



Darwin Inner Suburbs Area Plan

February 2016

Foreword



The Northern Territory Planning Commission is pleased to present the Darwin Inner Suburbs Area Plan. The Area Plan is the culmination of six months of community consultations and extensive infrastructure studies focused on ensuring future land use keeps pace with the changing needs of a growing community.

Integral to the preparation of the Area Plan has been a new upfront approach to consulting with the community. Over the past six months, the Planning Commission has spoken with over 800 residents, held briefings for community and industry stakeholders and received 110 formal submissions. The response has been terrific, not only for the genuine interest and valuable feedback offered by the residents of Darwin's inner suburbs, but also for the diversity of views that have helped to shape the Area Plan.

Having had the opportunity to personally speak with hundreds of residents within the inner suburbs, and I am confident that we have achieved a good balance in catering for growth in vibrant, liveable activity centres around transport corridors while protecting the tropical character currently enjoyed in the surrounding localities.

I would like to thank everyone who has contributed to the development of the Area Plan, including those who attended our information stalls and briefings and those that took the time to make submissions. The Area Plan provides a clear framework for growth that will guide development for many years to come.

The Hon Gary Nairn AO
Chairman
Northern Territory Planning Commission

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1. Purpose and Operation of the Area Plan

1.1 Purpose of the Area Plan

The Darwin Inner Suburbs Area Plan provides a framework to guide progressive growth and development within the Inner Suburbs of Darwin. Land use and development envisaged by this Area Plan will be progressively rolled-out over the longer term, rather than occur immediately.

The Darwin Inner Suburbs Area Plan provides a detailed land use framework within the context of the broad regional strategic planning policies established by the Darwin Regional Land Use Plan 2015.

The Darwin Inner Suburbs Area Plan aims to provide the community, the development industry and decision makers with confidence about the likely form of future land use. The Area Plan presents the characteristics and opportunities that will shape the future of the area.

The Area Plan provides the opportunity to accommodate the new dwellings forecast for the Inner Suburbs of Darwin in the Darwin Regional Land Use Plan (2015) of 800 dwellings in the short term and 4 490 in the far term.

The Area Plan is premised on focusing new growth toward activity centres to facilitate walkability associated with the co-location of higher density residential development and a mix of commercial, retail, community facilities and services, public transport and tracts of public open space.

The Area Plan, as a framework for future growth is supported by investigations that ensure future essential infrastructure services can and are being provided commensurate to expected population growth.

1.2 Operation of the Area Plan

Locality

This Area Plan applies to the following suburbs:

- The Gardens;
- Stuart Park;
- Parap;
- Woolner;
- Bayview;
- Fannie Bay;
- The Narrows; and
- Part of Ludmilla (south of Ludmilla Creek).

Using this Document

The Area Plan is divided into two parts.

Part One establishes the **Vision and Goals** for the Inner Suburbs. A District Level Plan accompanies the Vision and Goals to provide a spatial overview of the Inner Suburbs and introduce the seven major land use types for the area. The District Level Plan identifies potential areas for land use change that are not currently anticipated by the NT Planning Scheme. It can also be used to identify which chapter in Part Two applies to a specific parcel of land.

Part Two provides **A Plan for Land Use** which outlines a detailed direction for land use in the area. Part Two is divided into seven chapters which reflect the land use types shown in the District Level Plan.

Each chapter in Part Two is accompanied by a Plan. The legend on the Plan identifies which land use category a specific parcel of land falls into. In addition, an annotation on this Plan indicates whether a concept applies to a parcel of land or precinct. Once the land use category and concept (where applicable) has been identified, the **Planning Principles** and **Concepts** that apply to a specific parcel of land can be identified.

These terms are defined below:

- **Planning Principles** outline how land is to be used. Every parcel of land will be subject to the planning principles within the chapter applicable to the land.
- **Concepts** apply to specific sites or precincts in the study area, and identify specific principles for land use (some of which are supported by the illustrations attached to this Area Plan).

The Planning Principles and Concepts are expressed as objectives and acceptable responses, as defined below:

- **Objectives** express the high level aspirations to be achieved; and
- **Acceptable responses** identify potential standards which will contribute to the achievement of the objectives.

A departure from the acceptable responses can be considered only where:

- an alternative solution that achieves the objective is provided; and
- the alternative solution demonstrates an equal or higher standard than that set out by the acceptable responses.

The Rezoning of Land

This Area Plan indicates that the use of land on specific sites may change in the future. A number of sites will require rezoning before the land use and development potential envisaged by this Area Plan can be realised. However, this Area Plan:

- does not automatically rezone land; and
- does not remove the need to apply to the Minister responsible for administering the Planning Act to rezone land.

Instead, this Area Plan provides a decision making framework to inform consideration of any future rezoning proposal. Rezonings are to be in accordance with the Vision, Goals and relevant Principles expressed by this Area Plan and servicing requirements.

Relevant service authorities should be contacted to ascertain any service upgrades required before applying to rezone land, noting that the rezoning of land may require contribution to the upgrade of services.

The Northern Territory Compact Urban Growth Policy

The Darwin Inner Suburbs Area Plan implements the Northern Territory Compact Urban Growth Policy as it identifies compact urban growth localities around activity centres, public transport corridors and other localities that satisfy the objectives of this Policy.

A rezoning application that is consistent with this Area Plan will also be consistent with the Northern Territory Compact Urban Growth Policy. Therefore, any rezoning application that is consistent with this Area Plan is not required to address the performance criteria of the Policy.

However, any proposal to amend this Area Plan is to comply with the Northern Territory Compact Urban Growth Policy.

Existing Zoning and Existing Use Rights

This Area Plan does not prevent the use of land consistent with the current town planning zone that applies to a site. Further, the Area Plan does not prevent the use of land consistent with a Planning Permit or existing use rights that have not been extinguished.

Understanding this Document

This Area Plan is accompanied by a Needs Assessment. This Needs Assessment contains a record of all the technical considerations, infrastructure investigations and community feedback that has informed the Planning Principles and Concepts in this Area Plan.

It is recommended that the Needs Assessment be consulted where there are issues of interpretation or where questions have been raised about the policy positions advocated for by the Area Plan.



Part One

2.	The Vision for Darwin's Inner Suburbs	8
2.1	Vision	9
2.2	Goals	9

Darwin Inner Suburbs Area Plan District Wide Land Use Plan



Legend

- | | | | |
|------------------------------|---|---------------------------------------|-------------------------------------|
| Potential area for change | Mixed Use
(See page 18) | Organised Recreation
(See page 26) | Essential Services
(See page 38) |
| Residential
(See page 12) | Tourist Commercial Area
(See page 18) | Public Open Space
(See page 26) | Conservation Area
(See page 40) |
| Future Development | Industrial and Service
Commercial Areas
(See page 24) | Community Purpose
(See page 26) | Heritage
(See page 40) |

Darwin Inner Suburbs Area Plans.dgn

2. The Vision for Darwin's Inner Suburbs

2.1 Vision

Stitched together by the Stuart Highway, Darwin's Inner Suburbs are the gateway to the CBD of Darwin - the dominant commercial, cultural, administrative, tourist and civic centre of the Northern Territory's capital city.

The Inner Suburbs present a modern and prosperous Darwin, while also reflecting the heritage and natural environment which contribute so much to Darwin's character.

The Inner Suburbs of Darwin are an inclusive place, offering a range of live, work and play opportunities to meet the diverse needs of the residents of the Darwin region.

2.2 Goals

Residential Areas

To protect and recognise the aesthetics and associated lifestyle of established residential areas while facilitating new housing opportunities that reflect the diverse needs of Darwin's regional population.

Activity Centres and Tourist Commercial Area

To provide opportunities for people to live, work, play and shop in a location characterised by excellent public and active transport, service infrastructure, prosperous economic conditions, safe streets and a strong sense of place.

Industrial and Service Commercial Areas

To protect the role of existing industrial areas as local employment hubs, and encourage the continued transition to the provision of locally accessible service industries.

Social Infrastructure

Social infrastructure, including public open space and recreational facilities, is to be enhanced in a manner that reflects the social needs of existing and future residents of the Darwin's Inner Suburbs and the broader Darwin Region.

Movement and Transport

To protect opportunities for road, public transport and active transport enhancement, while ensuring that:

- significant transport corridors provide green gateways presenting strong tropical landscape statements;
- shade, shelter, landscaping and other amenities for those engaged in active transport are provided; and
- public transport vehicles and users have priority over the private motor vehicle.

Essential Services

To plan for the timely delivery of essential services and infrastructure in order to meet the demands of the growing population.

Environment and Heritage

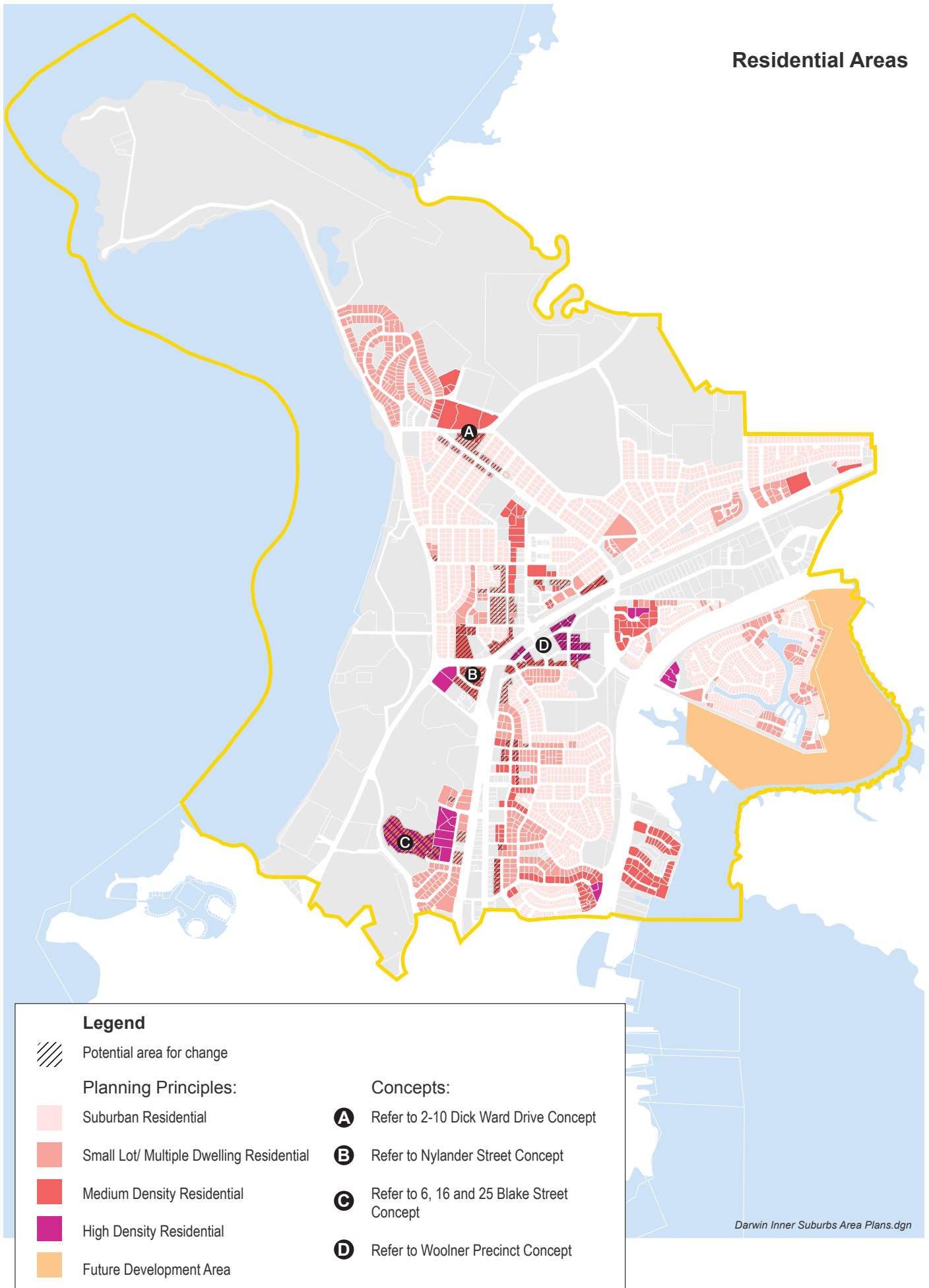
To safeguard the sensitive environs of Ludmilla Creek and Darwin Harbour, and to ensure the protection, enhancement and adaptive re-use of heritage assets and stories.



Part Two

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Residential Areas



3. A Plan for Land Use

3.1 Residential Areas

Planning Principles

Suburban Residential

Objectives

1. *Development of new single detached dwellings.*
2. *Limit the impact of new single dwelling development on the established neighbourhood character.*
3. *Limited change in built form and neighbourhood character.*

Acceptable Responses

Development is to be in accordance with the provisions of Zone SD (Single Dwelling Residential), subject to any Concepts identified herein.

Small Lot/Multiple Dwelling Residential

Objectives

1. *Development of multiple dwellings on one site and single dwellings on small lots.*
2. *Provide a buffer between suburban residential areas and adjoining density localities.*
3. *A built form and landscape response that respects the qualities of the adjoining suburban residential area.*

Acceptable Responses

Development is to be in accordance with the provisions of Zone MD (Multiple Dwelling Residential), subject to any Concepts identified herein.

Medium Density Residential

Objectives

1. *Development of multiple dwellings in a residential only setting.*
2. *A built form and landscape response that sensitively responds to the adjoining suburban residential area.*

Acceptable Responses

Development is to be in accordance with the provisions of Zone MR (Medium Density Residential), subject to any Concepts identified herein.

A residential building in Zone MR that:

- abuts land in Zone SD; or
- has a frontage to a street with a reservation width not exceeding 18m on the opposite side of which is land in Zone SD

is not to exceed a height of 3 storeys above the ground level.

Planning Principles (continued)

High Density Residential	
Objectives <ol style="list-style-type: none"> 1. <i>Development of multiple dwellings in a residential only setting.</i> 2. <i>A built form and landscape response that sensitively responds to the adjoining suburban residential area.</i> 	Acceptable Responses <p>Development is to be in accordance with the provisions of Zone HR (High Density Residential), subject to any Concepts identified herein.</p>
Future Development Area	
Objectives <ol style="list-style-type: none"> 1. <i>Identify areas intended for future development.</i> 2. <i>Provide for development in accordance with a site or locality specific planning framework once services are or can be made available to the land.</i> 	Acceptable Responses <p>Development is to accord with either</p> <ul style="list-style-type: none"> • An Area Plan and the provisions of Zone FD; or • Provisions of a Specific Use Zone. <p>Both the Area Plan and the Specific Use Zone must address the relevant provisions within the NT Planning Scheme (including concepts within this Area Plan).</p>

Concepts

A. 2 – 10 Dick Ward Drive, Fannie Bay

Objectives

1. *An integrated medium density residential development across all sites.*
2. *Rationalise access to the precinct by providing a limited number of ingress and egress points between the precinct and Dick Ward Drive.*

Acceptable Responses

Prior to the development of any medium density development in this precinct all properties nominated are to be consolidated, or a master plan is prepared showing how these lots are to be developed as an integrated subdivision.

Options are to be designed in accordance with the requirements of the City of Darwin.

B. Nylander Street

(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)

Objectives

1. *Renewal of Nylander Street.*

Acceptable Responses

Residential only development consistent with the provisions of Zone MR (Medium Density Residential) along Nylander Street only when the street is reconstructed to allow for two way traffic movement between Goyder Road and the Stuart Highway Service Road.

No commercial uses are permitted.

Concepts (continued)

C. 6, 16 and 25 Blake Street, The Gardens	
Objectives	Acceptable Responses
1. <i>Appropriate mix of uses at a density that responds to the context of the site.</i>	Land uses and density are to generally accord with Zone MR (Medium Density Residential) and Zone HR (High Density Residential) of the NT Planning Scheme.
2. <i>Continuation of the local road function of the surrounding street network.</i>	Implementation of a new road link to Gardens Road from the sites that ensures that the local streets surrounding the sites (including Gardens Hill Crescent and Melville Street) only carry traffic levels consistent with a local access street.
3. <i>A local street network that supports pedestrian and cyclist movement.</i>	<p>A street network that provides at least two points of access to the site for emergency vehicles, and multiple connections for pedestrians and cyclists to neighbouring points of interest and the broader local road network. Streets include on street car parking, footpaths and traffic lanes to facilitate vehicle and cyclist movement.</p> <p>Pedestrians and cyclists connections from the site to the Stuart Highway via Blake Street are to be maintained.</p>
4. <i>Development providing interconnectivity between components of the Darwin George Brown Botanic Gardens.</i>	<p>A publicly accessible open space equivalent to 10 per cent of the area used for residential dwellings. This contribution is within 400m of most dwellings and should include green pedestrian/ bike links to 'Birdsong Gully' and the Botanic Gardens to the north of the site.</p> <p>Enhance the role of Birdsong Gully as a local green space link providing pedestrian connectivity between residential uses and the adjacent open space and foreshore areas.</p> <p>Buildings should be orientated towards Bird Song Gully for the purposes of providing passive surveillance.</p>
5. <i>Varied building heights to respond to the locality and opportunities for views of the Darwin Harbour.</i>	A range of building heights consistent with the provisions of Zone MR (Medium Density Residential) and Zone HR (High Density Residential).
6. <i>Establishment of buildings that contribute to pedestrian friendly spaces and create an attractive and comfortable built environment.</i>	Built form guidelines that identify and respond to view corridors, and include: a building height plan; use mix and building typology plan; a setback and site coverage plan; a plan that demonstrates building orientation to capture breeze, natural light and reduce acoustic impact; a street interface plan; a materials and finishes schedule; and any other relevant matters to building design.

C. 6, 16 and 25 Blake Street, The Gardens (continued)

Objectives

7. *Building setbacks that respond appropriately to existing dwellings.*

Acceptable Responses

Buildings that share a site boundary with existing dwellings are to be setback 9 metres from that boundary, and a 3m wide landscaped buffer planted with suitable screen vegetation is to be established within this setback.

8. *Continued unrestricted use of the Darwin Amphitheatre.*

Advice to future residents by way of a cautionary notice on title regarding the existing use rights associated with the Amphitheatre.

Building and site design to minimise the impacts of noise from the amphitheatre on future residents.

D. Woolner Precinct

(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)

Objectives

1. *A new integrated road network at the Woolner Precinct to efficiently connect vehicles, pedestrians and cyclists to existing networks.*

Acceptable Responses

Extension of Parap Road into the precinct.

A local road network connecting Woolner Road and Goyder Road via Armidale Street and connecting Armidale Street and Woolner Road via Iliffe Street.

A grid of local streets interconnecting Armidale Street, Iliffe Street and the Stuart Highway.

Blocks with dimensions greater than 100m x 100m are discouraged. Pedestrian laneways, public open spaces or a local road are to be utilised to create a fine grained urban layout, and can be used to break up lots greater than the above dimensions. Sites should be orientated to provide passive surveillance over streets, laneways and public open spaces.

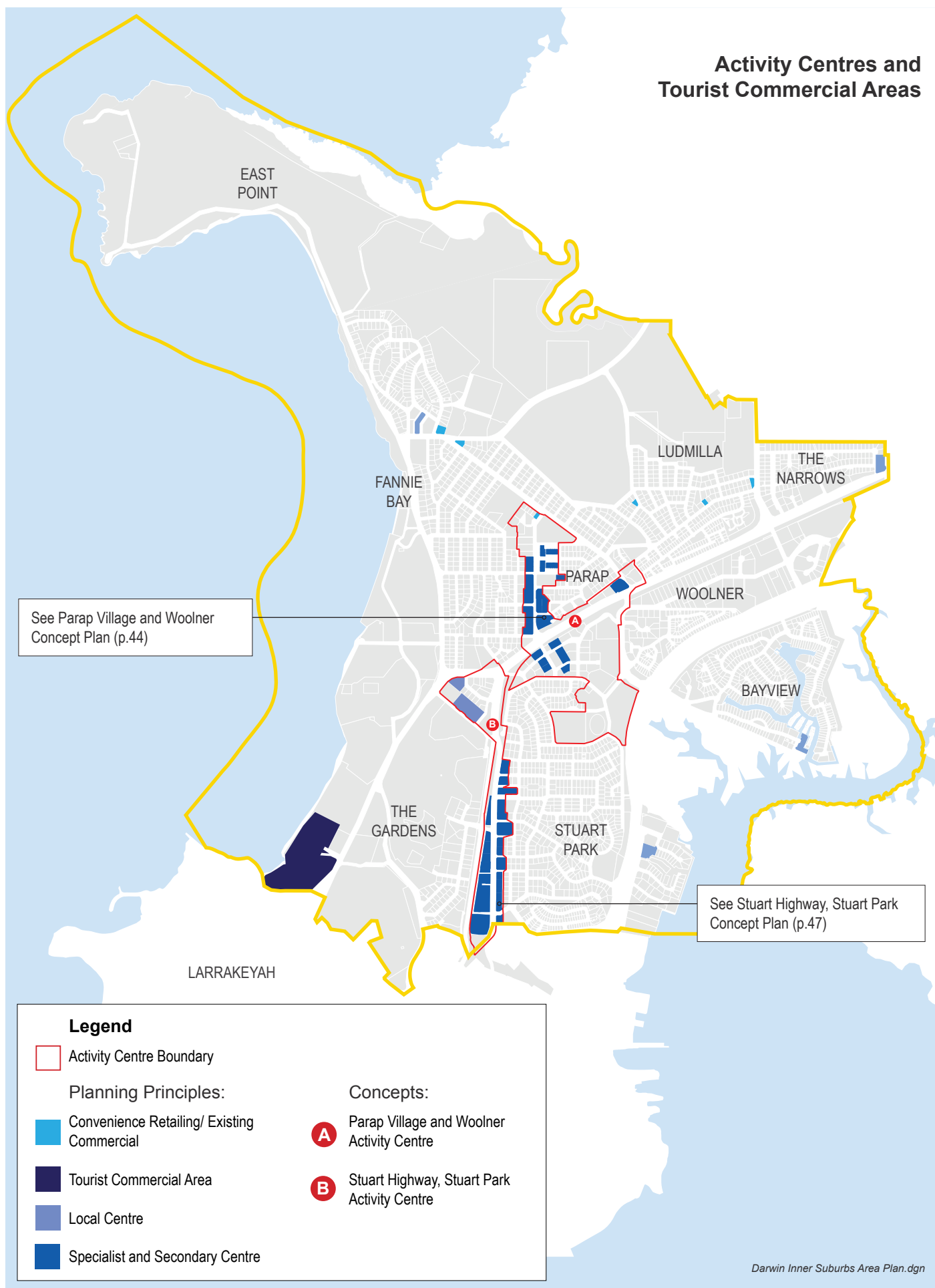
Cul-de-sacs are discouraged, and where required should provide pedestrian connectivity to the neighbouring street in the head of the cul-de-sac.

Road design that provides

- on street parking bays;
- pedestrian footpaths on both sides of the street; and
- for cyclists.

Landscaped wide verges and medians within street reservations and public open spaces provide visual relief and shade.

Activity Centres and Tourist Commercial Areas



3.2 Activity Centres and Tourist Commercial Areas

Planning Principles

Specialist and Secondary Centres

(Also refer to the Parap Village and Woolner Concept Plan, and the Stuart Highway, Stuart Park Concept Plan at Attachments 1 & 2 respectively)

Objectives

1. *Centres characterised by a mix of residential, commercial, retail, community and other compatible uses.*

Mixed use buildings accommodate:

- commercial activities; and/ or
- residential use above commercial activities.

Land use generally accords with the respective Land Use Plans of the Parap Village and Woolner Concept Plan, and Stuart Highway, Stuart Park Concept Plan.

Diverse housing options that respond to changing demographics and create options to accommodate future growth.

Uses not compatible with residential are not to be established.

2. *New commercial and retail floorspace.*

Expansion of floorspace accords with the parameters set by the relevant Concept herein.

Local Centres & Convenience Retailing/ Existing Commercial

Objectives

1. *Ongoing use for commercial purposes.*

Expansion of commercial, retail and residential floorspace in these localities is not encouraged beyond the boundaries of the land currently zoned for commercial use.

Development in and around the commercial zones that accords with the provision of the NT Planning Scheme.

Tourist Commercial Areas

Objectives

1. *Limiting development of Tourist Commercial Areas to uses that service tourism, including commercial and residential activities.*

The maintenance of public access to the foreshore and beach reserves.

Development is to be in accordance with the provisions of the NT Planning Scheme.

Concepts

A. Parap Village and Woolner Precinct

(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)

Objectives

1. *Integration of Parap Village and the Woolner Precinct via extension of commercial uses along Parap Road.*

Acceptable Responses

Parap Centre will continue to cater for the convenience needs of adjacent residents and provides activated nightlife and weekend trade serving residents of the inner suburbs and the broader region.

Commercial uses along Parap Road may occur as a way of allowing for the commercial growth of the Parap Village.

In the medium term, a secondary activity centre with a full line supermarket not exceeding 6,500m² Gross Floor Area (GFA) of retail floorspace should be established in the Woolner Precinct.

Retail development in the Woolner precinct is focused on the provision of retail options that cannot physically be located in Parap Village or Parap Road (ie. a supermarket) and those that complement Parap Road and Parap Village

Commercial and retail development incorporating landscaping and shade awnings along Parap Road is to provide a continuous and pedestrian friendly connection between Parap Village and the Woolner Precinct.

Opportunities to redevelop the Parap Village Centre may provide a multi-deck parking facility. One potential option is at the rear of the shops on Urquhart Street.

2. *Development of medium rise mixed use buildings.*

Buildings accord with the Built Form Plan of the Parap Village and Woolner Concept Plan.

3. *Appropriate lot size and configuration to accommodate mixed use development.*

Amalgamations as outlined on the Land Use Plan of the Parap Village and Woolner Concept Plan.

4. *Car parking hidden from view and located to facilitate continuous pedestrian movement on primary and secondary streets.*

Vehicle access that accords with the Built Form Plan of the Parap Village and Woolner Concept Plan, which can also be achieved by the lot amalgamation pattern identified on the Land Use Plan.

A. Parap Village and Woolner Precinct (continued)

(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)

<p>5. <i>Mark the arrival point of specialist and secondary centres through the use of architecture.</i></p>	<p>Landmark development sites identified on the Parap Village and Woolner Concept Plan (Built Form Plan) incorporate a design response which strengthens the precinct by:</p> <ul style="list-style-type: none"> • establishing a prominent architectural address orientated towards the identified view corridor; • providing a visual anchor point, via the articulation of building form, envelope and material expression within the identified view corridor; and • employing the appropriate use of building height on the interface with the view corridor to accentuate the sense of arrival.
<p>6. <i>Enhanced community facilities or public open space in the precinct through increased building heights at the corners of Parap Road and Somerville Gardens.</i></p>	<p>Building heights of 4 storeys at the corner of Somerville Gardens and Parap Road. Or, in exchange for a new park connecting Somerville Gardens and Drysdale Street, a maximum of:</p> <ul style="list-style-type: none"> • an additional single storey north of the Somerville Gardens and Parap Road corner; and • an additional 2 storeys south of the Somerville Gardens and Parap Road corner.
<p>7. <i>Streets that encourage movement, gathering and shade.</i></p>	<p>Street design that generally implements the spatial use elements outlined in the Indicative Street Design - Parap Road of the Parap Village and Woolner Concept Plan.</p>
<p>8. <i>Continued operation of the live entertainment function at established venues.</i></p>	<p>Advice to future residents by way of a cautionary notice on title regarding the existing use rights associated with the Railway Club and other existing licenced venues.</p> <p>Building design to minimise the impacts of noise sources.</p>
<p>9. <i>Appropriate distribution of commercial and retail floorspace between Woolner and Railway Street.</i></p>	<p>Woolner Site Retail floorspace not exceeding 6 500 m² GFA, mixed commercial and residential uses within the commercial areas shown on the Land Use Plan of the Parap Village and Woolner Concept Plan.</p> <p>Railway Street Mixed use development including :</p> <ul style="list-style-type: none"> • residential use such as hotel, motel, hostel, aged care or seniors accommodation and/ or multiple dwellings; and • a total GFA of 2 000m² of commercial tenancies such as shop, office, medical clinic and restaurant.

Concepts

B. Stuart Highway, Stuart Park Precinct

(Also refer to the *Stuart Highway, Stuart Park Concept Plan at Attachment 2*)

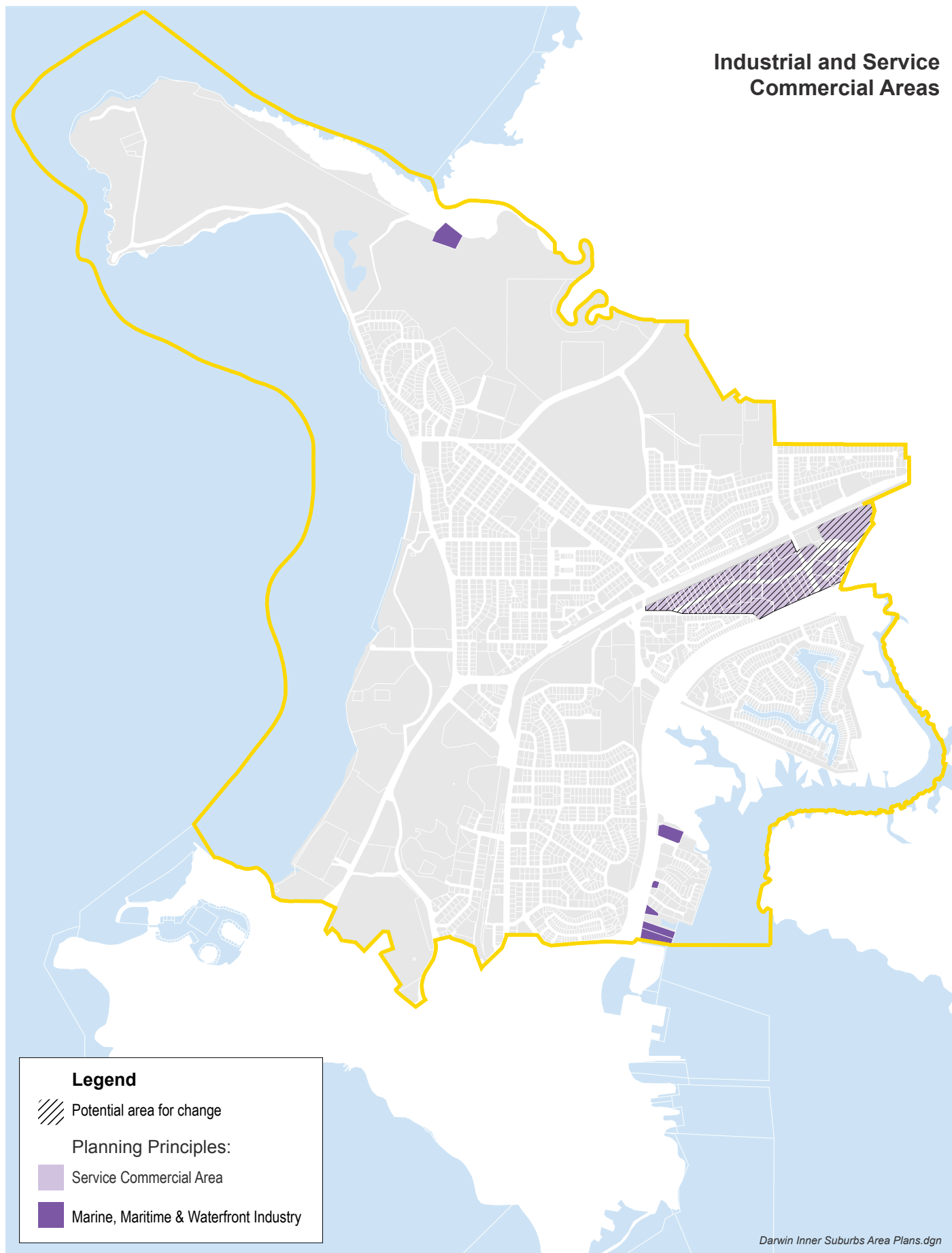
Objectives	Acceptable Responses
<p>1. <i>A mixed use precinct characterised by finer grain retail, showroom sales, professional suites and shop top residential use.</i></p>	<p>Provide service commercial uses serving both the inner suburbs and the CBD, including showroom sales and other uses such as health related facilities.</p> <p>Proximity to the Botanic Gardens and foreshore areas will create opportunities for residential uses. This attraction will be further enhanced as traffic volumes are decreased on this corridor by initiative such as improved rapid public transport and the far term possibility of the Stuart Park Bypass.</p> <p>Priority public transport lanes through this space, connecting to Darwin, Casuarina and Palmerston City Centres.</p> <p>Streetscaping within the road reserve providing alfresco opportunities, cycle ways and pedestrian footpaths.</p>
<p>2. <i>Development of medium rise mixed use buildings.</i></p>	<p>Buildings accord with the Built Form Plan of the Stuart Highway, Stuart Park Concept Plan.</p>
<p>3. <i>Appropriate lot size and configuration to accommodate an attractive and practical mixed use development.</i></p>	<p>Amalgamations as outlined on Land Use Plan of the Stuart Highway, Stuart Park Concept Plan.</p>
<p>4. <i>Car parking hidden from view and located to facilitate continuous pedestrian movement on primary and secondary streets.</i></p>	<p>Vehicle access that accords with the Built Form Plan of the Stuart Highway, Stuart Park Concept Plan, which can be achieved by the lot amalgamation pattern identified in the Land Use Plan.</p>
<p>5. <i>Mark the arrival point of specialist and secondary centres through the use of architecture.</i></p>	<p>Landmark development sites identified on the Stuart Highway, Stuart Park Concept Plan (Built Form Plan) incorporate a design response which strengthens the precinct by:</p> <ul style="list-style-type: none"> • establishing a prominent architectural address orientated towards the identified view corridor; • providing a visual anchor point, via the articulation of building form, envelope and material expression within the identified view corridor; and • employing the appropriate use of building height on the interface with the view corridor to accentuate the sense of arrival.

B. Stuart Highway, Stuart Park Precinct (continued)

(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)

Objectives	Acceptable Responses
6. <i>Enhanced community facilities or public open space in the precinct through increased building heights on land bounded by Ramirez Road, Stuart Highway and the old Railway Reserve.</i>	Building heights of 6 storeys on land bounded by Ramirez Road, Stuart Highway and the old Railway Reserve or a maximum of an additional 3 storeys if land is made available for a district park as shown on the Land Use Plan.
7. <i>Streets that encourage movement, social gathering and shade.</i>	<p>Street design that generally implements the spatial use elements outlined on the Indicative Street Designs - Stuart Highway and Ramirez Road of the Stuart Highway, Stuart Park Concept Plan.</p> <p>The elements shown on the Indicative Street Designs are unlikely to be delivered as a complete package until the Bypass Road is constructed.</p> <p>No development is to occur within the Stuart Highway road reservation unless approved by the Northern Territory Government agency responsible for administering Main Roads.</p>
8. <i>Rear laneway access to a site if access to a secondary street is not possible.</i>	<p>The area bounded by Duke Street, King Street and the Stuart Highway is developed for mixed use only if access is provided from either a rear lane or a secondary street and the development of the laneway is generally as outlined on the Built Form Plan of the Stuart Highway, Stuart Park Concept Plan.</p> <p>Rear laneways should be designed to include lighting and buildings on the laneway edge should allow for passive surveillance of this space.</p>
9. <i>Appropriate provision of commercial and retail floorspace at Goyder Road and Salonika Street.</i>	Small commercial tenancies potentially consisting of uses such as shop, office, medical clinic and restaurant on land affected by Specific Use Zone - Darwin Numbers 30 and 36, does not exceed a total of 2 000 m ² GFA for each specific use zone.

Industrial and Service Commercial Areas

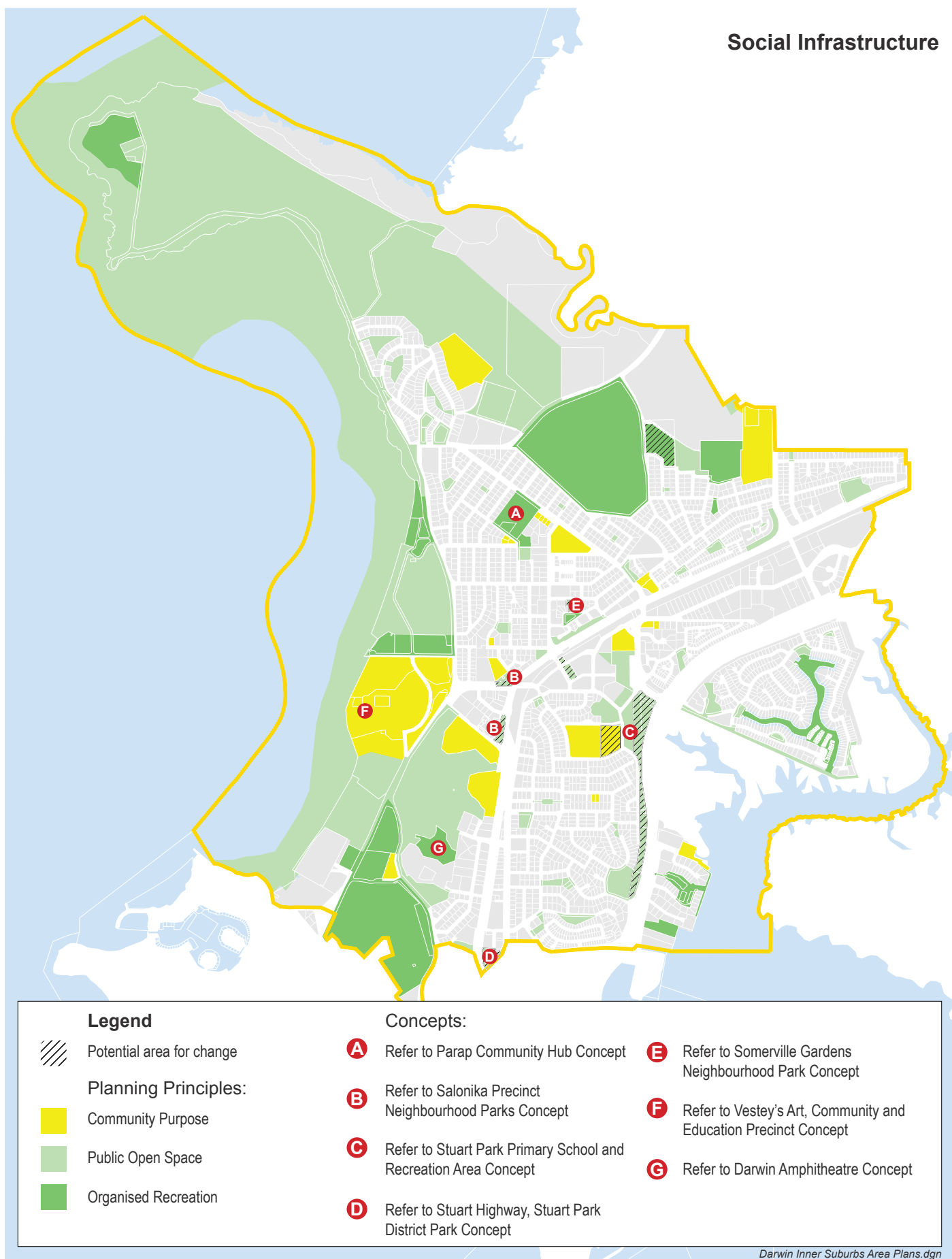


3.3 Industrial and Service Commercial Areas

Planning Principles

Service Commercial Area	
Objectives 1. <i>Continued use of land for services commercial uses at Bishop Street Woolner.</i>	Acceptable Responses Land within Zone GI (General Industry) on Jolly Street, Bishop Street, Damaso Place, Snell Street and Charlton Court, Woolner: <ul style="list-style-type: none"> • is to be rezoned to Zone SC (Service Commercial) to facilitate a transition to service commercial uses serving the growing population in the inner suburbs; and • development that adversely affects the amenity of the surrounding locality by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise is not permitted on these street. <p>No rezoning to facilitate uses other than those consistent with Zone SC (Service Commercial).</p>
Maritime and Waterfront Industry – Dinah Beach	
Objectives 1. <i>The development of mixed use medium density residential and commercial that are related to the waterfront with limited expansion of the existing waterfront and maritime industrial activities.</i>	Acceptable Responses Change of use from maritime and waterfront industry is permitted with consent as per the requirements of Specific Use Zone – Darwin Number 10.

Social Infrastructure



3.4 Social Infrastructure

Planning Principles

Community Purpose	
Objectives	Acceptable Responses
1. <i>Provision of necessary community facilities.</i>	Social support services, residential care, seniors accommodation, retirement living, public housing, affordable housing, community accommodation services and other community purpose uses that meet the needs of residents.
2. <i>Better utilisation of community purpose sites.</i>	Re-use of land currently designated Zone CP for: <ul style="list-style-type: none"> • uses consistent with Zone PS (Public Open Space), Zone OR (Organised Recreation) or Zone CN (Conservation); or • future development that accords with any other theme outlined within this Area Plan.
3. <i>Redevelopment and expansion of education facilities.</i>	<p>Darwin Middle and High Schools and Parap and Ludmilla Primary Schools developed within the boundaries of those specific sites.</p> <p>Expansion of the Stuart Park Primary School in accordance with the Concepts section of this theme and the Parap Village and Woolner Concept Plan at Attachment 1.</p>
4. <i>Allow for the development of new child care centres and medical centres.</i>	Child care centres are incorporated in mixed use developments within activity centres or on appropriately located community purpose land.

Planning Principles (continued)

Public Open Space	
Objectives	Acceptable Responses
1. <i>Retention of current parkland and foreshore spaces for cultural, social and environmental purposes.</i>	<p>No net loss of public open space or development other than to provide:</p> <ul style="list-style-type: none"> • low scale public amenities associated with the public open space function of the land; • further enhancement of the function of these spaces; or • maintain and install essential infrastructure and services.
2. <i>Protection of public access to foreshore spaces and established park spaces associated with the foreshore, including the George Brown Botanic Gardens.</i>	
3. <i>Enhancement of existing public open spaces.</i>	Upgraded play equipment, park furniture, shade and landscaping provided in public open spaces.
4. <i>Additional public open space within large developments.</i>	In accordance with the communal and open space requirements of the NT Planning Scheme.

Organised Recreation	
Objectives	Acceptable Responses
1. <i>Retention and enhancement of land currently used for organised recreational activities.</i>	<p>No net loss of organised recreation land, unless an existing Specific Use Zone allows for change of use on a specific site.</p> <p>Redevelopment of facilities associated with the water sport clubs, the Darwin Bowls Club and the Sky City Casino only:</p> <ul style="list-style-type: none"> • within the boundaries of those specific sites; • in a manner consistent with the relevant provisions of the NT Planning Scheme.
2. <i>New active and passive recreation uses.</i>	Development of new recreation facilities on underutilised land within existing organised recreation areas.

Concepts

A. Parap Community Hub Precinct

Objectives

1. *Redevelopment of the Parap Pool site for active recreation and community activities.*
2. *Allow for the development of a community activity space.*

Acceptable Responses

Redevelopment of the Parap Swimming Pool site accords with the City of Darwin's Parap Pool Master Plan.

The long term development of a multi-purpose community centre of 3 000m² within close proximity of the Parap swimming pool.

B. Salonika Precinct Neighbourhood Parks

Objectives

1. *Creation of new public open spaces for the future population of Parap and the Salonika Precinct.*

Acceptable Responses

Any surplus land that may be created by intersection works at Goyder Road or Salonika Street and Stuart Highway is incorporated into Pioneer Park or a new local park on the corner of Salonika Street and the Stuart Highway.

Investigate a new eastern entry point from Salonika Street (near the Stuart Highway) into the George Brown Darwin Botanic Gardens.

C. Stuart Park Primary School and Recreation Area

(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)

Objectives

1. *Expansion of the Stuart Park Primary School.*
2. *Enhance existing and create new district level public open space to serve the future population of Woolner and Stuart Park.*

Acceptable Responses

Land of sufficient size to accommodate a new sports oval or new class rooms on the eastern boundary of the Stuart Park Primary School is set aside and rezoned to Zone CP in accordance with the Parap Village and Woolner Concept Plan at Attachment 1.

Lots 5409, 5468, 5492, 5541, 5629 and part 6645 Town of Darwin identified on the Land Use Plan of the Parap Village and Woolner Concept Plan as public open space are developed as a district level open space for active and passive recreation purposes.

Concepts (continued)

D. Stuart Highway, Stuart Park District Park

(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)

Objectives

1. *Creation of a green gateway between the Darwin City Centre and the Stuart Park Precinct via a new public open space connecting the Botanic Gardens and Frances Bay.*

Acceptable Responses

A public open space created through:

- a contribution of approximately 3 000 m² of land from lot 6823 Town of Darwin;
- a contribution of approximately 1 500 m² from lot 1661 Town of Darwin; and
- compensation via increased building heights on lot 6823 and lot 1661 for the open space contribution.

Incorporation of this new open space with surplus land not required for the Stuart Park Bypass, land occupied by the Daly Street bridge in the event it becomes surplus to transport requirements and open space in adjoining localities to create a district level park linking Frances Bay and the Botanic Gardens.

E. Somerville Gardens Neighbourhood Park

Objectives

1. *Creation of a new public open space to provide passive recreation opportunities for the residents of Somerville Gardens.*

Acceptable Responses

A public open space providing pedestrian connection between Somerville Gardens and Drysdale Street and opportunities for limited additional car parking on the Somerville Gardens boundary for residents or those frequenting the Railway Club.

The provision of this open space is connected with the future redevelopment of land at the corner of Somerville Gardens and Parap Road.

F. Vestey's Art, Community and Education Precinct

Objectives

1. *Retain and embellish the NT Museum and Art Gallery.*

Acceptable Responses

Redevelopment and expansion of tourism and cultural related facilities associated with the Museum and Art Gallery.

1. *Community related uses on Lots 5218 and 8986 Town of Darwin.*

Facilities providing community education, a cultural experience or social support on Lots 5218 and 8986 Town of Darwin (Conacher Street and Atkins Drive, The Gardens).

G. Darwin Amphitheatre

Objectives

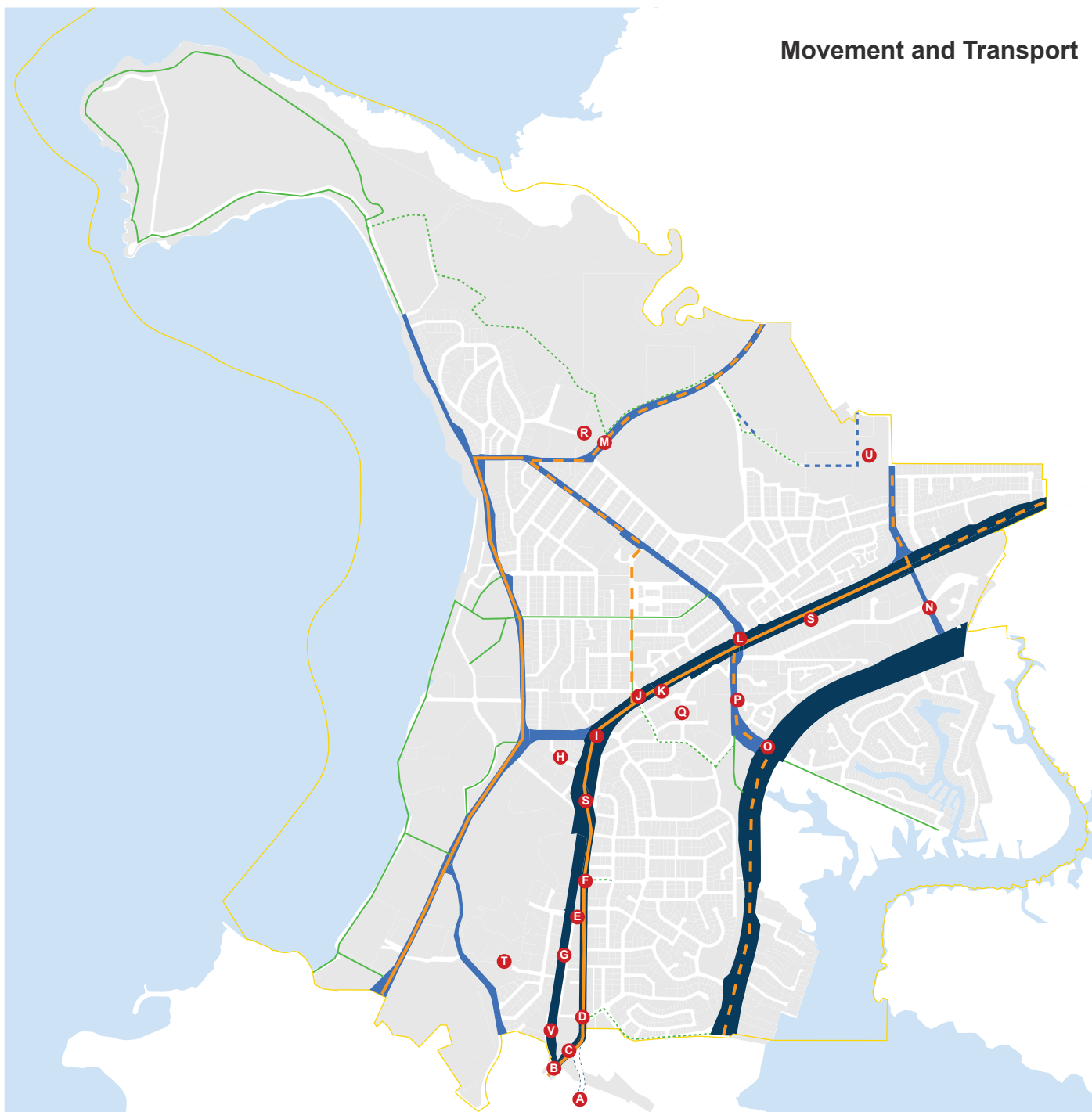
1. *Continued unrestricted use of the Darwin Amphitheatre*

Acceptable Responses

New residential developments immediately adjacent to or adjoining the Darwin Amphitheatre:

- respect the existing use rights of this facility by placing a cautionary notice on title; and
- alleviate noise impacts on future residents via sound acoustic measures.

Movement and Transport



Legend

- High Frequency Bus Corridor
- - - Frequent Bus Corridor
- Local Bike and Pedestrian Corridors
- Existing
- - - Possible extension
- - - Investigate Future Road Connections
- Planning Principles:**
- Regional Transport Corridor
- Sub-Regional/Primary Transport Corridor
- Local Transport Corridor

Concepts:

- A** New connection to Stuart Park by extending Day Street
- B** Upgrade Daly and McMinn Street for Future Bypass including new intersection
- C** Decommission Daly Street Bridge if surplus to requirements
- D** Upgrade Stuart Highway at Duke Street and Ramirez Road to a four way Intersection
- E** Signalise Geranium Street at Future Bypass
- F** Develop Stuart Park as a main street low speed transport corridor
- G** Allow for a future bypass of the Stuart Highway, active transport and landscaping in the former railway corridor
- H** Convert Nylander Street to two way operation
- I** Upgrade Goyder Road to a signalised four way intersection and realign Armidale Street
- J** Upgrade Parap Road to a four way intersection
- K** Allow for new district level bus interchange along rapid transit corridor
- L** Allow for direct Transport Corridor link between Ross Smith Avenue & Woolner Road
- M** Allow for new four way intersection at Dick Ward Drive
- N** Allow for new connection to Tiger Brennan Drive
- O** Allow for the grade separation of Tiger Brennan Drive at Woolner Road and Stoddart Drive
- P** Allow for the future duplication of Woolner Road
- Q** Possible new local road network
- R** Possible extension of Kurringal Court
- S** Allow for future rapid transit corridor adjacent to the Stuart Highway and through Stuart Park
- T** Investigate new options for a new local road connecting Gardens Road to 16 and 25 Blake Street
- U** Future local road options to support access to Richardson Park and Ludmilla Primary School
- V** Investigate Options to provide pedestrian and cyclist connection between Lots 6823 and 7538 Town of Darwin across the Bypass Road

3.5 Movement and Transport

Planning Principles

Regional Transport Corridors & Sub-arterial and Primary Transport Corridors	
Objectives	Acceptable Responses
1. <i>Movement corridors that cater for pedestrians, cyclists, public transport and other private vehicles.</i>	<p>Roads included within Zone PM, M or identified as a sub-arterial or primary road by the City of Darwin cater for the various needs of motorists, public transport, pedestrians and cyclists.</p> <p>No development is to occur within such road reservation unless approved by the agency responsible for administering the road.</p>
2. <i>Necessary upgrades along transport corridors to allow the safe and efficient movement of vehicles and people.</i>	Ongoing upgrades as required over time within the context of those outlined on the Transport and Movement Theme Map.
3. <i>Well serviced public transport corridors.</i>	High frequency public transport corridors along the Stuart Highway, Gilruth Avenue and East Point Road.
4. <i>Identify and reserve future mass rapid transit corridors.</i>	<p>A corridor on the inbound side of the Stuart Highway and in the median through the Stuart Park High Street to provide a dedicated rapid transit corridor.</p> <p>The corridor allows two way movements of rapid transit vehicles, associated passenger collection points and other related infrastructure.</p>
5. <i>Creation of a sub-regional public transport interchange in close proximity to the Stuart Highway and Parap Road.</i>	A new public transport interchange near the Parap Road Stuart Highway intersection provides for seamless transfer between inbound and outbound services and direct pedestrian connections to Parap Village and Woolner Precinct.
6. <i>Improvement of the bike/ pedestrian shared network.</i>	Improve the provision for cyclists and pedestrians along Bagot Road by designating an off-road shared path for pedestrians and cyclists of an appropriate width connecting the northern suburbs to the Stuart Highway.

Planning Principles (continued)

Regional Transport Corridors & Sub-arterial and Primary Transport Corridors (continued)	
Objectives	Acceptable Responses
7. <i>Enhancement of higher order bike and pedestrian routes.</i>	<p>Nodes along the bike/pedestrian network provide for pedestrian and cyclist comfort through the provision of drinking fountains, wayfinding and interpretive signage, shade and shelter.</p> <p>Interpretive signage, public art and other story telling devices highlight the significance of the old North Australia Railway Corridor and the Ross Smith Avenue Aerodrome.</p> <p>Landscaping and other devices provide shade of these routes where practical and end of trip facilities are provided at key destinations such as in activity centres and transit interchanges.</p>
8. <i>The creation of green gateways along major boulevards.</i>	<p>Landscaped boulevards are provided along arterial roads, sub-arterial and primary roads that provide a direct connection between arterial roads or to major destinations.</p> <p>Infrastructure, including shade, shelter and other amenities, for those engaged in active transport is to be provided.</p> <p>Rapid Transit Corridors are integrated into these boulevards along arterial roads.</p>

Local Transport Corridors	
Objectives	Acceptable Responses
1. <i>Provide low speed traffic corridors that allow for the movement of pedestrians, cyclists, private vehicles, and public transport in appropriate locations.</i>	Local residential streets provide for low speed traffic.
2. <i>On street car parking facilities in higher density localities.</i>	Indented parking in the street are provided where the road carriageway is less than 7 m.
3. <i>Efficient local cycle access routes.</i>	Bike routes on local roads including potential new links outlined on the Transport and Movement Theme Plan provide direct connection: <ul style="list-style-type: none"> • between collector and/ or arterial roads; and • from arterial roads to major destinations.
4. <i>Landscaped verges to provide shade and character to local streets.</i>	Street verges are landscaped to provide shading for pedestrian and bike networks, while also softening the appearance of hard infrastructure and residential buildings.

Darwin International Airport Controls (Refer to Darwin International Airport Controls Plan at Attachment 3)	
Objectives	Acceptable Responses
1. <i>Minimise the detrimental effects of aircraft noise on people who reside or work in the vicinity of an airport</i>	Land subject to the ANEF 20 unit value contour line or greater is to have regard to Table 2.1 - Building Site Acceptability Based on ANEF Zones taken from the Australian Standard titled "Acoustics – Aircraft noise intrusion – Building Siting and Construction" (AS2021-2000).
2. <i>Prevent any new use or intensification of development on land that would prejudice the safety or efficiency of an airport</i>	<p>Lighting associated with development on land within approach paths is not to prejudice the safe operation of an airport.</p> <p>Use or development of land is not to be of a nature that attracts birds or bats to an extent that prejudices the safe operation of an airport.</p> <p>Any proposed development whereby it is determined that structure will exceed the Above Ground Level restriction applied by the Defence (Areas Controls) Regulations 1989, as shown in Attachment 2, will need approval from the Department of Defence.</p>

Concepts

Day Street extension to Stuart Park

(Also refer to the *Stuart Highway, Stuart Park Concept Plan at Attachment 2*)

Objectives

1. *Future connection of Stuart Park to McMinn Street via Day Street.*

Acceptable Responses

Construction of Day Street to connect McMinn Street to Stuart Park to minimise the impacts of reduced accessibility associated with the future construction of the Stuart Highway Bypass.

Necessary acquisition of lots 1655, 1656 and part lot 1661 Town of Darwin to facilitate this extension.

Woolner Road and Ross Smith Avenue Re-alignment

(Also refer to the *Parap Village and Woolner Concept Plan at Attachment 1*)

Objectives

1. *Protection of the opportunity to allow for the re-alignment of Ross Smith Avenue and Woolner Road.*

Acceptable Responses

The future possible acquisition of land from Lot 3998 Town of Darwin to create a direct connection between Ross Smith Avenue and Woolner Road.

Woolner Precinct and Kurringal Court

Objectives

1. *Appropriate local road networks in Woolner and Fannie Bay North that support significant infill development.*

Acceptable Responses

An internal road network generally in accordance with the Parap Village and Woolner Concept Plan at Attachment 1.

Investigation of options to respond to traffic generated by the redevelopment of land on Waratah Crescent and Kurringal Court including a connection from Kurringal Court to Dick Ward Drive.

Nylander Street

Objectives

1. *Appropriate upgrading of local roads.*

Acceptable Responses

Redevelopment of land on Nylander Street consistent with this Area Plan subject to upgrading of Nylander Street to allow for two way traffic movement.

The Gardens local road network

Objectives

1. *Continuation of the local road function of the surrounding street network.*

Acceptable Responses

Investigate a new road link to Gardens Road from 16 and 25 Blake Street that ensures that the streets surrounding the sites (including Gardens Hill Crescent and Melville Street) only carry traffic levels consistent with a local access street.

Richardson Drive

Objectives

1. *Appropriate local road network for Richardson Park and Ludmilla Primary School.*

Acceptable Responses

Further investigate local road design options, including bike and pedestrian linkages that:

- Connect Richardson Park to Namarluk Drive; and
- extend Richardson Drive to Ludmilla Primary School.

Woolner Precinct Local Transport Corridors

(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)

Objectives

1. *Allow for the extension of Parap Road into Woolner.*
2. *A new integrated road network at the Woolner Precinct that efficiently connects vehicles, pedestrians and cyclists to existing networks.*

Acceptable Responses

Extension of Parap Road into the Woolner Precinct, via an upgraded four way intersection of Parap Road and Stuart Highway, and designed to provide appropriate routes through the intersection for cyclists and pedestrians.

Explore options for rationalising access to Parap Road from Stokes Street.

The future local road network should extend Armidale Street to Woolner Road and Goyder Road. Iliffe Street is to remain connected to Woolner Road.

A grid of new streets is encouraged, and should connect to Armidale Street, Iliffe Street and the Stuart Highway.

Blocks with dimensions greater than 100m x 100m are discouraged. Blocks longer than this should be broken up using a pedestrian laneway, a public open space or a pedestrian and vehicle street.

Cul-de-sacs are discouraged, and should only be used when the natural site conditions result in this being the only possible design outcome.

On street parking bays are encouraged in the road reserve.

Street reservations and public open spaces are to be landscaped in order to provide visual relief and shade. Wide medians and verges are encouraged for planting purposes.

Ludmilla Creek Walking and Cycling Trail

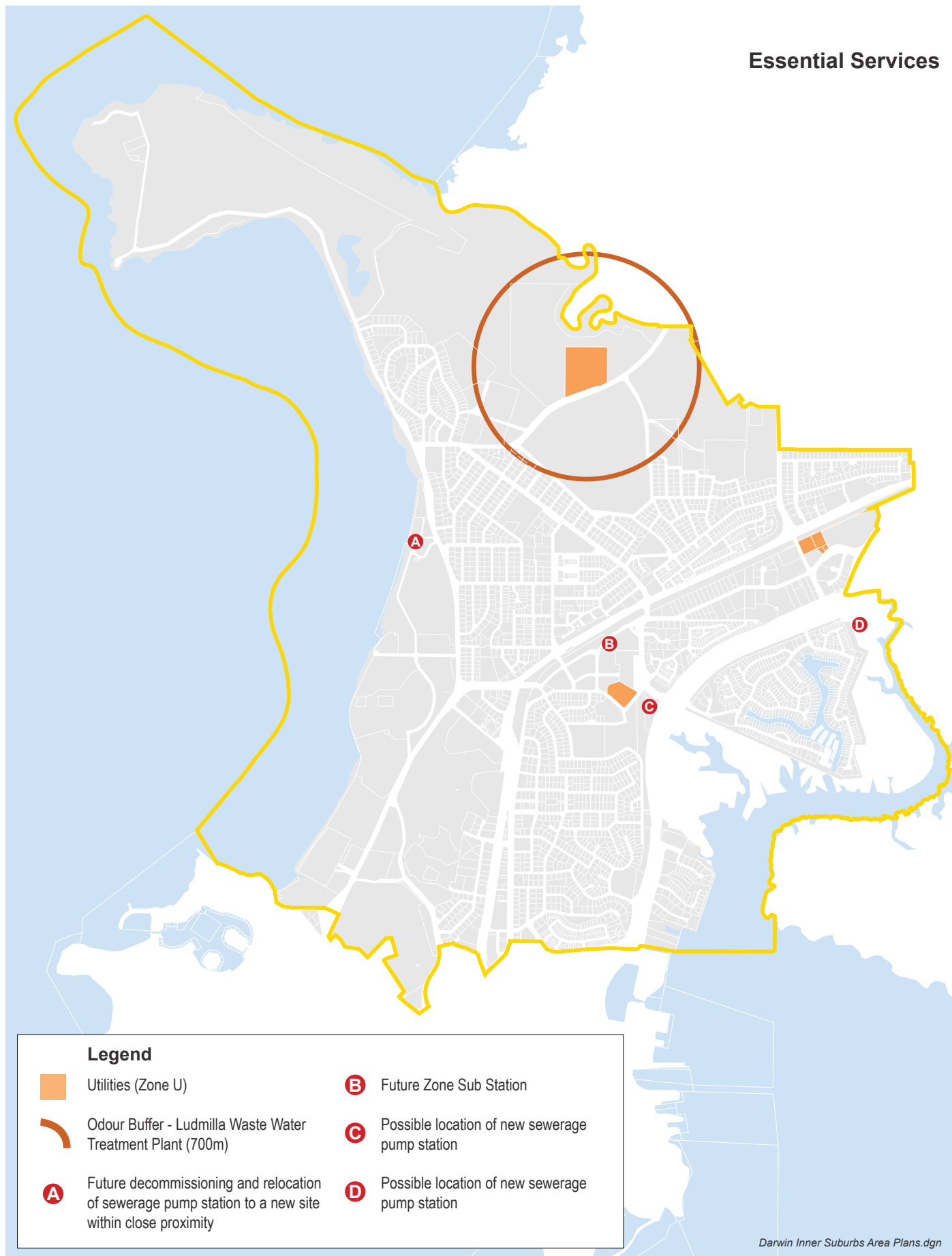
Objectives

1. *A recreation pedestrian and cyclist path connecting Ludmilla to East Point via Ludmilla Creek.*

Acceptable Responses

Investigate formal shared walking and cycling trails along the Ludmilla Creek to connect from Bagot Road to East Point Reserve.

Essential Services



3.6 Essential Services

Planning Principles

Wastewater Network	
Objectives	Acceptable Responses
1. <i>No development of residential buildings within odour buffers.</i>	Future detailed planning within the concepts established by this area plan acknowledges the 700m buffer around the Ludmilla Waste Water Treatment Plant.
2. <i>Reserve land for the future installation of sewer pump stations.</i>	Future development at the Woolner Precinct or East Bayview provides the necessary sewer pump stations and associated buffers.
3. <i>Allow for the replacement of the Fannie Bay West sewer pump station.</i>	Replacement of the existing pump station at Vestey's Beach on a new 500m ² in close proximity to this site and outside of the Storm Surge Zone.

Power Network	
Objectives	Acceptable Responses
1. <i>The timely delivery of a new zone sub-station at Woolner.</i>	Land is set aside for the future development of an appropriately screened zone sub-station within the Precinct.

Power, Water, Sewer and Stormwater Reticulated Networks	
Objectives	Acceptable Responses
1. <i>Upgrade and extend reticulated systems as required.</i>	The upgrade of these systems which are usually located in road reserves and other public spaces occurs as required.

Environment and Heritage



3.7 Environment and Heritage

Planning Principles

Ludmilla Creek and the Darwin Harbour	
Objectives	Acceptable Responses
1. <i>Protect and enhance the Ludmilla Creek environs.</i>	Land associated with the Ludmilla Creek corridor is to remain within Zone CN (Conservation). Formal walking trails are encouraged along the Ludmilla Creek, as well as other initiatives that embellish and improve the Creek.
2. <i>Protect mangrove communities within the Darwin Harbour</i>	There is to be no net loss of those mangrove communities that are within Zone CN (Conservation) in this District.

Storm Surge	
Objectives	Acceptable Responses
1. <i>Residential development and other sensitive uses are discouraged in the Storm Surge Area.</i>	All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Northern Territory Planning Scheme.

Places of Historic Interest	
Objectives	Acceptable Responses
1. <i>Strengthen the story of the North Australian Railway Line and the Civil Aerodrome.</i>	Introduce interpretive signage, public art work or other story telling devices along the old North Australia Railway Corridor and Civil Aerodrome (now Ross Smith Avenue).
2. <i>Conservation of heritage places, including appropriate adaptive re-use.</i>	The below listed heritage places should be considered for rezoning to Zone HT in order to allow for the sympathetic adaptive re-use and enhancement: <ul style="list-style-type: none"> • Fannie Bay Gaol; and • WWII Navy Victualling Yards, The Gardens.

Planning Principles (continued)

Places of Historic Interest (continued)	
Objectives 3. <i>Adaptive re-use of a heritage place is sympathetic to the social and cultural heritage of the site.</i>	Acceptable Responses <p>The adaptive re-use of heritage places must not result in the demolition of large portions of significant fabric, and changes must not be inappropriate and (if possible) reversible. As with any work to a heritage place, the procedures and principles contained in the 'Burra Charter' must be followed.</p> <p>Attention needs to be paid to preserving key features of the place such as (on a building) its roof line and external finishes. Usually, the internal layout of a building may be adapted to suit the use proposed.</p> <p>If a new building or structure is to be built within the boundaries of a heritage place, attention needs to be paid to scale, location, appearance, and the retention of important views. Any new structure should not have an undue visual impact.</p>

Concepts

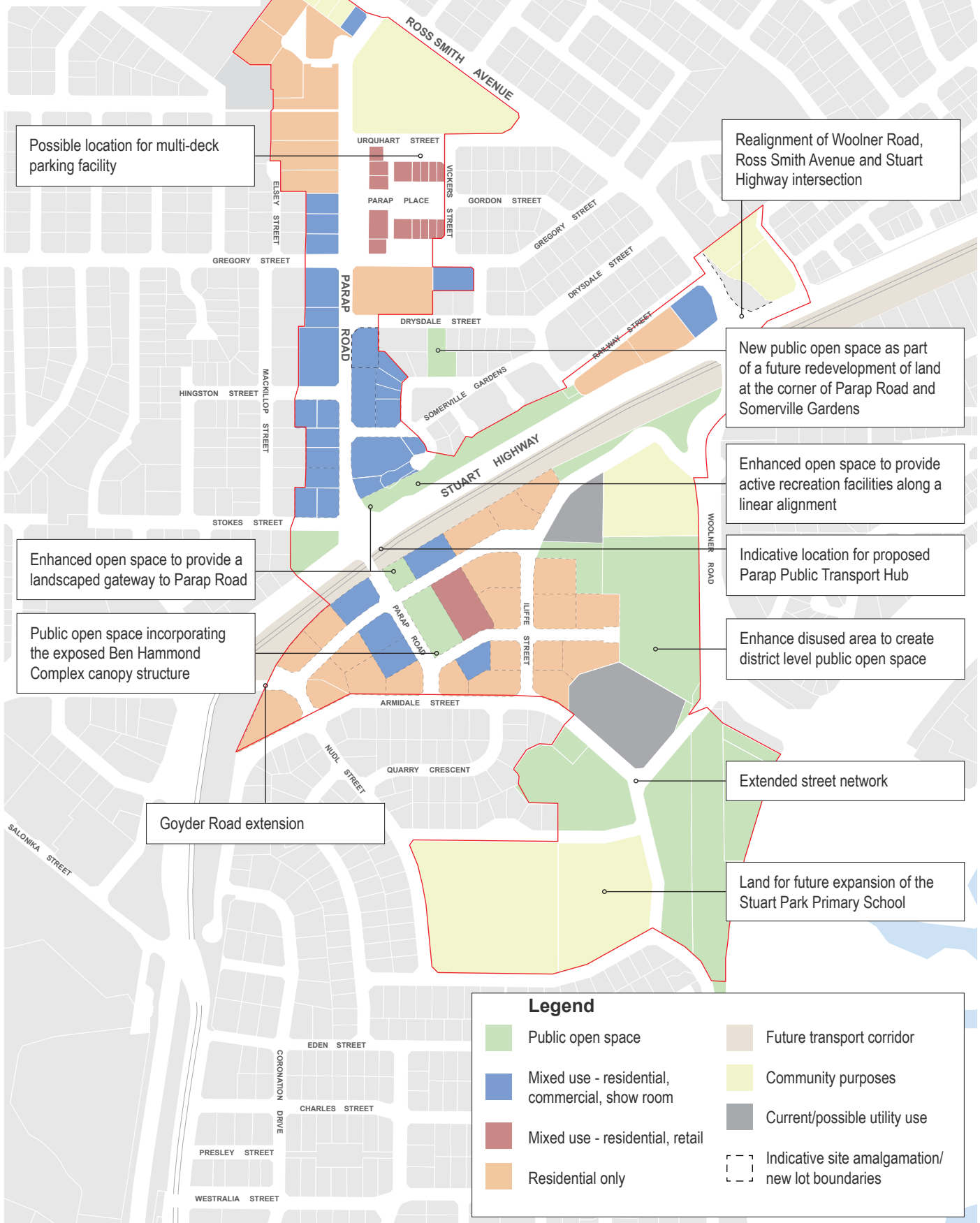
Fannie Bay Gaol	
Objectives 1. <i>Provision of floorspace for Non-Government Agencies and other community groups at the Fannie Bay Gaol.</i>	Acceptable Responses <p>Consideration should be given to allocating a portion of floorspace at the Fannie Bay Gaol for community, non-government and not for profit groups.</p>
2. <i>Car parking for general public use.</i>	<p>Investigate options for formalised car parking on the Ross Smith Avenue frontage for users of the Gaol and the Fannie Bay Shopping Centre.</p> <p>Incorporate existing landscaping as far as possible and minimise the loss of the existing canopy cover.</p>

4. Attachments

Attachment 1

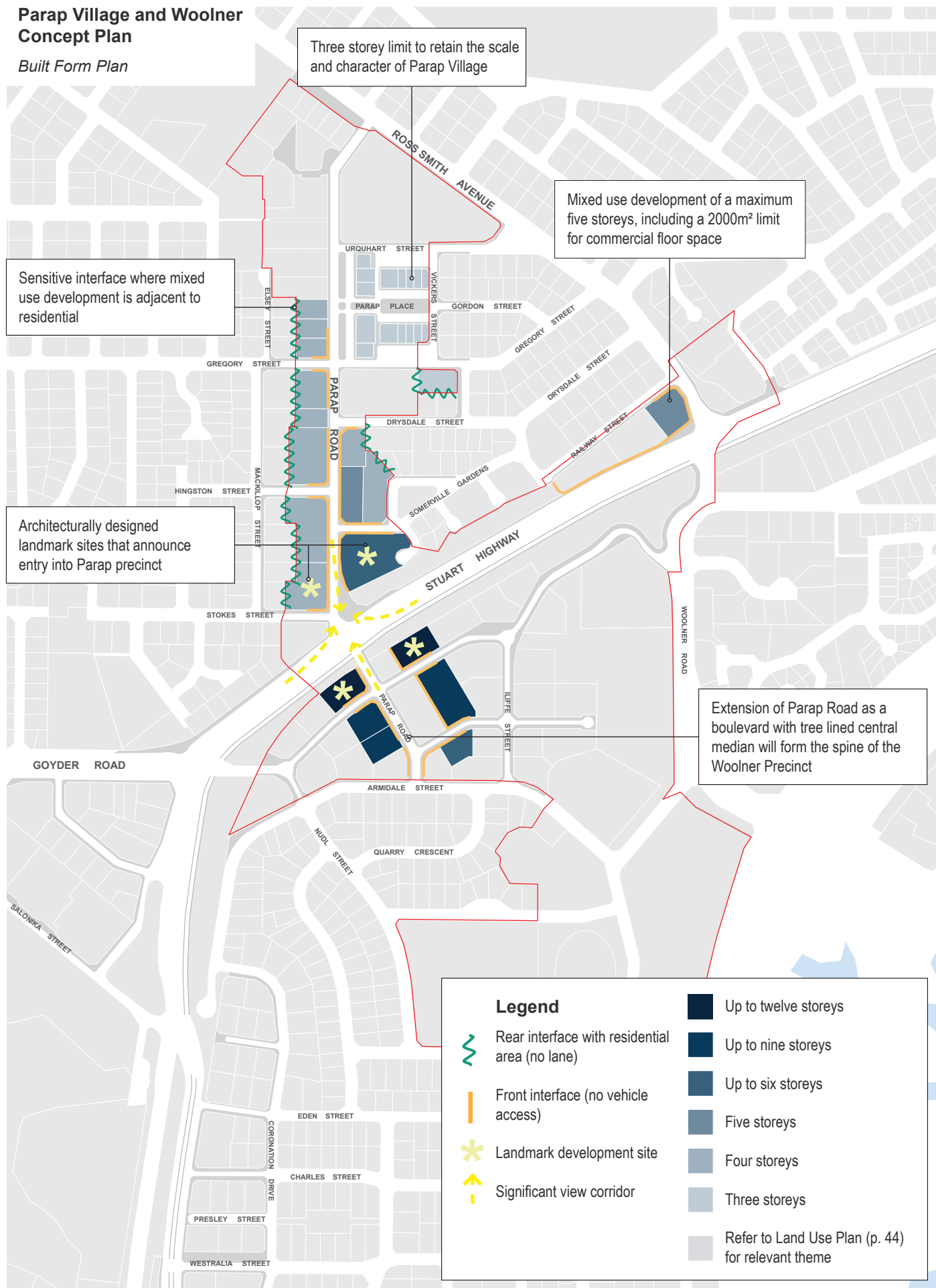
Parap Village and Woolner
Concept Plan

Land Use Plan



Parap Village and Woolner Concept Plan

Built Form Plan



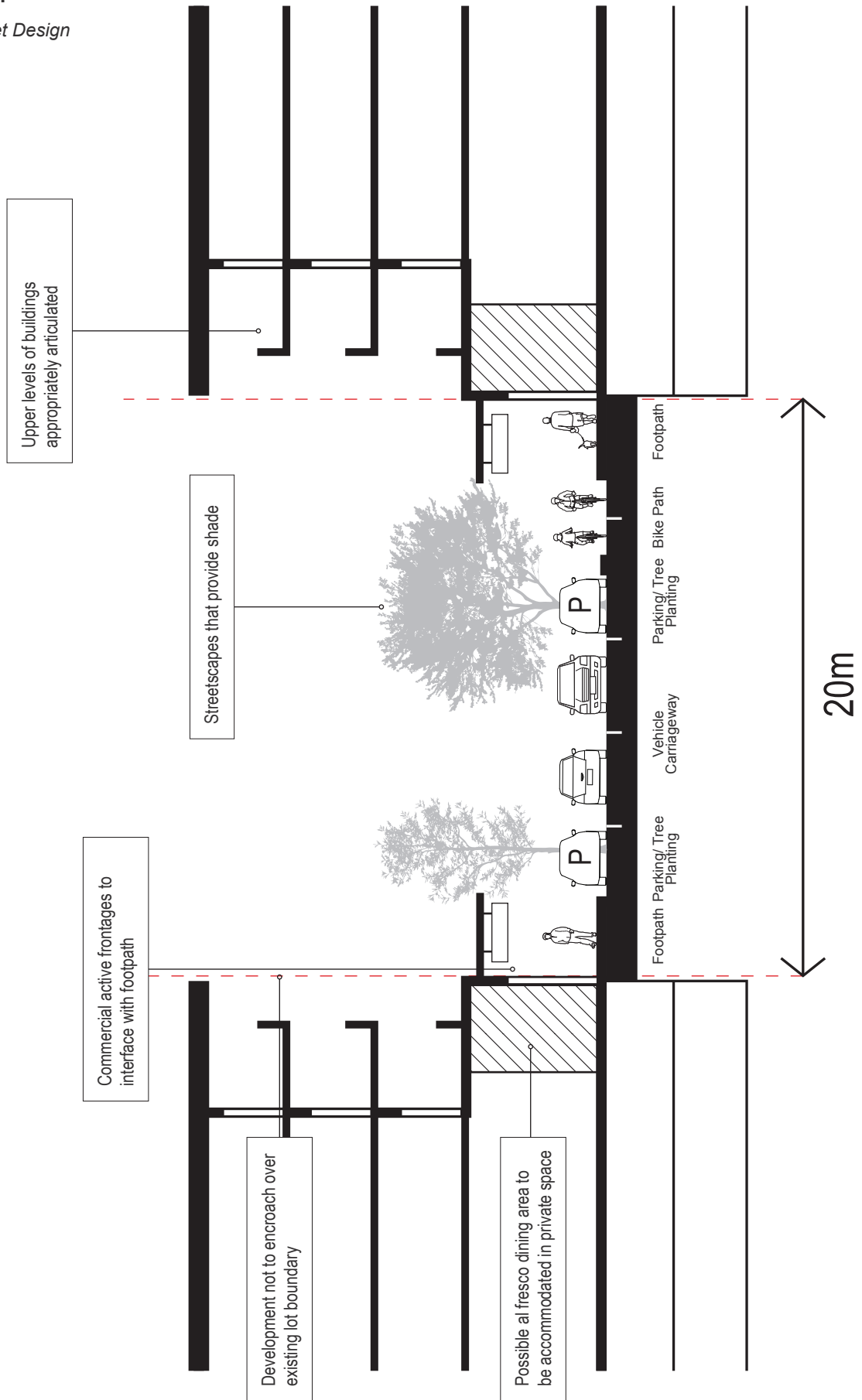
Legend

- Rear interface with residential area (no lane)
- Front interface (no vehicle access)
- Landmark development site
- Significant view corridor

- Up to twelve storeys
- Up to nine storeys
- Up to six storeys
- Five storeys
- Four storeys
- Three storeys
- Refer to Land Use Plan (p. 44) for relevant theme

Parap Village and Woolner Concept Plan

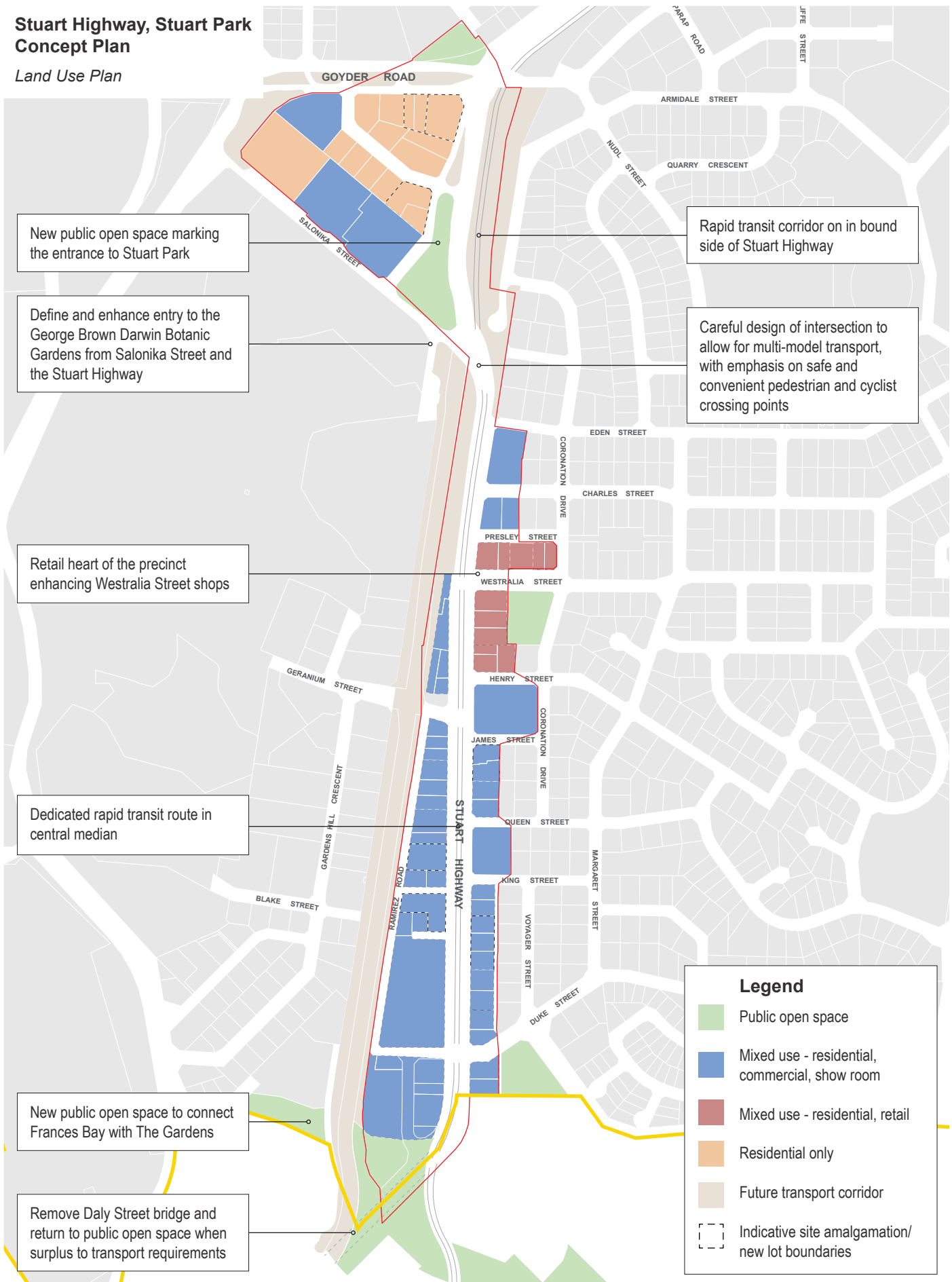
Indicative Street Design
Parap Road



Attachment 2

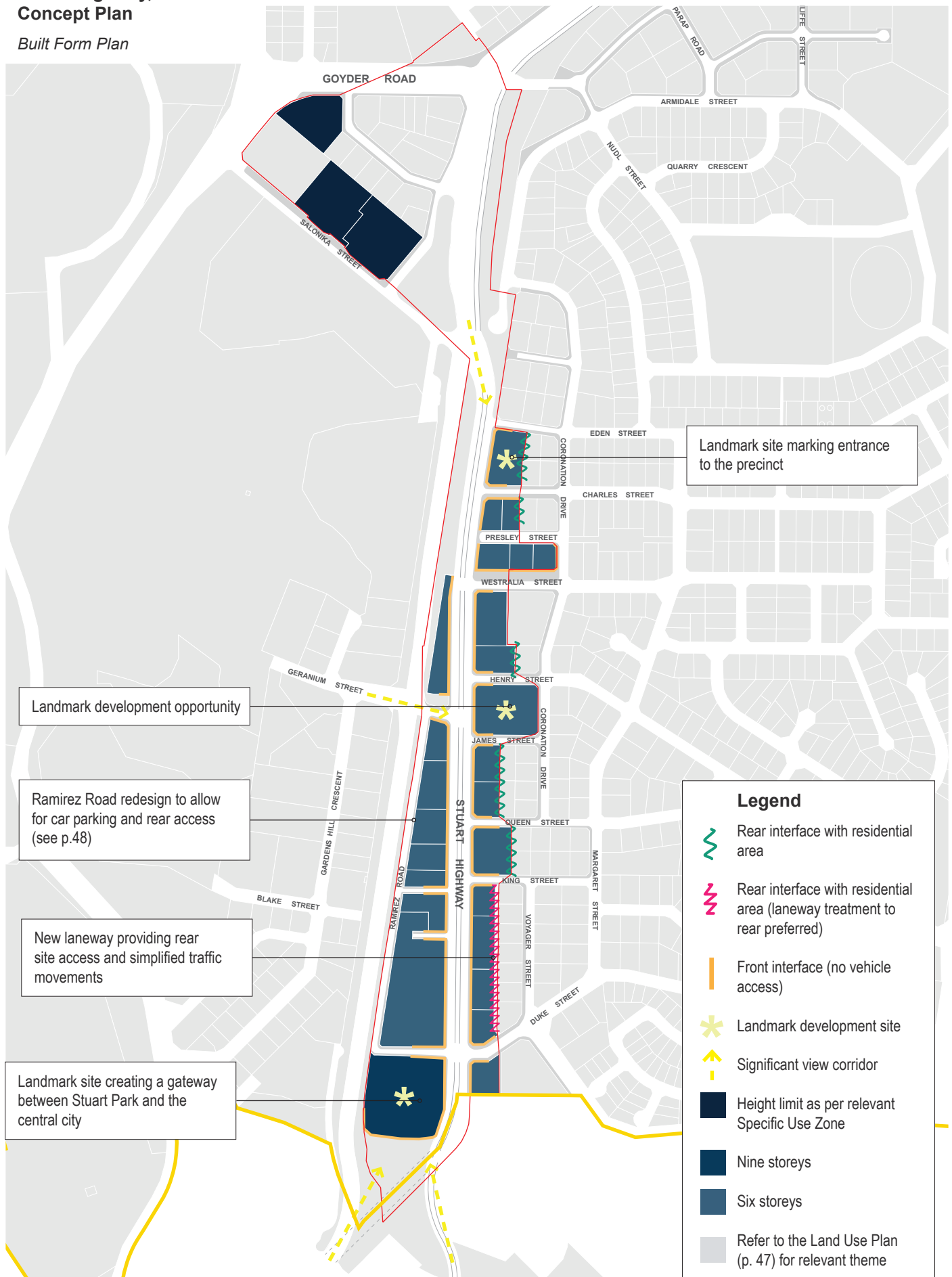
Stuart Highway, Stuart Park
Concept Plan

Land Use Plan



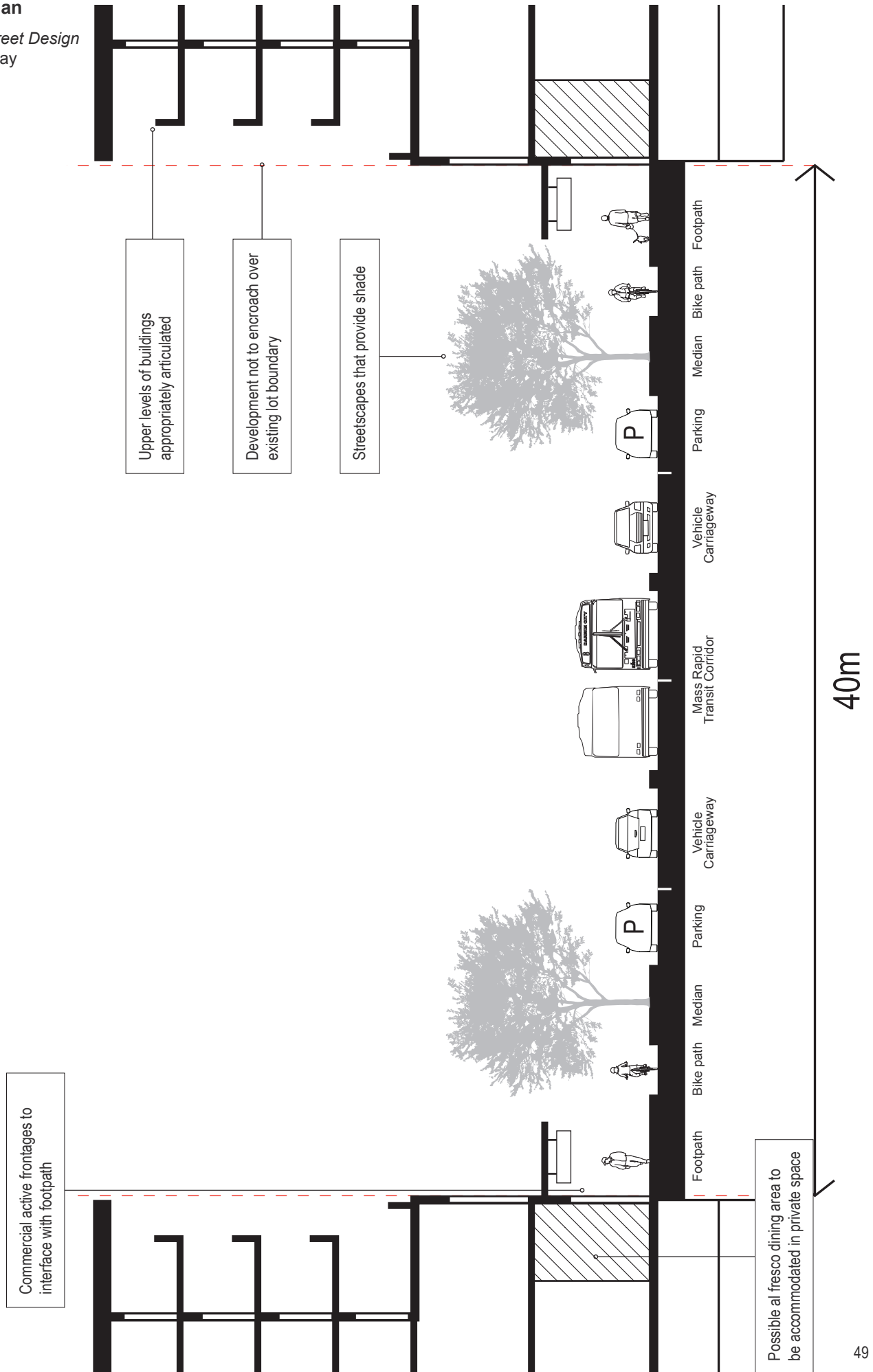
Stuart Highway, Stuart Park Concept Plan

Built Form Plan



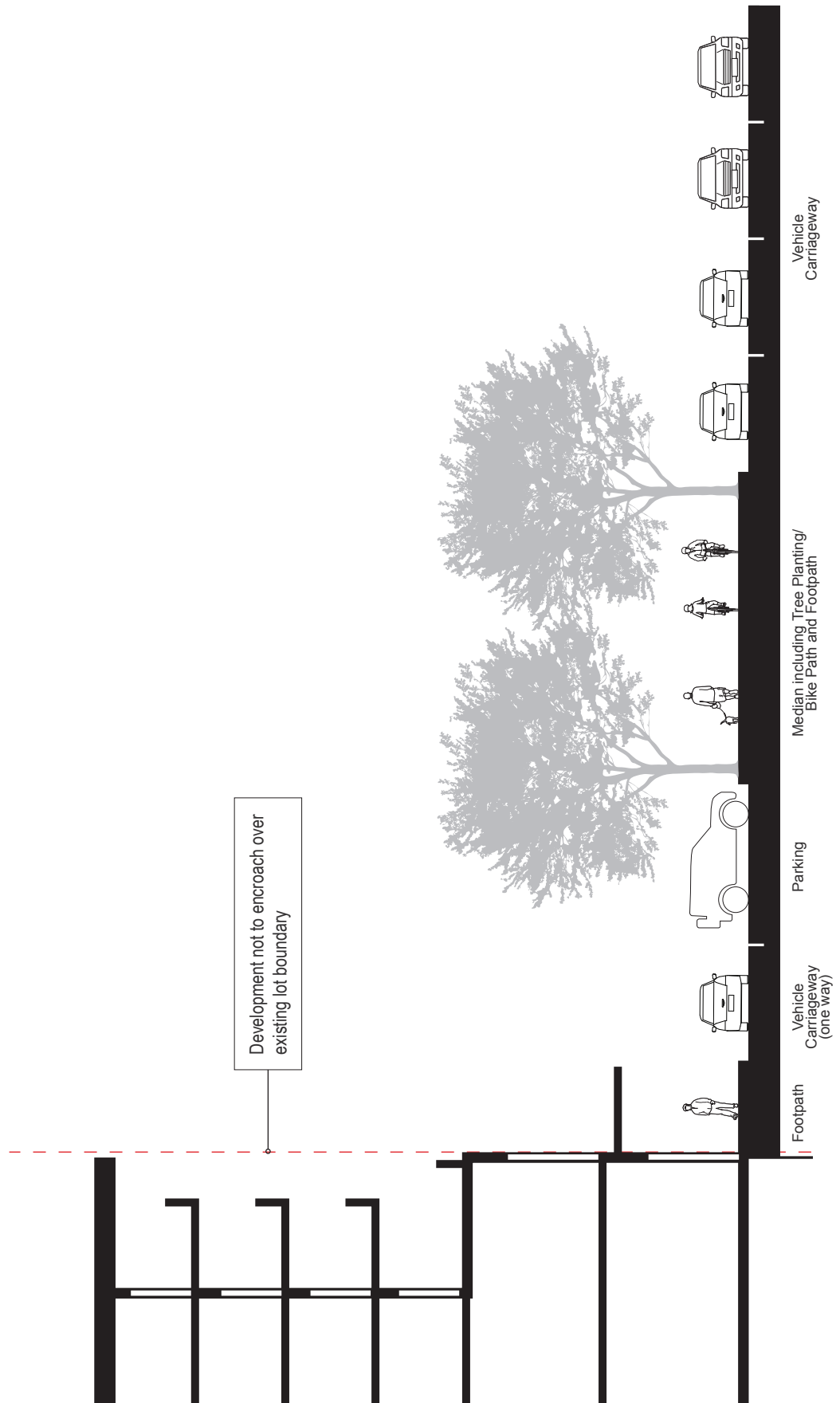
Stuart Highway, Stuart Park Concept Plan

Indicative Street Design
Stuart Highway



Stuart Highway, Stuart Park Concept Plan

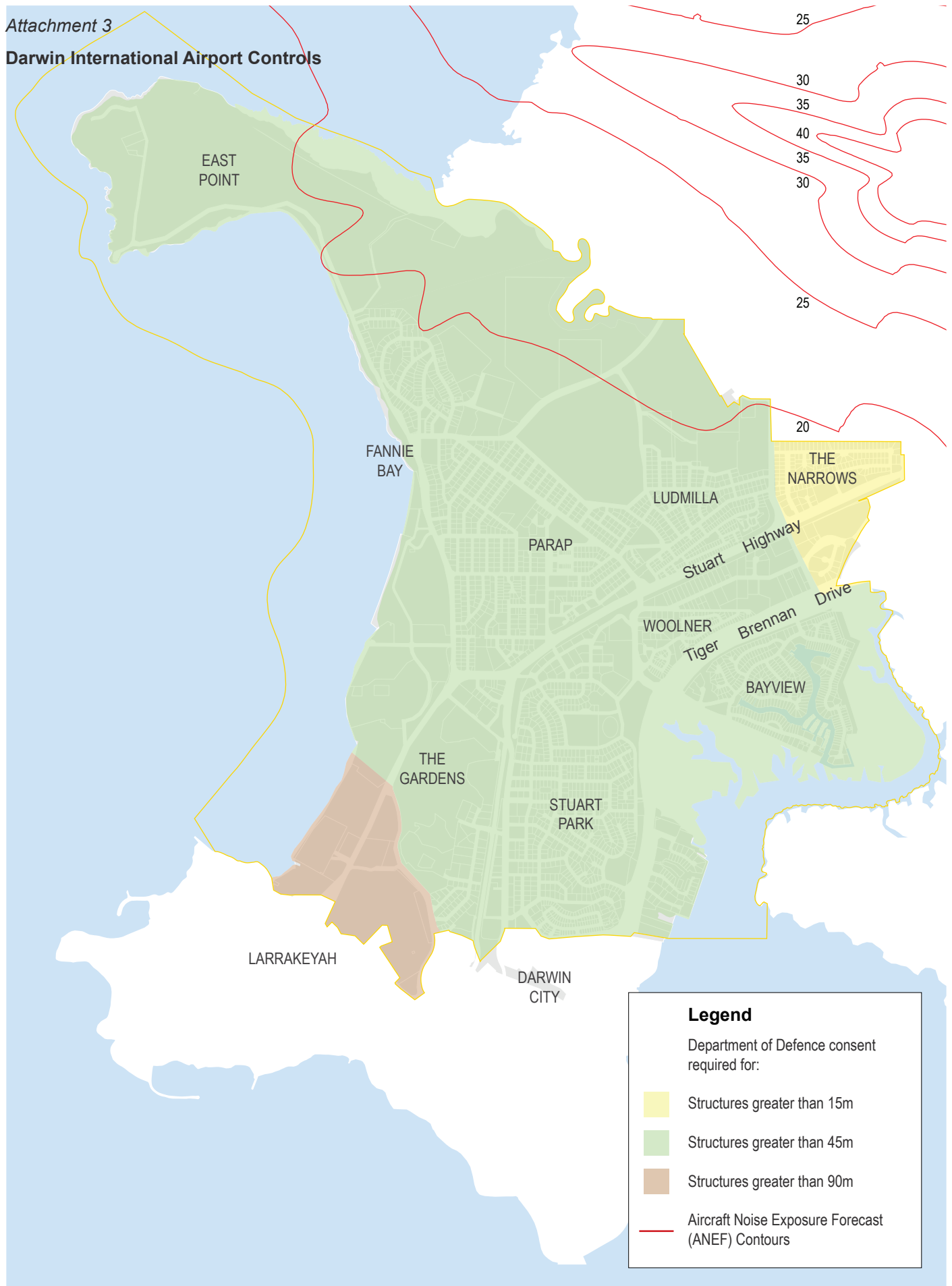
Indicative Street Design
Ramirez Road



DARWIN INNER SUBURBS AREA PLAN

Attachment 3

Darwin International Airport Controls



For more information:

Email: ntpc@nt.gov.au

Visit: www.planningcommission.nt.gov.au

Phone: (08) 8924 7540



The Northern Territory Planning Commission is an independent and advisory statutory authority that prepares strategic land use plans to manage growth in anticipation rather than in response.

The Planning Commission proactively sets the strategic framework for better integrated land use, transport and infrastructure planning, delivering more sustainable and cost-effective outcomes for the community, with sensitivity to environmental and heritage values.