



Darwin Inner Suburbs Draft Area Plan



November 2015

Foreword



The Darwin Inner Suburbs Draft Area Plan is the culmination of two 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 Draft Area Plan has been a new upfront approach to consulting with the community. The Planning Commission has spoken with well over 600 residents, held briefings for community and industry stakeholders and received almost 70 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 Draft Area Plan.

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

It is important that we get our future land use planning right and that is why there is another two opportunities for the community to provide feedback in the area planning process, including now on the Draft Area Plan and also early next year when the revised area plan is exhibited as a proposed Planning Scheme amendment.

I am pleased to present the Darwin Inner Suburbs Draft Area Plan as the basis for further feedback from the community on a future land use framework for the inner suburbs.

The Hon. Gary Nairn, AO

Chairman

Northern Territory Planning Commission

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Part One

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1. Purpose of the Area Plan

The Darwin Inner Suburbs Draft 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 Draft 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 Draft Area Plan presents the characteristics and opportunities that will shape the future of the area.

The Draft 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 Draft 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.

2. The Operation of this Area Plan

2.1 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).

2.2 Using this Document

This document consists of 7 themes, which are representative of the major land use considerations for the Inner Suburbs.

The District Level Plan on page 8 provides a high level overview. This Draft Area Plan also provides direction on the relevant theme that applies to a specific parcel of land. Each theme provides detail about the land use outcomes for land in the Inner Suburbs.

Each theme is accompanied by a Plan. The legend on the Plan can be used to identify which land use category a specific parcel of land falls into. Once the land use category has been identified, the **Planning Principles** and **Concepts** that apply to a specific parcel of land can be identified.

Each of the bolded terms above is defined below.

- **Planning Principles** outline how land is to be used. These principles apply to all land within the study area.
- **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 Draft Area Plan).

The Planning Principles and Concepts are expressed as objectives and acceptable responses. Each of these terms is 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 objectives is provided; and
- the alternative solution demonstrates an equal or higher standard than that set out by the acceptable responses.

2.3 The Rezoning of Land

This Draft 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 Draft Area Plan can be realised. However, this Draft 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 Draft 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 Draft 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.

2.4 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.

Darwin Inner Suburbs Draft Area Plan

District Wide Draft Land Use Plan



Legend

/// Potential area for change

Residential
(See page 12)

Future Development

Mixed Use
(See page 16)

Tourist Commercial Area
(See page 16)

Industrial and Service
Commercial Areas
(See page 22)

Organised Recreation
(See page 24)

Public Open Space
(See page 24)

Community Purpose
(See page 24)

Essential Services
(See page 36)

Conservation Area
(See page 38)

Heritage
(See page 38)

Darwin Inner Suburbs Area Plans.dgn

3. The Vision for Darwin's Inner Suburbs

3.1 Vision

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.

3.2 Goals

Residential Areas

To protect and recognise the aesthetics and associated lifestyle of established residential areas while providing 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 such as car service centres etc.

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 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

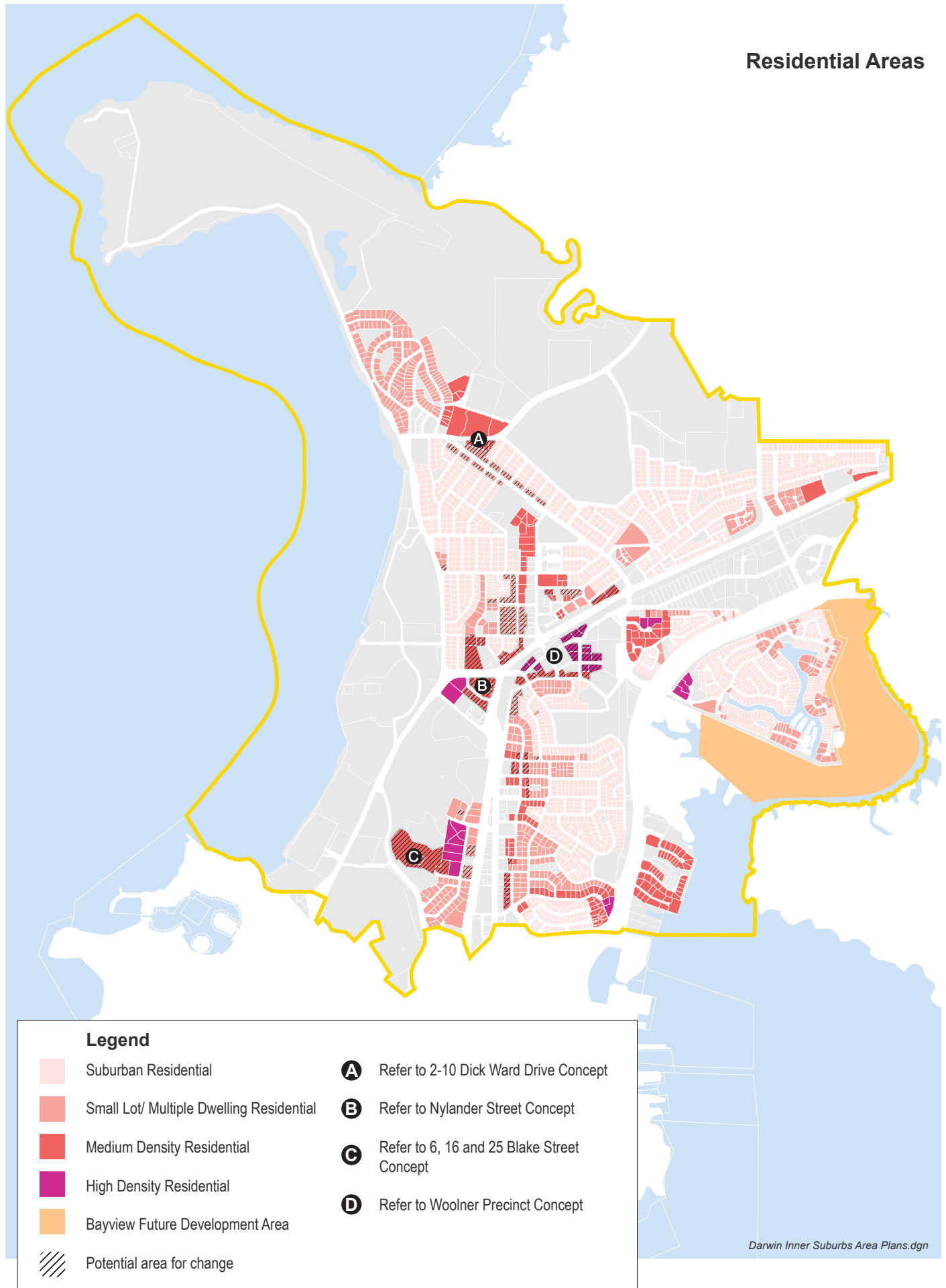
To safeguard the sensitive environs of Ludmilla Creek and Darwin Harbour, and to ensure the protection, enhancement and adaptive re-use of heritage assets and stories.



Part Two

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Residential Areas



4. A Plan for Land Use

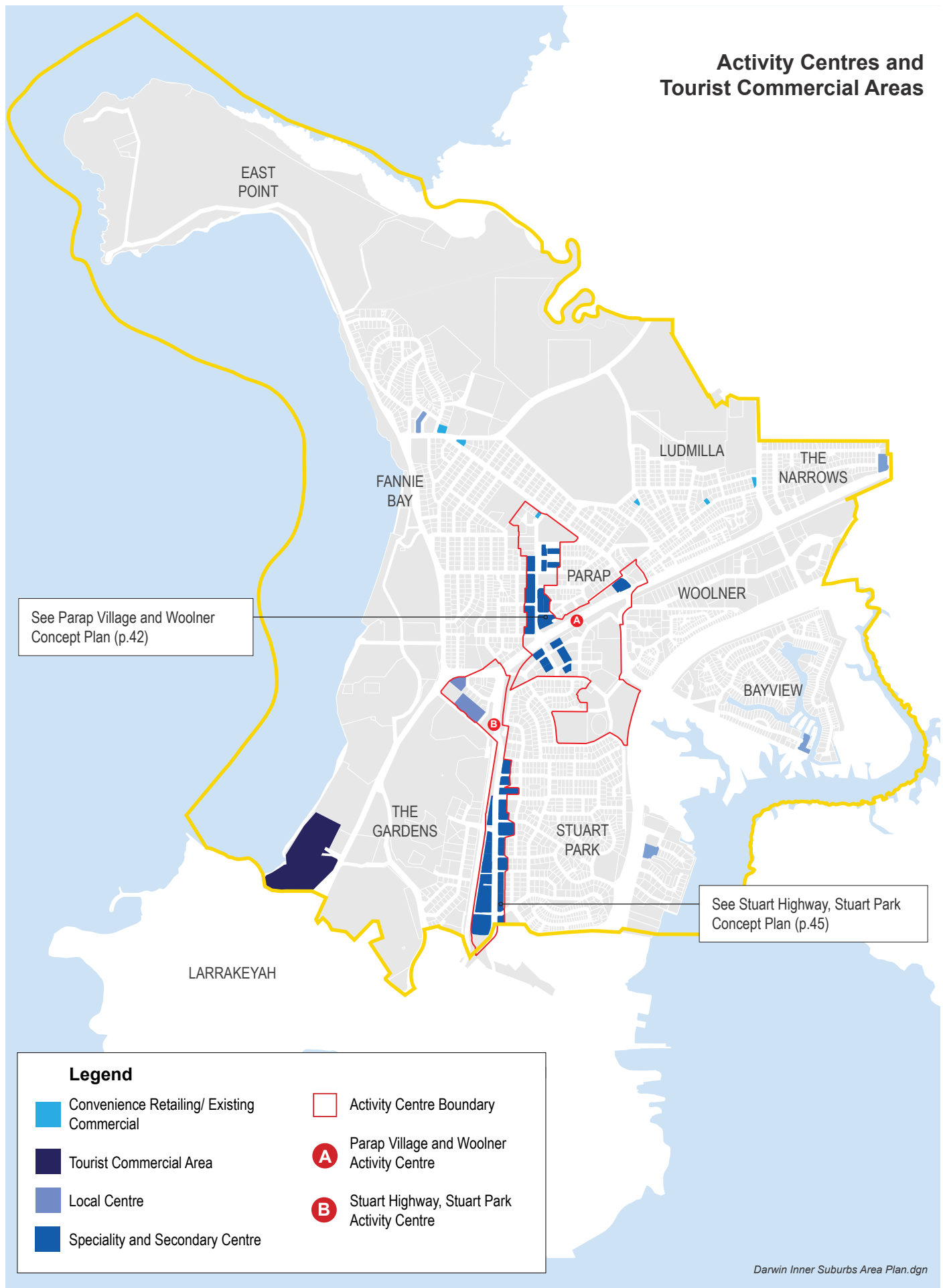
4.1 Residential Areas

Planning Principles		
Category	Objectives	Acceptable responses
Suburban Residential	1. Development of new single detached dwellings.	Development is to be in accordance with the provisions of Zone SD (Single Dwelling Residential), subject to any Concepts identified herein.
	2. Limit the impact of new single dwelling development on the established neighbourhood character.	
	3. Limited change in built form and neighbourhood character.	
Small Lot/ Multiple Dwelling Residential	1. Development of multiple dwellings on one site and single dwellings on small lots.	Development is to be in accordance with the provisions of Zone MD (Multiple Dwelling Residential), subject to any Concepts identified herein.
	2. Provide a buffer between suburban residential areas and adjoining density localities.	
	3. Built form and landscape response that is compatible with the adjoining suburban residential area.	
Medium Density Residential	1. Development of multiple dwellings in a residential only setting.	<p>Development is to be in accordance with the provisions of Zone MR (Medium Density Residential), subject to any Concepts identified herein.</p> <p>A residential building in Zone MR that:</p> <ul style="list-style-type: none"> 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 <p>is not to exceed a height of 3 storeys above the ground level.</p>
	2. A built form and landscape response that is compatible with and sensitive to the adjoining suburban residential area.	
High Density Residential	1. Development of multiple dwellings in a residential only setting.	Development is to be in accordance with the provisions of Zone HR (High Density Residential), subject to any Concepts identified herein.
	2. A built form and landscape response that is compatible with and sensitive to the adjoining suburban residential area.	

Concepts		
Category	Objectives	Acceptable responses
A. 2 – 10 Dick Ward Drive, Fannie Bay	1. An integrated medium density residential development across all sites.	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.
	2. Rationalise access to the precinct by providing a limited number of ingress and egress points between the precinct and Dick Ward Drive.	Options are to be designed in accordance with the requirements of the City of Darwin.
B. Nylander Street <i>(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)</i>	1. Renewal of Nylander Street.	<p>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.</p> <p>No commercial uses are permitted.</p>
C. 6, 16 and 25 Blake Street, The Gardens	1. Development providing interconnectivity between components of the Darwin George Brown Botanic Gardens.	<p>A publicly accessible open space equivalent to 10% 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>
	2. Continuation of the local road function of the surrounding street network.	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. Continued unrestricted use of the Darwin Amphitheatre.	<p>Advice to future residents by way of a cautionary notice on title regarding the existing use rights associated with the Amphitheatre.</p> <p>Building and site design to minimise the impacts of noise from the amphitheatre on future residents.</p>

Concepts		
Category	Objectives	Acceptable responses
D. Woolner Precinct <i>(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)</i>	1. A new integrated road network at the Woolner Precinct to efficiently connect vehicles, pedestrians and cyclists to existing networks.	<p>Extension of Parap Road into the precinct.</p> <p>A local road network connecting Woolner Road and Goyder Road via Armidale Street and connecting Armidale Street and Woolner Road via Iliffe Street.</p> <p>A grid of local streets interconnecting Armidale Street, Iliffe Street and the Stuart Highway.</p> <p>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.</p> <p>Road design that provides</p> <ul style="list-style-type: none"> • on street parking bays; • pedestrian footpaths on both sides of the street; and • for cyclists. <p>Landscaped wide verges and medians within street reservations and public open spaces provide visual relief and shade.</p>

Activity Centres and Tourist Commercial Areas



4.2 Activity Centres and Tourist Commercial Areas

Planning Principles		
Category	Objectives	Acceptable responses
Specialist and Secondary Centres <i>(Also refer to the Parap Village and Woolner Concept Plan, and the Stuart Highway, Stuart Park Concept Plan at Attachments 1 & 2 respectively)</i>	1. Centres characterised by a mix of residential, commercial, retail, community and other compatible uses.	<p>Mixed use buildings accommodate:</p> <ul style="list-style-type: none"> commercial activities; and/ or residential use above commercial activities. <p>Land use generally accords with Sheet 1 of the Parap Village and Woolner Concept Plan, and Sheet 1 of the Stuart Highway, Stuart Park Concept Plan.</p> <p>Diverse housing options that respond to changing demographics and create options to accommodate future growth.</p> <p>Uses not compatible with residential are not to be established.</p>
	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	1. Ongoing use for commercial purposes.	<p>Expansion of commercial, retail and residential floorspace in these localities is not encouraged beyond the boundaries of the land currently zoned for commercial use.</p> <p>Development in and around the commercial zones that accords with the provision of the NT Planning Scheme.</p>
Tourist Commercial Areas	1. Limiting development of Tourist Commercial Areas to uses that service tourism, including commercial and residential activities.	<p>The maintenance of public access to the foreshore and beach reserves.</p> <p>Development is to be in accordance with the provisions of the NT Planning Scheme.</p>

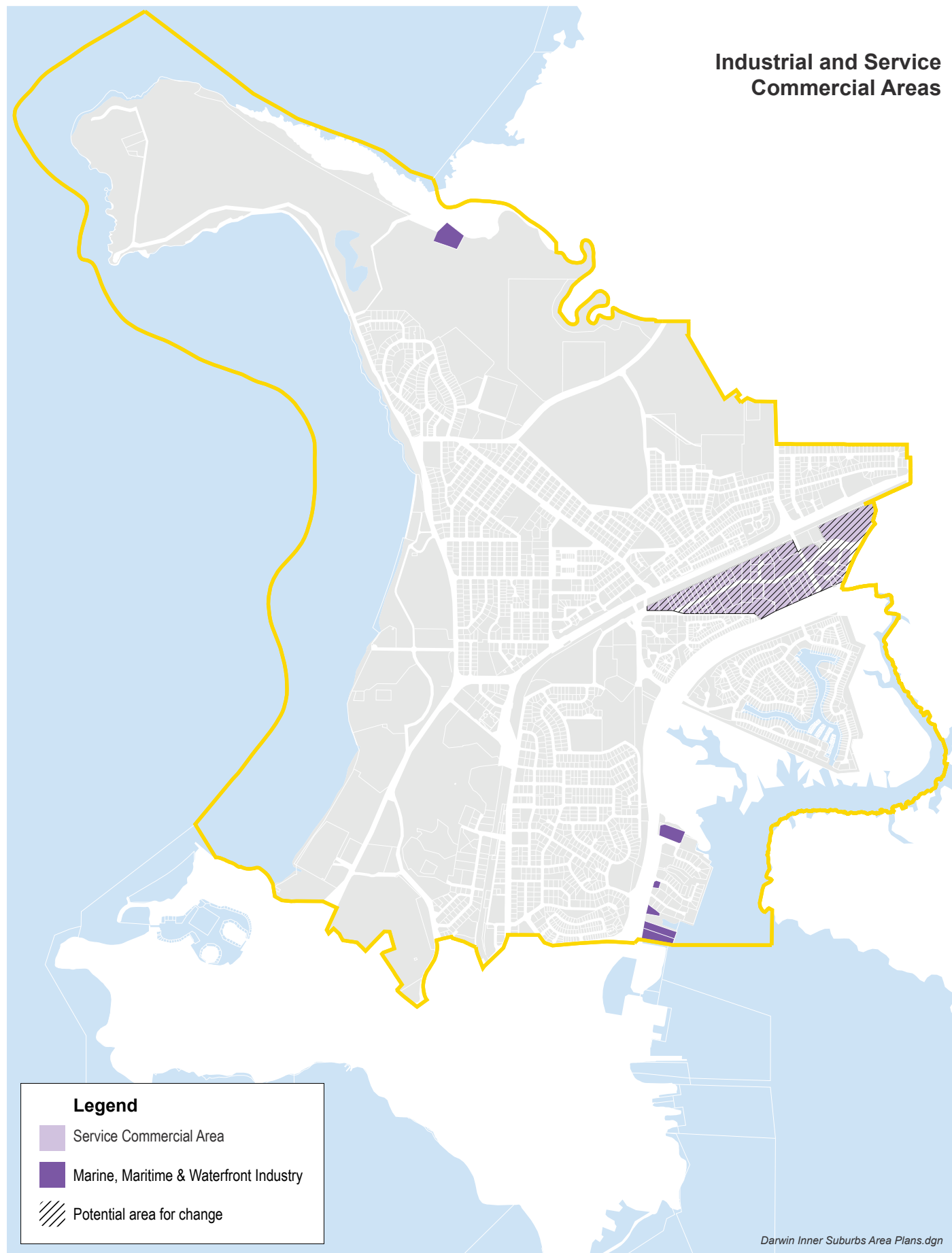
Concepts		
Category	Objectives	Acceptable responses
A. Parap Village and Woolner Precinct <i>(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)</i>	1. Integration of Parap Village and the Woolner Precinct via extension of commercial uses along Parap Road.	<p>Parap Centre caters for the convenience needs of adjacent residents and provides activated nightlife and weekend trade serving residents of the inner suburbs and the broader region.</p> <p>Commercial uses along Parap Road may occur as a way of allowing for the commercial growth of the Parap Village.</p> <p>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.</p> <p>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</p> <p>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.</p> <p>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.</p>
	2. Development of medium rise mixed use buildings.	Buildings accord with Sheet 2 of the Parap Village and Woolner Concept Plan.
	3. Appropriate lot size and configuration to accommodate mixed use development.	Amalgamations as outlined on Sheet 1 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 Sheet 2 of the Parap Village and Woolner Concept Plan, which can also be achieved by the lot amalgamation pattern identified in Sheet 1.

Concepts		
Category	Objectives	Acceptable responses
A. Parap Village and Woolner Precinct <i>(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)</i>	5. Mark the arrival point of specialist and secondary centres through the use of architecture.	<p>Landmark development sites identified on Sheet 2 of the Parap Village and Woolner Concept Plan incorporate an entry statement to the precinct by:</p> <ul style="list-style-type: none"> providing a prominent architectural address orientated towards the view corridor identified on Sheet 2; using architectural features such as turrets, corner splays and the like that bring the building to a dominant point 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 at the address.
	6. Enhanced community facilities or public open space in the precinct through increased building heights at the corners of Parap Road and Somerville Gardens.	<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.
	7. Streets that encourage movement, gathering and shade.	Street design that generally implements the spatial use elements outlined at Sheet 3 of the Parap Village and Woolner Concept Plan.
	8. Continued operation of the live entertainment function at established venues.	<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>
	9. Appropriate distribution of commercial and retail floorspace between Woolner and Railway Street.	<p>Woolner Site Retail floorspace not exceeding 6 500 m² GFA, mixed commercial and residential uses within the commercial areas shown on Sheet 1 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		
Category	Objectives	Acceptable responses
B. Stuart Highway, Stuart Park Precinct <i>(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)</i>	1. A mixed use precinct characterised by finer grain retail, showroom sales, professional suites and shop top residential use.	<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>
	2. Development of medium rise mixed use buildings.	Buildings accord with Sheet 2 of the Stuart Highway, Stuart Park Concept Plan.
	3. Appropriate lot size and configuration to accommodate an attractive and practical mixed use development.	Amalgamations as outlined on Sheet 1 of the Stuart Highway, Stuart Park 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 Sheet 2 of the Stuart Highway, Stuart Park Concept Plan, which can be achieved by the lot amalgamation pattern identified in Sheet 1.

Concepts		
Category	Objectives	Acceptable responses
B. Stuart Highway, Stuart Park Precinct <i>(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)</i>	5. Mark the arrival point of specialist and secondary centres through the use of architecture.	Landmark development sites identified on Sheet 2 of the Stuart Highway, Stuart Park Concept Plan incorporate an entry statement to the precinct by: <ul style="list-style-type: none"> providing a prominent architectural address orientated towards the view corridor identified on Sheet 2; using architectural features such as turrets, corner splays and the like that bring the building to a dominant point 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 and the address.
	6. 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.	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 Sheet 1.
	7. Streets that encourage movement, social gathering and shade.	Street design that generally implements the spatial use elements outlined at Sheet 3 and Sheet 4 of the Stuart Highway, Stuart Park Concept Plan.
	8. Rear laneway access to a site if access to a secondary street is not possible.	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 Sheet 2 of the Stuart Highway, Stuart Park Concept Plan.
	9. Appropriate provision of commercial and retail floorspace at Goyder Road and Salonika Street.	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.

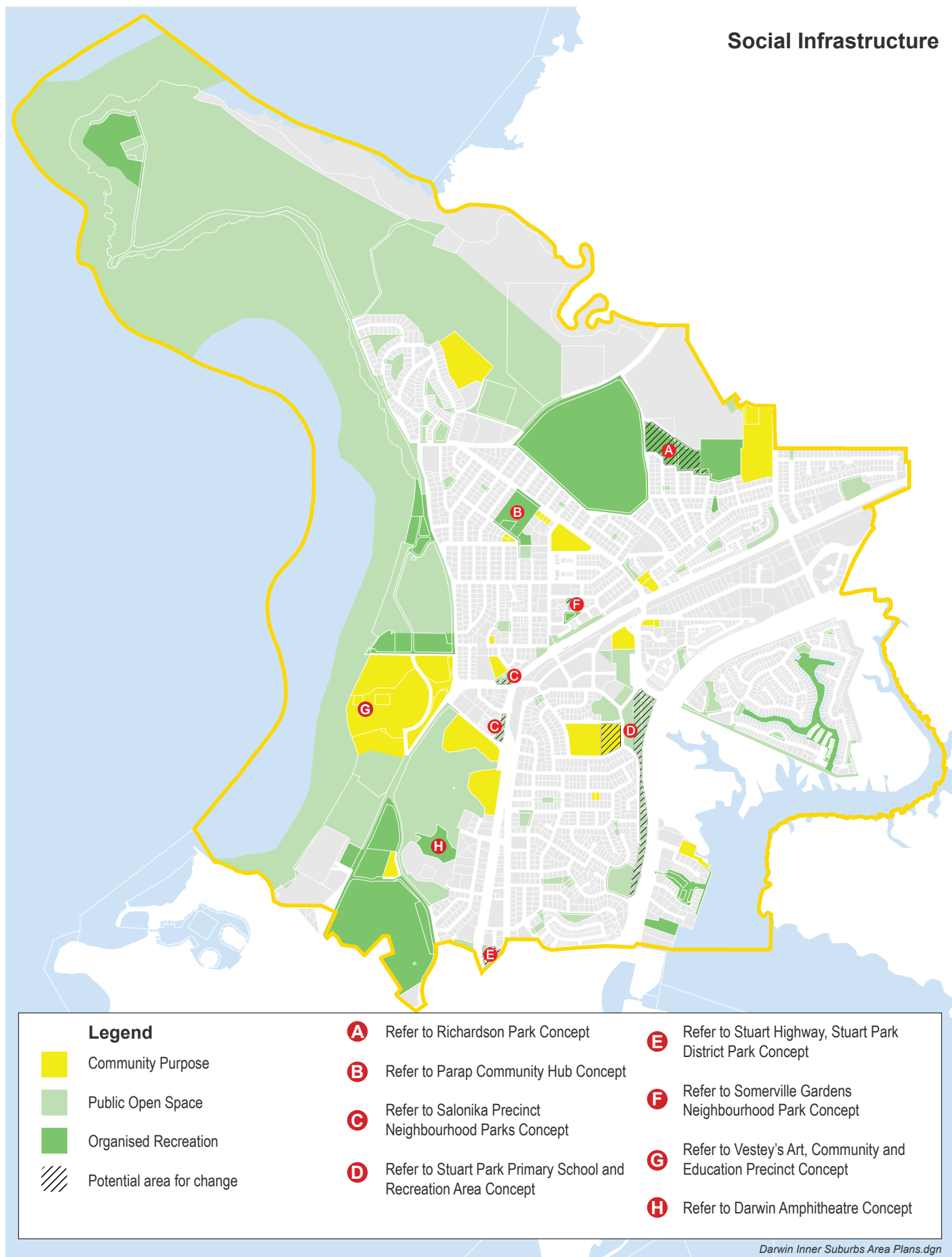
Industrial and Service Commercial Areas



4.3 Industrial and Service Commercial Areas

Planning Principles		
Category	Objectives	Acceptable responses
Service Commercial Area	1. Continued use of land for services commercial uses at Bishop Street Woolner.	<p>Land within Zone GI (General Industry) on Jolly Street, Bishop Street, Damaso Place, Snell Street and Charlton Court, Woolner:</p> <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	1. 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.	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



4.4 Social Infrastructure

Planning Principles		
Category	Objectives	Acceptable responses
Community Purpose	1. Provision of necessary community facilities.	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. Better utilisation of community purpose sites.	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. Redevelopment and expansion of education facilities.	Darwin Middle and High Schools and Parap and Ludmilla Primary Schools developed within the boundaries of those specific sites. 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.
	4. Allow for the development of new child care centres and medical centres.	Child care centres are incorporated in mixed use developments within activity centres or on appropriately located community purpose land.

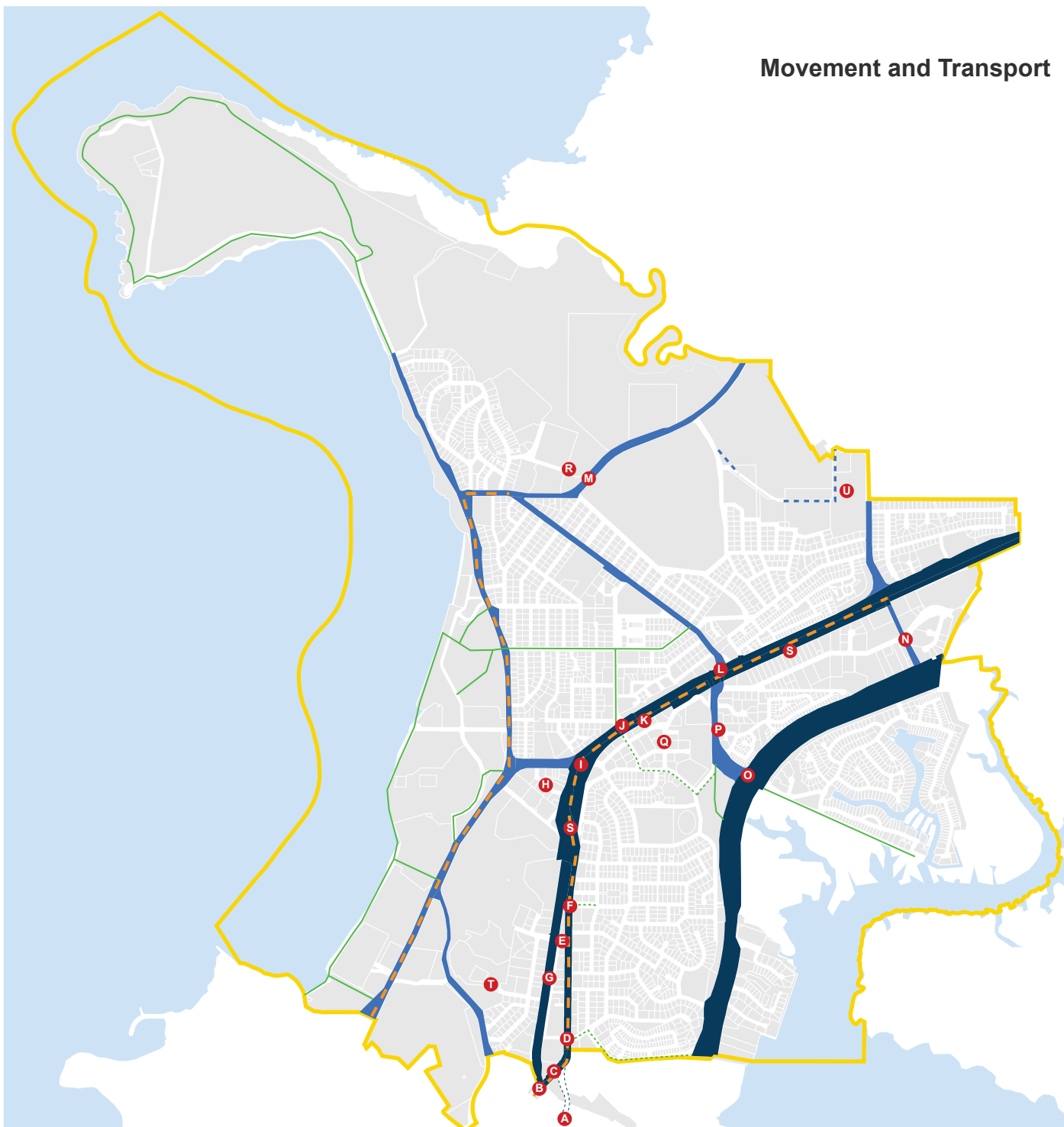
Planning Principles		
Category	Objectives	Acceptable responses
Public Open Space	1. Retention of current parkland and foreshore spaces for cultural, social and environmental purposes.	No net loss of public open space or development other than to provide: <ul style="list-style-type: none"> • low scale 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. Protection of public access to foreshore spaces and established park spaces associated with the foreshore, including the George Brown Botanic Gardens.	
	3. Enhancement of existing public open spaces.	Upgraded play equipment, park furniture, shade and landscaping provided in public open spaces.
	4. Additional public open space within large developments.	In accordance with the communal and open space requirements of the NT Planning Scheme.
Organised Recreation	1. Retention and enhancement of land currently used for organised recreational activities.	No net loss of organised recreation land, unless an existing Specific Use Zone allows for change of use on a specific site. Redevelopment of facilities associated with the water sport clubs, the Darwin Bowls Club and the Sky City Casino only: <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. New active and passive recreation uses.	Development of new recreation facilities on underutilised land within existing organised recreation areas.

Concepts		
Category	Objectives	Acceptable responses
A. Richardson Park Precinct	1. An expanded sports and recreation hub at Richardson Park.	Expansion and redevelopment of the current rugby pitch and its associated facilities and, subject to justification of the use of the land, and due process incorporation of Lots 3725 and 5406 Town of Darwin (38 Richardson Drive and 40 Douglas Street, Ludmilla) into an expanded facility.
	2. Due consideration of the impacts of redevelopment of Richardson Park on the amenity of the adjoining residential neighbourhood.	Development of this Precinct for sports and recreation uses incorporates: <ul style="list-style-type: none"> • baffle lighting to reduce the impact of flood lighting on neighbouring dwellings; • a landscape buffer along the residential interface; • pedestrian access points to the precinct from the residential area; and • public access to selected sporting ovals outside of use for recreation purposes.
	3. Appropriate local road network for Richardson Park and Ludmilla Primary School.	Further investigate local road design options that: <ul style="list-style-type: none"> • Connect Richardson Park to Nemarluk Drive; and • extend Richardson Drive to Ludmilla Primary School.
B. Parap Community Hub Precinct	1. Redevelopment of the Parap Pool site for active recreation and community activities.	Redevelopment of the Parap Swimming Pool site accords with the City of Darwin's Parap Pool Master Plan.
	2. Allow for the development of a community activity space.	A multi-purpose community centre of 3 000m ² on the Parap swimming pool site.
C. Salonika Precinct Neighbourhood Parks (Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)	1. Creation of new public open spaces for the future population of Parap and the Salonika Precinct.	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.

Concepts		
Category	Objectives	Acceptable responses
D. Stuart Park Primary School and Recreation Area <i>(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)</i>	1. Expansion of the Stuart Park Primary School.	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.
	2. Enhance existing and create new district level public open space to serve the future population of Woolner and Stuart Park.	Lots 5409, 5468, 5492, 5541, 5629 and part 6645 Town of Darwin identified on Sheet 1 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.
E. Stuart Highway, Stuart Park District Park <i>(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)</i>	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.	<p>A public open space created through:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>

Concepts		
Category	Objectives	Acceptable responses
F. Somerville Gardens Neighbourhood Park <i>(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)</i>	1. Creation of a new public open space to provide passive recreation opportunities for the residents of Somerville Gardens.	<p>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.</p> <p>The provision of this open space is connected with the future redevelopment of land at the corner of Somerville Gardens and Parap Road.</p>
G. Vestey's Art, Community and Education Precinct	1. Retain and embellish the NT Museum and Art Gallery.	Redevelopment and expansion of tourism and cultural related facilities associated with the Museum and Art Gallery.
	2. 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).
H. Darwin Amphitheatre	1. Continued unrestricted use of the Darwin Amphitheatre	<p>New residential developments immediately adjacent to or adjoining the Darwin Amphitheatre:</p> <ul style="list-style-type: none"> • 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
- Regional Transport Corridor
- Sub-Regional/Primary Transport Corridor
- Local Bike and Pedestrian Corridors
 - Existing
 - - - Possible extension
- - - Investigate Future Road Connections
- 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

4.5 Movement and Transport

Planning Principles		
Category	Objectives	Acceptable responses
Regional Transport Corridors & Sub-arterial and Primary Transport Corridors	1. Movement corridors that cater for pedestrians, cyclists, public transport and other private vehicles.	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.
	2. Necessary upgrades along transport corridors to allow the safe and efficient movement of vehicles and people.	Ongoing upgrades as required over time within the context of those outlined on the Transport and Movement Theme Map.
	3. Well serviced public transport corridors.	High frequency public transport corridors along the Stuart Highway, Gilruth Avenue and East Point Road.
	4. Identify and reserve future mass rapid transit corridors.	<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. Creation of a sub-regional public transport interchange in close proximity to the Stuart Highway and Parap Road	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. Improvement of the bike/ pedestrian shared network.	Improve the provision for cyclists and pedestrians along Bagot Road by identifying a corridor of an appropriate width that connects to existing paths along the Stuart Highway.

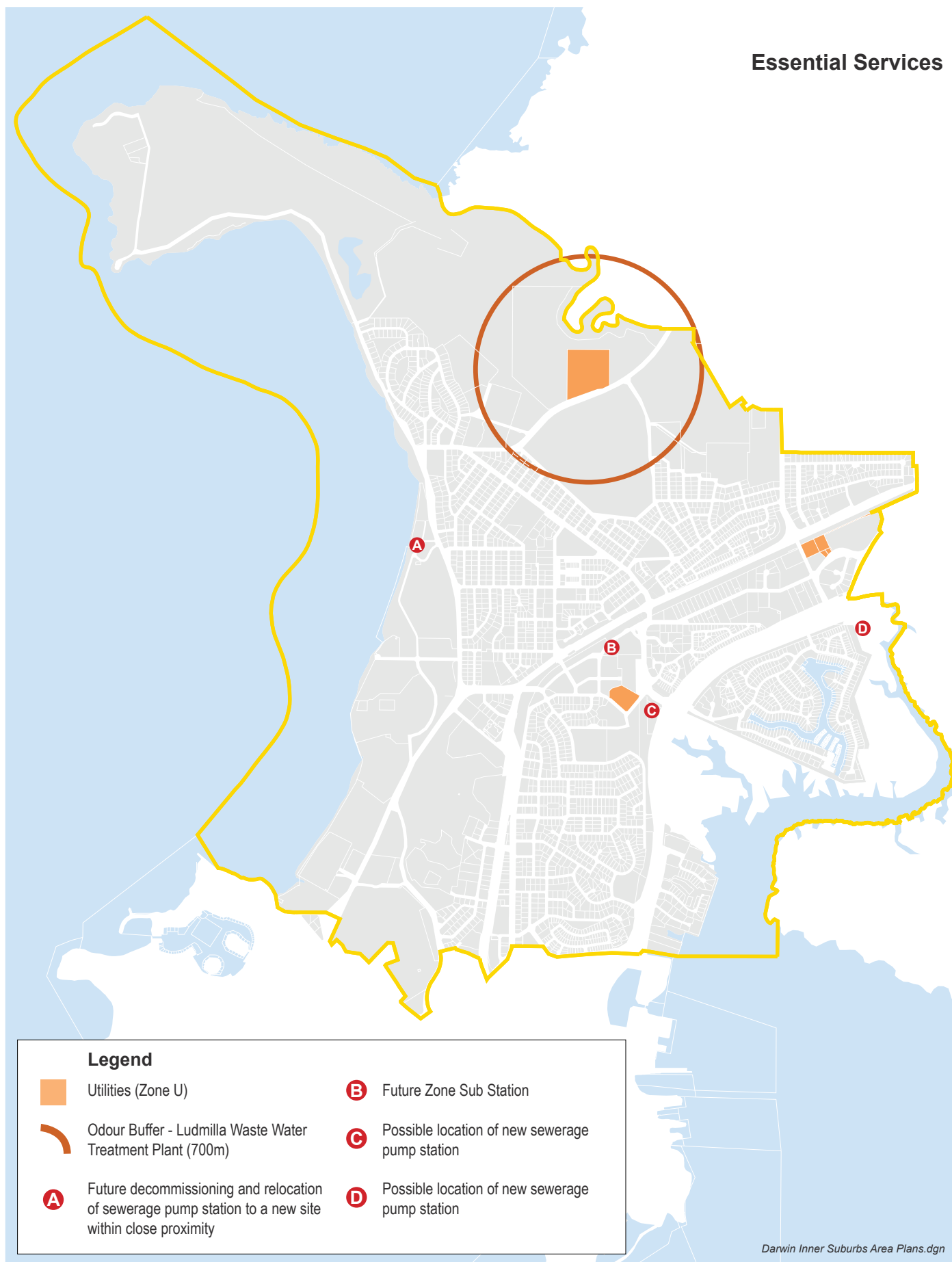
Planning Principles		
Category	Objectives	Acceptable responses
Regional Transport Corridors & Sub-arterial and Primary Transport Corridors	7. Enhancement of higher order bike and pedestrian routes.	<p>Nodes along the bike/pedestrian network provide for pedestrian and cyclist comfort through the provision 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. The creation of green gateways along major boulevards.	<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>Nodes along these boulevards provide for pedestrian and cyclist comfort, including drinking fountains, interpretive signage, shade and shelter.</p> <p>Rapid Transit Corridors are integrated into these boulevards along arterial roads.</p>

Planning Principles		
Category	Objectives	Acceptable responses
Local Transport Corridors	1. Provide low speed traffic corridors that allow for the movement of pedestrians, cyclists, private vehicles, and public transport in appropriate locations.	Local residential streets provide for low speed traffic.
	2. On street car parking facilities in higher density localities.	Indented parking in the street are provided where the road carriageway is less than 7 m.
	3. Efficient local cycle access routes.	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. Landscaped verges to provide shade and character to local streets.	Street verges are landscaped to provide shading for pedestrian and bike networks, while also softening the appearance of hard infrastructure and residential buildings.

Concepts		
Category	Objectives	Acceptable responses
Day Street extension to Stuart Park <i>(Also refer to the Stuart Highway, Stuart Park Concept Plan at Attachment 2)</i>	1. Future connection of Stuart Park to McMinn Street via Day Street.	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 <i>(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)</i>	1. Protection of the opportunity to allow for the re-alignment of Ross Smith Avenue and Woolner Road.	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	1. Appropriate local road networks in Woolner and Fannie Bay North that support significant infill development.	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	1. Appropriate upgrading of local roads.	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	1. Continuation of the local road function of the surrounding street network.	Implementation of 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	1. Appropriate local road network for Richardson Park and Ludmilla Primary School.	Further investigate local road design options that: <ul style="list-style-type: none"> • Connect Richardson Park to Namarluk Drive; and • extend Richardson Drive to Ludmilla Primary School.

Concepts		
Category	Objectives	Acceptable responses
Woolner Precinct Local Transport Corridors <i>(Also refer to the Parap Village and Woolner Concept Plan at Attachment 1)</i>	1. Allow for the extension of Parap Road into Woolner.	<p>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.</p> <p>Explore options for rationalising access to Parap Road from Stokes Street.</p>
	2. A new integrated road network at the Woolner Precinct that efficiently connects vehicles, pedestrians and cyclists to existing networks.	<p>The future local road network should extend Armidale Street to Woolner Road and Goyder Road. Iliffe Street is to remain connected to Woolner Road.</p> <p>A grid of new streets is encouraged, and should connect to Armidale Street, Iliffe Street and the Stuart Highway.</p> <p>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.</p> <p>Cul-de-sacs are discouraged, and should only be used when the natural site conditions result in this being the only possible design outcome.</p> <p>On street parking bays are encouraged in the road reserve.</p> <p>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.</p>

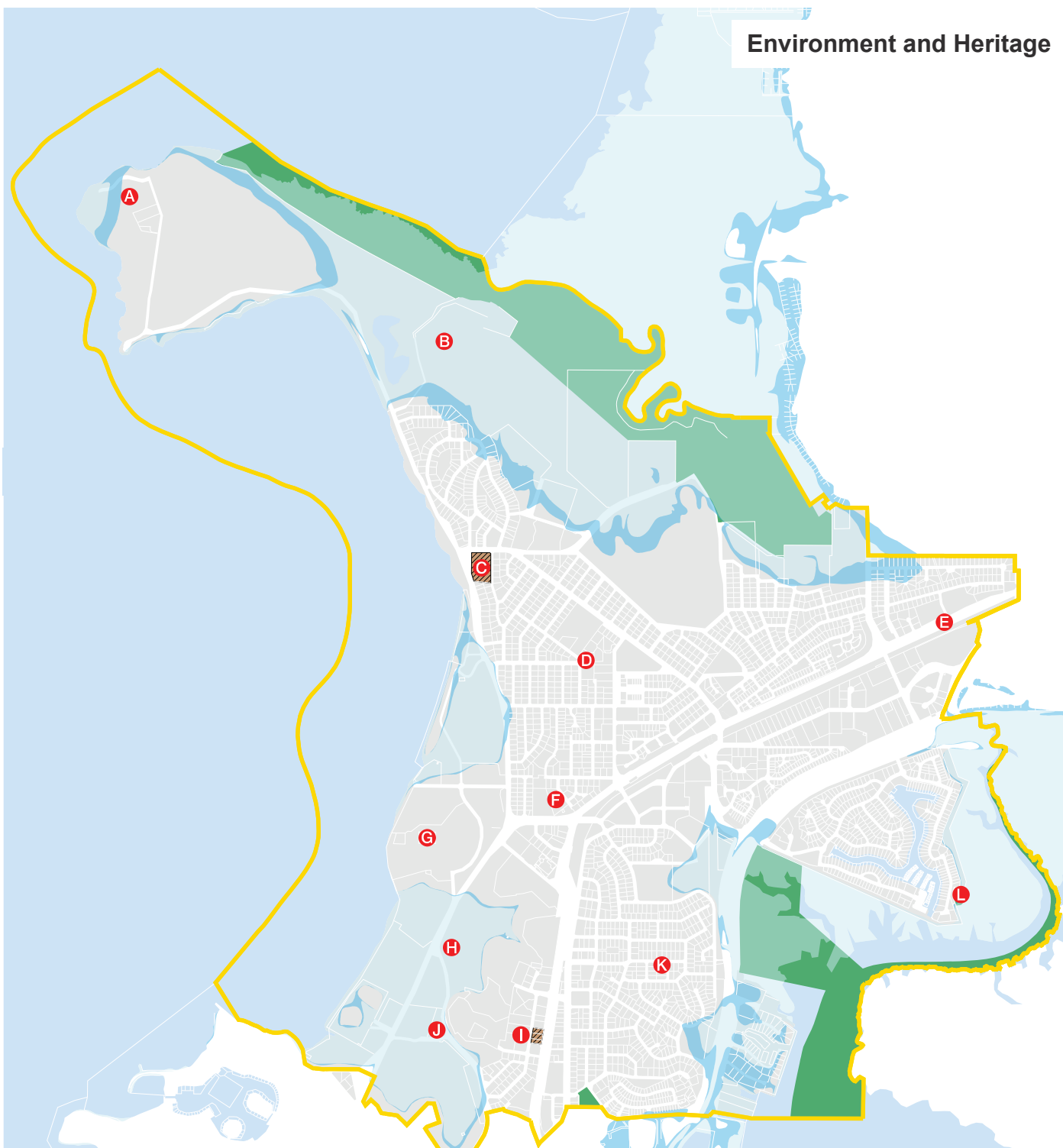
Essential Services



4.6 Essential Services

Planning Principles		
Category	Objectives	Acceptable responses
Wastewater Network	1. No development of residential buildings within odour buffers.	Future detailed planning within the concepts established by this area plan acknowledges the 700m buffer around the Ludmilla Waste Water Treatment Plant.
	2. Reserve land for the future installation of sewer pump stations.	Future development at the Woolner Precinct or East Bayview provides the necessary sewer pump stations and associated buffers.
	3. Allow for the replacement of the Fannie Bay West sewer pump station.	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	1. The timely delivery of a new zone sub-station at Woolner.	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	1. Upgrade and extend reticulated systems as required.	The upgrade of these systems which are usually located in road reserves and other public spaces occurs as required.

Environment and Heritage

**Legend**

- Primary Storm Surge
- Secondary Storm Surge
- Heritage
- Conservation
- Potential area for change

A WWII East Point Fortifications**B** Ludmilla Salt Pans**C** Fannie Bay Gaol**D** Qantas/Guinea Airways Hangar**E** North Australia Railway Corridor**F** Palmerston Cemetery**G** Vestey's Tank**H** Darwin Botanic Gardens**I** WWII Victualling Yards**J** Gardens Road Cemetery**K** Sidney Williams Hut**L** Aboriginal Archeological Site - O'Ferrals Rock

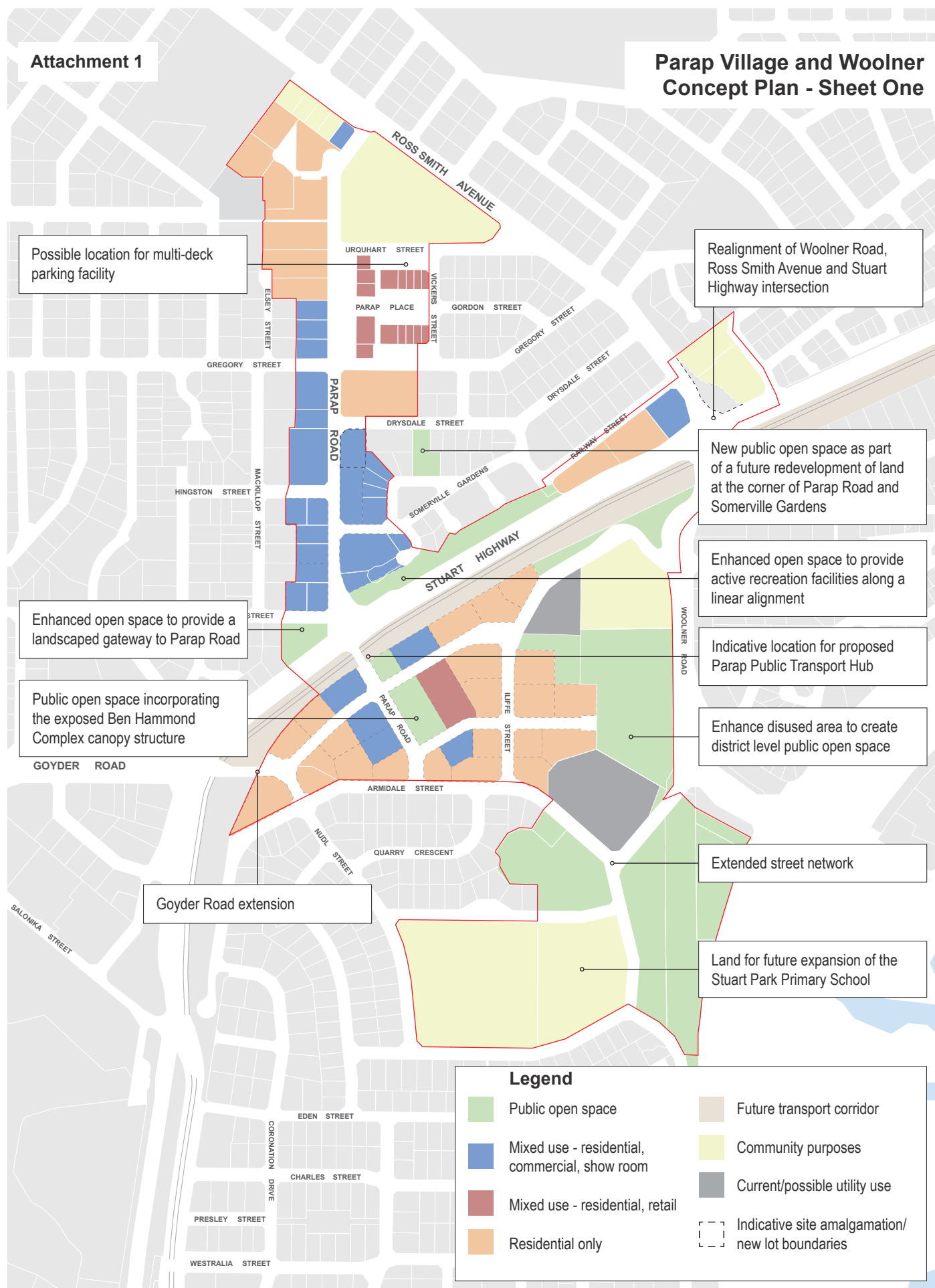
4.7 Environment and Heritage

Planning Principles		
Category	Objectives	Acceptable responses
Ludmilla Creek and the Darwin Harbour	1. Protect and enhance the Ludmilla Creek environs.	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. Protect mangrove communities within the Darwin Harbour	There is to be no net loss of those mangrove communities that are within Zone CN (Conservation) in this District.
Storm Surge	1. Residential development and other sensitive uses are discouraged in the Storm Surge Area.	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	1. Strengthen the story of the North Australian Railway Line and the Civil Aerodrome.	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. Conservation of heritage places, including appropriate adaptive re-use.	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.
	3. Adaptive re-use of a heritage place is sympathetic to the social and cultural heritage of the site.	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. 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. 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.

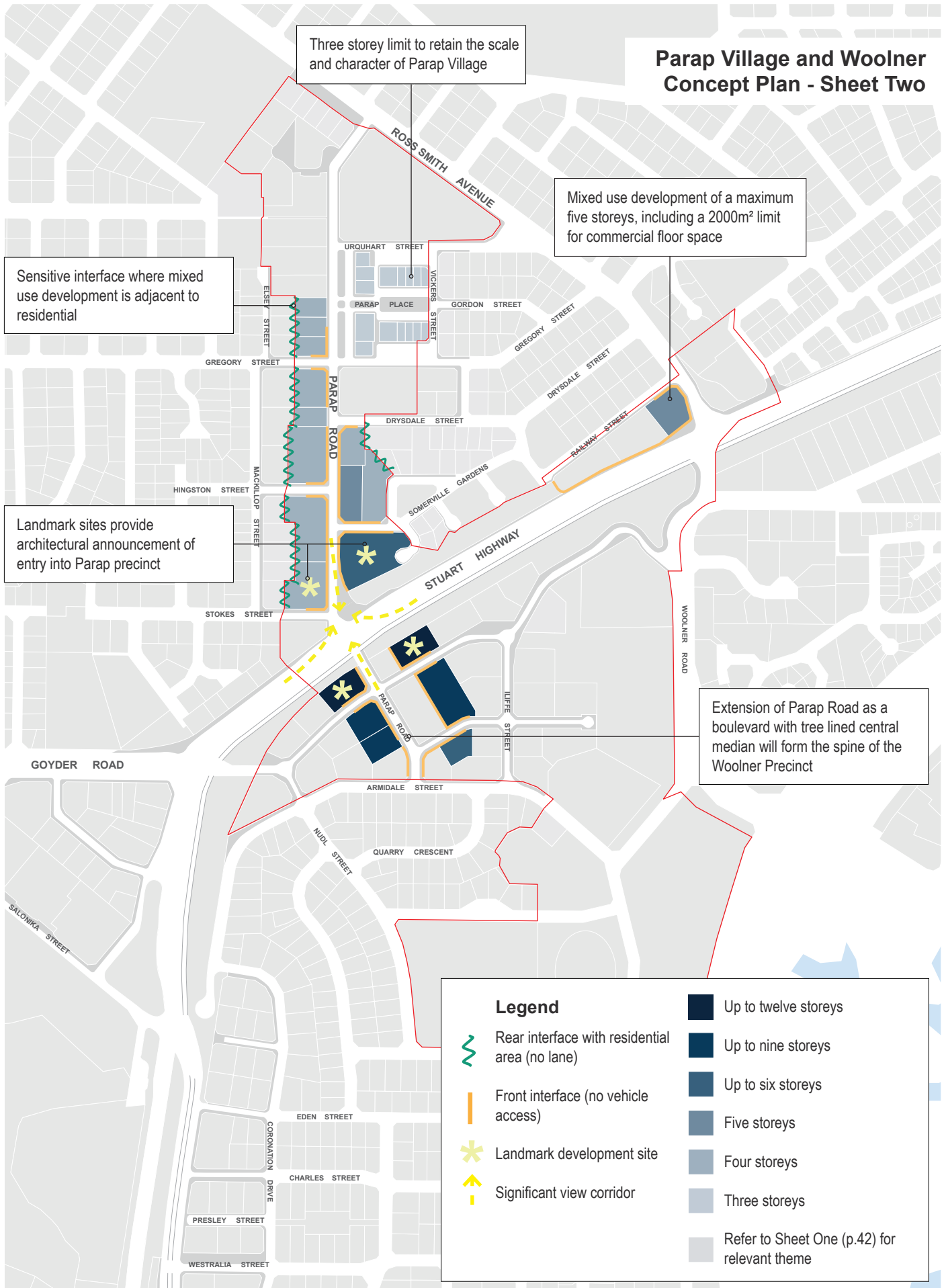
Concepts		
Category	Objectives	Acceptable responses
Fannie Bay Gaol	1. Provision of floorspace for Non-Government Agencies and other community groups at the Fannie Bay Gaol.	Consideration should be given to allocating a portion of floorspace at the Fannie Bay Gaol for community, non-government and not for profit groups.
	2. Car parking for general public use.	Investigate options for formalised car parking on the Ross Smith Avenue frontage for users of the Gaol and the Fannie Bay Shopping Centre.

5. Attachments

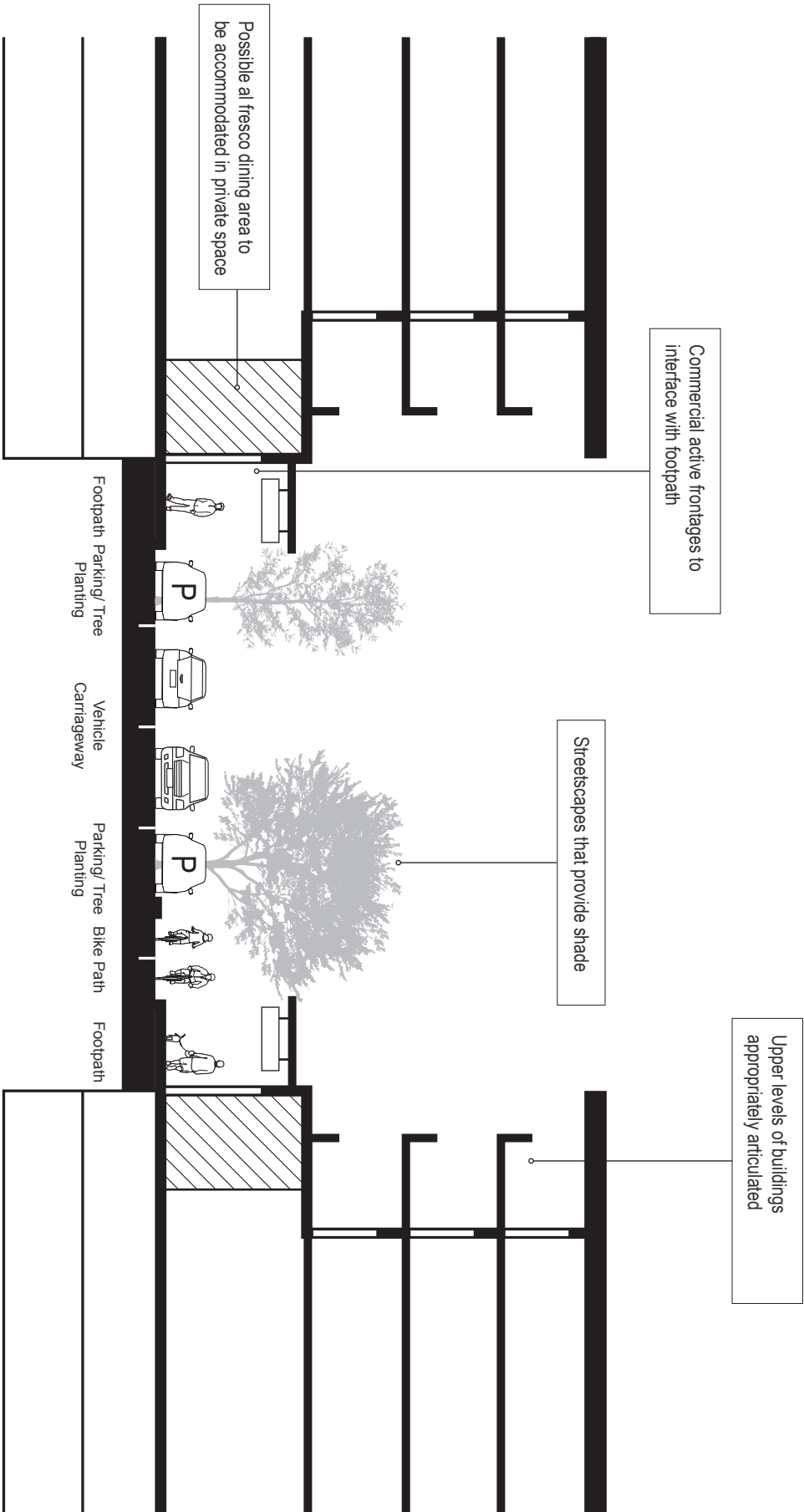
Attachment 1

Parap Village and Woolner
Concept Plan - Sheet One

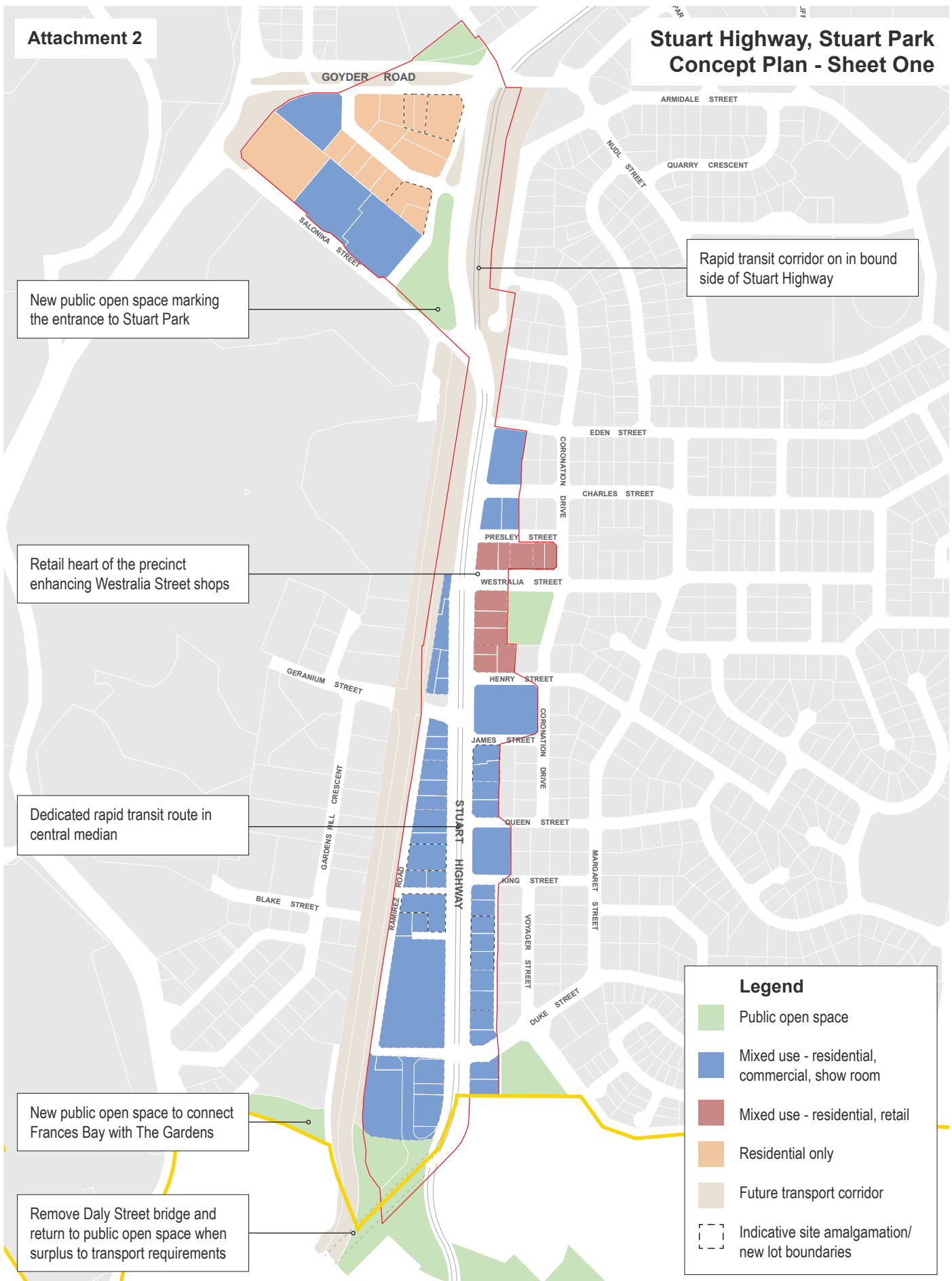
Parap Village and Woolner Concept Plan - Sheet Two

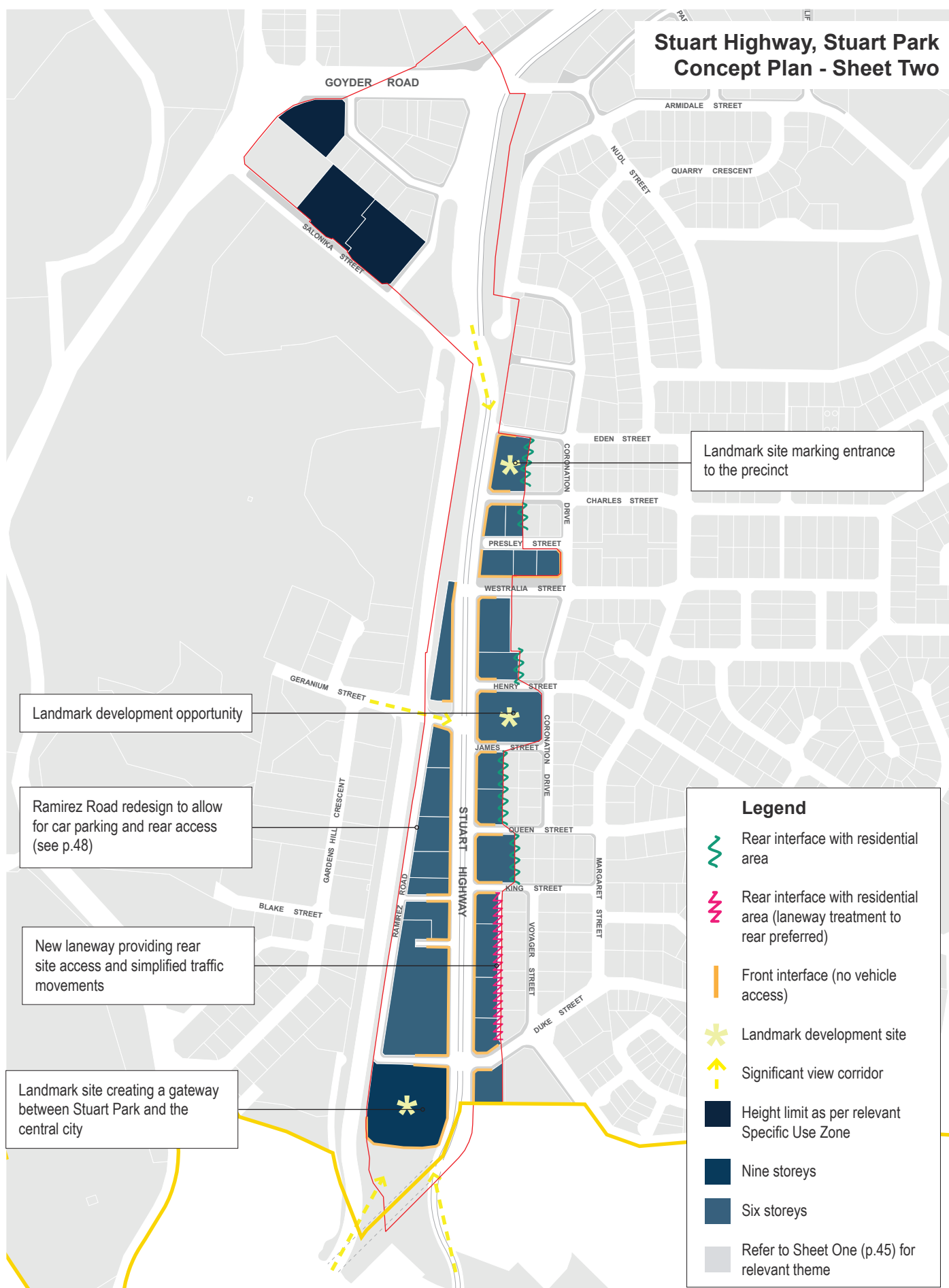


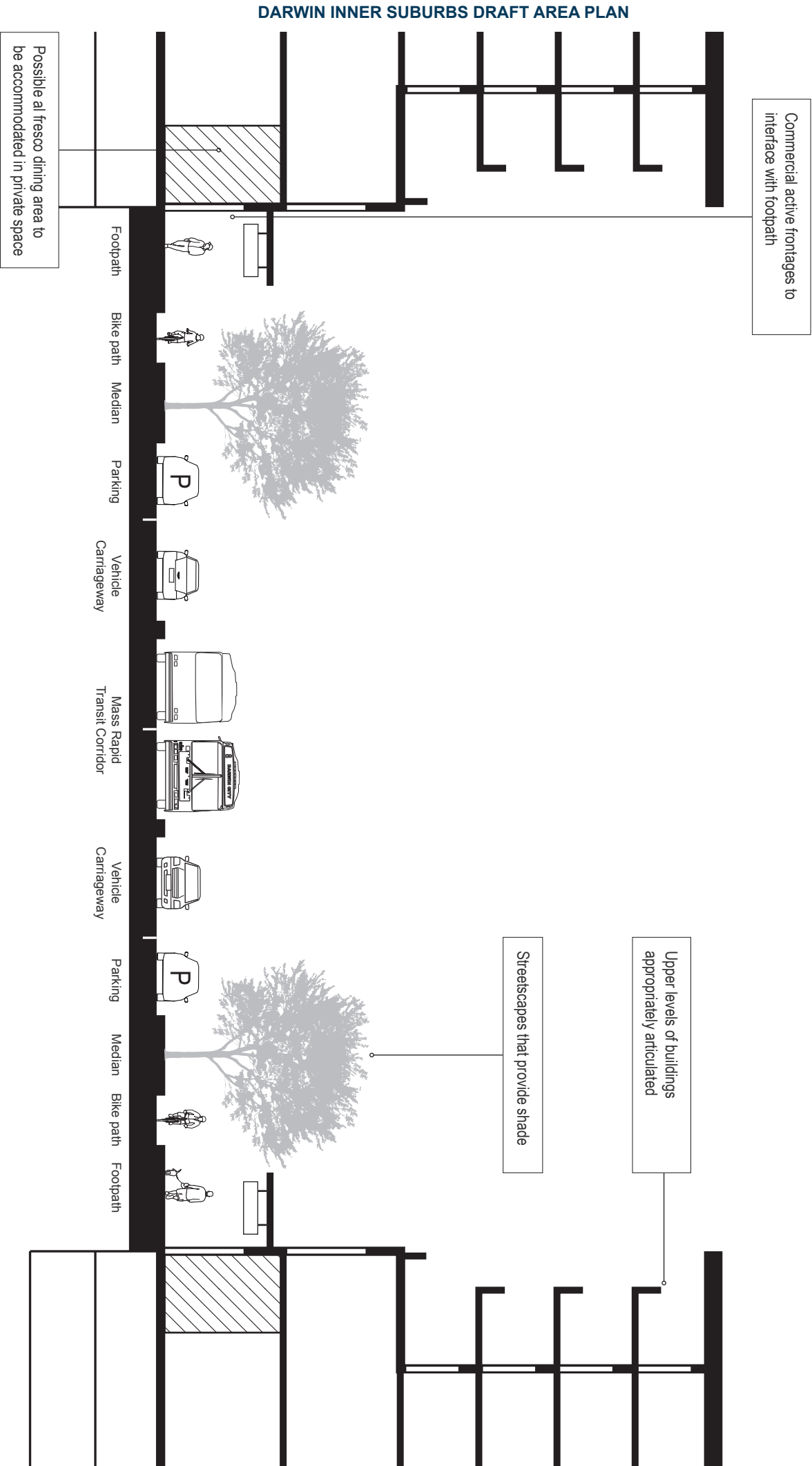
Parap Village and Woolner
Concept Plan - Sheet Three
Indicative Built Form and Street Design Parap
Road Example

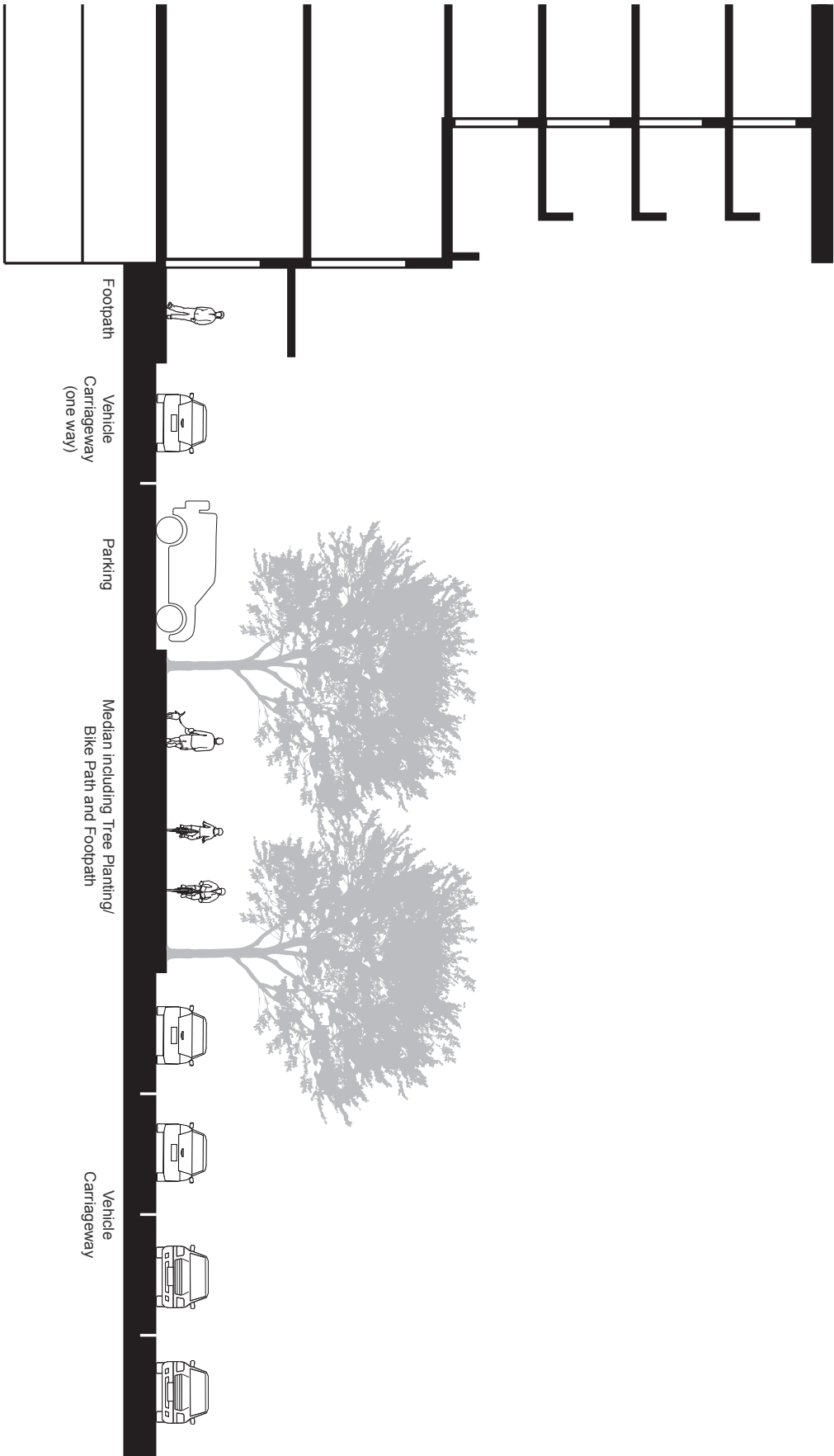


Attachment 2

Stuart Highway, Stuart Park
Concept Plan - Sheet One







**Stuart Highway, Stuart Park
Concept Plan - Sheet Four**
Indicative Built Form and Street Design
Ramirez Road Example

For more information:

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Visit: www.planningcommission.nt.gov.au

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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.