

*DARWIN - A TROPICAL CITY*



*IMPLEMENTING THE VISION*

# CENTRAL DARWIN

## Land Use Objectives



NORTHERN TERRITORY GOVERNMENT



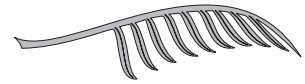
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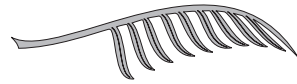
***CENTRAL DARWIN***  
***LAND USE OBJECTIVES***

Pursuant to section 8(1) of the Planning Act 1993, I declare the Central Darwin Land Use Objectives to be a land use objective of the Northern Territory.

MIKE REED  
Minister for Lands, Planning and Environment

Date 9/10/96

The Central Darwin Land Use Objectives are supported by the companion document entitled *Planning Concepts and Development Opportunities*.



## **CENTRAL DARWIN**

### **LAND USE OBJECTIVES**

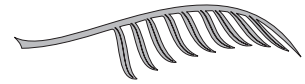
#### **THE VISION**

This document sets the Government's objectives for the planning and development of Central Darwin over the next 20 years and beyond. The objectives create a planning policy framework which should allow Darwin to develop as a city of distinction, with its character and style derived from its tropical monsoonal climate, its geography, its history and its culturally diverse population.

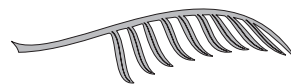
#### **INTENDED OUTCOMES**

In conjunction with its companion document, *Planning Concepts and Development Opportunities*, the Land Use Objectives, as declared under section 8 of the Planning Act, enable the Government and the community of Darwin to move towards achieving the following outcomes:

- \* The development of a more lively and vibrant city which enhances the quality of life for its residents, workers and visitors.
- \* An attractive business environment, conducive to economic growth.
- \* A greater residential component focussed on Central Darwin to revitalise its retail activities.
- \* A coordinated and integrated approach to infrastructure development, urban design and landscaping.
- \* A strategic, performance based approach to land use and development decisions.
- \* A more flexible outlook creating an innovative and more sustainable planning environment.
- \* A city structure and built form which takes advantage of climate, heritage values and Central Darwin's peninsular location and harbour setting.
- \* Buildings which are compatible with their surroundings, taking into account issues of massing, overlooking, the need for shade and shelter structures at ground level and the provision of usable public space.
- \* Appropriate landscaping which creates a truly tropical city with shade a primary consideration.



- \* An efficient public transport system, which includes options for water transport and a land based mass transit system.
- \* An efficient and safe road network which provides access for private and public transport and service vehicles, without detracting from pedestrian and user safety and amenity.
- \* A pedestrian friendly Central Business Core which takes into account the needs of the elderly and disabled.
- \* A network of footpaths and bicycle facilities throughout the area.
- \* More accessible parks, open space and foreshore recreational areas.
- \* Adequate and affordable car parking facilities.
- \* A recognition of the value of heritage places as links with the past in providing direction to Central Darwin's future and determining its social, environmental and economic setting.



## **KEY OBJECTIVES**

The declared objectives of Government are described below, both generally for the whole of Central Darwin and separately for its individual localities. Refer also to the accompanying Locality Plan.

### **City Structure**

To develop a city structure around Smith Street and the Knuckey Street / Fishermans Wharf axes with the aim of integrating vehicular and pedestrian activities and taking advantage of the city's distinct climatic, geographic and cultural elements.

### **Environment and Conservation**

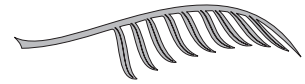
To use the city's unique natural attributes to advantage by:

- \* Retaining the Darwin foreshore as far as possible to provide for continuous public access to the water;
- \* Preserving remnant rainforest and integrating it with public open space and new developments; and
- \* Reinforcing the foreshore as the natural edge to the city and as a facility for passive leisure and recreation.

### **Heritage**

To protect and enhance heritage places as important contributors to the culture and character of the city by:

- \* Using heritage buildings as functional places where possible, without compromising their heritage status;
- \* Promoting a style of new developments adjacent to or near heritage places which is compatible with the heritage place, by attention to such elements as building form, height, proportions, materials and colours; and
- \* Encouraging appropriate streetscaping, on-street carparking and public space in heritage places which reflect and enhance the heritage nature of the site.



## **Buildings**

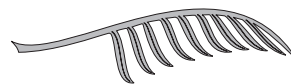
To develop a positive response to the city's tropical environment and harbour setting by:

- \* Promoting the use of weather protection devices such as verandahs, awnings and shade structures on buildings to increase personal comfort and encourage pedestrian use of streets;
- \* Encouraging a variety of building styles which emphasise flow through ventilation and other elements typical of buildings designed for Darwin's climate;
- \* Encouraging the integration, of buildings with the public domain and landscaped open space at ground level;
- \* Considering appropriate siting of buildings such that views are maintained as far as possible and overlooking is minimised; and
- \* Considering the external appearance of new and renovated buildings, within the context of any building design guidelines.

## **Urban Design**

To create a distinctive and recognisable urban style for Darwin which conveys its unique tropical character by:

- \* Providing appropriate hard and soft landscaping of streets and open space with particular attention to plant species selection, paving, street furniture, lighting, signage, colours and materials, to create functional and visually unifying themes reflecting Darwin's character;
- \* Integrating the space around and through buildings with streetscapes to improve pedestrian use;
- \* Providing buildings and public open spaces with appropriate entry portals, particularly in areas of high pedestrian use; and
- \* Providing structures for shade and shelter on footpaths and open spaces, in the form of verandahs, awnings, pergolas and the like.



## **Mobility, Transport and Parking**

To service the city with a coordinated and integrated network of private and public transport routes and parking facilities, which also encourages pedestrian use, by:

- \* Developing an efficient land/water transport interchange at an appropriate location to cater for a future mass transit system, integrated with water taxis, tourist and domestic buses, taxis, hire cars and private vehicles;
- \* Encouraging pedestrian usage by the provision of shaded and sheltered footpaths, arcades and covered walkways, and landscaped pathways between places of popular interest;
- \* Developing a carparking strategy which will reduce the dominance of on-street parking and optimise the use of off-street public multistorey carparking facilities in the Central Business Core and on its periphery;
- \* Providing bridges, underpasses and/or controlled crossings for safe and adequate pedestrian movement; and
- \* Encouraging low energy transport modes such as cycling, particularly for tourists, by the provision of appropriate facilities such as cycle paths, resting points and drinking fountains.

## **Culture and Lifestyle**

To maintain and enhance a high standard of amenity for residents, tourists and workers in the city, within an overall development framework, by:

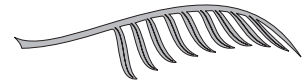
- \* Developing a range of tourist accommodation facilities throughout Central Darwin, and providing linkages between these and other attractions in the greater Darwin area; and
- \* Developing entertainment, leisure and recreational facilities consistent with the objectives of increasing the residential and tourist population.

## **Infrastructure**

To provide adequate and efficient utility services for Central Darwin's operational needs by:

- \* Upgrading electricity, water, sewerage and stormwater drainage facilities where existing services present development constraints; and
- \* Facilitating technologically efficient and innovative telecommunication networks throughout the city without compromising public amenity.





## LOCALITY OBJECTIVES

### Central Business

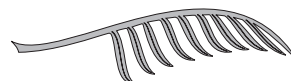
The Central Business locality is planned to develop around the major structural axes of Smith Street and Knuckey Street / Fishermans Wharf, with high density commercial, retail, residential and tourist facilities merging with the residential areas to the north of the city centre.

#### Core

- \* While continuing to carry vehicular traffic Smith and Knuckey Streets will be encouraged to develop as major pedestrian routes, with pedestrian priority in the inner city area.
- \* The Knuckey Street / Fishermans Wharf axis is to be developed as a water to water pedestrian priority link across the city.
- \* Pedestrian linkages will be encouraged to waterside developments in the Frances Bay, Wharf, Esplanade and Myilly Point precincts, and around the foreshore connecting parkland, open space corridors, road reserves, arcades and other public accesses through and between buildings.
- \* Smith Street Mall is to remain a significant retail focus of the city centre.
- \* Existing city parks such as Raintree, Tamarind, Town Hall Ruins/City Council park, Frog Hollow, Spillett, Liberty Square and Harriet Place, will be retained.
- \* Space and appropriate landscaping around buildings, which is integrated with public open space and road reserves, will be encouraged.
- \* Mixed use developments (retail, office and residential) will be encouraged to increase the residential component of the locality.
- \* The Barneson Street extension from Tiger Brennan Drive to Cavenagh Street will be a major connector road for the city centre.

#### Civic

- \* The Government and administrative functions of this precinct will be retained.
- \* Good urban design and appropriate landscaping will be a feature of the precinct.

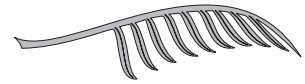


### Esplanade

- \* Tourist related development with a range of accommodation and hospitality facilities will be encouraged.
- \* Bicentennial Park and the foreshore will be retained and enhanced as open space.
- \* The existing tank sites will be available for limited redevelopment compatible with the open space nature of the surroundings.
- \* The Cenotaph and its surroundings will be maintained and enhanced as the City's formal remembrance of the involvement of Australia and Darwin in world conflict.

### Wharf

- \* In the longer term the Fishermans Wharf area is proposed to be developed as a multi-modal transport interchange connecting water and land based public transport to the central city.
- \* Fill to an extent approved by the Government will increase the area of land available for development.
- \* The Wharf area is identified as an ideal redevelopment site to provide an entertainment and recreational focus for Central Darwin, its residents and visitors.
- \* The former Stokes Hill power station site will be available as a development site.
- \* The whole precinct will be developed with mixed use, including residential and tourist accommodation, commercial, entertainment and leisure uses.
- \* Encouragement will be given to maintain the maritime and historical character of the precinct in any new development.
- \* Pedestrian priority will be encouraged along with good road access and adequate parking.
- \* Passenger liners will be able to berth in the area and will be serviced by appropriate facilities.
- \* Marine-oriented recreational activities will be encouraged to be incorporated into development of the area.
- \* Hard and soft landscaping should reflect the maritime theme of the precinct.
- \* Pedestrian linkages will be encouraged between Smith Street and the Wharf area.
- \* Whilst limited industrial expansion may be permitted, heavier industrial uses will be relocated to East Arm in the longer term.



## **Frances Bay**

The Frances Bay locality will be developed as a mixed use area which retains a maritime theme. Fill will be undertaken to an approved extent, increasing the amount of land available for development.

### Mooring Basin

- \* The mooring basin facility will remain.
- \* Limited expansion of existing maritime industrial activities associated with the fishing industry and boat repair facilities will be permitted.
- \* Uses which have a retail and/or residential component will be encouraged.
- \* Heavier industrial uses will be relocated to East Arm in the longer term.
- \* A fish marketing facility will be encouraged.

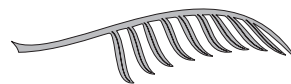
### Dinah Beach

- \* The Dinah Beach precinct will be developed as a mixed use area of primarily marine related service commercial and medium density residential uses.
- \* Special consideration will be given to building design (height, bulk, materials, etc.) and landscaping to ensure that the quality of views from Stuart Park over Sadgroves Creek are maintained and non-reflective materials are used.
- \* Urban design and the built environment should emphasise the maritime theme.
- \* Community uses such as yacht and recreational fishing clubs may be integrated into development in the precinct.

## **Bayview Haven**

The locality of Bayview Haven will be developed as a low to medium density residential suburb, with appropriate neighbourhood and community facilities.

- \* Investigation into the possibility of future limited extensions to Bayview Haven for residential and community uses will be undertaken.



## **Stuart Park**

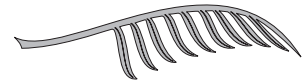
The Stuart Park locality comprises the existing residential suburb of Stuart Park and the proposed redevelopment residential areas of Woolner to the north and Railway Dam to the south.

### Stuart Park

- \* The existing suburb of Stuart Park will remain a primarily residential inner suburb of low to medium density housing.
- \* Appropriate urban design which contributes to residential amenity and sense of place should be a consideration in all future development.
- \* The strip of commercial uses along the Stuart Highway is recognised as an acceptable use in the locality.
- \* The future duplication of the Stuart Highway on the old railway reserve will have no development with highway frontage or direct access.
- \* The impacts of traffic from new development areas on existing residential streets will be a primary consideration.

### Railway Dam

- \* The whole tank farm site on which Railway Dam is situated will be redeveloped as land becomes available, as a residential area of medium to high density housing, in keeping with the objective of encouraging inner city living.
- \* Compatibility of development with the existing adjacent residential area of Stuart Park will be an important consideration.
- \* Housing should be of a standard consistent with best practice in urban design.
- \* Building heights and building mass will be controlled to encourage the maintenance of views and space around buildings, as far as possible.
- \* The Railway Dam Aboriginal Living Area will revert to open space and be linked with other parks and open space in the area when an alternative location is identified.
- \* There will be a connector road through the site to provide a sub-arterial link between the Stuart Highway and Tiger Brennan Drive.
- \* Open space, including the existing remnant rainforest, and an integrated pedestrian/cyclist network will be a feature of new development.



- \* Residential areas close to arterial roads should be buffered from external road traffic noise by the use of appropriate noise attenuation devices.

### Woolner

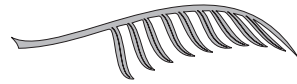
- \* The land around the realigned Woolner Road will be redeveloped as a residential area, with a mix of low, medium and high density housing.
- \* Compatibility of new development with existing residential areas in Stuart Park will be a primary consideration.
- \* Housing should be of a standard consistent with best practice in urban design.
- \* Bicycle and pedestrian linkages will be encouraged in new development.
- \* Residential areas should be buffered from arterial road traffic noise by appropriate noise attenuation devices, including landscaping.
- \* Development on the northern boundary of the Woolner area will interface with existing industrial uses and will need an appropriate visual and noise buffer.
- \* Remnant vegetation and heritage places will be retained and incorporated into open space areas where appropriate.

### **Gardens**

The Gardens locality extends over an area of varying predominant uses, from the existing medium to high density residential developments in the Gardens Hill precinct, to the open space of the Botanic Gardens, the service commercial/light industrial area around Nylander Street and Goyder Road, the undeveloped Myilly Point, and the old Darwin Hospital site.

### Myilly Point

- \* Myilly Point will be developed primarily for tourism purposes.
- \* A mixture of resort, hotel and apartment style accommodation is desirable.
- \* Development is to be of a scale and character compatible with nearby residential areas in Cullen Bay and Larrakeyah, and with the Myilly Point heritage area.
- \* Distinctive and climatically appropriate design should be emphasised in any development.
- \* Public access will be maintained along the watercourse from Gilruth Ave to the foreshore adjoining the Casino and the sacred site will be maintained in Government ownership.



- \* Foreshore and open space areas should be incorporated into any resort design.
- \* Tourist development may also incorporate appropriate retail, entertainment, parking and transport facilities.

#### Botanic Gardens

- \* The Botanic Gardens, Mindil Beach, Golf Course and Ovals are to be retained as a regional open space resource for active and passive recreation.
- \* Any building development or facilities associated with the recreational use of the area should be of a design and scale appropriate to the Gardens environment.

#### Gardens Hill

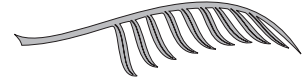
- \* The existing residential development of Gardens Hill will be retained and expanded where appropriate.
- \* The area around Nylander Street/Goyder Road may offer an opportunity at an appropriate time for high density residential development and tourist accommodation, given the proximity to other tourist precincts in the locality.
- \* Consideration will be given to the interface of residential development with commercial and industrial uses by providing appropriate visual and noise buffers, barriers or other devices.
- \* Any future development should adopt noise attenuation features in the design, particularly if near or adjacent to the future duplicated Stuart Highway in the old railway reserve.
- \* Any impact on St John's College will need to be considered in any further residential or tourist development in the area.

### **Larrakeyah**

The locality of Larrakeyah comprises the existing residential inner suburb of Larrakeyah and the newly developing Cullen Bay, a mixed use residential, commercial and tourist precinct.

#### Larrakeyah

- \* Larrakeyah will remain a residential suburb providing a range of low, medium and high density housing.
- \* Smith Street will provide the primary pedestrian linkage to the Central Business Core.



- \* New developments in the precinct, both residential and commercial, should adopt good urban design practice ensuring compatibility with adjoining residential areas and individual buildings, particularly those which may be considered to be of heritage significance.
- \* Kahlin Oval will be retained and will provide a pedestrian and open space link to Cullen Bay.

#### Cullen Bay

- \* Residential development at Cullen Bay will comprise a mix of low, medium and high density dwellings, in a marina environment.
- \* The business and commercial areas should develop with a maritime theme.
- \* The Cullen Bay Ferry Terminal will be promoted as a major focus for Darwin Harbour tourist and passenger ferry operations.

#### **Larrakeyah Barracks**

The Larrakeyah Barracks precinct is owned by the Commonwealth of Australia and is to remain as an area for defence purposes, incorporating residential development. However, any expansion of the non-residential facilities should be limited to that which is compatible with the urban setting, available utility services and existing road access.

