



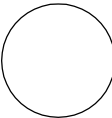
PROPOSED MULTI USE DEVELOPMENT  
**WATERFRONT DEVELOPMENT**  
**including FERRY TERMINAL**  
AT 4 MAVIE STREET, DARWIN, NT  
FOR RAPIDFORM SYSTEMS. OCTOBER 2016



SIGNUM DESIGN

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## 1.0 INTRODUCTION

This report has been prepared to assist in the provision of information in relationship to the subject property.

## 2.0 LEGAL DESCRIPTION

The property is described as Lot 5280 Town of Darwin (4 Mavie Street) comprised in Certificate of Title Volume 754 Folio 699.

## 3.0 LOCATION

The subject property is well located on the Darwin city peninsula on the rapidly developing waterfront.



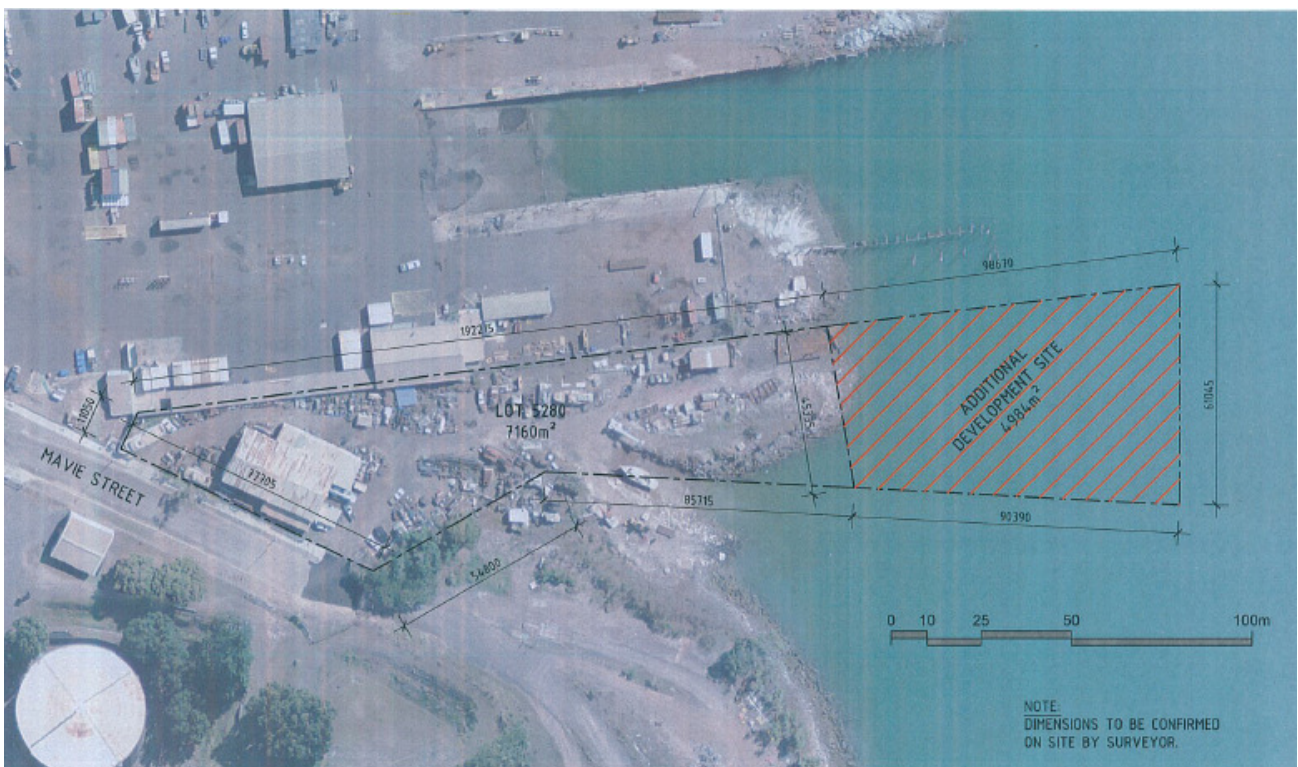
## 4.0 SITE DETAILS

Lot 5280 has an area of 7160 square metres or thereabouts.

The land is irregular in shape with six boundaries and elongated from Mavie St to the water-front.

## 5.0 ADDITIONAL SEAWARD LAND PURCHASE OPPORTUNITY

The executive officer of the Northern Territory Department of Lands, Planning and the Environment has advised that the crown land on the seaward side of the property (as shown approximately on the site plan below) would be offered to purchase exclusively to the owner of 4 Mavie St. A copy of a letter from the department is included in this memorandum setting out the purchase process.







DEPARTMENT OF  
LANDS, PLANNING AND THE ENVIRONMENT

Land Administration  
Level 1, Amhemica House  
16 Parap Road, Parap

Postal address GPO Box 1680  
DARWIN NT 0801  
Tel 08 8999 6631  
Fax 08 8999 5404  
Email [rebecca.fuller@nt.gov.au](mailto:rebecca.fuller@nt.gov.au)

Our ref DDLPE2014/0037  
Your ref

Mr Brendan Dunn  
General Manager  
LJ Hooker Commercial Darwin  
GPO Box 414  
DARWIN NT 0801

I refer to your letter to the Chief Executive of this Department dated 9 July 2014 requesting information regarding necessary steps to progress proposal to develop 4 Mavie Street, Darwin (also known as Lot 5280) together with adjacent areas of Crown land identified as Areas A and B on the provided drawing 14.3047 SK01 Rev No. B (also known as parts Lot 5499, Town of Darwin).

As you may be aware, Crown land may be available for purchase to an adjacent land owner in cases when proposed development is site specific and the Crown land is for consolidation with adjoining private land holding to form a larger development site. For your information I have attached a table outlining details required to support a proposal to purchase Crown land and the brochure outlining this process. It is a requirement that all criteria be addressed prior to lodgement of an application.

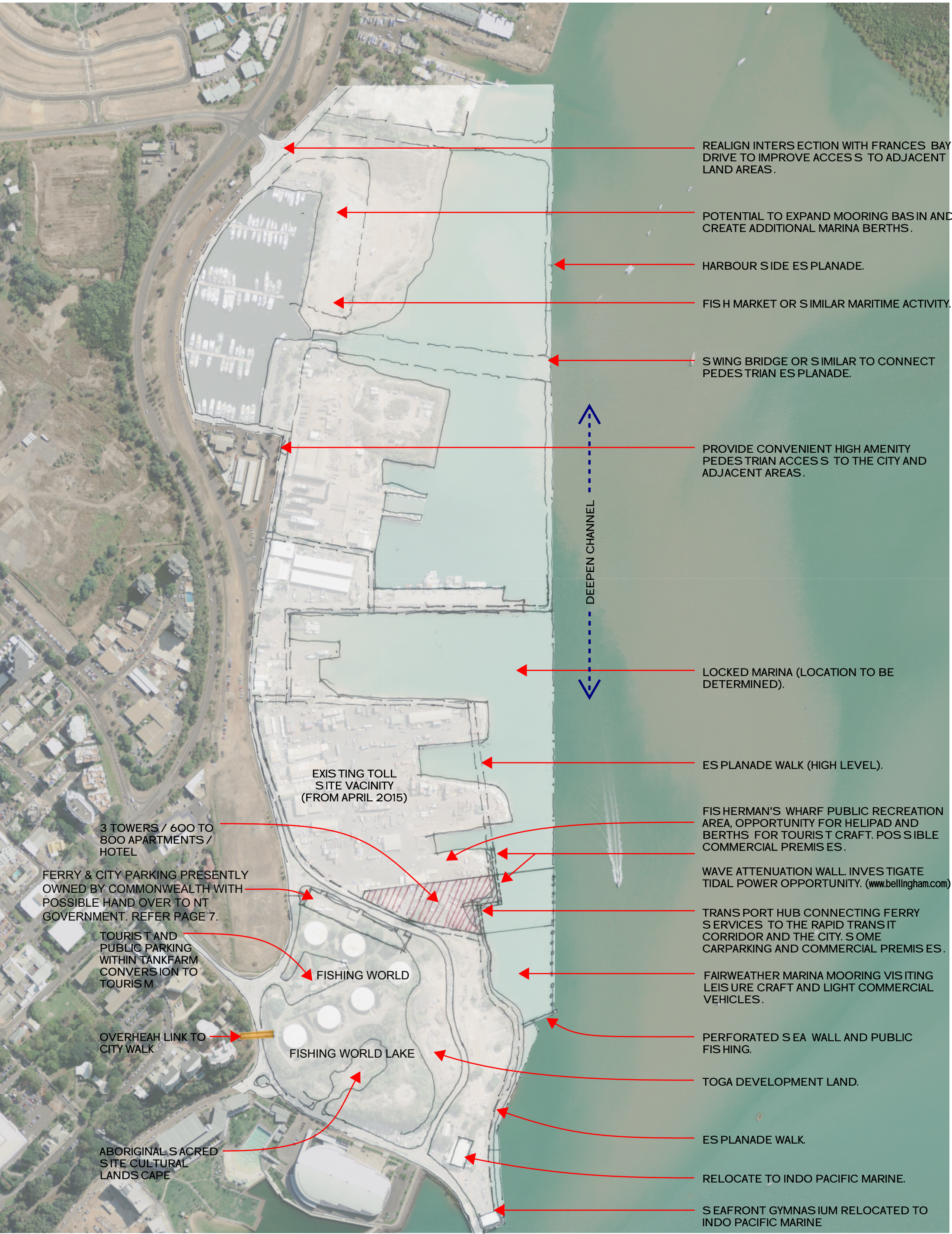
Should you require further information or wish to discuss any aspect of this matter, please do not hesitate to contact me on 8999 6631 or via email on [rebecca.fuller@nt.gov.au](mailto:rebecca.fuller@nt.gov.au).

Yours sincerely

  
for REBECCA FULLER  
Manager Land Transactions

25 August 2014





REALIGN INTERSECTION WITH FRANCES BAY DRIVE TO IMPROVE ACCESS TO ADJACENT LAND AREAS.

POTENTIAL TO EXPAND MOORING BASIN AND CREATE ADDITIONAL MARINA BERTHS.

HARBOUR SIDE ES PLANADE.

FISH MARKET OR SIMILAR MARITIME ACTIVITY.

SWING BRIDGE OR SIMILAR TO CONNECT PEDESTRIAN ES PLANADE.

PROVIDE CONVENIENT HIGH AMENITY PEDESTRIAN ACCESS TO THE CITY AND ADJACENT AREAS.

LOCKED MARINA (LOCATION TO BE DETERMINED).

ES PLANADE WALK (HIGH LEVEL).

FISHERMAN'S WHARF PUBLIC RECREATION AREA, OPPORTUNITY FOR HELIPAD AND BERTHS FOR TOURIST CRAFT. POSSIBLE COMMERCIAL PREMISES.

WAVE ATTENUATION WALL. INVESTIGATE TIDAL POWER OPPORTUNITY. ([www.bellingham.com](http://www.bellingham.com))

TRANSPORT HUB CONNECTING FERRY SERVICES TO THE RAPID TRANSIT CORRIDOR AND THE CITY. SOME CARPARKING AND COMMERCIAL PREMISES.

FAIRWEATHER MARINA MOORING VISITING LEISURE CRAFT AND LIGHT COMMERCIAL VEHICLES.

PERFORATED SEA WALL AND PUBLIC FISHING.

TOGA DEVELOPMENT LAND.

ES PLANADE WALK.

RELOCATE TO INDO PACIFIC MARINE.

SEAFRONT GYMNASIUM RELOCATED TO INDO PACIFIC MARINE

EXISTING TOLL SITE VACINITY (FROM APRIL 2015)

3 TOWERS / 600 TO 800 APARTMENTS / HOTEL

FERRY & CITY PARKING PRESENTLY OWNED BY COMMONWEALTH WITH POSSIBLE HAND OVER TO NT GOVERNMENT. REFER PAGE 7.

TOURIST AND PUBLIC PARKING WITHIN TANKFARM CONVERSION TO TOURISM

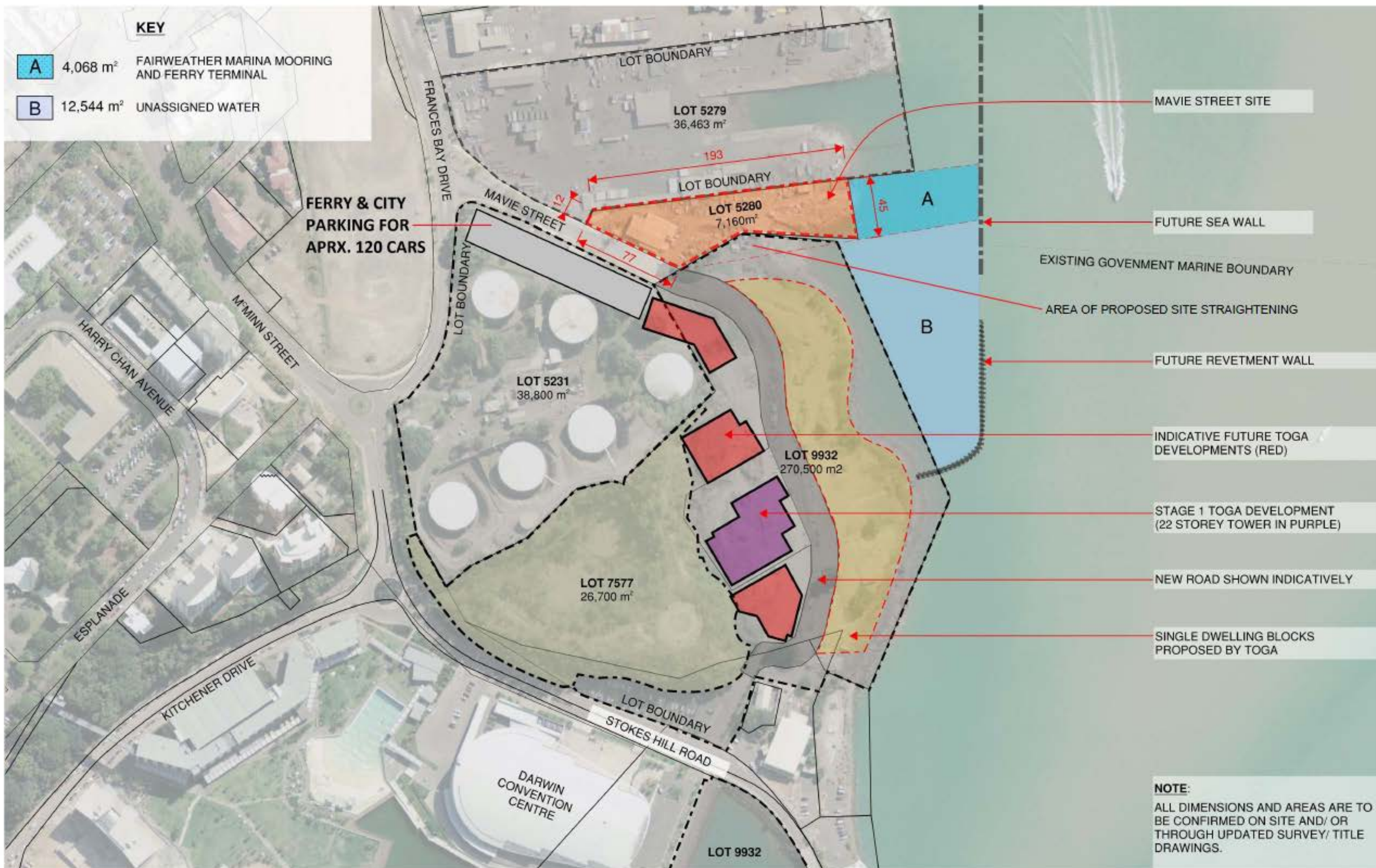
OVERHEAH LINK TO CITY WALK

ABORIGINAL SACRED SITE CULTURAL LANDSCAPE

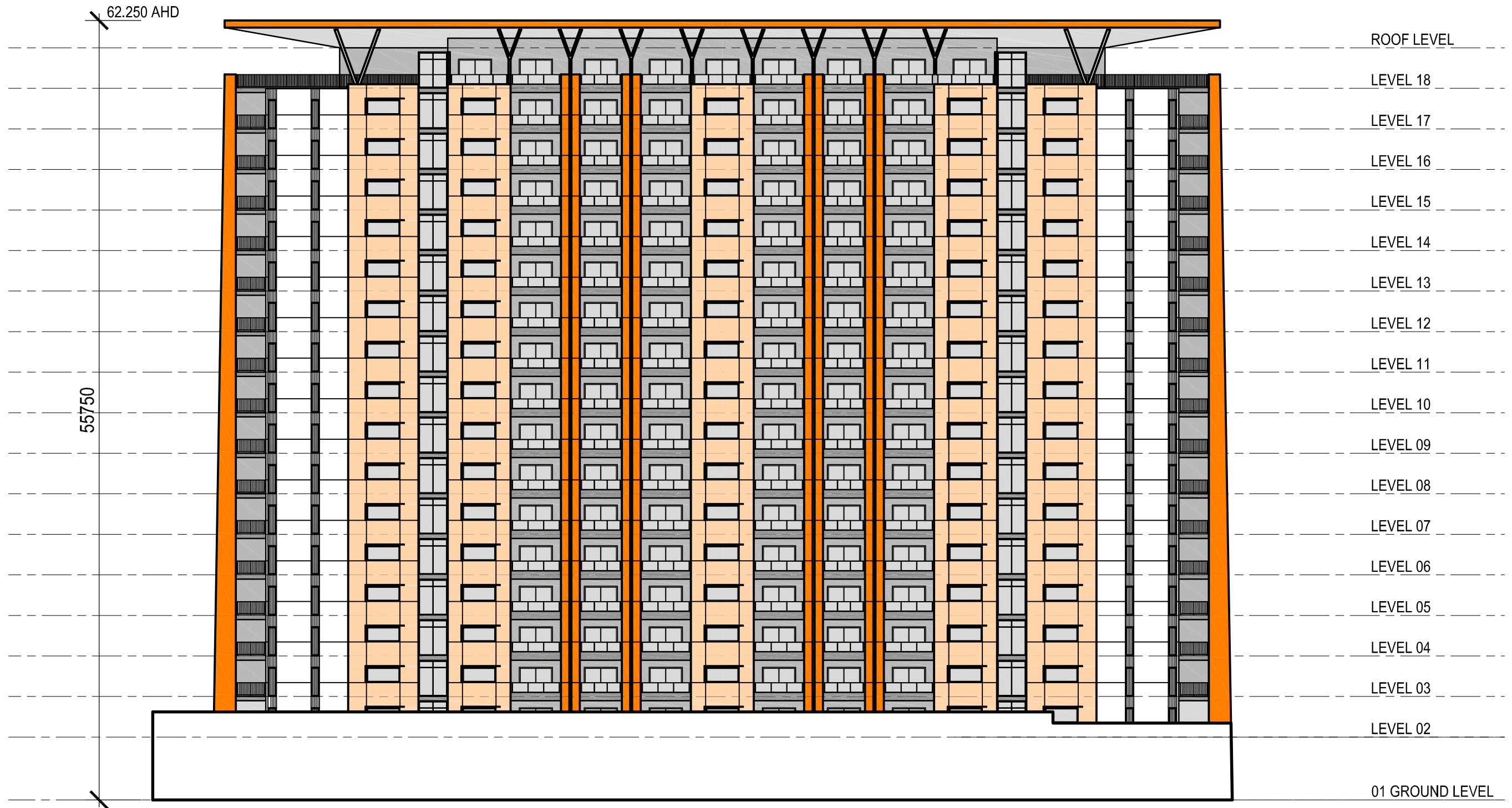
FISHING WORLD

FISHING WORLD LAKE







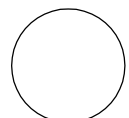


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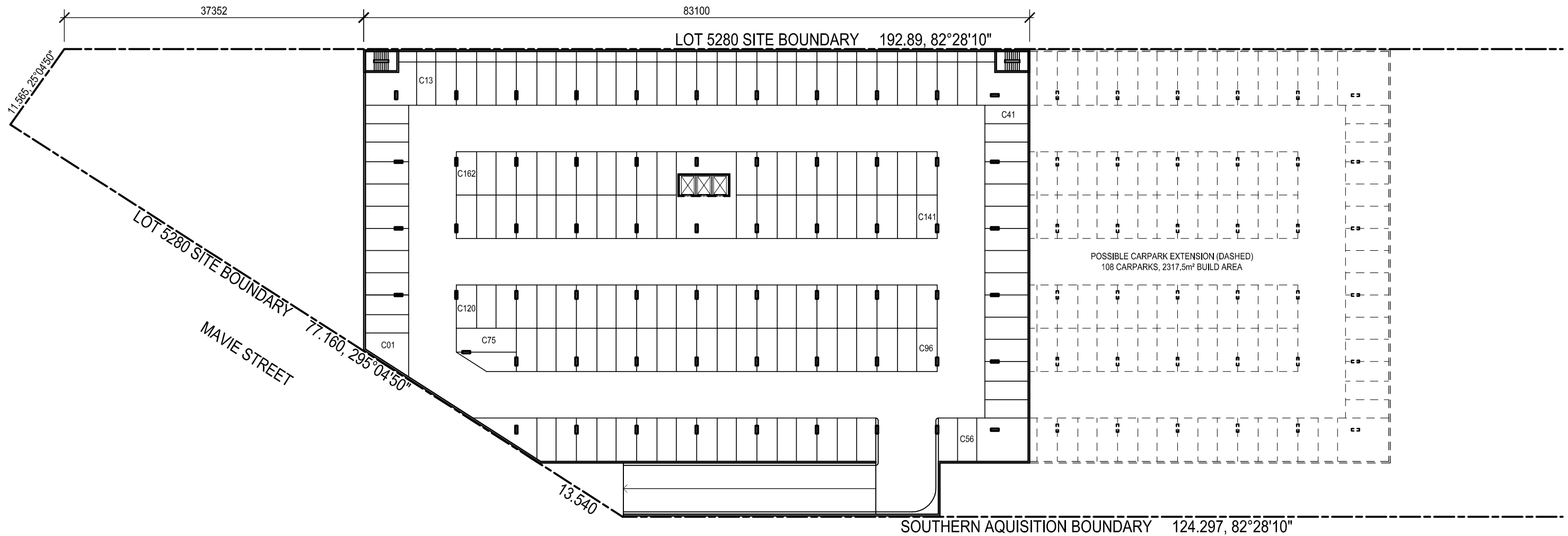
## SOUTH ELEVATION

PROPOSED DEVELOPMENT  
- 4 MAVIE STREET, DARWIN



REVISION: **A**  
DRAWING: CD-3.101  
SCALE: 1:300  
DATE: 14.11.2016  
PAGE: 6





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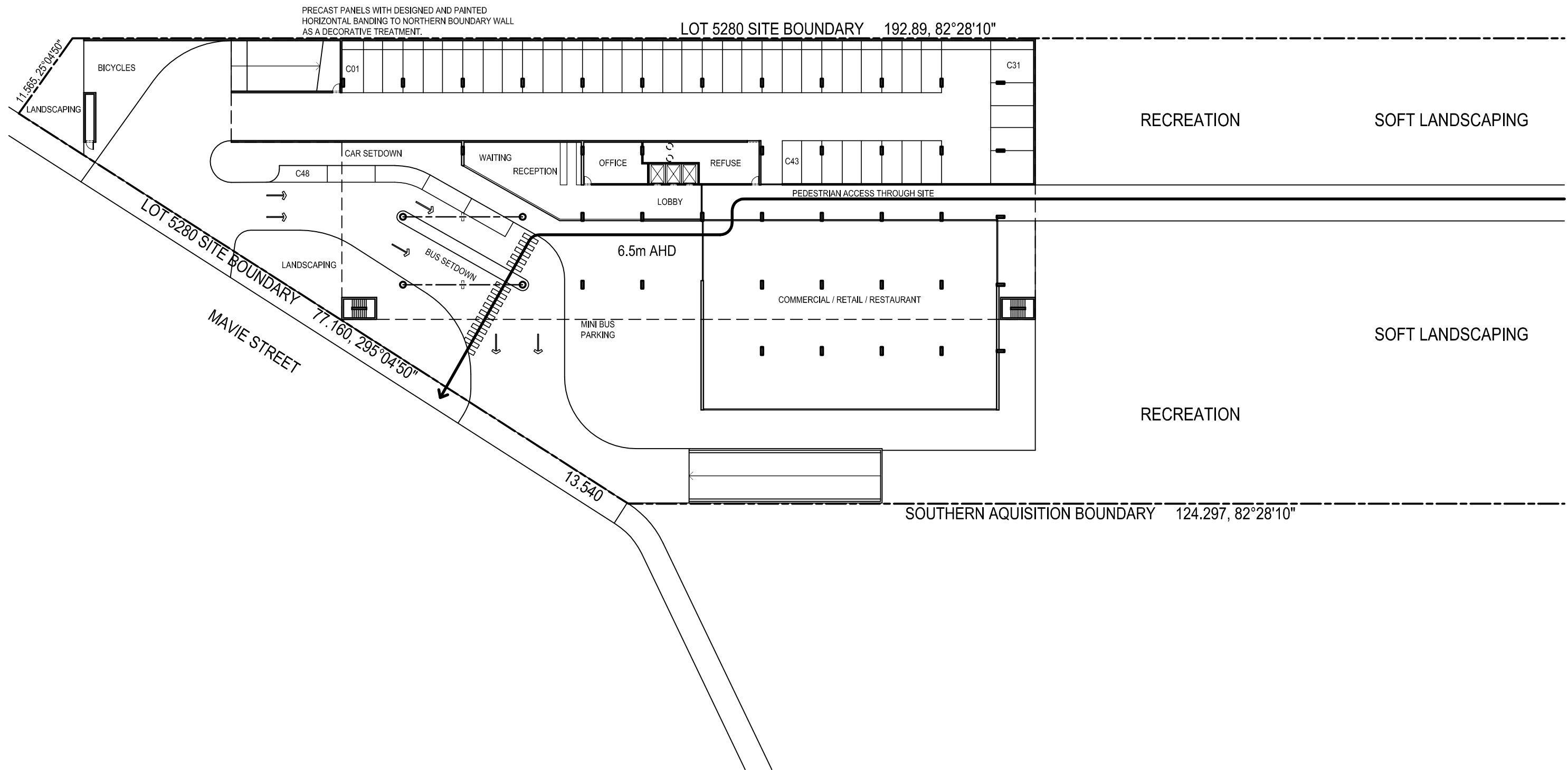
# LOWER GROUND LEVEL PLAN

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.100  
 SCALE: 1:500  
 DATE: 13.09.2016  
 PAGE: 7





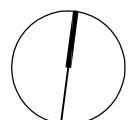
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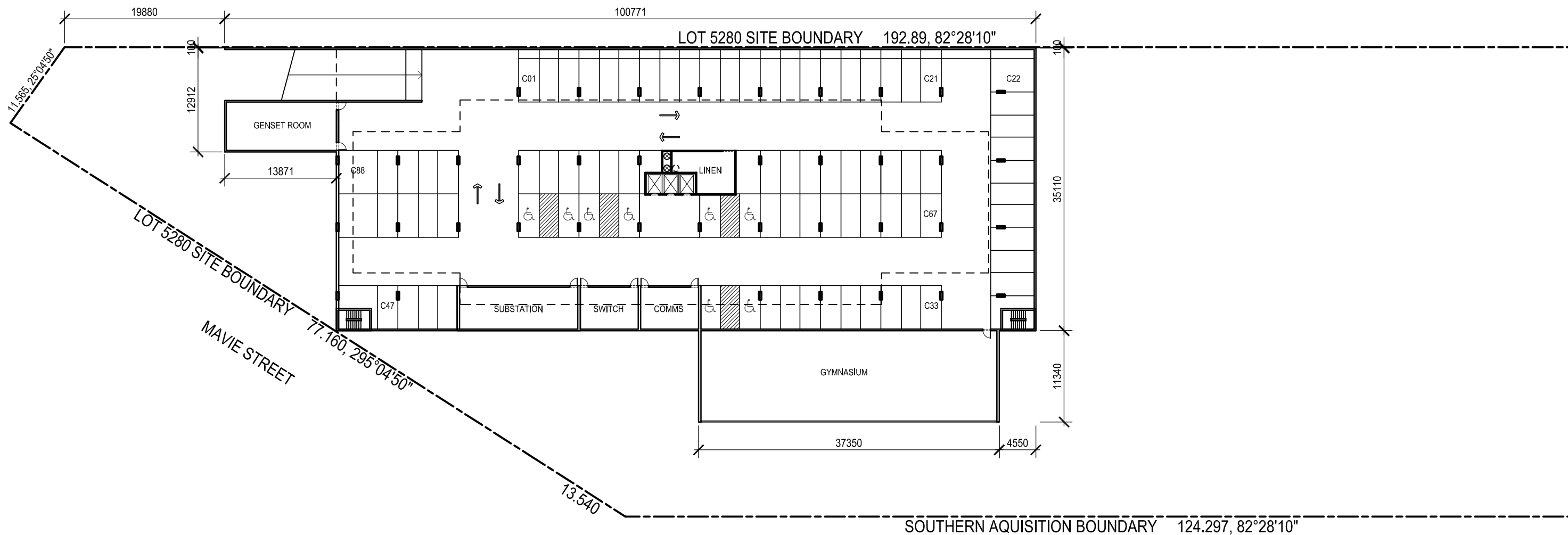
## GROUND LEVEL PLAN

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.101  
 SCALE: 1:500  
 DATE: 13.09.2016  
 PAGE: 8





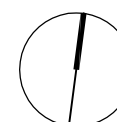
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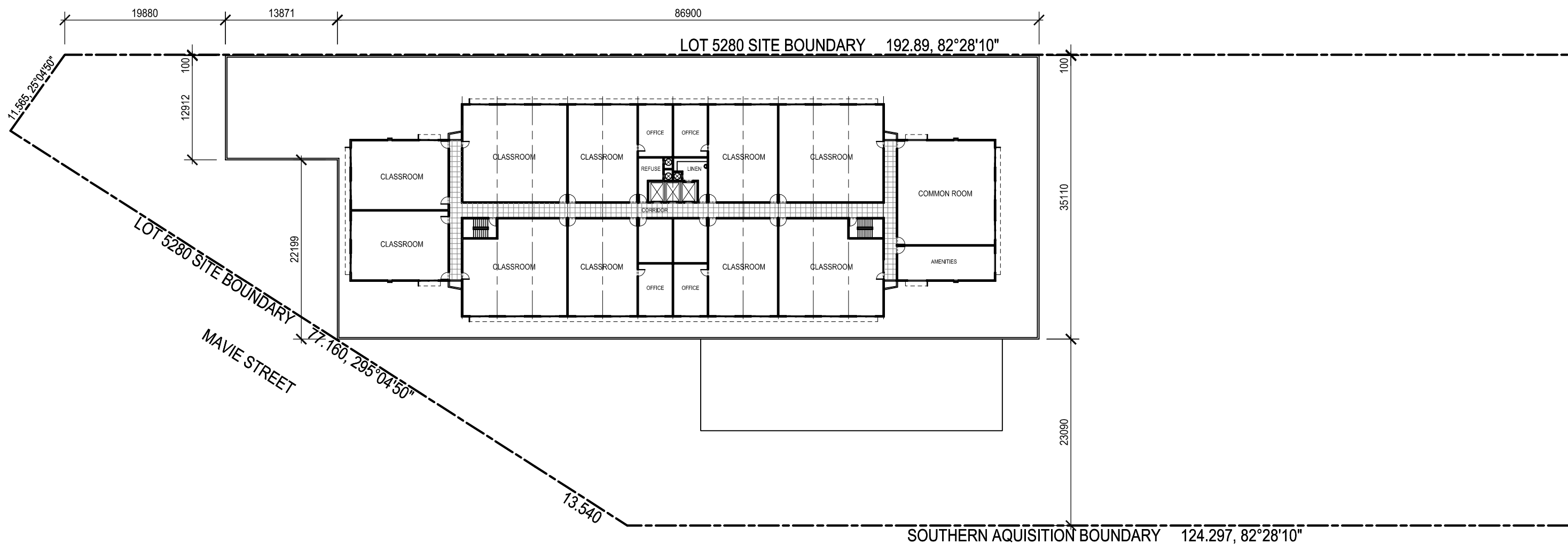
## LEVEL 02 PLAN

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.102  
 SCALE: 1:500  
 DATE: 13.09.2016  
 PAGE: 9





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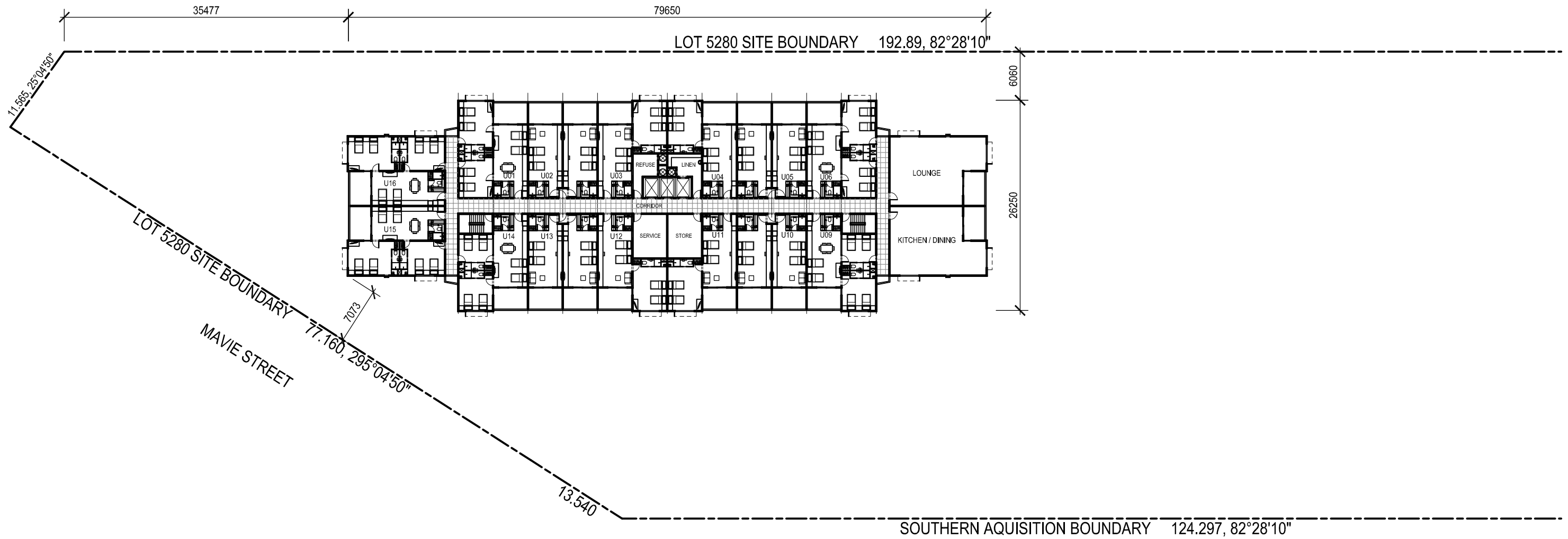
## LEVEL 03 PLAN

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.103  
 SCALE: 1:500  
 DATE: 29.08.2016  
 PAGE: 10



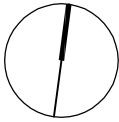


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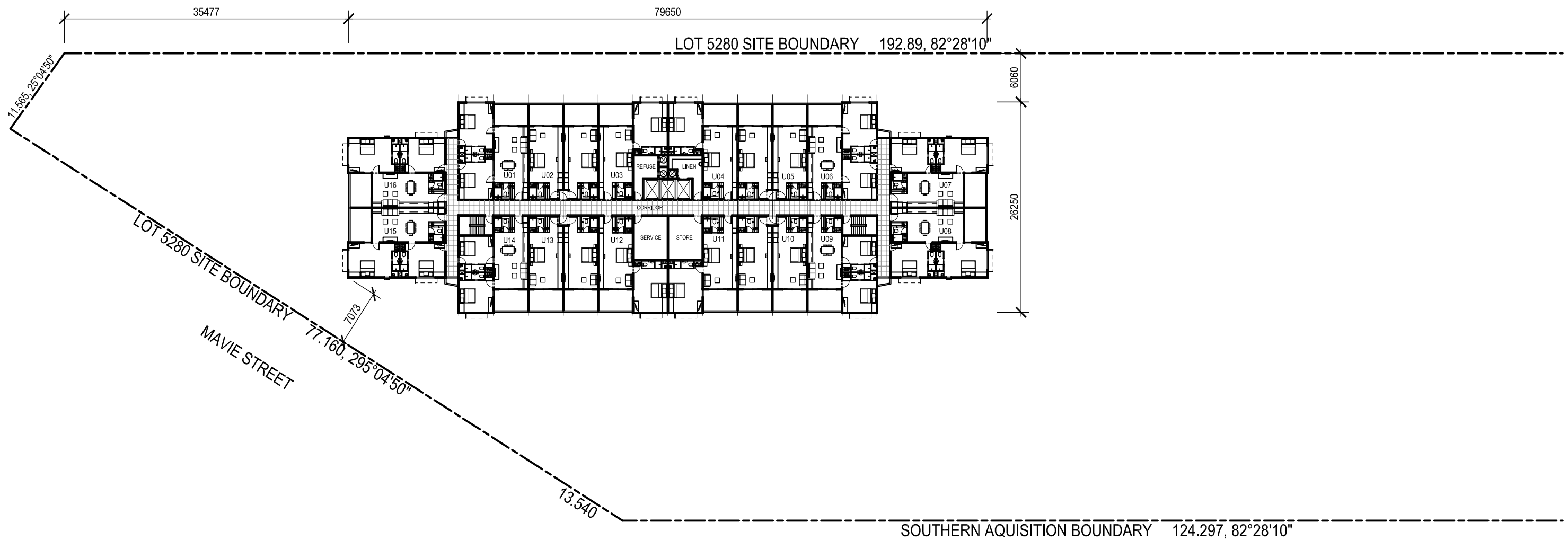
# LEVELS 04-09 PLAN (STUDENT ACCOMMODATION)

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.104  
 SCALE: 1:500  
 DATE: 13.09.2016  
 PAGE: 11





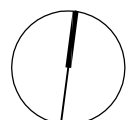
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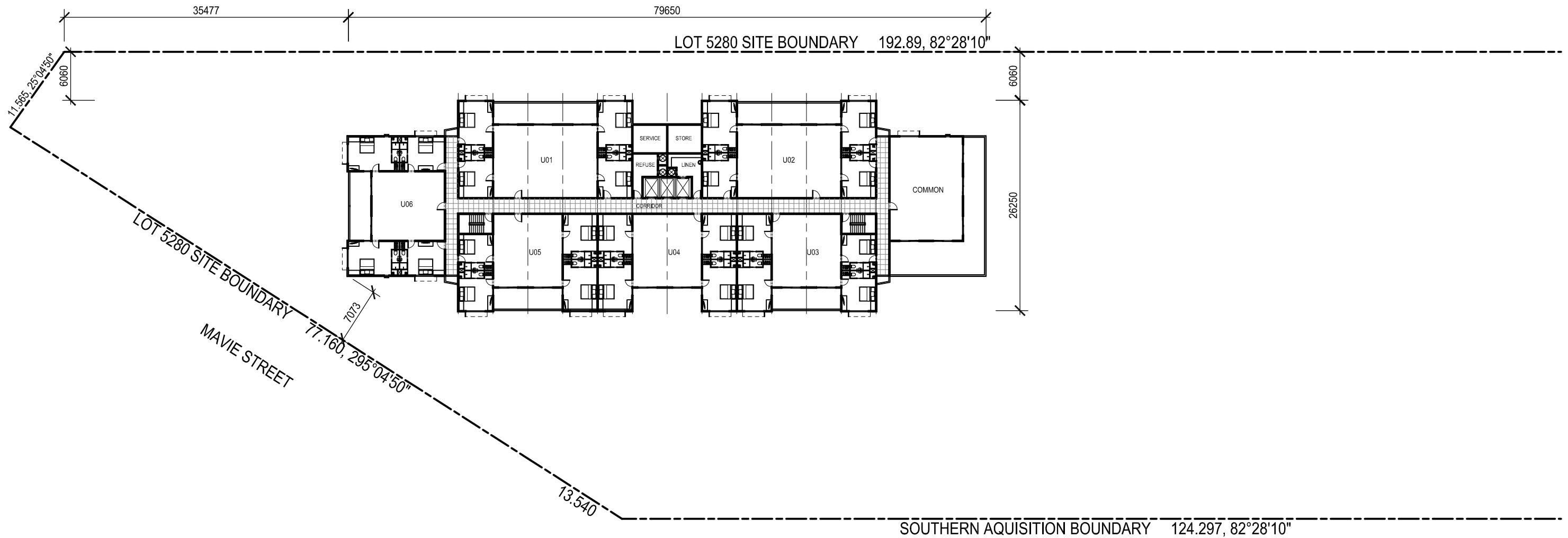
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## LEVELS 10-18 PLAN (APARTMENTS)

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.110  
 SCALE: 1:500  
 DATE: 13.09.2016  
 PAGE: 12



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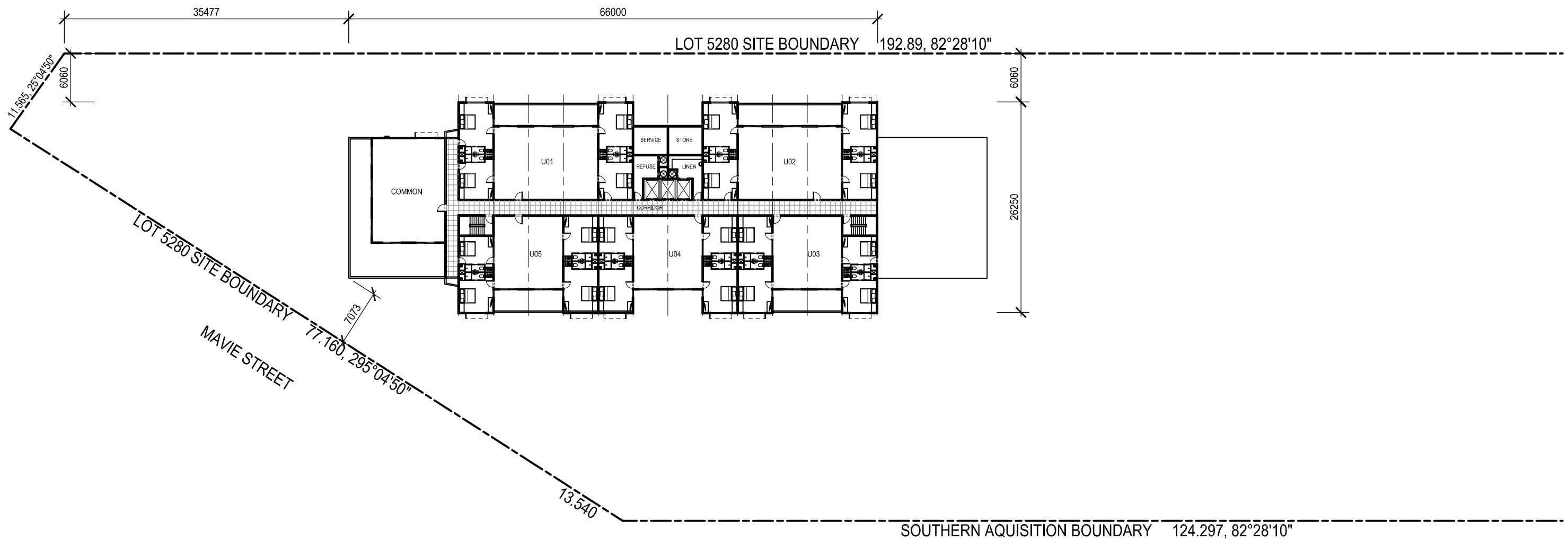
## ALTERNATIVE LEVEL 17 PLAN (6 x APARTMENTS)

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.117  
 SCALE: 1:500  
 DATE: 13.09.2016  
 PAGE: 13





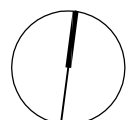
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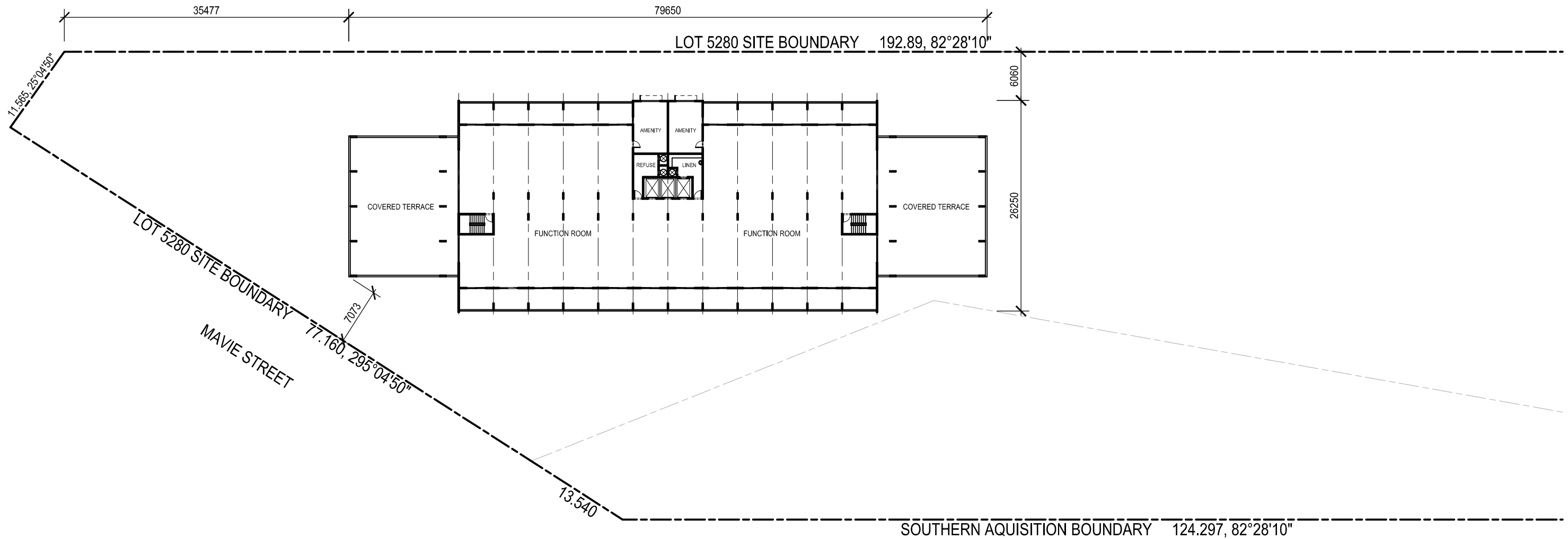
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## ALTERNATIVE LEVEL 18 PLAN (5 x APARTMENTS)

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN



REVISION: A  
 DRAWING: DA-2.118  
 SCALE: 1:500  
 DATE: 13.09.2016  
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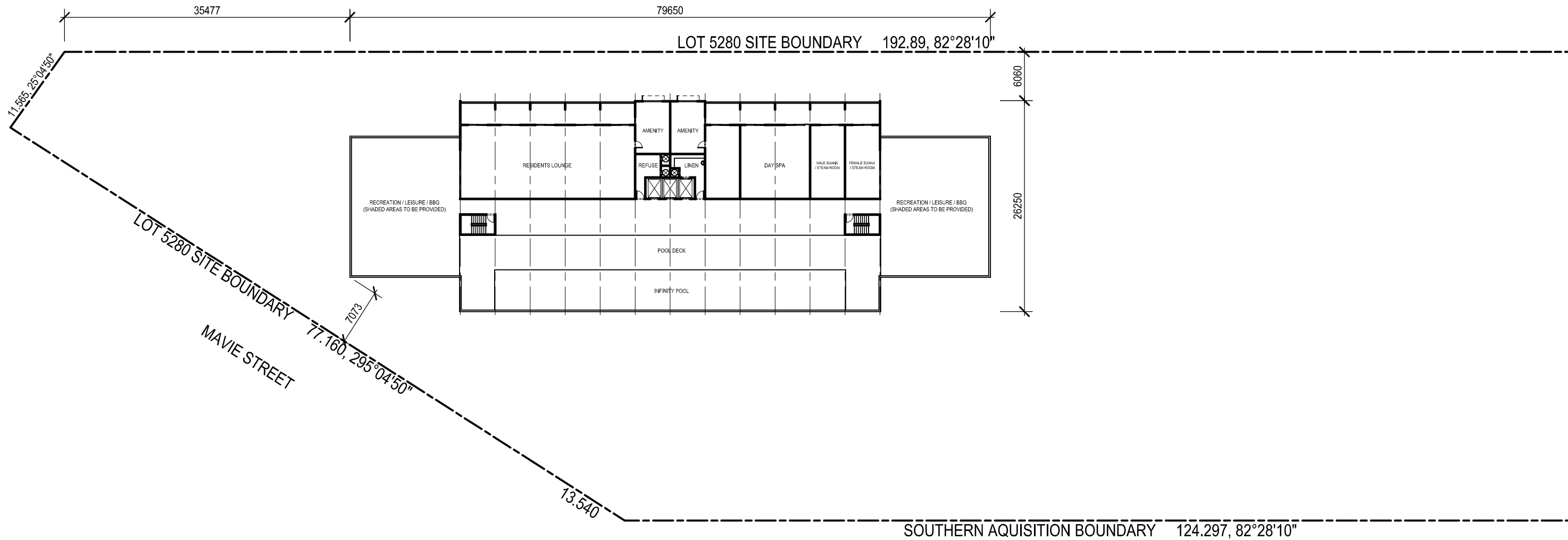
LEVEL 19 PLAN

PROPOSED DEVELOPMENT  
- 4 MAVIE STREET, DARWIN



REVISION: A  
DRAWING: DA-2.119  
SCALE: 1:500  
DATE: 29.08.2016  
PAGE: 15





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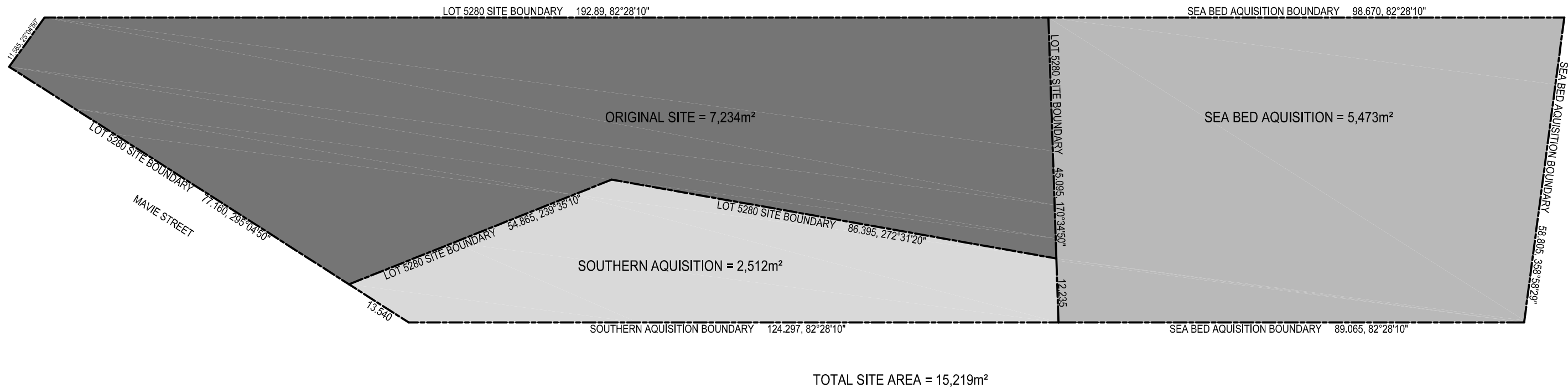
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ROOF LEVEL 20 PLAN

PROPOSED DEVELOPMENT  
- 4 MAVIE STREET, DARWIN



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DRAWING: DA-2.120  
SCALE: 1:500  
DATE: 13.09.2016  
PAGE: 16



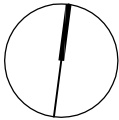
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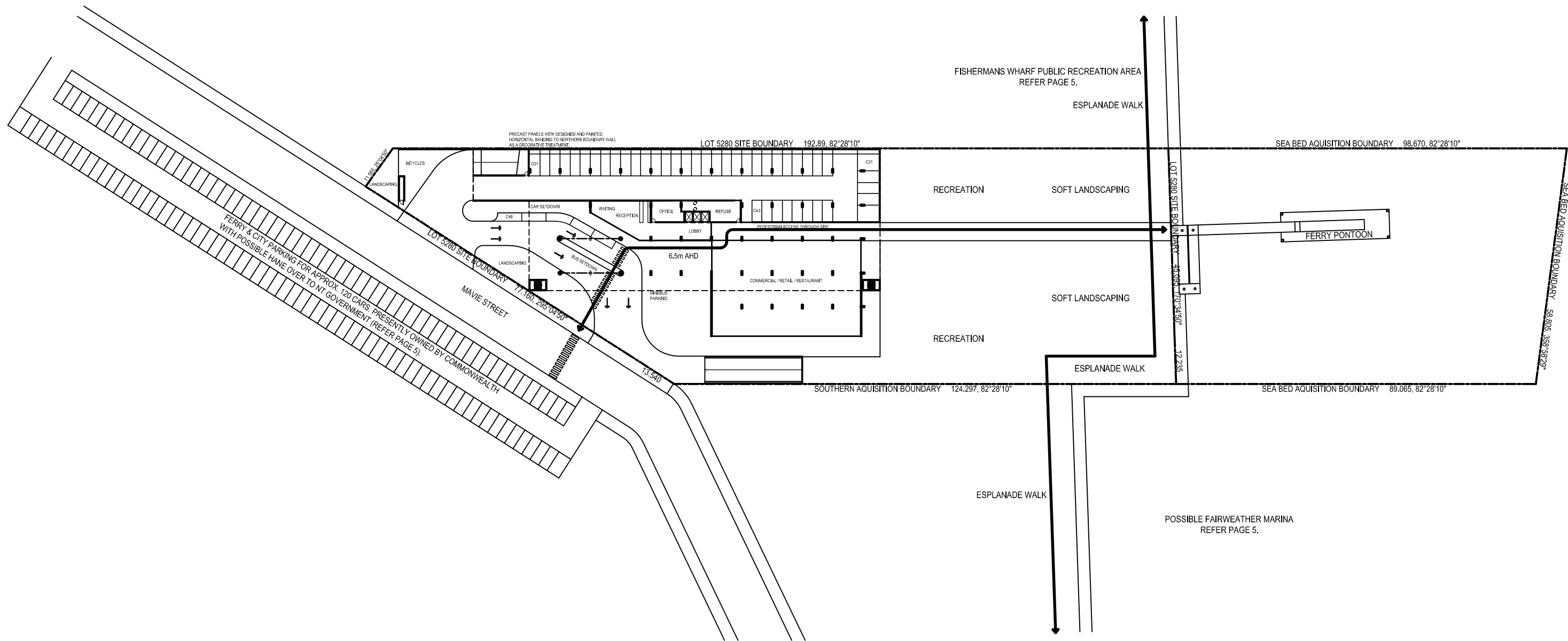
## AQUISITION PLAN

PROPOSED DEVELOPMENT  
- 4 MAVIE STREET, DARWIN



REVISION: B  
DRAWING: DA-1.101.01  
SCALE: 1:600  
DATE: 13.09.2016  
PAGE: 17





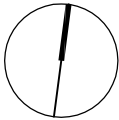
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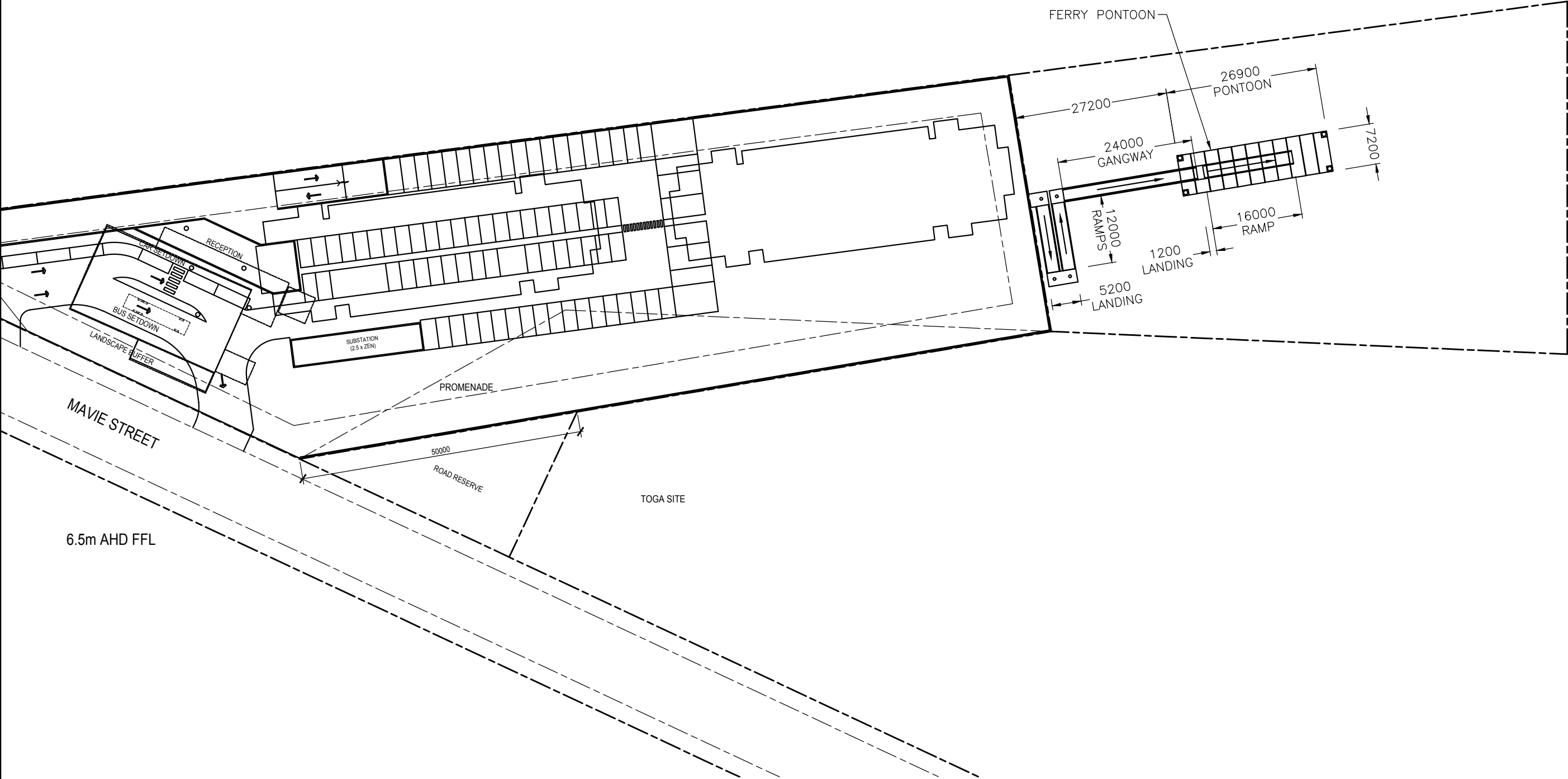
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# GROUND LEVEL PLAN (INCLUDING SEABED & SOUTHERN ACQUISITION)

PROPOSED DEVELOPMENT  
 - 4 MAVIE STREET, DARWIN




REVISION: B  
 DRAWING: DA-2.101.01  
 SCALE: 1:1000  
 DATE: 13.09.2016  
 PAGE: 18



REV	DATE	AMENDMENT	REQD

**THE MARINA SPECIALIST**  
TRADING AS  
**THE JETTY SPECIALIST**

ACN 010633119  
2 INDUSTRIAL AVE  
CALOUNDRA  
QLD. AUSTRALIA 4551  
PHONE (07)5492 5925  
FAX (07) 5492 6699

**Cardno**  
Ullman Nolan

ABN: 45 103 205 205  
Level 11, North Tower 515 St Pauls Tce,  
Fortitude Valley, Qld 4006  
Locked Bag 4006, Fortitude Valley Qld 4006.  
Ph (07) 3100 2199  
Fax (07) 3369 9722  
Email: cardno@cardno.com.au

CHECKED: R.P.E.Q. DATE:

CLIENT: MICHAEL ANTHONY MAVIE ST DARWIN		TITLE: SITE PLAN, LAYOUT		
PROJECT: FERRY PONTOON & WAVE BREAK PONTOON		SCALE: 1:750	DATE: 27/8/15	DRAWING NO: JSP-CP-4120
DRAWN M.A	CHECKED	DIMENSIONS MILLIMETRES	ISSUE DRAFT 2	A3

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Good afternoon Michael,

Attached is the second draft for a commercial ferry pontoon we designed for you last year as requested.

Please note regarding the walkway gradient that wheel chair access is 1:14 and assisted wheel chair is 1:8.

So even to get assisted wheel chair access you would require 64 meters of walkway.

The Cullen Bay ferry pontoon is 1:5 so we have also drawn your plans to suit 1:5.

The final design and length of the walkways will be determined with the survey and final take off height.

The construction will be the same as the commercial tug and barge marina in Gladstone.  
(See attached pictures).

This unique design is a heavier pontoon and would suit your site well.  
I would be happy to run you through the construction the next time we catch up.

I have not shown the wave break rock walls as the design and construction of these walls are by others.

As for the price it comes in at **\$1,958,455.00 plus GST.**

The statutory fees are unknown at this point these will be invoiced at cost plus 10%.

This is using our own piling rigs and blokes.

Delivered and installed into Darwin.

Timing of the project to completion would be 14 weeks after approvals.

Our standard deposit is 10% of contract value.

However I would be happy with a 5% deposit to initiate the approval process and a further 5% once the approvals are granted.

Please do not hesitate to contact me if you have any questions or if you require a formal quotation/ contract.

I will contact you soon to discuss the proposal.

*Kind regards,*

**Graeme Hall**  
**0409 766 221**

[graeme@thejettyspecialist.com.au](mailto:graeme@thejettyspecialist.com.au)  
[www.thejettyspecialist.com.au](http://www.thejettyspecialist.com.au)



24<sup>th</sup> June 2015

Mr Michael Anthony  
Rapid Form Systems  
Unit 2, 3-5 Gardiner Street  
DARWIN NT 0801

Dear Mr Anthony

**RE: Mavie Street Pontoon Development**

I am writing on behalf of Cullen Bay Marina Management Corporation in support of the Mavie Street Ferry Terminal.

We believe this Pontoon development may provide the Mandorah and Tiwi Ferry operators with an alternative location to Cullen Bay. These ferry services have long outgrown the Government owned facilities in Cullen Bay and the overflow parking by ferry commuters is severely impacting on the economic viability of local business in the in the area, predominately restaurant traders.

We have recently written to our local member for Port Darwin, the Hon. John Elferink MLA, as well as the Chief Minister and Hon peter Chandler as Minister for Transport requesting that these ferry services be relocated away from Cullen Bay to a more suitable and practical location. It is in our opinion that the Michael Anthony development in Frances Bay, Stokes Hill Wharf (being the Mavie Street Pontoon) may provide an alternative and more appropriate site with sufficient space for parking.

Should you wish to discuss further I may be contacted on 0412 818 001.

Yours sincerely



**Ray Bail**  
Chairman  
Cullen Bay Marina Management Corporation

#### 14.1.3 Frances Bay Planning Principles

Future development within the Frances Bay locality is to:

1. Create a mixed use waterfront precinct combining the interest and activity of a working wharf/port with additional marine and tourism land uses, entertainment, water transport and harbourside living including, for example:
  - (a) wholesale and retail fish markets and associated seafood facilities (cold storage/processing/packaging areas, unloading areas);
  - (b) tourist accommodation (motel/serviced apartments);
  - (c) waterfront and maritime industry including ship repair/maintenance yard for sea going vessels;
  - (d) residential and commercial mixed use;
  - (e) cafes, bars, restaurants and retail;
  - (f) marina facilities;
  - (g) public open space of a size and dimension to host entertainment and events, pedestrian promenades; and
  - (h) facilities to accommodate public transport provision (harbour ferries, buses, taxis and the like).
2. Promote development that integrates compatible land uses and:
  - (a) is consistent with operational requirements of the waterfront and maritime industrial uses permitted in the locality and recognise the primacy of these uses in a working wharf/port;
  - (b) considers the impact of lighting installations on shipping navigation aids;
  - (c) accommodates the safety requirements of ship refuelling at the wharves;
  - (d) taking into consideration existing noise levels and incorporate appropriate design to provide noise attenuation;
  - (e) considers the proximity of the Stokes Hill Aboriginal Sacred Site in determining possible future uses;
  - (f) considers the proximity of the Naval fuel installation; and
  - (g) position new marine structures and repair/maintenance yards for sea going vessels to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts.
3. Preserve, recognise and integrate declared heritage places, other sites of historical significance and aboriginal sacred sites within the area and nearby through:
  - (a) development of a culture and heritage trail that connects and interprets sites;
  - (b) responsive design that respects items of significance and their setting; and
  - (c) representation of maritime and cultural heritage in the built environment.

4. Create a safe, accessible, equitable and interesting built environment and public domain, that over time will develop to include:
  - (a) a robust and legible shared use street grid which connects with the adjacent street network, pedestrian and cycle routes;
  - (b) pedestrian and cycle paths which are clearly defined, attractively landscaped to provide shade and interest, well connected to existing adjacent routes and providing safe and direct links to the City, Waterfront and Stuart Park;
  - (c) consistent provision of high quality street furniture, paving, wayfare signage and pathway lighting;
  - (d) thoughtful integration of public art;
  - (e) public access to the water's edge where possible on public land having regard to security, safety and operational requirements of users of the wharves;
  - (f) vistas through the site from Frances Bay Drive to the Harbour;
  - (g) a series of connected, landscaped public open spaces and corridors designed to facilitate comfortable and safe use during the day and night;
  - (h) impounded water bodies with appropriate water quality for their intended use;
  - (i) positive relationships between buildings and streets to promote passive surveillance; and
  - (j) active frontages and visually interesting ground level uses.
5. Promote climatically responsive, energy efficient urban design and architecture that contributes to the character of the precinct by:
  - (a) implementing sensitive water use practices across the site;
  - (b) implementing a whole-of-site water management system which addresses both stormwater and groundwater;
  - (c) incorporating strong landscape treatments to provide shade and which are largely comprised of native coastal vegetation;
  - (d) identifying areas of pedestrian priority over vehicle traffic;
  - (e) providing seating, shade and weather protection to adjacent pedestrian footpaths;
  - (f) facilitating natural cross ventilation;
  - (g) integrating appropriately sized balconies for outdoor living;
  - (h) minimising direct solar penetration to all buildings through orientation and use of screens, awnings, eaves and the like;



- (i) using construction materials appropriate to a tropical marine environment; and
  - (j) provision of underground car parking where possible, retained within the building footprint, shaded ground level parking, maximise opportunity for car parking adjacent to the site.
6. Relate the scale of development to both the surroundings and to reflect the desired future character by:
- (a) considering the visual and acoustic privacy of adjoining residential development; and
  - (b) recognising the requirements of existing users of the wharves and other adjacent facilities and land uses.
7. All structures:
- (a) exceeding 45 metres above ground level require the prior approval of the Department of Defence;
  - (b) north of the navigation channel to the mooring basin are not to exceed 70 metres AHD as shown on the diagram; and
  - (c) south of the navigation channel to the mooring basin are not to exceed 85 metres AHD as shown on the diagram.
8. Consider the likely effects of climate change on storm surge levels by:
- (a) constructing all marina and sea walls to a minimum top level of 6.5m AHD; and
  - (b) siting the lowest floors of all commercial and residential development at a minimum of 6.5m AHD.

