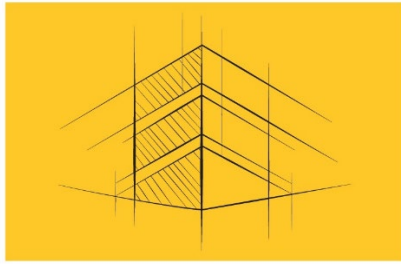




Attachment 2 -Varied Masterplan prepared by Sargeant Planning, dated 13 November 2025, Statement of Landscape Intent, prepared by Sargeant Planning, undated), and Aboriginal Areas Protection Authority Certificate.

November 2025



SARGEANT
PLANNING

BAGOT ROAD MASTERPLAN

Prepared for the Gwalwa Daraniki and Citiland Pty Ltd

NOVEMBER 13, 2025

Executive Summary

This amended Masterplan document was prepared in order to satisfy the clause requirements of sub-clauses 10 and 11 of the Specific Use Zone SD37 of the Northern Territory Planning Scheme 2007 (**the scheme**). The Masterplan provides a strategy for guiding development principles associated with sub-clause 11(a) through 11(g), for the future development of the land.

The guiding principles and controls of sub-clause 11 are reproduced as follows:

- (a) *identify pedestrian and cycle links through the site that connect to Bagot Road, Dick Ward Drive, Fitzer Road and Totem Road.*
- (b) *integrate parking areas with the pedestrian network.*
- (c) *include a road network design that provides necessary network upgrades, ingress and egress points, provides a low-speed environment that protects the amenity of adjoining areas and prioritises a safe pedestrian network.*
- (d) *provide any relevant cultural, soil and flora and fauna assessment that demonstrates that development of the land will not cause detrimental impact to the community or the environment.*
- (e) *provide detailed concept designs that illustrate the landscaping treatment for Areas A and B.*
- (f) *include drawings that show how the landscaping buffer and built form adjacent to Fitzer Drive will be designed; and*
- (g) *demonstrate how buildings are likely to be accommodated within the development and that compliance with Clauses 8.2 and 11.3 of the NT Planning Scheme is achievable.*

The Masterplan covers those areas identified as Areas A & B and bounded by Bagot Road, Dick Ward Drive, Totem Road and Fitzer Drive, which effectively seek to facilitate Service Commercial uses within Area A, and Industrial uses within Area B. This document supports and informs future applications for Development Permits for the development of the land, in addition to setting down the principles upon which this future development is permitted to occur.

The amended Masterplan establishes the foundations for the future development of the land and provides the framework for future decision-making. All future development will need to be in accordance with the relevant sections of the NT Planning Scheme, inclusive of SD37.

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1.0 Background

This amended Masterplan relates to the subject land - Part Lot 5182. The land has been the subject of an extensive rezoning process, which commenced in 2007 and was granted ministerial consent in June 2011. The area that was rezoned, relates to two (2) distinct areas; A & B, as outlined in the plan extract below. The land has been zoned SU - Specific Use and is known as Zone SD37 (Specific Use Zone - Darwin No. 37). The Masterplan has previously been endorsed by the Consent Authority on 19 September 2014. This amended Masterplan seeks endorsement.

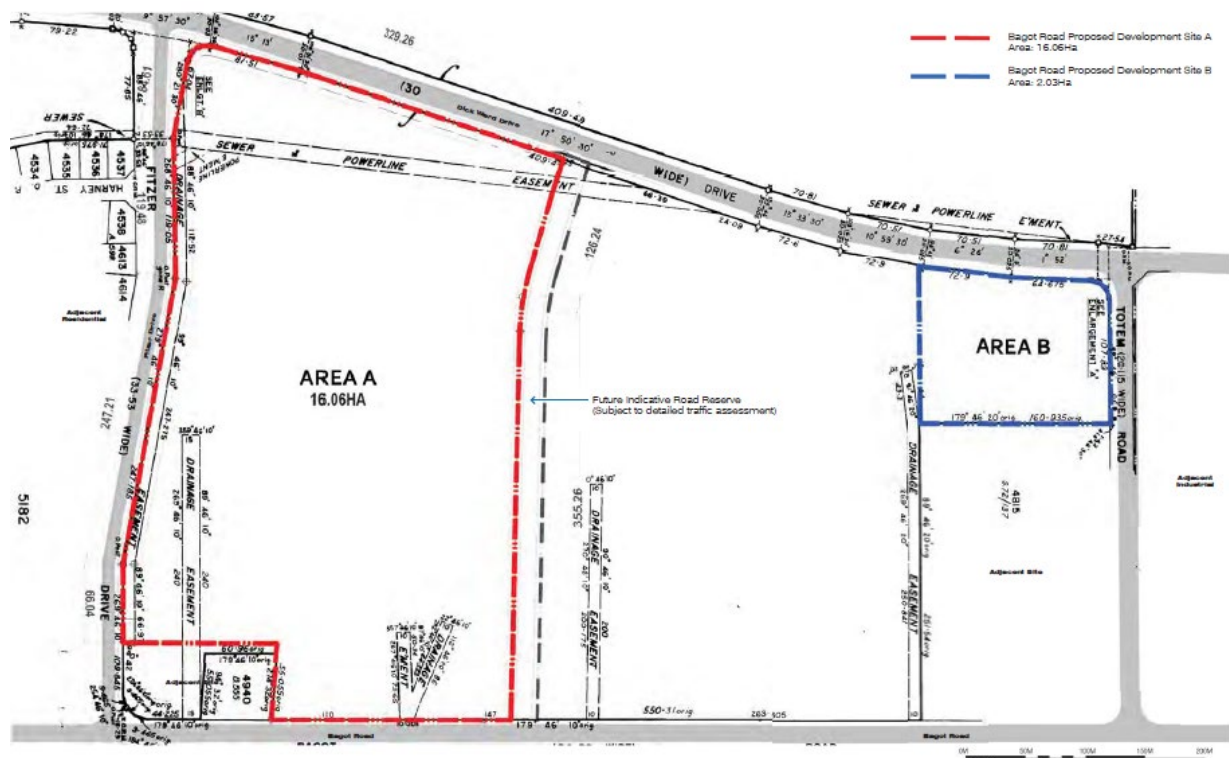


Figure 1: Development Site A and B overlaid on survey plan.

The property provides direct frontage to Dick Ward Drive, Bagot Road, Fitzer Drive & Totem Road and is located approximately 8km to the northeast of the Darwin CBD and is located between the suburban localities of Coconut Grove and Ludmilla. The development of the subject-land comprises detailed considerations of existing and potential constraints, with reference to the following: -

- The need to preserve the amenity of adjoining areas, particularly residential land uses.*
- The need to enhance and address the existing traffic network limitations and constraints.*
- The need to address and manage ecological & cultural issues; and*
- The need to manage interactions with the nearby Darwin International Airport to ensure that the safe operation of aviation functions is maintained.*

The land is held under a long-term lease by the Gwalwa Daraniki Association, who have entered into a commercial agreement with Citiland Pty Ltd to develop the land. **Figure 2** depicts the proposed variations to the subdivision- a four (4) lot layout designed to secure tenure and facilitate the future staged development of the land. It is noted that future applications will be lodged for each stage as the development progresses.

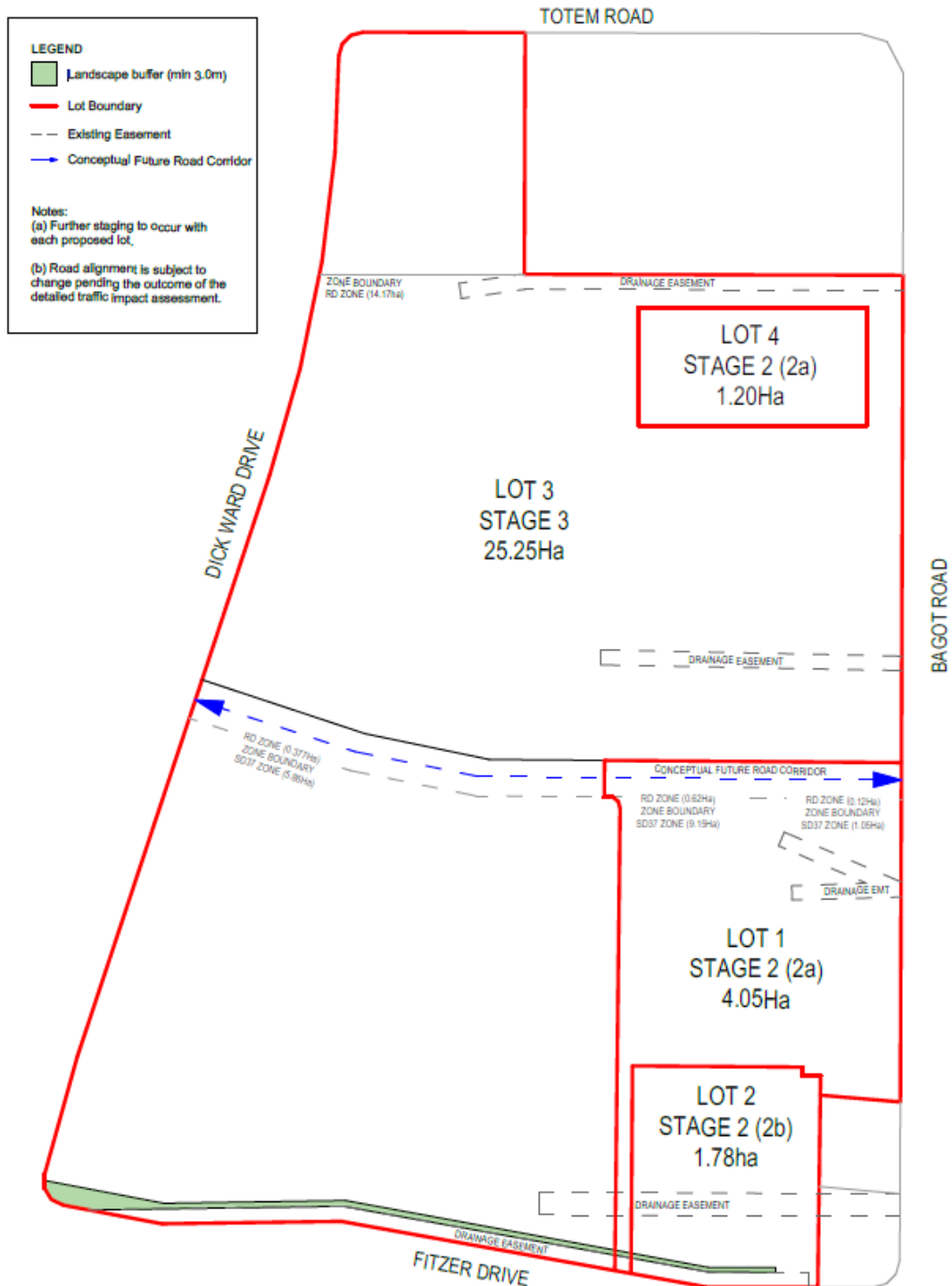


Figure 2: Proposed Subdivision Plan. Note the Access Rd has been included in proposed Lots

2.0 The Vision

The Gwalwa Daraniki association and its commercial partners Citiland Ply Ltd intend to develop the site with premium Service Commercial and Light Industrial landuses proximate to the Darwin Airport Precinct, enabled by the site's location along major arterial roads within the Darwin region.

The development area is located between Dick Ward Drive and Bagot Road to the west of the Darwin International Airport. This land is ideally suited to logistics, freight and on time receival and dispatch service providers for both the aviation and general industry sectors. The potential for commercial and retail operators to establish within the site has been noted due to it being situated amongst an existing residential area. It provides an opportunity to service the surrounding community and the Darwin region beyond.

The land will seek to comprise and incorporate the following

Large Format Retail - Area A

This land use could include several major retail and bulky goods stores servicing channels such as discount outlets, sporting and outdoor goods, furniture and hardware to electrical goods and more.

Service Commercial - Area A

The proposal will comprise commercial facilities, including a supermarket, fast food outlets, a service station, complimentary to large format retail areas with siting likely to be consistent with main transport routes and exposure to high volumes of passing consumer traffic.

Light Industry - Area B

The primary purpose of this portion of the development will be to provide light industry uses or development activities that will not operationally be detrimental to adjoining or nearby land.

3.0 The Land

3.1 Local Context

The current leaseholder of the land is the Gwalwa Daraniki Association Inc. The NT Atlas (accessed 3 November 2025) also shows that the property has a Crown Lease Perpetual tenure type. The property is legally described as Part Lot 5182, Dick Ward Drive, Darwin.

The Masterplan area incorporates a total surface area of 18.09ha (Area A - 16.06ha, Area B - 2.03ha) and provides for direct frontage to Dick Ward Drive, Bagot Road, Fitzer Drive & Totem Road.

The Masterplan area is located approximately 8km to the northeast of Darwin CBD and is located between the suburban areas of Coconut Grove and Ludmilla. The regional context of the site is depicted below in **Figure 3**.

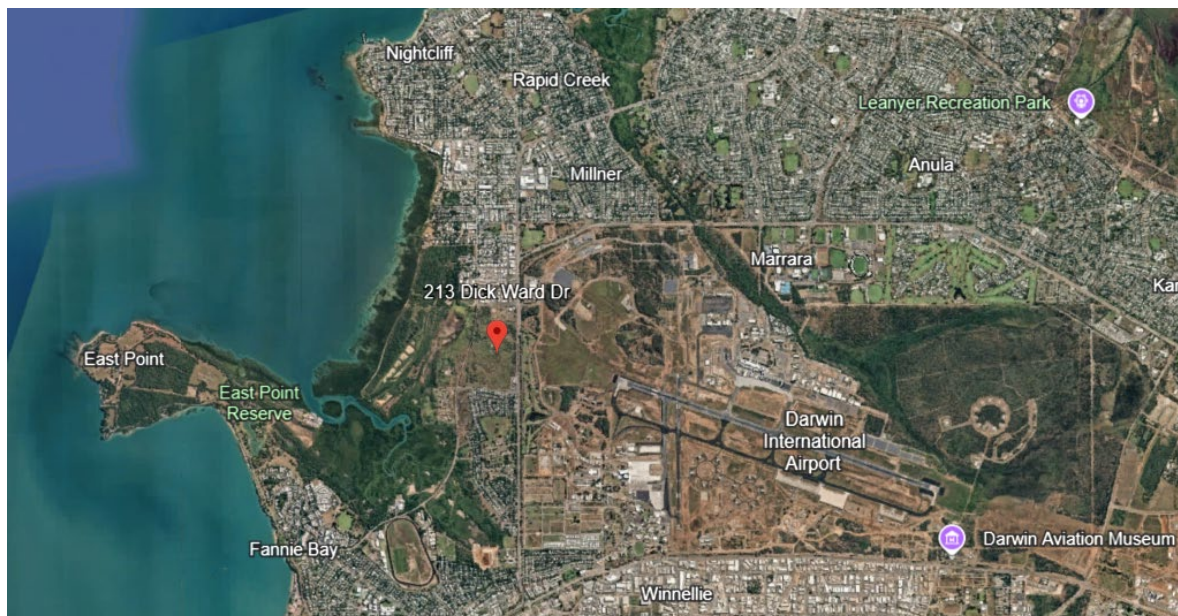


Figure 3: Site Context

3.2 Site Analysis

3.2.1 Existing Site Conditions – Land Use

The Masterplan remains vacant and unimproved, excepting existing informal tracks located throughout the site. An existing Service Station and McDonalds Restaurant are also located on a separate area of land that fronts Bagot Road in the southern corner of the site.

The Masterplan area is currently accessed from Fitzer Drive and an existing driveway/entrance road running to the rear of the McDonalds Restaurant and the Service Station.

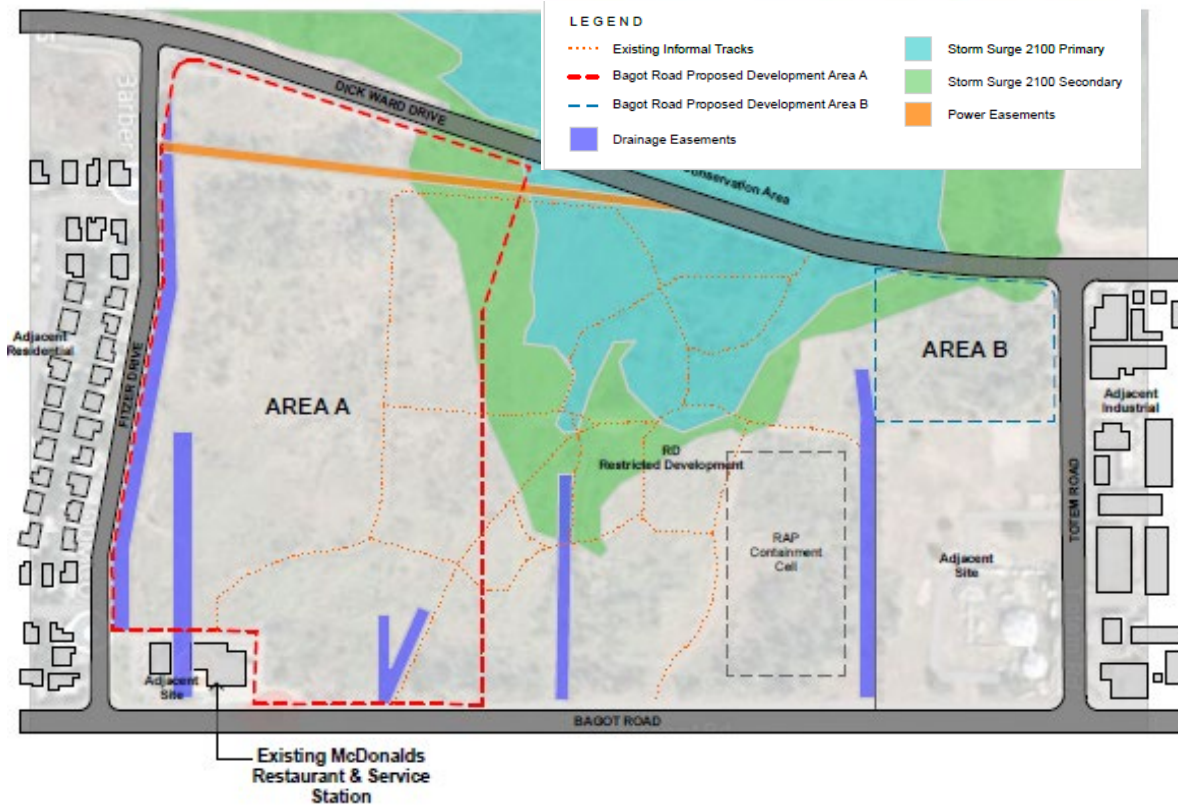


Figure 4: Site Analysis

3.2.2 Existing Site Conditions- Climate & Soils

The Darwin region, inclusive of the Masterplan area, experiences distinct wet and dry seasons with high temperatures and dry winds as well as monsoonal rain and other significant rainfall events. These rainfall events can cause flooding, which is determined by the volume, duration and spatial distribution of the rainfall. Most of the rain falls during the Wet season between November and April, while the Dry season extends from May to October. Darwin falls within the Hot Humid zone, with a mean maximum temperature of 32°C and mean minimum temperature of 23.2°C. The mean rainfall for Darwin is 1715mm, with 93.5 days of rain, falling mainly within the wet season of November to April.

The CSIRO - Atlas of Australian Soils, NT Portion, while at a coarse scale, suggests that there are two soil types on the subject properties: Kandosols and Tenosols. Kandosols are classified as lacking strong texture contrast and have massive or only weakly structured B horizons which are not calcareous throughout (Isbell, 2002). Tenosols are soils which have weak pedologic organization apart from the A horizon and include a diverse range of soils that do not fit the requirements of other soil orders (Isbell, 2002).

A review of the Atlas of Australian Acid Sulfate Soils (CSIRO Land & Water, 2011) and DENR Natural Resource Maps online database (DENR, 2020) indicated the site does not exist within an area considered to be impacted by ASS. Common occurrence of ASS is noted on the tidal mud flats approximately 500 m to the west of the site.

Water could be a constraint for the proposed development site. It is mapped as having mainly Kandosols which can be waterlogged during the wet season. Small portions of both Sites A and B fall within the Secondary Darwin Storm Surge

zone, with the Restricted Development (RD) area which separates the development sites being mapped as within the Primary Darwin Storm Surge zone. The Land Use and Land Unit mapping suggests that the site has low to moderate suitability for urban subdivision with limitations due to drainage, a high seasonal water table and a hard setting surface. To gain development approval the developer will need to be prepared to adopt appropriate engineering and drainage to make this area suitable for the proposed development for the above issues.

3.2.3 Existing Site Conditions - Landform

The site is generally level, with only a slight grade towards the northeast and relief of less than 1m.

3.2.4 Existing Site Conditions - Hydrology

The Masterplan Area is located approximately 1km from the high-water mark of Beagle Gulf in the Arafura Sea and is on a gentle slope (-1%) from east to west. The Northwest corner of Area A as well as the Southwest corner of Area B is considered to be subject to possible flooding due to storm surge events. It is estimated that approximately 10% of the total Masterplan area could be affected by Secondary Darwin Storm Surge (one in one-thousand-year event) (refer **Site Analysis Plan within Appendix A**).

3.2.5 Existing Site Conditions - Traffic and Circulation

As discussed above, the subject site is bound by the following roads:

- Bagot Road
- Dick Ward Drive
- Totem Road and
- Fitzner Drive.

Bagot Road is a major arterial road providing for travel between the Stuart Highway to the south and the northern suburbs of Darwin, including the Darwin Airport.

Dick Ward Drive functions as a two lane Sub- Arterial Road and provides for north-south travel between Coconut Grove and Fannie Bay. It is a two-lane undivided road with a 70km/h speed limit. Intersections are generally priority controlled with Austroads Type C style turning treatments.

Fitzner Drive is located at the southern end of the subject site. It extends between Bagot Road and Dick Ward drive and functions as a Residential Collector Road. All movements are permitted at the Bagot Road / Fitzner Drive intersection. The Bagot Road / Fitzner Drive intersection does not exhibit any significant congestion levels. However, concern is raised regarding the operation of this intersection (under priority control) considering the function of and volume of traffic on Bagot Road.

To the north of the site, Totem Road extends between Bagot Road and Dick Ward Drive, and functions as an Industrial Collector Road. Its intersection with Dick Ward Drive is a priority T junction, with a dedicated right turning lane provided for traffic turning right into Totem Road. The Bagot Road / Totem Road intersection is controlled by traffic signals, with a 'seagull' style treatment provided for southbound traffic.

Public bus services currently use Dick Ward Drive and Bagot Road. Bus stops in Dick Ward Drive are located in the vicinity of the residential neighbourhood at the southern end of the subject site.

Further to the above, commitments are made to carry out the following prior to any construction of formal access points, structures or major site developments:

- Prepare a detailed concept layout plan for the proposed new intersection with Totem Road.
- Refine the concept plan for the new east - west road through the site and the intersection layouts for the Dick Ward Drive and Bagot Road intersections.
- Prepare a detailed concept plan demonstrating how access to the existing McDonalds and service station developments can be retained without compromising the quality of existing arrangements and where it cannot be retained, the provision of a pedestrian link to Fitzer Drive can be provided.
- Detailed assessment of traffic impacts upon the operation of Bagot Road. A PARAMICS style model to be used to assess the impact of the proposed new signalised intersection upon the operation of existing and planned traffic signals at McMillan's Road, Totem Road, Namarluk Drive and Narrows Road.
- Detailed concept plans of the works required at each intersection.

The above requirements have been formed in agreement with officers from both the Department of Transport and City of Darwin.

A covenant has been approved since the Masterplan was originally endorsed in 2014. The covenant formalizes the location of the access road located at the northern boundary of Area A.

3.2.6 Existing Flora, Fauna Vegetation

The Masterplan area supports three (3) distinct vegetation communities which are all common within the local region. The proposed development site has been highly disturbed by weeds and by illegally dumped waste.

There are sections where Gamba grass and mission grasses are the dominant species. In addition to this, the other vegetation types have understoreys that are made up of a large proportion of weeds, Refer mapping extract below.

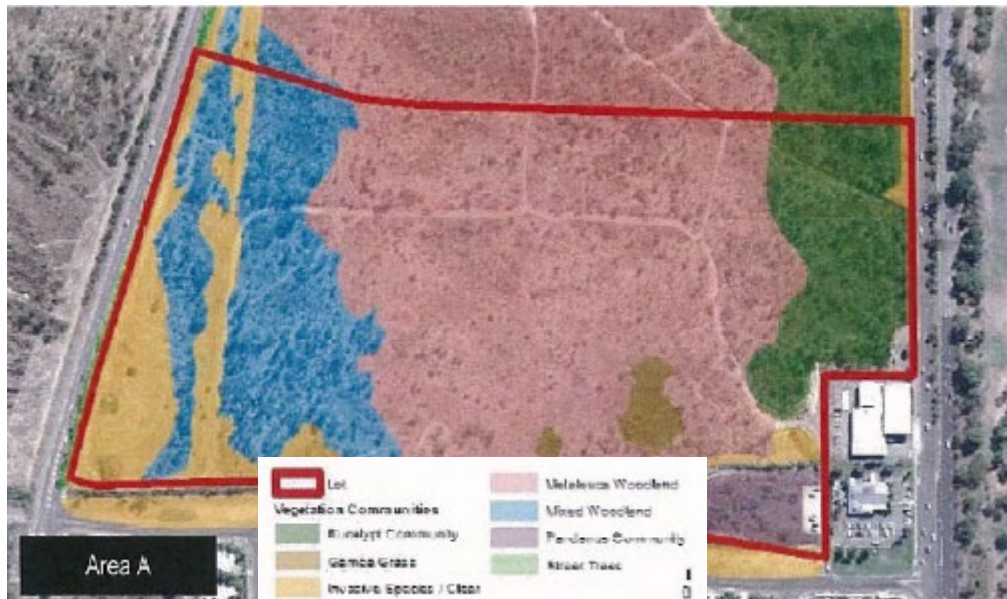


Figure 5: Vegetation- Area A



Figure 6: Vegetation- Area B

Weeds

The following weed species were identified on site during a site inspection in 2025. It is noted that the site has been issued with a notice to address weeds.

Listed Weeds

- Mimosa (*Mimosa pigra*) NC and WONS
- Gamba Grass (*Andropogon gayanus*) B/C
- Perennial Mission Grass (*Pennisetum polystachion*) B/C

Environmental Weeds

- Annual Mission (*Pennisetum pedicellatum*)
- Cooch Grass (*Cynodon dactylon*)
- Sabi Grass (*Urochloa mosambicensis*)
- Tully Grass (*Urochloa humidicola*)
- Centro (*Centrosema molle*)
- Coffee Bush (*Leucaena leucocephala*)
- Wild passion Fruit (*Passiflora foetida*)

A Weed Management Plan has been produced and will deal with weeds in accordance with the Weeds Management Act.

Threatened Species

Armstrong's cycad (*Cycas armstrongii*.) was found in low numbers within the northern boundary of both Sites A and B as well as the Central RD lands. This species is listed as vulnerable under the TPWC Act 2000. The species is locally abundant but recognised as vulnerable as its habitat coincides with much of the urban development occurring around the Darwin area.

Other threatened species are known to be native within the vicinity of the proposed development site; however, Armstrong's cycad was the only species identified upon inspection. No additional threatened species will be impacted by the proposed development.

3.2.7 Existing Site Conditions - Services and Infrastructure

The NT Atlas describes the subject site as part of parcel 5182 in Ludmilla suburb in the Town of Darwin in survey plan S77/93B. The site analysis plan shows several easements affecting the development area.

In this regard there are two drainage easements along a general east-west direction in the southern portion of Area A and a sewer and power line easement which is in a north-south direction along the western border of Area A. There is also a V shaped drainage easement in the northeastern corner of Area A.

The Central, or RD Lands, contains two (2) drainage easements which will not be impacted as part of the proposed Masterplan. Area B does not contain any easements or encumbrances.

It will be necessary to ensure that the function of these easements is maintained within the future development of the land. The existing drainage and power easements, shown in the extract below, will be adjusted and realigned to provide for integration of the development with the strategies and layout of the Masterplan document.

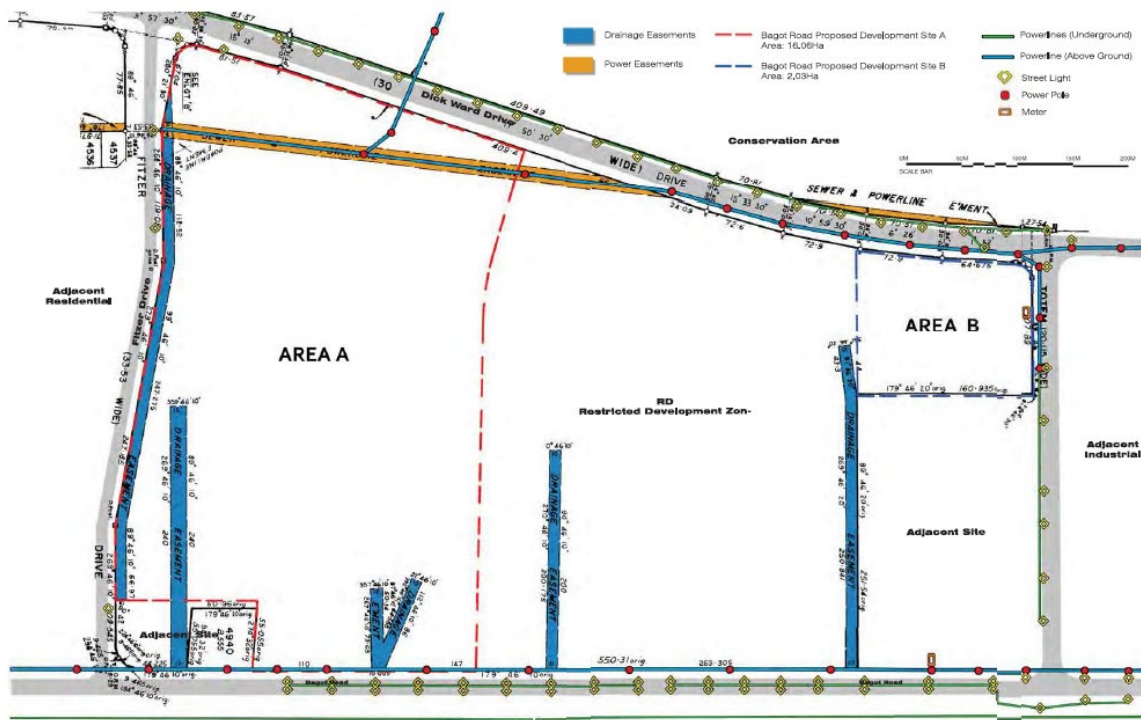


Figure 7: Easement Plan

3.2.8 Existing Site Conditions - Site Contamination

The site visit confirmed that the land and vegetation on-site is highly disturbed. The main disturbances observed were:

Area A

- Extensive weed infestation
- Several burnt-out cars have been dumped on the tracks that run through the site
- Refrigerators, washing machines and other household appliances
- Soil piles and building materials
- General Waste

Area B

- Extensive weed infestation
- Refrigerators, washing machines and other household appliances

- Soil piles and building materials
- 44 Gallon Drums
- General Waste

Central (RD Lands)

- Extensive weed infestations
- Several burnt-out cars have been dumped on the tracks that run through the site
- Refrigerators, washing machines and other household appliances
- Soil piles and building materials
- General Waste

The site has been subject to major earthworks in the past (observed soil piles and young vegetation recruitment). There is a chance that it may have been used for Cyclone Tracy dumps and even potentially post-war dumps (which may contain materials such as asbestos, car batteries, paints, hydrocarbons and acids).

3.2.9 Existing Site Conditions - Stormwater

The site is currently subject to natural stormwater flows which follow the contours of the land and infiltrate into the soil profile. All stormwater management will be to the satisfaction of all relevant authorities, inclusive of but not limited to City of Darwin (**CoD**), the Department of Transport, and the Department of Land Resource Management. Consultation has been undertaken with the City of Darwin, with the following outcomes:

- Upstream flows external to the site can be routed around the site and are not required to be mitigated.
- Flows from the site are not required to be mitigated, rather the downstream receiving culverts under Dick Ward Drive could be upgraded to accommodate the post development flows from the site.
- The preference is to ultimately receive the lowest maintenance cost asset i.e. culverts, however CoD acknowledge that this may be prohibitive from a capital cost perspective and that a dry detention basin sized for masterplan Stages 1 – 7 is an acceptable lower capital cost alternative.
- Stormwater quality treatment devices are only required to treat stormwater flows from within the development site.

4.0 Master plan – Movement and Site Circulation

4.1 Subclause 11(a) - Pedestrian and Cycle Links

The Master Plan aims to ensure that the pedestrian and cycle access remains in keeping with the scale and extent of the proposed development. The objectives are:

- To establish a whole site pedestrian priority network.
- To ensure the connection and provision of crossing points for pedestrians.
- To establish a continuation of this network throughout the car park and between building areas; and
- To allow for integrated pedestrian and bicycle access with connections into the surrounding street, open space and bicycle networks.

Further detail is illustrated within the concept extract below, which is of subject to the further traffic impact assessment commitments outlined in this master plan document (Refer **Appendix A**).



Figure 8: Urban Structure Connectivity Plan

4.2 Subclause 11(b) - Integrated Parking Areas

The carparking for both areas is to be designed to promote effective and flowing traffic movement throughout the Masterplan area.

Objectives

- To ensure that safe, convenient, and shaded designated pedestrian access ways to building entrances are provided from car parking areas.
- To ensure the location and design of car parking, driveways and servicing areas are efficient safe, convenient and are appropriately landscaped to create minimum visual impact on areas of public domain.
- To ensure that all car parking demands generated by a particular development are accommodated within the development site.
- Parking and service areas are to be of adequate size and dimension to facilitate safe and convenient use.
- To ensure that parking areas are of suitable dimensions and layout to allow maneuvering space for vehicles.
- To establish a continuation of this network throughout the car parking areas and between buildings.

Development Principals

- Loading, storage and external works are to be located or appropriately screened with landscaping, in addition to any other means necessary to enhance the visual quality of the area.
- No stacked car parking shall be allowed.
- Off-street parking is to be generally provided behind or to the side of buildings and away from street frontage.
- Loading docks should be positioned so they do not interfere with visitors and employee parking spaces and ensure that delivery vehicles do not stand on any public road, footway, laneway or service road.
- Loading docks should be located at the side or rear of buildings

Carparking Demand

Car parking within the development area shall be provided in accordance with the NT Planning Scheme. Loading and delivery bays are to be integrated into the design and clearly identified in any future application.

4.3 Subclause 11(c) - Road Network Design

The Master Plan aims to ensure that the vehicle access remains in keeping with the scale and extent of the proposed development. The objectives are:

- To establish a whole of site road network; and
- To provide vehicular connections through the site to the surrounding street network without encouraging 'rat running'.

The design of the main link road between Bagot Road and Dick Ward Drive also allows for the future introduction of a bus route through the site, ensuring that the surrounding residential areas are not impacted upon.

Subject to the findings and recommendations of a detailed traffic impact assessment, a potential service road to the rear of the existing McDonalds and Service Station (accessed off Fitzner Drive) will allow for an easing of the access arrangement currently impacting Bagot Road. If a north-south link road to the rear of McDonalds and the Service Station is found to not be required by traffic studies, a pedestrian walkway connecting from Fitzner Drive to the proposed east-west connector will be provided in this location.

To provide more clarity and ensure that the requirements of subclause 11(c) are fully addressed, a draft covenant has been established which restricts the construction of any formal access points, structures or developments until a detailed Traffic Impact Assessment, cognisant of the likely ultimate development form of land at SD37, has been carried out. While a draft covenant is attached in Appendix F, it is subject to support and changes deemed appropriate by City of Darwin and the Department of Transport.

5.0 Masterplan- Cultural, Soil, Fauna, and Flora

5.1 Subclause 11(d)- Cultural, Soil, Fauna & Flora Assessment

Details regarding all relevant cultural, soil, and flora and fauna assessment that demonstrate the development of the land will not cause detrimental impact to the community or the environment, have previously been provided by way of Ecological Assessments undertaken by suitable qualified consultants. The site, as is known, has been regularly burnt illegally over many years. The development is still committed to relocation of *Cycas armstrongii* from areas impacted by development into the proposed landscape and private open space areas.

Area A was found to be a highly disturbed patch of land, infested with gamba grass and other weed species. However, there are still patches of native vegetation, with three (3) main vegetation communities found onsite, including Melaleuca Woodland, Eucalypt Woodland, and Mixed Woodland. There are also smaller patches where Pandanus or Gamba grass, along with areas for access to easements, and street trees planted along the border with Dick Ward Drive. The site has been used as a general dumping ground for cars, household appliances, and building spoil which may require investigation for asbestos. In summary, the ecological condition of the site is not pristine and holds poor conservation value. The site is highly disturbed by weeds, rubbish, busy traffic, and general human impacts. Armstrong's Cycads (vulnerable under the NT TPWC Act 2000) were identified within the project area, however, only in low numbers.

Area B contains a small patch of native remnant vegetation that is highly impacted by weeds, traffic, rubbish, and fire. The Darwin Cycad (*Cycas armstrongii*), listed as vulnerable under the TPWC Act, is abundant within the site and efforts towards translocation of larger individuals are recommended (under permit from Parks and Wildlife NT).

There are three (3) main vegetation communities found onsite, including Eucalypt Woodland, Pandanus communities, and Introduced Species (and cleared areas). The assessment highlighted a few constraints to the development proposal, including vulnerable species Armstrong Cycad, Gamba Grass and Mission Grass infestation, a drainage channel adjoining the southern boundary of the site, and archeological points of interest. In summary, the ecological condition of the site is not in good condition as it is highly disturbed by weeds, rubbish, busy traffic, and general human impacts. Further details regarding cultural, soil, and flora and fauna assessment for Area B are provided in Appendix D.

Further details regarding cultural, soil, and flora and fauna assessment, including an Ecological Assessment for Area A were provided in the original Master Plan previously endorsed.

The management of all relevant cultural, soil, and flora and fauna will be undertaken in accordance with the recommendations of the ecological assessments as well as all relevant legislation. An Authority Certificate has been obtained from the Aboriginal Areas Protection Authority (AAPA), to ensure compliance with the Aboriginal Sacred Sites Act. (Refer **Appendix B**).

6.0 Masterplan- Landscaping

6.1 Subclause 11(e) - Landscape Treatment

The purpose of these Landscape Guidelines is to provide a minimum set of standards that shall be applied in the planning and delivery of the Dick Ward Drive / Bagot Road Proposed Development.

Objectives

The proposed landscape design should achieve the following objectives:

- Provide a high level of design quality and visual amenity for the proposed development.
- Landscaping provides shade and comfort to those using outdoor and external environments.
- Safe and convenient shading shall be provided from all car parking areas to the entrance points of buildings.
- Extend the natural and cultural landscape values of the area; and

All landscaping is to be in keeping with the rationale behind these objectives.

Principles

Landscaping on site should complement and enhance the streetscape, be attractive, water efficient and contribute to a safe street environment. Landscaping may include provision of paved areas and areas for entertainment and recreational activities.

Landscaping should be designed so that:

- (a) planting is focused on the area within the street frontage setbacks and communal open space areas and uncovered car parking areas.
- (b) it maximises efficient use of water and is appropriate to the local climate.
- (c) it considers the existing streetscape, or any landscape strategy in relation to the area.
- (d) significant trees and vegetation that contribute to the character and amenity of the site and the streetscape are retained.
- (e) the layout and choice of plants permit surveillance of public and communal areas; and
- (f) Any threatened species can be retained, or in cases where removal is unavoidable, relocated for use elsewhere on-site.

Landscaping in Car Parking Area

Parking and loading areas must be designed in accordance with Clause 6.5.3 (Parking Layout), of the NT Planning Scheme. Car parking areas visible from the public domain shall include landscaping to lessen their visual impact. For areas less than 20 spaces screen planting to the perimeter of the car park shall be sufficient. See the following extract for clarification.



Figure 9: Car park areas of less than 20 spaces

For areas more than 20 car spaces, tree bays must be incorporated at one bay for every 10 spaces except where bays abut rear or side walls of warehouse buildings. See the below extracts for further clarification.



Figure 10: Car park areas of more than 20 spaces

We note that in the intervening period between the 2014 endorsed Masterplan and this proposed amended Masterplan, the use of shade structures is now widely implemented to provide shade to carpark areas and is also an accepted outcome for the site. **Figure 11** below depicts the proposed landscaping for the Stage 1 DA lodged concurrently with this amended Masterplan which also represents a desired /compliant outcome.

1.4 Stage 1 Masterplan



Figure 11: Proposed Statement of Landscape Intent Stage 1 DA

6.2 Subclause 11(f) - Landscape Buffer

Landscape buffering for the development site are determined by the requirements of each area as follows:

1. A maximum 13 metre wide (variable width) landscape buffer will be provided to Fitzner Drive. These 13 metres incorporate an existing 10-metre-wide drainage easement to be designed in accordance with SD37.
2. An 8-metre-wide landscape buffer will be provided to Dick Ward Drive. This 8-metre buffer will be designed in accordance with SD37.
3. Proposed Road B - Streetscape Trees.
4. Proposed Road A- Streetscape Trees.
5. Primary Site Access Nodes to provide landmark/gateway landscaping statements.
6. Pedestrian Access Node to provide landmark/gateway landscaping statements.
7. Proposed Development Site. Landscaping is determined by internal layout to future design details. All proposed landscaping is to be in accordance with objectives as described within this document.

8. Existing Convenience Foods and Service Station site.
9. Land area not subject to masterplan.
10. A 3-metre-wide landscape buffer will be provided to Bagot Road. This 3-metre buffer will be designed in accordance with SD37.

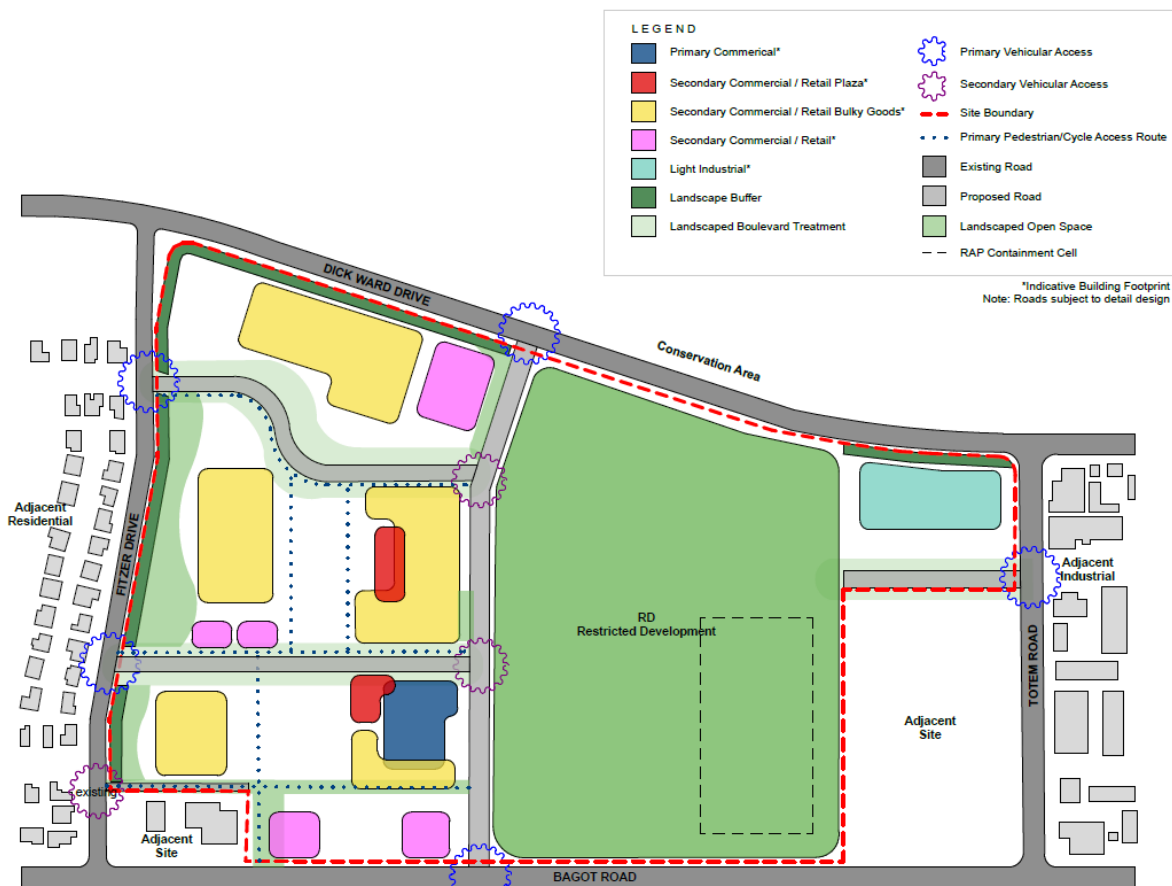


Figure 12: Landscape Buffer requirements (Refer Appendix A).

Area A

As per the clause requirements of SD37, development of Area A is to protect the residential amenity of the adjoining Ludmilla community. This is achieved by:

- meeting the requirements of Clause 6.12 of the NT Planning Scheme.
- providing a vegetated landscaping buffer to Fitzner Drive, which will include the existing 10m drainage easement that runs along the property boundary; or
- providing a minimum 3m landscaping area adjacent to this northern side of the drainage easement within Area A where the operation and/or maintenance requirements of this easement preclude landscaping.
- designing buildings to have an active frontage to Fitzner Drive that allows for the passive surveillance of the landscape buffer.
- provide a minimum 3m landscaped setback area from the property frontage at Bagot Road. No further setback is required in addition to the landscaped setback; however, consideration should be given to

sufficient setbacks to allow for maintenance of the landscaped buffer, car parking and loading and unloading facilities (where relevant).

- the landscaping buffer discussed at paragraphs 5(a) and 5(b) of Clause SD37, are to be constructed prior to the commencement of any development within Area A; and
- loading bays, storage facilities and waste storage utilities should be screened from Dick Ward Drive by using an 8m landscaping buffer and other landscaping design techniques in Areas A and B to the satisfaction of the consent authority.

The concepts below illustrate how the above can be achieved.



Fitzer Drive

Figure 13 below depicts the proposed landscaping for the interface to Fitzer

1.3 Masterplan Fitzer Drv Upgrade

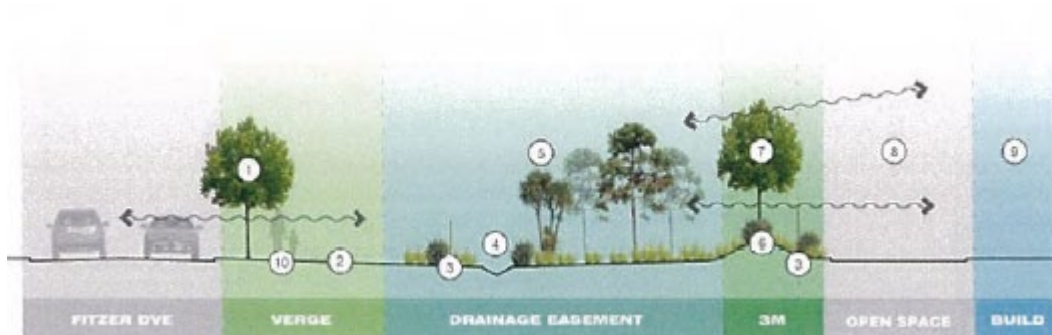


1. Existing street trees to Dick Ward Drive verge
2. Turfed road reserve ensures clear sightlines, shallow drainage swale (turfed - runs parallel to Dick Ward Drive)
3. Proposed fence line to allow for clear sightlines through to an area of vegetation, it will also provide a safety barrier to the Dick Ward Drive road reserve. Fencing to be integrated with soft landscaping.
4. Area of existing vegetation to be retained and regenerated.
5. Proposed fence lines to allow for clear sightlines through to an area of vegetation, it will also provide a safety barrier between the pedestrian areas of the built area. Fencing to be integrated with soft

landscaping.

6. 1-metre-wide internal verge allows for low ground cover species to be planted to the front of the fence to provide visual softening - any proposed planting will be in accordance with principles as outlined within these landscape guidelines.
7. Additional screening is provided through the planting of clear trunked tree species / low ground cover species.
8. Minimum 6 metre setback zone. Potential for this zone to be used for deliveries and car parking.
9. Building zone - minimum 6 metres from landscape buffer zone (drainage easement / 3-metre-wide landscape buffer). Building design to comply with the requirements of Clause 8 of SD37
10. Pedestrian pathway to Fitzer Drive Road reserve.

Dick Ward Drive



1. Existing street trees to Dick Ward Drive verge.
2. Turfed road reserve ensures clear sightlines, shallow drainage swale (turfed - runs parallel to Dick Ward Drive)
3. Proposed fence line to allow for clear sightlines through to an area of vegetation, it will also provide a safety barrier to the Dick Ward Drive road reserve. Fencing to be integrated with soft landscaping.
4. Area of existing vegetation to be retained and regenerated.
5. Proposed fence lines to allow for clear sightlines through to an area of vegetation, it will also provide a safety barrier between the pedestrian areas of the built area. Fencing to be integrated with soft landscaping.
6. 1-metre-wide internal verge allows for low ground cover species to be planted to the front of the fence to provide visual softening - any proposed planting will be in accordance with principals as outlined within these landscape guidelines.
7. Additional screening is provided through the planting of clear trunked tree species / low ground cover species.
8. Minimum 6 metre setback zone. Potential for this zone to be used for deliveries and car parking.
9. Building zone - minimum 6 metres from landscape buffer zone (drainage easement / 3-metre-wide landscape buffer). Building design to comply with the requirements of Clause 8 of SD37

Bagot Road



1. Existing street trees to Bagot Road verge.
2. Turfed road reserve ensures clear sightlines, shallow drainage swale (turfed - runs parallel to Bagot Road).
3. Proposed fence line to allow for clear sightlines through to an area of vegetation, it will also provide a safety barrier between the pedestrian areas of Bagot Road reserve. Fencing to be integrated with soft landscaping.
4. Area of existing vegetation to be retained and regenerated.
5. Proposed fence lines to allow for clear sightlines through to an area of vegetation, it will also provide a safety barrier between the pedestrian areas of the built area. Fencing to be integrated with soft landscaping.
6. Potential area for a 1-metre-wide internal verge to allow for low ground cover species to be planted to the front of the fence to provide visual softening.
7. Additional screening is provided through the planting of clear trunked tree species / low ground cover species.
8. Minimum 6 metre setback zone. Potential for this zone to be used for deliveries and car parking.
9. Building zone - minimum 6 metres from landscape car parking.
10. Building Zone- minimum 6 metre from landscape buffer zone (drainage easement/3-metre-wide landscape buffer).

Area B

Landscaping in Area B provides a high level of amenity by:

- meeting the requirements of Clause 6.12 of the NT Planning Scheme.
- designing buildings to have active frontage to Totem Road that allows for the passive surveillance of the landscape buffer.
- pursuant to Section 9.1 of the NT Planning Scheme, industrial buildings with frontage to Dick Ward Drive require 9m minimum setbacks. This setback may include the 8m of landscaping.

- pursuant to the NT Planning Scheme, a minimum setback of 3m is applicable from all street frontages (other than Dick Ward Drive and Bagot Road). The building facade is to address all street frontages with landscaping and an elevation that responds to the streetscape; and
- loading bays, storage facilities and waste storage utilities should be screened from Dick Ward Drive by using an 8m landscaping buffer and other landscaping design techniques in Areas A and B to the satisfaction of the consent authority.

7.0 Masterplan- Building Design

Utilising built aesthetics and landscape strategies will mitigate the visual impacts of development when viewed from surrounding major roads, public areas or other sensitive land uses, and ensure that major landscape elements within the site are retained and managed as part of the regional landscape. In particular, the development of the land must not impose upon the adjacent residential areas fronting Fitzner Drive, nor should the ultimate form of development be imposing to Bagot Road and Dick Ward Drive.

7.1 Subclause 11(g) - Compliance with NT Planning Scheme (Clause(s) 8.2 & 11.3)

The Masterplan aims to ensure that all buildings remain in keeping with the scale and extent of the proposed development, that of Clause 8.2 and 11.3.

7.2 Clause 8.2(Commercial and Other Development in Zones HR, CV, CB, C, SC, TC, OR, CR, FD, T)

The purpose of this clause is to promote site-responsive designs of commercial, civic, community, recreational, tourist and mixed-use developments which are attractive and pleasant and contribute to a safe environment.

It is considered that the design of buildings at the site will need to demonstrate full compliance with the requirements of this clause.

The following urban design objectives are designed to ensure that all future development within the site complies with the clause requirements outlined above.

The objectives are:

- Present a contemporary character by providing a unified streetscape with commercial and light industrial buildings of a high quality.
- Encourage the design of modern, functional buildings that will provide creative, premium commercial and light industrial precincts and set new standards within the Darwin property market.
- Promote sustainable design principles using building materials and products that minimise waste, provide energy efficient buildings, and protect downstream environments.
- Establish a development identity through image and place making initiatives.
- Encourage building, site and street designs that interface sensitively with and contribute to the neighboring residential communities; and
- Encourage creative contemporary design that aims at developing the most effective, highest and best use of the sites, while supporting the vision of the "Bagot Road Masterplan".

All buildings should be designed and sited to achieve the following: -

- The front elevation must be designed to address the street and to provide a corporate image and an inviting entrance.
- Compliance with Australian Standard 2021 - Aircraft Noise Intrusion - Building Siting & Construction as determined by the location of the site relative to the ANEF contours identified in the Bagot Road Master Plan.
- Architectural form and character must avoid large unrelieved expanses of wall or roof.
- The main entrance is to be on the front elevation or close to the front of the building, clearly visible from the street; and
- Entrance points to buildings are to be designed as focus points and must provide protection for pedestrians by means such as awnings, verandahs, canopies or colonnades.
- External finishes should reduce glare and reflectivity and building lighting should be in accordance with aviation requirements.
- Building design is to address all street frontages to achieve an aesthetically pleasing facade as well as allowing for passive surveillance of the landscaped area; and
- Blank walls are to be minimized through architectural design techniques such as awnings, windows, eaves, articulated roof design and vegetative softening; and
- the presentation of blank walls to Dick Ward Drive is to be minimised in Areas A and B by using architectural design techniques such as awnings, windows, eaves, roof design and other architectural design techniques.

7.3 Clause 11.3 (Industrial Subdivision)

The purpose of this clause is to ensure that industrial lots respond to the physical characteristics of the land. This clause will be addressed at the time of subdivision.

8.0. Conclusion

This Masterplan document was prepared to satisfy the clause requirements of Specific Use Zone SD37, specifically that of sub-clauses 10 and 11. The Masterplan is a strategy for guiding development principles associated with sub-clause 11(a) through 11(g), for the future development of the land.

This document covers those areas identified as Areas A & Band bounded by Bagot Road, Dick Ward Drive, Totem Road and Fitzer Drive.

The guiding principles and controls dealt specifically with sub-clause 11, in this masterplan included:

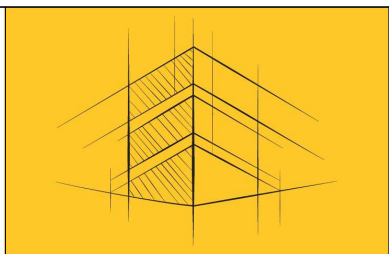
- (a) identifying pedestrian and cycle links through the site that connect to Bagot Road, Dick Ward Drive, Fitzer Road and Totem Road.
- (b) integrating parking areas with the pedestrian network.
- (c) including a road network design that provides necessary network upgrades, ingress and egress points, provides a low-speed environment that protects the amenity of adjoining areas and prioritises a safe pedestrian network.
- (d) providing any relevant cultural, soil and flora and fauna assessment that demonstrates that development of the land will not cause detrimental impact to the community or the environment.
- (e) providing detailed concept designs that illustrate the landscaping treatment for Areas A and 8.
- (f) including drawings that show how the landscaping buffer and built form adjacent to Fitzer Drive will be designed;
and
- (g) demonstrating how buildings are likely to be accommodated within the development and that compliance with Clauses 8.2 and 11.3 of the NT Planning Scheme is achievable.

This Masterplan establishes the foundations for the future development of the land and provides the framework for future decision-making. Further detail is illustrated within the concept extract below, which is of subject to the further traffic impact assessment commitments outlined in this master plan document. See the detailed version at Appendix A.



**Appendix 1 Varied Masterplan plans, prepared by Sargeant Planning,
dated 30 October 2025.**

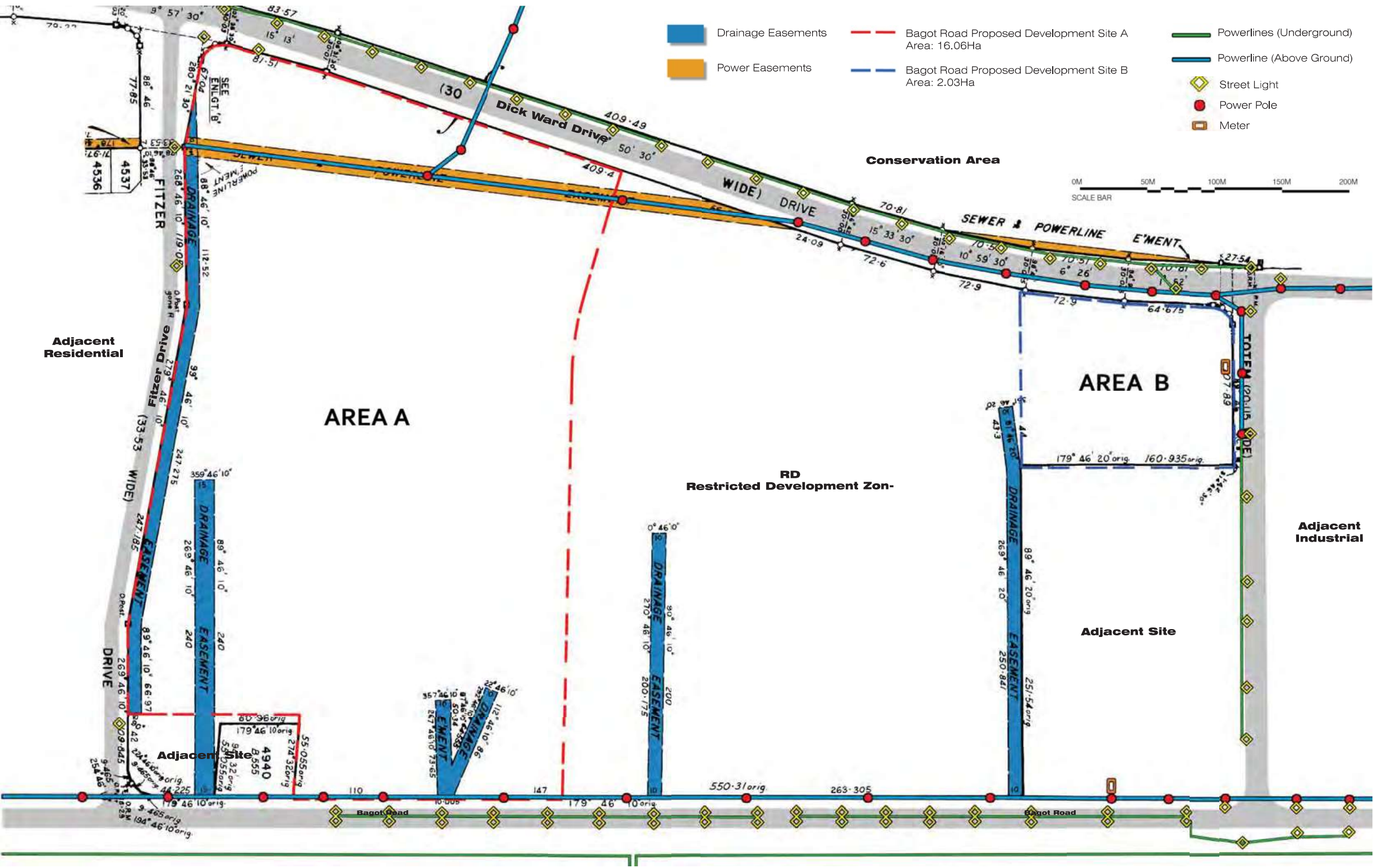
November 2025



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BAGOT ROAD

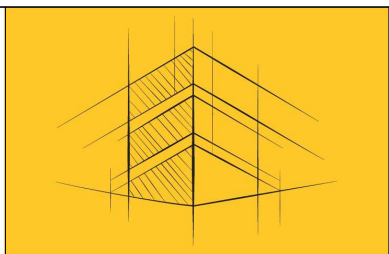
Rev.	Date.	Description.	Dwn.	Chk.
01	28.04.25	FOR APPROVAL	GS	GS
02	18.06.25	FOR APPROVAL	GS	GS
03	30.10.25	FOR APPROVAL	GS	GS



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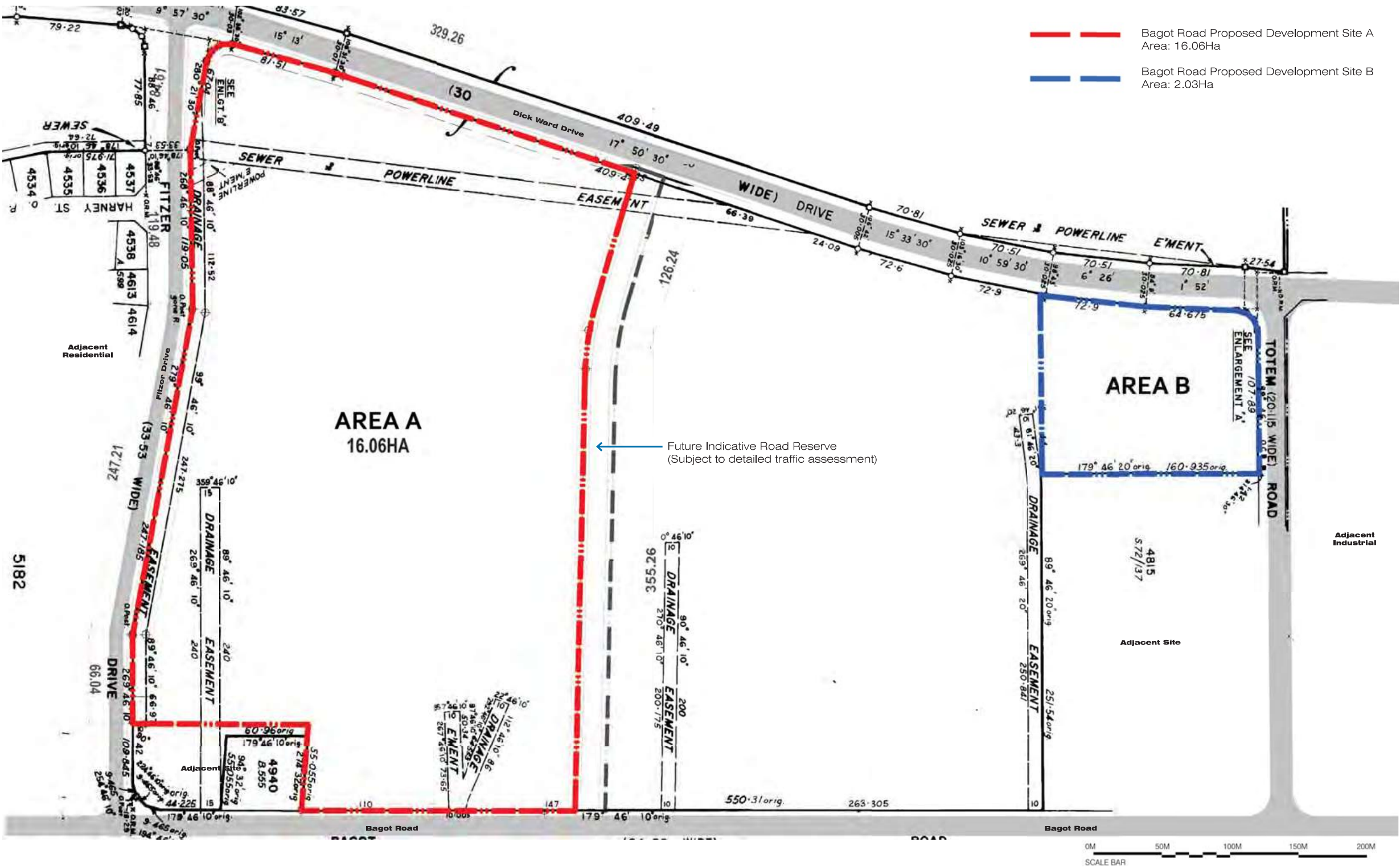
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LEGEND

Primary Commerical*

Secondary Commercial / Retail Plaza*

Secondary Commercial / Retail Bulky Goods*

Secondary Commercial / Retail*

Light Industrial*

Light Industrial*

Landscape Buffer

Landscaped Boulevard Treatment

Primary Vehicular Access

Secondary Vehicular Access

Site Boundary

Primary Pedestrian/Cycle Access Route

Existing Road

Proposed Road

Landscaped Open Space

RAP Containment Cell

*Indicative Building Footprint
Note: Roads subject to detail design

The map illustrates a land use plan for an area bounded by Bagot Road to the south, Dick Ward Drive to the north, and Fitzner Drive to the west. The plan includes several key features:

- Roads:** Bagot Road (bottom), Dick Ward Drive (top), Fitzner Drive (left), and Totem Road (right).
- Land Use Zones:** Primary Commercial (dark blue), Secondary Commercial / Retail Plaza (red), Secondary Commercial / Retail Bulky Goods (yellow), Secondary Commercial / Retail (pink), Light Industrial (teal), and Landscape Buffer (dark green).
- Development Areas:** A large 'RD Restricted Development' area is outlined in green, and an 'Adjacent Site' is outlined in red.
- Access and Infrastructure:** Primary and secondary vehicular access points are marked with blue and pink dashed lines, respectively. Primary pedestrian/cycle access routes are shown as blue dotted lines.
- Other Features:** A 'Conservation Area' is located to the north of the main site, and 'Adjacent Residential' and 'Adjacent Industrial' areas are shown to the west and east, respectively.

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INDICATIVE LAND USE PLAN BAGOT ROAD

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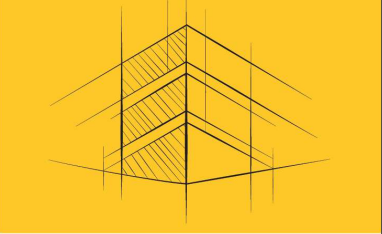
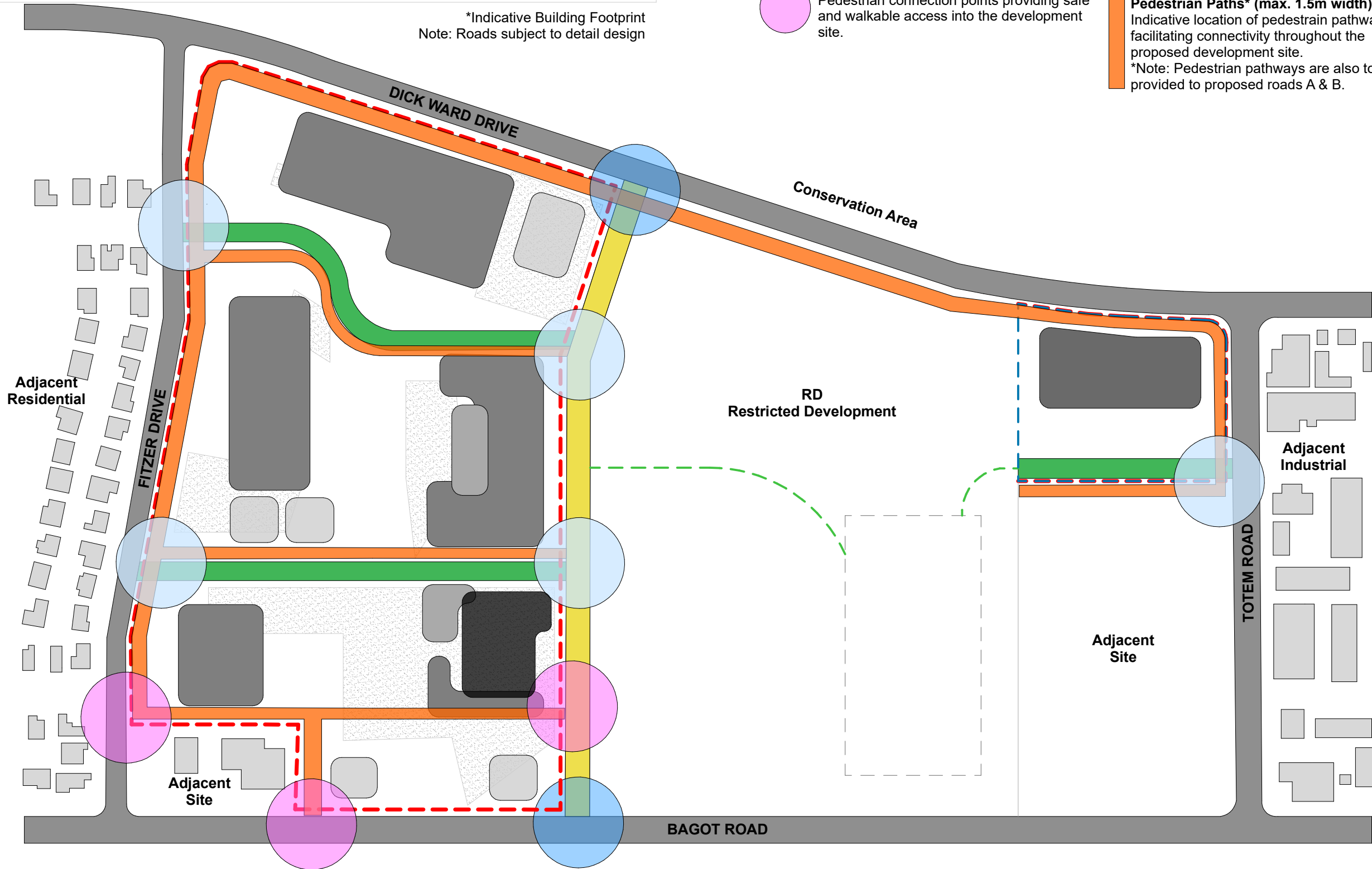
LEGEND

- Primary Building (Mixed Retail / Bulky Goods)*
- Secondary Building (Retail / Commercial)*
- Secondary Building (General Retail)*
- Pedestrian focused Plaza (General Retail)*
- Pedestrian Connections
- Proposed Road A Connection
- Proposed Internal Road Connections
- Bagot Road Proposed Development Site A
- Bagot Road Proposed Development Site B
- RAP Containment Cell
- Temporary Connection

*Indicative Building Footprint
Note: Roads subject to detail design

- Primary Vehicular Access Nodes**
Primary East-West road connecting Bagot Road and Dick Ward Drive providing vehicular connection for the proposed development site.
- Secondary Vehicular Access Nodes**
Vehicular connection points facilitating connectivity throughout the proposed development site from Fitzer Drive to new proposed internal road.
- Pedestrian Only Access Nodes**
Pedestrian connection points providing safe and walkable access into the development site.

- Proposed Road A**
Primary Collector (Public)
Primary East-West road connecting Bagot Road and Dick Ward Drive providing vehicular connection for the proposed development site.
- Proposed Internal Road B (Private)**
Primary internal road connections. Providing North-South connections from Fitzer Drive to proposed Road A providing vehicular connection throughout the proposed development site.
- Pedestrian Paths* (max. 1.5m width)**
Indicative location of pedestrian pathways facilitating connectivity throughout the proposed development site.
*Note: Pedestrian pathways are also to be provided to proposed roads A & B.



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INDICATIVE BUILT AREA &
CIRCULATION
BAGOT ROAD

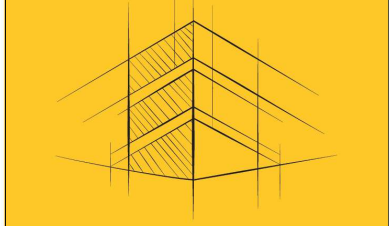
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01	28.04.25	FOR APPROVAL	GS	GS
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URBAN STRUCTURE:
CONNECTIVITY PLAN
BAGOT ROAD

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01	28.04.25	FOR APPROVAL	GS	GS
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03	30.10.25	FOR APPROVAL	GS	GS

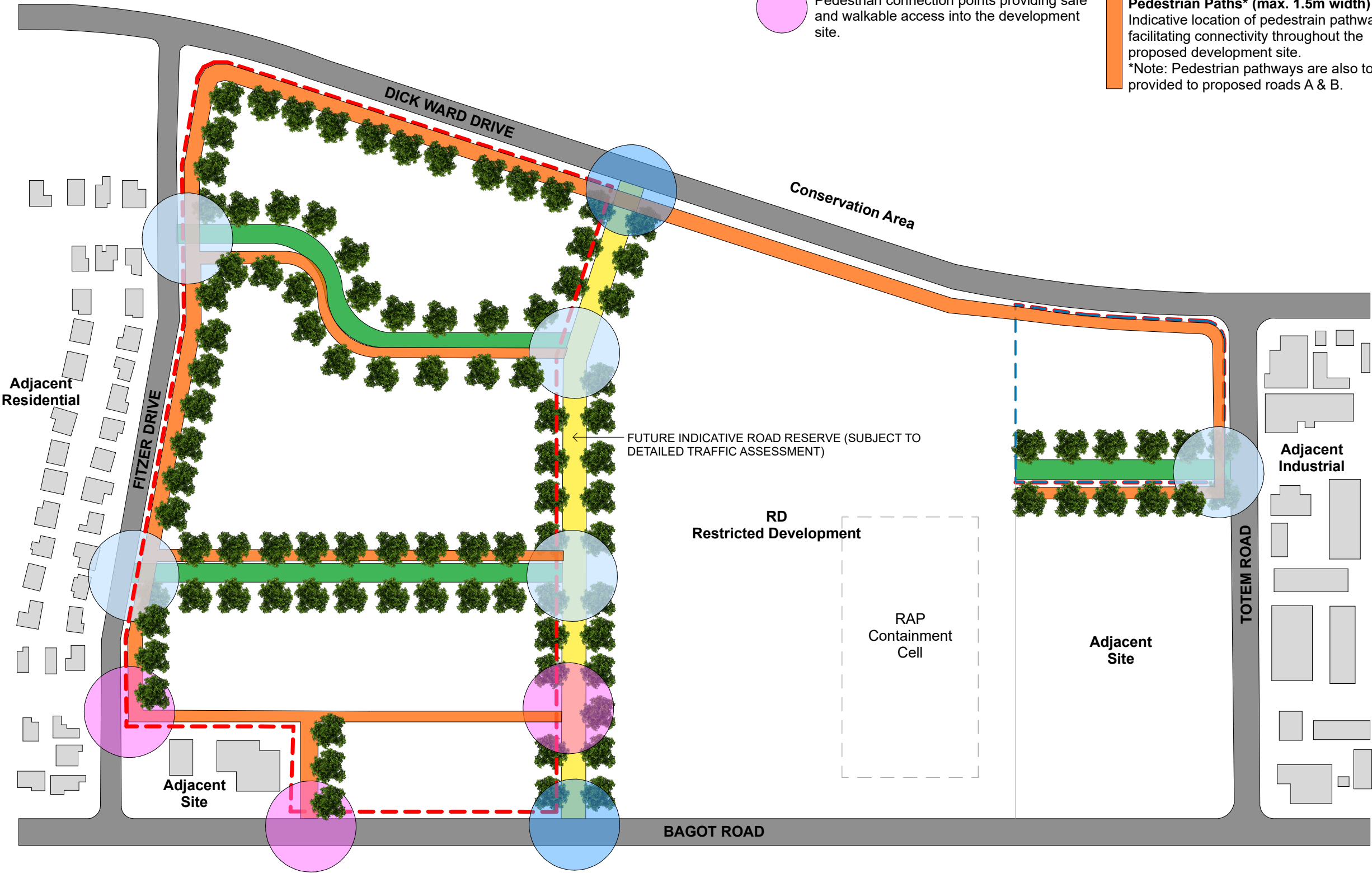


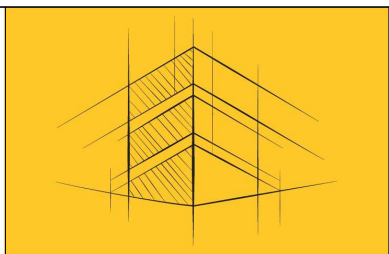
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- Primary Vehicular Access Nodes**
Primary East-West road connecting Bagot Road and Dick Ward Drive providing vehicular connection for the proposed development site.
- Secondary Vehicular Access Nodes**
Vehicular connection points facilitating connectivity throughout the proposed development site from Fitzzer Drive to new proposed internal road.
- Pedestrian Only Access Nodes**
Pedestrian connection points providing safe and walkable access into the development site.
- Proposed Road A
Primary Collector (Public)**
Primary East-West road connecting Bagot Road and Dick Ward Drive providing vehicular connection for the proposed development site.
- Proposed Internal Road B (Private)**
Primary internal road connections. Providing North-South connections from Fitzzer Drive to proposed Road A providing vehicular connection throughout the proposed development site.
- Pedestrian Paths* (max. 1.5m width)**
Indicative location of pedestrian pathways facilitating connectivity throughout the proposed development site.
*Note: Pedestrian pathways are also to be provided to proposed roads A & B.





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DRAFT ANEF 2049 JOINT DOMESTIC & MILITARY BAGOT ROAD

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LEGEND

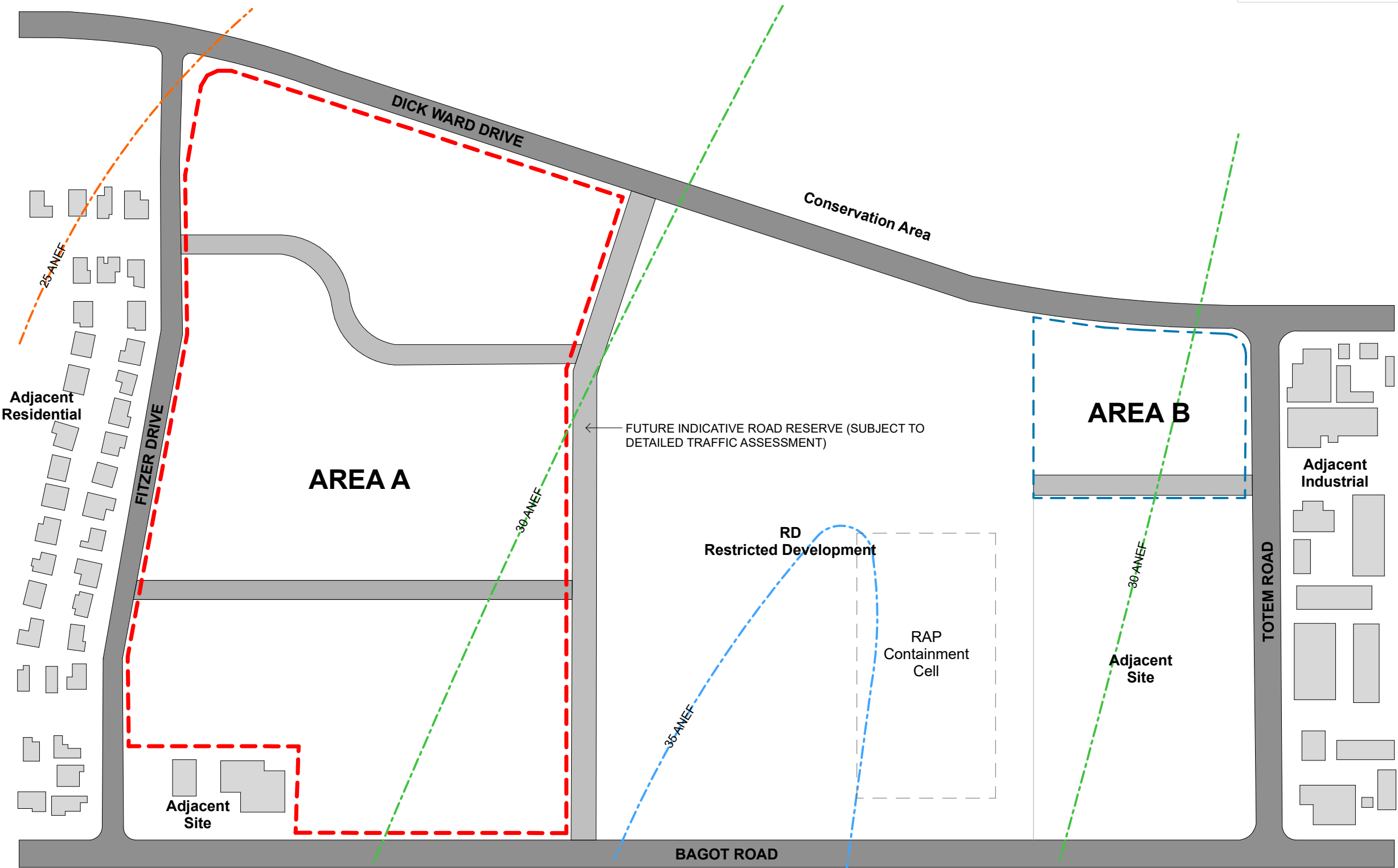
35 ANEF

30 ANEF

25 ANEF

Existing Road

Proposed Road



LEGEND

Existing Informal Tracks

Bagot Road Proposed Development Area A

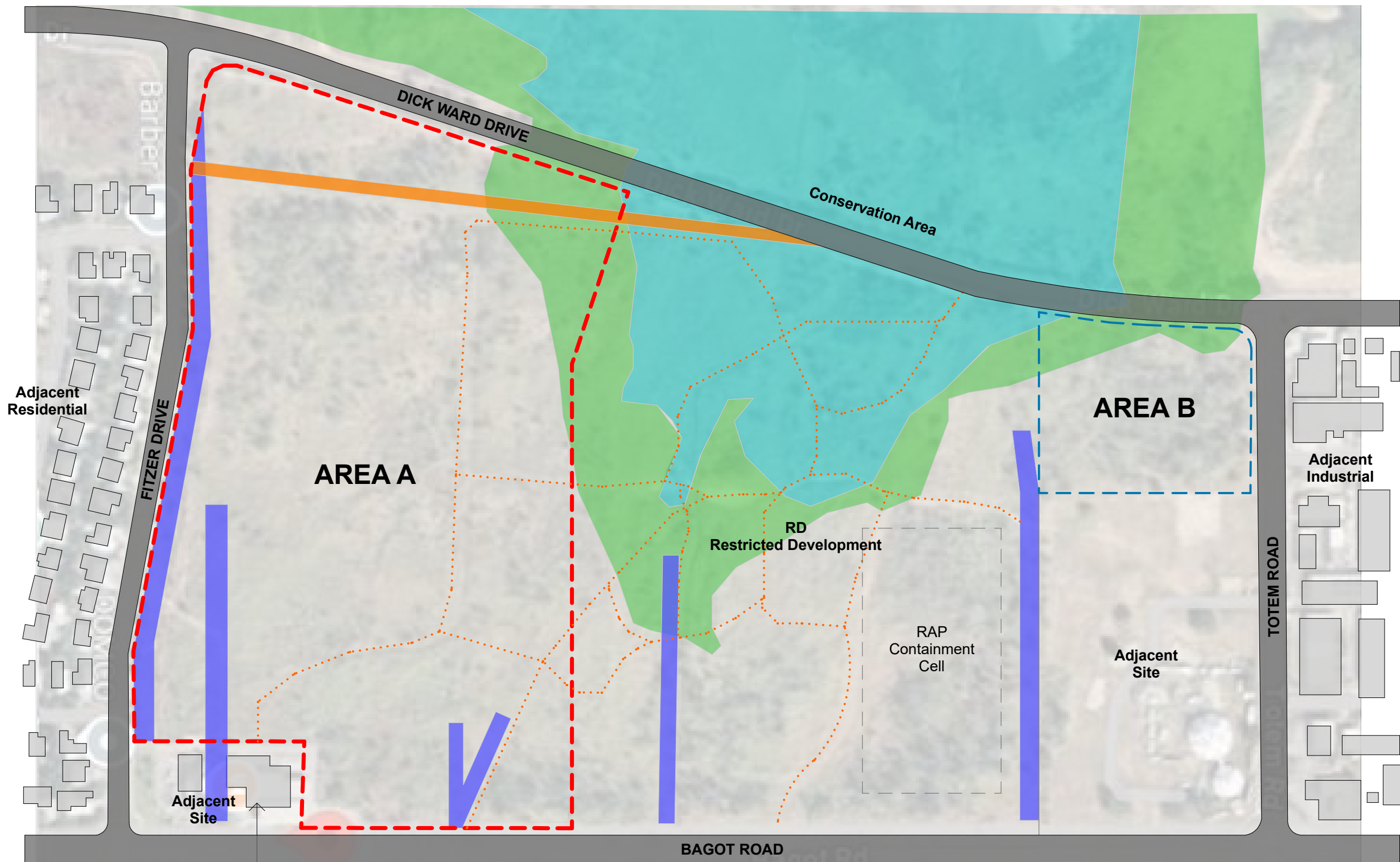
Bagot Road Proposed Development Area B

Drainage Easements

Storm Surge 2100 Primary

Storm Surge 2100 Secondary

Power Easements



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EXISTING SITE ANALYSIS
BAGOT ROAD

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LEGEND

Bagot Road Proposed Development Area A

Bagot Road Proposed Development Area B

Light Industry

Public Open Space

Special Development No. 37

Restricted Development

Conservation

Service Commercial

Low Density Residential

Low-Medium Density Residential

The map illustrates the zoning plan for Bagot Road. It features several key elements:

- Bagot Road:** A grey road running horizontally across the bottom of the map.
- Dick Ward Drive:** A grey road running diagonally from the top left towards the center.
- Fitzer Drive:** A grey road running vertically on the left side.
- Totem Road:** A grey road running vertically on the right side.
- SD37 (Area A):** A large grey area outlined with a red dashed line, located in the center-left.
- SD37 (Area B):** A smaller grey area outlined with a blue dashed line, located to the right of Area A.
- RD (Restricted Development):** A large green area at the top and a medium green area to the right of Area A.
- CN (Conservation):** A dark green area at the top right.
- LR (Low Density Residential):** A pink area on the left side, containing house icons.
- MD (Low-Medium Density Residential):** A red area at the bottom left, containing house icons.
- SC (Service Commercial):** A blue area at the bottom left, containing building icons.
- LI (Light Industry):** A purple area on the right side, containing building icons.
- PS (Public Open Space):** A light green area to the right of Area B.

A note with an arrow points to a dashed line: "FUTURE INDICATIVE ROAD RESERVE (SUBJECT TO DETAILED TRAFFIC ASSESSMENT)".

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ZONING PLAN
BAGOT ROAD

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Appendix B- Aboriginal Areas Authority Protection Certificate

November 2025



**Aboriginal Areas
Protection Authority**

protecting sacred sites across the territory

In Reply Please Quote: 202410971

Gwalwa Daraniki and Citiland Pty Ltd c/- Planit Consulting
PO BOX 1378
NIGHTCLIFF NT 0814

Dear Terence Jape

**Authority Certificate for Variation of C2014/133 - Part Lot 5182 Town of Darwin
- 202410971**

I refer to your application for an Authority Certificate received on the 26th September 2024.

I am pleased to provide you with the attached Authority Certificate issued in accordance with the *Northern Territory Aboriginal Sacred Sites Act 1989*.

Aboriginal sacred sites must not be damaged by any of your activities.

This Authority Certificate contains conditions to ensure the protection of sacred sites. It includes a map that must be retained as part of the Authority Certificate. Please ensure you and all of your employees, agents and contractors understand and abide by these conditions.

This Authority Certificate is a variation of C2014/133, which was in turn a variation of C2012/127. The key differences are that one reported burial site (5073-8) and three areas of cultural significance (5073-152, 5073-158, and 5073-159) no longer appear on the map that is Annexure A. While C2012/127 and C2014/133 did not seek to protect these as sacred sites, information about them was provided to allow you to manage any risks to your proposed development. With the same intention, the four sites have been described in the appendices of the attached Authority Certificate.

As advised in the cover letters of C2012/127 and C2014/133, you should be aware that there are different interpretations of the subject land within the wider Larrakia group. Consultations conducted by the Authority over the years have recorded significant opposition by some Larrakia custodians to development in the subject land, expressed on a range of social, cultural, historic, and environmental grounds. It is further noted that reference has been made by Aboriginal custodians to the possibility that burial sites are located throughout the subject land, though precise locations have not been confirmed.

Please note that costs associated with this Authority Certificate have been waived.

Please note, if the scope or scale of your project changes, an application for a variation to your Authority Certificate should be made.

Any queries may be emailed to enquiries.aapa@aapant.org.au or by phoning (08) 8999 4356.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Benedict Scambary', with a stylized, cursive script.

Dr. Benedict Scambary
Chief Executive Officer
3/12/2024

Aboriginal Areas Protection Authority

Authority Certificate

Issued in accordance with Section 22 of the *Northern Territory Aboriginal Sacred Sites Act 1989*

Reference: (Doc: 202410971) C2024/073

Applicant: Gwalwa Daraniki and Citiland Pty Ltd c/- Planit Consulting

ABN: 32009651496

Subject Land: As shown on the map which is Annexure 'A' being Part Lot 5182 between Dick Ward Drive and Bagot Road Town of Darwin.

Proposed Work or Use: Works comprising Proposed development of the subject land for mixed retail, commercial and industrial components

Interpretation: To the extent of any inconsistency between the conditions of this Authority Certificate and the conditions of any previous Authority Certificate issued over the same area to the applicant for the proposed works, the conditions of this Authority Certificate shall prevail.

All Authority Certificate annexures and appendices form part of this Authority Certificate and are to be read in conjunction with the conditions below.

Conditions:

1. The applicant must ensure that:
 - a) any agent, contractor or employee is aware of the conditions of this Certificate and their obligation to comply with the *Northern Territory Aboriginal Sacred Sites Act 1989*;
 - b) the conditions of this Certificate are included in any subsequent contract or tender documents for the proposed work or use described above;
 - c) any agent, contractor or employee is aware that this Certificate does not negate the need for consent, approval or permission for the proposed work or use of the land which may be required under other legislation.
2. This Certificate will lapse and be null and void if the proposed work or use is not commenced within 24 months of the date of this Certificate.

The common seal of the
Aboriginal Areas Protection Authority
was affixed on the 3rd day
of December 2024



Dr. Benedict Scambary
Chief Executive Officer



Appendix 1

Aboriginal burial sites may be located within or in the vicinity of the subject land. Burial sites that were reported during the course of preparing this Certificate have not been shown on the map but for your information are described below.

In the event any human remains are unearthed it is your responsibility to stop works and immediately report the disturbance to the NT Police.

It is an offence to interfere with the remains of a deceased person under the Criminal Code Act 1983.

1. 5073-8 is a reported burial and ceremonial area extending from behind the Old Retta Dixon Home to an area beyond Totem Road & Dick Ward Drive at E701278 N8628161 (UTM GDA94 Zone 52).

Appendix 2

Three sites of additional cultural significance have been reported within the subject land. These sites have not been shown on the map but for your information are described below. They may include features that would be protected under the *Heritage Act 2011*.

1. 5073-159 is historic Chinese well at E701400 N8627880 (UTM GDA94 Zone 52).
2. 5073-158 is a spring located just north of the service station on Bagot Rd at E701737 N8627512 (UTM GDA94 Zone 52).
3. 5073-152 is a reported ceremony ground in an area of bush on the corner of Dick Ward Drive and Fitzner Rd near Bagot Community at E701366 N8627553 (UTM GDA94 Zone 52).



Variation of C2014/133 - Part
Lot 5182 Town of Darwin -
202410971

ANNEXURE "A" MAP FORMING PART OF
AUTHORITY CERTIFICATE C2024/073

ISSUED TO:
Gwalwa Daraniki and Citiland Pty Ltd c/- Planit
Consulting





CHECKED BY: *[Signature]* DATE 28/11/2024
RLM - LAND INFORMATION OFFICER

J2024-0842



metres
Scale 1:4,000
Coordinate system: GD-A94

KEY

- | | |
|--|---|
|  Subject Land |  Burial |
|  Extent of Recorded Sacred Site |  Sacred Burial |

* The Sacred Site point is not indicative of the specific site location and does not represent the location of any features of the site.



Aboriginal Areas
Protection Authority

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Bagot Rd & Fitzer Dr. NT 0820

Statement of Landscape Intent



1.1 Introduction

The site forms an important and also missing component in the streetscape for Bagot Rd and local neighbourhood. The historically disturbed and regularly burn site does not contribute positively to the local amenity nor that of the driving public. Through the development of the master plan a managed interfaces will be introduced consisting of a natural edge, commercial urban edge to Bagot Rd and Dickward Drv with a urban landscape edge to Fitzer Drv.

The natural edge constitutes the current restricted development (RD) area of the site which is to be largely retained as a natural area. Trees and palms are to be retained to the street edge screening detention and containment cell.

The commercial edge will reflect the Special Development (SD) zoned area(s) – Area A and B and includes layered landscape treatments and copses of trees/palms framing to improve pedestrianisation and streetscape amenity/aesthetics of the frontages. The layered and managed landscape edge to the commercial frontage defines the private public area, specific buildings and framed views of the built form.

The urban edge to Fitzer is to reflect a suburban character with large turf areas and copses of trees and plans filtering views of the development area. Pedestrianisation of the frontage is delivered through new paths and seating, improving the aesthetics of the streetscape.

THE SETTING

The design will acknowledge the site’s contextual positioning near Darwin Harbour, natural areas fringing Darwin Airport as well as surrounding urban and commercial forms. The site is strategically situated on major transport routes and access to Darwin Airport.

Bagot Rd/Dickword Drv in relation to the site includes natural and open sapce areas, commercial and light industrial uses as well as residential uses.

The site builds upon the character of this collection of built and natural settings to reinforce a new commercial and natural/open sapce interface. The acknowledgement of the setting enables differing landscape treatments to be employed to contribute to the streetscape character and result in improved amenity.

- Introduction
- Statement of Landscape Intent
- Masterplan
- Stage 1 Masterplan
- Stage 1 Elevations
- Paving Treatments & Furniture
- Planting Palette



1.2 Statement of Landscape Intent

DESIGN INTENT

CONTEXTUAL APPROPRIATENESS

Appropriate materials, detailing, plants and furnishings are selected to promote the blended natural and commercial aesthetic in this confluence of activity and zones. This includes where possible relocated native cycads and pandanus. The streetscape designs will introduce a combination of turf and garden bed areas to blur the public/private interface. New paths and tree/palm plantings will support pedestrianisation of the road frontage through shade, interest and open space nodes/linkages. The feature trees / palms are drawn from the blended natural and introduced garden contextual realm and include where possible relocated native plants. The feature trees / palms are utilised more formally within the site to frame-built form and key roads/circulation paths. Layered low groundcovers and hedging plants are designed to further blur the public/private realm. These plantings provide colour and interest, direct movement and define spaces to sit and rest. The layering is also to convey a managed commercial interface. Through use of the site greater management is also able to be employed in restoring values within the natural areas of the site and the positive contribution this may have to the overall locality and streetscape aesthetic. The use of native and garden plantings, pedestrian nodes and meandering paths connect the site with its setting.

PUBLIC REALM

The landscape design's goal is to provide public benefits through improvements to the urban aesthetics and environmental qualities of the site and its surrounds. The sympathetic transitioning of the development into its setting is one of the critical design considerations to achieve this aim. Use of locally endemic and /or relocated feature palms combined with the urban garden planting palette are designed to achieve the goal. Building setbacks and expanse of trees in turf are designed to reflect a suburban context for the treatment to Fitzer Drv. The prioritisation of open space areas and nodes to the Fitzer Drive frontage is to assist in promoting an open landscaped and managed setting.

IMPROVED CONNECTIVITY

The master plan aims to actively engage the streetscape environment and promote comfortable pedestrian connectivity around and through the development. Improvements to 'pedestrianise' the streetscape environments are proposed, providing convenient access to key destinations within the site and the wider surrounds. This is achieved through legible connections with clear sight lines to destinations and low plantings for safe navigation in the space. As an improvement to the existing arrangement, the perimeter of the site will be highly accessible through a series of public and private engagement points and space provided for pausing/resting. The defined pedestrian entries typically align with road connections, inject activity into the public realm. New paths meander through the public/private interface to add a more casual character to contrast with the high frequency road corridors. Visual connectivity between the public/private use areas is achieved through selected plantings and hardscape treatments.

PEDESTRIAN AMENITY

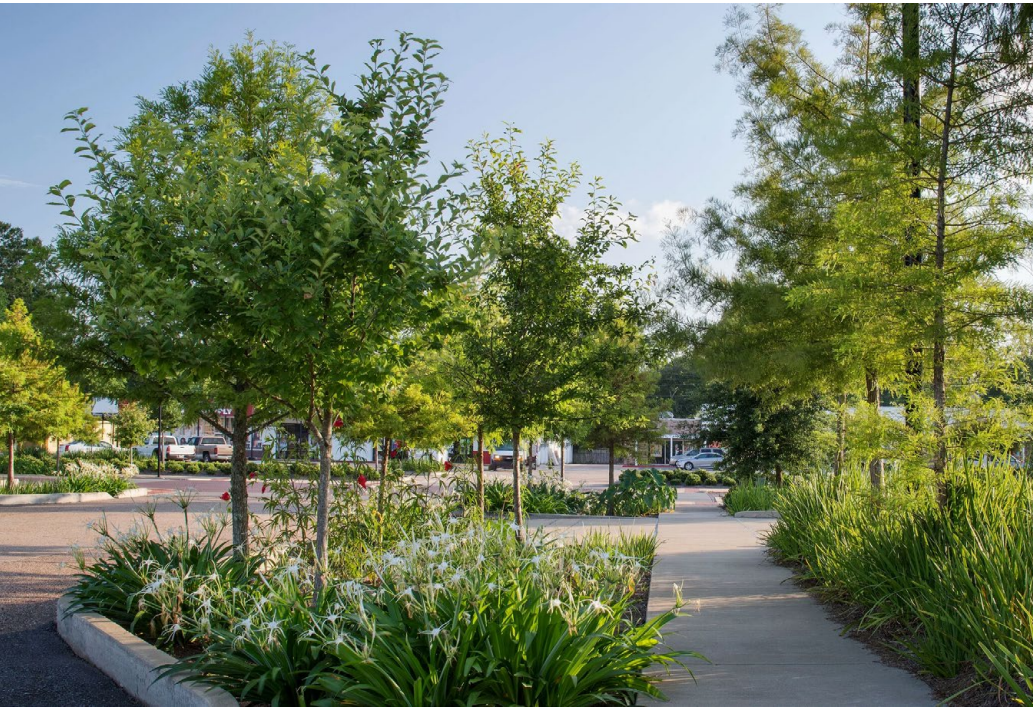
Pedestrian amenity, comfort, walkability and safety will be substantially improved by the proposed treatments to the frontages and internal road spines. Large feature shade trees and substantial plantings of supporting vegetation will be used to provide climatic comfort and reinforce the character themes and improve visual amenity. The landscape treatments, arrangements and scales will be adjusted in response to internal connections and spaces and road frontage. Hardscape treatments will be arranged, extended and realigned in response to the functional use of the frontages. Additional attraction may be provided through the use of integrated feature lighting and street seating. Streetscape plantings will be used to provide visual and climatic amenity.

STAGE 1

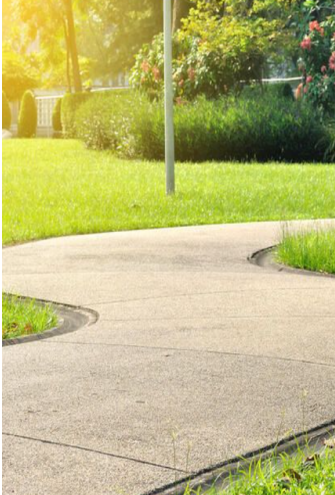
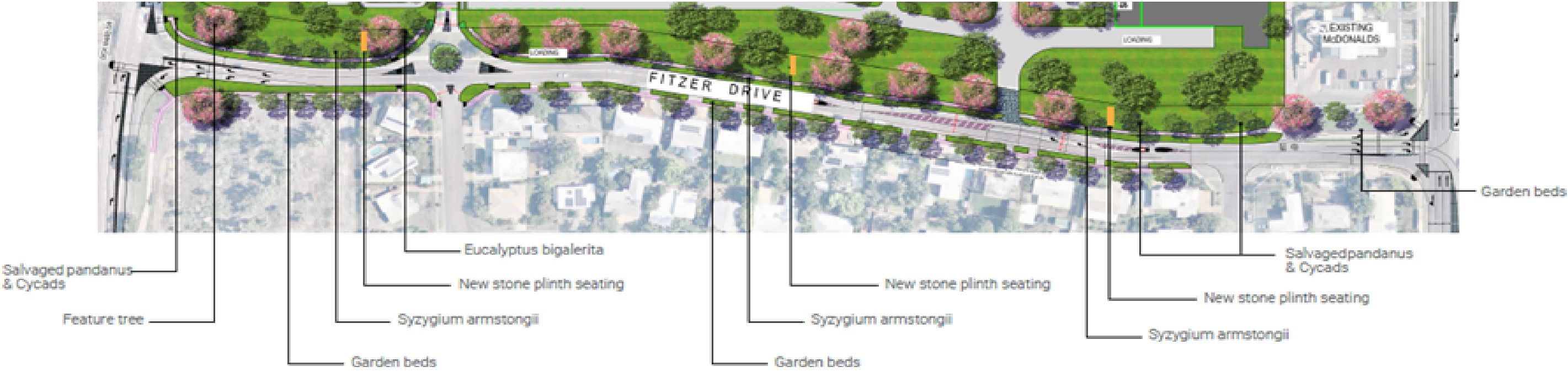
Stage 1 of the development will formalise the site's entry with Bagot Rd and Fitzer Drv. This includes delivery of new paths and plants to these frontages and integration with adjoining existing uses. Feature palms are used throughout the carpark areas to provide vertical scale to the built form whilst also adding sculptural qualities. Copses of trees and palms and layered gardens are used to achieve the differing intensity and character for each street frontage. The landscaping is functional and utilising readily available species.

SUMMARY

The project provides exciting urban design and Landscape opportunities to make functional and aesthetic improvements to the immediate locality in which it's located. The landscape treatments will reinforce planning strategies and initiatives for integration of development into the locality and site. The design will improve the public realm amenity, providing site permeability and promoting a richer and more active engagement between the public and private realms. Comfortable streetscapes will be provided, improving pedestrian connectivity throughout and effectively link to the internal uses to create a highly walkable precinct/neighbourhood. Softscape treatments will be appropriately designed for the setting to support its spatial functioning and integrate with the urban framework that surrounds. Using mainly endemic plant species, the design will improve visual amenity, environmental and microclimatic conditions for the area. The landscape works complete a segment of the various streetscapes which to date have not been managed for aesthetic and amenity outcomes resulting in public benefits.



1.3 Masterplan Fitzer Drv Upgrade



1.3 Masterplan



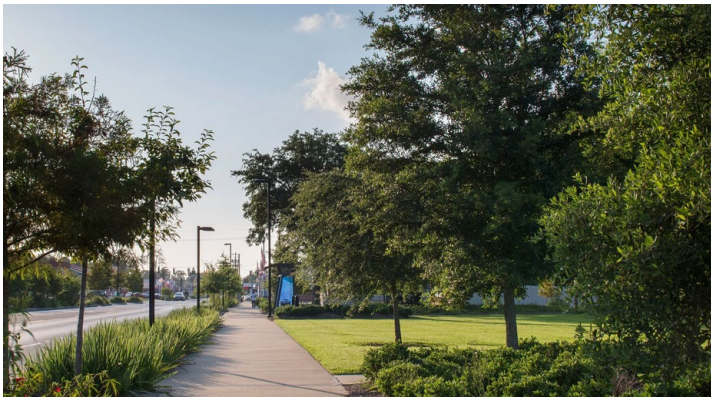
- Salvaged pandanus & Cycads
- Feature tree
- Eucalyptus bigalerita
- New stone plinth seating
- Syzygium armstongii
- Garden beds
- New stone plinth seating
- Syzygium armstongii
- Garden beds
- Salvaged pandanus & Cycads
- New stone plinth seating
- Syzygium armstongii



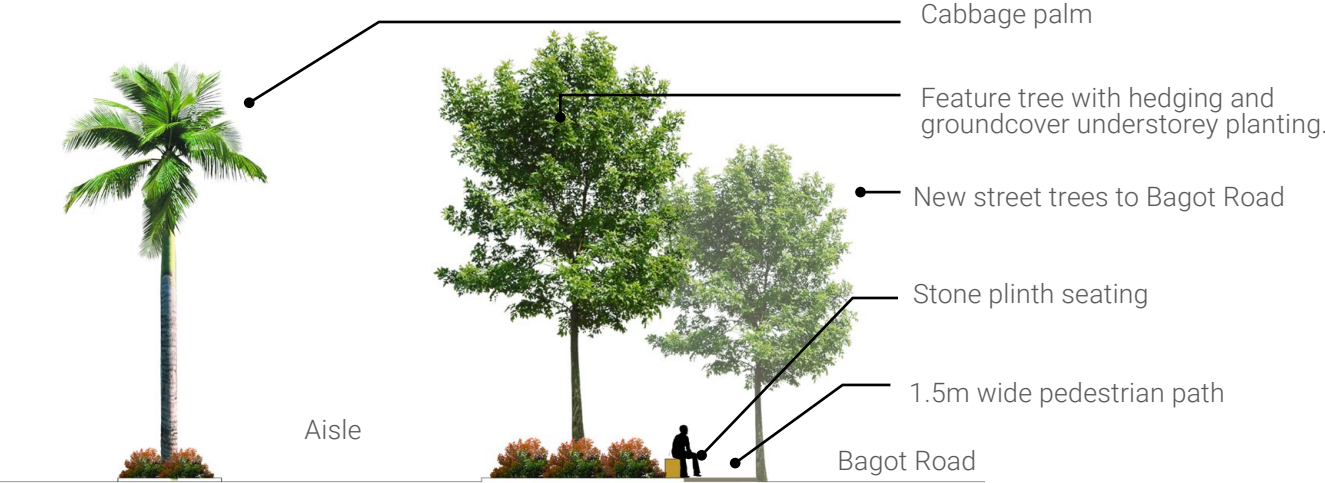
1.4 Stage 1 Masterplan



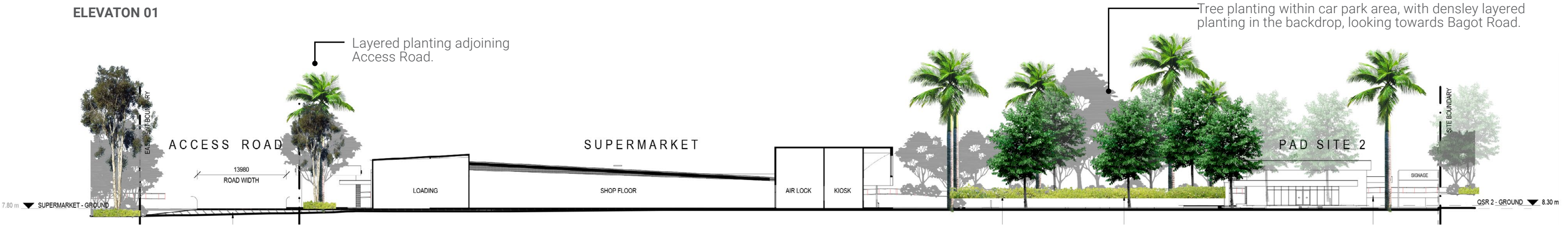
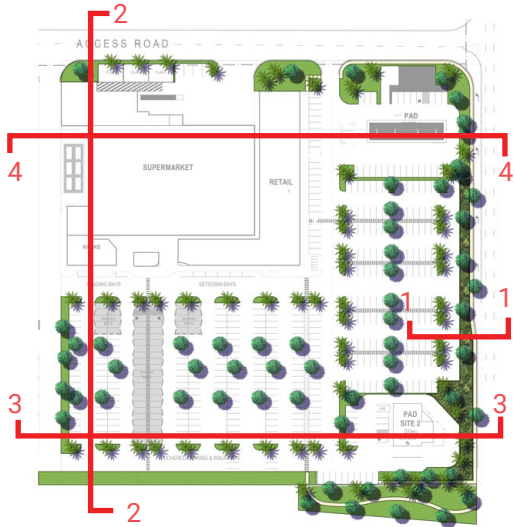
Character images or rock walling, dense low planting and open lawn areas show the intention that runs throughout the commercial precinct.



1.5 Elevations



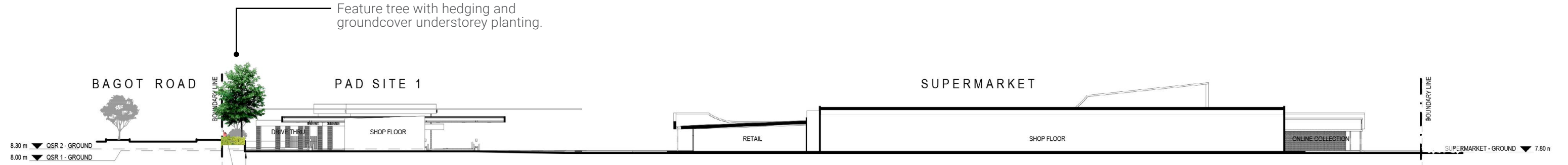
ELEVATON 01



ELEVATON 02



ELEVATON 03



ELEVATON 04

1.6 Paving Treatments & Furniture

Bollards, Bins& Bike Racks

Provide durable urban furniture that complements the natural environment through the use of timber grained aluminium finishes. The intent is to achieve a warm, organic appearance while maintaining low maintenance and long-term durability.



Pavement Treatments

Pavement finishes to include a combination of exposed aggregate and grey concrete surfaces.

Exposed aggregate areas to be used strategically to provide subtle visual and tactile cues identifying seating zones, entry thresholds, or nodal points within the landscape.

Aggregate selection and finish to ensure visual contrast while maintaining a cohesive palette with surrounding materials.

All finishes to be durable, slip-resistant, and appropriate for pedestrian traffic.



Stone plinth seating

Stone plinth seating is designed to seamlessly integrate with the natural landscape, serving both as a functional resting point and a sculptural feature. Crafted from locally sourced stone, each plinth echoes the surrounding terrain in texture, color, and form, ensuring a cohesive relationship between built and natural elements.

1.7 Planting Palette



Albizia saman



Livistona benthamii



Pandanus spiralis



Corymbia foelscheana



Syzygium australe 'Resilience'



Westringia fruticosa



Codiaeum variegatum



Cycad sp.



Lomandra longifolia



Haemodorum coccineum



Hymenocallis littoralis



Zephyranthes candida