-6)	395m ²	3/ 100m ²	11.9
Front Office	58m ²	3/ 100m ²	1.7
Open Kitchen	85m ²	3/ 100m ²	2.6
Level 1			
Executive Office	188m ²	3/ 100m ²	5.6
Level 7			
Executive Club Lounge	151m ²	3/ 100m ²	4.5
Accounting	115m ²	3/ 100m ²	3.5
Catering Sales	33m ²	3/ 100m ²	1.0
Employee Support	140m ²	3/ 100m ²	4.2
Level 8			
Specialty Bar/Restaurant	267m ²	3/ 100m ²	8.0
Specialty Bar Terrace	174m ²	3/ 100m ²	5.2
External Circulation	162m ²	3/ 100m ²	4.9
Bridge Lobby	43m ²	3/ 100m ²	1.3
Spa	245m ²	3/ 100m ²	7.4
TOTAL			212 spaces

Notwithstanding the above, the provision of a car parking rate of 0.4 per guest suite or bedroom is considered conservative, given circumstances outlined within Section 7.5 of the Tonkin Consulting Traffic report (refer Attachment G). It is considered that the provision of the lower rate of 0.25 – 0.3 spaces per suite is more appropriate for the five-star hotel, given the anticipated guest profile, number of international guests and lower demand for car parking on site.

Further, the NT Planning Scheme does not consider ancillary uses which are for the exclusive use, or primarily for the general use, of the occupants. Such circumstances clearly result in a theoretical duplication of car parking and hence a greater demand than required is assumed. The nature of the hotel is also relevant as the patrons are, unlike a “motel” proposition, not likely to drive to the hotel as a destination. The majority of patrons will arrive by taxi, or hire car, or arrive from the cruise ship terminal.

Luxury hotels do not typically have a high car parking demand derived from patrons. It is expected there will be a high occurrence of reciprocal use of parking to occur in the broader precinct where patrons within the area may park elsewhere and walk to other facilities.

Irrespective, the total proposed parking provision of 214 car parking spaces for the luxury hotel exceeds the NT Planning Scheme requirement of 212 car parking spaces and is sufficient to meet the anticipated car parking demand. The provision of 10 motorcycle car parking spaces increases the equivalent car parking provision to 217 car parking spaces, and the end-of-trip facilities and the development’s promotion of connectivity with the surrounding area further support the car parking proposed.

The residential complex is defined as ‘multiple dwelling’ development, which requires 1.7 car parking spaces per three-bedroom dwelling. There are 24, three-bedroom dwellings, requiring 40.8 (41) car parking spaces. The residential complex includes a total of 52 car parking spaces. 48 car parking spaces are within the residential building itself. There are four external car parking spaces provided for guests.

Accordingly, the proposal exceeds the NT Planning Scheme car parking requirements.

CLAUSE 6.5.3 ensures that car parking areas are appropriately designed, constructed and maintained for their intended use.

The luxury hotel has a tree-lined boulevard entrance from Kitchener Drive connecting to a porte cochere for drop-off which also includes five car parking spaces. Guests who drive to the site will access the basement from a ramp at the porte cochere. The guest basement has 209 car parking spaces and ten motorcycle spaces.

Separate entry and egress ramps are located at opposite sides of the guest car park with each ramp 3.5 metres wide. The aisles are 5.8 metres wide, allow for appropriate vehicle movements and are designated for one-way traffic. All car parking spaces are a minimum of 5.5 metres by 2.5 metres. Egress from the basement leads to the porte cochere, around the central island and to Kitchener Drive.

The luxury hotel basement has a dedicated service entry for staff car parking and loading bays. The service basement has a separate access from Kitchener Drive to prevent conflicts between guest and service traffic. The services basement provides generous separation distances between staff parking and loading bays, allowing for medium rigid vehicles to enter and exit in a forward gear.

The residential component is accessed via a single driveway from Kitchener Drive which then splits to allow access to the two-storey residential parking area where a refuse area, loading bay and storage area are also located.

CLAUSE 6.6 provides requirements for loading bays and is relevant to the luxury hotel component of the proposal only. The NT Planning Scheme prescribes requirements for loading bays for motels as 1 per 10,000 square metres or less of net floor area and 1 per 5,000 square metres in excess of 10,000 square metres. For a restaurant or shop a loading bay is required for every 2,000 square metres of net floor area.

The net floor area of the luxury hotel is approximately 14,170 square metres. This generates a requirement for two loading bays. There are three loading bays located in the service basement which are each a minimum of 3.5 metres wide, satisfying the dimensional requirements. The distance between the car parking spaces and the loading bays is sufficient for medium rigid vehicles to enter and exit in a forward gear. This is the maximum size design vehicle, and is appropriate for the intended use.

Accordingly, the loading bay requirements for the luxury hotel are compliant with the requirements of the NT Planning Scheme.



CLAUSE 6.12 requires landscaping on a site to complement and enhance the streetscape, be attractive, water efficient and contribute to a safe environment.

The landscaping within the hotel grounds is significant and is representative of the natural species and tropical setting. The landscaping includes tree species native to the Northern Territory as well as those commonly found within Darwin's lush tropical gardens.

A Landscaping Plan is at **ATTACHMENT V** and **FIGURE 12**.

CLAUSE 6.14 reduces risk to people, damage to property and costs to the general community caused by flooding and storm surge.

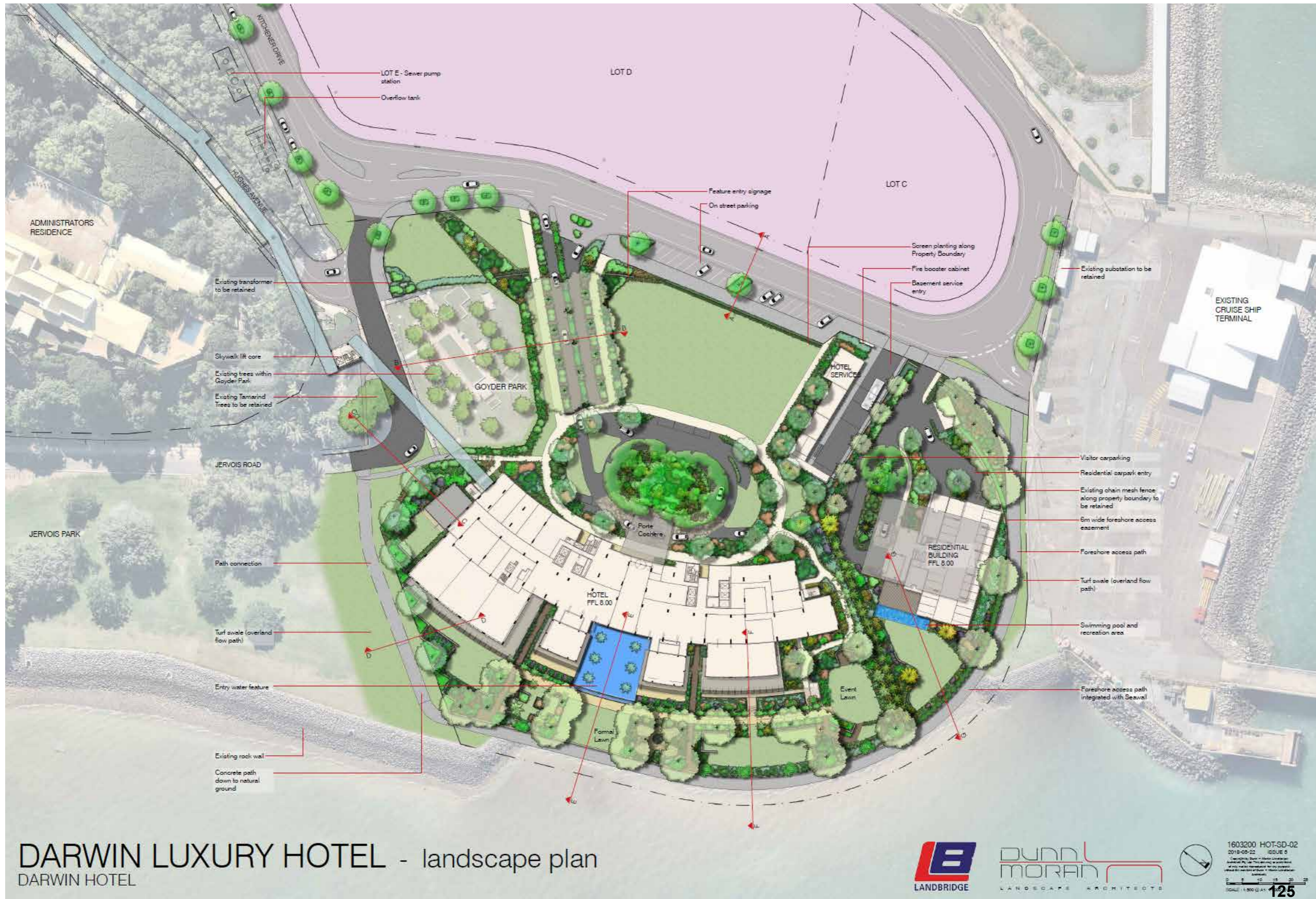
The site, in its current form, is subject to primary and secondary storm surge. The enabling works, associated with the subdivision application, will elevate the site outside of primary and secondary storm surge events.

The enabling works include the raising of the luxury hotel and residential sites (proposed Lot A and Lot B) to above RL 6.5 metres AHD. Habitable hotel areas will be RL 8.0 metres AHD or greater. The sea wall and wave barrier will be RL 7.5 metres AHD to protect from wave penetration for the 0.1 percent AEP storm surge event.

Accordingly, the development will be appropriately protected from primary and secondary storm surge events through the enabling works associated with the subdivision of the site.

The waterfront access level of RL 5.5 metres AHD was selected based on advice from NTG and is consistent with other path levels along edges of waterways for the Darwin Waterfront development and provides a 1.5 metre allowance above the highest astronomical tide for wave impacts. The waterfront access includes collapsible handrails in the event of a significant storm surge event which will reduce damage to the access and wave protection infrastructure.

There will be no detriment to the suitability of the other allotments which will remain in their current state.



CLAUSE 6.16 ensures excavation and fill does not adversely affect adjacent land or waters, or the quality of adjacent waterways, and associated riparian areas and is suited to the intended future use of the site.

Enabling works, including the filling of the land, are detailed within the subdivision application. Excavation and fill within this application is limited to that required in association with the development of the land and does not require consent. The Construction and Environmental Management Plan and Stormwater Management Plan will however ensure that there are no detrimental effects to the surrounding area

CLAUSE 6.17 ensures dredging does not degrade the environmental value of Darwin Harbour. There is no dredging proposed with the development of the site, either in this application or the subdivision application, and accordingly, the clause is not applicable.

CLAUSE 7.5 is relevant to the development of “multiple dwellings” and ensures that each dwelling has adequate private open space. The clause is relevant to the residential component only.

The residential component includes 24 multiple dwellings, all of which have generous balconies of 34 square metres.

There are no multiple dwellings with direct access to the ground and accordingly the minimum area prescribed by the Table to Clause 7.5 is 12 square metres.

CLAUSE 7.6 ensures areas for communal open space are provided for “multiple dwellings” and is relevant to the residential component of the development. The clause prescribes the total communal open space area to be a minimum of 15 percent of the site.

The proposal includes generous allowances of communal open space including a pool deck and terrace, lobby/lounge, multipurpose/dining, gym and extensive landscaped gardens.

The site provides 52.5 percent of the site as communal open space and is well in excess of the minimum site coverage requirements and expectations for the dwelling density and represents a high level of amenities and facilities for the future occupants.

CLAUSE 7.7 ensures landscaping for “multiple dwellings” enhances the streetscape, is attractive and pleasant and contributes to a safe environment. The clause is relevant to the residential component only.

The grounds of the residential component are substantially landscaped to provide a high level of amenity while balancing privacy and security expectations of occupants.

A mixture of tree species are provided, consistent with the adjacent luxury hotel development to blend the two sites together. Privacy between the hotel and residential sites has been considered and include a densely landscaped perimeter. A large feature tree in raised planter providing an island for the vehicle turning circle.

The pool and terrace are positioned to enjoy views of Darwin Harbour with large setbacks to surrounding structures to capture prevailing breezes. Accordingly, the proposal provides a high-level of landscaping and complies with the requirements.

CLAUSE 7.8 promotes site-responsive design for multiple dwellings which are pleasant for occupants and do not unreasonably affect the use and enjoyment of adjacent land. The clause is applicable to the residential component of the proposal only.

The residential component follows the proposed built form of the luxury hotel with its orientation toward the excellent views to Darwin Harbour and the Darwin Waterfront Precinct. Dwellings enjoy three sides of the building, ensuring that prevailing breezes are captured.

The landscaped surrounds, including water features and substantial plantings, will create a relaxing and comfortable experience for residents and guests.

The split-level car park allows for maximum utilisation of the interface toward Darwin Harbour while adding diversity to the building façade. The building will have balconies on each level, front and rear, providing passive surveillance toward public areas while preventing overlooking to the hotel. The tennis court is located on top of the car park and will also enjoy views to the harbour.

Air-conditioners and service equipment will be concealed and located away from bedrooms and sensitive noise receptors. All balconies will include appropriate drainage and building materials will minimise the use of reflective surfaces.

The residential component represents exemplary design and is compliant with the requirements of the clause.

CLAUSE 8.1.2 relates to interchangeable Use Rights in Zones CB and C. The land is undeveloped and vacant and therefore there are no uses interchanging and this clause is not relevant to the proposal

CLAUSE 8.2 promotes site-responsive designs of commercial, civic, community, recreational, tourist and mixed use developments which are attractive and pleasant and contribute to a safe environment.

The subdivision application, submitted contemporaneously, details street layout and pedestrian footpaths and cycleways within the road reserve. The materials used in the hotel are inspired from Darwin's Indigenous heritage and historical European development. The high-standard of development ensures a unique built form that will be a landmark development for Darwin, improving the attractiveness of the City.

The waterfront access will provide a pedestrian and cyclist link from the cruise ship terminal to Jervois Park and Goyder Park and link to the shared path, providing a key piece of connectivity within the public realm. The large trees and landscaping from the hotel grounds will offer shade and interest along its length. The waterfront access will enjoy excellent views across Darwin Harbour and will incorporate handrails along its length and inset concrete seating, and will be completely DDA compliant.

Appropriate security measures will be put in place to be consistent with existing waterfront access in the Darwin Waterfront precinct.

Sub-clause 3 requires an application to have regard to the Community Safety Design Guide. An assessment is provided below:

Community Safety Design Guide

The purpose of the Community Safety Design Guide is to ensure the design of buildings and public spaces, and the way land uses are set out in cities and towns eliminates the fear of crime and do not influence crime in a detrimental way. Promoting crime prevention is an important consideration as part of the development assessment process. The different design principles that relate to community safety design are discussed below:

Core Design Principles

In preparing the development concept, Landbridge have incorporated the following design features to facilitate community safety:

- Surveillance;
- Sightlines;
- Mixed Use Areas and Activity Generators;
- Design of Building Exteriors and Openings;
- Lighting;
- Signage & Wayfinding; and
- Movement Predictors and Entrapment Locations.

Assessment Against Core Design Principles

Surveillance

Objective:

- To ensure that development contributes to the safety of areas by optimising the opportunities to provide passive surveillance of public spaces, communal areas, streets and car parks.

Compliance with Guidelines:

The proposal meets the Guidelines for surveillance as follows:

- Both the hotel and residential components of the development have been oriented so that windows, balconies and verandahs to overlook public spaces and streets as far as is practicable.
- The Residential Apartment Building façade has habitable rooms that overlook the public realm where possible, ensuring surveillance of public spaces and pedestrian walkways.
- The ground level of the commercial component (Luxury Hotel) has been designed to maximise the active frontage through the use of materials and landscaping to ensure surveillance of the public spaces and pedestrian realms are maintained.
- The overall luxury waterfront development has been carefully designed to encourage both day and night surveillance of public spaces through careful orientation of rooms,

suites, communal areas and residential apartments towards such areas, as well as careful placement of landscaping and lighting to allow for casual surveillance of the site at all times.

- Where front fences have been incorporated into the development, these have been designed to ensure that they are visually permeable or less than 1.2m in height to allow for unfettered surveillance of adjacent streets and walkways.

Sightlines

Objective:

- To ensure that built forms and landscaping do not obscure sightlines and allow a clear view of public spaces.

Compliance with Guidelines:

The proposal meets the Guidelines for sightlines as follows:

- The entrances to both the Luxury Hotel and Luxury Residential development components have been designed to ensure that the building entrances are clearly visible and do not provide opportunities for concealment. This has been achieved through the use of extensive glazing, lighting and building design.

- Glazed doors/panels have been installed in the entries of all proposed buildings to provide clear views into entry foyers from an external approach and clear views out to the street from an internal approach.
- Where possible, the design of the site has sought to establish clear sightlines across public spaces, along pathways and between buildings.
- The site layout has been designed to clearly delineate pedestrian routes (both to/from the site and within the site itself), and to ensure that destination points are easily identifiable and have clear sightlines. This has been achieved through the use of expansive pathways, strategically placed lighting and guiding landscape to direct pedestrians to destinations within the site.
- Landscaping has been designed to avoid the creation of barriers, with low-mass plants and shrubs placed along path perimeters. Landscaping placement has been a careful consideration in the maintenance of sightlines across the site.
- Where possible, facilities and amenities such as bike racks and security pass-points have been located in proximity to building entrances.

Mixed Use Areas & Activity Generators

Objective:

- To increase the level of activity within areas to enhance passive surveillance opportunities.
- To extend the hours of activity in an area to include after business hours.

Compliance with Guidelines:

The proposal meets the Guidelines for Mixed Use Areas & Activity Generators as follows:

- The proposed luxury waterfront development is a prime example of an Activity Generator, and the range of uses and nature of the site itself provides for the co - location of compatible uses to enhance synergies in use and increase linkages and movement between buildings. This is further aided by the skywalk, which facilitates pedestrian movement between the proposed development and the existing, established mixed use and city centre areas of the Darwin CBD.
- As far as is practicable, the proposed development has been located and designed to provide interface with the public realm in order to maximise opportunities for surveillance of adjacent streets and public spaces.

- The nature of the hotel and the proximity to the Darwin Waterfront, Cruise Ship Terminal and Darwin CBD will ensure that there are ample levels of after-hours activity on the site, as guests and residents arrive home from or depart to nearby venues. Guests of the hotel will also be arriving/checking in or checking out/ departing via taxi or the like at various times, further ensuring some level of activity and surveillance well outside of standard business hours.

Design of Building Exteriors and Openings

Objective:

- Reduce opportunities for criminal behaviour through the design of building facades.
- Design buildings that provide spaces and entries that are safe and highly visible.

Compliance with Guidelines:

The proposal meets the Guidelines for Design of Building Exteriors & Openings as follows:

- The proposed entrances to the building elements are clearly lit, articulated, secure and orientated to face the street or a public space, ensuring safe use and continued surveillance, and limited opportunities for concealment or entrapment.

- Where possible, lifts, stairwells and ramps have been located in highly visible locations, and care has been taken to ensure that the design is cognizant of limiting entrapment opportunities.
- All loading, delivery and car parking areas are well lit and secure, with blank walls and areas of limited surveillance limited where possible.
- All architectural elements and decorative features, including balconies and terraces, have been designed so that they do not provide 'ladders' to buildings, and limit opportunities for easy access.

Lighting

Objective:

- To increase the level and quality of lighting in public spaces.
- To encourage night time activity in designated areas of the public realm.
- To make pathways in public spaces clearly visible and inviting at night.

Compliance with Guidelines:

The proposal meets the Guidelines for Lighting as follows:

- The development will utilise multiple light sources in order to provide consistent lighting levels and to reduce contrasts between shadow and light across the site.

- Lighting will be used not only to highlight architectural elements of the building, but also to ensure that all recessed spaces and entrances to buildings are well lit.
- All pathway and landscaping lighting will focus on minimising entrapment locations and will not be solely focused on roads and vehicular access points.
- A range of lighting types, including but not limited to, bollard lighting will be used to ensure that pathways and access routes remain well-lit and safe routes through the public realm are easily identifiable at night.
- Outdoor lighting fixtures will be placed in positions that will not be blocked by mature vegetation or cause visual issues when unshielded at eye level (i.e. night blindness).
- All pedestrian lighting will be installed, maintained and regularly checked to ensure compliance with Australian Standards AS1158.

Signage & Wayfinding

Objective:

- To provide clear information for people to easily and safely navigate the public realm.
- To clearly indicate permissible and prohibited uses in public areas.
- To signify ownership and boundaries between private and public realms.

Compliance with Guidelines:

The proposal meets the Guidelines for Signage & Wayfinding as follows:

- Where utilised, signage will clearly identify where assistance and key areas are located. Such signage will be visible, concise, vandal proof and easily maintained.
- Along major pedestrian thoroughfares, such as the skywalk, clear and regular signposting will be provided at key locations.
- All signage installed on the site will comply with Australian Standards AS1428: Design for Access and Mobility, including the illumination of signage that is essential for night use and easy identification.
- The careful placement of signage on site will ensure that signage will not be obscured by vegetation, and that all signage will be readily visible and legible.
- The use of pavement treatments and landscaping will assist in delineating boundaries, activity use and direction, including guidance along pathways to, from and through the site.

Movement Predictors and Entrapment Locations

Objective:

- Minimise the number of movement predictors in the public realm.
- Ensure that the design of public spaces and all buildings eliminate entrapment locations and opportunities.

Compliance with Guidelines:

The proposal meets the Guidelines for Movement Predictors & Entrapment Locations as follows:

- The minimisation of movement predictors and potential entrapment has been considered in the design of the various built forms and movements through the site where ever possible.
- The proposal strives to provide for clear sightlines and adequate lighting where movement predictors cannot be avoided, including the minimisation of concealment opportunities in relation to vegetation and lighting.

The proposed luxury waterfront development provides for a site that has carefully considered all aspects of community safety through design.

CLAUSE 14.1.1 provides planning principles and an area plan for the Darwin Waterfront. On 21 November 2007, the NT Planning Scheme was amended with the clause in its current form. The clause provides direction on multiple aspects of development at the Darwin Waterfront, including land uses, relationships with surrounding area, heritage, appropriate and quality design and storm surge.

The development proposal responds to the planning principles and area plan and is in accordance with these objectives. Figure 25, prepared by Bates Smart, graphically illustrates the proposal's response to the Area Plan.

- "1. Provide a diversity of uses that reinforce the area's primary focus for leisure, entertainment and waterside living while reflecting its maritime and historical connections including:*
- a major convention and exhibition centre;*
 - cultural and leisure facilities (interpretive centres, galleries and the like);*
 - recreational facilities (parks, safe swimming areas and the like);*
 - tourist accommodation (hotel/serviced apartments);*
 - a range of residential units;*
 - cafes, bars and restaurants;*
 - ground and first floor specialty retail and offices;*
 - marina facilities; and*
 - car parking."*

The leisure, recreational and residential focus for the area is represented in the hotel and residential land uses proposed. The buildings provide a variety of accommodation options, with each building presenting high architectural standards and exceptional indoor and outdoor leisure, entertainment and functional opportunities.

The hotel incorporates a broad range of restaurant and outdoor leisure opportunities for hotel patrons, including the ability to support large and multiple simultaneous functions. The main focus of the hotel's function abilities is a 600 square metre ballroom, with the opportunity for division into two or three rooms. The function rooms also incorporate multiple access points providing a direct relationship with the outdoor terraces and lawn areas. The scale of functions attainable within the proposal are consistent with the Area Plan's intention for a variety of supportive uses and accommodation options.

Indoor and outdoor dining is oriented towards the south-west of the hotel site to maximise the waterside opportunities. Swimming pools and function spaces of the hotel are also oriented in this direction to take advantage of the site's waterside views and aspect. Similarly, a large swimming pool and open recreational area associated with the residential component has a similar orientation and function.

The recreational and leisure uses associated with the hotel and residential complex are consistent with the Area Plan's intention of providing these experiences within the proposed tourist accommodation and residential developments, providing a range of accommodation options.

"2. Promote an integrated mixed use development model that:

a. is consistent with the operational requirements of the port;

The development has been designed to prevent visual and noise conflicts with the adjacent cruise ship terminal through an orientation that reduces the direct interface and the inclusion of landscaping to soften the appearance. The landscaping and appearance of the residential complex and the luxury hotel will vastly improve the visitor experience of cruise ship passengers.

The pedestrian thoroughfares associated with the proposal provide additional functionality for the cruise ship terminal, with enhanced pedestrian access. This is particularly the case with the inclusion of direct pedestrian linkages between the hotel, residential complex and terminal. These linkages then extend beyond to Jervois Park, Goyder Park and ultimately the CBD via the skywalk as well as to the remainder of the Waterfront.

The cruise ship terminal is expected to be redeveloped in the near future which will further improve the arrival and departure experience for cruise ship passengers. The hotel expects to attract cruise ship passengers and the integration between these two sites will be increased further with the redevelopment of the cruise ship terminal.

b. considers the impact of lighting installations on shipping navigation aids;

The proposed lighting has been designed to prevent impacts on shipping navigation. The Darwin Port Corporation has provided a letter (refer [ATTACHMENT W](#)) identifying that there are no concerns regarding the lighting installations on maritime uses.

c. accommodates Department of Defence requirements for a marshalling area adjacent Fort Hill Wharf, fuel supply pipelines, heavy vehicle access and associated operational safety and security requirements;

The Department of Defence Marshalling area adjacent Fort Hill wharf and fuel supply pipelines no longer exist, are therefore not relevant. The development therefore has no impact on the defence needs. The Area Plan identifies Fort Hill Wharf as the site for 'Future Cruise Ship Terminal', which no longer exists. The beneficial effects and potential of the cruise ship terminal on the precinct can now be realised.

d. accommodates the provision of utility services to Stokes Hill, Fort Hill and Iron Ore wharves and users of those wharves;

This application will not prejudice the supply of utility services to surrounding wharves or their users. All necessary service infrastructure will be provided as part of the subdivision application, lodged contemporaneously with this application.

e. accommodates the safety requirements of ship refuelling at the wharves;

All re-fuelling is now undertaken by Road Fuel tanker. When re-fuelling is underway, contractors comply with Darwin Port Operations Pty Ltd Bunkering and Non-Cargo Liquid Transfers at EAW and FHW Port Notice. The proposal will have no effect on the current refuelling operations.

f. co-locates noise tolerant uses, protects noise sensitive uses by locating them away from potential noise sources and employs appropriate noise attenuation measures;

In terms of operational noise, WSP expect compliance with the Darwin Waterfront Corporation Liquor Guideline and "that the predicted maximum emissions are in line with Leq sound levels already currently experienced". Therefore, there is no expected effect to surrounding receivers, including the Deckchair Cinema.

g. considers the proximity of the Naval Fuel Installation and the Stokes Hill Aboriginal Sacred Site in determining possible future uses for that part of Stokes Hill within the Darwin City Waterfront; and

The Naval Fuel Installation is no longer in use and refuelling is undertaken by road fuel tanker. The Aboriginal Sacred Site referred to is a considerable distance from the area of proposed works.

h. positions marine structures to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts.

The sea wall will formalise the shoreline between the existing seawall at the cruise liner berth facilities and the foreshore seawall at Jervois Park. The alignment is marginally landward of the existing unconsolidated revetment and is clear of any port navigation channels. The design of the sea wall has included numerical modelling of design events causing elevated storm surge waves..

"3. Preserve, recognise and integrate declared heritage places, other sites of historical significance and aboriginal sacred sites within the area and nearby through:

- a. development of a culture and heritage trail that connects and interprets sites;*
- b. responsive design that respects items of significance and their setting;*
- c. retention of the site of Goyder's Camp as a public open space area; and*
- d. preservation of nominated key views from Government House to the water and wharves."*

The luxury hotel, residential complex and skywalk will integrate with the Waterfront Precinct, improving the attractiveness of the area and providing connections between the Darwin CBD, the Esplanade, Goyder Park, Jervois Park and the foreshore area.

Goyder Park is considered to provide an important role as a meeting place and node within the pedestrian circulation hub to enhance these connections. The design of the hotel and residential building pay homage to the historical context of the site and Darwin itself through the materials used and to the now removed Fort Hill through the circular arrangement of the buildings.

Key view lines from Government House will be retained and not interrupted by any component of the development, including the skywalk, demonstrated in **FIGURE 13**.

"4. Provide a safe, secure and equitable built environment and public domain that includes:

- a. a legible street structure which connects with the adjacent street network;*

The proposed road alignment, detailed in the subdivision application, will connect Kitchener Drive to Anchorage Court via the Fort Hill Wharf. The road alignment will relocate this loop to the east of Hughes Avenue reinforcing the major access to and from the site along Kitchener Drive.

The road connection to Hughes Avenue and Jervois Road will be a smaller cross section to enforce a slow speed environment along the Goyder Park frontage enabling improved pedestrian movements through this area.

Hughes Avenue will become one-way, allowing for downhill traffic only, supporting the increased pedestrianisation of the area and providing a dedicated cycle path. The skywalk, located on the north alignment of Hughes Avenue, will further improve pedestrian connectivity.

b. facilities to accommodate public transport provision (buses, minibuses, taxis, private hire cars and the like);

The road cross section within the associated subdivision application has 4-metre-wide lanes (with widening around bends) to allow for bus movements. The on-street parking provided will allow for future provision of bus stops if required.

Vehicle access points to both the hotel and residential complex have been strategically located on Kitchener Drive to accommodate large vehicles in a safe and convenient manner. Separated egress and entrance points have been incorporated for the hotel in particular with a circular internal driveway allowing accessing the porte cochere, facilitating effective traffic movements on site for both large vehicles and cars.

c. a pedestrian link from Smith Street allowing direct access to the site from the CBD;

The Waterfront Precinct has an existing pedestrian link from Smith Street which provides access to a different area of the Waterfront Precinct. This proposal, which includes a skywalk, will provide a direct connection from the luxury hotel to the Esplanade, in effect creating a continuous and direct link from Mitchell Street to the site.

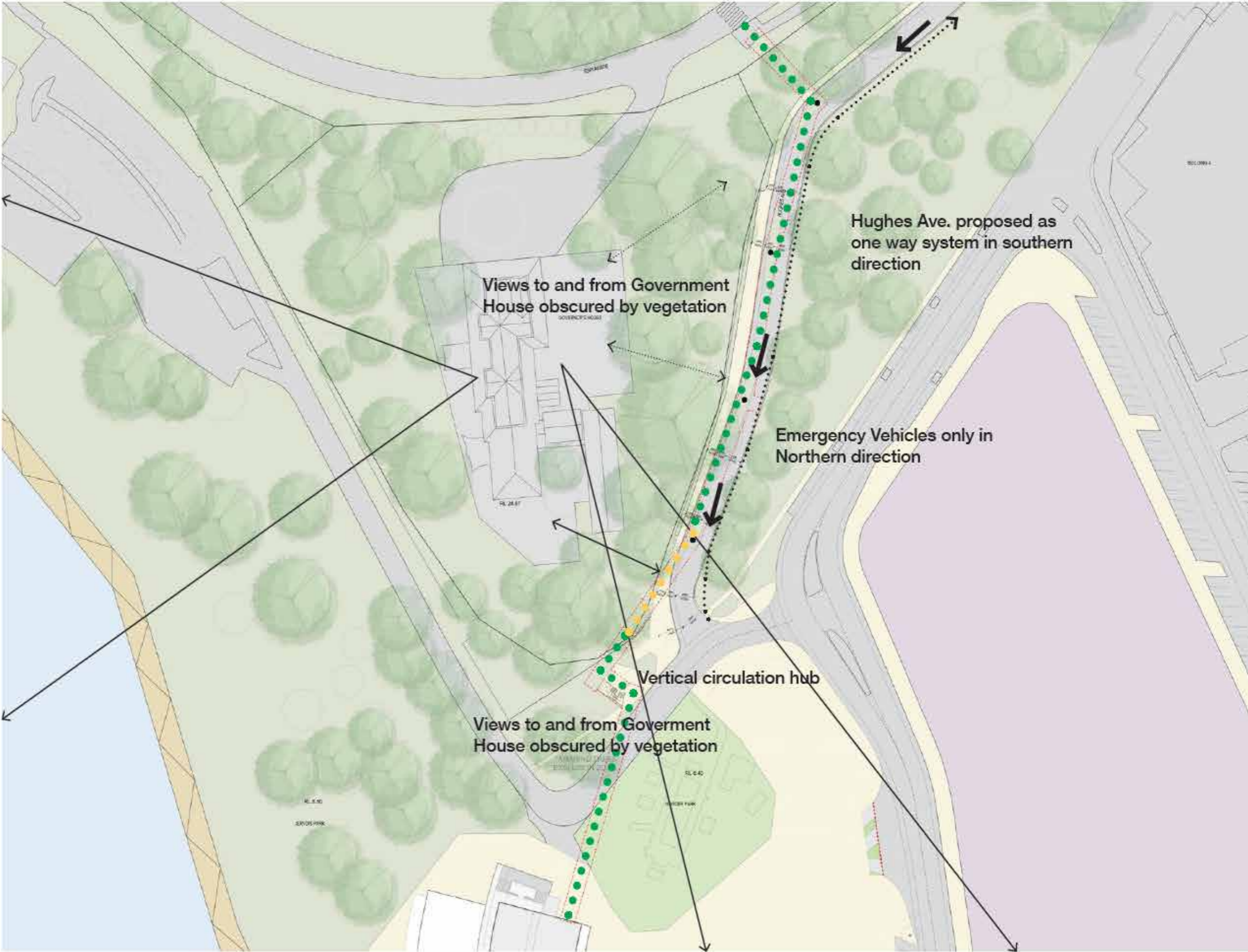
d. pedestrian and cycle paths which are well connected to existing adjacent routes;

The proposal incorporates uninterrupted foreshore access suitable for pedestrians and cyclists. The subdivision application details the pedestrian and cycle paths which will be provided within the road reserves. This site provides links to Jervois Park (with stairs to the Esplanade at the northern end), Hughes Avenue (footpaths to the Esplanade) and the path along the lagoon breakwater (adjacent the cruise ship terminal).

These individual components will be integrated to create a continuous network of pedestrian and cycle paths.

SKYWALK PROPOSED DESIGN PARAMETERS

Integrating the public Skywalk into the existing landscape



e. uninterrupted public access to the water's edge for the full extent of the site having regard to security, safety and operational requirements of users of the wharves;

The waterfront access will provide a pedestrian and cyclist link from the cruise ship terminal to Jervois Park and Goyder Park and link to the shared path, providing a key piece of connectivity within the public realm. The large trees and landscaping from the hotel grounds will offer shade and interest along its length.

The waterfront access will enjoy excellent views across Darwin Harbour and will incorporate handrails along its length and inset concrete seating, and will be completely DDA compliant. Appropriate security measures will be put in place to be consistent with existing waterfront access in the Darwin Waterfront precinct.

f. a series of connected, landscaped public open spaces that are designed to facilitate comfortable and safe use during the day and night;

The subdivision application will incorporate landscaped roads and pedestrian paths throughout the broader precinct, as detailed within that application. The luxury hotel and residential component will contribute further to public spaces through the provision of uninterrupted waterfront access and the skywalk to the Esplanade.

The shared space between Jervois Park and Goyder Park will encourage use of these areas, improve access and safety of these areas, and will create a hub of pedestrian activity. The footpath from the waterfront access will complete the pedestrian links within the Waterfront Precinct. The connection of the cruise ship terminal, hotel and broader Waterfront Precinct to the Darwin CBD is considered critical in the successful development and activation of the area.

The use of landscaping to these important pedestrian thoroughfares is proposed around the perimeter of the site, with the intention of providing an open, inviting and aesthetically pleasing interface with the public domain. The perimeter landscaping includes a wide variety of trees, palms and shrubs, with the inclusion of over 40 different species. [APPENDIX U](#) and [APPENDIX V](#), as well as [FIGURE 14](#), identifies some of the extensive landscaping features of the site.

The landscaping located towards the north and east of the site is dominated by shrubs and palms, providing a landscaped buffer between the roadway and fence within the site. The articulation of the fence line and use of landscaping in this manner provides the impression of a wider road corridor along Kitchener Drive, greater sight lines and improved aesthetic outcome.

The Goyder Park interface includes a stepped sea wall which is densely landscaped, achieving a balance between its primary function as a sea wall and aesthetic appearance to the public realm.

Larger trees are generally located centrally within the site and to the south and west. The trees are strategically located to provide shading around the hotel's outdoor terrace and lawn areas. The location of these trees will also facilitate a green fringe adjacent to the foreshore access walkway that will result in some shading for pedestrians. The site's perimeter landscaping in particular provides additional aesthetic and shade benefits for pedestrians utilising the surrounding public domain, including Jervois Park to the west and Goyder Park to the north.

The skywalk provides an important pedestrian connection for the proposal and a public asset for the area. No vertical landscaping is proposed for the skywalk structure, as the practicalities of such an application provide substantial maintenance challenges for the airborne structure with limited aesthetic benefit. Notwithstanding the above, the skywalk will be a standout feature amongst the site's landscaped elements and will assist in the connectivity of the green spaces created.

g. impounded water bodies with appropriate water quality for their intended use;

There are no water bodies intended for the site or proposed through this application.

h. positive relationships between buildings and streets to promote passive surveillance; and

The hotel and residential complex are generally orientated to the south incorporating a curving façade consistent with that of the site's waterfront boundary. This orientation represents the dominant elevation frontage of the hotel and residential complex buildings, incorporating a generous setback distance from the sea wall and walkway.

With the benefit of the hotel building height of 39 metres AHD (maximum height of 40 metres AHD at the lift core) and the residential complex building height of 34.5 metres AHD, direct line of sight to the public domain walkway will be achieved from the upper hotel and residential complex floors, including the roof top pool and terrace. Notably, these elevations contain large balconies and habitable rooms with extensive glazing, providing an ideal opportunity for passive surveillance.



DARWIN LUXURY HOTEL - skywalk

DARWIN HOTEL



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Similarly, the same building attributes are present on the south-western elevation of the hotel building addressing Jervois Park, albeit with a slight angle. The passive surveillance opportunities to Jervois Park are ideal from numerous floors and locations of the hotel building.

The hotel incorporates accommodation on the building's northern orientation, incorporating deep balconies and extensive glazing. Angled views of Goyder Park will be attained from the upper levels of this elevation of the hotel providing effective passive surveillance. Direct views to Kitchener Drive are also attainable from these vantage points.

i. active public or visually interesting ground floor uses.

The hotel ground floor incorporates all the operational elements associated with a use of this scale such as a grand foyer, lobby, large pre-function room, dining areas, terrace and entrance way. The regular pedestrian activity at this level will provide an active, dynamic and convivial outcome at ground level.

The ground floor building design adds to the convivial outcome with the use of deep verandahs, extensive glass and effective connection between the various indoor rooms and outdoor areas.

This is particularly evident on the southern elevation with the incorporation of a 5.0

metre ceiling height at the ground floor level providing a grand open space that will receive generous amounts of natural light and provide a dramatic visual impression.

Equally, the ground floor of the residential complex has been designed to be used as a communal space with the inclusion of a gym, shared dining and lounge facilities incorporating a direct relationship to a large outdoor deck and pool, described as a 'garden pavilion'. As a result, the ground floor of the residential complex will also be an active and convivial communal area.

The ground floor design of the residential complex is also of a very high architectural standard with a focus on open spaces and a close connection between the indoors and out. This connection is achieved with the use of deep verandahs and extensive glazing treatments.

The materiality incorporates a natural focus, particularly with the use of timber treatments and decking. As a result, the ground floor presents with an attractive interface with active areas for the surrounding public domain.

5. Promote climatically responsive, energy efficient urban design and architecture that contributes to the character of the precinct by:

a. implementing sensitive water use practices across the site;

The hotel is to be managed in accordance with sensitive water use practices that are stipulated within the hotel chains international guidelines. Water management is a key factor in the efficient management of the business.

Similarly, water use minimisation will be an important consideration in the selection of fixtures and fittings to be installed within the residential building.

The hotel and residential component include extensively landscaped gardens which will capture and treat rainwater through the wet-season months and allow for infiltration in the natural groundwater systems. Once established, the large native trees will need minimal to no watering during the dry-season.

b. implementing a whole-of-site water management system which addresses both stormwater and groundwater;

The development will incorporate intelligent water management practices including advanced irrigation systems which reduce water requirements.

The green roofs of the hotel will make use of the natural rainfall during the wet-season months. The landscaped surrounds allow for infiltration into the natural groundwater systems. A whole of site stormwater management system will ensure that stormwater flows are collected and discharged.

c. incorporating strong landscape treatments to provide shade and which provide connected shade and weather protection structures linking all areas of high public use to the main axis of the CBD, Smith Street;

The proposed tree species will continue the theme within the road network (associated with the subdivision application) providing visual consistency and theme. The tree species selected include large canopy trees that will provide shade to the foreshore pedestrian footpath linking the site to existing footpaths in the surrounding area.

As discussed within Sub-Clause 4 (f) above, the perimeter landscaping proposed for the site is extensive, with tree and shrub species located adjacent to the public domain providing effective screening attributes in addition to wind and shade protection for pedestrians.

The skywalk proposed to link the hotel with the Darwin CBD provides an important protected pedestrian thoroughfare for hotel guests and for the general public. The skywalk lift located adjacent to Goyder Park and the adjacent shared zone is an important link in the skywalk's functionality in providing protected access to these important public areas.

- d. facilitating natural cross ventilation;*
- e. integrating generous balconies for outdoor living;*
- f. minimising direct solar penetration to all buildings through orientation and use of screens, awnings, eaves and the like; and*
- g. using construction materials appropriate to a tropical marine environment.*

The hotel and residential component are of exemplary architectural design with generous balconies provided and all residential apartments allow for cross breezes. A balance has been achieved between maximising the views of Darwin Harbour to the west of the site while ensuring that, through the use of deep balconies and sun shades, that direct solar penetration has been minimised.

The materials used in both buildings are inspired by the natural surroundings and historic development of Darwin while ensuring their durability for the site's unique location.

6. Relate the scale of development to both the surroundings and to reflect the desired future character by:

- a. considering the visual and acoustic privacy of adjoining residential development;*

The development has been designed to prevent visual and noise conflicts with the adjacent cruise ship terminal through an orientation that reduces the direct interface and the inclusion of landscaping to soften the appearance.

The landscaping and appearance of the residential complex and the luxury hotel will vastly improve the visitor experience of cruise ship passengers. The substantial setback distances from existing residential development at the Waterfront Precinct and height consistent with that envisaged in the Area Plan ensure that visual privacy is appropriate.

A 2.0 metre painted timber acoustic fence will be installed on the boundary of the hotel and residential allotments to provide further sound protection to both sites.

In terms of operational noise, WSP expect compliance with the Darwin Waterfront Corporation Liquor Guideline and "that the predicted maximum emissions are in line with Leq sound levels already currently experienced". Therefore, there is no expected effect to surrounding receivers, including the Deckchair Cinema.

- b. creating positive mixed use relationships to reduce impacts between public and private uses;*

The Landbridge Luxury Waterfront Development considers the ongoing relationship between the public and private realms by providing appropriate passive surveillance, a critical public connection between the Darwin CBD and the hotel and activating existing public spaces.

- c. recognising the existing and ongoing requirements of users of the wharves and other adjacent facilities and land uses;*

The road network proposed within the associated sub division application has provided safe and convenient pedestrian and vehicle access to the adjacent cruise ship terminal. Further, the provision of the sea wall and walkway formalises access to the cruise terminal and waterfront from Jervois Park. The proposal will have no measurable impact on users of the wharves to the north-east given the relative separation distance.

- d. generally siting development below the level of the vegetated escarpment;*

The development has carefully considered the height of the escarpment and surrounding buildings and is entirely compatible. The Bates Smart visual impact assessment discusses this at further length.

- e. locating residential tower development at the periphery of the site and generally out of view of the CBD;*

The development includes one residential tower of 11-storeys which is located at the edge of the Waterfront Precinct.

- f. considering view corridors in the siting and orientation of buildings and distribution of building heights;*

Key view corridors have been preserved with particular consideration given to Government House. The Bates Smart visual impact assessment discusses this at further length.

- g. incorporating a range of building heights within identified building areas; and*

The proposal incorporates two buildings which accord with the direction provided by the Area Plan.

- h. considering the safety and security requirements of adjacent wharf facilities and the Defence (Areas Control) Regulations.*

The proposed development will not jeopardise the continuation of wharf activities presently being undertaken by private and public operators at the Stokes Hill Wharf. There are no longer areas within Defence Regulations. Darwin Port has provided a letter of no objection regarding the impact of the development to the cruise ship terminal.



7. Consider storm surge levels by:

a. including a marina and seawall, with a minimum top level of 5.5m AHD;

The enabling works, associated with the subdivision application, include a sea wall and wave barrier that will be RL 7.5 metres AHD to protect from wave penetration for the 0.1 percent AEP storm surge event.

Accordingly, the development will be appropriately protected from primary and secondary storm surge events through the enabling works associated with the subdivision of the site.

The waterfront access level of RL 5.5 metres AHD was selected based on advice from NTG and is consistent with other path levels along edges of waterways for the Darwin Waterfront development and provides a 1.5 metre allowance above the highest astronomical tide for wave impacts. The waterfront access includes collapsible handrails in the event of a significant storm surge event which will reduce damage to the access and wave protection infrastructure.

b. siting the lowest floors (commercial and residential) within the development at a minimum of 6.5m AHD; and

The enabling works, associated with the subdivision application, will elevate the site outside of primary and secondary storm surge events.

The enabling works include the raising of the luxury hotel and residential sites (proposed Lot A and Lot B) to above RL 6.5 metres AHD. Habitable hotel areas will be RL 8.0 metres AHD or greater.

c. providing appropriate coastal protection particularly to residential and commercial properties.

As detailed in the discussion above, the site will be appropriately protected from storm surge and coastal impacts.

In summary, the proposal accords with the broad intention of the Darwin City Waterfront Area Plan and Planning Principles. It is acknowledged that the design has varied marginally from the initial development concept however that is to be expected.

The Darwin City Waterfront Planning Principles and Area Plan is not a master plan or detailed development plan. It is a concept, rather than a detailed zone plan. Therefore, it is a reasonable expectation to allow for some flexibility in the future development of the area where there is an absence of detailed planning instruments.

The Darwin City Waterfront Area Plan, within the NT Planning Scheme, provides guidance to the development of the waterfront area generally through its existing planning principles.

Darwin City Waterfront Area Plan promotes leisure, entertainment and waterside living with respect to its maritime and historical connections.

The area plan encourages a mixed-use development including residential, commercial, public open space, mixed use (residential/commercial) and the Darwin Convention and Exhibition Centre. The planning requirements of the Darwin City Waterfront encourage future development to be consistent with the area's existing planning principles.

The Area Plan does not consider the skywalk from the Esplanade along Hughes Avenue, the street level activation at the base of Hughes Avenue, the increased pedestrianisation of Hughes Avenue proposed within this application or the future redevelopment and further integration of the cruise ship terminal.

Accordingly, the development proposal supports the objectives of the Area Plan but is broader than the development area identified in the Area Plan and should be considered in context of the broader benefits provided.

4.2 CAPITAL CITY CHARTER

The Capital City Charter is a document confirming the commitment between the NT Government and the City of Darwin. The charter recognises six key aspects:

1. *A vibrant, creative and active central city area.*
2. *A safe community environment.*
3. *Attractive and climatically appropriate design.*
4. *Improved public spaces.*
5. *Valuing cultural heritage.*
6. *A sustainable city.*

The proposal responds to these aspects through its outstanding design quality derived from the curving waterfront boundary in the form and orientation of the proposed buildings. The curved design is intended to reference the layered histories of the waterfront landscape and to offer varied forms and perspectives as visitors move around the site, whether arriving by sea or land.

The materiality of the building will incorporate modern styling with the use of stone at the hotel's ground level and natural materials across the podium façade. This design focus has been incorporated to respect the historic significance of the waterfront precinct, particularly that of Government house, with the use of stone in the hotel, while remaining true to the building's modern form.

The buildings have been designed with generous shading treatments, landscaping, water features and access to natural breezes to provide a cool living environment. These design elements also provide a building form of outstanding quality with the combined use of natural materials and articulated shading features resulting in an attractive building that is climatically appropriate.

The building form is focused on a strong connection between the indoors and outdoors through extensive glazing, generous balconies, wide entrance points and expansive outdoor recreational and functional areas. The design focus on outdoor areas and recreation opportunities results in a vibrant, active and convivial site within the Waterfront area that encourages spill over of further human scale activity within the surrounding public domain.

The public domain is further supported by the large population base the proposal brings to the site in activating the adjacent Jervois and Goyder Parks with additional visitor numbers. This also extends to the Darwin CBD and surrounding areas with the direct pedestrian link through the skywalk.

The resulting activity on the site at the human scale provides an active precinct with passive surveillance opportunities extending through day and night time. These opportunities are realised through the building design's effective passive surveillance opportunities of the surrounding public domain from the skywalk, hotel and residential accommodation. The large population base and building design attributes proposed, facilitate a vibrant and active use that provides a safer community environment for the public domain.

4.3 CITY CENTRE MASTER PLAN

The City Centre Master Plan provides guidance for the ongoing development of the City of Darwin. The proposed luxury hotel, residential complex and skywalk development:

- aligns with the key vision of "Darwin as the northern gateway capital city" providing tourist accommodation ancillary to the existing port activities associated with the tourism industry;
- supports the goal of the design rationales to link the green and blue networks – to connect the city to the harbour;
- provides pedestrian links which assist in achieving the city recreation loop to create a walkable, bike friendly city and prioritise walking, through the skywalk, foreshore connection and shared path;
- completes objective MP001 of the master plan by completing the grid of streets through the associated subdivision application by providing a formal road connection from Hughes Avenue to the cruise ship terminal (refer [FIGURE 15](#), below);
- improves on and completes objective MP029 of the master plan to provide an additional connection from Mitchell Street, past Parliament House and the Supreme Court. The master plan concept is for 'a new stair and/or escalator' and this has been improved upon with the skywalk (refer [FIGURE 16](#), below);
- provides a solution to objective MP071 of the master plan through improvement of the intersection of Hughes Avenue and the Esplanade, achieved through the conversion of Hughes Avenue to one-way and provision of a pedestrian path and cycle path;
- ensures connections maximise land value, social and economic potential of land;
- provides connections to the harbour including access and views;
- reduces heat island effects and increase pedestrian comfort through lush landscaped areas, water features, pools and utilising trees species in accordance with the masterplan's requirements;

- improves the attraction of the City through a high-quality development, providing interest and creating activity, and taking inspiration from Darwin's Indigenous heritage and historical European development;
- environmentally sustainable design through the use of generous sized verandahs and awnings providing shade to glazing treatments and the thermal mass of the building;
- climatically responsive design through a strong connection between indoors and out providing the opportunity to capitalise on natural breezes; and
- promotes the continuation of maritime activities and links to maintain transport, culture and tourism.

Accordingly, the proposal supports the objectives of the City of Darwin, City Centre Master Plan.

FIGURE 15: CITY OF DARWIN MASTERPLAN STREET NETWORK



FIGURE 16: CITY OF DARWIN MASTERPLAN PEDESTRIAN LINKS



4.4 DARWIN REGIONAL LAND USE PLAN 2015

The proposal accords with the vision underpinning the Darwin Regional Land Use Plan 2015 (DRLUP) in that it will:

- further the position of Darwin in the Asia-Pacific region as an international business and tourism destination close to the economic and transport hubs of South-East Asia such as Singapore and Jakarta;
- promote Darwin as the only major city and port on Australia's north coast, through development of the waterfront and the expansion of its role as a major service, tourism and trade centre;
- promote the waterfront as a national and international key tourist gateway to natural and cultural destinations in northern Australia;
- provide economic benefit to the region through job and business opportunity creation in both the short and long terms and improve the competitiveness of Darwin; and
- support healthy, active and enjoyable lifestyles through the provision of active transport infrastructure, and positioned to take advantage of Darwin's harbour.

4.5 46(3) (B) – INTERIM DEVELOPMENT CONTROL ORDER

Interim Development Control Order's (IDCO) No. 24 and No. 25 apply to all land in Zone CB (Central Business) in the municipality of Darwin and are not relevant to the site.

4.6 46(3) (C) – PUBLIC ENVIRONMENTAL REPORT/ ENVIRONMENTAL IMPACT STATEMENT

An Environmental Impact Statement was prepared for the original development at the Darwin Waterfront. The original developer of the Darwin Waterfront is no longer involved with the development of the land and as such the original development concept has altered.

A Comparative Environmental Impact and Mitigation Analysis has been prepared for the Landbridge Luxury Waterfront Development at the site to review any changes to environmental considerations.

On 10 March 2017, the assessment was submitted to the NT Environment Protection Authority (EPA). On 16 May 2017, correspondence was received from NT EPA confirming

“that the environmental significance of the project has not changed and has does not require further assessment under the EA Act.”

A Notice of Intent (NOI) has been submitted for the skywalk, independently to this application.

4.7 46(3) (D) – MERITS OF PROPOSED DEVELOPMENT

The proposal has considerable merits including:

- the development of an iconic, luxury hotel product which will be unrivalled in Darwin;
- a high-standard residential development;
- redevelopment of a currently unused, unattractive industrial parcel of land;
- create opportunities to better utilise existing open space areas;
- creation of employment opportunities in the immediate throughout the construction phase and the ongoing operation; and
- improved connectivity within the Darwin Waterfront Precinct and to the Darwin CBD and positive contributions to the public realm.

4.8 46(3) (E) - SUBJECT LAND, SUITABILITY FOR DEVELOPMENT AND IMPACT ON LOCALITY

For a description of the subject land and locality, refer Sections 2.1 and 2.2 of this report.

The investigations contained therein discuss the site characteristics. The associated subdivision application will facilitate the enabling works required for the proposed development. There is no anticipated detriment to the surrounding locality, rather, the proposal will facilitate the development of an iconic luxury hotel in Darwin and improve the amenity of the area.

4.9 46(3) (F) – AVAILABLE PUBLIC FACILITIES/OPEN SPACE

The subdivision application will incorporate landscaped roads and pedestrian paths throughout the broader precinct, as detailed within that application. The luxury hotel and residential component will contribute further to public spaces through the provision of uninterrupted waterfront access and the skywalk to the Esplanade.

The shared space between Jervois Park and Goyder Park will encourage use of these areas, improve safety in accessing them, and will create a hub of pedestrian activity. The footpath from the waterfront access will complete the pedestrian links in the Waterfront Precinct. The connection of the cruise ship terminal, hotel and broader Waterfront Precinct to the Darwin CBD is considered critical in the successful development and activation of the area.

The skywalk provides an important pedestrian connection for the proposal and a public asset for the area. While it is noted that landscaping is not proposed in association with the skywalk, the practicalities of such an application provide substantial maintenance challenges for the airborne structure with limited aesthetic benefit.

4.10 46(3) (G) – AVAILABLE PUBLIC UTILITIES/INFRASTRUCTURE

Power, water, sewer and communication services and road infrastructure will be provided as a result of the subdivisional enabling works. Future development scenarios have been considered and the proposed infrastructure will be appropriate for foreseeable future development of Lot C and Lot D.

4.11 46(3) (H) – IMPACT ON AMENITY

The proposed subdivision and associated works are not anticipated to have a detrimental impact on the surrounding locality. Rather, the proposal will transform a currently unused industrial parcel of land to a luxury waterfront development incorporating landscaped grounds and public infrastructure including waterfront access and a skywalk.

4.12 46(3) (I) – BENEFIT/DETRIMENT TO PUBLIC INTEREST

There is no detriment to the public interest. The benefit to the public will be through the creation of employment opportunities and improvements to the public domain.

4.13 46(3) (K) – COMPLIANCE WITH BUILDING ACT

A building certifier’s statement has not been obtained as the application is not for subdivision.



5.0 CONCLUSION

The application for the Landbridge Luxury Waterfront Development will be a landmark development in one of Darwin's most prominent yet underdeveloped and unattractive waterfront locations, functioning as a gateway to Darwin for cruise ship passengers and providing a product that will be unrivalled in Darwin.

The proposal will create employment opportunities through construction and operation but, by the nature of the product, will create business opportunities and elevate the perception of Darwin on the world scale.

The skywalk will provide a critical connection from the site to Darwin CBD and encourage pedestrian access to the Darwin Waterfront precinct. The Goyder Park landing will be integrated with a shared zone further promoting the pedestrianisation of the area.

In concert with the skywalk, the foreshore access will enhance the existing connections in the surrounding area. The pedestrian and cyclist network, proposed as part of the subdivisional works, will integrate with the skywalk and foreshore access and complete the linkages.

The proposal accords with the broad intent expressed in the various strategic plans for the further development of the Waterfront area.

The application has carefully considered the NT Planning Scheme and associated policy documents, including the Darwin City Waterfront Planning Principles and Area Plan, the Capital City Charter, the Darwin City Centre Master Plan and the Darwin Regional Land Use Plan.

Jack Priestley

23 May 2018