CENTRAL DARWIN

Planning Concepts and Development Opportunities
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The Central Darwin Planning Concepts and Development Opportunities document has been produced as a companion to the Central Darwin Land Use Objectives document which has been declared as the NT Government’s Land Use Objectives for Central Darwin pursuant to section 8(1) of the Planning Act 1993. The Northern Territory Planning Authority has been directed, pursuant to section 67(3), to take the Central Darwin Planning Concepts and Development Opportunities document into account, along with those listed under section 51, when considering a development application.

These documents are the culmination of a comprehensive public consultation process which commenced in 1992 when the display, ‘Darwin - Visions of a Tropical City’, was released for public comment. The more recent work on the Stuart Park North Proposed Land Use Objectives has been incorporated. The documents aim to provide a coordinated and strategic approach to land use planning in Central Darwin and illustrate the ideas and images that have been developed with strong community support. In due course, appropriate amendments will be made to the Darwin Town Plan to enable implementation through the issuing of development permits.

As with any planning document, Central Darwin Planning Concepts and Development Opportunities will be subject to on-going monitoring and review processes.

This document supports the NT Government’s vision of Central Darwin for the next 20 to 25 years. The planning concepts proposed and development opportunities identified should provide the direction and stimulus for public and private developers and the Northern Territory Planning Authority. This should facilitate the development of Darwin as a tropical city of distinction, positioned to capture the potential business and tourist opportunities in Australia and the Asia Pacific region.

MIKE REED
1.0 CONTEXT

1.1 Introduction

This document has evolved out of the Darwin Central Area project which was instigated by the Northern Territory Government to provide a strategic land use planning focus on the City of Darwin and its environs. It is a response to growing Government and community concerns about Darwin's future character, the need to co-ordinate major Government and private industry projects and to improve development standards generally.

In 1990 the Government established Darwin Design Group tabled a report titled ‘Future Directions for Darwin’. Although this report formed the basis of a number of urban enhancement projects throughout the City and provided some planning philosophies and themes, it did not address the more fundamental issue of planning control, which is vital in determining the city’s future character.

The Darwin Central Area project evolved through an extensive community participation process. Preceding the first display in Darwin and Casuarina between December 1992 and February 1993, a planning committee met with a number of community interest groups, the Darwin City Council and professional organisations to initiate debate on a range of planning issues and ideas. The first display was titled ‘Darwin - Visions of a Tropical City’.

In May 1994 a second display, ‘Darwin a Tropical City - Achieving the Vision’ was opened by the Minister to allow the community to participate in the development of land use objectives through a display of concepts, options and the documents 'Darwin Central Area Draft Land Use Objectives' and 'Building Design Guidelines'. The submissions and comments were assessed and taken into account in the preparation of Darwin Central Area Proposed Land Use Objectives which were formally exhibited, pursuant to section 8 of the Planning Act 1993, between November 1994 and February 1995. This phase of the project was titled 'Darwin a Tropical City - Implementing the Vision'.

On 22 November 1995 the Government formally exhibited the Stuart Park North Proposed Land Use Objectives for a period of 6 weeks. Following representations from the Stuart Park Residents Group the exhibition period was extended a further 9 weeks and after several meetings with the Stuart Park residents representative group and the residents, some changes to the original land use concepts were made and re-exhibited as revised Land Use Objectives during this period. The Stuart Park North Land Use Objectives have been incorporated into the Central Darwin Area project.

The formal Land Use Objectives have been separated and declared under section 8(1) of the Planning Act. Appropriate amendments to the Darwin Town Plan will follow in due course and will be subject to the public process required by the Planning Act.
1.2 Scope

Figure 1 shows the scope of the project.
1.3 Aims

This document proposes planning concepts and identifies opportunities by analysing the physical, cultural and functional characteristics of Central Darwin. A projected regional population horizon of 200,000 has been adopted. With the current regional population of 95,000 it is anticipated that this could be achieved in about 20 to 25 years, based on historical growth rates. However, the more recent population trends, discussed under Land Use Planning Base, indicate a possible slower growth scenario.

The document’s specific aims are to:

* Identify broad land uses across Central Darwin to encourage flexibility and innovation when development proposals are being considered.

* Facilitate urban residential development by encouraging mixed use developments (commercial/residential) in the inner city area and identify opportunities for appropriate residential development in the inner suburbs.

* Develop a city structure and built form which recognises its natural attributes and maintains cultural and historical linkages with the past.

* Retain and enhance Darwin’s special living and working environment by facilitating pedestrian movement and improving pedestrian comfort and safety, developing open space areas, improving access to the harbour foreshore and enhancing public and private transport facilities.

* Identify development opportunities in both the public and private sectors and facilitate the achievement of desired project outcomes as described in the declared Central Darwin Land Use Objectives.

1.4 Status

While this document does not have formal status under section 8 of the Planning Act, the Minister has directed the Planning Authority, under section 67, to have regard to it as a matter to be taken into account along with those listed in section 51 of the Planning Act.

Through administrative arrangements, other Government agencies have been directed to give appropriate status to the documents.

The document also provides statistical and other supporting information and rationale for the Central Darwin Land Use Objectives and therefore should be read in that context.

It will no doubt prove to be a useful tool in providing a strategic planning basis for projects developed by Government, Local Government, the private industry and community groups.
2.0 LAND USE PLANNING BASE

2.1 Introduction

This section attempts to capture the current land use situation, as well as past and future trends and to determine the projected land use requirements in Central Darwin, as the region moves to the 200,000 population level.

2.2 Growth History and Prospects

Darwin’s unique setting, on the northern edge of Australia and the fringe of the Asia Pacific region, places the city within a few hours flying time and a few days steaming time of nations with huge populations and rapidly increasing population growth rates, in the fastest growing economic region in the world (Figure 2).

Darwin, Cairns and Townsville are Australia’s only truly tropical cities, but Darwin is the only one on the northern coast of the continent. With the concentration of population in the south-east of the continent, Darwin is ideally positioned to be the ‘lens’ through which Australians and the people of Asia to the north view each other. This role has been demonstrated to a degree in history and current affairs, but the full potential of the setting has yet to be realised.

The Darwin region in June 1996 had an estimated resident population of some 95,000, over half the population of the total Northern Territory. Darwin city serves the northern region which is important to the economic growth of the Territory through mining, oil and gas, tourism, primary industry, national defence, transport, public administration and commercial services.

As the seat of Government for the Northern Territory, Darwin is the site of its Legislative Assembly and home of the Administrator. This gives Darwin important roles in the functioning of Executive Government, in ceremonial and other activities of state and with principal offices of Government administration. Darwin also has a leading role as the focus of the NT judicial system.

As is the case with other capital cities, Darwin is the natural location for the principal offices of private business, consulates and community organisations. These elements also add to the significance of the city in the region.

Darwin’s location and its status as a capital city provide the basis for its future role. As Australian investments in and trade with Asian nations continues to increase, Darwin should become more important nationally and internationally within the region. It can be expected that the economy of the city should benefit from this increasing activity, and the benefits are likely to be in both a more diverse and a much larger economy.
NOTE: Figures shown are flying distances in kilometres
Parliament House

View of the City over Fishermans Wharf
Defence and tourism, which have contributed to strong economic growth in recent years, should continue to grow as better supporting infrastructure and wider promotion encourage new participants. The national defence infrastructure and personnel build-up are important elements in the Darwin community and economy. The programmed build-up to the year 2001 is over 300 personnel per annum.

Joint ventures between Australian and Asian developers on projects within the Territory and in neighbouring countries are likely to increase. Spin-off activity in finance, transport, conference and business services can be expected.

Recent discoveries of oil and gas in the Timor Sea and the construction of the North-South Transcontinental railway link to the new port at East Arm will provide a new impetus for growth in the region.

Figure 3 illustrates the varying population levels and growth rates the Northern Territory has experienced since Cyclone Tracy. There has been a 1.43% growth rate in the Darwin region over the last 5 years. During the early 1990’s, the Darwin Local Government Area lost population due to families ageing and household size falling. In 1995 this trend stabilised with the creation of new dwellings around Central Darwin compensating for population losses in the Northern Suburbs.

![NORTHERN TERRITORY - GROWTH IN ESTIMATED RESIDENT POPULATION](image)

**FIGURE 3**
In the absence of a population prediction model, Figure 4 indicates a range of growth rates and resulting population levels. Under the mildly optimistic scenario, the Darwin regional population is likely to grow from the current 95,000 to about 150,000 over the next twenty years to the year 2016. This scenario assumes an average annual growth rate of 2.25%. The optimistic 3.5% scenario is drawn from the historical experience in Perth, Adelaide and Brisbane. If this were achieved, Darwin could reach 200,000 within 20 years. However, this scenario is only likely to eventuate if a substantial series of large scale development projects are attracted to the Top End.
In 1996 there were 18 000 residents in the Central Business Core and southern suburbs south of Ludmilla and the airport. However the Central Business Core itself is only home to 1600 of these people. The Central Darwin Land Use Objectives aim to increase the opportunities to live closer to the City and so Darwin’s share of the growth is expected to increase. Based on a 2.25% growth scenario and development of the most likely residential areas over the next 20 years, the population distribution at about the 150 000 regional population level could be as shown in Table 1.

<table>
<thead>
<tr>
<th>CENTRAL BUSINESS &amp; SOUTHERN SUBURBS - all the suburbs south of the airport, extending to Ludmilla and HMAS Coonawarra</th>
<th>Estimated 1996 Resident Population ('000)</th>
<th>Share of 1995 growth %</th>
<th>Estimated population increase ('000)</th>
<th>Share of growth %</th>
<th>2016 Twenty years ('000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>0%</td>
<td>+ 10</td>
<td>19%</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>NORTHERN SUBURBS - all suburbs to the north of the airport</td>
<td>49</td>
<td>0%</td>
<td>+ 5</td>
<td>10%</td>
<td>54</td>
</tr>
<tr>
<td>PALMERSTON - the whole of the municipality of Palmerston, East Arm Peninsula and Berrimah</td>
<td>13</td>
<td>60%</td>
<td>+ 28</td>
<td>52%</td>
<td>41</td>
</tr>
<tr>
<td>RURAL AREAS - the balance of the Darwin Region</td>
<td>15</td>
<td>40%</td>
<td>+ 10</td>
<td>19%</td>
<td>25</td>
</tr>
<tr>
<td>Total Darwin Region</td>
<td>95</td>
<td>100%</td>
<td>53</td>
<td>100%</td>
<td>148</td>
</tr>
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</table>

**DARWIN REGION ESTIMATED POPULATION DISTRIBUTION**

**TABLE 1**

About 9000 people, 10% of the region’s population, work in the Central Business Core and 470 000 tourists visit each year. By the time Darwin’s population reaches 150 000, some 15 000 people are expected to work in the area and some 1.8 million tourists are expected to visit, based on a forecast increase of 7% per annum.

Urban infrastructure will need to be substantially enhanced to meet the consequential increase in housing, employment, tourist, entertainment and social needs.

As discussed earlier this is considered the most likely population distribution scenario based on current trends. A shift from the 2.25% to 3.5% growth rate is still possible and is subject to the rate and extent of major growth stimulus projects which may occur over the next 10 to 15 years and/or other factors which cannot be predicted at this time.

### 2.3 Land Use

#### 2.3.1 Residential

Increasing Central Darwin’s residential and tourist population is a primary objective of the Central Darwin Land Use Objectives, to ensure that the City retains its life and vitality. It is also imperative that this objective is achieved without jeopardising the city’s unique character and lifestyle.
As is the case in many other cities in Australia and around the world there is a trend to revitalise and repopulate ailing city centres. Many people are discovering that inner city life offers many benefits such as convenience to work, facilities, restaurants/cafes, theatres, parks and the reduced need for private transport. This translates into savings in time and money, improved environmental conditions and social interaction, all important commodities in changing lifestyles and the global environment.

Darwin offers many additional benefits for inner city dwellers over other cities mainly because of its relatively small size and its peninsula location. It has good access to waterside facilities and foreshore parks, all of which are within walking distance.

Darwin’s existing housing stock has a low proportion of detached houses (63%) compared to many other centres: Brisbane (84%), Perth (78%), Townsville (72%) and Newcastle (86%). Areas close to the Central Business Core have high proportions of flats and townhouses - Stuart Park (50%) and Inner City (62%). This is possibly a reflection of the transient nature of the population.

Likely future areas of residential development within the Central Darwin and southern suburbs are shown on Figure 9 at the end of this document. Population estimates are based on land availability and the most likely scenario is of development up to 75% zoning capacity with medium density development of townhouses and flats up to four storeys. Eight storey flats are anticipated for the Central Business Core and parts of the Railway Dam areas. It is expected that an additional 14 000 people could be housed in the Central Business Core and Southern Suburbs, increasing the population from 18 000 to 28 000 residents over the next 20 years.

The largest growth areas of medium to higher density mix are likely to be the Railway Dam (2500), Woolner (2000) and the Central Business Core (2250) areas.

Other areas of potential population expansion are Cullen Bay (800), Bayview Haven (1200), Larrakeyah (1000), Stuart Park (400), Dinah Beach (300), Gardens (1000), Esplanade (100), Wharf (1000), Civic (150) and the remainder of the southern suburbs (1300).
Predicting a time frame for these population increases is difficult, given the likelihood of variable growth rates and market demand. The average residential construction rate in the Darwin region has been steady over the last 5 years with around 420 detached dwellings per year or 35 per month, on both urban and rural lots. This is likely to continue at least until the turn of the century. The distribution scenario at the 2.25% growth rate allows for 10 000 additional people within Central Darwin over the next 20 years (Table 1). This equates to 70% of the likely available capacity within Central Darwin and the southern suburbs.

The retention of low density dwellings in the Larrakeyah area to the south of Mitchell Street and within the Larrakeyah Barracks is important not only to retain the lifestyle enjoyed by the residents in these areas but also in preserving the built form and character along the coastline and the retention of some significant heritage places.

The use of heritage buildings for residential and business purposes throughout Central Darwin should be encouraged as a contributor to the lifestyle, security and vitality of the city.

Existing residential densities in Stuart Park should also be retained.

2.3.2 Commercial

Central Darwin is the primary business and office centre of the region, with almost 85% of the region’s floor space. Total net lettable floor space in 1996 was approximately 213 000 square metres of which about 160 000 was privately owned. Casuarina has some office accommodation, about 18 500 square metres, and Palmerston 10 000 square metres. Casuarina has the lowest vacancy rate of the three centres at 2 percent and could expand its office space capacity as multi-storey tower development.
However, from a regional planning perspective this should be limited to ensure that an appropriate distribution of office space is achieved with the city retaining its dominant role in the region. Palmerston has the capacity to increase to its potential of 40 000 square metres and is likely to develop to this capacity over the next 10 to 15 years.

Central Darwin will remain the primary centre for office accommodation in the region and will need to increase its floor space by a third over the next 15 to 20 years to accommodate the projected work force.

While Central Darwin provides a leading role in the commercial, administrative, employment services, entertainment and tourism sectors it has fallen behind in its role at the centre of retailing in the region since the development and subsequent expansion of Casuarina and other district retail centres. Although Central Darwin represents only about 18 percent of the total retail industry it is somewhat stronger in the non-food sector at 24 percent and the services component at 40 percent of the market. By comparison Casuarina holds 34 percent of the total market share. (Table 2).

City workers, tourists and Inner City residents represent 66 percent of Central Darwin's retail users, and future growth in these sectors should contribute to a better performance of retailing in this area. Policies aimed at increasing the base residential population will influence the future of Central Business retailing.

It is likely that Casuarina will remain the dominant retail centre in the region in the short to medium term with Palmerston increasing its capacity to match population growth demands. However, the success and viability of Central Darwin will be related to the performance of its specialist functions, which are quite different from suburban based shopping centres. As Central Darwin’s base residential worker population and tourist demands increase so too will the demand for retail variety and quality to suit the needs of these markets. The Darwin Regional Retail Study 1995 estimates that 51 000 gross square metres retail floor space will be needed in Central Darwin when the regional population is 150 000. This is a two thirds increase over the present area.

<table>
<thead>
<tr>
<th>Centre</th>
<th>Existing 1992 Floor space (gross m²)</th>
<th>1992 Share of Region %</th>
<th>Projected Floor space (gross m²) for 150,000 population</th>
<th>Share of Region %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darwin CBD</td>
<td>33,000</td>
<td>18</td>
<td>51,000</td>
<td>15</td>
</tr>
<tr>
<td>Casuarina Regional Centre</td>
<td>42,000</td>
<td>22</td>
<td>69,000</td>
<td>20</td>
</tr>
<tr>
<td>Palmerston Town Centre</td>
<td>10,000</td>
<td>5</td>
<td>51,000</td>
<td>15</td>
</tr>
<tr>
<td>Other Locations</td>
<td>104,000</td>
<td>55</td>
<td>177,000</td>
<td>50</td>
</tr>
<tr>
<td>Total Region</td>
<td>189,000</td>
<td>100</td>
<td>348,000</td>
<td>100</td>
</tr>
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</table>

**RETAIL FLOOR SPACE REQUIREMENTS**

*Source: Darwin Regional Retail Study 1995, Jebb, Holland Dimasi*
The Retail Study also found that the southern suburbs are currently undersupplied with supermarket facilities. With the projected increase of population there would be scope for a district level supermarket (5-8,000 square metres) based centre.

2.3.3 Tourist

The majority of hotel/motel and guesthouse tourist accommodation is located in the inner city with a concentration in The Esplanade and Mitchell Street areas. Holiday apartments are also located in the inner city and Parap areas, whilst caravan parks are located out of town. In 1995 in the Darwin Statistical Division there were 31 hotels with 1800 rooms, 191 units, 14 guesthouses (including backpackers) with 1400 beds and 285 caravan sites in 20 parks.

The NT Tourist Commission has released the NT Tourism Development Master Plan which identifies the Top End as experiencing major growth in tourism and the need to provide for future visitor accommodation demand, including resort style accommodation. The Discovering Darwin project is designed to encourage longer visitor stays in Darwin and to promote it as a tourist destination. Greater appreciation of Darwin attractions is being marketed at tourist accommodation locations and information centres. Physical works such as linked footpaths/cyclepaths are being funded through the Government's Urban Enhancement Program.
2.3.4 Industrial

At the end of 1994, an Australian Valuation Office survey recorded 100 hectares of industrial zoned land within Central Darwin. This was comprised of 30 hectares of service commercial land along Stuart Highway/McMinn Street, 21 hectares of hazardous industry land in the Tank Farm area and 49 hectares of marine industry land in Frances Bay. 40 hectares of land zoned for general industry is available in the adjacent Bishop Street area.

There are about 14 hectares of unserviced land zoned for industry in the Tank Farm, Woolner Road and Frances Bay areas. However, as half of this is planned for housing redevelopment in the Tank Farm and Woolner Road areas, the only available industrial land for limited expansion is Frances Bay. The present port facilities and oil tanks will be relocated to East Arm in conjunction with new port development. The rest are likely to remain much the same type of industrial uses, unless longer term economics make the areas more profitable for other forms of development.

2.3.5 Community

The City’s civic area is contained within the Bennett Street/Esplanade block and includes State Square, the Supreme and Lower Courts and Darwin City Council Chambers. There is a considerable tract of parkland in this area which could be linked to the parkland adjacent to The Esplanade and the ceremonial areas surrounding State Square and the Cenotaph in Bicentennial Park.
Although there are significant land areas designated as Community Use throughout Central Darwin most of this land is for Defence and Port Authority uses. Other community uses include schools, churches, car parks, parks and civic areas which are dispersed throughout the City.

Although the need for and provision of community facilities in Central Darwin (health care, social support, schools, etc.) has declined as Darwin has decentralised, the prospect of increasing its residential population, and resident tourists, is likely to reverse this trend. It is likely that many of these uses will be incorporated into new development proposals or existing community purpose sites and should not require specific space allocation.

The provision of community facilities is based to a large extent on age profile of population and its consequent needs. The age profile for the southern and particularly the inner suburbs compared to that of the Darwin urban area in 1991, had a higher proportion of 20-35 year old population and a greater concentration of older people. Those areas also had a lower proportion of children both up to 4 years of age and school age. This trend is greatest in relation to the school aged population for inner city local area, which was 10% compared to Darwin/Palmerston (23%) and Stuart Park (15%).

The age profile is also relevant to the provision of schools. In addition to the 5 existing primary schools, one more school could be required to meet the 20 year population scenario of 28 000 for Central Darwin and southern suburbs, using a broad indicator of one primary school per 5000 people. There is capacity at the existing Stuart Park school, but longer term demand may require an additional site. However monitoring of the possible proportions of DINKS (Double Income No Kids) and SINKS (Single Income No Kids), which appear to be on the increase, will be relevant to determining probable outcomes. This is likely to continue in view of the medium to high density housing types proposed. The Department of Education considers that high school capacity is adequate.

Although there is no specific research to indicate the need for aged care facilities, Darwin is likely to become the preferred home to retired people. Retirement villages and aged care projects are likely to increase over the next 20 years as families become more established and facilities are improved.

2.3.6 Open Space

There are significant areas of open space in Central Darwin including the Botanic Gardens, Mindil Beach, Gardens Golf Course, Bicentenial Park, and Frog Hollow and the old railway corridor south of the Stuart Highway. There are also some smaller parks in the Central Business Core. However, there are few defined linkages between the open spaces to take full advantage of these areas for recreational purposes.
Ideally these parks should be linked where possible to provide continuous footpaths and cycle paths, especially around the coastal fringes, to enable residents, workers and visitors to fully appreciate open spaces. As residential densities increase in the central area, so will the need for recreational outlets and open space.

These open spaces should be linked with heritage sites, buildings and points of cultural interest, preferably those which offer services to users such as food and drinks. The retention of some mangrove areas with board walks should also be considered as well as the provision of fishing and viewing platforms at strategic locations along the foreshores.

Negotiation with landowners will be required to achieve the concept of continuous lineal open spaces with full public access linking Mindil Beach to the Frances Bay area around the foreshore, especially with the Commonwealth Defence Authorities in the Larrakeyah Barracks area. Although it may not be achieved in the short term, it should remain a longer term objective.
3.0 PLANNING CONCEPTS

3.1 Introduction

The Darwin Regional Land Use Structure Plan 1990 provides the broad scale land use policy for the region and Central Darwin. It describes the concepts for the commercial, residential, tourist, industrial, community and regional parks uses, establishing the broad land use requirements for Darwin well into the next century. This plan assumes that the Darwin Central Business area will be the primary office and retail employment area in the region well into the next century.

The planning concepts outlined in this chapter attempt to lay the foundation for the medium term development of Central Darwin. They attempt to capture the spirit and character of Darwin, building on its strengths in areas such as lifestyle, harbour location, climate and tourism and providing direction for development opportunities. The land uses in this document have been described in both a land use format and on an area basis, as precincts. This is consistent with the format adopted in formal exhibition of the Darwin Central Area Proposed Land Use Objectives and the localities adopted in the Central Darwin Land Use Objectives.

This chapter should be read in conjunction with the declared Central Darwin Land Use Objectives in order to obtain a full understanding of the planning issues for Central Darwin.

3.2 Land Use Requirements

The predominant land uses shown on the Central Darwin Land Use Concept Plan - Figure 10 at the end of this document, are described below. The business/commercial use includes government and small business activities. Service commercial, rather than industrial, is a use more relevant to a central/city location. Regional parks have been included in the more generic terminology of open space. Entertainment and recreation have been included as issues for discussion because of the role these activities play in Central Darwin.

3.2.1 Residential

The Central Darwin Land Use Concept Plan assumes a choice of residential styles ranging from high density apartments through to medium density attached dwellings and traditional detached dwellings on suburban lots.
The Plan promotes residential development in and around the Darwin Central Business (CB) Core. Mixed use developments in the form of retail, office and residential, each use at different levels in the same building, and single use residential developments within predominantly business/commercial areas, are encouraged in the inner city area. This form of development is gaining wide acceptance in Australia and overseas as a strategy for lifting the residential component of cities, giving them a life beyond business hours and creating sustainable retail/commercial developments servicing residential and tourist needs.

The Plan also promotes high to medium density residential areas in the Tank Farm area and predominantly medium density in the Stuart Park North and Gardens Hill areas.

Existing residential areas such as Larrakeyah and Stuart Park have been retained at existing densities. No increase in residential densities is proposed.

### 3.2.2 Business/Commercial

The CB Core provides the prime focus for business and commercial activities. The Darwin Land Use Structure Plan 1990 acknowledges the considerable investment made in, and the historical significance of, the Darwin CB Core and it will remain the dominant centre for administration, office and tourist accommodation, specialised retailing and entertainment.

It is assumed that the CB Core will grow to ultimately accommodate 50 000 jobs, which is the ceiling adopted based on its peninsular location, the provision of transport infrastructure including roadway/public transport and car parking capacity.

The Central Darwin Concept Plan allows for major office development to be concentrated in the CB Core with employment locations dispersed throughout Central Darwin in the form of offices, small business, retail outlets, centres of commerce and other service industry. The policy of encouraging mixed use developments in single buildings should improve the viability and flexibility of commercial developments throughout Central Darwin.
COMMERCIAL

Office

AMP Building
Cavenagh Street, City

TIO Building
Smith Street, City

NT House & Paspaley Building, Bennett Street, City

Westralia Street Shops, Stuart Park

Smith Street
Mall, City

Retail

Harriet Place Shops, Larrakeyah
3.2.3 Tourist

The promotion of Darwin as the regional centre for tourism is assumed in the Plan together with the more recent strategy to promote Central Darwin, and attractions in the suburbs, as tourist destinations in their own right, through the Discovering Darwin project.

Tourist accommodation in Central Darwin, therefore, should cater for a range of budgets with the facilities to allow for short term and extended stays. Accommodation might vary from backpacker, 3 to 5 star hotels, to resort style facilities.

While the primary locations for tourist accommodation at present are in The Esplanade, the northern part of the CB Core and Larrakeyah, it is anticipated that this will expand throughout Central Darwin with a concentration on developing Myilly Point for resort and hotel style accommodation and the Wharf Precinct as hotel marina style accommodation.

In time a convention/exhibition centre is likely to be required within the Central Darwin area. Its exact location and size will need to be the subject of detailed examination taking into account the market, proximity to accommodation and other facilities, utility services and accessibility.

The provision of terminal facilities for tourist buses in the Mitchell Street/Peel Street area is seen as highly desirable together with bus facilities at major hotels/resorts and other locations in Central Darwin to enable the efficient movement of buses and transfer of passengers.
TOURIST

Travelodge Hotel, The Esplanade

Novotel Hotel, The Esplanade

Beaufort Darwin Hotel, The Esplanade
3.2.4 Service Commercial

In the regional context Winnellie, East Arm and Middle Arm Peninsulas will house the major industrial developments. The construction of the new port at East Arm should attract transport and import/export related activities. There should be a gradual shift of industrial activities to the East Arm area from the Wharf Precinct and Frances Bay areas.

There will, however, be a need to retain some service commercial facilities in Central Darwin associated with an increased residential population, building activity and increased demand for water related land uses including recreational boating activities. This is expected to be provided in the Frances Bay and Stuart Park areas. Fish handling facilities with a local fish market could be provided in the Frances Bay area. Noxious or polluting industries should be relocated out of Central Darwin over time to reduce the potential conflict with pollutants entering foreshore residential and tourist areas and open space areas, including the Botanic Gardens.
3.2.5 Community

The range of and need for community facilities will vary. Existing community uses have been identified on the Central Darwin Land Use Concept Plan. The expansion of this land use in Central Darwin will be largely governed by residential growth in the Tank Farm, Woolner and Bayview Haven areas, where churches and other community facilities will be required as development proceeds. A possible school/community use site has been identified in the Bayview Haven area.

The existing inner city area is well serviced with community facilities. These should be retained and expanded where necessary as the high density residential component increases. The expanding tourist market will also place demands on the need for community facilities and should be extended by year-round demand as the promotion of Discovering Darwin takes effect.

The ageing population of Darwin and the attractions of inner city living for younger and older age groups may also determine the need for a greater range of community facilities than exist at present in Central Darwin.
3.2.6 Open Space

Open space, in various forms, is probably the most critical land use in defining and retaining the natural character of any city and provides the greatest opportunity for community recreation and appreciation of the natural attributes of the area in which people live and work.

Central Darwin is well endowed with coastal open space which could be enhanced with the development of foreshore promenades, footpaths, board walks and cycle paths. The retention of remnant native and significant exotic vegetation and incorporation with open space areas will be important in retaining the character of Central Darwin.

Opportunities for expanding the open space network into the proposed new residential areas should be explored. The benefits of open space extend beyond the recreational and aesthetic aspects. They should also be viewed as wildlife habitats and in this respect the linkages between areas of open space are important in the development of wildlife corridors.

Access to fringe open space areas from the city is important in allowing residents, visitors and workers to obtain full appreciation of the natural attributes of the coastline and the harbour. Urban public open space in the form of courtyards, malls, arcades, laneways, the space around buildings and parks should be linked wherever possible to facilitate pedestrian movements and encourage greater appreciation of open space throughout Central Darwin.
3.2.7 Entertainment and Recreation

The City’s busiest entertainment areas are the Casino/Mindil Beach and Cinema Complex/Beaufort Centre with the Wharf Precinct and the Mitchell Street bus transit/backpackers area growing in popularity. Busy nights and special events at these venues present challenges for vehicular and pedestrian traffic management. The possible linking of these venues to water transport may provide an attractive alternative to road transport particularly with the new ferry terminal at Cullen Bay.

There are numerous restaurants and nightclubs located at the southern end of the city between Knuckey and Bennett Streets with the Cavenagh Street venues being very popular. The Browns Mart Theatre and the Old Town Hall ruins are also a focus for live theatre.

The Smith Street Mall and Raintree Park are regular venues for lunchtime entertainment including buskers, cultural and dancing groups.

With the on-going development of the Cullen Bay Marina commercial area where quality restaurants and other entertainment venues are proposed, together with the possible increase in tourist accommodation in the form of hotels, apartments and resort style complexes, the popular Mindil Markets and the Casino, the western end of the peninsula is set to become a high profile entertainment area.

With similar uses proposed at the Wharf Precinct it will be vital to maintain strong pedestrian, traffic and transport linkages between the Wharf and Myilly Point.
3.3 Precinct Planning Concepts

The precinct planning concepts provide a detailed land use definition highlighting aspects which are generally not described in the Central Darwin Land Use Objectives. The precinct boundaries, shown at Figure 5, attempt to depict areas of similar land use. They are not fixed and may change over time. The intention is to encourage development of a particular character and land use which reflects the historical, natural and built characteristics of each precinct, aimed at strengthening Central Darwin’s character and lifestyle.

FIGURE 5
### 3.3.1 Central Business

The key planning concept is to promote high density business/commercial (office/retail), residential and tourist accommodation around the Smith Street/Knuckey Street axes, recognising the potential for the development of the Tank Farm area along the extension of Knuckey Street, connecting to the future transport interchange near Fisherman’s Wharf. Mixed residential, business/commercial and tourist accommodation in the form of medium to high density in the northern part of the CB Core is promoted and business/commercial developments along Daly Street which are compatible with adjoining residential uses are retained.

Other planning concepts are to:

* Promote mixed use developments based on the principle of providing retail at ground level, offices in the middle levels and residential on the upper levels, providing opportunities for people to live and work in the same location.

* Encourage opportunities for the redevelopment of existing buildings and vacant land having access onto rear laneways, making better use of under-utilised property, providing diversity of retail uses, improving the appearance of laneways and adding this space to the public domain.

* Encourage the development of mixed use high density retail, office and residential development along Knuckey Street and in the Tank Farm area to the north-east of McMinn Street, also allowing for a major multi-storey car park, linked to the town centre and the multi-modal transport interchange.

* Encourage the development of a public square of quality urban design with monuments, sculptures and water features at the intersection of the Knuckey Street and Fishermans Wharf axes.

* Provide opportunities for improving and extending the pedestrian areas of the city by footpath widening, traffic calming measures and the creation of shared pedestrian/vehicle zones.

* Promote the adaptive use, recycling and rationalisation of existing buildings by locating and attracting uses which require street frontage as a priority and encourage other uses not requiring street frontage to be located towards the rear or occupy above ground level floor space.

* Provide a variety of open and enclosed public space throughout the precinct including landscaped podiums, rooftop gardens and street scaping.
* Encourage the establishment of ‘alfresco dining’ as a theme throughout the precinct.

* Allow for the longer term relocation of the bus interchange facility to the Fishermans Wharf Precinct.

* Promote a mix of living and working environments, especially medium to high density residential developments, achieving high standards of amenity, that is, private outdoor space, quality landscaping, convenient vehicle access and parking facilities, preservation of views, energy efficient design and pedestrian linkages to the city centre.

* Investigate the feasibility of grade separation of sections of the Barneson Street arterial road connector to Cavenagh Street.

* Allow for the future extension of the Barneson Street alignment beyond Cavenagh Street to Smith Street, should the land become available.

* Promote and enhance the function and appearance of highway commercial activities along the Stuart Highway frontage.

* Encourage the rejuvenation of existing local shopping areas (e.g. Harriet Place) with an emphasis on improving their physical appearance and shopper amenity.

* Encourage the relocation of industrial uses, such as panel beating/spray painting workshops and other incompatible industries, to designated industrial areas outside Central Darwin.
3.3.2 Esplanade

The key planning concept is to facilitate and reinforce the high density tourist and residential accommodation nature of the precinct and to encourage the inclusive development of entertainment, recreational and leisure facilities. Bicentennial Park, as a key recreational resource, should be enhanced with a foreshore promenade, and possibly safe swimming facilities and some low scale cafe/restaurant facilities which do not compromise the natural foreshore environment.

Other planning concepts are to:

* Promote a range of tourist accommodation, including hotels, boarding and guest houses, backpacker hostels and apartments, to cater for varying visitor tariffs, tastes and preferences.

* Promote a range of eating facilities including restaurants and outdoor cafes, to take advantage of climate and water views over Bicentennial Park.

* Enhance the linkages with developments on The Esplanade and Bicentennial Park and the adjacent precincts particularly by footpaths and cyclepaths around the foreshore connecting Doctors Gully, Daly Street lookout, Lameroo Beach and the Wharf Precinct.

* Promote traffic management and a parking regime on The Esplanade which gives priority to pedestrians and tourist transport operations.

* Encourage the development of a bus transit centre which is customer focused, promotes the tourist industry and provides for a range of facilities including food outlets, toilet facilities and short term accommodation.

* Encourage the provision of off-street undercover parking which is not visible from the park or the Esplanade.

* Develop strong links throughout the precinct with pedestrian and tour routes developed as part of the Discovering Darwin Tourism Action Plan.

* Promote the development of Doctors Gully as a tourist and recreational area which is sympathetic with the natural landform and the surrounding residential developments.

* Promote the extension of tourist developments and pedestrian linkages between Doctors Gully and the Botanic Gardens precinct and provide for tourist information, kiosk and bus stop facilities at the Mitchell Street end of Doctors Gully.
3.3.3 Civic

The key planning concept is to enhance the civic activities in the precinct and visitor appreciation through high quality urban design and landscaping, with pedestrian linkages to other parts of Central Darwin. Office and residential accommodation is supported provided its scale does not detract from the civic and heritage buildings in the precinct.

Other planning concepts are to:

* Enhance its ceremonial and historical significance as the site of the Administrator’s residence, the seat of Government and Local Government, the Supreme Court and the original settlement of Darwin.

* Develop a water frontage to State Square which will enhance its standing as a civic building of significance by providing appropriate linkages, facilities and views to the water.

* Develop opportunities for the adaptive use and integration of disused buildings of heritage significance.

* Coordinate street and public space landscaping in accordance with the State Square Construction and Landscape Master Plan.

* Encourage the provision of monuments, sculptures and/or water features as a community focus within the public domain.

* Facilitate safe, comfortable, convenient pedestrian access and movement through the precinct, with particular reference to the pedestrian linkages from the Central Business Precinct to the bus interchange and Wharf Precinct along Smith Street.

* Promote vehicular and pedestrian access to State Square, with linkages to the bus interchange and adequate parking, taxi and hire car facilities.
3.3.4 Wharf

The key planning concept is to facilitate the redevelopment of the precinct from its current predominantly port related uses to mixed uses consisting of high density tourist and residential accommodation, commercial, entertainment, arts, recreation and leisure uses, utilising the existing berthing facilities for passenger liners and larger recreational vessels.

Other planning concepts are to:

* Retain Stokes Hill Wharf as an entertainment and recreational focus and redevelopment the old Stokes Hill Power Station site.

* Develop an efficient road network to service the needs of car parking and public transport facilities without detracting from the pedestrian priority nature of the area.

* Provide safe and convenient pedestrian/cyclist access along the foreshore promenade and within the precinct connecting with the adjacent Civic and Central Business Core Precincts.

* Develop appropriate marine recreational activities, mooring and berthing facilities for small craft and associated activities including recreational fishing.

* Provide for an appropriate public water transport interchange to service the Wharf Precinct to link with the land-based public transport network.

* Provide public viewing areas at elevated vantage points throughout the precinct with pedestrian connections to the foreshore promenade and points of interest.

* Facilitate pedestrian linkages between the adjacent Civic Precinct and Stokes Hill and explore options for the provision of a pedestrian access and/or chairlift between Smith Street and Stokes Hill Wharf.

* Promote the development of off-street car parking facilities which will provide for daytime central area parking needs and after hours entertainment/recreational parking, in a form which is compatible with the character of the Precinct.

* Remove the gas tanks to further develop the foreshore park and provide pedestrian/cycle path connections to the Wharf and the Esplanade Precincts.
FISHERMANS WHARF
3.3.5 Fishermans Wharf

The key planning concept is to retain existing developments associated with harbourside activities but facilitate the longer term development of the precinct as a land to water based multi-modal transport interchange, which connects to the Central Business Core via vertically integrated pedestrian linkages to Knuckey Street.

Other planning concepts are to:

* Facilitate safe and convenient pedestrian connections to the Central Business Precinct over Tiger Brennan Drive and the transport interchange from/to the Fishermans Wharf/Frances Bay area via Knuckey Street.

* Promote the development of multi-level commercial, residential and tourist accommodation integrated with the road, rail, sea transport interchange.

* Retain a balance between industry and public activity in relation to Fishermans Wharf.
3.3.6  Mooring Basin

The key planning concept is to facilitate the establishment of marine, fishing and fish handling and marketing facilities and allow for the development of light industrial uses associated with fishing and marine activities. Medium density residential and business uses are also encouraged to maintain the life and vitality of the area.

Other planning concepts are to:

* Retain existing maritime industrial activities and provide for limited expansion with major new heavy industrial development located at other industrial areas in the region. Allow for the development of light industrial activities associated with the fishing industry and small boat repair facilities.

* Make appropriate provision for public car parking and public transport facilities ensuring efficient vehicular access for freight and service vehicles.

* Promote the enhancement of the built environment in a maritime theme, and provide for appropriate landscape treatment to developments, road reserves, public open spaces and foreshore areas.
3.3.7 Bayview Haven

The key planning concept is to develop the area as low to medium density residential with appropriate neighbourhood shopping facilities, school and community uses, open space and marina facilities.

Other planning concepts are to:

* Facilitate pedestrian linkages within the precinct, especially along the foreshore and across Tiger Brennan Drive to Stuart Park.

* Provide appropriate community facilities including a possible future primary school site.

* Promote, wherever possible, views of the City, the harbour and Sadgroves Creek and environs.

* Provide for safe public access to the water, open space, boat ramps and landings.

* Promote the enhancement of the commercial area, in a maritime theme, and provide for appropriate landscape treatment to developments, road reserves, public open spaces and foreshore areas.

* Provide public transport facilities particularly having regard to the future mass transit corridor.

* Retain a mangrove linkage to the Woolner Road area below the Stuart Park Primary School.
3.3.8 Dinah Beach

The key planning concept is to promote the precinct as a mixed use area which consists of predominantly marine related service commercial and medium density residential uses. Residential dwellings may either be attached to commercial developments or free standing. Commercial and residential uses should be compatible.

Other planning concepts are to:

* Make appropriate provision for public car parking and public transport facilities ensuring efficient vehicular access for freight and service vehicles.

* Promote public access and pedestrian linkages to the water.

* Promote the enhancement of the built environment in a maritime theme, and provide for appropriate landscape treatments to developments, road reserves, public open spaces and foreshore areas.

* Encourage the development of community use facilities such as yacht and recreational fishing clubs.

* Promote development of a form which does not inhibit the views and amenity enjoyed by existing Stuart Park residents over Sadgroves Creek.

* Retain a mangrove linkage to the Woolner Road area below the Stuart Park Primary School.
3.3.9 Stuart Park

The key planning concept is to retain the area as predominantly low and medium density residential with no expansion of the current high density residential uses except for those areas already zoned for high density development. The high level of residential amenity is to be retained while providing pedestrian, cyclist and open space linkages to the adjoining new development areas and appropriate traffic management. Commercial development on the Stuart Highway which does not require a central business location, but requires highway exposure, will be encouraged and its appearance should be enhanced. Commercial uses should be compatible with adjoining residential uses.

Other planning concepts are to:

* Discourage through traffic movements in residential areas and encourage the use of arterial and sub-arterial roads by the development of a road hierarchy and the use of appropriate traffic control and local area traffic management devices.

* Retain the vitality and informality of the Stuart Park commercial area but allow for redevelopment to mixed use commercial/residential over time.

* Encourage the rejuvenation of the Westralia Street shops, emphasising improvements to their physical appearance and shopper amenity.

* Retain the old railway reserve as a future transport corridor and continue its interim use as a landscaped area for use by cyclists and pedestrians.

* Encourage the relocation of industrial uses, such as panel beating/spray painting workshops and other incompatible industries, to designated industrial areas outside Central Darwin.

* Encourage the provision of appropriate landscaping and street furniture to enhance the visual amenity of the area and to emphasise the importance of the Stuart Highway as an entry portal to the City.
3.3.10 Woolner

The key planning concept is to relocate existing industrial activities/uses and to develop the area for low, medium and high density residential. The provision of open space, retention of appropriate remnant vegetation and appropriate noise attenuation measures adjacent to arterial roads and the Bishop Street light industrial area are also key issues.

Other planning concepts are to:

* Provide for public safety and an adequate buffer in the form of security fencing and landscaped open space around the existing fire station.

* Incorporate landscaped buffers and noise attenuation devices in new development areas to screen residential areas from arterial roads and existing uses, ensuring a high level of residential amenity.

* Discourage through traffic movements in residential areas and encourage the use of arterial and sub-arterial roads by the development of a road hierarchy and the use of appropriate traffic control and local area traffic management devices.

* Provide for pedestrian and bicycle paths as linkages to other precincts and improved access to public transport, community, recreational and open space facilities.
3.3.11 Railway Dam

The key planning concept is to develop the area for medium and high density residential with appropriate open space, retention of appropriate remnant vegetation and a network of footpaths and cyclepaths linked to the Gardens, Central Business Core and Stuart Park areas.

Other planning concepts are to:

* Retain the remnant rainforest near Duke Street and integrate it with the existing and expanded open space areas.

* Develop landscaping themes for streets, open space and private developments to integrate existing Stuart Park residential development with the tank farm re-development.

* Encourage individual building designs to have regard to views from other buildings, that is, view sharing.

* Encourage residential development which has regard to scale, character and landform.

* Ensure that appropriate noise attenuation is provided adjacent to arterial roads.

* Allow for the re-alignment of Dinah Beach Road to provide a direct sub-arterial road connection between Tiger Brennan Drive and the Stuart Highway.
3.3.12 Gardens Hill

The key planning concept is to develop the area for medium and high density residential and tourist accommodation uses with the relocation of industrial uses over time. Noise attenuation and preservation of residential amenity will be key issues when the Stuart Highway is duplicated in the old railway reserve.

Other planning concepts are to:

* Give cognisance to the landscape and topography of the precinct in the promotion of medium to high density residential development to enhance the environmental quality of the precinct.

* Encourage innovative residential development as an option for the Telstra/National Transmission Agency site and other undeveloped sites in the precinct.

* Encourage building heights to harmonise with the landform taking advantage of views where appropriate.

* Protect residential amenity by providing noise attenuation devices along the proposed Stuart Highway realignment in the old railway reserve.

* Encourage the redevelopment of light industrial/commercial uses to residential uses over time.

* Encourage landscaping sympathetic to and linkages with the Botanic Gardens Precinct.

* Promote low scale, medium density residential and other developments associated with the expansion of St John’s College as a secondary school, with residential boarding facilities.

* Encourage mixed use medium to high density residential, tourist accommodation and business/commercial development of the Nylander Street/Goyder Road area and the relocation of conflicting industrial uses, taking advantage of its elevated location with views over the Botanic Gardens and Fannie Bay.
Botanic Gardens
3.3.13 Botanic Gardens

The key planning concept is to retain and enhance the Botanic Gardens, the Mindil Beach area, the Gardens Golf Course and Gardens Oval as regional and local open space resources and to improve the pedestrian/cyclist linkages and public access generally to these areas.

Other planning concepts are to:

* Support the recommendations of the Botanic Gardens Master Plan and facilitate its implementation.

* Protect and enhance the cemetery site with appropriate signage indicating its historical and cultural significance.

* Improve public parking facilities, access and signage directing visitors to and within the precinct in accordance with the Discovering Darwin Tourism Action Plan.

* Encourage building design of a scale which is environmentally sympathetic to the gardens.

* Provide facilities to enhance visitor comfort and convenience such as kiosks, toilets and resting areas.

* Retain and enhance the golf course.

* Retain and enhance Gardens Road as a scenic drive and for pedestrian/bicycle access. Gilruth Avenue is to be retained as a sub-arterial road.

* Facilitate the integration of the Golf Course, Gardens Amphitheatre, Botanic Gardens and Mindil Beach areas and improve pedestrian/cyclist linkages.

* Integrate St John’s College into the Botanic Gardens environment while maintaining the college as a separate entity.

* Promote pedestrian and functional linkages with the Myilly Point and Esplanade tourist precincts.

* Retain Gardens Oval as a regional recreation facility at a scale of use compatible with surrounding recreational areas.
3.3.14 Larrakeyah

The key planning concept is to develop the area to the north-east of Smith Street as medium and high density residential and to retain the existing low and medium density residential to the south-west of Smith Street, with Smith Street as the primary pedestrian linkage to the Central Business Core. The retention of declared heritage places and integration with new developments are also key issues.

Other planning concepts are to:

* Provide appropriate pedestrian/cycleway connections within the precinct to the Larrakeyah School, Kahlin Oval and to The Esplanade, Myilly Point, and the Gardens Hill Precincts.

* Encourage the renovation of existing local neighbourhood shopping facilities with the emphasis on improving their physical appearance and shopper amenity.

* Maintain through vehicular access to Larrakeyah Barracks without loss of residential amenity.
LARRAKEYAH BARRACKS
3.3.15 Larrakeyah Barracks

The key planning concept is to retain the area for defence purposes, encouraging low and medium density residential development. The provision of open space, particularly along the foreshore, the retention of significant heritage and Aboriginal cultural places and integration of defence uses with the adjoining residential areas are also key issues.

Other planning concepts are to:

* Encourage low scale development which reflects the history, culture and land form of the area.

* Recognise the Larrakeyah Barracks Master Planning Study as the basis for intended land use and future development of the Larrakeyah Peninsula.

* Recognise the limitations of the existing infrastructure (residential roads) and the impact on the amenity of the Larrakeyah residential area of any expansion of Defence Force activities of a heavy industrial or hazardous nature.
3.3.16 Cullen Bay

The key planning concept is to facilitate a mix of low, medium and high density residential uses in a marina environment, with business/commercial areas developed along maritime themes. Pedestrian linkages to the adjoining Larrakeyah residential area, the Myilly Point tourist area, the ferry terminal and foreshore areas are a key issue in promoting the leisure and recreational aspects of the marina and its associated facilities.

Other planning concepts are to:

* Encourage development which is compatible with the natural landform and its marine related activities.

* Promote public access to foreshore areas, integrating water based leisure and recreational activities.

* Promote pedestrian and functional linkages between the hotel/resort development and the Myilly Point precinct.
3.3.17 Myilly Point

The key planning concept is to facilitate tourist accommodation and related uses in the form of resort, hotel and apartment style developments which cater for a range of tastes and budgets. Existing residences and heritage buildings are to be retained and integrated with new developments.

Other planning concepts are to:

* Encourage development which takes advantage of the natural landform, its central and beach side location.

* Encourage a high quality of building, urban design and landscaping which is consistent with Darwin’s tropical lifestyle and heritage. The use of breezeways and energy efficient building design should be a prime consideration.

* Promote public access to the foreshore and integrate parks, open space and beach side areas with tourist developments by linking with footpaths and cycle paths to facilitate usage for leisure and recreational purposes.

* Encourage the retention of existing exotic and remnant native vegetation as appropriate. The emphasis in supplementary landscaping should be on integrating development with the existing vegetation and shade to convey a tropical image, while maintaining views from ground level vantage points.

* Provide a level of infrastructure consistent with the development needs of tourists. This includes the provision of appropriate retail facilities, adequate on-site car parking and security, tourist bus and taxi pick up/set down areas, service vehicle access, essential services and a high level of pedestrian connectivity within developments, between development areas and to adjoining precincts.
4.0 Development Opportunities

4.1 Introduction

As the historic centre of early Darwin, many of the land uses which exist in Central Darwin have outgrown their significance and economic life. Areas which were industrial are now giving way to tourist and residential land uses. Areas which were considered difficult to develop are being developed into residential and commercial areas. Many of the early single storey developments in the Central Business Core are being replaced with modern multi-storey office and residential developments.

The needs of residents and tourists are being catered for in a far greater diversity of building styles and densities. While Cullen Bay and Bayview Haven will provide quality marina facilities, the need for greater appreciation and use of the harbour and other natural features will increase as the employment, residential and visitor population grows.

The proposed planning concepts should reinforce Central Darwin’s position as the dominant commercial centre in the region and its role as the capital city and seat of Government of the Northern Territory. However, implementation of the vision for Darwin, as a tropical city of distinction and character, will largely be achieved through the co-ordination and timely implementation of projects possibly with joint public and private sector involvement.

While development opportunities will be driven by market forces and funded through private investment, the Northern Territory Government has an important role as facilitator, ensuring that essential services and infrastructure are provided at the appropriate time in a cost effective manner.

Apart from the major residential and tourist developments opportunities at the Tank Farm, Woolner Road, Myilly Point and the Wharf Precinct other opportunities have been identified. Many of the projects will require combined NT Government and Darwin City Council involvement and funding. Others will require private developers/property owners and the community to become involved.

Raising the awareness of the development opportunities and desired outcomes is the primary objective of this document. It is not an approved program of Government, Local Government or private sector capital works.
4.2 Development Opportunities

4.2.1 Residential

Areas identified for residential development are shown on Figure 6 and described below:

* Tank Farm - medium and high density
* Woolner Road - low, medium and high density.
* Nylander Street - medium and high density (mixed residential/tourist use)
* Telstra/National Transmission Agency site Gardens Hill (old PINTS Club) - medium and high density
* Central Business Core/Esplanade - medium and high density (as stand alone residential or mixed use)
* Larrakeyah Barracks - low and medium density
* Wharf Precinct - high density (predominantly tourist accommodation with some residential)
* Frances Bay - medium density
* Bayview Haven - low and medium density

While the development areas of Cullen Bay and Bayview Haven are already committed to residential development there is scope for further marina development at Bayview Haven and mixed use service commercial/residential development in the Dinah Beach foreshore area.
Residential Development Opportunity Concepts

Possible Medium Density / Green Street Housing Concepts - Woolner Precinct

Possible High Density Mixed Use Residential / Commercial Development - Central Business Core (Knuckey St extension)
Mixed Use Development and Concepts (Commercial/Residential)

Cullen Bay

Office/Residential

Retail

Residential (upper level)

Office (mid level)

Retail (ground floor)
4.2.2 **Tourist Accommodation**

Areas identified for tourist accommodation are shown on Figure 7 and described below:

* Myilly Point - resort, hotel, apartment style - medium and high density
* The Wharf - hotel, apartment style - high density
* Central Business Core - apartment and hotel style - high density
* Nylander Street - hotel/apartment style - high density (mixed residential/tourist use)
4.2.3 Business / Commercial

Areas identified for business/commercial uses are shown on Figure 8.

While the primary focus of business/commercial development opportunities will remain in the Central Business Core, new opportunities will arise along the extension of Knuckey Street in the Tank Farm area (Shell site). Easy access to arterial roads and integration of multi-storey car parking facilities should enhance the commercial viability of retail and office developments in this area.

Outside the Central Business Core the Daly Street/Stuart Highway strip and the Frances Bay area should continue to provide service commercial development opportunities, with Harriet Place and Westralia Street shops servicing the local residential neighbourhoods. The Cullen Bay and Bayview Haven commercial areas should also provide office/retail facilities in a maritime environment as neighbourhood/district centre level facilities.

An opportunity exists to redevelop the Nylander Street area to some form of consolidated commercial development. With a significant highway exposure and prominent location a hotel/motel development may be appropriate.

Central Darwin should in time be able to sustain a convention centre and exhibition hall complex. The Wharf and Myilly Point should be considered as possible sites for such a facility.

FIGURE 8
Tourist/Residential Development Opportunity Concepts

Development Concepts - Myilly Point

Development Concepts - Wharf and Esplanade Precincts
Business / Commercial
Development Opportunity Concepts

Development Concepts - Fishermans Wharf and Central Business Precincts
Business / Commercial
Development Opportunity Concepts

Cross Section of the Possible Future Multi-Modal Transport Interchange -
Fishermans Wharf Precinct - showing vertically integrated uses

Cross Section of the Possible Multi-Storey Underground Carpark - Central Business Precinct - (Tank Farm area)
4.2.4 Public Domain

Development and urban enhancement/design projects in the public domain should be implemented as needs arise to integrate public and private sector developments. Opportunities will arise for developers to become more involved in public domain projects as performance based planning principles are implemented. This should give developers a greater sense of ownership in areas that have traditionally been the responsibility of government and local councils.

As the port related facilities and the fuel storage tanks are relocated, development opportunities should arise in these areas. Government funding, design and implementation of public infrastructure will be required to facilitate development.

The following projects are suggested for consideration on capital works and/or other relevant programs (public and private) at the appropriate time. These are also shown graphically on Figure 11 at the end of this document.

1. Knuckey Street - McMinn Street to The Esplanade
   * Traffic management proposals to introduce pedestrian priority but maintain two way traffic flow and some carparking.
   * Urban design project to enhance streetscaping, providing shade and shelter, linking the new developments, The Mall, heritage buildings, parks and The Esplanade tourist area with the foreshore (Lameroo Beach).
   * Upgrade taxi facilities and introduce public transport stops.

Knuckey Street - Pedestrian Priority Concepts
2. Pedestrian Corridor - McMinn Street to Fishermans Wharf

* This is an extension of the Knuckey Street pedestrian corridor to link to Fishermans Wharf, the future multi-modal transport interchange and the proposed multi-storey car parking facility.

* Features of this corridor could include a quality urban design public square at the intersection of the Knuckey Street and Fishermans Wharf axes with water features and sculptures with reference to Darwin's history and culture.

3. Mitchell Street - Daly Street to Parliament House

* Street scaping to improve pedestrian amenity (shade and shelter) to link entertainment venues and other key activity centres (Beaufort Centre, Cinema Complex, Bus Transit Centre, Plaza Hotel and Parliament House) while retaining two way traffic flow and on street parking.

* Traffic management/control devices required at intersections.

4. Smith Street - Daly Street to Knuckey Street

* Improve pedestrian amenity (shade and shelter) and streetscaping, particularly the section from Searcy Street to Knuckey Street, which should be reconstructed as a pedestrian priority road.
5. Smith Street - Bennett Street to the Wharf

* Eliminate on-street parking and convert to a pedestrian priority road with strong pedestrian linkages between Parliament House, the Council offices and the city centre.

* Develop a pedestrian linkage and/or people mover (chair lift) or similar from Harry Chan Avenue to the foreshore promenade and Stokes Hill Wharf.
6. Foreshore Promenade - Stokes Hill to Doctors Gully

* Develop a quality foreshore promenade with appropriate paving, furniture, lighting, landscaping and public facilities. This may be in the form of a boardwalk or solid natural stone structure around the coastline. Points of interest, proposed and existing, along the promenade are Doctors Gully, Bicentennial Park, Lameroo Beach (swimming enclosure), ferry landings, Women’s Meeting Place, Fort Hill, cruise ship berths, the marina, the Pearling Museum and other Stokes Hill attractions.
7. Salt Water Swimming Enclosure - Lameroo Beach area

* Develop a salt water swimming enclosure with kiosk and restaurant facilities. Vertical integration to the ground level of Parliament House is desirable.
8. Cavenagh Street - Bennett Street to Searcy Street

* Traffic management improvements to allow for 2 traffic lanes in each direction and 2 way bus route. Improve pedestrian amenity (shade and shelter) and convert angle parking to parallel parking. Eliminate central median parking and landscape with mid block pedestrian crossing facilities.

* Improve traffic management and pedestrian facilities around the Searcy/Litchfield Street intersection (Post Office area).
9. Ferry Landing Facilities

* Provide landing/passenger transit facilities at Stokes Hill and Fishermans Wharf and Parliament House as part of a longer term strategy of providing landings around the Darwin peninsula and the harbour.

10. Westralia Street and Harriet Place Shops

* Enhance the physical appearance and functionality of the shops through appropriate developments and urban design.

11. Mitchell Street - Lambell Terrace to Cullen Bay roundabout

* Construction of this extension is desirable to provide improved access to Cullen Bay and the new development on the Old Darwin Hospital site. Kahlín Avenue could be downgraded to allow for one way traffic and on-street car and bus parking.

12. Woolner Road - Ross Smith Avenue to Tiger Brennan Drive

* Re-alignment of Woolner Road south of Bishop Street to Tiger Brennan Drive is required to improve intersection configuration with Tiger Brennan Drive and to enhance vehicular/pedestrian access to Bayview Haven (refer to Figure 10).
* The re-alignment north of Bishop Street to Ross Smith is proposed to eliminate two staggered T-intersections and to combine them as a single cross intersection. This work could be undertaken separately to the southern re-alignment when improvements need to be made for traffic capacity reasons.

13. City Laneways - Austin and West Lanes

* Reduce the impact of parking and through traffic movements and enhance pedestrian safety and amenity. Encourage developers to use the lanes as street frontages with outside eating facilities and footpath stalls. Provide appropriate street lighting and furniture.
14. Lateral Pedestrian Links - City

* Develop and enhance the existing network of lateral pedestrian linkages throughout the Central Business Core. Provide shade and shelter structures across open public areas where possible.
15. Barneson Street - Tiger Brennan Drive to Cavenagh Street

* Construct a two-way arterial road to provide access to the tank farm area and an alternative access road to the city car parking stations. This road should also provide an alternative route for public transport and footpath/cyclepath facilities. Grade separation options should be considered.

16. Pedestrian/Cycle Path - Doctors Gully to Stokes Hill

* A pedestrian/cyclist link through the Gardens area connecting the old railway reserve to the Tank Farm area and Stokes Hill should be provided to complete the city circle link with the foreshore promenade.

17. Cavenagh Street Carpark

* An opportunity exists to develop the carpark as a multi-storey carpark mixed use office/retail development, which includes bus interchange facilities, with direct access to arterial roads.

18. Tank Farm Carpark

* A major multi-storey carparking facility could be located on the site currently occupied by Shell. The facility should be integrated with the proposed transport interchange and future commercial developments in the area.

19. Carparking Generally

* Other multi-storey carparking opportunities exist at Mott Street, the Wharf Precinct and numerous other locations around the city which are owned and managed by Darwin City Council.
Associated Projects and Studies


References


Northern Territory Government Department of Lands, Planning and Environment (February 1996). *Revised Stuart Park North Proposed Land Use Objectives*.

Northern Territory Government, Northern Territory Planning Authority *Darwin Town Plan 1990*.


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Central Darwin and Southern Suburbs
Likely Resident Population Capacity

(Based on 75% of Town Plan Zoning capacity)

Source: 1996 ABS and Land Use Planning Investigations
Oct. 1996

FIGURE 9
FIGURE 11

- HARRY CHAN AVENUE TO STOKES HILL
- ROADSIDE LANDSCAPING
- SWIMMING ENCLOSURE
- APPEARANCE AND SHOPPER AMENITY
- Litchfield Interchange and Major Multi-Storey Mooring
- FISHERMANS ROAD
- FRANCES SMITH ST.
- MITCHELL ST.- DALY ST. TO PARLIAMENT
- INVERELL TO CULLEN BAY ROUNDABOUT
- Smith St.- Cullen St. to Knocks St.
- Streetscaping, Shade and Shelter
- Smith St.- Bennett St. to Freeman St.
- Streetscaping, Shade and Shelter
- Smith St.- Freeman St. to Government House
- Streetscaping, Shade and Shelter
- Crook St.- Nibbi St. to The Esplanade
- Pedestrian Priority Road - Improve Streetscaping, Shade and Shelter
- Austin and West Lanes - Improve Streetscaping
- Pedestrian Amenity
- Crook St.- Freeman St. to Smith St.
- Streetscaping, Shade and Shelter
- Smith St.- Bennett St. to Freeman St.
- Streetscaping, Shade and Shelter
- Smith St.- Freeman St. to Government House
- Streetscaping, Shade and Shelter
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