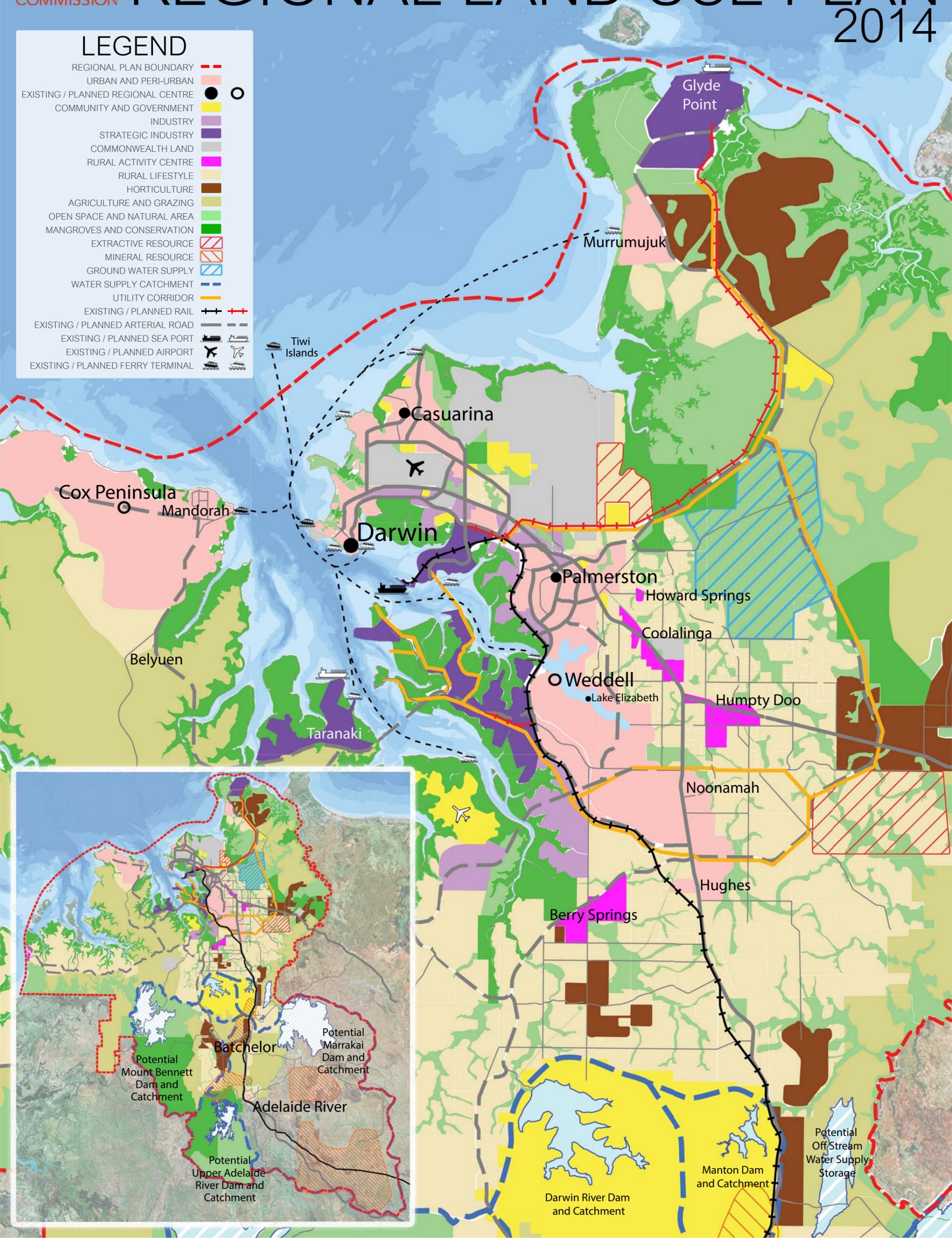


# TOWARDS A DARWIN REGIONAL LAND USE PLAN 2014

## LEGEND

- REGIONAL PLAN BOUNDARY - - -
- URBAN AND PERI-URBAN ■
- EXISTING / PLANNED REGIONAL CENTRE ● ○
- COMMUNITY AND GOVERNMENT ■
- INDUSTRY ■
- STRATEGIC INDUSTRY ■
- COMMONWEALTH LAND ■
- RURAL ACTIVITY CENTRE ■
- RURAL LIFESTYLE ■
- HORTICULTURE ■
- AGRICULTURE AND GRAZING ■
- OPEN SPACE AND NATURAL AREA ■
- MANGROVES AND CONSERVATION ■
- EXTRACTIVE RESOURCE ▨
- MINERAL RESOURCE ▨
- GROUND WATER SUPPLY ▨
- WATER SUPPLY CATCHMENT ▬
- UTILITY CORRIDOR ▬
- EXISTING / PLANNED RAIL + + +
- EXISTING / PLANNED ARTERIAL ROAD ▬
- EXISTING / PLANNED SEA PORT ▬
- EXISTING / PLANNED AIRPORT ✈
- EXISTING / PLANNED FERRY TERMINAL ▬



The **Northern Territory Planning Commission** released a Briefing Note in July 2013 seeking feedback from the community on the process, scope and key issues being considered in creating the Darwin Regional Land Use Plan – a strategic document intended to establish a policy framework for future development.

Community feedback, received to date, identifies the importance of a **vision for the future** including an innovative and **resilient economy**, and sustainability and protection of our **unique environment and lifestyle**. The Commission will continue to fine tune the vision to inform opportunities to accommodate growth within the context of constraints.

Investigations into the basic needs for **growth** (eg water supply, land capability, energy), unavoidable **risks** (eg cyclones, storm tide and inundation) and **constraints** (eg biting insects and aircraft noise exposure), have been undertaken and continue to be considered.

This is **the next step in the ongoing conversation** with you, the people of the region, on the Darwin Regional Land Use Plan. It presents **preliminary thinking** in relation to some of the local and sub-regional opportunities the Commission is currently considering and **guidance via your comments is being sought**.

The Darwin Regional Land Use Plan will establish the direction for future growth. Further feedback from the community will assist the Commission's consideration of **'what'** land uses are required, **'where'** they are to be located and **'why'** within the context of further investigations into the various components with potential to accommodate growth.

Feedback can be provided online at [www.planningcommission.nt.gov.au](http://www.planningcommission.nt.gov.au) or you can send the Planning Commission a submission by 10 March 2014 to:

- Email: [ntpc@nt.gov.au](mailto:ntpc@nt.gov.au)
- Post: Northern Territory Planning Commission,  
GPO Box 1680, DARWIN NT 0801

Detailed policy to guide future development of particular growth areas will be developed within the NT Planning Commission's rolling work schedule as follows:

2013/14		2014/15
- Berrimah	- Urban Activity Centres	- Glyde Point & Murrumujuk
- Rural Activity Centres	- Hughes and Noonamah	- Palmerston North

## DEFINITIONS

**Regional Centre** – concentrations of higher density residential development and an extensive range of commercial, administrative and community uses and cultural and entertainment facilities serving the entire region

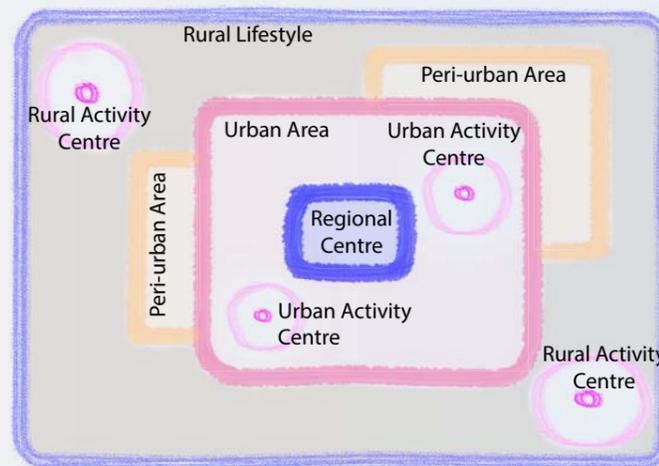
**Activity Centre (Rural and Urban)** – a mix of urban and peri-urban residential and commercial uses and community facilities and services directly supporting the surrounding local community

**Urban** – areas comprising a mix of uses including residential and a full range of community and commercial facilities and services

**Peri Urban** – transitional areas on the perimeter of urban residential, typically characterised by large residential lots ranging between 4 000 m<sup>2</sup> and 2 ha

**Rural Lifestyle** – areas characterised by varying sized lots greater than 1 ha providing for a range of residential uses and rural activities influenced by the size of the lots

**Commonwealth Land** – land owned by the Commonwealth and therefore exempt from conforming to land use planning and development provisions in NT legislation



## INFILL OPTIONS

Undeveloped localities within both urban and rural areas, particularly in proximity to high frequency public transport or activity centres provide opportunities to contribute to the accommodation of growth. While locations and specifics will be identified following community consultation, potential components being considered are outlined below.

### Berrimah

Berrimah Farm and Berrimah North are strategically central to the region and readily accessible. Although impacted by proximity to the Darwin International Airport there are opportunities for a variety of land uses in this locality. Detailed investigations of infrastructure requirements will inform Area Plans to ensure coordinated development integrated with surrounding infrastructure.

## Activity Centres - Urban and Rural

Activity centres are about the opportunities large lots, undeveloped sites or potential redevelopment sites create to accommodate growth and improve housing choice. A focus of investigations will be on opportunities that minimise impacts on amenity of established areas and collocate residential and local services proximate to the transport network.

Proposals for development in the Stuart Park and Parap locality are a reflection of increasing interest in inner city living. These localities will be the initial focus of investigations into constraints and opportunities associated with urban activity centres. Ongoing investigations will consider other potential localities proximate to services, facilities and transport routes.

Similarly proposals in the rural area reflect increasing interest in opportunities to respond to unprecedented growth. Previous concepts for rural villages will be revisited. Future detailed planning will identify principles to ensure coordinated and efficient development that meets the needs of existing and future residents.

## GREENFIELD OPTIONS

### Glyde Point and Murrumujuk

Investigations into the location of future port facilities in the region are ongoing and will inform planning for major industrial development. Recognising that Glyde Point on Gunn Point Peninsula provides one of few opportunities for construction of a new deep water port, the extensive areas of relatively flat land near Glyde Point are identified for strategic industry.

Industrial development adjacent to Glyde Point has potential synergies with the urban centre planned at Murrumujuk and with adjacent rural lifestyle and horticultural development. The planned transport and infrastructure corridors will integrate the locality with the broader region and minimise impacts on existing networks. Investigations of land capability, environmental issues and infrastructure requirements will inform detailed planning.

### Palmerston North

A regional hospital is planned north of Palmerston on the future Glyde Point arterial road. This facility is the catalyst for interest in urban development opportunities in the locality extending east from the hospital to the Howard Springs Pine Forest. Investigations of land capability and infrastructure will inform the potential for future development of this strategically located site.

### Elizabeth River, Palmerston and Weddell

The population capacity of both Palmerston and Weddell is constrained by the biting insect breeding sites along the Elizabeth River. Investigations of options to address these constraints, including damming the river, will inform more detailed planning for these cities. Successful mitigation of this constraint will increase residential capacity and delay the need for more distant 'greenfield' development. The more sustainable urban form for both these cities will enhance economic investment in utilities and public transport.

### Hughes and Noonamah

Significant areas of rural and undeveloped land in the Hughes and Noonamah localities are identified for urban and peri-urban residential and associated commercial and community facilities. Subject to the outcome of investigations into land capability and infrastructure requirements, this locality has the potential to accommodate significant development.

### Cox Peninsula

The pending settlement of the Kenbi land claim is promoting interest in future development in this locality. Subject to land capability investigations and the provision of essential service infrastructure, this locality has the potential to accommodate a full range of urban activities.

## TRANSPORT PLANNING

Planning for significant transport infrastructure including airports, sea ports, rail and arterial roads will influence the final Darwin Regional Land Use Plan. In 2013 the Department of Transport completed a regional transport plan which included a multi-modal transport model. That model was based on traffic and public transport demands associated with preliminary land use planning for the region.

The Planning Commission will work with the Department of Transport to update the model in response to revised population and employment projections and refined land use proposals. The priority is to ensure strategic land use and transport plans are integrated.

## RETAIL AND COMMERCIAL

Preliminary analysis of retail and commercial needs to serve future growth has identified some unique characteristics of hierarchy and floor space requirements. Further analysis will inform the hierarchy but it is anticipated that the Darwin CBD will grow, the strategic position of Palmerston and Casuarina will create further opportunities and that new centres / activity centres will be required in association with 'greenfield' and infill development.

The Darwin CBD Masterplan, a joint project between the City of Darwin and the Australian and Northern Territory Governments, and the Masterplan for the Palmerston City Centre being prepared by the City of Palmerston, will provide fine grained principles to guide future development of these existing regional centres.