DEVELOPMENT CONSENT AUTHORITY
DARWIN DIVISION

NORTHERN TERRITORY PLANNING SCHEME 2020

AGENDA ITEM: 3 **MEETING DATE:** 07/08/2026 **FILE:** PA2026/0196

APPLICATION PURPOSE:	Hotel/motel (108 suites) in a 6 storey building
SUBJECT SITE:	Lot 7495 (39) Stokes Hill Road, Darwin City, Town of Darwin
ZONE:	CB (Central Business)
SITE AREA:	4080 m^2
APPLICANT	Sheridan Consulting Director – Joseph Sheridan
PERSONS ON WHOSE BEHALF THE APPLICATION IS MADE	Ashford Architects Randal Ashford
LANDOWNER	The Pumphouse Gang Pty Ltd Owner/CEO – Amanda Challen
ANY PERSON WITH AN AGREEMENT TO ACQUIRE AN INTEREST IN THE LAND	None

1. PROPOSAL

The application is for a hotel/motel comprising 54 one-bedroom and 54 two-bedroom (108) hotel suites in a 6-storey building at Lot 7495 (39) Stokes Hill Road, Darwin City, Town of Darwin (the site). The 4080 m² lot is in Zone CB (Central Business) of the Northern Territory Planning Scheme 2020 (NTPS2020). The area subject to this application (the development site) is located over the central and northern portions of the site (over the existing car parking area).

The application was submitted by Joseph Sheridan of Sheridan Consulting, on behalf of the landowner The Pumphouse Gang Pty Ltd (via owner/CEO – Amanda Challen).

The development is proposed over the existing on-site car parking area with the existing building (offices and former The Jetty restaurant) to be retained. The proposed development is intended to provide a high-end short-stay accommodation option that complements the Darwin Waterfront Precinct's established role as a major tourism, hospitality and recreation destination.

Hotel suites are located on levels 1 to 5, while the ground floor accommodates car parking, reception, administration areas, end-of-trip facilities, servicing areas and landscaping. Communal recreation facilities are proposed on the upper level, and comprise a swimming pool, gymnasium room, playground, barbecue area and landscaped terrace overlooking Darwin Harbour. The proposed development also incorporates extensive landscaping, including a green façade facing Stokes Hill Road, extensive landscaping of the external building line on levels 1 to 5, and rooftop planting as part of the communal area.

In addition, the proposed development will provide publicly accessible thoroughfares that will integrate the footpath being developed as part of the adjacent Larrakia Cultural Centre with the broader Darwin Waterfront pedestrian network. The application emphasises that the development has been designed to maintain public access to the waterfront, improve pedestrian and cycling connectivity, and contribute to the activation of the public realm through increased visitation, surveillance and tourism activity. The building has also been designed to respond to the site's waterfront location, with an average overall height of approximately 25.6 mAHD and car parking and ground level administration areas located above the modelled storm surge levels.

A location plan, pink sign and site context photos are provided at **Bookmark A,** with a copy of the application provided at **Bookmark B**.

Following the public exhibition of the application, Development Assessment Services (DAS) queried whether there was potential for minor changes to be made to the plans, to achieve better compliance with the NTPS2020. The applicant subsequently provided amended plans on 17 July 2026 that:

- Proposes a second pedestrian connection between the waterside footpath and Stokes Hill Road
- Widened the awning of the pedestrian entrance
- Improved the location and capacity of the secure bicycle parking facilities, including making the northern bicycle parking area publicly accessible
- Included a ground level substation
- Made minor changes to the plans to improve general plan legibility.

A copy of the applicant's response is provided at **Bookmark C**, and was circulated for a period of 2 weeks to all service authorities and public submitters.

2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

The application is *Impact Assessable* under clause 1.8(1)(c)(v) of the NTPS2020 as a provision of the NTPS2020 expressly requires assessment as *Impact Assessable*. In this situation, while a hotel/motel is usually *Merit Assessable* in Zone CB (Central Business), overlay 3.7 (LSSS – Land Subject to Storm Surge) applies to the development site. As such, pursuant to clause 3.1(4) of the NTPS2020, *Where an Overlay requires consent, the following level of assessment applies … (b) if shown as Merit Assessable on the relevant assessment table in Part 4 it is Impact Assessable.*

Zoning, land use, and assessment category	Part 3 Overlay	Consent required by virtue of Overlay Requirement	Part 5 – General and Specific Development Requirements
Zone CB Hotel/motel *Impact Assessable* (due to an overlay)	3.7 (LSSS – Land Subject to Storm Surge	Yes	5.2.1 General Height Control 5.2.4 Car Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC 5.9.2 Darwin City Centre 5.5.15 Design in Commercial and Mixed Use Areas

The exercise of discretion by the consent authority that applies is clause 1.10(4), which states *In considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*

(a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;
(b) any Overlays and associated requirements in Part 3 that apply to the land;
(c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and
(d) any component of the Strategic Framework relevant to the land as set out in Part 2.

3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should reduce the car parking requirements pursuant to clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre) and vary the requirements of clauses 5.2.4.4 (Layout of car parking areas), 5.2.5 (Loading Bays), 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC), 5.5.15 (Design in Commercial and Mixed Use Areas), 5.9.2.1 (Building Design in Darwin City Centre), and 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) of the NT Planning Scheme 2020 and approve the application subject to conditions on the development permit as detailed in section 7 of this report.

4. BACKGROUND

The site is located along Stokes Hill Road, is irregular in shape, and slopes slightly towards the east (Darwin Harbour). A review of the survey plan found that the site is encumbered by 2 sewerage easements, a water supply easement, and a right of way easement, which are located towards the western side of the site. Notwithstanding, a review of the certificate of title only lists the sewerage and water supply easements.

In the wider context, the site is located in an area intended to be developed for commercial, civic, residential, education, tourism, recreation and retail purposes as part of the Central Darwin Area Plan. Building height, style and design in the Darwin Waterfront is varied, with a

mixture of smaller scale buildings intermingled with car parking, servicing and open recreational spaces.

In its specific context, the site is located on Stokes Hill Road, immediately prior to where the road becomes the jetty. To the north, the Larrakia Cultural Centre is almost complete; to the east, Darwin Harbour; to the south, the Stokes Hill Wharf; and to the west, a small harbour area accessed from Stokes Hill Wharf.

Photos of the existing site, and its immediate surroundings are provided at **Bookmark A2**, and a copy of the survey plan and certificate of title provided at **Bookmarks A3** and **A4**, respectively.

In addition to the above, the site has the following relevant planning history –

- DP01/0162 was issued on 14 May 2001 for the purpose of a restaurant and offices in three storeys and a public parkland.
- DP01/0162A was issued on 22 October 2001 for the purpose of varying DP01/0162 to reduce the floors from three to two with mezzanine and convert office to restaurant.
- DP01/0162B was issued on 17 September 2002 for the purpose of varying DP01/0162 and DP01/0162A to alter the parking layout and public park design.
- DP01/0162C was issued on 12 March 2003 for the purpose of varying DP01/0162, DP01/0162A and DP01/0162B to change the use of the second storey from restaurant to hotel and building and site layout changes.
- DP01/0162D was issued on 17 October 2003 for the purpose of varying DP01/0162, DP01/0162A, DP01/0162B and DP01/0162C to change the use of the second storey (first floor) from hotel to licenced club.
- DP06/0117 was issued on 14 January 2006 for a change of use – hotel to sales and display office on existing first floor.
- DP22/0145 was issued on 21 June 2022 for a bar-small in a demountable structure (container bar and alfresco dining) within land subject to storm surge. This development did not take place.
- DP23/0071 was issued on 30 March 2023 for a bar-small in a demountable structure (container bar and alfresco dining) within land subject to storm surge.
- DP23/0071A was issued on 7 June 2024 for the purpose of varying DP23/0071 for the removal of the cool room storage container on Lot 07495 and re-configuration of internal floor area to incorporate fridges and freezes into the back of house storage area in the development.

A copy of the above permits and associated documents are provided at **Bookmark D**.

5. PUBLIC EXHIBITION

The application was placed on public exhibition for a 2-week period between 12 and 26 June 2026. Twenty-six (26) public submissions were received under section 49(1) of the *Planning Act 1999*, with respect to this application.

Following the public exhibition of the application, the applicant provided amended plans in response to submissions received and queries from DAS on 17 July 2026. These documents were circulated to all service authorities and public submitters for a period of 2 weeks.

Photos of the pink sign photos are provided at **Bookmark A2**, and a copy of the applicant's response at **Bookmark C**.

6. MATTERS TO BE TAKEN INTO ACCOUNT (SECTION 51 OF THE *PLANNING ACT 1999)*

Pursuant to Section 51(1) of the *Planning Act 1999*, a consent authority must, in considering a development application, take into account any of the following relevant to the development:

(a) any planning scheme that applies to the land to which the application relates

The application is *Impact Assessable* under clause 1.8(1)(c)(v) of the NTPS2020 as a provision of the NTPS2020 expressly requires assessment as *Impact Assessable*. In this situation, while a hotel/motel is usually *Merit Assessable* in Zone CB (Central Business), overlay 3.7 (LSSS – Land Subject to Storm Surge) applies to the development site. As such, pursuant to clause 3.1(4) of the Northern Territory Planning Scheme 2020 (NTPS2020), *Where an Overlay requires consent, the following level of assessment applies … (b) if shown as Merit Assessable on the relevant assessment table in Part 4 it is Impact Assessable*.

Subsequently, the exercise of discretion by the consent authority that applies is clause 1.10(4), which states *in considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*

(a) The relevant requirements, including the purpose of the requirements, as set out in Part 5 or 6;
(b) Any Overlays and associated requirements in Part 3 that apply to the land;
(c) The guidance provided by the relevant zone purpose and outcomes in Part 4 or Schedule 4.1 (Specific Use Zones); and
(d) Any component of the Strategic Framework relevant to the land as set out in Part 2.

Therefore, the Central Darwin Area Plan (being the relevant strategic framework document), the zone purpose and outcomes of Zone CB (Central Business), and clauses 3.7 (LSSS – Land Subject to Storm Surge). 5.2.4 (Car Parking), 5.2.5 (Loading Bays), 5.2.6 (Landscaping), 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC), 5.5.15 (Design in Commercial and Mixed Use Areas), and 5.9.2 (Darwin City Centre) need to be considered.

These clauses have been considered and it is found that the proposal complies with the relevant requirements of the NTPS2020 except for the following:

- Clause 3.7 (Land Subject to Storm Surge) in relation to the establishment of a land use which will increase the number of people/infrastructure in an area identified as being subject to a primary and secondary storm surge.
- Clause 5.2.4.4 (Layout of car parking areas) in relation to setbacks to the car parking area, car parking space intrusions from support columns, and 2 instances of a lack of projections past a car parking space.
- Clause 5.2.5 (Loading Bays) in relation to a shortfall of loading bays and the proposed loading bay dimensions/accessibility.
- Clause 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC) in relation to the northern bicycle parking area not being protected from the weather.

- Clause 5.5.15 (Design in Commercial and Mixed Use Areas) in relation to lack awnings and general protection of pedestrians from the weather, and lack of a dedicated parenting room.
- Clause 5.9.2.1 (Building Design in Darwin City Centre) in relation to lack of distinctive upper floor treatment from all perspectives, and poor integration of the northern bicycle parking area with the development.
- Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) in relation to insufficient number of car parking spaces (7 car parking space shortfall) provided at the site.
- Clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) in relation to the provision of ground floor car parking spaces where no commercial tenancies are proposed.

These are discussed in detail further below, with a copy of the full technical assessment completed by DAS provided at **Bookmark E1**.

A summary of the relevant parts of the NTPS2020 is as follows:

Part 2 – Strategic framework

The Central Darwin Area Plan September 2019 (CDAP) specifies that acceptable responses serve as action-based policy statements to guide land use and development, however, do not prevent the use of land consistent with the current zoning of the site. Furthermore, the CDAP 2019 may specify additional requirements for a development consistent with an existing zone.

The proposal is located within an area identified on the land use vision map for *Mixed use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail)* development. The mixed use theme identifies that intensive residential and commercial land uses drive activity within the city centre. This area plan encourages diverse development and uses to ensure that mixed use environments are robust, flexible and responsive to economic and social change. The CDAP achieves this through a series of objectives that aim to support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities.

Since the introduction of the CDAP, most of these objectives have been captured under the NTPS2020 Part 5 location specific development requirements. The proposal is considered to support the relevant CDAP objectives.

Notwithstanding the above, it is considered that further discussion around the culture and heritage, and the environment themes is warranted.

In relation to the culture and heritage theme as shown in the CDAP, the site is located approximately 60 m from the steam pump house declared heritage place, and 140 m from the remnant No. 6 oil tank and vicinity of a place of cultural interest. Of relevance, the acceptable response for objective 4.3 states *Places of historical and cultural value within the study area, including significant sites, buildings structures, trees, and landscape elements are recognised and connected through innovative forms of interpretation*.

While the site itself is not identified as having any specific cultural or heritage values in the CDAP, its location as a publicly accessible nexus between the Waterfront and future pedestrian pathway to Frances Bay mean there may be merit in the provision of interpretative signage. As such, a condition precedent requiring amended plans that show the location of heritage interpretation signage reflecting the heritage of the locality has been recommended.

In relation to the environment theme, the site is located within an identified as being subject to primary and secondary storm surge events. The relevant acceptable response states *All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Planning Scheme*.

As the modelled storm surge extents have been incorporated into the NTPS2020 as overlays, this matter is discussed further at clause 3.7 (LSSS – Land Subject to Storm Surge).

Part 3 – Overlays

Clause 3.7 (LSSS – Land Subject to Storm Surge)

The purpose of this overlay is to *Identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated the risk to people, damage to property and costs to the general community caused by storm surge*, with the site modelled as being located within the primary storm surge area (PSSA) and secondary storm surge area (SSSA).

This clause requires that:

8. *Development in the PSSA should be limited to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/ caravan areas.*

9. *Development within the SSSA should be confined to those uses permitted in the PSSA as well as industrial and commercial land uses.*

10. *Residential uses, strategic and community services (such as power generation, defence installations, schools, hospitals, public shelters and major transport links) should be avoided in the PSSA and the SSSA.*

And where the application proposes to locate a hotel/motel development (which is considered to be residential in nature) in land modelled as being subject to a PSSA and SSSA.

Administratively, subclause 6 states *The consent authority may consent to a use or development within the PSSA that is not in accordance with sub-clauses 8-10 only if it is satisfied that the application demonstrates that there is no increased risk to people and property, including adjoining property*.

A review of the site's Flood Impact Property Report (**Bookmark E2**) identified the modelled storm surge height during a PSSA event will be 5.41 mAHD, and that during a SSSA event will be 5.98 mAHD. A review of these modelled levels against the plans identified that:

Building/built form element	Level	Difference	
		PSSA event	SSSA event
Existing site level*	6.5 mAHD	+1.09 m	+0.52 m
Ground level car parking area and hotel areas	6.7 mAHD	+1.29 m	+0.72 m
Level 1 hotel suites	10.7 mAHD	+5.29 m	+4.72 m

*As shown in the application, and considered to be an average level, noting the site is uneven.

As detailed in the above table, infrastructure and non-residential uses at the site will be above the modelled PSSA and SSSA event levels, as will all hotel suites. As such, it is considered that

this development does not unreasonably increase risk to people or property at the site or in the immediate vicinity.

Part 4 – Zoning

The purpose of Zone CB is to *Promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development*.

Built form and design in the Zone CB is expected to facilitate a vibrant commercial precinct along and the creation of safe, active street frontages and public places, while balancing competing demands with reference to the overall mixed use nature of the zone. The proposed development is considered to support the broader intent of Zone CB, however, zone outcome (10) is considered to warrant particular attention.

Zone outcome (10) states *Developments are designed and operated in a manner that avoids unreasonable loss of amenity for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone*.

In this context, the primary consideration of this development is the proposed proximity of hotel/motel suites (a residential form of development) to the main outdoor area of the Larrakia Cultural Centre, which would be expected to host functions through the year. Notwithstanding, the balconies are primarily orientated away from the Larrakia Cultural Centre outdoor space, and as such are considered acceptable and not likely to result in an unreasonable impact on future hotel/motel visitors than that expected for a development in Zone CB.

Notwithstanding, the Authority may wish to query the applicant on what other built form or operational mitigation measures have been considered, to ensure that future hotel visitors and their guests are not exposed to unreasonable noise emissions from any future entertainment or civic uses that take place at the Larrakia Cultural Centre.

On balance, this development is not considered likely to have any other unreasonable adverse amenity impacts on the locality that would not be expected in the Zone CB.

Part 5 – Development requirements

As mentioned earlier, the proposed development was found to comply with the relevant part 5 development requirements of the NTPS2020, except for clauses 5.2.4.4 (Layout of car parking areas), 5.2.5 (Loading Bays), 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC), 5.5.15 (Design in Commercial and Mixed Use Areas), 5.9.2.1 (Building Design in Darwin City Centre), 5.9.2.11 (Car parking spaces in Darwin City Centre), and 5.9.2.13 (Design of Car Parking Areas and Vehicle Access).

Pursuant to clause 1.10 (Exercise of Discretion by the Consent Authority), subclause (5), of the NTPS2020, *The consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:*
(a) The purpose and administration clauses of the requirement; and
(b) The considerations listed under Clause 1.10(3) or 1.10(4).

In response to clause 1.10(5)(a), it is considered that variations to these clauses are appropriate in this instance because:

Clause 5.2.4.4 (Layout of car parking area)

The purpose of this clause is to *Ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose*.

Clause 5.2.4.4(6)(a) and (b) require that *A car parking area is to: (a) be not less than 3m from any lot boundary abutting a road; and (b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the car parking area when viewed from the road*, where 2 car parking spaces are located less than 3 m from the front property boundary (that located immediately along Stokes Hill Road), and 3 spaces are located within 3 m of the property boundary adjoining the access to the electrical substation (which is part of the road reserve).

Administratively, subclause 3 states *The consent authority may consent to a car parking area that is not in accordance with subclause 6 if it is satisfied that the non-compliance will not unreasonably impact on the amenity of the surrounding locality*.

In response to subclause 3, this application will result in the planting of lipstick palms, hibiscus and birds of paradise within the setbacks. These species are expected to create a dense mid-level layer which will moderately screen the car parking area (with the exception of 1 car parking space) from the public domain. As such, the proposed car parking layout is unlikely to result in an unreasonable impact on local amenity.

In addition, clause 5.2.4.4(8) requires that *The layout of a car parking area is to: … (c) be in accordance with the dimensions set out in the diagram to this clause; and (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space*, where a review of the plans show there are 36 instances (of a total 56) where a building support column is partially located within a car parking space, and 2 instances where a car parking space is located perpendicular to the end of a driveway without 1 m+ projection being proposed.

Administratively, subclause 4 states *The consent authority may consent to a car parking area that is not in accordance with subclauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development*.

In response to subclause 4, the building support columns are located towards the front or rear of the car parking space, and expected to project 15 cm into the affected car parking space on one side only and for a 1 m extent. As these are located outside of the zone in which vehicle doors will be opened, and is of a limited extent, it is not considered that these intrusions will unreasonably affect the future operation of the affected car parking spaces.

In relation to the lack of a projection past 2 car parking spaces, this is considered acceptable by virtue that the car parking area is of a small scale and will be a low speed environment. These factors will allow for vehicles accessing or exiting these car parking spaces to complete additional parking manoeuvres in a manner which would not likely have an unreasonable impact on other vehicles/users of the car parking area.

Based on the above discussion the proposed variation to clause 5.2.4.4 (Layout of car parking area) is supported, as it is not considered likely that the car parking area will unreasonably impact on local amenity and that it will be functional for its intended purpose.

Clause 5.2.5 (Loading Bays)

The purpose of this clause is to *Provide for the loading and unloading of vehicles associated with the use of land*.

Clause 5.2.5(3) requires that a *Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number)* [where 0.016 (1) dedicated loading bays are calculated as being required for the hotel occupation, and 0.39 (1) for the existing developments at the site], where only 1 loading bay is proposed at the site.

In addition, clause 5.2.5(4)(c) requires *A loading bay is to: … (c) have a clearance of at least 4m*, where the loading bay facility doesn't provide the minimum vertical dimensions. This is by virtue that site access is through a gate with a minimum dimensions of 3.4 m, and that the vertical clearance at the loading bay itself is 3.7 m.

Administratively, subclause (1) states *The consent authority may consent to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:*
(a) the scale of the use and development on the site;
(b) any potential adverse impacts on the local road network; and
(c) any agreements for off-site loading and unloading of vehicles, such shared loading areas or approval to carry out loading activities in a laneway or secondary street.

A variation to this clause is supported in this instance because:

- The small scale of the hotel/motel development and existing development mean that a single loading bay facility will reasonably be able to cater for all land uses at the site. In addition, the reduced height of the loading bay facility and access thereto will still allow for light vehicle to medium trucks to access the loading bay facility.
- While no evidence was provided about agreements for shared loading facilities, no adverse comments were received from the Darwin Waterfront Corporation, who manage the local road network.

Based on the above discussion the proposed variation to clause 5.2.5 (Loading Bays) is supported, as it is not considered likely that the reduced loading bay dimensions would have an adverse impact on the local road network, or its functionality.

Clause 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC)

The purpose of this clause is to *Ensure that new commercial and high density residential buildings provide sufficient safe, quality and convenient end of trip facilities to enable active travel choices by residents, visitors, workers and customers for the proposed use of the site*.

Clause 5.3.7(3)(e) requires that *All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking and must: … (e) be protected from the weather*, where the northern bicycle parking area will not be protected from the weather.

Administratively, subclause 1 states *The consent authority may consent to a use or development with fewer bicycle parking spaces, lockers and/or showers and changing facilities than required by subclauses 2-6 if satisfied that either:*
(a) there are alternative end of trip facilities (on or off the site), where:

i. the same function is provided which can accommodate the same number of bicycles and/or users required by the clause;
ii. access to the alternative end of trip facilities is safe and convenient for users;
iii. the alternative end of trip facilities are sheltered and secure; and
iv. the size and layout of alternative storage areas allows for safe and comfortable storage and access to bicycles and/or personal items; or

(b) it would be unreasonable to provide the end of trip facilities as required by this clause with regard to, but not limited to, the location of the development and likely commute distances; or

(c) it would be unreasonable to provide shower and changing facilities for a small development, where the development becomes unfeasible should such facilities be required.

In response to subclause 1(a), it is considered that a high number of secure and sheltered bicycle parking facilities are proposed in the vicinity of the hotel area to cater for future site staff and visitors.

Based on the above discussion, the proposed variation to clause 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and TC) is supported, as it is considered that this development will still provide high quality end of trip facilities for site visitors and staff as intended by this clause.

Notwithstanding the above, a permit condition requiring amended plans that include a notation stating that the indoor bicycle parking facility will be designed in accordance with the Australian Standard AS2890.3 – Bicycle Parking has been recommended.

Clause 5.5.15 (Design in Commercial and Mixed Use Areas)

The purpose of this clause is to *Encourage a diverse mix of commercial and mixed use developments that are safe, contribute to the activity and amenity of commercial centres, are appropriately designed for the local climate, and minimise conflicts between different land uses within and surrounding the commercial centre.*

Clause 5.5.15(17) requires that *Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which: (a) extends along the full length of the site boundary to provide continuous coverage for pedestrians …*, where a full width awning is not provided over the existing footpath adjacent to development (north-western corner of the site adjacent to Stokes Hill Road).

Administratively, subclause 5 states *The consent authority may consent to a development that is not in accordance with sub-clause 17 if it is satisfied that:*

(a) the development provides a considered response to the established character of the streetscape; and

(b) the development provides an alternative response for shading.

A variation to this clause is supported in this instance because:

- This area of the Darwin Waterfront is not characterised by awnings over the public domain, with buildings often setback from the property boundary.
- The proposed building is not located adjacent to any existing footpaths located in the road reserve.
- The publicly accessible footpaths proposed as part of this application are located adjacent to the built form, and as such, will have intermittent shading through the day.

In addition, clause 5.5.15(22) requires that *Development with a floor area of 3500m^2 or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding)*, where despite having a floor area of approximately 4296 m^2, no dedicated parenting room is provided.

Administratively, subclause 10 states *The consent authority may consent to a development that is not in accordance with subclause 22 if it is satisfied that the development provides appropriate provisions for parenting activities relative to the nature and scale of the development*.

The applicant has stated that *No dedicated parenting room is provided with guests able to use facilities in individual suites*.

In response to subclause 10, it is noted that although the floor area of the development is 4296 m^2, only 141 m^2 of it is considered to be net floor area, and space in which office staff will be regularly working. As such, it is considered that this development is not of a scale that would reasonably require a dedicated parenting room.

Based on the above discussions, the proposed variation to clause 5.5.15 (Design in commercial and mixed use areas) is supported, as the application is considered to provide an acceptable amount of shading over the public domain taking into account the scale of the development, and that the non-provision of a dedicated parenting room is not considered likely to result in adverse impacts to future site users.

Clause 5.9.2.1 (Building Design in Darwin City Centre)

The purpose of this clause is to *Promote buildings in the Darwin city centre that are designed to support a mix of land uses now and in the future, contribute to a high level of amenity in the public domain and enable convenient pedestrian and cyclist movement to and across the city centre*.

Clause 5.9.2.1(7) requires that *Building facades are to have a clearly distinguished base, middle and top*, where there is not considered to be an upper level treatment which clearly distinguishes the roof/level 5 from the western perspective (Stokes Hill Road/Darwin Waterfront area).

In addition, clause 5.9.2.1(8) requires that *Any communal facilities, such as bicycle parking and seating, located at the front of the building are to be integrated into the site layout and building design*, where the northern bicycle parking area is not considered to be, due to it being located immediately adjacent to an on-site driveway, and away from the building entrance.

Administratively subclause 7 states *The consent authority may consent to a use or development that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design contributes to the functionality and visual interest of the streetscape*.

A variation to this clause is supported in this instance because the application on balance will increase pedestrian connectivity in the area, and a built form which is well articulated through a variety of setbacks with innovative use of perimeter landscaping along the external building line for levels 1 to 5.

In addition, it is considered that the northern bicycle parking area has been already considered at clause 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and TC).

Based on the above discussion, the proposed variation to clause 5.9.2.1 (Building Design in Darwin City Centre) is supported, as the building is considered to be well articulated, and provide a high degree of visual interest when seen from the public domain.

Clause 5.9.2.11 (Car parking spaces in Darwin City Centre)

The purpose of this clause is to *Ensure that sufficient off-street car parking spaces, constructed to a standard and conveniently located, are provided to service the proposed use of a site.*

Clause 5.9.2.11(5) requires that a *Use and development is to include the minimum number of car parking spaces specified in the table to this clause (rounded up to the next whole number)* [calculated as 62.834 (63), being comprised of 43.2 car parking spaces for the hotel suites, 1.2 for the bar-small (the permit of which extends to this site), and 15.6 for the existing food premises (noting though that this use is not indicated currently existing)/office on-site], where only 56 car parking spaces are provided at the site. This results in a car parking shortfall of 7 spaces.

Administratively, subclause (2) states *The consent authority may consent to a use or development that is not in accordance with subclause 5 as set out in clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre).* A review of this clause is provided beow.

Clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre)

The purpose of this clause is to *Provide for a use or development with fewer car parking spaces than required by clause 5.9.2.11 (Car parking spaces in Darwin City Centre).*

As discussed under clause 5.9.2.11 (Car parking spaces in Darwin City Centre), the site is calculated as requiring 63 car parking spaces on-site to cater for existing and proposed land uses, where only 56 are proposed.

Administratively, subclause 1 states *The consent authority may consent to: (a) a reduction of 1 car parking space for every 3 motorcycle parking spaces proposed for a use or development, but only to a maximum of 1 motorcycle parking space for every 25 (or more) car parking spaces required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) ….*

In response to subclause 1(a), the application proposes 3 motorbike parking spaces. As such, the Authority may consider a 1 car parking space reduction.

In addition, administratively, subclause 2 states *The consent authority may also consent to a use or development with fewer car parking spaces than required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre), in accordance with the table to this clause.*

Pursuant to category 1(c), as *The development is located within 200m of a dedicated off-road bicycle path or on-road bicycle lane* [where the site is located within 200 m of an on-road bicycle path located along Kitchener Drive], the consent authority can consider a 5% reduction. This would result in a reduction of 3.14 car parking spaces.

Pursuant to category 2(b), as *The development is within 200m walking distance of an existing, publicly accessible car park with a combined total of 100 car parking spaces or more* [where the publicly accessible, Darwin Waterfront Corporation managed Convention Centre off-street carpark is located less than 200 m walking distance of the site], the consent authority can consider a 10% reduction. This would result in a reduction of 6.28 car parking spaces.

Based on the above discussion, it is considered that the application meets the relevant criteria to access a reduction of 10.42 car parking spaces, resulting in a revised requirement for the provision of 52.40 (53) car parking spaces at the site, where 56 car parking spaces are proposed.

If considered acceptable this would result in a surplus of 3 car parking spaces at the site.

Clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access)

The purpose of this clause is to *Promote design of car parking, vehicle access points and onsite movement that:*
(a) is easily adapted to meet changing demand;
(b) minimises visual impact to the street and other public areas; and
(c) minimises impacts to pedestrian and cyclist movement.

Clause 5.9.2.13(3) requires that *Ground level car parking areas in buildings are limited to the number of car parking spaces required for ground level commercial tenancies*, where all car parking at the site is proposed at ground level, and this car parking is required for all land uses at the site (hotel/motel visitors, hotel/motel staff and the existing 2-storey development).

Administratively subclause 3 states *The consent authority may consent to a development that is not in accordance with sub-clauses 3-6 if it is satisfied the use or development is appropriate to the site having regard the potential impact on the surrounding road network and the amenity of the locality*.

A variation to this clause is supported in this instance because the locating of all on-site car parking at ground level will not reasonably result in any adverse impacts to the local road network, and that the usage of the pool-fencing style will provide an acceptable interface between the car parking area and adjacent publicly accessible areas, taking into account the awkward layout of the site, and likely infeasibility of providing basement or above ground car parking to cater for this development.

Based on the above discussion, the proposed variation to clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) is supported, as on-site constraints may limit the potential for basement or above ground level car parking to be feasible at the site, and that proposed ground level car parking will not reduce amenity beyond what currently exists.

While the application was found to be compliant with the other identified relevant development requirements it is considered that further discussion of clauses 5.9.2.4 (Development within the Darwin Waterfront), 5.9.2.7 (Development along the Priority Pedestrian Cycle Network) and 5.9.2.9 (Public Domain Contributions for Development on Large Sites) is warranted. A discussion of these clauses is provided below.

Clause 5.9.2.4 (Development within the Darwin Waterfront)

The purpose of this clause to *Ensure that design and scale of development within the Darwin Waterfront responds to and respects the established role, character and constraints of the waterfront area and the surrounding escarpment*.

Clause 5.9.2.4(5) requires that *Development does not obstruct view lines identified in the Diagram to this clause*, where the site is not located within or adjacent to an identified view line.

In addition, clause 5.9.2.4(6) requires that *Building height does not exceed the height identified on the Diagram to this clause*, where the site is not located within an area with a listed 'maximum overall building height' limit. However, it is noted that the application proposes an average height of 26.2 mAHD, with the lift overruns going to 26.7 mAHD.

In relation to the adjacent Larrakia Cultural Centre, a review of the relevant endorsed drawings show that the maximum height of that development is 19.405 mAHD. As such, this development will be approximately 6.75 m to 7.25 m taller than the Larrakia Cultural Centre.

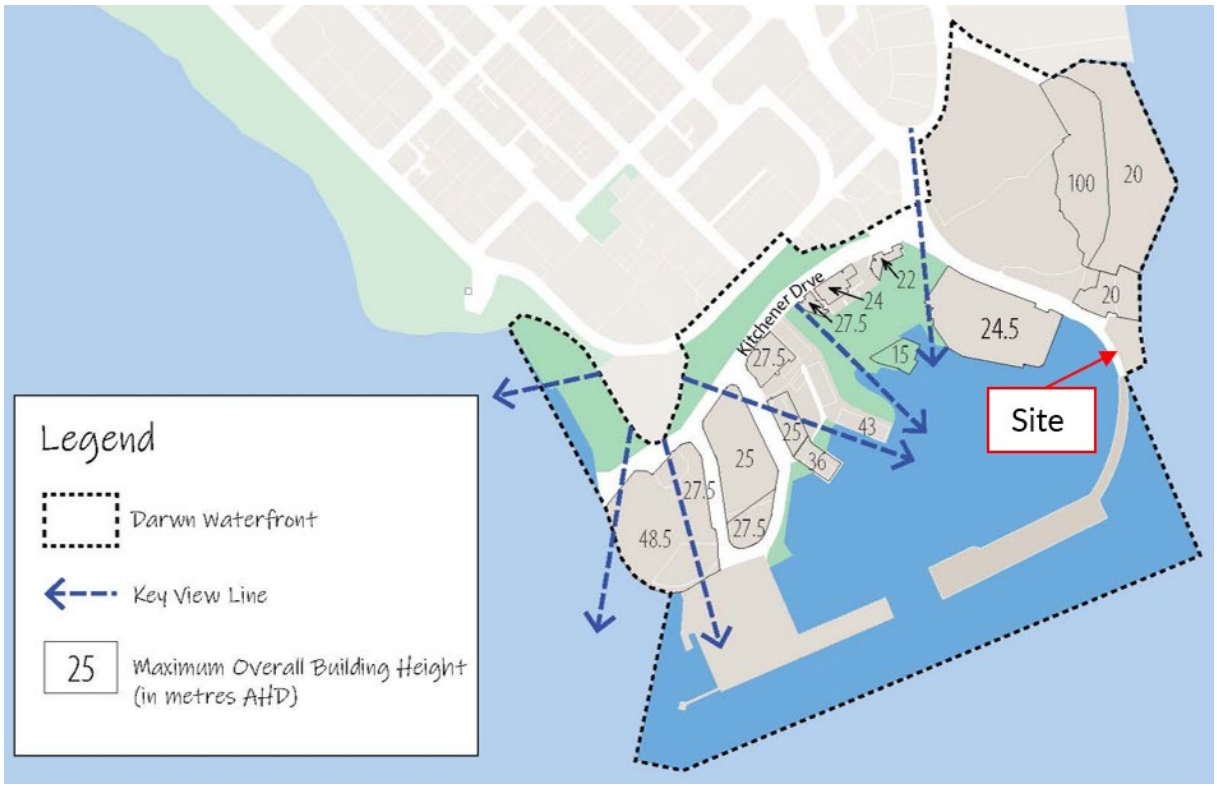


Diagram to Clause 5.9.2.4: Darwin Waterfront Building Heights and View Lines

As shown in the above excerpt, the site is not located within an area with an identified maximum overall building height, nor interact with any identified key view lines within the Darwin Waterfront.

In addition to the above, it is noted that no other clauses of the NTPS2020 establish view lines or a maximum height in relation to this site.

Clause 5.9.2.7 (Development along the Priority Pedestrian Cycle Network)

The purpose of this clause is to *Encourage development along the Priority Pedestrian and Cycle Network that facilitates safe and convenient pedestrian and cyclist movement to and across the Darwin city centre.*

Clause 5.9.2.7(5) requires that *Pedestrian and cycle links within a site are to be connected to the existing and future priority pedestrian/cycle network* ..., where 3 distinct publicly accessible walkways are proposed:

- 2 m wide waterside pedestrian path located between the hotel/motel development and eastern seawall/rockwall
- 1.5 m wide northern pedestrian path between the proposed hotel/motel development and Larrakia Cultural Centre, that connects the waterside walk with a hardstand area associated with a nearby substation that connects to Stokes Hill Road
- 1.2 m wide southern pedestrian path between the proposed hotel/hotel motel and existing on-site development, that connects the waterside walk with Stokes Hill Road.

The pedestrian pathway at the rear of the site is considered to be well connected and integrated to the adjacent path to the Larrakia Cultural Centre, and through the provision of 2 connections to Stokes Hill Road, is considered be integrated with and support pedestrian

movement at the site. While the connector pathways vary between 1.2 to 1.5 m wide, which may disadvantage future cyclists, this is considered acceptable in this situation due the irregular nature of the lot, constraints in relation to the existing development being retained, and the southern accessway providing a wider forecourt.

To ensure that these pathways are connected in a manner that promotes their utilisation by the public, a permit condition requiring amended plans that detail how the proposed waterside pedestrian pathway connects and integrates with the public walkway to the north of the site (i.e. the Larrakia Cultural Centre) has been recommended.

Clause 5.9.2.9 (Public Domain Contributions for Development on Large Sites)

The purpose of this clause is to *Encourage development on large sites that supports the public domain by contributing to an integrated, high-quality network of public spaces, recreation facilities and places for wildlife*.

Clause 5.9.2.9(3) requires that *A minimum of 10% of the site area* [calculated as requiring 408 m^2] *is to be provided as publically* [sic] *accessible open space*, where 1100 m^2 (26%) is proposed/retained at the rear of the site in the form of a 2 m wide waterside publicly accessible footpath, a 1.5 m wide northern footpath adjacent to the Larrakia Cultural Centre site, a 1.2 m wide southern footpath between the proposed hotel/motel and existing on-site development, and the rockwall and harbour areas. While the harbour area will continue to be permanently inundated, it is considered acceptable for the purpose of this clause on the basis that it may still allow members of the public access to recreational opportunities such as fishing.

It is noted that the NTPS2020 defines public open space (which is considered similar in intention) as *outdoor spaces that are generally accessible to the community and provide for a range of sport, recreation, cultural, entertainment or leisure pursuits*, and that no other clauses of the NTPS2020 appear to disallow for the consideration of permanently inundated land to be considered as publicly accessible open space.

In addition, subclause 4 requires that *The open space provided under sub-clause 3 is to integrate and connect with: (a) existing and future cycle and pedestrian networks; (b) sites of significant natural, cultural or heritage value; and (c) habitats, wildlife corridors and public greenspaces from adjoining sites*, where in response to subclause 4(a), the proposed waterside footpath at the rear of the site is well integrated with an adjacent footpath to the Larrakia Cultural Centre, and while the northern and southern footpath widths are 1.5 m to 1.2 m wide, respectively, they are considered to be well integrated with the existing pedestrian network along Stokes Hill Road, including through the provision of a new pedestrian crossing and will allow for good level of pedestrian permeability. It is not considered that the site is located immediately adjacent to any aspects mentioned under subclauses 4(b) or 4(c).

In addition, the Authority may wish to consider querying the applicant on whether any shelter or other structures which would provide shade or protection from the weather over the public domain are feasible along the pedestrian pathways around the site, and what fencing/handrails are proposed in relation to the publicly accessible footpaths.

(b) any proposed amendments to such a planning scheme:
- ***(i) that have been or are on exhibition under Part 2, Division 3;***
- ***(ii) in respect of which a decision has not been made under Part 2, Division 5; and***
- ***(iii) that are relevant to the development proposed in the development application***

There are no proposed amendments to the NTPS2020 which are considered relevant to this application.

(c) an interim development control order, if any, in respect of the land to which the application relates

There are no interim development control orders that affect this application.

(d) an environment protection objective within the meaning of the Waste Management and Pollution Control Act 1998 that is relevant to the land to which the application relates

There are no environment protection objectives that are considered to affect this application. Additionally, the Development Coordination Branch of the Department of Lands, Planning and Environment (who coordinate responses from various entities including the Environment Division) did not communicate any requirements or concerns regarding this application.

(e) any submissions made under section 49, and any evidence or information received under section 50, in relation to the development application

The application was placed on public exhibition for a 2-week period between 12 and 26 June 2026. Twenty-six (26) public submissions were received under section 49(1) of the *Planning Act 1999*, with respect to this application.

Of the 26 submissions received, 11 submitters expressed an objection to the application, 1 expressed support for the proposal subject to comments and recommendations, 14 expressed support for the application.

The main thematic comments and concerns identified by DAS include:

1. Design quality and landscaping
2. Public realm, street activation and pedestrian safety
3. Impacts on the Larrakia Cultural Centre
4. Sacred site/viewshed impacts
5. Lack of consultation with Larrakia stakeholders
6. Excessive number of NTPS2020 variations
7. Storm surge and subsequent site suitability
8. Traffic and access

The applicant provided a written response to the comments and concerns raised within the submissions. This response, along with the amended plans, was circulated on 17 July 2026 to all those who made a submission. At the time of finalising this report, 2 additional responses from previous submitters were received.

It is noted that the applicant's response stated 'As the proposed motel is exactly the same height as the Larrakia Cultural Centre, the building will actually be behind the Western 'Wing' of the bird shaped building'. As detailed in clause 5.9.2.4 (Development within the Darwin Waterfront) in section 6(a) of this report, this was fond to be factually incorrect, with the proposed hotel/motel being 6.75 m to 7.25 m higher than the Larrakia Cultural Centre.

Public submissions (including additional responses) are provided at **Bookmark F**, and a copy of the applicant's response at **Bookmark C**.

Each submission has been summarised below.

Sonja Pastor (**Bookmark F1**) objects to the application, and raises concerns about storm surge risk, reliance on eight planning variations, reduced landscaping, reduced public open space, inadequate parking, inactive street frontage dominated by service functions, single-road access, emergency management, cultural impacts adjoining the Larrakia Cultural Centre, and overall site suitability. In a later submission, Ms Pastor argues that applicant responses did not address the broader concerns and that the hotel continues to be an inappropriate development beside the Larrakia Cultural Centre.

Michael Rotumah of the Larrakia Nation Aboriginal Corporation (LNAC) (**Bookmark F2**) objects to the application, and while he supports development more generally, argues that meaningful consultation with Larrakia traditional owners has not occurred. Mr Rotumah raises concerns about lack of cultural consent, sacred sites, cultural landscapes, sightlines, building height, impacts on Stokes Hill, consistency of sacred site protections, and the relationship between proposed development and the Larrakia Cultural Centre. Mr Rotumah requests that further consultation and assessment take place before determination is made.

Helen Garnett of the Larrakia Cultural Centre Limited (**Bookmark F3**) objects to the application, and raises concerns regarding lack of consultation, impacts on the Larrakia Cultural Centre operations, privacy and cultural activities, overlooking of event spaces, building height, sacred site impacts, pedestrian connectivity, crime prevention through environmental design issues (CPTED), inadequate walkways, activation, setbacks, easements, parking shortfalls and compatibility with the Larrakia Cultural Centre. Ms Garnett requests that further information in relation to these matters is sought prior to any determination.

Nicholas Kirlew of PLan: Planning Action Network (**Bookmark F4**) objects to the application, and raises concerns regarding visual intrusion, loss of harbour views, storm surge risks, high number of planning scheme variations, inactive street frontage, reduced landscaping, poor pedestrian outcomes, vehicle conflicts, lack of public open space, inadequate public domain contributions, amenity impacts and infrastructure constraints. Mr Kirlew argues that the proposal fails multiple planning scheme provisions.

Nigel Garamanak Browne (**Bookmark F5**) objects to the application, and provided a highly detailed submission which emphasised the potential impacts to the Larrakia Cultural Centre, and noted the Stokes Hill cultural landscape, sacred site values, consultation deficiencies, cultural heritage, visual impacts, public investment in the Larrakia Cultural Centre and inadequacy of available information. Mr Browne requests that the application be refused, deferred pending consultation and further cultural assessment, or conditioned in relation to the above matters. In a later submission, Mr Browne also disputed the applicant's claims about building height and viewshed impacts.

Mark Motlop of the Larrakia Development Corporation (**Bookmark F6**) objects to the application, and raises concerns about lack of consultation, cultural impacts, sacred sites, height, privacy, overlooking, pedestrian connections, CPTED, incomplete boardwalk connections, setbacks, easements, impacts on the Larrakia Cultural Centre operations and insufficient information. Mr Motlop requests that further engagement and assessment take place before consideration of the application.

Olivia Freeman of the Northern Land Council on behalf of Helen Secretary and Bill Risk (**Bookmark F7**) objects to the application, and argues the proposal adversely affects the Stokes Hill sacred site, culturally significant harbour viewsheds/view lines, Dreaming story connections and the Larrakia Cultural Centre. Ms Freeman raises concerns regarding lack of consultation,

absence of an Authority Certificate process and inconsistency with planning objectives and requirements. Ms Freeman requests that the application be refused or deferred.

Peter Morante (**Bookmark F8**) objects to the application, and argues the proposal conflicts with Darwin Waterfront viewline objectives and Central Darwin Area Plan requirements. Mr Morante believes the development is incompatible with the architectural and cultural significance of the Darwin Convention Centre and Larrakia Cultural Centre and obstructs key harbour views.

Toni Willis (**Bookmark F9**) objects to the application, and raises concerns regarding visual amenity, building mass, impacts on views from the Larrakia Cultural Centre and Stokes Hill Wharf, incompatibility with surrounding development, loss of vistas and uncertainty regarding planning framework application to the site.

Carolyn Marriott (**Bookmark F10**) objects to the application, and identifies that there are storm surge constraints, and raised concerns regarding numerous planning variations, landscaping shortfalls, lack of awnings, and visual impacts. Ms Marriott considers that the site is unsuitable for the proposed development.

Margaret Clinch (**Bookmark F11**) objects to the application, and stated her primary concern relates to the harbour-front location of the development and risks associated with maintenance, storm surge and cyclones. Ms Clinch also notes the number high of planning variations sought.

Andrew Harding (Ray White Darwin & Palmerston) (**Bookmark F12**) supports to the application, and considered there were merits in the continued investment in tourism and accommodation. Mr Harding believes the hotel will create jobs, strengthen the CBD, increase visitor activity and encourage future private investment. Mr Harding regards the site as an appropriate gateway location and sees the development as important for Darwin's growth.

Warwick Bryant (Land Surveys NT) (**Bookmark F13**) supports to the application, and considered there were merits in increased hotel capacity, economic benefits, employment generation, activation of the waterfront, and efficient use of strategically located land. Mr Byrant considers the scale appropriate and aligned with Darwin's growth objectives.

Kelli Reinke (**Bookmark F14**) supports to the application, and believes the development will support tourism, business travel and events, stimulate surrounding businesses, and contribute positively to the waterfront precinct. Ms Reinke supports the assessment of proposals on merit while recognising environmental and cultural considerations.

Gaurav Sareen (Genexa Advisory) (**Bookmark F15**) supports to the application, and considered there were merits in tourism growth, accommodation demand, precinct activation and public benefit. Mr Sareen particularly supports the proposed waterfront boardwalk and retention of the Jetty Restaurant building, and considers the scale appropriate and the design responsive to Darwin's climate.

Brendan Cunningham (BTC Constructions NT) (**Bookmark F16**) supports to the application, and considered there were merits in additional accommodation capacity, economic activity, employment creation and CBD revitalisation. Mr Cunningham considers the location well suited to hotel accommodation and that the application is consistent with the Central Business zoning.

Elliott Avishai (**Bookmark F17**) supports to the application, and views the proposal as a necessary investment that demonstrates confidence in Darwin. Mr Avishai considered application merits included supporting economic growth, visitor accommodation, activation of the waterfront and efficient use of existing infrastructure.

Victor Harris (**Bookmark F18**) supports the application, and stated that Darwin needs more projects of this nature, and that there is a shortage of well-located, high amenity hotel options. Victor Harris additionally spoke to the competitive nature of tourism, and the economic benefits of this application.

Paul Gurr (QS Services) (**Bookmark F19**) supports to the application, and considered that merits of application include tourism and economic benefits, CBD activation and additional accommodation supply. Mr Gurr considers the scale appropriate for the precinct and supportive of long-term growth.

Peter Major (Major Consultancy) (**Bookmark F20**) supports to the application, and supports the development based on his experience with the Waterfront masterplan and perceived accommodation demand in the precinct. Mr Major views the hotel as a natural fit that would enhance the Darwin Waterfront as a destination.

Stefney Schultz (Schapel Interiors) (**Bookmark F21**) supports to the application, and highlights the proposed architectural design, landscaping, green walls and rooftop facilities. Ms Schultz supports improved public access through the proposed boardwalk and believes the development enhances the public realm and tourism offering.

Darren Lynch (DLG Group and 00Seven Adventures) (**Bookmark F22**) supports to the application, and considered there were merits in the increased amount of accommodation, and expectation that this would result in increased spending in the precinct, employment generation and alignment with the Darwin Waterfront's original vision. Mr Lynch argues the proposal complements existing tourism assets.

Pina Sommerville (Wharf One and Tourism Top End) (**Bookmark F23**) supports to the application, and emphasises that there is a demand for conference, event and tourism activities/infrastructure. Mr Sommerville supports increased accommodation near the Darwin Convention Centre and considers it beneficial for hospitality businesses and tourism operators.

Irma Lamaya (**Bookmark F24**) supports to the application, and considered there were merits in the proposed design, landscaping, architectural quality and activation of a long-underutilised site. Ms Lamaya considers the scale well contemplated and appropriate for the location.

Jasmine Miller (**Bookmark F25**) supports to the application, and considered there were merits in continued development of high amenity accommodation at the Darwin Waterfront, and that this would improve Darwin as a destination, and have a positive impact on Darwin's tourism industry and local businesses.

Anna Guillan (Darwin Hotel Partnership) and Conor O'Toole (DCW Hospitality) (**Bookmark F26**) were neutral to the application, and but seek careful assessment of impacts on the adjoining Larrakia Cultural Centre. This submission also considered that attention should be given to the proposed development's prominence, visibility, visitor experience, cultural significance, sightlines and integration with the Larrakia Cultural Centre as well as Darwin Waterfront.

An assessment of the primary adverse themes raised in the public submissions has been completed by DAS, and provided below.

1. *Design quality and landscaping*

The proposed development will contribute to increased building massing, from whichever direction it is viewed. Notwithstanding, the proposed development is consistent with the modern and dynamic character of the Darwin Waterfront area.

In this instance, the proposed landscaping along all external building lines on levels 1 to 5, and variable setbacks to habitable rooms and hotel suite living spaces will result in a built form with limited blank walls and high degree of visual interest. In addition, the application proposes a significant contribution to the public domain, comprising publicly accessible walkways to the north and south of the development, and continuation of an integration with a 2 m waterside footpath. These elements are considered appropriate and will reasonably enhance the Darwin Waterfront setting.

2. *Public realm, street activation and pedestrian safety*

It is considered that the proposed design promotes physical connectivity with the provision of pedestrian linkages to the north and south of the site, and which will connect Stokes Hill Road to the future waterside footpath. While there is limited activation along the Stokes Hill frontage, this is considered acceptable due to the irregular shape of the lot, and scale of the development. It is considered that on balance, the application proposes an acceptable level of publicly accessible open space that is attractive, safe and functional for pedestrians.

3. *Impacts on the Larrakia Cultural Centre*

The proposed development will be approximately 6.7 m (~2 storeys) taller than the Larrakia Cultural Centre to the north. The proposed development is consistent with the height requirements of the NTPS2020 and more specifically, that intended for by the Darwin City Centre location specific development requirements.

Concerns have also been raised in the potential for reverse-amenity impacts as a result of this development, specifically in relation to the potential for the Larrakia Cultural Centre to be subject to noise complaints by future hotel operators/their visitors. The proposed layout of the hotel suites, which locates bedrooms along the internal side of the building and living areas along the external façade, is considered an appropriate design response to the adjoining outdoor function space. This configuration increases the separation between the primary sleeping areas and potential sources of external noise, thereby reducing the likelihood of reverse amenity impacts on hotel patrons. Living rooms, which are generally occupied for shorter periods and are less sensitive to intermittent noise, will reasonably provide an effective buffer between the external environment and the bedrooms. The arrangement demonstrates a reasonable and proactive approach to internal acoustic amelioration, recognising the operational characteristics of the neighbouring function venue while ensuring an acceptable level of amenity for future guests. As a result, the design supports the continued operation of surrounding land uses and promotes compatible land use outcomes within the Waterfront precinct.

As such, this assessment has considered the proposed built form and use of the land for a hotel/motel development is consistent with the NTPS2020 and compatible with the use of the adjacent Larrakia Cultural Centre site.

In addition to the above, concerns were raised in relation to adverse financial/business impacts on the Larrakia Cultural Centre as a result of this development. There are no specific requirements within the *Planning Act 1999* or NTPS2020 that need to be considered in relation to the potential commercial impacts as a result of a proposed development.

4. *Sacred site/viewshed impacts*

In addition to the submissions, the Aboriginal Areas Protection Authority (AAPA) advised that the site is located in proximity to a registered sacred site, and one for which Larrakia custodians have previously expressed that development in this vicinity of which should not exceed the height of the sacred site.

However, as there are no specific requirements within the *Planning Act 1999* in relation to the protection of sacred sites and nor does the NTPS2020 prescribe a view line in this area or a maximum height at this site (as detailed at section 6(a) of this report), it is considered that this concern can be addressed through a permit note recommending that the permit holder obtain an Authority Certificate in relation to this development.

Further consideration of the proposed development's interaction with this sacred site is provided at section 6(r) of this report.

5. *Lack of consultation with Larrakia stakeholders*

There are no specific requirements within the *Planning Act 1999* or NTPS2020 in relation to what consultation an applicant must undertake prior to lodging an application. In addition, it is noted that, with the exception of the local government council and any service authorities the consent authority consider relevant, there are no requirements within the *Planning Act 1999* or NTPS2020 in relation to whom an application must be circulated to.

It is noted that the *Planning Act 1999* defines service authority as *the Territory*, *a minister*, *the Power and Water Corporation established by the* Power and Water Corporation Act 1987 *or a prescribed statutory corporation*.

6. *Excessive number of NTPS2020 variations*

There are no specific prohibitions within the *Planning Act 1999* or NTPS2020 which would prevent an application seeking a high number of variations to a planning scheme. As discussed at section 6(a) of this report, the Authority must be satisfied that each variation is acceptable on its own merit.

7. *Storm surge and subsequent site suitability*

As detailed at section 6(a) of this report, it is considered that the application has demonstrated that the proposed design mitigates the risk to people and infrastructure.

8. *Traffic and access*

As discussed at section 6(m) of this report, no non-standard concerns were raised by the Darwin Waterfront Corporation, who manage the local road and pedestrian networks, with access to existing infrastructure addressed through the recommended standard permit conditions.

The submissions received have been taken into account and the proposed development carefully considered in this context. For the reasons as discussed above and through this report, it is considered that matters raised in the submissions are either acceptable in nature, or are addressed by the inclusion of permit conditions, as recommended at section 7 of this report.

(f) a matter that the Minister has, under section 85, directed it to consider in relation to development applications generally

The Minister has not given any direction in relation to this application.

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

The application submits that it has the following merits:

- *The type and scale of development is appropriate for the site and supports the vision for the Darwin CBD in Part 2 of the NTPS*
- *The use is consistent with the Zone CB purpose set out in Part 4 and no significant variations to Part 5 of the NTPS are sought.*
- *The introduction of a new hotel use will generate increased commercial activity in an area that is predominantly frequented by afternoon/evening activities and promote further passive surveillance opportunities.*
- *The new hotel will complement the cultural and community events that the Waterfront Precinct continues to support and host through increased accommodation diversity and availability.*

(j) the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development

The site is connected to reticulated power, water and sewerage, and is reasonably considered capable of supporting the proposed development. In addition, it is noted that the site is generally flat, cleared of native vegetation, and located outside the Australian Noise Exposure Forecast 2042 20-unit contour, for which Table 2.1 of the AS2021 - 2000 Acoustics – Aircraft noise intrusion – Building siting and construction considers a hotel development as acceptable.

Notwithstanding the above, the site is modelled as being subject to primary and secondary storms surge events. This has been considered at clause 3.7 (LSSS – Land subject to storm surge) at section 6(a) of this report.

(k) the public facilities or public open space available in the area in which the land is situated and the requirement, if any, for the facilities, or land suitable for public recreation, to be provided by the developer

The proposed development includes 830 m^2 of publicly accessible thoroughfares/recreational footpaths, that will integrate with the existing Waterfront area and provide access to the expanded waterside footpath that will align with that constructed as part of the Larrakia Cultural Centre.

(m) the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and the requirement, if any, for those facilities, infrastructure or land to be provided by the developer for that purpose

Below is a summary of service authority submissions –

Local authority:

The Darwin Waterfront Corporation (DWC) (**Bookmark G1**) has requested conditions relating to construction management plan. In addition, DWC advised that the waste management should only take place on-site, and that the operation of the hotel/motel should not adversely impact on local traffic or pedestrian movements, and provide ongoing maintenance for the on-site publicly accessible walkways. DWC also requested that public access to these walkways be secured through an easement or other statutory mechanism in the requirements of the DWC.

DAS response: Permit conditions relating to a site construction management plan, waste management and an easement; and permit notes relating to the above matters have been recommended on the permit.

City of Darwin (**Bookmark G2**) advised that the site is located outside of the City of Darwin municipality, and as such, have no comments in relation to this application.

DAS response: Noted – no permit conditions or notes relating to the City of Darwin have been recommended.

Service authorities:

Power and Water Corporation (PWC) Power Services (**Bookmark G3**) provided standard comments that are reasonably expected for an application of this nature.

DAS response: Standard permit conditions and notes relating to works being to the requirements of Power Services have been included within the recommended conditions.

PWC Water Services (**Bookmark G4**) provided standard comments that are reasonably expected for an application of this nature, with the exception of a comment in relation to an on-site easement. Water Services advised that they have not provided an approval for an encroachment into this easement.

DAS response: Standard permit conditions and notes relating to works being to the requirements of Water Services have been included within the recommended conditions. To address concerns in relation to the easement encroachment (noting the built form is limited to the sealing of the car parking area), a condition precedent requiring the applicant to provide in-principle approval from Water Services for this encroachment has been recommended on the permit.

The Development Coordination Branch of the Department of Lands, Planning and Environment (DLPE, who coordinate responses from various DLPE entities) (**Bookmark G5**) advised the following:

Heritage Branch

- The Darwin Waterfront's established role, character and constraints include the heritage and cultural values of the Larrakia people, sacred sites, the landscape, visitation, arrival, early contact, settlement, trade and defence of the NT
- The proposed development has an opportunity to interpret the historic and cultural layers associated with the site. Site specific heritage could include the historical railway to Stokes Hill Wharf, stone embankment, the abutment (land to sea) and the building and rebuilding of Stokes Hill Wharf (previously the Port Darwin Jetty or Railway Jetty).

- Advised of nearby heritage and cultural values such as the Stokes Hill sacred site, views to/from the escarpment, and future potential for the Larrakia Cultural Centre to become a significant place of culture and history
- Advised of the value of an assessment that demonstrates how the design incorporates local heritage and cultural values

Land Management Unit

- The site is in close proximity to a sensitive receiving environment (Darwin Harbour)
- Requested permit conditions and notes relating to erosion and sediment control measures

Land Assessment Branch

- The application has the potential to disturb acid sulfate soils, and that any works should be undertaken in accordance with the National Acid Sulfate Soils Guidance.

Building Advisory Services

- All building works on the site are to comply with the *Building Act 1993*, the Building Regulations 1993, and the National Construction Code.

Environment Operations

- Application does not appear to trigger the licensing requirements of an Environment Protection Approval under the *Waste Management and Pollution Control Act 1998*.
- Advised that the there are statutory obligations under the WMPC Act that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste.

DAS response: Standard permit conditions relating to erosion and sediment control, and notes relating to *Building Act 1993* and acid sulfate soil matters have been recommended.

It is considered that there is merit in requiring the provision of heritage interpretation signage at the site, to acknowledge these values. A condition precedent requiring amended plans that show the location of heritage interpretation signage reflecting the heritage of the specific locality, with specific consideration of values such as the historical railway to Stokes Hill Wharf, stone embankment, the abutment (land to sea) and the building and rebuilding of Stokes Hill Wharf (previously the Port Darwin Jetty or Railway Jetty).

This assessment has not supported any permit conditions or sought to seek additional information in relation to how the development will interact with existing or future heritage and/or cultural values in the locality due to the absence of these values at the site. In this situation, the proposal represents a form of development anticipated within the zone and achieves an appropriate balance between planning considerations and the orderly use and development of land. On this basis, the level of assessment undertaken is considered sufficient and no further heritage related information, assessments or design amendments are considered warranted.

Transport and Civil Infrastructure (TCI) of the Department of Logistics and Infrastructure (DLI, **Bookmark G6**) advised they have no objections or comments in relation to this application.

DAS response: Noted – no permit conditions or notes relating to TCI have been recommended.

Transport Safety and Services (TSS) of DLI (**Bookmark G7**) advised they have no objections or comments in relation to this application.

DAS response: Noted – no permit conditions or notes relating to TSS have been recommended

Aboriginal Areas Protection Authority (AAPA, **Bookmark G8**) advised that the site is not covered by an existing Authority Certificate, and that a registered sacred site exists at Stokes Hill. AAPA further advised that Larrakia custodians have previously expressed the view that development in proximity to Stokes Hill should not exceed the height of the site.

DAS response: Standard permit notes have been included within the recommended conditions.

Airport Development Group (Darwin International Airport, **Bookmark G9**) provided comments in relation to the development's interaction with the National Airports Safeguarding Framework. No permit conditions or notes were requested by ADG.

DAS response: Noted – no permit conditions or notes relating to ADG or matters discussed in their comments have been recommended.

The application was also circulated to Environmental Health of the Department of Health, NBNco, and Department of Defence, however, no comments were received from these service authorities.

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

Amenity is defined in the *Planning Act 1999* as *in relation to a locality or building, any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable*.

The impact on amenity should be considered in context of the site and its surrounds, and with regard to the broader intention of zoning. Taking into consideration site constraints, the proposed development is generally considered to be of a high architectural quality and unlikely to result in unreasonable adverse amenity impacts within the locality and on nearby commercial/community land uses for the following reasons:

- The building will be well-articulated through building expression as well as a mix of building materials including through balcony doors, timber cladding/slats, a high degree of landscaping along the external building line.
- Proposed development will contribute 2 publicly accessible thoroughfares to a waterside footpath that integrates with that being provided as part of the Larrakia Cultural Centre.
- Sufficient on-site car parking, safe access and appropriately designed accessways are provided.
- The design and orientation of the hotel/motel suites are

(p) the public interest, including (if relevant) how the following matters are provided for in the application:

(i) community safety through crime prevention principles in design;

(ii) water safety;

(iii) access for persons with disabilities

It is in the public interest to ensure that development generally accords with the land use requirements as stipulated within the NTPS2020, as this sets out reasonable expectations of the community for developments in a given locality.

In response to (i), it is considered that community safety through crime prevention principles in design have been broadly incorporated into design elements of various clauses of the NTPS2020 which are addressed through the consideration of the planning scheme that applies to the land (as discussed in section 6(a) of this report).

In response to (ii), water safety is expected to be reviewed as part of building code requirements when future development takes place, and dealt with under the *Building Act 1993* and *Swimming Pool Safety Act 2004*. It is noted that a pool safety barrier is located around the perimeter of the pool area (which includes seating and a BBQ facility).

In response to (iii), access for persons with disabilities is expected to be reviewed as part of building code requirements when future development takes place and will be dealt with under the *Building Act 1993*.

Broader public interest in the application is also reflected in the public submissions received and as discussed at sections 6(e) and 6(r) of this report.

(pa) for a proposed subdivision or consolidation of land in a Restricted Water Extraction Area – whether the subdivision or consolidation complies with the restrictions of sections 14A and 14B of the Water Act 1992 and the requirements of section 14C(1) of that Act;

Subdivision is not proposed as part of this application.

(q) for a proposed subdivision of land on which a building is, or will be, situated – whether the building complies, or will comply, with any requirements prescribed by regulation in relation to the building (including, for example, requirements about the structural integrity and fire safety of the building)

Subdivision is not proposed as part of this application.

(r) any potential impact on natural, social, cultural or heritage values, including, for example, the heritage significance of a heritage place or object under the Heritage Act 2011

While there is only one registered heritage place located in proximity to this application (the Steam Pump House), public submissions and service authority comments from the Heritage Branch of the Department of Lands, Planning and Environment and Aboriginal Areas Protection Authority (AAPA) advised of potential heritage and cultural values in relation to the historical railway to Stokes Hill Wharf, stone embankment across Stokes Hill Road, the abutment (land to sea) and the building and rebuilding of Stokes Hill Wharf (previously the Port Darwin Jetty or Railway Jetty), the potential for the Larrakia Cultural Centre to become a place of cultural significance, and of a sacred site at Stokes Hill.

In relation to the sacred site associated with Stokes Hill, the Aboriginal Areas Protection Authority (AAPA) advised that Larrakia custodians have previously expressed the view that development in proximity to Stokes Hill should not exceed the height of the site.

While these tangible and intangible heritage values are acknowledged within the broader locality, the proposed development is considered acceptable having regard to the purpose and outcomes sought for the zone. The scale of proposed development is anticipated within the planning framework and is consistent with the reasonable expectations of development in the zone.

The proposal does not involve the demolition, alteration or physical impact of any recognised heritage asset, nor is it considered to unreasonably diminish the significance, setting or appreciation of other heritage values within the locality.

In assessing the proposal, consideration has been given to the balance between protecting local heritage values and facilitating the type of development envisaged by the NTPS2020. In this instance, requiring substantial redesign, additional studies or further mitigation measures would be unreasonable and disproportionate to the level of impacts identified, which in this situation would be intangible in nature.

In summary, the proposed development maintains an appropriate relationship with the surrounding area for development in Zone CB and is not expected to result in an unreasonable impact on the heritage character or cultural significance of nearby heritage places or cultural values. Accordingly, the proposed development is considered to appropriately respond to heritage considerations while still accord with the development outcomes intended by the zone provisions and strategic intent of the NTPS2020.

(s) any beneficial uses, quality standards, criteria, or objectives, that are declared under section 73 of the Water Act 1992

The site is located within the declared Darwin Harbour beneficial use area, which exists to protect surface water in the declared area for aquaculture, environment, cultural, rural stock and domestic purposes. It is noted that it is the responsibility of the developer and landowner to ensure that land use does not result in a contravention of the *Water Act 1992*.

(t) other matters it thinks fit

No other matters have been identified as warranting consideration.

Section 51(2) of the Planning Act 1999

If a development proposal is required to be referred to the NT EPA under Part 4, Division 3 of the Environment Protection Act 2019, the consent authority must not make a decision under this Division in relation to a development application for the proposal unless:
(a) the NT EPA has determined that an environmental impact assessment is not required under that Act for that proposal; or
(b) if the NT EPA has determined that an environmental impact assessment is required – an environmental approval has been granted under that Act for the proposal and the decision is consistent with that approval; or
(c) the Environment Protection Act 2019 otherwise permits the making of the decision.

In response to (a), the Environment Division of DLPE did not communicate the need for an environmental impact assessment. As such, pursuant to (c), the consent authority may make a decision by virtue that referral is not reasonably required.

7. RECOMMENDATION

That the Development Consent Authority reduce the car parking requirements pursuant to clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre) and vary the requirements of clauses 3.7 (Land Subject to Storm Surge), 5.2.4.4 (Layout of car parking areas), 5.2.5 (Loading Bays), 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC), 5.5.15 (Design in Commercial and Mixed Use Areas), 5.9.2.1 (Building Design in Darwin City Centre), and 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) of the Northern Territory Planning Scheme 2020, and pursuant to section 53(a) of the *Planning Act 1999*, consent to the application to develop Lot 7495 (39) Stokes Hill Road, Darwin City, Town of Darwin for the purpose of a hotel/motel (108 suites) in a 6 storey building, subject to the following conditions:

CONDITIONS PRECEDENT

1. Prior to the endorsement of plans and prior to commencement of works (including site preparation), amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show:
   a. Location of heritage interpretation signage reflecting the heritage of the locality, with consideration of values such as the historical railway to Stokes Hill Wharf, stone embankment, the abutment (land to sea) and the building and rebuilding of Stokes Hill Wharf (previously the Port Darwin Jetty or Railway Jetty).
   b. A notation on the plans stating that the indoor bicycle parking facilities will be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking.
   c. Details of the extent and type of fencing/hand rails proposed at the site.
   d. Details of how the proposed public walkway along the eastern seawall connects and integrates with the public walkway to the north of the site.

2. Prior to the endorsement of plans and prior to commencement of works (including site preparation), in-principle approval is required for the encroachment of the car parking area, bin store, and laundry trolley area over the existing easements to the requirement of the Power and Water Corporation, to the satisfaction of the consent authority.

3. Prior to the commencement of works (including site preparation), the applicant is to prepare a site construction management plan (SCMP) to the requirements of the Darwin Waterfront Corporation, to the satisfaction of the consent authority. The SCMP should specifically address the impact to Council owned public spaces and include a waste management plan for disposal of waste to Shoal Bay, traffic control for affected roads, haulage routes, storm water drainage & sediment control, use of Darwin Waterfront Corporation and NT Government land, and how this land will be managed during the construction phase.

4. Prior to the commencement of works (including site preparation), a Type 2 Erosion and Sediment Control Plan (ESCP) must be developed in accordance with the Department of Lands, Planning and Environment (DLPE) ESCP Procedures. The ESCP must be certified by a suitably qualified and experienced professional and must be submitted to Development Assessment Services (via email: das.ntg@nt.gov.au).
   Please refer to notes 1, 2 and 3 for further information.

GENERAL CONDITIONS

5. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.

6. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage, electricity and telecommunication networks to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.
   Please refer to notes 4, 5 and 6 for further information.

7. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.

8. All existing and proposed easements and sites for existing and required utility services must be vested in the relevant authority for which the easement or site is to be created.

9. Waste bin enclosures, storage and pick-up shall be provided in accordance with the requirements of the Darwin Waterfront Corporation, to the satisfaction of the consent authority.

10. Before the use or occupation of the development, heritage interpretation signage is to be installed, to the satisfaction of the Heritage Branch of the Department of Lands, Planning and Environment, to the satisfaction of the consent authority.

11. Before the use or occupation of the development starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
    a. constructed;
    b. properly formed to such levels that they can be used in accordance with the plans;
    c. surfaced with an all-weather-seal coat;
    d. drained;
    e. line marked to indicate each car space and all access lanes; and
    f. clearly marked to show the direction of traffic along access lanes and driveways
    to the satisfaction of the consent authority.
    Car spaces, access lanes and driveways must be kept available for these purposes at all times.

12. All substation, fire booster and water meter arrangements are to be appropriately screened to soften the visual impact of such infrastructure on the streetscape, to ensure that the infrastructure is sympathetic to and blends in with the design of the building. Details will need to be resolved to the satisfaction of the consent authority in consultation with the Power and Water Corporation, and NT Fire and Emergency Services

13. All new roof top plant equipment, equipment relating to the operation of the lift and any other equipment (such as any vents and ducting associated with requirements for stairwell pressurisation or other such ventilation purposes or similar) that will be placed on the rooftop of the development shall be appropriately screened, or designed to soften the visual impact of such equipment from view from neighbouring or nearby developments (or developments reasonably anticipated).

14. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.

15. All balconies are to be internally drained and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.

16. Before the use/occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.

17. Should the certified Type 2 ESCP require amendment, the revised ESCP must be certified by a suitably qualified and experienced professional and submitted to Development Assessment Services (via email: das.ntg@nt.gov.au).

18. All works relating to this permit must be undertaken in accordance with the certified Type 2 ESCP.

19. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.

Notes

1. The DLPE ESCP Procedures factsheet is available at: https://environment.nt.gov.au/rangelands/technical-notes-and-fact-sheets/land-management-technical-notes-and-fact-sheets.

2. A suitably qualified and experienced professional in erosion and sediment control as defined by the International Erosion Control Association (IECA) Australasia at https://www.austieca.com.au/rsp-esc/suitably-qualified-professional.

3. Information regarding erosion and sediment control can be obtained from the IECA Best Practice Erosion and Sediment Control 2008 books available at www.austieca.com.au and Land Management Factsheets available at https://nt.gov.au/environment/soil-land-vegetation. For further advice, contact the Development Coordination Branch: (08) 8999 4446.

4. The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.

5. All developers, including owner-builders, are required to comply with Commonwealth telecommunications requirements. Under Commonwealth law, developers are generally required to provide fibre-ready pit and pipe in their developments at their expense. Developers may be able to access an exemption from these arrangements in some circumstances. For more information visit www.infrastructure.gov.au/tind.

6. If you choose nbn to service your development, you will need to enter into a development agreement with nbn. The first step is to register the development via http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments.html once registered nbn will be in contact to discuss the specific requirements for the development. Nbn requires you to apply at least 3 months before any civil works commence. All telecommunications infrastructure should be built to nbn guidelines found at

http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments/builders-designers.html.

7. The Aboriginal Areas Protection Authority recommends that the permit holder obtain an Authority Certificate to indemnify against prosecution under the *Northern Territory Aboriginal Sacred Sites Act 1989*. For advice on how to obtain a certificate please contact the Aboriginal Areas Protection Authority.

8. Any proposed works on/over Darwin Waterfront Corporation property shall be subject to separate application to Darwin Waterfront Corporation and shall be carried out to the requirements and satisfaction of Darwin Waterfront Corporation.

9. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the Northern Territory *Building Act 1993* before commencing any demolition or construction works. Due to provisions in the National Construction Code (NCC), the subject lots may need to be consolidated before a building permit can be issued

10. Any proposed works which fall within the scope of the *Construction Industry Long Service Leave and Benefits Act 2005* must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on (08) 8936 4070 to determine if the proposed works are subject to the Act.

11. There are statutory obligations under the *Waste Management and Pollution Control Act 1998* (the Act), that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority website at https://ntepa.nt.gov.au/publications-and-advice/environmental-management.
    The Act, administered by the Northern Territory Environment Protection Authority, is separate to and not reduced or affected in any way by other legislation administered by other Departments or Authorities. The Environment Operations Branch of the Environment Division may take enforcement action or issue statutory instruments should there be non-compliance with the Act.

12. The Land Management Branch advise that the development has the potential to disturb acid sulfate soils, and that any works should be undertaken in accordance with the National Acid Sulfate Soils Guidance.

8. REASONS FOR THE RECOMMENDATION

1. The application is for a hotel/motel comprising 54 one-bedroom and 54 two-bedroom (108) hotel suites in a 6-storey building at Lot 7495 (39) Stokes Hill Road, Darwin City, Town of Darwin. The 4080 m^2 lot (the site) is in Zone CB (Central Business) of the Northern Territory Planning Scheme 2020 (NTPS2020). The area subject to this application (the development site) is located over the central and northern portions of the site (over the existing car parking area).

   The development is proposed over the existing on-site car parking area with the existing building (offices and former The Jetty restaurant) to be retained. The proposed development is intended to provide a high-end short-stay accommodation option that complements the

Darwin Waterfront Precinct's established role as a major tourism, hospitality and recreation destination.

Hotel suites are located on levels 1 to 5, while the ground floor accommodates car parking, reception, administration areas, end-of-trip facilities, servicing areas and landscaping. Communal recreation facilities are proposed on the upper level, and comprise a swimming pool, gymnasium room, playground, barbecue area and landscaped terrace overlooking Darwin Harbour. The proposed development also incorporates extensive landscaping, including a green façade facing Stokes Hill Road, extensive landscaping of the external building line on levels 1 to 5, and rooftop planting as part of the communal area.

In addition, the proposed development will provide publicly accessible thoroughfares that will integrate the footpath being developed as part of the adjacent Larrakia Cultural Centre with the broader Darwin Waterfront pedestrian network. The application emphasises that the development has been designed to maintain public access to the waterfront, improve pedestrian and cycling connectivity, and contribute to the activation of the public realm through increased visitation, surveillance and tourism activity. The building has also been designed to respond to the site's waterfront location, with an average overall height of approximately 25.6 mAHD and car parking and ground level administration areas located above the modelled storm surge levels.

2. Pursuant to section 51(1)(a) of the *Planning Act 1999*, the consent authority must take into consideration the planning scheme that applies to the land to which the application relates.

   The application is *Impact Assessable* under clause 1.8(1)(c)(v) of the NTPS2020 as a provision of the NTPS2020 expressly requires assessment as *Impact Assessable*. In this situation, while a hotel/motel is usually *Merit Assessable* in Zone CB (Central Business), overlay 3.7 (LSSS – Land Subject to Storm Surge) applies to the development site. As such, pursuant to clause 3.1(4) of the Northern Territory Planning Scheme 2020 (NTPS2020), *Where an Overlay requires consent, the following level of assessment applies … (b) if shown as Merit Assessable on the relevant assessment table in Part 4 it is Impact Assessable.*

   Subsequently, the exercise of discretion by the consent authority that applies is clause 1.10(4), which states *in considering an application for a use or development identified as Impact Assessable the consent authority must take into account all of the following:*
   (a) The relevant requirements, including the purpose of the requirements, as set out in Part 5 or 6;
   (b) Any Overlays and associated requirements in Part 3 that apply to the land;
   (c) The guidance provided by the relevant zone purpose and outcomes in Part 4 or Schedule 4.1 (Specific Use Zones); and
   (d) Any component of the Strategic Framework relevant to the land as set out in Part 2.

   Therefore, the Central Darwin Area Plan (being the relevant strategic framework document), the zone purpose and outcomes of Zone CB (Central Business), and clauses 3.7 (LSSS – Land Subject to Storm Surge). 5.2.4 (Car Parking), 5.2.5 (Loading Bays), 5.2.6 (Landscaping), 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC), 5.5.15 (Design in Commercial and Mixed Use Areas), and 5.9.2 (Darwin City Centre) need to be considered.

   These clauses have been considered and it is found that the proposal complies with the relevant requirements of the NTPS2020 except for the following:

   - Clause 3.7 (Land Subject to Storm Surge) in relation to the establishment of a land use which will increase the number of people/infrastructure in an area identified as being subject to a primary and secondary storm surge.

- Clause 5.2.4.4 (Layout of car parking areas) in relation to setbacks to the car parking area, car parking space intrusions from support columns, and 2 instances of a lack of projections past a car parking space.
- Clause 5.2.5 (Loading Bays) in relation to a shortfall of loading bays and the proposed loading bay dimensions/accessibility.
- Clause 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC) in relation to the northern bicycle parking area not being protected from the weather.
- Clause 5.5.15 (Design in Commercial and Mixed Use Areas) in relation to lack awnings and general protection of pedestrians from the weather, and lack of a dedicated parenting room.
- Clause 5.9.2.1 (Building Design in Darwin City Centre) in relation to lack of distinctive upper floor treatment from all perspectives, and poor integration of the northern bicycle parking area with the development.
- Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) in relation to insufficient number of car parking spaces (7 car parking space shortfall) provided at the site.
- Clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) in relation to the provision of ground floor car parking spaces where no commercial tenancies are proposed.

A summary of the relevant parts of the NTPS2020 is as follows:

Part 2 – Strategic framework

The Central Darwin Area Plan September 2019 (CDAP) specifies that acceptable responses serve as action-based policy statements to guide land use and development, however, do not prevent the use of land consistent with the current zoning of the site. Furthermore, the CDAP 2019 may specify additional requirements for a development consistent with an existing zone.

The proposal is located within an area identified on the land use vision map for *Mixed use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail)* development. The mixed use theme identifies that intensive residential and commercial land uses drive activity within the city centre. This area plan encourages diverse development and uses to ensure that mixed use environments are robust, flexible and responsive to economic and social change. The CDAP achieves this through a series of objectives that aim to support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities.

Since the introduction of the CDAP, most of these objectives have been captured under the NTPS2020 Part 5 location specific development requirements. The proposal is considered to support the relevant CDAP objectives.

Notwithstanding the above, it is considered that further discussion around the culture and heritage, and the environment themes is warranted.

In relation to the culture and heritage theme as shown in the CDAP, the site is located approximately 60 m from the steam pump house declared heritage place, and 140 m from the remnant No. 6 oil tank and vicinity of a place of cultural interest. Of relevance, the acceptable response for objective 4.3 states *Places of historical and cultural value within the study area, including significant sites, buildings structures, trees, and landscape elements are recognised and connected through innovative forms of interpretation*.

While the site itself is not identified as having any specific cultural or heritage values in the CDAP, its location as a publicly accessible nexus between the Waterfront and future pedestrian pathway to Frances Bay mean there may be merit in the provision of interpretative signage. As such, a condition precedent requiring amended plans that show the location of heritage interpretation signage reflecting the heritage of the locality has been recommended.

In relation to the environment theme, the site is located within an identified as being subject to primary and secondary storm surge events. The relevant acceptable response states *All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Planning Scheme*.

As the modelled storm surge extents have been incorporated into the NTPS2020 as overlays, this matter is discussed further at clause 3.7 (LSSS – Land Subject to Storm Surge).

Part 3 – Overlays

Clause 3.7 (LSSS – Land Subject to Storm Surge)

The purpose of this overlay is to *Identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated the risk to people, damage to property and costs to the general community caused by storm surge*, with the site modelled as being located within the primary storm surge area (PSSA) and secondary storm surge area (SSSA).

This clause requires that:

8. *Development in the PSSA should be limited to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/ caravan areas.*

9. *Development within the SSSA should be confined to those uses permitted in the PSSA as well as industrial and commercial land uses.*

10. *Residential uses, strategic and community services (such as power generation, defence installations, schools, hospitals, public shelters and major transport links) should be avoided in the PSSA and the SSSA.*

And where the application proposes to locate a hotel/motel development (which is considered to be residential in nature) in land modelled as being subject to a PSSA and SSSA.

Administratively, subclause 6 states *The consent authority may consent to a use or development within the PSSA that is not in accordance with sub-clauses 8-10 only if it is satisfied that the application demonstrates that there is no increased risk to people and property, including adjoining property*.

A review of the site's Flood Impact Property Report (**Bookmark E2**) identified the modelled storm surge height during a PSSA event will be 5.41 mAHD, and that during a SSSA event will be 5.98 mAHD. A review of these modelled levels against the plans identified that:

Building/built form element	Level	Difference	
		PSSA event	SSSA event
Existing site level*	6.5 mAHD	+1.09 m	+0.52 m

Ground level car parking area and hotel areas	6.7 mAHD	+1.29 m	+0.72 m
Level 1 hotel suites	10.7 mAHD	+5.29 m	+4.72 m

*As shown in the application, and considered to be an average level, noting the site is uneven.

As detailed in the above table, infrastructure and non-residential uses at the site will be above the modelled PSSA and SSSA event levels, as will all hotel suites. As such, it is considered that this development does not unreasonably increase risk to people or property at the site or in the immediate vicinity.

Part 4 – Zoning

The purpose of Zone CB is to *Promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development.*

Built form and design in the Zone CB is expected to facilitate a vibrant commercial precinct along and the creation of safe, active street frontages and public places, while balancing competing demands with reference to the overall mixed use nature of the zone. The proposed development is considered to support the broader intent of Zone CB, however, zone outcome (10) is considered to warrant particular attention.

Zone outcome (10) states *Developments are designed and operated in a manner that avoids unreasonable loss of amenity for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone.*

In this context, the primary consideration of this development is the proposed proximity of hotel/motel suites (a residential form of development) to the main outdoor area of the Larrakia Cultural Centre, which would be expected to host functions through the year. Notwithstanding, the balconies are primarily orientated away from the Larrakia Cultural Centre outdoor space, and as such are considered acceptable and not likely to result in an unreasonable impact on future hotel/motel visitors than that expected for a development in Zone CB.

On balance, this development is not considered likely to have any other unreasonable adverse amenity impacts on the locality that would not be expected in Zone CB.

Part 5 – Development requirements

As mentioned earlier, the proposed development was found to comply with the relevant part 5 development requirements of the NTPS2020, except for clauses 5.2.4.4 (Layout of car parking areas), 5.2.5 (Loading Bays), 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC), 5.5.15 (Design in Commercial and Mixed Use Areas), 5.9.2.1 (Building Design in Darwin City Centre), 5.9.2.11 (Car parking spaces in Darwin City Centre), and 5.9.2.13 (Design of Car Parking Areas and Vehicle Access).

Pursuant to clause 1.10 (Exercise of Discretion by the Consent Authority), subclause (5), of the NTPS2020, *The consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:*
(a) The purpose and administration clauses of the requirement; and
(b) The considerations listed under Clause 1.10(3) or 1.10(4).

In response to clause 1.10(5)(a), it is considered that variations to these clauses are appropriate in this instance because:

Clause 5.2.4.4 (Layout of car parking area)

The purpose of this clause is to *Ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose*.

Clause 5.2.4.4(6)(a) and (b) require that *A car parking area is to: (a) be not less than 3m from any lot boundary abutting a road; and (b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the car parking area when viewed from the road*, where 2 car parking spaces are located less than 3 m from the front property boundary (that located immediately along Stokes Hill Road), and 3 spaces are located within 3 m of the property boundary adjoining the access to the electrical substation (which is part of the road reserve).

Administratively, subclause 3 states *The consent authority may consent to a car parking area that is not in accordance with subclause 6 if it is satisfied that the non-compliance will not unreasonably impact on the amenity of the surrounding locality*.

In response to subclause 3, this application will result in the planting of lipstick palms, hibiscus and birds of paradise within the setbacks. These species are expected to create a dense mid-level layer which will moderately screen the car parking area (with the exception of 1 car parking space) from the public domain. As such, the proposed car parking layout is unlikely to result in an unreasonable impact on local amenity.

In addition, clause 5.2.4.4(8) requires that *The layout of a car parking area is to: … (c) be in accordance with the dimensions set out in the diagram to this clause; and (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space*, where a review of the plans show there are 36 instances (of a total 56) where a building support column is partially located within a car parking space, and 2 instances where a car parking space is located perpendicular to the end of a driveway without 1 m+ projection being proposed.

Administratively, subclause 4 states *The consent authority may consent to a car parking area that is not in accordance with subclauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development*.

In response to subclause 4, the building support columns are located towards the front or rear of the car parking space, and expected to project 15 cm into the affected car parking space on one side only and for a 1 m extent. As these are located outside of the zone in which vehicle doors will be opened, and is of a limited extent, it is not considered that these intrusions will unreasonably affect the future operation of the affected car parking spaces.

In relation to the lack of a projection past 2 car parking spaces, this is considered acceptable by virtue that the car parking area is of a small scale and will be a low speed environment. These factors will allow for vehicles accessing or exiting these car parking spaces to complete additional parking manoeuvres in a manner which would not likely have an unreasonable impact on other vehicles/users of the car parking area.

Based on the above discussion the proposed variation to clause 5.2.4.4 (Layout of car parking area) is supported, as it is not considered likely that the car parking area will unreasonably impact on local amenity and that it will be functional for its intended purpose.

Clause 5.2.5 (Loading Bays)

The purpose of this clause is to *Provide for the loading and unloading of vehicles associated with the use of land.*

Clause 5.2.5(3) requires that a *Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number)* [where 0.016 (1) dedicated loading bays are calculated as being required for the hotel occupation, and 0.39 (1) for the existing developments at the site], where only 1 loading bay is proposed at the site.

In addition, clause 5.2.5(4)(c) requires *A loading bay is to: … (c) have a clearance of at least 4m*, where the loading bay facility doesn't provide the minimum vertical dimensions. This is by virtue that site access is through a gate with a minimum dimensions of 3.4 m, and that the vertical clearance at the loading bay itself is 3.7 m.

Administratively, subclause (1) states *The consent authority may consent to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:*
(a) the scale of the use and development on the site;
(b) any potential adverse impacts on the local road network; and
(c) any agreements for off-site loading and unloading of vehicles, such shared loading areas or approval to carry out loading activities in a laneway or secondary street.

A variation to this clause is supported in this instance because:

- The small scale of the hotel/motel development and existing development mean that a single loading bay facility will reasonably be able to cater for all land uses at the site. In addition, the reduced height of the loading bay facility and access thereto will still allow for light vehicle to medium trucks to access the loading bay facility.
- While no evidence was provided about agreements for shared loading facilities, no adverse comments were received from the Darwin Waterfront Corporation, who manage the local road network.

Based on the above discussion the proposed variation to clause 5.2.5 (Loading Bays) is supported, as it is not considered likely that the reduced loading bay dimensions would have an adverse impact on the local road network, or its functionality.

Clause 5.3.7 (End of Trip Facilities in Zones HR CB C SC and TC)

The purpose of this clause is to *Ensure that new commercial and high density residential buildings provide sufficient safe, quality and convenient end of trip facilities to enable active travel choices by residents, visitors, workers and customers for the proposed use of the site*.

Clause 5.3.7(3)(e) requires that *All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking and must: … (e) be protected from the weather*, where the northern bicycle parking area will not be protected from the weather.

Administratively, subclause 1 states *The consent authority may consent to a use or development with fewer bicycle parking spaces, lockers and/or showers and changing facilities than required by subclauses 2-6 if satisfied that either:*
(a) there are alternative end of trip facilities (on or off the site), where:

i. the same function is provided which can accommodate the same number of bicycles and/or users required by the clause;
ii. access to the alternative end of trip facilities is safe and convenient for users;
iii. the alternative end of trip facilities are sheltered and secure; and
iv. the size and layout of alternative storage areas allows for safe and comfortable storage and access to bicycles and/or personal items; or

(b) it would be unreasonable to provide the end of trip facilities as required by this clause with regard to, but not limited to, the location of the development and likely commute distances; or

(c) it would be unreasonable to provide shower and changing facilities for a small development, where the development becomes unfeasible should such facilities be required.

In response to subclause 1(a), it is considered that a high number of secure and sheltered bicycle parking facilities are proposed in the vicinity of the hotel area to cater for future site staff and visitors.

Based on the above discussion, the proposed variation to clause 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and TC) is supported, as it is considered that this development will still provide high quality end of trip facilities for site visitors and staff as intended by this clause.

Notwithstanding the above, a permit condition requiring amended plans that include a notation stating that the indoor bicycle parking facility will be designed in accordance with the Australian Standard AS2890.3 – Bicycle Parking has been recommended.

Clause 5.5.15 (Design in Commercial and Mixed Use Areas)

The purpose of this clause is to *Encourage a diverse mix of commercial and mixed use developments that are safe, contribute to the activity and amenity of commercial centres, are appropriately designed for the local climate, and minimise conflicts between different land uses within and surrounding the commercial centre.*

Clause 5.5.15(17) requires that *Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which: (a) extends along the full length of the site boundary to provide continuous coverage for pedestrians …*, where a full width awning is not provided over the existing footpath adjacent to development (north-western corner of the site adjacent to Stokes Hill Road).

Administratively, subclause 5 states *The consent authority may consent to a development that is not in accordance with sub-clause 17 if it is satisfied that:*

(a) the development provides a considered response to the established character of the streetscape; and

(b) the development provides an alternative response for shading.

A variation to this clause is supported in this instance because:

- This area of the Darwin Waterfront is not characterised by awnings over the public domain, with buildings often setback from the property boundary.
- The proposed building is not located adjacent to any existing footpaths located in the road reserve.
- The publicly accessible footpaths proposed as part of this application are located adjacent to the built form, and as such, will have intermittent shading through the day.

In addition, clause 5.5.15(22) requires that *Development with a floor area of 3500m^2 or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding)*, where despite having a floor area of approximately 4296 m^2, no dedicated parenting room is provided.

Administratively, subclause 10 states *The consent authority may consent to a development that is not in accordance with subclause 22 if it is satisfied that the development provides appropriate provisions for parenting activities relative to the nature and scale of the development*.

The applicant has stated that *No dedicated parenting room is provided with guests able to use facilities in individual suites*.

In response to subclause 10, it is noted that although the floor area of the development is 4296 m^2, only 141 m^2 of it is considered to be net floor area, and space in which office staff will be regularly working. As such, it is considered that this development is not of a scale that would reasonably require a dedicated parenting room.

Based on the above discussions, the proposed variation to clause 5.5.15 (Design in commercial and mixed use areas) is supported, as the application is considered to provide an acceptable amount of shading over the public domain taking into account the scale of the development, and that the non-provision of a dedicated parenting room is not considered likely to result in adverse impacts to future site users.

Clause 5.9.2.1 (Building Design in Darwin City Centre)

The purpose of this clause is to *Promote buildings in the Darwin city centre that are designed to support a mix of land uses now and in the future, contribute to a high level of amenity in the public domain and enable convenient pedestrian and cyclist movement to and across the city centre*.

Clause 5.9.2.1(7) requires that *Building facades are to have a clearly distinguished base, middle and top*, where there is not considered to be an upper level treatment which clearly distinguishes the roof/level 5 from the western perspective (Stokes Hill Road/Darwin Waterfront area).

In addition, clause 5.9.2.1(8) requires that *Any communal facilities, such as bicycle parking and seating, located at the front of the building are to be integrated into the site layout and building design*, where the northern bicycle parking area is not considered to be, due to it being located immediately adjacent to an on-site driveway, and away from the building entrance.

Administratively subclause 7 states *The consent authority may consent to a use or development that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design contributes to the functionality and visual interest of the streetscape*.

A variation to this clause is supported in this instance because the application on balance will increase pedestrian connectivity in the area, and a built form which is well articulated through a variety of setbacks with innovative use of perimeter landscaping along the external building line for levels 1 to 5.

In addition, it is considered that the northern bicycle parking area has been already considered at clause 5.3.7 (End of trip facilities in Zones HR, CB, C, SC and TC).

Based on the above discussion, the proposed variation to clause 5.9.2.1 (Building Design in Darwin City Centre) is supported, as the building is considered to be well articulated, and provide a high degree of visual interest when seen from the public domain.

Clause 5.9.2.11 (Car parking spaces in Darwin City Centre)

The purpose of this clause is to *Ensure that sufficient off-street car parking spaces, constructed to a standard and conveniently located, are provided to service the proposed use of a site.*

Clause 5.9.2.11(5) requires that a *Use and development is to include the minimum number of car parking spaces specified in the table to this clause (rounded up to the next whole number)* [calculated as 62.834 (63), being comprised of 43.2 car parking spaces for the hotel suites, 1.2 for the bar-small (the permit of which extends to this site), and 15.6 for the existing food premises (noting though that this use is not indicated currently existing)/office on-site], where only 56 car parking spaces are provided at the site. This results in a car parking shortfall of 7 spaces.

Administratively, subclause (2) states *The consent authority may consent to a use or development that is not in accordance with subclause 5 as set out in clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre).* A review of this clause is provided at the discussions under clause 5.9.2.12.

Clause 5.9.2.12 (Reduction in car parking spaces in Darwin City Centre)

The purpose of this clause is to *Provide for a use or development with fewer car parking spaces than required by clause 5.9.2.11 (Car parking spaces in Darwin City Centre).*

As discussed under clause 5.9.2.11 (Car parking spaces in Darwin City Centre), the site is calculated as requiring 63 car parking spaces on-site to cater for existing and proposed land uses, where only 56 are proposed.

Administratively, subclause 1 states *The consent authority may consent to: (a) a reduction of 1 car parking space for every 3 motorcycle parking spaces proposed for a use or development, but only to a maximum of 1 motorcycle parking space for every 25 (or more) car parking spaces required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) ….*

In response to subclause 1(a), the application proposes 3 motorbike parking spaces. As such, the Authority may consider a 1 car parking space reduction.

In addition, administratively, subclause 2 states *The consent authority may also consent to a use or development with fewer car parking spaces than required by Clause 5.9.2.11 (Car parking spaces in Darwin City Centre), in accordance with the table to this clause.*

Pursuant to category 1(c), as *The development is located within 200m of a dedicated off-road bicycle path or on-road bicycle lane* [where the site is located within 200 m of an on-road bicycle path located along Kitchener Drive], the consent authority can consider a 5% reduction. This would result in a reduction of 3.14 car parking spaces.

Pursuant to category 2(b), as *The development is within 200m walking distance of an existing, publicly accessible car park with a combined total of 100 car parking spaces or more* [where the publicly accessible, Darwin Waterfront Corporation managed Convention Centre off-street carpark is located less than 200 m walking distance of the site], the consent authority can consider a 10% reduction. This would result in a reduction of 6.28 car parking spaces.

Based on the above discussion, it is considered that the application meets the relevant criteria to access a reduction of 10.42 car parking spaces, resulting in a revised requirement for the provision of 52.40 (53) car parking spaces at the site, where 56 car parking spaces are proposed.

If considered acceptable this would result in a surplus of 3 car parking spaces at the site.

Clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access)

The purpose of this clause is to *Promote design of car parking, vehicle access points and onsite movement that:*
(a) is easily adapted to meet changing demand;
(b) minimises visual impact to the street and other public areas; and
(c) minimises impacts to pedestrian and cyclist movement.

Clause 5.9.2.13(3) requires that *Ground level car parking areas in buildings are limited to the number of car parking spaces required for ground level commercial tenancies*, where all car parking at the site is proposed at ground level, and this car parking is required for all land uses at the site (hotel/motel visitors, hotel/motel staff and the existing 2-storey development).

Administratively subclause 3 states *The consent authority may consent to a development that is not in accordance with sub-clauses 3-6 if it is satisfied the use or development is appropriate to the site having regard the potential impact on the surrounding road network and the amenity of the locality.*

A variation to this clause is supported in this instance because the locating of all on-site car parking at ground level will not reasonably result in any adverse impacts to the local road network, and that the usage of the pool-fencing style will provide an acceptable interface between the car parking area and adjacent publicly accessible areas, taking into account the awkward layout of the site, and likely infeasibility of providing basement or above ground car parking to cater for this development.

Based on the above discussion, the proposed variation to clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) is supported, as on-site constraints may limit the potential for basement or above ground level car parking to be feasible at the site, and that proposed ground level car parking will not reduce amenity beyond what currently exists.

While the application was found to be compliant with the other identified relevant development requirements it is considered that further discussion of clauses 5.9.2.4 (Development within the Darwin Waterfront), 5.9.2.7 (Development along the Priority Pedestrian Cycle Network) and 5.9.2.9 (Public Domain Contributions for Development on Large Sites) is warranted. A discussion of these clauses is provided below.

Clause 5.9.2.4 (Development within the Darwin Waterfront)

The purpose of this clause to *Ensure that design and scale of development within the Darwin Waterfront responds to and respects the established role, character and constraints of the waterfront area and the surrounding escarpment*.

Clause 5.9.2.4(5) requires that *Development does not obstruct view lines identified in the Diagram to this clause*, where the site is not located within or adjacent to an identified view line.

In addition, clause 5.9.2.4(6) requires that *Building height does not exceed the height identified on the Diagram to this clause*, where the site is not located within an area with a listed 'maximum overall building height' limit. However, it is noted that the application proposes an average height of 26.2 mAHD, with the lift overruns going to 26.7 mAHD.

In relation to the adjacent Larrakia Cultural Centre, a review of the relevant endorsed drawings show that the maximum height of that development is 19.405 mAHD. As such, this development will be approximately 6.75 m to 7.25 m taller than the Larrakia Cultural Centre.

As shown in the above excerpt, the site is not located within an area with an identified maximum overall building height, nor interact with any identified key view lines within the Darwin Waterfront.

In addition to the above, it is noted that no other clauses of the NTPS2020 establish view lines or a maximum height in relation to this site.

Clause 5.9.2.7 (Development along the Priority Pedestrian Cycle Network)

The purpose of this clause is to *Encourage development along the Priority Pedestrian and Cycle Network that facilitates safe and convenient pedestrian and cyclist movement to and across the Darwin city centre*.

Clause 5.9.2.7(5) requires that *Pedestrian and cycle links within a site are to be connected to the existing and future priority pedestrian/cycle network …*, where 3 distinct publicly accessible walkways are proposed:

- 2 m wide waterside pedestrian path located between the hotel/motel development and eastern seawall/rockwall
- 1.5 m wide northern pedestrian path between the proposed hotel/motel development and Larrakia Cultural Centre, that connects the waterside walk with a hardstand area associated with a nearby substation that connects to Stokes Hill Road
- 1.2 m wide southern pedestrian path between the proposed hotel/hotel motel and existing on-site development, that connects the waterside walk with Stokes Hill Road.

The pedestrian pathway at the rear of the site is considered to be well connected and integrated to the adjacent path to the Larrakia Cultural Centre, and through the provision of 2 connections to Stokes Hill Road, is considered be integrated with and support pedestrian movement at the site. While the connector pathways vary between 1.2 to 1.5 m wide, which may disadvantage future cyclists, this is considered acceptable in this situation due the irregular nature of the lot, constraints in relation to the existing development being retained, and the southern accessway providing a wider forecourt.

To ensure that these pathways are connected in a manner that promotes their utilisation by the public, a condition requiring amended plans that detail how the proposed waterside pedestrian pathway connects and integrates with the public walkway to the north of the site (i.e. the Larrakia Cultural Centre) has been included on the permit.

Clause 5.9.2.9 (Public Domain Contributions for Development on Large Sites)

The purpose of this clause is to *Encourage development on large sites that supports the public domain by contributing to an integrated, high-quality network of public spaces, recreation facilities and places for wildlife*.

Clause 5.9.2.9(3) requires that *A minimum of 10% of the site area* [calculated as requiring 408 m^2] *is to be provided as publically* [sic] *accessible open space*, where 1100 m^2 (26%) is proposed/retained at the rear of the site in the form of a 2 m wide waterside publicly accessible footpath, a 1.5 m wide northern footpath adjacent to the Larrakia Cultural Centre site, a 1.2 m wide southern footpath between the proposed hotel/motel and existing on-site development, and the rockwall and harbour areas. While the harbour area will continue to be permanently inundated, it is considered acceptable for the purpose of this clause on the basis that it may still allow members of the public access to recreational opportunities such as fishing.

It is noted that the NTPS2020 defines public open space (which is considered similar in intention) as *outdoor spaces that are generally accessible to the community and provide for a range of sport, recreation, cultural, entertainment or leisure pursuits*, and that no other clauses of the NTPS2020 appear to disallow for the consideration of permanently inundated land to be considered as publicly accessible open space.

In addition, subclause 4 requires that *The open space provided under sub-clause 3 is to integrate and connect with: (a) existing and future cycle and pedestrian networks; (b) sites of significant natural, cultural or heritage value; and (c) habitats, wildlife corridors and public greenspaces from adjoining sites*, where in response to subclause 4(a), the proposed waterside footpath at the rear of the site is well integrated with an adjacent footpath to the Larrakia Cultural Centre, and while the northern and southern footpath widths are 1.5 m to 1.2 m wide, respectively, they are considered to be well integrated with the existing pedestrian network along Stokes Hill Road, including through the provision of a new pedestrian crossing and will allow for good level of pedestrian permeability. It is not considered that the site is located immediately adjacent to any aspects mentioned under subclauses 4(b) or 4(c).

3. Pursuant to section 51(1)(e) of the *Planning Act 1999*, the consent authority must take into consideration any submissions made under section 49, and any evidence or information received under section 50, in relation to the development application.

   The application was placed on public exhibition for a 2-week period between 12 and 26 June 2026. Twenty-six (26) public submissions were received under section 49(1) of the *Planning Act 1999*, with respect to this application.

   Of the 26 submissions received, 11 submitters expressed an objection to the application, 1 expressed support for the proposal subject to comments and recommendations, 14 expressed support for the application.

   The main thematic comments and concerns identified by DAS include:

   1. Design quality and landscaping
   2. Public realm, street activation and pedestrian safety
   3. Impacts on the Larrakia Cultural Centre
   4. Sacred site/viewshed impacts
   5. Lack of consultation with Larrakia stakeholders
   6. Excessive number of NTPS2020 variations
   7. Storm surge and subsequent site suitability
   8. Traffic and access

   An assessment of the primary adverse themes raised in the public submissions has been and provided below.

   1. *Design quality and landscaping*

   The proposed development will contribute to increased building massing, from whichever direction it is viewed. Notwithstanding, the proposed development is consistent with the modern and dynamic character of the Darwin Waterfront area.

In this instance, the proposed landscaping along all external building lines on levels 1 to 5, and variable setbacks to habitable rooms and hotel suite living spaces will result in a built form with limited blank walls and high degree of visual interest. In addition, the application proposes a significant contribution to the public domain, comprising publicly accessible walkways to the north and south of the development, and continuation of an integration with a 2 m waterside footpath. These elements are considered appropriate and will reasonably enhance the Darwin Waterfront setting.

2. *Public realm, street activation and pedestrian safety*

It is considered that the proposed design promotes physical connectivity with the provision of pedestrian linkages to the north and south of the site, and which will connect Stokes Hill Road to the future waterside footpath. While there is limited activation along the Stokes Hill frontage, this is considered acceptable due to the irregular shape of the lot, and scale of the development. It is considered that on balance, the application proposes an acceptable level of publicly accessible open space that is attractive, safe and functional for pedestrians.

3. *Impacts on the Larrakia Cultural Centre*

The proposed development will be approximately 6.7 m (~2 storeys) taller than the Larrakia Cultural Centre to the north. The proposed development is consistent with the height requirements of the NTPS2020 and more specifically, that intended for by the Darwin City Centre location specific development requirements.

Concerns have also been raised in the potential for reverse-amenity impacts as a result of this development, specifically in relation to the potential for the Larrakia Cultural Centre to be subject to noise complaints by future hotel operators/their visitors. The proposed layout of the hotel suites, which locates bedrooms along the internal side of the building and living areas along the external façade, is considered an appropriate design response to the adjoining outdoor function space. This configuration increases the separation between the primary sleeping areas and potential sources of external noise, thereby reducing the likelihood of reverse amenity impacts on hotel patrons. The living rooms, which are generally occupied for shorter periods and are less sensitive to intermittent noise, will reasonably provide an effective buffer between the external environment and the bedrooms. The arrangement demonstrates a reasonable and proactive approach to internal acoustic amelioration, recognising the operational characteristics of the neighbouring function venue while ensuring an acceptable level of amenity for future guests. As a result, the design supports the continued operation of surrounding land uses and promotes compatible land use outcomes within the Waterfront precinct.

As such, this assessment has considered the proposed built form and use of the land for a hotel/motel development is consistent with the NTPS2020 and compatible with the use of the adjacent Larrakia Cultural Centre site.

In addition to the above, concerns were raised in relation to adverse financial/business impacts on the Larrakia Cultural Centre as a result of this development. There are no specific requirements within the *Planning Act 1999* or NTPS2020 that need to be considered in relation to the potential commercial impacts as a result of a proposed development.

4. *Sacred site/viewshed impacts*

In addition to the submissions, the Aboriginal Areas Protection Authority (AAPA) advised that the site is located in proximity to a registered sacred site, and one for which Larrakia custodians

have previously expressed that development in this vicinity of which should not exceed the height of the sacred site.

However, as there are no specific requirements within the *Planning Act 1999* in relation to the protection of sacred sites and nor does the NTPS2020 prescribe a view line in this area or a maximum height at this site (as detailed at section 6(a) of this report), it is considered that this concern can be addressed through a permit note recommending that the permit holder obtain an Authority Certificate in relation to this development.

Further consideration of the proposed development's interaction with this sacred site is provided at section 6(r) of this report.

5. *Lack of consultation with Larrakia stakeholders*

There are no specific requirements within the *Planning Act 1999* or NTPS2020 in relation to what consultation an applicant must undertake prior to lodging an application. In addition, it is noted that, with the exception of the local government council and any service authorities the consent authority consider relevant, there are no requirements within the *Planning Act 1999* or NTPS2020 in relation to whom an application must be circulated to.

It is noted that the *Planning Act 1999* defines service authority as *the Territory*, *a minister*, *the Power and Water Corporation established by the* Power and Water Corporation Act 1987 *or a prescribed statutory corporation*.

6. *Excessive number of NTPS2020 variations*

There are no specific prohibitions within the *Planning Act 1999* or NTPS2020 which would prevent an application seeking a high number of variations to a planning scheme. As discussed at section 6(a) of this report, the Authority must be satisfied that each variation is acceptable on its own merit.

7. *Storm surge and subsequent site suitability*

As detailed at section 6(a) of this report, it is considered that the application has demonstrated that the proposed design mitigates the risk to people and infrastructure.

8. *Traffic and access*

As discussed at reason 3, no non-standard concerns were raised by the Darwin Waterfront Corporation, who manage the local road and pedestrian networks, with access to existing infrastructure addressed through the recommended standard permit conditions.

The submissions received have been taken into account and the proposed development carefully considered in this context. For the reasons as discussed above and through this report, it is considered that matters raised in the submissions are either acceptable in nature, or are addressed by the inclusion of permit conditions.

4. Pursuant to section 51(1)(j) of the *Planning Act 1999*, the consent authority must take into consideration the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development.

The site is connected to reticulated power, water and sewerage, and is reasonably considered capable of supporting the proposed development. In addition, it is noted that the site is generally flat, cleared of native vegetation, and located outside the Australian Noise Exposure Forecast 2042 20-unit contour, for which Table 2.1 of the AS2021 - 2000 Acoustics – Aircraft noise intrusion – Building siting and construction considers a hotel development as acceptable.

Notwithstanding the above, the site is modelled as being subject to primary and secondary storms surge events. This has been considered at clause 3.7 (LSSS – Land subject to storm surge) at reason 1.

5. Pursuant to section 51(1)(n) of the *Planning Act 1999*, the consent authority must take into consideration the potential impact on the existing and future amenity of the area in which the land is situated.

   Amenity is defined in the *Planning Act 1999* as *in relation to a locality or building, any quality, condition or factor that makes or contributes to making the locality or building harmonious, pleasant or enjoyable*.

   The impact on amenity should be considered in context of the site and its surrounds, and with regard to the broader intention of zoning. Taking into consideration site constraints, the proposed development is generally considered to be of a high architectural quality and unlikely to result in unreasonable adverse amenity impacts within the locality and on nearby commercial/community land uses for the following reasons:

   - The building will be well-articulated through building expression as well as a mix of building materials including through balcony doors, timber cladding/slats, a high degree of landscaping along the external building line.
   - Proposed development will contribute 2 publicly accessible thoroughfares to a waterside footpath that integrates with that being provided as part of the Larrakia Cultural Centre.
   - Sufficient on-site car parking, safe access and appropriately designed accessways are provided.
   - In relation to proximity of the hotel suites to the nearby outdoor function space, the locating of living rooms which are generally occupied for shorter periods and are less sensitive to intermittent noise, provide an effective buffer between the external environment and the hotel suite bedrooms.

6. Pursuant to section 51(1)(r) of the Planning Act 1999, the consent authority must take into consideration any potential impact on natural, social, cultural or heritage values, including, for example, the heritage significance of a heritage place or object under the Heritage Act 2011

   While there is only one registered heritage place located in proximity to this application (the Steam Pump House), public submissions and service authority comments from the Heritage Branch of the Department of Lands, Planning and Environment and Aboriginal Areas Protection Authority (AAPA) advised of potential heritage and cultural values in relation to the historical railway to Stokes Hill Wharf, stone embankment across Stokes Hill Road, the abutment (land to sea) and the building and rebuilding of Stokes Hill Wharf (previously the Port Darwin Jetty or Railway Jetty), the potential for the Larrakia Cultural Centre to become a place of cultural significance, and of a sacred site at Stokes Hill.

In relation to the sacred site associated with Stokes Hill, the Aboriginal Areas Protection Authority (AAPA) advised that Larrakia custodians have previously expressed the view that development in proximity to Stokes Hill should not exceed the height of the site.

While these tangible and intangible heritage values are acknowledged within the broader locality, the proposed development is considered acceptable having regard to the purpose and outcomes sought for the zone. The scale of proposed development is anticipated within the planning framework and is consistent with the reasonable expectations of development in the zone.

The proposal does not involve the demolition, alteration or physical impact of any recognised heritage asset, nor is it considered to unreasonably diminish the significance, setting or appreciation of other heritage values within the locality.

In assessing the proposal, consideration has been given to the balance between protecting local heritage values and facilitating the type of development envisaged by the NTPS2020. In this instance, requiring substantial redesign, additional studies or further mitigation measures would be unreasonable and disproportionate to the level of impacts identified, which in this situation would be intangible in nature.

In summary, the proposed development maintains an appropriate relationship with the surrounding area for development in Zone CB and is not expected to result in an unreasonable impact on the heritage character or cultural significance of nearby heritage places or cultural values. Accordingly, the proposed development is considered to appropriately respond to heritage considerations while still accord with the development outcomes intended by the zone provisions and strategic intent of the NTPS2020.

AUTHORISED:

.....

A/MANAGER – URBAN PLANNING
DEVELOPMENT ASSESSMENT SERVICES

NR MAPS

PA2026/0196



Legend

TOWN_PLANNING_ZONES

- A - Agriculture
- CV - Caravan Park
- CB - Central Business
- C - Commercial
- CL - Community Living
- CP - Community Purpose
- CN - Conservation
- DV - Development
- RR - Rural Residential
- GI - General Industry
- HT - Heritage
- HR - High Density Residential
- H - Horticulture
- LI - Light Industry
- M - Main Road
- MR - Medium Density Residential
- LMR - Low-Meduim Density Resid
- CA - No Planning Scheme Contrc
- OR - Organised Recreation
- PM - Proposed Main Road
- PS - Public Open Space
- RW - Railway
- RD - Restricted Development
- R - Rural
- RL - Rural Living
- SC - Service Commercial
- LR - Low Density Residential
- S - Specific Use

N

Metres 100 200 300

nrmaps.nt.gov.au

Geospatial Services Unit

Creative Commons Attribution 4.0 International Public License

https://creativecommons.org/licenses/by/4.0/legalcode

Department of Lands, Planning and Environment
© Northern Territory Government

Created by Kaleb.Thomas@nt.gov.au, 22 Jul 2026


NOTICE OF PROPOSED DEVELOPMENT
SUBMISSIONS CLOSE: MIDNIGHT, 26/06/2026
APPLICATION REF: PA2026/0196
APPLICANT: Sheridan Planning and Development
ADDRESS: Lot 7495 Town of Darwin (39 Stokes Hill Road, Darwin City)
ZONE(S): CB (Central Business)
PROPOSAL: Hotel/motel (108 suites) in a 6 storey building
VIEW THE APPLICATION AND LODGE A SUBMISSION:
ONLINE:
www.ntlis.nt.gov.au/planning
EMAIL: das.ntg@nt.gov.au
DARWIN
PHONE: 8999 6046
POST: GPO Box 1680
Darwin NT 0801
Indicative image only


Welcome to
Stokes Hill Wharf
LOAD LIMIT APPLIES
20
AREA PARKING CONTROL AHEAD
PARK IN MARKED BAYS ONLY




PRIVATE
CARPARK
NO
PARKING


Welcome to
Stokes Hill Wharf
LOAD LIMIT APPLIES
AXLE LOAD 12 TONNE
20
NO PETS ALLOWED
NO CAMPING ALLOWED
CCTV CAMERAS IN USE
AREA PARKING CONTROL AHEAD
PARK IN MARKED BAYS ONLY
PRIVATE CARPARK
NO PARKING
RESTAURANT ONLY
Seafood
T OPEN
A WEEK


the Jetty
PUMPHOUSE


the Jetty
IMPHOUSE


the Jetty














Welcome to
Stoke Hill


KEEGAN



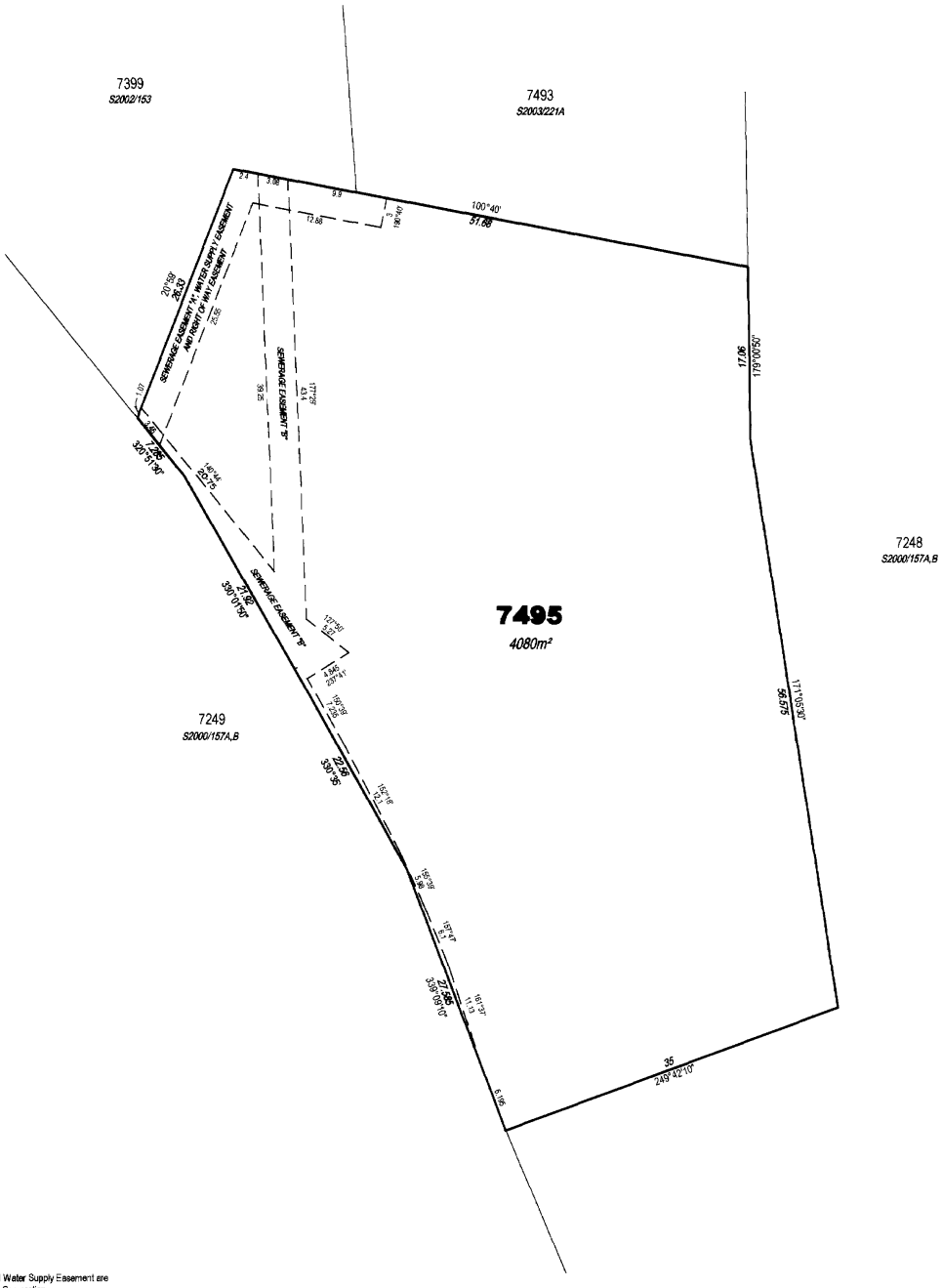



Steak & Seafood
Restaurant
Welcome to
Stokes Hill Wharf
20



S 2003/221B

Supersedes Parts of S97/212B and S2002/153



Note
Sewerage Easement "A" and Water Supply Easement are in favour of Power and Water Corporation
Sewerage Easement "B" is in favour of Darwin Port Corporation
Right of Way Easement is in favour of Lot 7493 & 7399
All boundary dimensions are original

Keith Leslie Schulz hereby certify that the survey represented on this plan was carried out by me or under my supervision and was completed on 9.12.03 and that this survey has been executed in accordance with the Licensed Surveyors Act and the Directions thereunder.

K. Schulz 9/2/04
Licensed Surveyor Date

Field Book S2003/221
Drawn Earl James & Associates (3881) 15.01.04
Examined Earl James & Associates 29.01.04
Map Reference Darwin 2500 Sheet 30.21

Grid Bearings

AZIMUTH
Assumed from S2002/153
Observed at

LEGEND
Concrete Post
Concrete Block
Peg or Wooden Post
Reference Mark
Lockspit
Fence Post

LOT 7495
SUBDIVISION OF LOTS 6605, 7398 AND 7494
TOWN OF DARWIN

Northern Territory Government
Department of Infrastructure, Planning and Environment

SURVEY APPROVED
Surveyor-General 16/03/04 Date

SCALE 1:300
6 0 6 12 18
metres

S2003/221B

WARNING - Damaged or creased plan will be rejected

Date Registered: 01/04/2026 **Volume** 846 **Folio** 141

Duplicate Certificate as to Title issued? No

SEARCH CERTIFICATE

Lot 7495 Town of Darwin from plan(s) S2003/221B
Area under title is 4080 square metres

Owner:
The Pumphouse Gang Pty Ltd (ACN 073 859 640)
of GPO Box 3871, Darwin NT 0801

Easements:
Water supply easement to Power and Water Corporation

Registered Date	Dealing Number	Description
		Previous title is **Volume** 846 **Folio** 141
22/02/2021	944563	Lease to Ashford Group Pty Ltd - First Floor - expiring 15/10/2023
18/07/2013	801471	Lease to Deecut Pty Ltd - part Ground Floor - expiring 16/03/2018
05/05/2009	698862	Mortgage Advance Civil Engineering Pty Ltd
19/04/2004	546486	Mortgage Australia and New Zealand Banking Group Limited
15/04/2004	546473	Sewerage Easement granted to the proprietor(s) of lot(s) 11276 & 10156

End of Dealings

NORTHERN TERRITORY OF AUSTRALIA

Record of Administrative Interests and Information

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

Parcel Reference: Lot 07495 Town of Darwin plan(s) S2003/221B

(See section 38 of the Land Title Act)

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

Registrar General

Government Land Register
(none found)

Custodian - Registrar General (+61 8 8999 6252)

Current Title
CUFT 846 141 (order 2)

Tenure Type
ESTATE IN FEE SIMPLE

Tenure Status
Current

Area Under Title
4080 square metres

Owners
The Pumphouse Gang Pty Ltd (ACN 073 859 640)
GPO Box 3871, Darwin NT 0801

Easements
Water supply easement to Power and Water Corporation

Scheme Name
(none found)

Scheme Body Corporate Name
(none found)

Reserved Name(s)
(none found)

Unit Entitlements
(none found)

Transfers
(none found)

Tenure Comments
(none found)

Historic Titles
CUFT 846 141 (order 1)
CUFT 790 536 (order 2)
CUFT 790 536 (order 1)
CUFT 778 890 (order 1)
CUFT 778 889 (order 1)
CUFT 748 952 (order 1)
CUFT 739 875 (order 1)
CUFT 732 484 (order 1)
CUFT 732 473 (order 1)
CUFT 732 472 (order 1)
CUFT 731 006 (order 1)
CUFT 730 996 (order 1)
CUFT 730 771 (order 1)
CUFT 730 769 (order 1)
CUFT 730 204 (order 1)
CUFT 730 057 (order 1)
CUFT 728 634 (order 1)
CUFT 699 481 (order 1)
CUFT 699 474 (order 1)
CUFT 697 218 (order 1)
CUFT 697 214 (order 1)
CUFT 697 122 (order 1)
CUFT 673 517 (order 1)
CUFT 673 416 (order 1)
CUFT 673 411 (order 1)
CUFT 673 399 (order 1)
CUFT 673 391 (order 1)
Visit the website http://www.nt.gov.au/justice/bdm/land_title_office/

Custodian - Surveyor General (+61 8 8995 5346)

Address
39 STOKES HILL RD, DARWIN CITY

Survey Plan
S2003/221B

Survey Status
Approved

Parcel Status
CURRENT

Parcel Area
4080 square metres

Map Reference
Code 200 Scale 2500 Sheet 30.21

Parent Parcels
Lot 07494 Town of Darwin plan(s) S2003/221A
Lot 06605 Town of Darwin plan(s) S 97/212B
Lot 07398 Town of Darwin plan(s) S2002/153

Parcel Comments
(none found)

Survey Comments
SUBDIVISION OF LOTS 6605, 7398 & 7494.

Proposed Easements
(none found)

Local Government Area
DARWIN WATERFRONT PRECINCT

Region
DARWIN

Custodian - Valuer General (+61 8 8995 5375)

Owner's Last Known Address
The Pumphouse Gang Pty Ltd (ACN 073 859 640), GPO BOX 3871, DARWIN NT 0801

Parcels in Valuation
Lot 07495 Town of Darwin

Unimproved Capital Value
$4,050,000 on 01/07/2023
$3,675,000 on 01/07/2020
$4,900,000 on 01/07/2017
$3,670,000 on 01/07/2014
$3,310,000 on 01/07/2011
$2,450,000 on 01/07/2008
$1,100,000 on 01/07/2005
$670,000 on 01/07/2002

Custodian - Property Purchasing (+61 8 8999 6886)

Acquisitions
(none found)

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

Building Control Areas

BBDAR001 - Building Control Area	DARWIN BUILDING AREA

Building Permits

Application Number:	2 of 2
Description:	Dock One Bar Construct a Bar within 2x shipping containers, and a deck – to be installed on Stokes Hill Wharf (lot 10156) and a storage container (lot 7496) (DP23/0071)
Number of Residential Units:	
Australian Bureau of Statistics Type:	(none found)
Building Class:	Shop
Area:	60 square metres
Certification:	Shop - Occupancy Permit - *issued on* 04/07/2024

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

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

Planning Scheme Zone

CB (Central Business)

Overlays: The following overlays may apply to your land

- CR - Coastal Reclamation
- DHD - Darwin Harbour Dredging
- LSSS - Land Subject to Storm Surge

Refer to the NT Planning Scheme 2020 for more information.

Strategic Frameworks: The following strategic frameworks may apply to your land

Regional Plans:

- Darwin Regional Land Use Plan

Sub Regional Plans:

- None

Area Plans:

- Central Darwin Area Plan

Interim Development Control Orders

(none found)

Planning Notes

(none found)

Planning Applications

File Number

PA2026/0196

Type

Development

Date Received

09/06/2026

Application Purpose

Hotel/motel (108 suites) in a 6 storey building

Application Status
Current

Other Affected Parcels
(none found)

Instrument Signed

Instrument Number

Instrument Issued
Not Complete

Instrument Status

File Number
PA2025/0105

Type
Compliance Check

Date Received
02/04/2025

Application Purpose
Extensions to an existing bar-small (alfresco dining area)

Application Status
Approved

Other Affected Parcels
Lot 10156 Town of Darwin

Instrument Signed

Instrument Number

Instrument Issued
Not Complete

Instrument Status

File Number
PA2023/0019

Type
Variation of Development Permit

Date Received
16/05/2024

Application Purpose
Variation to Condition 3 of DP23/0071 for the purpose of removal of the cool room storage container on Lot 07495 and re-configuration of internal floor area to incorporate fridges and freezes into the back of house storage area in the development

Application Status
Approved

Other Affected Parcels
Lot 10156 Town of Darwin

Instrument Signed
07/06/2024

Instrument Number
DP23/0071A

Instrument Issued
Signed

Instrument Status
Completed

File Number
PA2023/0019

Type
Development

Date Received
23/01/2023

Application Purpose
Bar-small in a demountable structure (container bar and alfresco dining) within land subject to storm surge

Application Status
Approved

Other Affected Parcels
Lot 10156 Town of Darwin

Instrument Signed
30/03/2023

Instrument Number
DP23/0071

Instrument Issued
Signed

Instrument Status
Current

File Number
PA2022/0130

Type
Development

Date Received
09/05/2022

Application Purpose
Bar-small in a demountable structure (container bar and alfresco dining) within land subject to storm surge

Application Status
Approved

Other Affected Parcels
(none found)

Instrument Signed
21/06/2022

Instrument Number
DP22/0145

Instrument Issued
Signed

Instrument Status
Current

File Number
PA2005/0745

Type
Development

Date Received
01/11/2005

Application Purpose
Change of Use -hotel to sales & display office on existing first floor

Application Status
Approved

Other Affected Parcels
(none found)

Instrument Signed
14/01/2006

Instrument Number
DP06/0117

Instrument Issued
Signed

Instrument Status
Current

File Number
PA2001/0011

Type
Variation of Development Permit

Date Received
13/10/2003

Application Purpose
To include use of first floor as a licensed club.

Application Status
Approved

Other Affected Parcels
Lot 06590 Town of Darwin
Lot 06604 Town of Darwin
Lot 06605 Town of Darwin

Instrument Signed
17/10/2003

Instrument Number
DP01/0162D

Instrument Issued
Signed

Instrument Status

Custodian - Pastoral Estate - Vegetation Assessment Unit (+61 8 8999 4454)
(none found)

Visit the website for information on Pastoral land permits.

Custodian - Power and Water Corporation (1800 245 092)

Meters on Parcel

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

For Account balances, contact the Power and Water Corporation.

Custodian - Pool Fencing Unit (+61 8 8924 3641)

Swimming Pool/Spa Status
(none found)

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

Custodian - Department of Mining and Energy (+61 8 8999 5263)

Mineral Titles

Title ID	Status	Title Type	Expiry Date	Legislation
RL26296	Granted	Reserve Land		Mineral Titles Act 2010

For additional information contact the Mineral Titles Team on +61 8 8999 5322

Energy Titles

Title ID	Status	Title Type	Expiry Date	Legislation
RB51	Granted	Reservation of Blocks		Petroleum Act 1984
RB56	Granted	Reservation of Blocks		Petroleum Act 1984
RB225	Granted	Reservation of Blocks		Petroleum Act 1984

For additional information contact the Petroleum Tenure Team on +61 8 8999 5263

Land Access Agreements
(none found)

For additional information contact the Land Access Team on +61 8 8999 5240

For further information contact as above or visit the website https://strike.nt.gov.au

Custodian - NT Environment Protection Authority (+61 8 8924 4218)

Results of site contamination assessment
(none found)

For further information contact Environment Protection Authority or visit the website
https://ntepa.nt.gov.au/your-business/public-registers/contaminated-land-audits

Custodian - Heritage Branch (+61 8 8999 5039)

Heritage Listing:
(none found)

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

Other Interests

For Account balances, contact Darwin Waterfront Corporation

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

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

Locality Diagram



sheridan
PLANNING & DEVELOPMENT CONSULTANTS

Statement of Effect

6-storey hotel comprising 54 x 2-bedroom & 54 x 1-bedroom suites

39 Stokes Hill Road, Darwin Waterfront

Lot 7495 Town of Darwin

May 2026

Table of Contents

1.0 Introduction 4
2.0 Locality & Site Description 5
2.1 Locality Description 5
2.2 Site & Existing Development 5
3.0 Proposed Development 7
3.1 Development description 7
4.0 S46(3)(A) of the Act - Northern Territory Planning Scheme 8
4.1 Part 1 – Guidance 8
4.2 Part 2 – Strategic framework 9
4.2.1 Darwin Regional Land Use Plan 2015 (DRLUP) 9
4.2.2 Central Darwin Area Plan 2019 (CDAP) 10
4.3 Part 3 – Overlays 16
4.3.1 Clause 3.4 – CR (Coastal Reclamation) 16
4.3.2 Clause 3.7 – LSSS (Land Subject to Storm Surge) 16
4.3.3 Clause 3.9 – DHD (Darwin Harbour Dredging) 18
5.4 Part 4 – Zones & Assessment Tables 19
5.4.1 Clause 4.10 - Zone CB (Central Business) 19
4.5 Part 5 – General Development Requirements 21
4.6 Part 5 – Locality Development Requirements 26
4.8 Part 5 – Specific Development Requirements 32
5.0 S46(3)(b) to (l) of the Act 36
6.0 Conclusion 38

Application Details s46(3)(aa) of the Act	
Proposed Development	6-storey hotel comprising 54 x 2-bedroom suites & 54 x 1-bedroom suites
Lot/Parcel	Lot 7495 Town of Darwin
Street address	39 Stokes Hill Road, Darwin Waterfront.
Site area	4,080m^2
Easements	Water supply & sewage easement to Power and Water Corporation Sewage easement in favour of Darwin Port Corporation Right of Way easement in favour of former lots 7493 & 7399
Applicant	Sheridan Consulting
Landowner	The Pumphouse Gang Pty Ltd (ACN 073 859 640)
Beneficiaries	Nil other than those listed on Title.
Other interests	Randal Ashford
Contact	Joe Sheridan
Email	joe@sheridanconsulting.au
Address	PO Box 41936 Casuarina NT 0811
Planning Synopsis	
Planning Scheme	Northern Territory Planning Scheme 2020 (NTPS)
Strategic framework	• Darwin Regional Land Use Plan (DRLUP) • Central Darwin Area Plan (CDAP)
Overlays	CR – Coast Reclamation LSSS – Land Subject to Storm Surge DHD – Darwin Harbour Dredging
Proposed Land Use	6-storey hotel comprising 54 x 2-bedroom suites & 54 x 1-bedroom suites
Zone	CB (Central Business)
Assessment Category	A **hotel/motel** is *merit assessable* pursuant to clause 1.8 of the NTPS. However, the development is i*mpact assessable* pursuant to clauses 3.1(4)(b) of the NTPS.
NTPS Variations sought	• Clause 5.2.4.4 – Car Parking Layout • Clause 5.2.5 - Loading Bays • Clause 5.3.7 – End of Trip Facilities • Clause 5.5.15 - Design in Commercial & Mixed-Use Areas • Clause 5.5.16 – Active Street Frontages • Clause 5.9.2.1 – Building Design in Darwin City Centre • Clause 5.9.2.9 – Public Domain Contributions on Large Sites • Clause 5.9.2.11 - Car Parking spaces in Darwin City Centre
Consent Authority	Darwin Division of the Development Consent Authority
Council municipality	Nil (unincorporated land).

1.0 Introduction

Sheridan Consulting has been engaged to prepare, lodge and manage this Development Application seeking consent for a 6-storey **hotel** comprising 54 x 2-bedroom suites & 54 x 1-bedroom suites 39 Stokes Hill Road, Darwin Waterfront (Lot 7495 Town of Darwin).

The land is within Zone CB of the *Northern Territory Planning Scheme 2020 (NTPS).* The proposed development is *impact assessable* pursuant to clause 3.1(4)(b) and requires the exercise of discretion pursuant clause 1.10(4) of the NTPS.

In accordance with clause 1.10(4) of the NTPS, the consent authority must take into account any relevant requirements set out in Part 5; any Overlays and associated requirements in Part 3; the guidance provided by the zone purpose and outcomes in Part 4, and; any component in Part 2 relevant to the land.

Publicly available information indicates that the site has planning history dating back to circa 2001. The most recent Development Permit issued over the site was in 2023 for a '**bar-small** in a demountable structure' (Dock One). A minor variation to the approved development was subsequently issued in 2023. While this development is administratively associated with the subject site for car parking, the **bar-small** is physically located approximately 40m away on Lot 10156 (45) Stokes Hill Road. A copy of the recent planning history is available at **Attachment G.**

The following attachments accompany this report:

Attachment A	Certificate of Title
Attachment B	Survey Plan
Attachment C	Site Aerial
Attachment D	Locality & Zoning Map
Attachment E	Development Plans
Attachment F	Traffic Impact Assessment
Attachment G	Planning History

2.0 Locality & Site Description

2.1 Locality Description

The Darwin Waterfront Precinct (the precinct) locality is on the southeastern periphery of the Darwin CBD. The precinct is connected to the CBD core on top of the escarpment by the Waterfront skybridge and lift access. Stokes Hill Wharf, the Darwin Port Cruise Ship Terminal, Goyder Park and Fort Hill Parklands and located to the south and south-west respectively. The broader precinct has views over Darwin Harbour in multiple directions.

It serves as an extension of the CBD and functions as a key commercial and entertainment precinct with a range of existing uses including:

- Darwin Convention Centre and associated publicly available car parking
- Charles Darwin Waterfront Campus
- Wave Lagoon, Aqua Park, beach area & surrounding lawns
- Larrakia Cultural Centre (soon to be completed)
- Multi-storey residential towers
- Various commercial uses including offices, restaurants & shops
- Kitchener Drive multi-storey parking

A Site Aerial is at **Attachment C.** A Locality & Zoning Map is at **Attachment D.**

2.2 Site & Existing Development

Lot 7495 is approximately 4,080m2 and enjoys uninterrupted 180-degree views across Darwin Harbour to the east & south-east. The site is irregularly shaped with several easements extending across north-west portion of the site. A Right of Way easement is also registered on the survey plan however this appears redundant as lots 7493 & 7399 no longer exist. A copy of the Survey Plan is at **Attachment B.**

Existing development on site consists of a two-storey building confined to the south-eastern portion of the site. The ground floor is currently empty, and the first floor is occupied as **offices.** The balance of the site is developed with forty-six at-grade car parks and small areas of landscaping. A rock wall borders the east side offering structural integrity for the site and physical separation to the Darwin Harbour marine environment. The eastern portion of the site boundaries extend in the harbour itself. However, the proposed development described herein is not proposed in, or over, the Darwin Harbour marine environment.

Vehicle access is via Stokes Hill Road. Pedestrian & cycling access is catered for by the existing footpath network both internal and external to the precinct including directly adjacent along Stokes Hill Road. Reticulated services are connected to the site. The site is also impacted by both the Primary Storm Surge Area (PSSA) and Secondary Storm Surge Area (SSSA) Overlays (discussed below).



Figure 1 – View of existing vehicle access to subject site from Stokes Hill Road



Figure 2 – Subject site with existing parking/landscaping in the foreground and existing building to the right



Figure 3 – Darwin Harbour outlook from subject site (Larrakia Cultural Centre to left & existing building to the right)



Figure 4 – View from existing car parking area looking north towards the Larrakia Cultural Centre

3.0 Proposed Development

3.1 Development description

The proposed development is for a 6-storey **hotel** comprising 54 x 2-bedroom suites & 54 x 1-bedroom suites 39 Stokes Hill Road, Darwin Waterfront (Lot 7495 Town of Darwin). No works are proposed to the existing two-storey building on site.

Schedule 2 of the NTPS states that:

- **Hotel/motel** *"means a premises primarily used for the short term accommodation of travellers. The use can include where* ***ancillary****, meeting and function rooms,* ***food premises-restaurant****, a* ***bar-small****, and recreation facilities, but does not include a* ***bar-public****,* ***club****, or* ***nightclub entertainment venue****;*

The proposed **hotel** development comprises the following:

Ground floor

- Fifty-seven (56) car parks, three (3) motorcycle bays, a loading bay and associated vehicle circulation areas.
- A dedicated bin enclosure and laundry trolley area adjacent the loading bay.
- Approximately 187m2 of new landscaping focused along the Stokes Hill road frontage and the west/north-west side boundaries.
- A new publicly accessible pedestrian path along the Harbour frontage that connects the existing building on site and the proposed **hotel** with the neighbouring site.
- **Hotel** foyer with two lifts and reception area.
- End-of-trip facilities with forty-four (44) bike parks, thirty-eight (38) lockers, one (1) unisex UAT shower, two (2) hotel administration/offices area, laundry store and associated **hotel** storage area & services.

Levels 1-4

- 12 x 2-bedroom suites with individual balconies.
- 12 x 1-bedroom suites (8 dual-key) with individual balconies.
- Lift foyer and stairs.
- Landscaping & green walls incorporated around the perimeter of the building.

Level 5

- 6 x 2-bedroom suites with individual balconies (west side).
- 6 x 1-bedroom suites (4 dual key) with individual balconies (west side).
- Lift foyer and stairs.
- East facing open-air communal recreation area featuring a pool terrace/deck, gym, playground, barbecue area & a multi-purpose exercise room with landscaping throughout and along the outer perimeter of the building/balcony areas.

A copy of the Development Plans is provided at **Attachment E.**

4.0 S46(3)(A) of the Act - Northern Territory Planning Scheme

4.1 Part 1 – Guidance

Part 1 of The Northern Territory Planning Scheme (NTPS) sets out its administration and function. The relevant assessment parameters are summarised below:

A **hotel** is merit assessable pursuant to clause 1.8 of the NTPS. However, the development is impact assessable pursuant to clauses 3.1(4)(b) of the NTPS.

In accordance with clause 1.10(4) of the NTPS, the consent authority must take into account any relevant requirements set out in Part 5; any Overlays and associated requirements in Part 3; the guidance provided by the zone purpose and outcomes in Part 4, and; any component in Part 2 relevant to the land.

In addition to the strategic framework set out in Part 2 of the NTPS, the proposed development is subject to Part 3 Overlays:

- Clause 3.4 – Coastal Reclamation
- Clause 3.7 – Land Subject to Storm Surge
- Clause 3.9 – Darwin Harbour Dredging

For the avoidance of doubt, no dredging or use of fill is proposed or considered necessary in connection with the proposed development.

The assessment contained herein concludes that the proposed **hotel** can be safely established on land affected by storm surge. It has also been assessed as compliant with Parts 2, 4 and 5 of the NTPS except in relation to:

- 5.2.4.4 – Car Parking Layout
- 5.25 – Loading Bays
- 5.3.7 - End of trip facilities in Zone CB
- 5.5.15 - Design in Commercial & Mixed-Use Area
- 5.5.16 – Active Street Frontages
- 5.9.2.1 – Building Design in Darwin City Centre
- 5.9.2.9 – Public Domain Contributions on Large Sites.
- 5.9.2.11 – Car Parking Spaces in Darwin City Centre 5.2.5 – Loading Bays

4.2 Part 2 – Strategic framework

Part 2 of the NTPS sets out the strategic framework for development by promoting the objectives of the *NT Planning Act 1999*. It contains policies designed to facilitate specific outcomes and establishes the hierarchy of strategic land use plans which guide development relevant to the geographical context of the broader region, sub-region and locality.

The land use plans relevant to this application are the *Darwin Regional Land Use Plan 2015* (DRLUP)[1] and the *Central Darwin Area Plan 2019* (CDAP)[2].

4.2.1 Darwin Regional Land Use Plan 2015 (DRLUP)

Overview

The area subject to the DRLUP is bound by the sea in the north, Adelaide River to the east, the Finniss River catchment to the west, and includes both Darwin and Bynoe harbours and associated coastal features. Within this area, sub-regions are identified generally in line with administrative boundaries and the unique characteristics of each area.

The primary objective of the DRLUP is to identify factors which are anticipated to shape future development at a regional level and establishes an overarching framework to facilitate desired outcomes. It does this by establishing a broad land use structure, identifying key activity centres, sub-regional narratives and land requirements to guide development in the region. It also conveys the need for appropriate policy settings conducive to balancing the region's environmental, economic and social priorities.

Land Use Structure

The land use structure map identifies a range of broad land uses that area contemplated within the context of the DRLUP. The Darwin CBD is identified as 'Peri-urban/Urban' and includes established areas and greenfield land potentially suitable for development (see p.13-16). These areas are anticipated to accommodate a range of land uses such as:

- a variety of housing types;
- retail and commercial;
- community facilities and services;
- sport, recreation and urban open space, and;
- natural and conservation areas.

Activity Centres

The DRLUP identifies a regional hierarchy of Activity Centres to guide a logical and equitable distribution of land allocated for retail, commercial and residential commensurate with

[1] DRLUP 2015 https://nt.gov.au/_media/docs/housing,-property-and-land/planning-and-development/nt-planning-scheme-2020/policies-and-guidelines/darwin-regional-land-use-plan.PDF

[2] CDAP 2019 https://nt.gov.au/_media/docs/housing,-property-and-land/planning-and-development/nt-planning-scheme-2020/policies-and-guidelines/central-darwin-area-plan.pdf

community needs. It aims to promote the economic viability of all Activity Centres through proactive land polices and infrastructure planning through evidence-based research.

The Activity Centre hierarchy asserts the role of Darwin CBD's is:

"…to provide a full range of facilities and services and performs the critical capital city role and higher order function as the Northern Territory's dominant commercial, cultural, administrative, tourist and civic centre. Continued growth of the retail role of the CBD will be important to maximise tourism expenditure and to support further residential and commercial floor space growth" (p.21).

Darwin Sub-regional narrative

The Darwin sub-region is approximately 143sqm^2 and extends to 'Lee Point in the north to East Arm of Darwin Harbour in the west, and south-east to Vanderlin Drive, the Stuart Highway and Pinelands'. It comprises the City of Darwin local government area, the Darwin Waterfront Precinct and the Darwin Rates Act Area (tracts of unincorporated land outside the City of Darwin jurisdiction).

The Darwin sub-region, inclusive of the CBD and the Waterfront Precinct, is the focus of significant economic activity, Parliament House and associated governance functions and forms the primary regional commercial and tourist hub.

Proposed Development

The proposed development (see section 3.0 of this report) supports the DRLUP vision by:

- aligning with the 'Peri-urban/Urban' land use structure definition and objectives;
- promoting development consistent with the role of the Darwin CBD in the Activity Centre hierarchy, and;
- sustaining the Darwin sub-region narrative as a focal point for commercial development, tourism and hospitality offerings.

4.2.2 Central Darwin Area Plan 2019 (CDAP)

Overview

The CDAP is subordinate to the DRLUP in the land use policy hierarchy and is designed to increase the granularity for preferred development outcomes in the central Darwin area. It encompasses Cullen Bay to the north-east, the Darwin CBD and Waterfront Precinct to the south-west, Frances Bay to the north-west and extends to the boundary with, but excluding, Stuart Park in the north.

Its primary function is to enhance the status of central Darwin as the dominant commercial hub while increasing its capacity to support an inner-city residential population. The CDAP achieves this by adapting the DRLUP framework to develop 'Themes' for the broader central Darwin footprint and Focus Areas which apply to specific localities. Objectives and Acceptable Responses are then set out to determine whether a development meets the desired outcome(s).

Per the Land Use vision map on page 13 Focus Area map on Page 14, the proposed development is in an area subject to the 'Mixed-use Theme' and the 'Darwin Waterfront Focus Area'.

However, the site appears to be excluded from the Study Area outlined in Focus Area B – Darwin Waterfront (see figure below) of the CDAP. Notwithstanding, the site's relationship with the Mixed-Use Theme & Focus Area B has been considered below.



Figure 5 – Subject site excluded from Focus Area B Study Area with no height limit prescribed.

Mixed-use Theme

This theme acknowledges the CBD's commercial, cultural, administrative, tourist and civic functions as the centrepiece of the region. Key areas of 'Activated frontages' are identified which highlight the potential for ground floor commercial land uses to contribute to the overall amenity and walkability in the CBD. The Objectives and Acceptable responses are considered in the table below.

2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities		
Objectives	**Acceptable Responses**	**Proposed Development**
2.1 - Encourage development that provides for a mix of uses.	Where there is reasonable capacity to do so, buildings and sites include a vertical mix of land uses on different floors/storeys such as: a) residential; b) commercial and retail; c) community facilities; and d) leisure and recreation.	Additional high-end short stay accommodation in a Harbour front location will complement the existing mixed-use function of the Waterfront Precinct.
2.2 - Encourage building design for new buildings that can be adapted to changing demand.	i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights.	The ground-floor of the **hotel** building can support alternative uses in the future. Upper level floor plates can also be adapted to different residential or

	ii. Floors constructed for car parking within mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.	commercial uses, subject to consent.
2.3 - Provide activated frontages with ground floor commercial activities in priority locations.	i. Ground floor commercial and retail activation is provided within areas depicted as 'Activated Frontages' within the Residential and Mixed-Use Map. ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.	The **hotel** will improve the level of activation at street-level and in the immediate locality through increased pedestrian activity and visual interest through its architectural design and use of landscaping on all levels.
2.4 - Development mitigates against potential conflicts both within and between buildings.	i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Building design mitigates against potential conflicts between uses of existing buildings and adjacent and/or nearby buildings and environments which are existing or can be reasonably anticipated.	While the development has no specified height limit or direct impact on NTPS identified view lines, it proposes a modest 25.6m AHD total height to ensure that surrounding land uses maintain a harbour aspect. The total **hotel** height is also consistent with the adjacent Cultural Centre development on Lot 11275. No change to the existing building on site is proposed with the **hotel** designed to accommodate its ongoing presence and function.
2.5 - Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces.	i. Where there is reasonable capacity to do so, building design incorporates and maintains opportunities for planting on structures through techniques such as: a) green walls, living walls or vertical gardens; b) wall design that incorporates trellis structures; c) landscaping of podiums; d) planter boxes; and / or e) landscaping incorporated into podium car parking screens.	All floors incorporate landscaping to increase visual interest and soften the building's appearance when viewed from the broader CBD.
2.6 - Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated. ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links: a) responds to the role and function of the individual space; and b) locates habitable rooms, or private open spaces of dwellings, overlooking the public space. iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential including communal	The existing pedestrian and cyclist networks throughout the Waterfront and Darwin CBD are not impacted. The **hotel** also prioritises pedestrian access to the harbour front by providing a public footpath connection between the existing building on site and the neighbouring Larrakia Cultural Centre. This can be legally established through a Right of Way easement, subject to consent. End of trip facilities are also integrated into the building

	open space that enables passive surveillance from the ground floor. iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design. v. Sheltered pedestrian thoroughfares are integrated into the design of buildings. This may include, but is not limited to: awnings, covered walkways, colonnades or similar.	design at ground floor to encourage alternative transport. Passive surveillance opportunities are enhanced by virtue of the development location and building design. Communal recreation facilities for **hotel** guests are located on the east portion of the rooftop and with the main features (pool terrace/BBQ area) located centrally away from side boundaries. See also 2.3 and 2.4 above.
2.7 - Design bus stops to enhance user comfort and safety.	i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to: a) high amenity pedestrian connections to the bus stop with protection from the elements; b) technologically advanced bus stops displaying real time information; and c) implementation of crime prevention through environmental design (CPTED) principles for bus stop design. ii. Bus stop locations facilitate access to efficient, linear and frequent public transport.	Not applicable.
2.8 Design vehicle access points and onsite movement for new buildings to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.	i. Locate and consolidate vehicle access, parking and loading areas away from street frontages. ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from: a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map). iii. Vehicles entering and manoeuvring within sites is minimised. iv. Crossover number and widths are minimised.	Not applicable.
2.9 - Encourage sustainable development.	Buildings and the urban environment demonstrate reasonable responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.	Window glazing and extensive landscaping promotes passive climate cooling and greening principles.
2.10 - Design new buildings to address prominent corners and 'Gateway Precincts.'	i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides: a) vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design;	Not applicable.

	b) public art and signage within the design of buildings and related public spaces; and c) effective and visually appealing all-weather protection.	
2.11 - Prevent any new use or intensification of development that would prejudice airport safety.	Any proposed development determined to exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018, or Civil Aviation legislation, will need approval by the relevant airport authorities.	Not applicable.
2.12 - New developments consider and respond to the potential use of laneways as shared spaces.	i. Providing windows and balconies at upper levels above the ground floor to overlook laneways. ii. Providing facades of buildings fronting laneways that create visual interest and architectural animation, particularly at the ground level, with large expanses of blank walls avoided.	Not applicable.

Focus Area B – Darwin Waterfront

The subject site is within the Darwin Waterfront which is 'an established mixed-use activity centre with dining, entertainment and a foreshore area with high amenity that functions as a key tourism drawcard'.

2. Continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities		
Objectives	**Acceptable Responses**	**Proposed Development**
12.1 - Promote tourism, recreation, residential, retail, and commercial development.	i. Uses could include: a) cultural and leisure facilities (interpretive centres, galleries); b) recreational facilities (parks, safe swimming areas, commercial water based recreation); c) tourist accommodation (hotel/serviced apartments); d) a range of residential units; e) cafes, bars, and restaurants; f) ground and first floor specialty retail and offices; g) car parking including multi-level (above ground); and i) a future ferry terminal that supports potential tourism opportunities and a growing population.	The proposed short-stay **hotel** is consistent with the mixed-use theme at the Waterfront and will complement the established hospitality and recreation venues in the precinct.
12.2 - Recognise the existing and ongoing requirements of the maritime industry, other users of the wharves, and supporting facilities and land uses.	i. Development is consistent with the operational requirements of the maritime industry and supporting land uses. ii. Lighting installations do not impact on shipping navigation aids. iii. Marine structures are positioned to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts.	Not applicable.

12.3 - Development of land accommodates the requirements of the Department of Defence.	i. Department of Defence requirements for a marshalling area adjacent Fort Hill Wharf and associated operational requirements are accommodated.	Not applicable.
12.4 - Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities, particularly the City Centre.	i. Pedestrian connectivity is provided and maintained within the focus area, to the city centre, and includes high amenity public access along the foreshore from Bicentennial Park to Frances Bay. ii. New and/or existing connection(s) between the Civic Precinct and the Darwin Waterfront are provided for and/or enhanced. iii. A legible street structure connects with the street network established within the focus area. iv. Development is of a scale that relates to the surroundings and reflects the established character. v. Development is generally sited below the level of the vegetated escarpment. vi. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.	Pedestrian connectivity to the site and surrounds is maintained, development is below the escarpment and is consistent with the established character of the waterfront. The **hotel** also prioritises pedestrian access to the harbour front by providing a public footpath connection between the existing building on site and the neighbouring Larrakia Cultural Centre footpath. This can be legally established through a Right of Way easement, subject to consent.
12.5 - Reflect the historical connections of the locality in the design of development.	i. The site of Goyder's Camp is retained as a public open space area. ii. Key views from Government House to the water and wharves are preserved as indicated on the Focus Area Map.	Not applicable.
12.6 - Prospective development considers and responds to storm surge levels. **12.7 - Providing appropriate development at a minimum of 6.5m AHD coastal protection particularly to residential and commercial properties**	i. Consider storm surge levels by: a) including a marina and sea wall, with a minimum top level of 5.5m AHD; and b) siting the lowest floors (commercial and residential) within the development at a minimum of 6.5m AHD	The proposed development has a minimum AHD level of 6.5-6.7m AHD for the ground floor. A minimum 10.1m AHD is provided for all habitable rooms on level 1 and above.

4.3 Part 3 – Overlays

Part 3 of the NTPS identifies areas of land within the NT by using Overlays designed to preserve desired development outcomes. Overlays can apply to both terrestrial and marine environments and respond to unique locality or site features.

4.3.1 Clause 3.4 – CR (Coastal Reclamation)

The purpose of this clause is to ensure that landfill of coastal areas does not adversely affect adjacent land or waters, or the quality of adjacent waters, and is suited to its intended purpose.

No fill is proposed to be used therefore no further assessment is required against the requirements of this clause.

4.3.2 Clause 3.7 – LSSS (Land Subject to Storm Surge)

The purpose of this clause is to identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated the risk to people, damage to property and costs to the general community caused by storm surge.

The requirements of this clause are:

8. *Development in the PSSA should be limited to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/ caravan areas.*

9. *Development within the SSSA should be confined to those uses permitted in the PSSA as well as industrial and commercial land uses.*

10. *Residential uses, strategic and community services (such as power generation, defence installations, schools, hospitals, public shelters and major transport links) should be avoided in the PSSA and the SSSA.*

The site is affected by the Primary Storm Surge Area (PSSA) and Secondary Storm Surge Area (SSSA) – see figures 6 & 7 below. The PSSA impacts the majority of the site while the SSSA extends to surrounding sites and the broader Waterfront Precinct.

Pursuant to clause 3.7(6), the consent authority "*may consent to a development within the PSSA that is not in accordance with sub-clauses 8-10 only if it is satisfied that the application demonstrates that there is no increased risk to people and property, including adjoining property.*"

While the **hotel** ground floor is technically part of a **residential building** a finished floor level of 6.5-6.7m AHD is achieved through slab design to align with the minimum requirements set out in Focus Area B (discussed above) and clause 5.9.2.4 (discussed below). Furthermore, and to facilitate exercise of discretion by the consent authority, the **hotel**

elevates all habitable rooms and residential components to level 1 and above and to at least 10.1m AHD.

Through its slab design, the **hotel** incorporates the appropriate site and floor levels to limit the potential risk to future occupants. It also ensures that the potential risk posed by development in the PSSA and SSSA is mitigated further by not relying on the use of fill to achieve required AHD levels which may increase the impact to adjoining land or property.



Figure 6 – Subject site and area impacted by the PSSA.



Figure 7 – Subject site impacted by the SSSA.

4.3.3 Clause 3.9 – DHD (Darwin Harbour Dredging)

The purpose of this clause is to ensure dredging within Darwin Harbour does not degrade the environmental value of the harbour waters.

No dredging will occur and therefore no further assessment is required against the requirements of this clause. All development will occur on the terrestrial component of the site with no development proposed on, or in, Darwin harbour.

5.4 Part 4 – Zones & Assessment Tables

5.4.1 Clause 4.10 - Zone CB (Central Business)

The purpose of Zone CB is to promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development.

The relevant zoning outcomes are discussed below:

1. *A diverse mix of commercial, community, cultural, recreational and residential developments of a scale and intensity commensurate with the role and function of the central business district.*

The proposed **hotel** development introduce a uniquely positioned high-end short-stay accommodation option to the existing vibrant and mixed-use Waterfront Precinct.

4. *Commercial developments and entertainment and dining activities such as **bar-public, bar-small, food premises (all), leisure and recreation, market, night club entertainment venue, office, shops** and **sex services-commercial premises**:*
   a. *encourage diversity and contribute to day and night activity within the zone;*
   b. *are designed and operated in a manner that is considerate of the character and amenity of surrounding uses, having regard to the mixed-use nature of the zone.*

The proposed development encourages a diversity of land uses that support both day and night activity in the broader Waterfront precinct. Existing use on site will remain and the amenity of surrounding land uses is not expected to be adversely impacted.

5. *Cultural and community focused activities such as child-care centre, community centre, exhibition centre, medical clinic, place of assembly and place of worship support the needs of the local or regional population and contribute to the diversity and activity of uses within the zone.*

The Darwin Waterfront Corporation supports the wider Darwin community by facilitating and hosting cultural events year-round and contains a range of established uses listed by this clause. The proposed **hotel** will further contribute to the diversity offered in Zone C & the precinct through uniquely positioned and architecturally designed short-stay accommodation. No adverse impacts on this zone outcome are anticipated.

8. *Development incorporates innovative building design, site layout and landscaping that:*
   a. *responds to and encourage pleasant microclimates, including through breeze capture and shading;*
   b. *minimises privacy and overlooking impacts on private spaces;*
   c. *maximises overlooking and passive surveillance of public spaces;*
   d. *maximises pedestrian activity along primary street frontages;*
   e. *reduces the appearance of building mass relative to its surroundings; and*
   f. *creates attractive outdoor spaces and enhances the streetscape.*

The development plans at **Attachment E** demonstrate a design ethos that utilises the aesthetics of vertical landscaping and generous planting on upper levels to promote passive cooling and reduce potential building massing impacts. Balconies facing public areas on upper levels will also promote passive surveillance of the public realm.

Perhaps most importantly, it preserves the harbour frontage for public pedestrian access. This is achieved by incorporating a pedestrian connection between the existing building on site in the southern portion of the site and the cultural centre on the site to the north. This can be legally established through the registration of an easement on Title to ensure this feature is maintained for public access, subject to consent.

9. *Development contributes to the creation of an active, safe and legible public realm by:*
   a. *incorporating and responding to high quality public open spaces including town squares, civic plazas and forecourts where appropriate; and*
   b. *integrating with walking, cycling and public transport networks to promote accessibility and use.*

The proposed **hotel** will integrate with the existing Waterfront precinct and the extensive pedestrian and cycling networks. It will also improve the public pedestrian network through the waterfront footpath connection with the neighbouring cultural centre to the north. End-of-trip facilities on the **hotel** ground floor will also encourage patrons to access the CBD cycling network. On this basis, a positive contribution to public realm is anticipated.

10. *Developments are designed and operated in a manner that avoids unreasonable loss of amenity for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed-use nature of the zone.*

No changes to the existing building on site are proposed and no unreasonable impacts to the mixed-use nature or amenity associated with the broader Waterfront Precinct are anticipated. While the site has no specified height limit or direct impact on NTPS identified view lines in clause 5.9.2.4, it proposes a modest total height of 25.6m AHD to ensure that surrounding land uses maintain a harbour aspect. The total **hotel** height is also consistent with the height of the neighbouring Cultural Centre.

11. *An efficient pattern of land use with all lots connected to reticulated services, integrated with existing transport networks and with convenient access to open space, community and educational facilities.*

Reticulated services are provided to the subject site and will be connected to the proposed development. The site is also well served by existing transport networks and access to open space, community and educational facilities (CDU city campus).

4.5 Part 5 – General Development Requirements

Part 5 of the NTPS sets out specific development requirements that apply to land uses in a particular Zone. Per Clause 1.10(4), the consent authority must consider the purpose and any requirements set out in Part 5 of the NTPS.

As noted above, the proposed development in Zone CB requires the exercise of discretion by the consent authority in relation to the following clauses of Part 5:

- 5.2.4.4 – Car Parking Layout
- 5.25 – Loading Bays
- 5.3.7 - End of trip facilities in Zone CB
- 5.5.15 - Design in Commercial & Mixed-Use Areas
- 5.5.16 – Active Street Frontages
- 5.9.2.1 – Building Design in Darwin City Centre
- 5.9.2.9 – Public Domain Contributions on Large Sites.
- 5.9.2.11 – Car Parking Spaces in Darwin City Centre.

4.5.1 Clause 5.2.1 – General Height Control

The purpose of this clause is to ensure that building heights are appropriate for the locality and meets community expectations for the Zone.

Pursuant to Table B of this clause, there are no height limits for development in Zone CB controlled by the NTPS. However, the site falls within the aviation area controlled by the Commonwealth Department of Defence which requires approval for structures over 90 metres in the CBD.

The total building height is approximately 25.6m AHD which is well below the 90m height limit. This height is also consistent with the height of the neighbouring Cultural Centre.

4.5.2 Clause 5.2.4.4 – Car Parking Layout

The purpose of this clause is to ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose.

The requirements of this clause are:

6. *A car parking area is to:*

a. *be not less than 3m from any lot boundary abutting a road; and;*

b. *provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the car parking area when viewed from the road.*

The site has an irregularly shaped front boundary to Stokes Hill Road. This means that a portion of car parking area (bay 50, part of bay 51 & bays 55-57) encroach within the 3m front setback. The same irregular lot boundary scenario creates a variable amount of non-

compliance with the required 3m depth of landscaping required to the Stokes Hill road frontage for these bays.

While bays 55-56 encroach within the 3m setback to Stokes Hill Road, the existing mature tree in the road reserve will not be impacted by the **hotel** and provides an element of existing screening to the car parking area. Additional landscaping is also proposed within the site adjacent bays 49-56 to further lessen the visual impact on the ground floor car parking area.

Accordingly, a variation to the requirements of this clause is requested pursuant to sub-clause 5.2.4(3) as the minor non-compliances are not anticipated to unreasonably impact on the amenity of the locality.

A car parking area is to be constructed and maintained to be:

a. *of a suitable gradient for safe and convenient parking; and*

b. *sealed and well drained in urban areas, or dust supressed in non-urban areas.*

The car parking area is sealed, of a suitable gradient for safe and convenient car parking and well drained.

8. The layout of a car parking area is to:

a. be functional and provide separate access to every car parking space;

b. allow a vehicle to enter from and exit to a road in a forward gear;

c. be in accordance with the dimensions set out in the diagram to this clause; and

d. ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.

The car parking layout is functional, has separate access to each bay and allows each vehicle to enter/exit in a forward gear. All bays comply with the dimensions set out by this clause including at the least a 1m projection for bays at the end of each driveway.

9. *The number of access points to the road is to be limited, and access points to car parking areas are to:*

a. *have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and*

b. *maximise sight lines for drivers entering or exiting the car parking area.*

All driveways provide two-way 6m wide vehicle access. Sight lines for vehicles entering and exiting are considered acceptable with an unimpeded view of approaching traffic. The design of the car parking layout is further supported by the Traffic Impact Assessment (TIA) at **Attachment F.**

4.5.3 Clause 5.2.5 – Loading Bays

*The purpose of this clause is to provide for loading and unloading of vehicles associated with the use of the site. Table B states that the proposed use requires 1 loading bay per a single occupation of **net floor area** (NFA) of 10,000m^2 or less.*

The total area attributable to the **hotel NFA** calculation per Schedule 2 of the NTPS is approximately 466.8m^2 (GF of 66.8m^2 + Rooftop of 400m^2). The **office** use on level 1 in the building is approximately 220m^2.The total NFA therefore equates to 686.8m^2. The existing and proposed development therefore requires a total of 1 loading bay for the site.

4. A loading bay is to:

a. provide areas wholly within the site for loading and unloading of vehicles;

b. be at least 7.5m by 3.5m;

c. have a clearance of at least 4m; and

d. have access that is adequate for its purpose.

One loading bay is provided on the ground floor that is compliant with the dimensions of this clause except in relation to height clearance where 3.4m is provided in lieu of the 4m required.

Notwithstanding, the loading bay is considered sufficient for the type and scale of the **hotel** development and small scale deliveries associated with the existing **office**. Light vehicles are generally expected for laundry and cleaning services with private waste vehicles also able to access the loading area. The design of the loading bay area is further supported by the Traffic Impact Assessment (TIA) at **Attachment F.**

A variation to height requirement for a loading bay is therefore requested pursuant to sub-clause 5.2.5(1).

4.5.4 Clause 5.2.6.2 – Landscaping in Zone CB

The purpose of this clause is to ensure developments within central business districts minimise heat capture and enhance the visual amenity of the area when viewed from the street or from surrounding buildings.

Development in Zone CB is required to provide areas of landscape planting equivalent to 10% of the **site** area. Lot 7495 is approximately 4,080m^2 which equates to a total requirement of 408m^2 of landscaping across the site (Total site = 4,080m^2 / 100 x 10).

The landscaping is considered a key feature of the **hotel** design aesthetic with the total proposed equivalent to approximately 20% of the **site** area - effectively doubling the minimum amount required.

Level	Landscaping provided
Ground floor	202m^2
L1-4	160m^2
L5 (Rooftop)	480m^2
Total	842m^2 (~20.6%)

4.5.5 Clause 5.3.7 – End of Trip Facilities in Zone CB

The purpose of this clause is to ensure that new commercial and high-density residential buildings provide sufficient safe, quality and convenient end of trip facilities to enable active travel choices by residents, visitors, workers and customers for the proposed use of the site.

Sub-clause 5.3.7(2) states that all new buildings in Zone CB should provide bicycle parking facilities calculated per the table to this clause.

The EoT facilities required for the development are:

Use	Bicycle spaces required	Suites	Total
Hotel	1 space for every 3 guest suites	108	36
	1 shower for up to 50 staff	1	1
Total required (rounded up)			36
Total provided			14 ground-mounted in car park + 28 wall-mounted (hotel & existing building) + 1 UAT shower on the GF

Sub-clause 5.3.7(3) requires that all bicycle parking facilities and associated bicycle parking devices should be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking and must:

(a) be located in a convenient and safe location with adequate security for the storage of bicycles;
(b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;
(c) where secure parking is provided, provide e-bike charging facilities, as necessary;
(d) not require access via steps;
(e) be protected from the weather;
(f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;
(g) be located outside pedestrian movement paths;
(h) be easily accessible from the road;
(i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;
(j) be protected from manoeuvring motor vehicles and opening car doors;
(k) be as close as possible the cyclist's ultimate destination;
(l) be well lit by appropriate existing or new lighting; and
(m) be sympathetic in design, material & colour to compliment the surrounding environment.

End-of-trip facilities including 42 bike parks, a UAT shower are provided for staff/non staying guests on the ground floor with 38 dedicated lockers also available for use by staff, **hotel** patrons & non-staying guests. This exceeds the minimum required and will also double as informal luggage storage if required.

Secure long term wall mounted bike parking that is protected from the weather is provided however the nature of the short-stay accommodation means that it will likely be used more frequently. The bicycle parking area with 42 bike parks is conveniently located, safe, well-lit, does not require access via steps and permits passive surveillance of locked bikes (camera surveillance will also be in use). A mix of long (wall-mounted) & short term parking (ground mounted) is also provided.

Bicycle parking and end-of-trip facilities also exist throughout the Waterfront Precinct. Accordingly, a minor variation to the required 42 lockers (1 for each bicycle park), in lieu of the 38 provided.

4.6 Part 5 – Locality Development Requirements

The applicable 'Location Specific Development Requirements' are discussed below.

4.6.1 Clause 5.9.2.1 – Building Design in Darwin City Centre

The purpose of this clause is to promote buildings in the Darwin city centre that are designed to support a mix of land uses now and in the future, contribute to a high level of amenity in the public domain and enable convenient pedestrian and cyclist movement to and across the city centre.

The requirements of this clause are:

6. *New residential buildings are to provide a minimum 4m floor to ceiling height to the ground floor.*

The ground floor ceiling height is only 3.4m however is not limited to the extent that it could not be adapted to different uses over time. This represents a minor 600mm departure from the required 4m height and a variation is therefore considered appropriate pursuant to sub-clause 5.9.2.1(2).

7. *Building facades are to have a clearly distinguished base, middle and top.*

The building façade has a clear base with ground floor car parking, **hotel** accommodation on levels 1-4 and the communal recreation area located on the rooftop. The façade is accentuated with a curved awning design for each level and generously landscaped on all sides which serves to further distinguish the building from its surroundings.

8. *Any communal facilities, such as bicycle parking and seating, located at the front of the building are to be integrated into the site layout and building design.*

All bike parking is located on the ground floor and integrated into the building design.

9. *Any roof top plant and equipment is to be integrated into the building design, and screened from the public domain and neighbouring properties through planting or façade treatments.*

Rooftop plant equipment is limited to the lift overrun with all suites provided individual air-conditioning units that are screened from public view.

10. *Buildings with dual street frontage, excluding corner lots, are to provide mid-block pedestrian linkages (arcades) through the building at ground level to connect the two street frontages.*

Not applicable.

4.6.2 Clause 5.9.2.4 – Darwin Waterfront Building Heights and View Lines

The purpose of this clause is to ensure that design and scale of development within the Darwin Waterfront responds to and respects the established role, character and constraints of the waterfront area and the surrounding escarpment.

The requirements of this clause are:

4. *The lowest floors (commercial and residential) within the development are to be sited at a minimum of 6.5m AHD.*
5. *Development does not obstruct view lines identified in the Diagram to this clause.*
6. *Building height does not exceed the height identified on the Diagram to this clause.*



Figure 8 – Diagram to clause 5.9.2.4

The proposed **hotel** includes ground floor levels between 6.5-6.7m AHD. As noted above, While the development has no specified height limit or direct impact on NTPS identified view lines, it proposes a modest 25.6m AHD total height to ensure that the view lines which are protected by this clause maintain a harbour aspect. The total **hotel** height is also consistent with the adjacent Cultural Centre development on Lot 11275.

No adverse impacts to the established role and character of the surrounding waterfront and escarpment are therefore anticipated.

4.6.3 Clause 5.9.2.7 – Development along Priority Pedestrian Cycle network

The purpose of this clause is to encourage development along the Priority Pedestrian and Cycle Network that facilitates safe and convenient pedestrian and cyclist movement to and across the Darwin city centre.

The site is located along the area identified for the priority pedestrian and cycle network in the diagram to clause 5.9.2 (see figure 9 below).



Figure 9 – Diagram to clause 5.9.2

The requirements of this clause are:

4. *Pedestrian and cycle links within a site are to be connected to the existing and future priority pedestrian/cycle network, identified in the Diagram to Clause 5.9.2 (Darwin City Centre Extent and Features).*
5. *Any pedestrian or cycle links or facilities provided within a site are to be well lit.*
6. *Use or development is to preserve the opportunity for a future sky bridge and landing connecting the priority pedestrian cycle network and Frances Bay.*

The site is located adjacent to Stokes Hill Road which is along the 'Priority Pedestrian/Cycle Network' identified in the Diagram to clause 5.9.2. The proposed development does not encroach on the existing and well-lit pedestrian and cycle links throughout the Waterfront Precinct. The development is also consistent with the purpose of the clause and will encourage pedestrian and cyclist movement within the Darwin city centre through additional end-of-trip facilities provided on site and a new public harbour front footpath.

Importantly, the **hotel** design prioritises pedestrian access to the harbour front by providing a connection between the existing building on site and the neighbouring Larrakia Cultural Centre. A new footpath is also provided between the sites to improve access. This connection has been incorporated in response to sub-clause 5.9.2.7(5) and to ensure that the development does not restrict public access to the harbour front.

While the existing development on site is not within the scope of this proposal, incorporating a connection will preserve the opportunity to complete the network per the diagram to this clause at a future date.

4.6.4 Clause 5.9.2.9 – Public Domain Contributions for Development on large sites

Encourage development on large sites that supports the public domain by contributing to an integrated, high-quality network of public spaces, recreation facilities and places for wildlife.

The requirements of this clause are:

3. *A minimum of 10% of the site area is to be provided as publicly accessible open space that is designed to:*
    a. *incorporate park furniture, display of art, lighting, shade structures and landscaping and interpretive information where appropriate;*
    b. *support a variety of passive uses, active recreation and events.*
4. *The open space provided under sub-clause 3 is to integrate and connect with:*
    a. *existing and future cycle and pedestrian networks*
    b. *sites of significant natural, cultural or heritage value; and*
    c. *habitats, wildlife corridors and public greenspaces from adjoining sites.*

This clause applies to sites 3,500m^2 and larger located in the Darwin City extent and stipulates that 10% of the site must be provided as publicly available open space. The combined 'site' is 4,080m^2 and triggers a requirement of 408m^2.

Pursuant to sub-clause 5.9.2.9(2), a variation is requested for the following reasons:

- Approximately 138m^2 of publicly accessible pedestrian footpath/boardwalk is prioritised along the harbour frontage in response to clause 5.9.2.7 (see above). This feature preserves the aspirations of the pedestrian cycle network to the future development of focus areas to the north and is integrated with the Darwin Harbour habitat.
- The existing building on site occupies a gross footprint approximately 300m^2 thereby limiting the ability to incorporate additional public space into the proposed **hotel** design.
- While the development falls short of the prescribed 408m^2 requirement, a further reduction or modification of the design for more public open space to be integrated within the development will erode the economic viability of the project.
- The site is well located in a high amenity area with access to the Esplanade and public open space network within the Darwin waterfront precinct which offsets the provision of dedicated public open space within the subject site.

Accordingly, a variation is requested to the requirements of this clause.

4.6.5 Clause 5.9.2.11 – Car Parking Spaces in Darwin City Centre

The purpose of this clause is to ensure that sufficient off-street car parking spaces, constructed to a standard and conveniently located, are provided to service the proposed use of a site.

The car parking requirements of this clause are provided below:

Use	Required Bays	Net Floor Area / Requirement	Total
Hotel suites	0.4 per guest suite	108 suites	43.2 bays
Hotel NFA	2 per 100m^2 of NFA	466.8m^2	9.336
Offices in existing building	2 per 100m^2 of NFA *Only 1 required if where a building has NFA up to 500m^2	220m^2 (total building NFA <500m^2)	1
Vacant GF Restaurant in existing building**	Vacant	280m^2	0
Dock One	6	(see DP2023/0071)	6
Total required			59.536 (60)
Total proposed on site			56
Total shortfall			4

**Vacant tenancy. Use of this space would require an application for consent & further assessment

4.7.4 Clause 5.9.2.12 – Reduction car parking spaces in Darwin CBD

The purpose of this clause is to provide for a use or development with fewer car parking spaces than required by clause 5.9.2.11 (Car parking spaces in Darwin City Centre).

The proposed development is calculated as having a surplus of 4.416 bays. Per the criteria in Table to Clause 5.9.2.12, justification to support a reduction is calculated below:

Category		Criteria	Reduction permitted	Justification
2	Use of Shared parking areas/proximity to public car parking	The development is within 200m walking distance of an existing, publicly accessible car park with a combined total of 100 car parking spaces or more.	10%	Darwin Convention Centre.
Provision of 3 motorcycle bays			1 bay	3 MB bays on GF
Total Reduction permitted			10% & 1 bay	
Car parking requirements per clause 5.9.2.11			59.536 bays	
Reduction calculations			6.9536 (5.9536+ 1 bay)	
Total required			52.584	
Provided on site			57	
Surplus			4.4176 bays	

4.7.5 Clause 5.9.2.13 – Design of Car Parking Areas & Vehicle Access

The purpose of this clause is to promote design of car parking, vehicle access points and onsite movement that:

a. is easily adapted to meet changing demand;
b. minimises visual impact to the street and other public areas; and
c. minimises impacts to pedestrian and cyclist movement.

The requirements of this clause are:

3. ***Ground level car parking areas** in buildings are limited to the number of **car parking spaces** required for **ground level** commercial tenancies.*
4. *All car parking spaces are to be screened so that they are not visible from the public domain.*
5. *Vehicle access and loading areas are to be consolidated and **car parking areas** are to be located away from street frontages.*
6. *Entry and access from a **car parking area** is to be from the lowest order vehicle access way. In order of priority, access should be from:*
    a. *a laneway;*
    b. *a secondary street; or*
    c. *a primary street if no other access is possible.*

Ground level parking is provided for the proposed **hotel** use, existing building on site and Dock One (discussed above) which comprise commercial land uses. It is noted that the parking is also provided for the **hotel** at ground floor – a necessary development component. Notwithstanding, the **hotel** design is considered acceptable given the location, site features (described above and below) and the irregularly shaped lot. It may be considered technically 'adjoining a street frontage' pursuant to sub-clause 4.7.5(5).

All ground level parking in the norther portion of the ground floor area will be screened once landscaping reaches maturity. Vehicle access is existing and taken from the only available access point. The loading area is obscured from view and in a location adjacent the boundary closest to the neighbouring substation which is behind existing and new landscaping.

4.8 Part 5 – Specific Development Requirements

4.8.1 Clause 5.5.1 – Interchangeable Use and Development in Zone CB

The purpose of this clause is to facilitate the efficient change between a nominated use or development of a premises within Zone CB.

This clause does not apply to the proposed development.

4.8.2 Clause 5.5.4 – Expansion of Existing Development in Zone CB

The purpose of this clause is to provide for the efficient but minor expansions of existing developments in Zone CB.

This clause does not apply as the office and community centre are not existing. The existing leisure and recreation could be established through this clause however the requirements of Part 3 (LSSS Overlay) require consent.

4.8.3 Clause 5.5.15 - Design in Commercial & Mixed-Use Areas

The purpose of this clause is to encourage diverse mix of commercial and mixed-use developments that are safe, positively contribute to the activity and amenity of commercial centres, climate appropriate, and minimise conflicts between different land uses within and surrounding the commercial centre.

For completeness, the specific requirements of this clause are listed below with a response to each provided:

> 12. *Building design is to be sympathetic to the character of buildings in the immediate locality.*

The proposed **hotel** is architecturally designed and incorporates an extensive landscaping schedule to all levels to reduce building massing and soften its appearance when viewed from adjoining land. While the site is not subject to height limits to preserve key view lines prescribed by the NTPS (see clause 5.9.25 above), a modest height of 25.6m AHD is adopted. This height is also consistent with the adjacent Cultural Centre development on Lot 11275.

> 13. *Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.*

The buildings will incorporate glazed windows to promote energy efficiency and reduce cooling requirements. Extensive of landscaping is also incorporated as a passive cooling measure.

> 14. *Building design is to minimise the expanse of blank walls facing the street and public open spaces and limit external finishes that could cause nuisance to residents or the general public, such as materials that would result in excessive reflected glare.*

No blank walls are proposed or finishes that could be considered a nuisance.

15. *Services and utilities (such as bin storage areas, service ducts, pipes, air conditioner plants etc.) are to be integrated into the development and/or screened to the public domain and neighbouring properties.*

Services and utilities will be integrated into the building including waste management. Utilities will also be screened from public view.

16. *Car parking areas, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.*

All car parking is screened by landscaping and undercover.

17. *Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or veranda to all street frontages that adjoin a footpath, which:*
    a. *extends along the full length of the site boundary to provide continuous coverage for pedestrians.*
    b. *covers the full width of the footpath or has a minimum width of 3m; and*
    c. *allows for the growth of existing trees and the planting and growth of reasonably anticipated trees within the road reserve.*

The proposed development is not sited directly adjacent the existing footpath as the **hotel** is setback from the front boundary. In the south-west corner, the site steps down and is setback from Stokes Hill Road by a swale drain to control stormwater run-off to the harbour. The provision of an awning is therefore impractical owing to the current site configuration and features, **hotel** setback & existing landscaping (mature tree) in the north-west portion of the site. The existing pedestrian network is also established on the opposite side of Stokes Hill Road.

18. *Development is to provide legible pedestrian access from the street and public pathways to building entrances that:*
    a. *is direct and provides refuge from the sun and rain; and*
    b. *avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines.*

All entrances are logical and legible. A pedestrian crossing was also established as part of a previous development approval and will serve as a connection from the **hotel** to the existing network.

19. *New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance.*

The development is not expected to have any adverse impacts relating to noise, vibration, light or odours on surrounding uses.

20. Development is to minimise the transmission of noise and exhaust from services by:

c. locating lift shafts away from habitable rooms, or by using other noise attenuation measures; and

d. locating air conditioner plants away from openings in habitable rooms.

Lift equipment is only directly adjacent to one suite on each floor. On balance, this is considered an acceptable outcome. Air conditioning units are located on individual balconies and with limited acoustic impacts expected between individual suites.

21. Buildings are to provide internal drainage of balconies.

All balconies are internally drained

22. Development with a floor area of 3500m² or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding).

No dedicated parenting room is provided with guests able to use facilities in individual suites.

23. Development is to provide designated areas for rubbish collection.

The proposed development has a dedicated waste area on the ground floor adjacent the loading bay.

4.7.7 Clause 5.5.16 – Active Street Frontages

The purpose of this clause is to provide a site responsive interface between commercial buildings and the public domain which is attractive, safe and functional while encouraging pedestrian activity and passive surveillance.

The specific requirements of this clause are listed below with a response to each provided:

5. Services on street level frontages are to be limited to:

a. a single vehicle entry and exit point to and from the building (except on larger sites where additional access points are supported by a Traffic Study for the site);

b. a direct single point of access to service equipment for all service authorities;

c. required fire egress; and

d. required fire booster connection points.

Only one vehicle entry is proposed with all services to be provided in line with the relevant service authority requirements.

*6. Buildings are to provide a minimum of 60% of the length of each site boundary that fronts a primary or secondary street, or public open space, as **active street frontage**, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:*

(a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;

(b) operational and legible entrances (excluding fire egress) that are directly accessible from the public domain;

(c) areas within the site that are used for alfresco dining that provide visual interaction with the street/public open space; or

(d) well-designed spaces that allow for pedestrian movement and/or seating.

The **hotel** is setback from the front boundary. In the south-west corner, the site steps down and is setback from Stokes Hill Road by a swale drain to control stormwater run-off to the harbour. The design of a fully compliant active street frontage is challenging owing to the irregularly shaped boundaries, unique site features, **hotel** setbacks & existing landscaping (mature tree) in the north-west portion of the site.

To offset the traditional approach to achieving active street frontage adjacent Stokes Hill Road, the ground floor components include a prominent **hotel** entry that is orientated towards oncoming pedestrian and vehicle traffic approaching from the west. New landscaping, including focused planting along the street frontage and green walls on building at ground floor, are also proposed.

All windows along this frontage on all levels will also promote passive surveillance to the public realm in line with the purpose of the clause. The new pedestrian footpath along the harbour frontage is entirely active and also offers the same level of passive surveillance opportunities inherent with the **hotel** design.

Accordingly, a variation to the clause is requested.

7. Building frontage that is outside the requirements of sub-clause 6, excluding areas for access, are to limit the scale and visual presentation of blank walls.

The use and scale of blank walls is limited.

5.0 S46(3)(b) to (l) of the Act

This relevant parts of s46 for the type of development proposed are discussed below.

5.1 46(3)(b) – Interim Development Control Order

There are no Interim Development Control Orders listed on Title.

5.2 46(3)(c) – Referral to the NT EPA

Referral to the NT EPA under Part 4 Division 3 of the *Environment Protection Act 2019* has not been undertaken and is not required.

5.3 46(3)(d) – Merits of the proposed development

The following merits have been identified:

- The type and scale of development is appropriate for the site and supports the vision for the Darwin CBD in Part 2 of the NTPS
- The use is consistent with the Zone CB purpose set out in Part 4 and no significant variations to Part 5 of the NTPS are sought.
- The introduction of a new **hotel** use will generate increased commercial activity in an area that is predominantly frequented by afternoon/evening activities and promote further passive surveillance opportunities.
- The new **hotel** will complement the cultural and community events that the Waterfront Precinct continues to support and host through increased accommodation diversity and availability.

5.4 46(3)(e) – Physical characteristics of the land and an assessment regarding its suitability for the proposed development on the land and other land.

A description of the site is provided in Section 2.2 of this report. The site is considered appropriate for the development and use is consistent with the mixed-use development throughout the Waterfront Precinct.

5.5 46(3)(f) – specify the public facilities or public open space available in the area in which the land is situated, whether land for public facilities or public open space is to be provided by the developer and whether it is proposed that facilities or open space be developed by the developer.

A description of the locality and the land is provided in Section 2 of this report. No public facilities or open space is proposed as part of the proposed development nor is the developer required to under Part 5 of the NTPS.

5.6 46(3)(g) – specify the public facilities or public open space available in the area in which the land is situated, the requirement for public facilities or infrastructure to be connected to the land and whether public utilities or infrastructure are to be provided by the developer for the provision of public utilities or infrastructure.

Reticulated power, water and sewer and telecommunications are connected to the site. No public facilities or open space is proposed as part of the proposed development nor is the developer required to provide any under Part 5 of the NTPS.

5.7 46(3)(h) – potential impact on existing and future amenity of the area in which the land is situated.

The proposed development is not anticipated to have an adverse impact on future or existing amenity in the area. The positive contribution towards the amenity of the broader locality is discussed further detail in sections 3 and 4 of this report.

5.8 46(3)(j) – the benefit or detriment to the public interest of the development.

No detriment to the public interest is anticipated. In addition to the merits set out in s46(3)(d) above, the proposed development will benefit community groups by offering a venue to conduct meetings in a high amenity area.

6.0 Conclusion

Sheridan Consulting has been engaged to prepare, lodge and manage this Development Application seeking consent for a 6-storey **hotel** comprising 54 x 2-bedroom suites & 54 x 1-bedroom suites 39 Stokes Hill Road, Darwin Waterfront (Lot 7495 Town of Darwin).

The land is within Zone CB of the *Northern Territory Planning Scheme 2020 (NTPS).* The proposed development is *impact assessable* pursuant to clause 3.1(4)(b) and requires the exercise of discretion pursuant clause 1.10(4) of the NTPS.

While minor departures from the requirements of Part 5 are proposed, the overall development is considered appropriate for the Waterfront precinct and will contribute to the existing commercial function of the broader CBD.

The minor variations sought to Part 5 of the NTPS are appropriate given the nature of the proposed development, prevailing site features and the net benefit gained from a n architecturally designed **hotel** in a unique harbour front location.

In summary, Sheridan Consulting requests that the consent authority review the application material and, subject to its satisfaction, determine to grant consent under s53(a) of the Act with conditions commensurate to the scale of development.

End

Land owner/s authorisation to lodge a development application

The Planning Act 1999

Before you fill in the form

Signatures from ALL landowners registered on the land title must be provided.
The authorisation must be dated within six months of the submission of the application.

Fields marked with an asterisk (*) are required.
Fields marked with a carat (^) are required if applicable.

Applicant In accordance with Section 46(3)(aa)(i) of the *Planning Act 1999*, a development application is to contain the name and contact details of the **applicant** AND **any person on whose behalf the application is made.**			
Name of Applicant/Consultant or Acting agent	SHERIDAN CONSULTING / RANDAL ASHFORD		
Address	2/29 Rossiter Street, Rapid Creek, NT, 0810.		
Phone	0407 703 813	**Email**	joe@sheridanconsulting.au
Persons on whose behalf the application is made:			
Person/s on whose behalf the application is made:	RANDAL ASHFORD		
Address	39 STOKES HILL ROAD.		
Phone	0413316562	**Email**	RANDAL@ALA.NET.AU
The applicant is hereby authorised to lodge a development application over the subject land described as:			
***Lot/NT portion**	7495		
***Location/town/hundred**	DARWIN CITY		
***Street address**	39 STOKES HILL ROAD.		

NORTHERN TERRITORY GOVERNMENT

The application is for the purpose of:			
***Proposed development** *Brief description of proposed development*	PROPOSED HOTEL DEVELOPMENT AT 39 STOKES HILL ROAD,		
Landowner/s signature In accordance with Section 46(3)(aa)(ii) of the *Planning Act 1999*, a development application is to contain the **name and contact details of the owner of the land** to which the application relates. Written authorisation from each: • **Individual owner**: Each person listed on the title must provide written authorisation for the application. • **Companies**: For each company listed on the title, written authorisation must be obtained from the **director** or **authorised representative** of the company. This authorisation confirms that the company is giving consent for the application and that the person signing on behalf of the company has the legal authority to do so.			
***Full name**	AMANDA CHALLEN		
^Company name	The Pumphouse Gang Pty Ltd (ACN 073 859 640)		
^Title *(e.g. director/authorised representative)*	OWNER / CEO / AUTHORISED REPRESENTATIVE		
Phone	0412069204	**Email**	amanda@advancecivil.com.au
***Signature**			
***Date**	28 / 05 / 2026		
Landowner signature			
***Full name**			
^Company name			
^Title *(e.g. director/authorised representative)*			
Phone		**Email**	
***Signature**			
***Date**			

Any Persons with an interest in the land *(as applicable)* In accordance with section 46(3)(aa)(iii) and (iv) of the *Planning Act 1999*, a development application is to contain the name and contact details of **any person who entered into an agreement** with the applicant and/or landowner, **to acquire an estate or interest in the land to which the application relates**; and **any person with an interest** prescribed by regulation.			
^Full name			
^Company name			
^Title *(e.g. director/authorised representative)*			
^Signature			
Phone		**Email**	
^Full name			
^Company name			
^Title *(e.g. director/authorised representative)*			
^Signature			
Phone		**Email**	

Privacy Note

The Department of Lands, Planning and Environment, on behalf of the Minister, is authorised under the *Planning Act 1999* to collect the information on this form, or otherwise provided by you, to consider a proposal to grant a Development Permit or to amend a planning scheme. Failure to provide the information in full may result in delays in processing of the application.

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

Collection of personal information on this form is done in accordance with the privacy legislation within the Northern Territory *Information Act 2002*. For more information, please refer to the Northern Territory Government's privacy statement located at https://nt.gov.au/copyright-disclaimer-and-privacy
Any personal information provided can be subsequently accessed by you on request.

AL2611 - PROPOSED HOTEL DEVELOPMENT

39 STOKES HILL, DARWIN CITY, NT

SHEET LIST

SHEET NUMBER	SHEET NAME	CURRENT REVISION
A200	COVER SHEET, SHEET LIST AND LOCALITY PLAN	A
A201	GENERAL NOTES	A
A205	EXISTING SITE PLAN	A
A206	PROPOSED SITE PLAN	A
A210	PROPOSED GROUND FLOOR PLAN	A
A211	PROPOSED TYPICAL FLOOR PLAN	A
A212	ROOFTOP FLOOR PLAN	A
A213	ROOF PLAN	A
A214	PROPOSED LANDSCAPE PLAN - GROUND FLOOR	A
A215	PROPOSED LANDSCAPE PLAN - TYPICAL FLOOR PLAN	A
A216	PROPOSED LANDSCAPE PLAN - ROOF PLAN	A
A220	PROPOSED ELEVATIONS	A
A221	PROPOSED ELEVATIONS	A
A230	PROPOSED SECTIONS	A
A250	3D VIEW	A
A251	3D VIEW	A
A252	3D VIEW	A
A253	3D VIEW	A



FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

COVER SHEET, SHEET LIST AND LOCALITY PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A200 OF -	A	A1

Ver. Aug 2023

GENERAL NOTES

1) DO NOT SCALE OFF DRAWINGS
2) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
3) ALL REFERENCES TO AUSTRALIAN STANDARDS ARE TO THOSE CURRENTLY REFERENCED IN THE NCC.
4) ALL CONTRACTORS AND SUB CONTRACTORS ARE TO NOTIFY THE SUPERINTENDANT OF ANY DISCREPANCIES IMMEDIATELY. THE CONTRACTOR IS TO ALLOW FOR THE HIGHER VALUE SPECIFICATION UNLESS DIRECTED OTHERWISE.
5) IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERTAKE REASONABLE INVESTIGATIONS TO IDENTIFY ANY ADDITIONAL WORKS THAT MAY BE REQUIRED.
6) TENDER PRICING IS TO INCLUDE FOR ALL ASSOCIATED COSTS, INCLUDING MARGINS AND OVERHEADS. THE CONTRACTOR SHALL TAKE ALL REASONABLE STEPS TO MINIMISE THE NUMBER OF VARIATIONS ARISING DURING DEMOLITION AND CONSTRUCTION.
7) ALL CONTRACTORS AND SUB CONTRACTORS WORKS TO COMPLY WITH RELEVANT AUSTRALIAN STANDARDS, THE NATIONAL CONSTRUCTION CODE (NCC), LOCAL GOVERNMENT OR STATUTORY BODIES REQUIREMENTS
8) ALL WORKMANSHIP TO COMPLY WITH RELEVANT AUSTRALIAN STANDARDS BY STANDARDS ASSOCIATION OF AUSTRALIA
9) ALL PLANS TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DOCUMENTS. WHERE RELEVANT REFER TO STRUCTURAL, ELECTRICAL, HYDRAULIC, MECHANICAL AND CIVIL ENGINEERS DRAWINGS FOR FURTHER INFORMATION REGARDING BUILDING SERVICES AND STRUCTURE.
10) CONTRACTOR TO SET OUT ALL WORKS ON SITE TO DETERMINE ANY CLASHES WITH ANY EXISING SITE INFRASTRUCTURE AND UNDERGROUND SERVICES
11) VERIFY ALL DIMENSIONS AND LEVELS BEFORE COMMENCING ANY ON SITE WORKS
12) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STRUCTURE DURING ERECTION & SHALL PROVIDE ADEQUATE PROPPING AND SUPPORT
13) MANUFACTURERS AND SUB-CONTRACTORS ARE TO PROVIDE SHOP DRAWINGS FOR PROJECT SUPERINTENDANTS APPROVAL PRIOR TO FABRICATION AND INSTALLATION
14) ALL PROPRIETARY ITEMS SHALL BE CONSTRUCTED, INSTALLED OR FIXED AS PER MANUFACTURERS. SPECIFICATIONS OR RELEVANT AUSTRALIAN. STANDARDS AND THE NATIONAL CONSTRUCTION CODE.
15) ANY ALTERNATIVES ARE TO BE APPROVED IN WRITING BY THE SUPERINTENDENT
16) THE PROPOSED SITE IS IN A CYCLONIC WIND REGION, ALL CLADDING MATERIALS AND ATTACHEMENTS TO THE BUILDING ARE TO BE FIXED IN ACCORDANCE WITH THE AN APPROVED 'DTC' MANUAL REFERENCE SHEET OR MANNER ENDORSED BY THE DESIGN ENGINEER
17) FLOOR LEVELS SHOWN ARE TO STRUCTURAL CONCRETE LEVELS AND NOT FINISHED SURFACE LEVELS (TYPICAL).
18) CONTRACTOR TO UNDERTAKE THE FOLLOWING:

a). ALL SET-OUTS TO BE CONFIRMED BY LICENSED SURVEYOR PRIOR TO COMMENCEMENT OF ANY SITE WORKS

b). PROVIDE CERTIFICATION TO PROJECT SUPERINTENDANT OF ALL DIMENSIONING PRIOR TO SITE SET-OUT

20) THE CONTRACTOR SHALL DESIGN AND CONSTRUCT NON-STRUCTURAL BUILDING PARTS AND COMPONENTS IN ACCORDANCE WITH SECTION 8 OF AS 1170.4 TO RESIST EARTHQUAKE ACTIONS. THE CONTRACTOR SHALL PROVIDE WRITTEN CERTIFICATION BY A STRUCTURAL ENGINEER REGISTERED IN THE NORTHERN TERRITORY AS A BUILDING PRACTITIONER IN THE APPROPRIATE CATEGORY.
21) CORROSION PROTECTION OF STEEL MEMBERS SHALL COMPLY WITH AS/NZS 4600 AND THE NASH STANDARD
22) STEELWORK SHALL BE SELECTED AND INSTALLED TO COMPLY WITH THE STRUCTURAL ENGINEER'S DESIGN AS 4100 / AS4600 AS APPROPRIATE.
23) DAMP PROOFING TO COMPLY WITH NCC F1D6, F1D7, AS 2904 AND AS 2870.1 AS APPROPRIATE.

SITE NOTES

1) FORMAL DETAILED SURVEY DEPICTING ALL SITE INFORMATION, BOUNDARIES, BEARINGS, LEVELS & CONTOURS TO BE PROVIDED BY CLIENT
2) CONTRACTOR TO UNDERTAKE GPR SURVEY TO VERIFY UNDERGROUND SERVICES.
3) GEOTECHNICAL INVESTIGATION TO BE PROVIDED BY CLIENT
4) STANDARD BOUNDARY WALL / FENCE HEIGHTS TO BE MEASURED ABOVE NATURAL GROUND
5) TEMPORARY FENCING AND WORKPLACE HEALTH AND SAFETY REQUIREMENTS TO BE MAINTAINED AT ALL TIMES

STORMWATER AND SEDIMENT CONTROL

1) EROSION AND SILT RUN OFF PROTECTION TO BE MAINTAINED AT ALL TIMES TO COMPLY WITH RELEVANT LEGISLATION AND LOCAL GOVERNMENT REGULATIONS MINIMUM STANDARDS AT ALL TIMES
2) STORMWATER DISCHARGE IS TO BE DIVERTED AWAY FROM THE BUILDINGS ON SITE AND ANY ADJOINING ALLOTMENT. GROUND AND PAVED SURFACES ADJACENT THE BUILDING ARE TO BE SET DOWN AND FALL AWAY FROM THE BUILDING.
3) DIVERSION DRAINS TO BE USED TO DIRECT SURFACE WATER AROUND BUILDING SITE. DRAINS SHOULD BE 150min DEEP. CUT SOIL TO BE DEPOSITED ON THE LOW SIDE OF THE TRENCH. DRAIN SHOULD BE STABALISED USING GRASS, AGGREGATE OR MATTING TO SLOW VELOCITY OF WATER. DIVERTED WATER SHOULD BE DIRECTED ONTO A SUITABLE AREA OF ABSORBTION OR TO A PROTECTIVE MEASURE SUCH AS GEOTEXTILE SEDIMENT FENCE
4) APPROPRIATE EROSION TREATMENT TO BE INSTALLED BENEATH UNGUTTERED ROOF EDGES

INSULATION

1) ALL INSULATION IN ACCORDANCE WITH THE CURRENT NTG STANDARDS FOR ENERGY EFFICIENCY AT THE TIME OF CONSTRUCTION
2) INSULATION / SARKING TYPE MATERIALS MUST HAVE A FLAMMABILITY INDEX OF 5 OR LESS TO COMPLY WITH SPECIFICATION 7 OF THE NCC.

FIRE EXTINGUISHERS

1) PROVIDE A 3A:40B:(E) DRY CHEMICAL FIRE EXTINGUISHER ADJACENT THE EXITS. INSTALLED AS PER AS 2444

DEMOLITION NOTES

1) ALL DEMOLITION WORKS SHALL BE IN ACCORDANCE WITH AS 2601 AND NT WORKSAFE REQUIREMENTS.
2) CONTRACTOR TO PROVIDE DEMOLITION REPORT TO CLIENT PRIOR TO DEMOLITION WORKS TO COMMENCE ON SITE
3) ITEMS TO BE DEMOLISHED OR MODIFIED ARE TYPICALLY SHOWN DASHED / HATCHED ON THE DEMOLITION PLAN
4) REFER TO OTHER SERVICES DOCUMENTATION FOR ANY ADDITIONAL DEMOLITION WORK
5) CONFIRM LOCATION OF ALL SERVICES LOCATIONS PRIOR TO NEW WORKS COMMENCING
6) SERVICES AFFECTED BY DEMOLITION WORKS ARE TO BE MADE GOOD OR CAPPED OFF AS REQUIRED, REMOVE ALL REDUNDANT FITTINGS, FIXTURES AND SERVICES BACK TO THEIR SOURCE
7) WHERE EXISTING SURFACES ARE DAMAGED BY DEMOLITION WORKS, THEY SHALL BE MADE GOOD TO MATCH EXISTING ADJACENT SURFACES AND PREPARED FOR NEW WORKS
8) ALLOW FOR TEMPORARY DUST PROOFING / HOARDING AROUND WORK AREA WHILE STILL PROVIDING SUITABLE EGRESS AND ACCESS TO ALL OCCUPIED AREAS
9) WHEN WALLS ARE OPEN FOR INSTALLATION OF NEW WORKS PROVIDE SECURITY FROM UNAUTHORISED ENTRY INTO THE WORKS AREA
10) REGULARLY REMOVE ALL DEMOLISHED MATERIAL FROM SITE IN CLOSED WHEELIE BINS AND MAINTAIN A CLEAN & TIDY SITE THROUGHOUT CONSTRUCTION.
11) PROTECT ALL EXISTING RETAINED ADJACENT FLOOR, WALL & CEILING FINISHES THROUGHOUT DEMOLITION & CONSTRUCTION WORKS.
12) TAKE ALL PRACTICAL STEPS TO MINIMIZE NOISE RESULTING FROM WORKS
13) REMOVAL OF ASBESTOS SHALL BE BY SPECIALIST SUBCONTRACTORS. SEE ASBESTOS NOTES FOR MORE INFORMATION
14) ALL EXTERNAL BUILDING FINISHES THAT ARE BEING RETAINED AND NOT RECEIVING A NEW FINISH SHOULD BE THOROUGHLY CLEANED. ANY VISIBLE DAMAGE TO THOSE SURFACES SHOULD BE REPORTED TO THE SUPERINTENDENT
15) REMOVE ALL REDUNDANT SURFACE MOUNTED EXPOSED DUCTS, CONDUITS & FIXINGS
16) LEAVE THE SITE IN A CLEAN AND TIDY STATE

ASBESTOS NOTES

1) PLEASE REFER TO ASBESTOS REGISTER. ANY KNOWN OR SUSPECTED ASBESTOS IN THE AREA OF WORK SHALL BE HANDLED AS FOLLOWS:
2) ALL REMOVAL, REPAIR AND RENOVATION OF PRODUCTS CONTAINING ASBESTOS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE ASBESTOS CODE OF PRACTICE (NOHSC:2002 (1988)) AND GUIDANCE NOTES (NOHSC:3002 (1988)), (NOHSC:3003 (1988)) AND WORK HEALTH INFORMATION BULLETINS PUBLISHED BY THE NT WORK SAFE.
3) REMOVAL OF ASBESTOS SHALL BE BY SPECIALIST SUBCONTRACTORS
4) THE SPECIALIST CONTRACTOR WILL ENSURE WORKERS ARE PROVIDED WITH APPROPRIATE SAFETY APPAREL AND BREATHING APPARATUS AS APPLICABLE IN ACCORDANCE WITH AS 1715 AND AS 1716
5) CLIENT TO ENGAGE AND MANAGE AN INDEPENDENT ASBESTOS HYGIENEST TO MONITOR REMOVAL WORKS

CONCRETE NOTES

1) ALL CONCRETE CONSTRUCTION SHALL COMPLY WITH AS 3600 & AS 2870
2) ALL CONCRETE SHALL BE CURED IN ACCORDANCE WITH AS 3600 & AS 2870.
3) PROVIDE DAMP-PROOF MEMBRANE (0.2mm THICK APPROVED POLETHYLENEMEMBRANE) TO BE INSTALLED TO THE UNDERSIDE OF FLOOR SLABS FULLY TAPED, LAPPED & SEALED IN ACCORDANCE WITH NCC PART F1D7.
4) C76SAW CUTS AT 1500MM CENTRES UNLESS NOTED OTHERWISE
5) CONTRACTION JOINTS, EXPANSION JOINTS, SAW CUT JOINTS ARE TO BE PROVIDED IN ACCORDANCE WITH THE ENDORSED STRUCTURAL ENGINEERS DOCUMENTATION.

TERMITE PROTECTION

1) FIPRONIL TERMITE MOISTURE BARRIER IS TO BE USED AS TERMITE PROTECTION (AS 3660.1) AND AS A DAMP PROOF MEMBRANE AS PER (AS 2870). IT IS TO BE INSTALLED BY A MANUFACTURERS ACCREDITED INSTALLER AS PER THE MANUFACTURERS INSTALLATION INSTRUCTIONS AS SPECIFIED. CERTIFICATE TO BE PROVIDED UPON COMPLETION OF INSTALLATION.
2) TREAT THE SLAB EDGE TO THE EXTENT SHOWN ON THE DRAWINGS WITH A 'PART B' APPROVED IRRIGATED SYSTEM OR EQUAL APPROVED BY THE SUPERINTENDENT WITH A CONCRETE (PROTECTION STRIP) AS SHOWN ON THE DRAWINGS IN ACCORDANCE WITH AS 3660.1.
3) TERMITE PROTECTION TO BE PERFORMED STRICTLY IN ACCORDANCE WITH AS3660.1.

FIRE NOTES

1) ELECTRICAL SWITCHBOARD LOCATED IN THE PATH OF TRAVEL TO EXITS TO BE ENCLOSED IN METAL OR OTHER NON-COMBUSTIBLE CABINETS WITH SMOKE PROOF DOORS TO COMPLY WITH NCC PART D3D8.
2) FIRE HAZARD PROPERTIES OF ALL MATERIALS, LININGS, ASSEMBLIES AND SURFACE FINISHES SHALL COMPLY WITH SPECIFICATION 7 OF THE NCC. CONTRACTOR TO PROVIDE COPIES OF FIRE INDICES TEST CERTIFICATES.
3) ALL TAP, VENT PIPES, WASTE PIPES, CABLES AND AIR-CONDITIONING REFRIGERANT PIPEWORK ARE TO BE CONCEALED WITHIN THE WALLS
4) ALL DOORWAYS TO HAVE A MIN. UNOBSTRUCTED HEIGHT OF 2.0M
5) EXIT DOORS WHICH SWING AGAINST THE DIRECTION OF EXIT TRAVEL ARE TO BE CAPABLE OF BEING HELD IN THE OPEN POSITION.
6) ALL EXIT DOORS AND DOORS IN THE PATH OF TRAVEL TO EXITS (INCLUDING ROLLER SHUTTER GRILLES) ARE TO BE CAPABLE OF BEING OPENED AT ALL TIMES FROM THE SIDE FACING A PERSON SEEKING EGRESS FROM THE BUILDING WITH A SINGLE-HANDED DOWNWARD ACTION ON A SINGLE DEVICE WITHOUT THE USE OF A KEY AND LOCATED BETWEEN 900MM AND 1100MM ABOVE FINISHED FLOOR LEVEL IN ACCORDANCE WITH CLAUSE NCC D3D26
7) EXIT SIGN TO BE MOUNTED AT A HEIGHT OF 2.7M OR AS OTHERWISE APPROVED BY THE RELEVANT BUILDING SURVEYOR.
8) A 1.0M MINIMUM CLEAR EXIT PATH IS REQUIRED TO BE MAINTAINED THROUGHOUT THE BUILDING/ TENANCY / STOREY

ROOF NOTES

1) ALL ROOF SHEETING AND FLASHINGS TO BE AS PER AS 1562.2 MANUFACTURERS SPECIFICATIONS & RELEVANT NT DTC MANUAL SHEETS.
2) ALL PENETRATIONS THROUGH ROOF SHEETING TO BE FLASHED WITH FLASHING TO MATCH SELECTED ROOF SHEETING FINISH.
3) ALL COLORBOND TO BE STANDARD GRADE, UNLESS NOTED OTHERWISE
4) APRON FLASHING AND BARGE CAPPING: 200mm
5) NEATLY SCRIBE FLASHING TO SUIT ROOF PROFILES.
6) PROVIDE "DEKTITE" ROOF FLASHINGS OF MATCHING DIAMETER TO ALL PLUMBING ROOF PENETRATIONS SELECTED COLOUR TO MATCH ROOF SHEETING
7) TURN UP VALLEYS AT RIDGE & INSTALL FOAM SEALING STRIP UNDER FLASHING.
8) EAVES GUTTER 0.6mm COLORBOND WITH GALVANISED STEEL BRACKET SUPPORTS, UNLESS NOTED OTHERWISE.
9) ROOF AND WALL FLASHINGS GENERALLY TO BE 0.6mm COLORBOND
10) PROVIDE ADDITIONAL FLASHINGS AS REQUIRED TO ACHIEVE A WEATHERPROOF ROOF SYSTEM.
11) FLASHINGS INDICATE ARCHITECTURAL INTENT ONLY. SITE CHECK DIMENSIONS OF ALL FLASHINGS PRIOR TO MANUFACTURE. OBTAIN APPROVAL FOR ANY VARIATIONS PRIOR TO PROCEEDING
12) ALL ROOF FASTENERS TO BE CLASS 4 FINISH.
13) EAVES GUTTERS TO HAVE A FALL TOWARDS OUTLET OF 1:500 MIN.
14) GUTTER HIGH POINT TO BE LOCATED AT MIDPOINT OR END OF GUTTER AS SHOWN ON THE ROOF PLAN
15) STORMWATER DRAINAGE DESIGN, INCLUDING ROOF WATER COLLECTION, MUST COMPLY WITH AS/NZS 3500.3

ACCESSIBLE FACILITIES / FEATURES

1) PROVIDE AT LEAST 30% MIN LUMINANCE CONTRAST (BETWEEN DOOR LEAF v. DOOR FRAME or DOOR LEAF v. ADJACENT WALL) AT ALL DOORWAYS WHERE DISABLED ACCESSIBILITY IS REQUIRED IN ACCORDANCE WITH AS 1428.1
2) TACTILE INDICATORS SHALL BE PROVIDED AT THE TOP AND BOTTOM OF RAMPS, STAIRS, VEHICULARWAYS AT GRADE, AND WHERE OVERHEAD OBSTRUCTIONS LESS THAN 2M EXIST TO COMPLY WITH AS/NZS 1428.4.1.

WINDOWS, DOORS AND GLAZING

1) DIMENSIONS SHOWN ARE NOMINAL STRUCTURAL OPENING SIZES ONLY. ALL MEASUREMENTS SHALL BE TAKEN FROM SITE BEFORE ANY FABRICATION
2) ALUMINIUM FRAMES TO BE SELECTED POWDERCOAT UNLESS OTHERWISE NOTED ON DRAWINGS OR SCHEDULES
3) REMOVE & CLEAN ALL SEALANT FROM FRAMES, AND SURROUNDING SURFACES
4) REFER TO FLOOR PLANS FOR DIRECTION OF DOOR SWINGS
23) EXIT DOOR AND DOORS IN THE PATH OF TRAVEL TO AN EXIT ARE REQUIRED TO BE OPENABLE FROM WITHIN, WITHOUT A KEY, ON A D HANDLE LEVER LOCATED BETWEEN 900-1100 ABOVE FLOOR LEVEL.
24) DOOR HARDWARE COMPLYING WITH NCC PART D3D26 SHALL ALSO COMPLY WITH AS1428.1-2009 (I.E. D TYPE LEVER HARDWARE OR D TYPE HANDLES)
27) ALL EXTERNAL DOORS TO HAVE THRESHOLD SEALS AGAINST WEATHER AND VERMIN AND COMPLY WITH AS1428.1 FOR ACCESSIBILITY
28) ALL DOORS WHERE DISABLED ACCESS IS REQUIRED TO HAVE MINIMUM 850mm WIDE CLEAR OPENING WIDTH (MIN 920 LEAF) MEASURED FROM THE OPEN FACE OF DOOR AND A COMPLIANT THRESHOLD RAMP AS PER AS1428.1

FLOOR FINISHES

1) PROVIDE MINIMUM WIDTH SS TRANSITION STRIPS BETWEEN DIFFERENT FLOOR FINISHES SET FLUSH WITH FINISHED FLOOR LEVEL
2) ENSURE SPECIFIED FLOOR FINISH COMPLYS WITH RELEVANT NCC CLAUSES, AUSTRALIAN STANDARDS AND LOCAL HEALTH AUTHORITY'S APPROVAL ON WATERPROOFING, SLIP-RESISTANCE AND NON-TOXICITY
3) EXPANSION JOINTS AT ALL CHANGES TO SUBSTRATE TO AS 3958.1

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT
LOT 7495 Stokes Hill Rd - DARWIN

GENERAL NOTES

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.		AMENDMENT	SHEET SIZE
..	A201	-	A	A1

Ver. Aug 2023



≈ **EXISTING SITE PLAN**
1 : 300

0m 7.5m 15m
VISUAL SCALE 1:300 @ A1

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

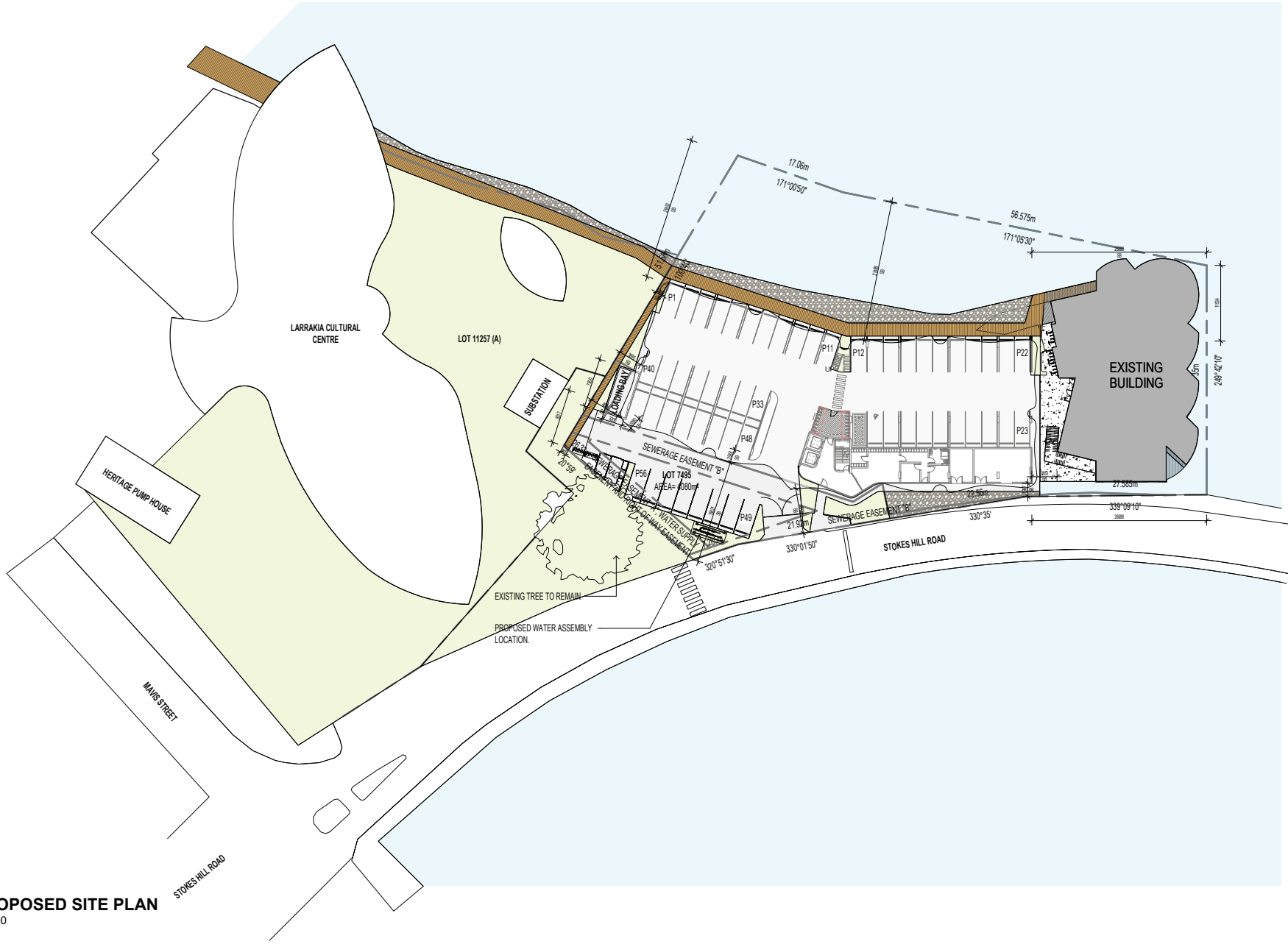
LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT
LOT 7495 Stokes Hill Rd - DARWIN
EXISTING SITE PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A205 OF -	A	A1

Ver. Aug 2023



N

PROPOSED SITE PLAN

1 : 300

0m 7.5m 15m

VISUAL SCALE 1:300 @ A1

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

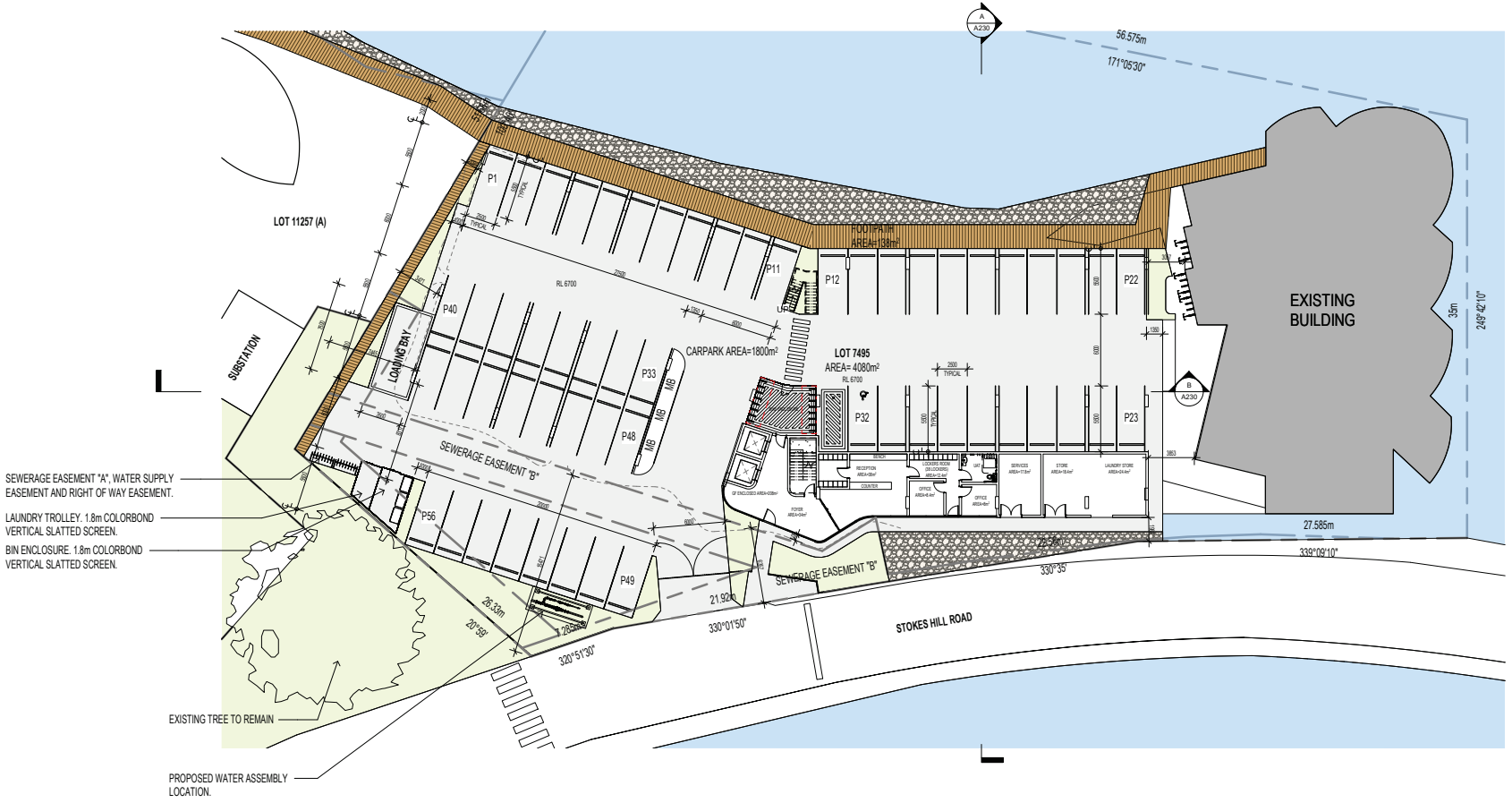
LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED SITE PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A206 OF -	A	A1

Ver. Aug 2023



PROPOSED GROUND FLOOR PLAN

1 : 200

0m 5m 10m

VISUAL SCALE 1:200 @ A1

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED GROUND FLOOR PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A210 OF -	A	A1

Ver. Aug 2023



PROPOSED TYPICAL FLOOR PLAN

1 : 200

0m 5m 10m

VISUAL SCALE 1:200 @ A1

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

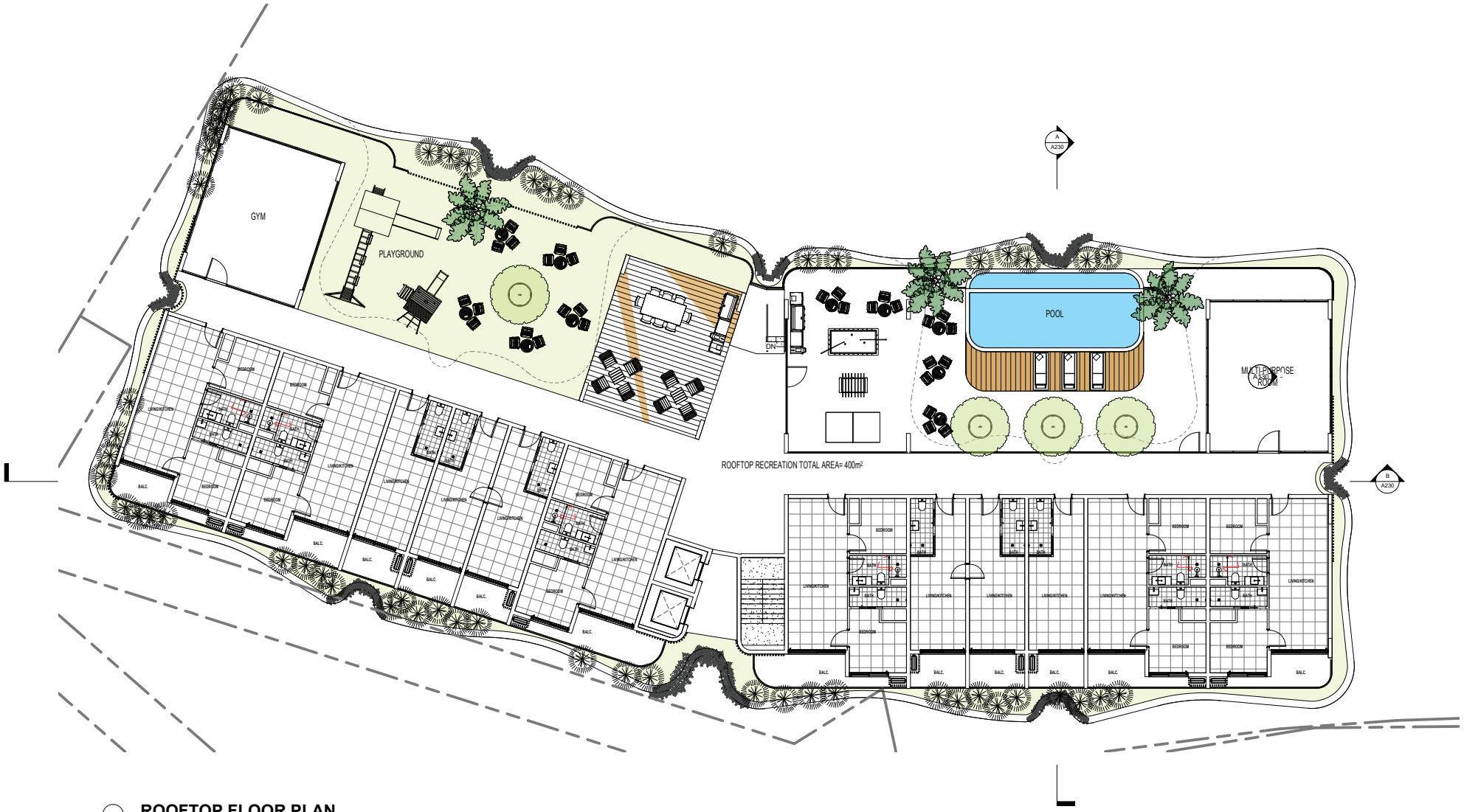
LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED TYPICAL FLOOR PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A211 OF -	A	A1

Ver. Aug 2023



ROOFTOP FLOOR PLAN

1 : 100

0m 5m 10m

VISUAL SCALE 1:200 @ A1

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

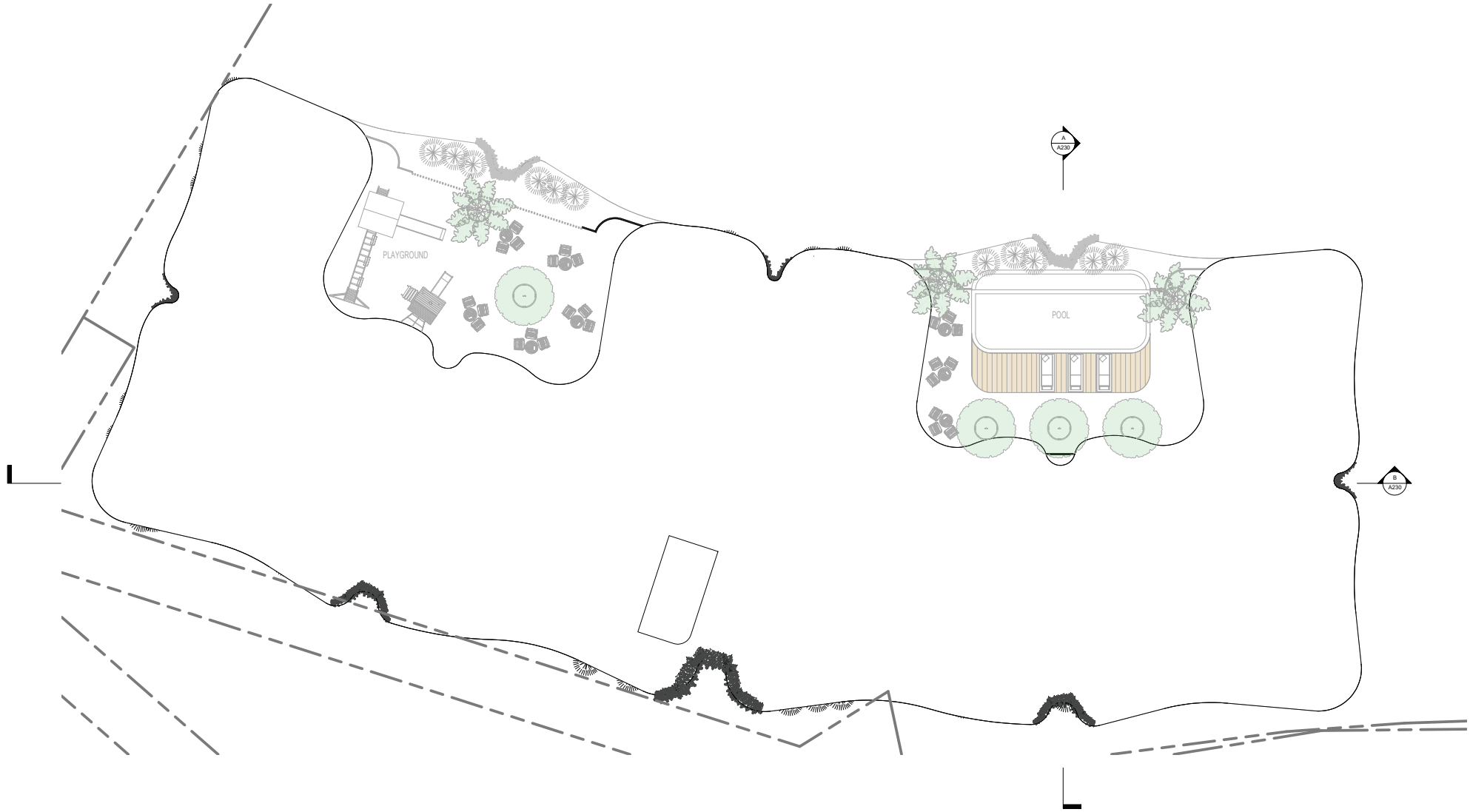
LOT 7495 Stokes Hill Rd - DARWIN

ROOFTOP FLOOR PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A212 OF -	A	A1

Ver. Aug 2023



ROOF PLAN
1 : 100

0m 5m 10m
VISUAL SCALE 1:200 @ A1

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

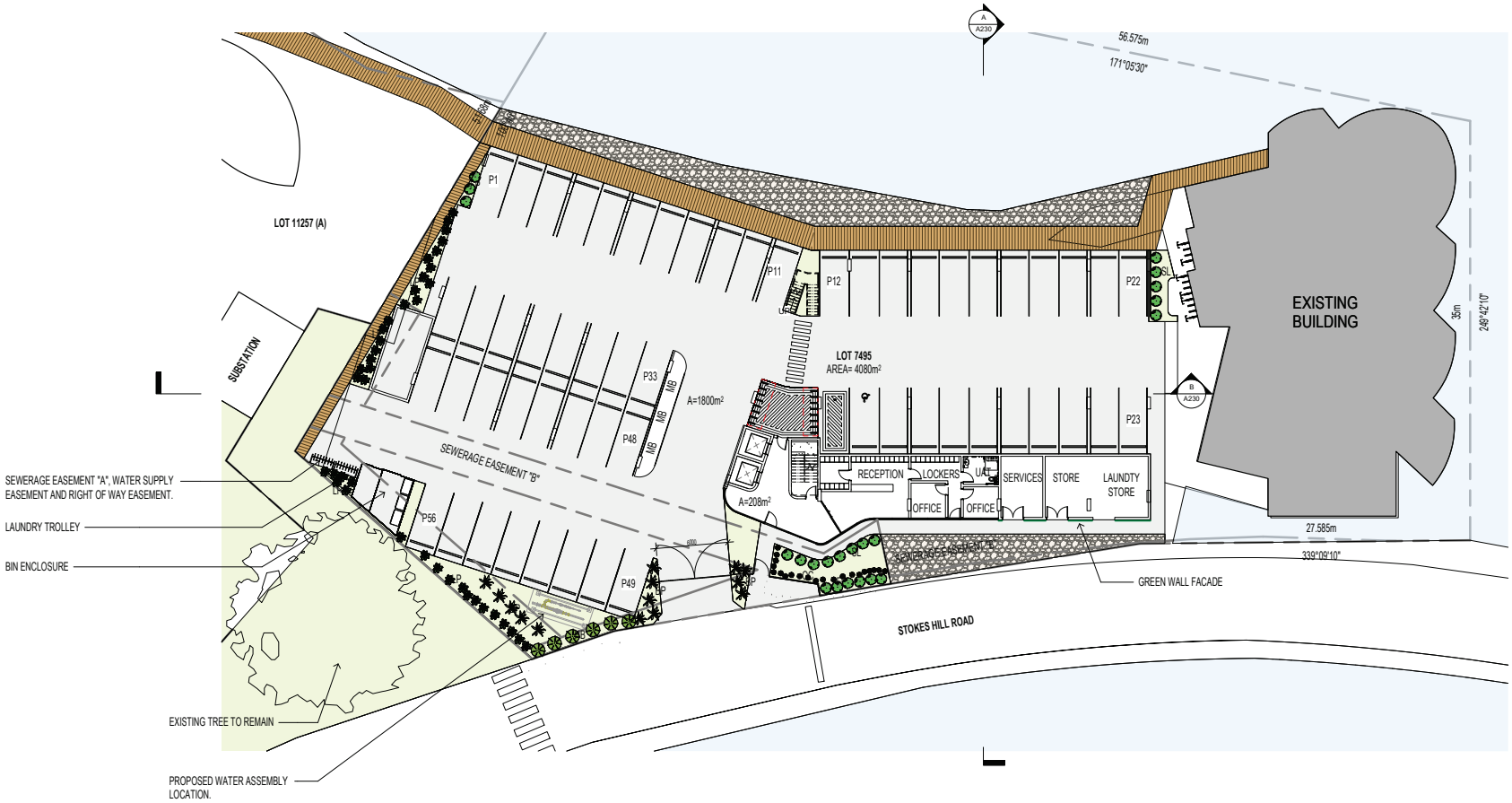
LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT
LOT 7495 Stokes Hill Rd - DARWIN
ROOF PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A213 OF -	A	A1

Ver. Aug 2023



PROPOSED GROUND FLOOR PLAN

1 : 200



SPATHIPHYLLUM MAUNA LOA SUPREME

BP - BIRD OF BARADISE



ACALYPHA WIKESIANA 'JAVA WHITE'

FP - FIJIAN FIRE PLANT



HINISCUS 'CAYMAN WIND'

HB - LAVENDER HIBISCUS



CRYTOSTACHYS LAKKA

LP - LIPSTICK PALM



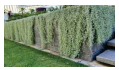
HELICONIA PSITTACORUM DWARD ORANGE

OC - ORANGE CRAB CLAW



HYMENOCALLIS SPECIOSA

SL - SPIDER LILLY



DICHONDRA SILVER FALLS

SF - SILVER FALLS



CASUARINA GLAUCA PROSTRATE

CG - CASUARINA GLAUCA



EPIPREMNUM DEVILS IVY

DI - DEVILS IVY



YELLOW POINCIANA TREE

T1



BUCIDA MOLINETI TREE

T2

LANDSCAPE AREA OF GROUND FLOOR: 202m²

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED LANDSCAPE PLAN - GROUND FLOOR

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A214 OF -	A	A1

Ver. Aug 2023





SPATHIPHYLLUM MAUNA LOA SUPREME

BP - BIRD OF BARADISE



ACALYPHA WIKESIANA 'JAVA WHITE'

FP - FIJIAN FIRE PLANT



HINISCUS 'CAYMAN WIND'

HB - LAVENDER HIBISCUS



CRYTOSTACHYS LAKKA

LP - LIPSTICK PALM



HELICONIA PSITTACORUM DWARD ORANGE

OC - ORANGE CRAB CLAW



HYMENOCALLIS SPECIOSA

SL - SPIDER LILLY



DICHONDRA SILVER FALLS

SF - SILVER FALLS



CASUARINA GLAUCA PROSTRATE

CG - CASUARINA GLAUCA



EPIPREMNUM DEVILS IVY

DI - DEVILS IVY



YELLOW POINCIANA TREE

T1



BUCIDA MOLINETI TREE

T2

1. GREENROOF / PLANTERBOX (MIN 300MM DEEP) OVER MAIN SLAB EDGES TO CONTAIN A VARIETY OF GRASSE & CASCADING SPECIES. A COMBINATION OF CASUARINA GLAUCA 'COUSIN IT' & DICHONDRA 'SILVER FALLS' ONLY. L TOLERANT ACCENT PLANT SPECIES. ONLY SPECIES WHICH REQUIRE LITTLE TO NO ON GOING MAINTENANCE WILL BE SPECIFIED. MULCHING WILL BE A RIVERSTONE BLEND WITH A FULLY AUTOMATIC DRIPPER IRRIGATION SYSTEM INSTALLED.

LANDSCAPE AREA ON TYPICAL FLOORS: 160m²

PROPOSED TYPICAL LANDSCAPE PLAN

1 : 100

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED LANDSCAPE PLAN - TYPICAL FLOOR PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A215 OF -	A	A1

Ver. Aug 2023



SPATHIPHYLLUM MAUNA LOA SUPREME
BP - BIRD OF BARADISE

ACALYPHA WIKESIANA 'JAVA WHITE'
FP - FIJIAN FIRE PLANT

HINISCUS 'CAYMAN WIND'
LH - LAVENDER HIBISCUS

CRYTOSTACHYS LAKKA
LP - LIPSTICK PALM

HELICONIA PSITTACORUM DWARD ORANGE
OC - ORANGE CRAB CLAW

HYMENOCALLIS SPECIOSA
SL - SPIDER LILLY

DICHONDRA SILVER FALLS
SF - SILVER FALLS

CASUARINA GLAUCA PROSTRATE
CG - CASUARINA GLAUCA

EPIPREMNUM DEVILS IVY
DI - DEVILS IVY

YELLOW POINCIANA TREE
T1

BUCIDA MOLINETI TREE
T2

1. GREENROOF / PLANTERBOX (MIN 300MM DEEP) OVER MAIN SLAB EDGES TO CONTAIN A VARIETY OF GRASSE & CASCADING SPECIES. A COMBINATION OF CASUARINA GLAUCA 'COUSIN IT' & DICHONDRA 'SILVER FALLS' ONLY. L TOLERANT ACCENT PLANT SPECIES. ONLY SPECIES WHICH REQUIRE LITTLE TO NO ON GOING MAINTENANCE WILL BE SPECIFIED. MULCHING WILL BE A RIVERSTONE BLEND WITH A FULLY AUTOMATIC DRIPPER IRRIGATION SYSTEM INSTALLED.

ROOFTOP LANDSCAPE AREA: 480m²

ROOFTOP LANDSCAPE PLAN
1 : 100

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT
LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED LANDSCAPE PLAN - ROOF PLAN

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A216 OF -	A	A1

Ver. Aug 2023



PROPOSED WEST ELEVATION
1 : 150



PROPOSED SOUTH ELEVATION
1 : 150

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT
LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED ELEVATIONS

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A220 OF -	A	A1

Ver. Aug 2023



PROPOSED EAST ELEVATION

1 : 150



PROPOSED NORTH ELEVATION

1 : 150

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

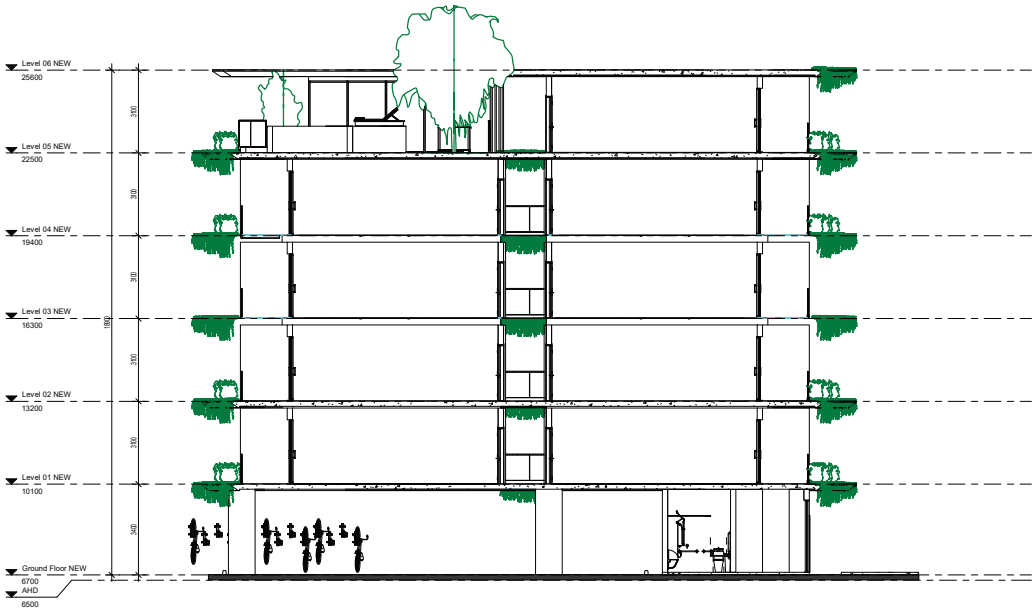
PROPOSED HOTEL DEVELOPMENT
LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED ELEVATIONS

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A221 OF -	A	A1

Ver. Aug 2023



A SECTION A

1 : 100



B SECTION B

1 : 100

FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: NAME	INTERIORS: NAME
STRUCTURAL: NAME	BUILDING CERTIFICATION: NAME
CIVIL: NAME	SURVEYOR: NAME
MECHANICAL: NAME	GEOTECHNICAL: NAME
ELECTRICAL: NAME	ACOUSTICS: NAME
HYDRAULIC: NAME	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

PROPOSED SECTIONS

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A230 OF -	A	A1

Ver. Aug 2023



FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: **NAME**	INTERIORS: **NAME**
STRUCTURAL: **NAME**	BUILDING CERTIFICATION: **NAME**
CIVIL: **NAME**	SURVEYOR: **NAME**
MECHANICAL: **NAME**	GEOTECHNICAL: **NAME**
ELECTRICAL: **NAME**	ACOUSTICS: **NAME**
HYDRAULIC: **NAME**	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

3D VIEW

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A250 OF -	A	A1

Ver. Aug 2023



FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: **NAME**	INTERIORS: **NAME**
STRUCTURAL: **NAME**	BUILDING CERTIFICATION: **NAME**
CIVIL: **NAME**	SURVEYOR: **NAME**
MECHANICAL: **NAME**	GEOTECHNICAL: **NAME**
ELECTRICAL: **NAME**	ACOUSTICS: **NAME**
HYDRAULIC: **NAME**	

PROPOSED HOTEL DEVELOPMENT
LOT 7495 Stokes Hill Rd - DARWIN

3D VIEW

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A251 OF -	A	A1



FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: **NAME**	INTERIORS: **NAME**
STRUCTURAL: **NAME**	BUILDING CERTIFICATION: **NAME**
CIVIL: **NAME**	SURVEYOR: **NAME**
MECHANICAL: **NAME**	GEOTECHNICAL: **NAME**
ELECTRICAL: **NAME**	ACOUSTICS: **NAME**
HYDRAULIC: **NAME**	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

3D VIEW

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A252 OF -	A	A1

Ver. Aug 2023



FOR INFORMATION

No.	DESCRIPTION	DATE	DRAWN	CHECKED
A	DA SET	28/05/2026	BR	RA

AMENDMENTS

ASHFORD LAMAYA ARCHITECTS

LANDSCAPE: **NAME**	INTERIORS: **NAME**
STRUCTURAL: **NAME**	BUILDING CERTIFICATION: **NAME**
CIVIL: **NAME**	SURVEYOR: **NAME**
MECHANICAL: **NAME**	GEOTECHNICAL: **NAME**
ELECTRICAL: **NAME**	ACOUSTICS: **NAME**
HYDRAULIC: **NAME**	

PROPOSED HOTEL DEVELOPMENT

LOT 7495 Stokes Hill Rd - DARWIN

3D VIEW

© ASHFORD LAMAYA ARCHITECTS CLAIMS COPYRIGHT IN THIS DOCUMENT. THE UNAUTHORISED USE, COPYING OR MODIFICATION OF THIS DOCUMENT IS NOT PERMITTED.
DO NOT SCALE OFF THIS DRAWING. CONTRACTOR TO RAISE ANY ACTUAL OR SUSPECTED DOCUMENTATION DISCREPANCIES WITH THE PROJECT MANAGER OR ARCHITECT ASAP AND IN ANY EVENT PRIOR TO ORDERING, FABRICATION, OR COMMENCEMENT OF CONSTRUCTION.

JOB No.	SHEET No.	AMENDMENT	SHEET SIZE
..	A253 OF -	A	A1

Ver. Aug 2023

Date Registered: 01/04/2026 **Volume** 846 **Folio** 141

Duplicate Certificate as to Title issued? No

SEARCH CERTIFICATE

Lot 7495 Town of Darwin from plan(s) S2003/221B
Area under title is 4080 square metres

Owner:
The Pumphouse Gang Pty Ltd (ACN 073 859 640)
of GPO Box 3871, Darwin NT 0801

Easements:
Water supply easement to Power and Water Corporation

Registered Date	Dealing Number	Description
		Previous title is **Volume** 846 **Folio** 141
22/02/2021	944563	Lease to Ashford Group Pty Ltd - First Floor - expiring 15/10/2023
18/07/2013	801471	Lease to Deecut Pty Ltd - part Ground Floor - expiring 16/03/2018
05/05/2009	698862	Mortgage Advance Civil Engineering Pty Ltd
19/04/2004	546486	Mortgage Australia and New Zealand Banking Group Limited
15/04/2004	546473	Sewerage Easement granted to the proprietor(s) of lot(s) 11276 & 10156

End of Dealings

NORTHERN TERRITORY OF AUSTRALIA

Record of Administrative Interests and Information

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

Parcel Reference: Lot 07495 Town of Darwin plan(s) S2003/221B

(See section 38 of the Land Title Act)

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

Registrar General

Government Land Register
(none found)

Custodian - Registrar General (+61 8 8999 6252)

Current Title
CUFT 846 141 (order 2)

Tenure Type
ESTATE IN FEE SIMPLE

Tenure Status
Current

Area Under Title
4080 square metres

Owners
The Pumphouse Gang Pty Ltd (ACN 073 859 640)
GPO Box 3871, Darwin NT 0801

Easements
Water supply easement to Power and Water Corporation

Scheme Name
(none found)

Scheme Body Corporate Name
(none found)

Reserved Name(s)
(none found)

Unit Entitlements
(none found)

Transfers
(none found)

Tenure Comments
(none found)

Historic Titles
CUFT 846 141 (order 1)
CUFT 790 536 (order 2)
CUFT 790 536 (order 1)
CUFT 778 890 (order 1)
CUFT 778 889 (order 1)
CUFT 748 952 (order 1)
CUFT 739 875 (order 1)
CUFT 732 484 (order 1)
CUFT 732 473 (order 1)
CUFT 732 472 (order 1)
CUFT 731 006 (order 1)
CUFT 730 996 (order 1)
CUFT 730 771 (order 1)
CUFT 730 769 (order 1)
CUFT 730 204 (order 1)
CUFT 730 057 (order 1)
CUFT 728 634 (order 1)
CUFT 699 481 (order 1)
CUFT 699 474 (order 1)
CUFT 697 218 (order 1)
CUFT 697 214 (order 1)
CUFT 697 122 (order 1)
CUFT 673 517 (order 1)
CUFT 673 416 (order 1)
CUFT 673 411 (order 1)
CUFT 673 399 (order 1)
CUFT 673 391 (order 1)
Visit the website http://www.nt.gov.au/justice/bdm/land_title_office/

Custodian - Surveyor General (+61 8 8995 5346)

Address
39 STOKES HILL RD, DARWIN CITY

Survey Plan
S2003/221B

Survey Status
Approved

Parcel Status
CURRENT

Parcel Area
4080 square metres

Map Reference
Code 200 Scale 2500 Sheet 30.21

Parent Parcels
Lot 07494 Town of Darwin plan(s) S2003/221A
Lot 06605 Town of Darwin plan(s) S 97/212B
Lot 07398 Town of Darwin plan(s) S2002/153

Parcel Comments
(none found)

Survey Comments
SUBDIVISION OF LOTS 6605, 7398 & 7494.

Proposed Easements
(none found)

Local Government Area
DARWIN WATERFRONT PRECINCT

Region
DARWIN

Custodian - Valuer General (+61 8 8995 5375)

Owner's Last Known Address
The Pumphouse Gang Pty Ltd (ACN 073 859 640), GPO BOX 3871, DARWIN NT 0801

Parcels in Valuation
Lot 07495 Town of Darwin

Unimproved Capital Value
$4,050,000 on 01/07/2023
$3,675,000 on 01/07/2020
$4,900,000 on 01/07/2017
$3,670,000 on 01/07/2014
$3,310,000 on 01/07/2011
$2,450,000 on 01/07/2008
$1,100,000 on 01/07/2005
$670,000 on 01/07/2002

Custodian - Property Purchasing (+61 8 8999 6886)

Acquisitions
(none found)

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

Building Control Areas

BBDAR001 - Building Control Area	DARWIN BUILDING AREA

Building Permits

Application Number:	2 of 2
Description:	Dock One Bar Construct a Bar within 2x shipping containers, and a deck – to be installed on Stokes Hill Wharf (lot 10156) and a storage container (lot 7496) (DP23/0071)
Number of Residential Units:	
Australian Bureau of Statistics Type:	(none found)
Building Class:	Shop
Area:	60 square metres
Certification:	Shop - Occupancy Permit - *issued on* 04/07/2024

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

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

Planning Scheme Zone

CB (Central Business)

Overlays: The following overlays may apply to your land

- CR - Coastal Reclamation
- LSSS - Land Subject to Storm Surge
- DHD - Darwin Harbour Dredging

Refer to the NT Planning Scheme 2020 for more information.

Strategic Frameworks: The following strategic frameworks may apply to your land

Regional Plans:

- Darwin Regional Land Use Plan

Sub Regional Plans:

- None

Area Plans:

- Central Darwin Area Plan

Interim Development Control Orders

(none found)

Planning Notes

(none found)

Planning Applications

File Number

PA2025/0105

Type

Compliance Check

Date Received

02/04/2025

Application Purpose

Extensions to an existing bar-small (alfresco dining area)

Application Status
Approved

Other Affected Parcels
Lot 10156 Town of Darwin

Instrument Signed

Instrument Number

Instrument Issued
Not Complete

Instrument Status

File Number
PA2023/0019

Type
Variation of Development Permit

Date Received
16/05/2024

Application Purpose
Variation to Condition 3 of DP23/0071 for the purpose of removal of the cool room storage container on Lot 07495 and re-configuration of internal floor area to incorporate fridges and freezes into the back of house storage area in the development

Application Status
Approved

Other Affected Parcels
Lot 10156 Town of Darwin

Instrument Signed
07/06/2024

Instrument Number
DP23/0071A

Instrument Issued
Signed

Instrument Status
Completed

File Number
PA2023/0019

Type
Development

Date Received
23/01/2023

Application Purpose
Bar-small in a demountable structure (container bar and alfresco dining) within land subject to storm surge

Application Status
Approved

Other Affected Parcels
Lot 10156 Town of Darwin

Instrument Signed
30/03/2023

Instrument Number
DP23/0071

Instrument Issued
Signed

Instrument Status
Current

File Number
PA2022/0130

Type
Development

Date Received
09/05/2022

Application Purpose
Bar-small in a demountable structure (container bar and alfresco dining) within land subject to storm surge

Application Status
Approved

Other Affected Parcels
(none found)

Instrument Signed
21/06/2022

Instrument Number
DP22/0145

Instrument Issued
Signed

Instrument Status
Current

File Number
PA2005/0745

Type
Development

Date Received
01/11/2005

Application Purpose
Change of Use -hotel to sales & display office on existing first floor

Application Status
Approved

Other Affected Parcels
(none found)

Instrument Signed
14/01/2006

Instrument Number
DP06/0117

Instrument Issued
Signed

Instrument Status
Current

File Number
PA2001/0011

Type
Variation of Development Permit

Date Received
13/10/2003

Application Purpose
To include use of first floor as a licensed club.

Application Status
Approved

Other Affected Parcels
Lot 06590 Town of Darwin
Lot 06604 Town of Darwin
Lot 06605 Town of Darwin

Instrument Signed
17/10/2003

Instrument Number
DP01/0162D

Instrument Issued
Signed

Instrument Status

Custodian - Pastoral Estate - Vegetation Assessment Unit (+61 8 8999 4454)
(none found)

Visit the website for information on Pastoral land permits.

Custodian - Power and Water Corporation (1800 245 092)

Meters on Parcel

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

For Account balances, contact the Power and Water Corporation.

Custodian - Pool Fencing Unit (+61 8 8924 3641)

Swimming Pool/Spa Status

(none found)

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

Custodian - Department of Mining and Energy (+61 8 8999 5263)

Mineral Titles

Title ID	Status	Title Type	Expiry Date	Legislation
RL26296	Granted	Reserve Land		Mineral Titles Act 2010

For additional information contact the Mineral Titles Team on +61 8 8999 5322

Energy Titles

Title ID	Status	Title Type	Expiry Date	Legislation
RB51	Granted	Reservation of Blocks		Petroleum Act 1984
RB56	Granted	Reservation of Blocks		Petroleum Act 1984
RB225	Granted	Reservation of Blocks		Petroleum Act 1984

For additional information contact the Petroleum Tenure Team on +61 8 8999 5263

Land Access Agreements

(none found)

For additional information contact the Land Access Team on +61 8 8999 5240

For further information contact as above or visit the website https://strike.nt.gov.au

Custodian - NT Environment Protection Authority (+61 8 8924 4218)

Results of site contamination assessment

(none found)

For further information contact Environment Protection Authority or visit the website https://ntepa.nt.gov.au/your-business/public-registers/contaminated-land-audits

Custodian - Heritage Branch (+61 8 8999 5039)

Heritage Listing:

(none found)

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

Other Interests

For Account balances, contact Darwin Waterfront Corporation

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

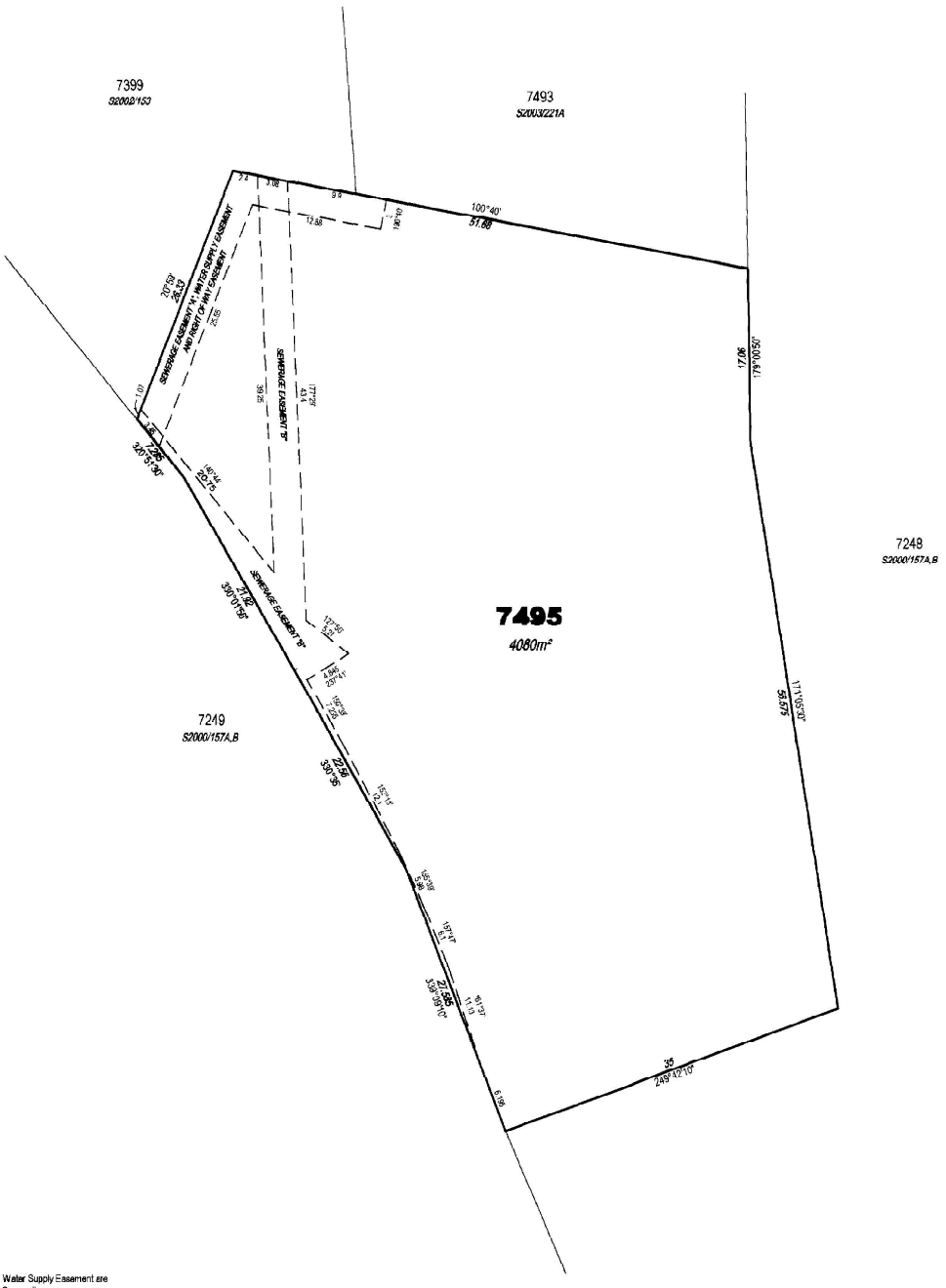
Storm Surge: This lot is within a secondary surge zone. For more information contact Lands Planning on 8999 8963.

Locality Diagram



S 2003/221B

Supersedes Parts of S97/212B and S2002/153



Note
Sewerage Easement "A" and Water Supply Easement are in favour of Power and Water Corporation
Sewerage Easement "B" is in favour of Darwin Port Corporation
Right of Way Easement is in favour of Lot 7493 & 7399
All boundary dimensions are original

I, Keith Leslie Schulz hereby certify that the survey represented on this plan was carried out by me or under my supervision and was completed on 9.12.03 and that this survey has been executed in accordance with the Licensed Surveyors Act and the Directions thereunder.

K. Schulz 9/2/04
Licensed Surveyor Date

Field Book: S2003/221
Drawn: Earl James & Associates (3881) 15.01.04
Examined: Earl James & Associates 29.01.04

Grid Bearings

LEGEND
Concrete Post
Concrete Block
Peg or Wooden Post
Reference Mark
Lockspit
Fence Post

LOT 7495
SUBDIVISION OF LOTS 6605, 7398 AND 7494
TOWN OF DARWIN

Northern Territory Government
Department of Resources, Planning and Environment

SURVEY APPROVED
Surveyor-General 16/03/04 Date

Map Reference: Darwin 2500 Sheet 30.21

AZIMUTH
Assumed from S2002/153
Observed at

SCALE 1:300
6 0 6 12 18
metres

S2003/221B

WARNING - Damaged or creased plan will be rejected.

NR MAPS

Attachment C - Site Aerial

sheridan
PLANNING & DEVELOPMENT CONSULTANTS



Legend

Subject site

N

Metres 10 20 30 40

nrmaps.nt.gov.au

Geospatial Services Unit

Creative Commons Attribution 4.0 International Public License

https://creativecommons.org/licenses/by/4.0/legalcode

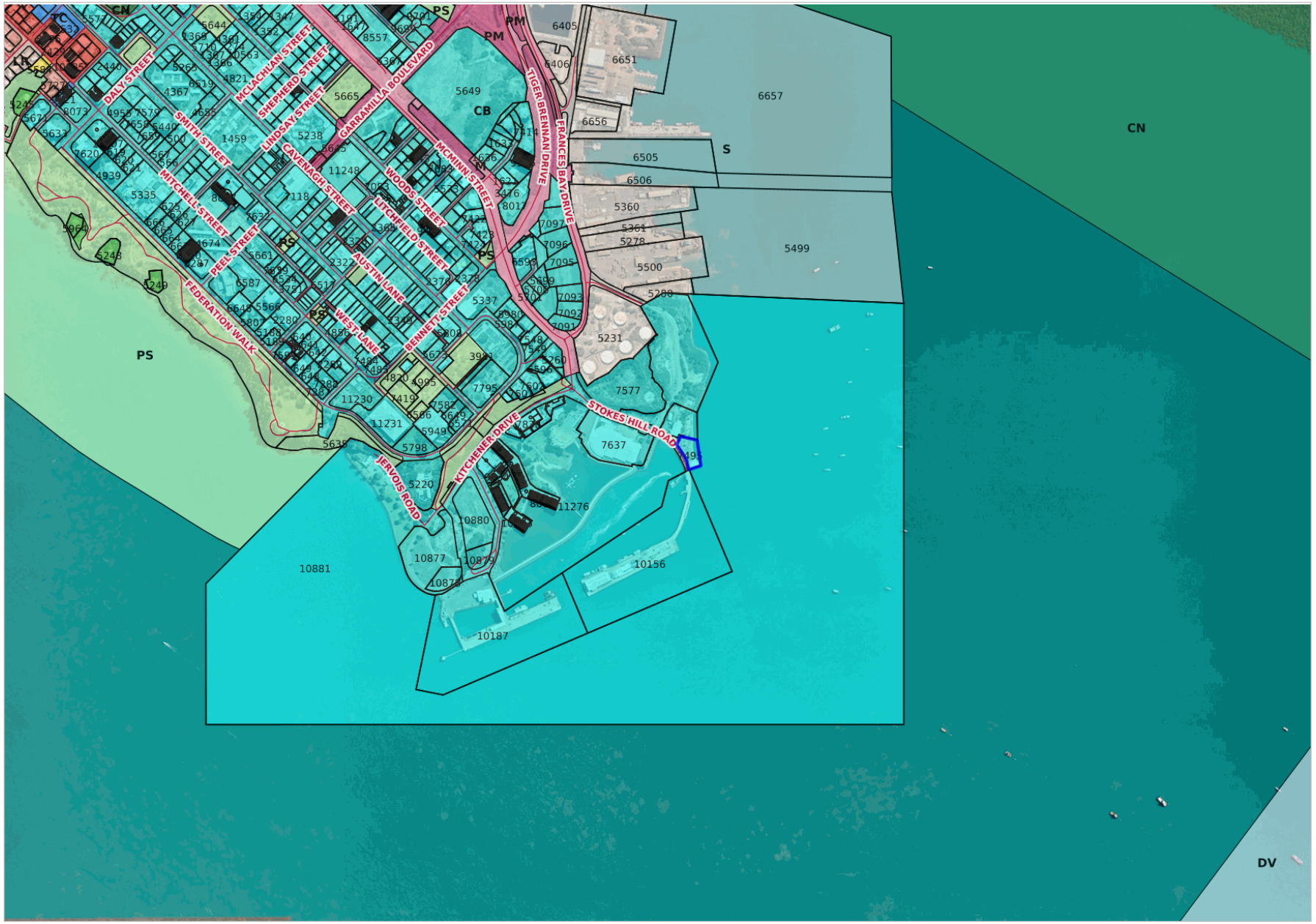
Department of Lands, Planning and Environment
© Northern Territory Government

NORTHERN TERRITORY GOVERNMENT

NR MAPS

Attachment D - Locality & Zoning Map

sheridan
PLANNING & DEVELOPMENT CONSULTANTS



Legend

TOWN_PLANNING_ZONES

- A - Agriculture
- CV - Caravan Park
- CB - Central Business
- C - Commercial
- CL - Community Living
- CP - Community Purpose
- CN - Conservation
- DV - Development
- RR - Rural Residential
- GI - General Industry
- HT - Heritage
- HR - High Density Residential
- H - Horticulture
- LI - Light Industry
- M - Main Road
- MR - Medium Density Residential
- LMR - Low-Meduim Density Resid
- CA - No Planning Scheme Contrc
- OR - Organised Recreation
- PM - Proposed Main Road
- PS - Public Open Space
- RW - Railway
- RD - Restricted Development
- R - Rural
- RL - Rural Living
- SC - Service Commercial
- LR - Low Density Residential
- S - Specific Use

N

Km 0.2 0.4 0.6

nrmaps.nt.gov.au

Geospatial Services Unit

Creative Commons Attribution 4.0 International Public License

https://creativecommons.org/licenses/by/4.0/legalcode

Department of Lands, Planning and Environment
© Northern Territory Government