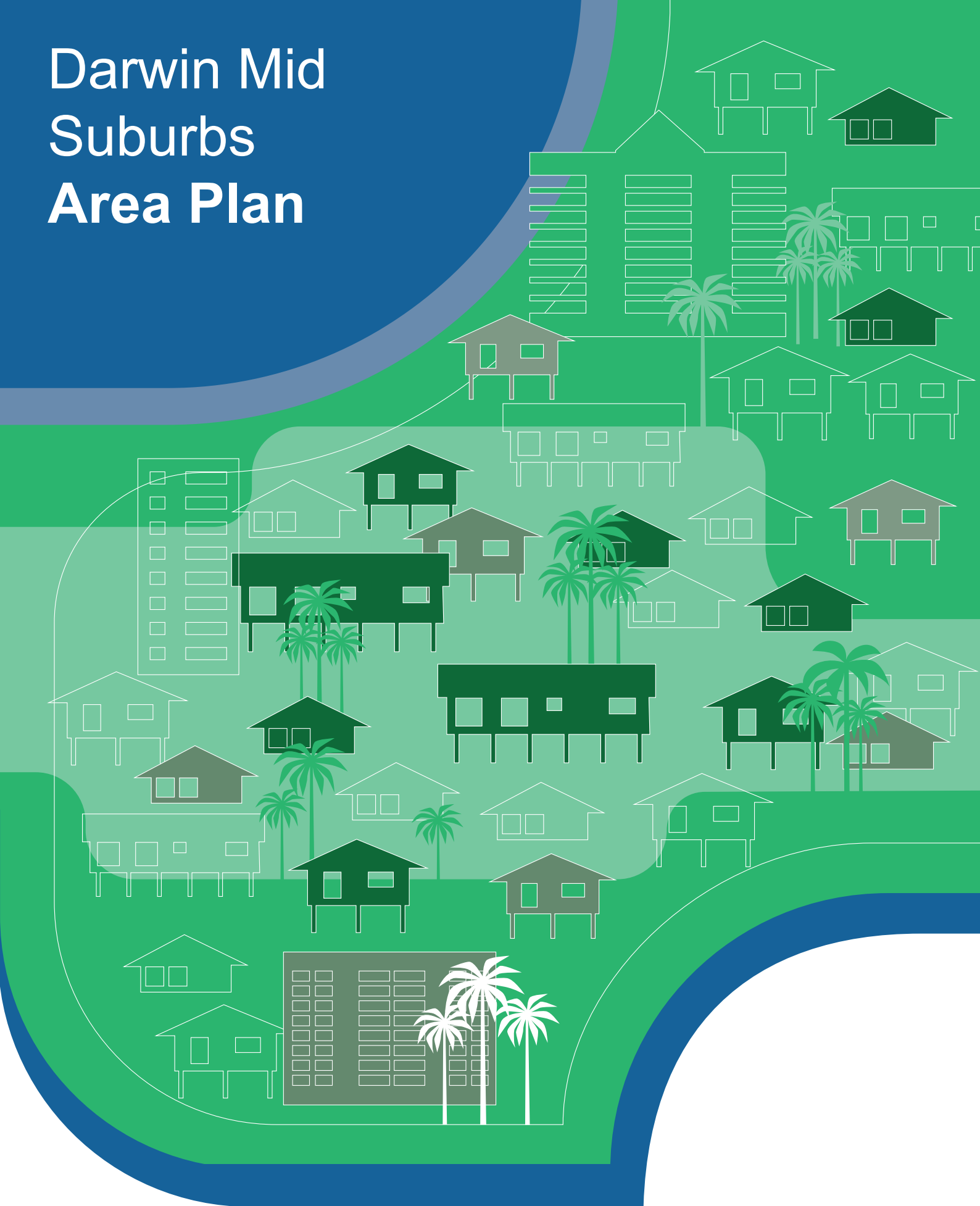


# Darwin Mid Suburbs Area Plan

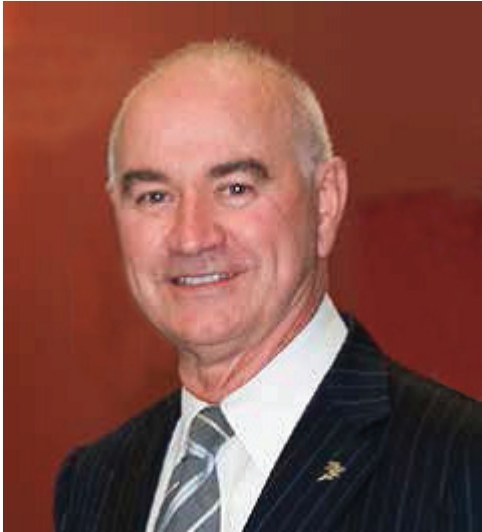


April 2016



NORTHERN TERRITORY  
**PLANNING**  
COMMISSION

# Foreword



The Northern Territory Planning Commission is pleased to present the Darwin Mid 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.

Continuing the Planning Commission's upfront approach to consulting with the community, we have spoken to over 300 residents, held meetings and briefings with community and industry stakeholders and received more than 50 submissions.

The Area Plan provides a long-term strategic framework to anticipate and manage future growth and development in the area. I am confident that we have achieved a good balance in catering for growth while protecting the tropical character currently enjoyed in the mid suburbs.

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 Mid Suburbs Area Plan provides a practical framework to guide and manage change into the future. It is a long term plan that sets a vision for the area over the next 50 years.

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

The Area Plan will provide certainty for the community, the development industry and decision makers. It presents the principles and concepts that will allow all stakeholders to be confident about the direction of the Mid Suburbs into the future.

The Area Plan incorporates extensive consultation with the community and other stakeholders and aims to find a balance in allowing for change in focused activity centres whilst preserving the character of the Mid Suburbs that is so valued by residents and visitors.

Activity centres will be walkable higher density areas, co-locating residential and commercial development with community services, public transport and public open space.

The Area Plan is informed by studies into the essential infrastructure, community infrastructure and transport services required to meet the needs of the community. The provision of this infrastructure is commensurate to future development. An implementation plan addressing the delivery of the infrastructure should be developed in collaboration with the Territory and Local Government and other relevant service providers.

The Area Plan provides the opportunity to accommodate a component of the new infill dwellings forecast for the Mid and Northern Suburbs in the Darwin Regional Land Use Plan (2015) of 2 490 dwellings in the far term.

## 1.2 Operation of the Area Plan

### Locality

The Area Plan applies to the following suburbs:

- Nightcliff;
- Rapid Creek;
- Millner;
- Coconut Grove; and
- the portion of Ludmilla north of Ludmilla Creek.

### Using this Document

The Area Plan is divided into two parts.

**Part One** establishes the **Vision and Goals** for the Mid Suburbs. A District Level Plan accompanies the Vision and Goals to provide a spatial overview of the Mid 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. Rezoning is to be in accordance with the Vision, Goals and relevant Principles expressed by this Area Plan as well as 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.

## 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.

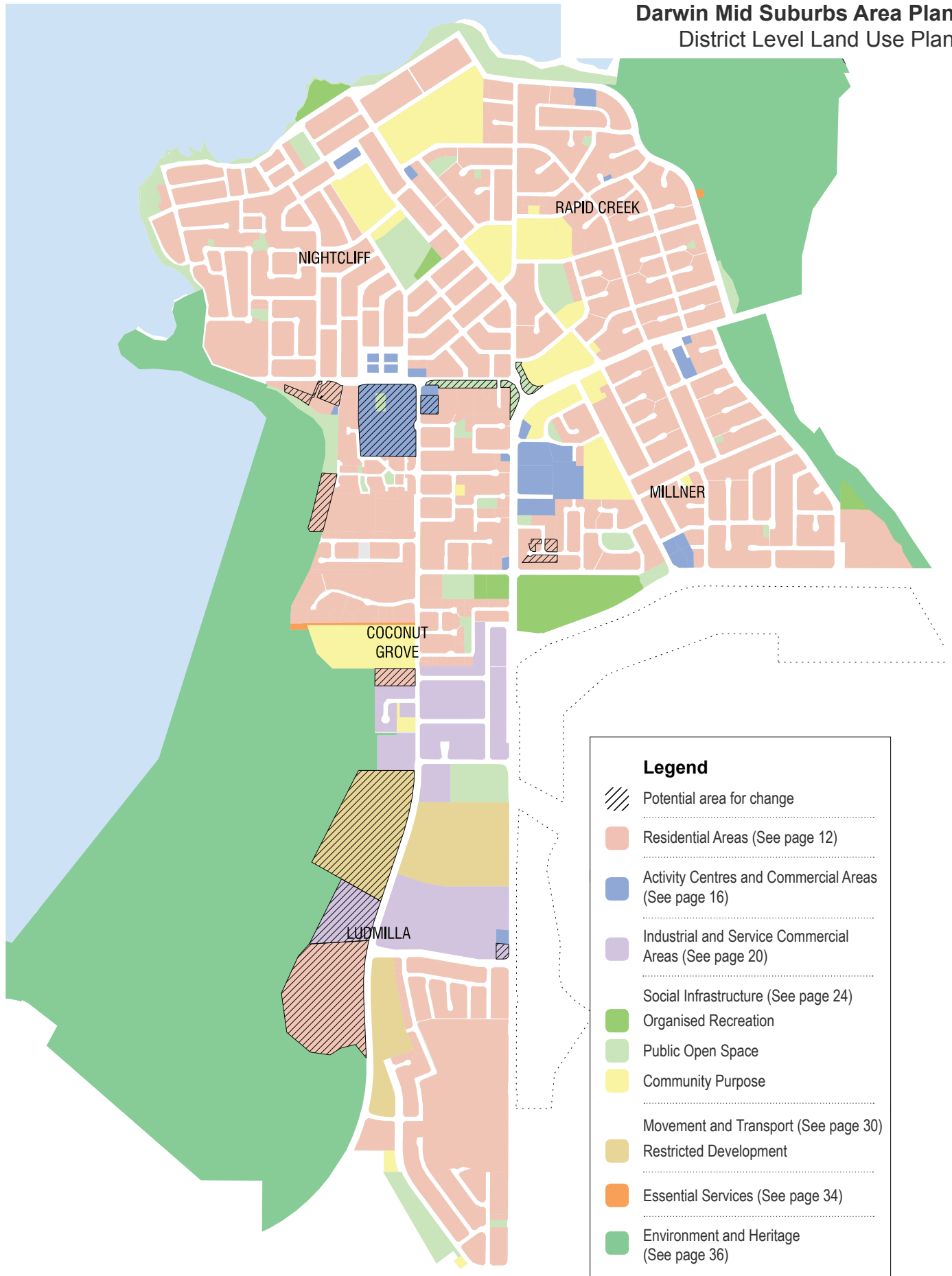




# Part One

<b>2.</b>	<b>The Vision for Darwin's Mid Suburbs</b>	<b>8</b>
2.1	Vision	9
2.2	Goals	9

**Darwin Mid Suburbs Area Plan**  
District Level Land Use Plan



## 2. The Vision for Darwin's Mid Suburbs

### 2.1 Vision

Darwin's Mid Suburbs offer a diversity of lifestyle choices to suit the needs of new and existing residents, from large tropical detached dwellings to apartments and town houses.

The lush tropical character of the area and its high quality local parks, community services, lively weekend markets, efficient public transport and iconic Nightcliff foreshore are protected and enhanced.

The renewal of specific areas as mixed use activity centres will create opportunities for people to live, work and play locally, supported by improved open space, public transport and community infrastructure.

The Darwin Mid Suburbs Area Plan provides a framework to guide change and improvements in the area and will ensure the Mid Suburbs are a sustainable and liveable place into the future.

### 2.2 Goals

#### Residential Areas

To facilitate a diversity of housing choices by ensuring new dwellings respect the character of existing residential areas whilst allowing for higher density development in focused activity centres.

#### Activity Centres and Commercial Areas

To create more opportunities to live, work, play and shop locally by co-locating new commercial, retail and higher density residential development in focused mixed use activity centres that are well serviced by public transport.

#### Industrial and Service Commercial Areas

To maintain the role of existing industrial and service commercial areas as local employment hubs that allow for the employment and work activities of Mid Suburbs residents.

#### Social Infrastructure

To enhance the range of community services, recreational facilities and public open space in the area to serve the needs of the community now and into the future.

#### Movement and Transport

To improve access and amenity for pedestrians and cyclists and to encourage increased ridership and efficiency of public transport services.

#### Essential Services

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

#### Environment and Heritage

To preserve and enhance Rapid Creek, Ludmilla Creek and coastal conservation areas whilst increasing the tree canopy cover in local streets and open spaces to cool the environment and improve the ecological function of the area.



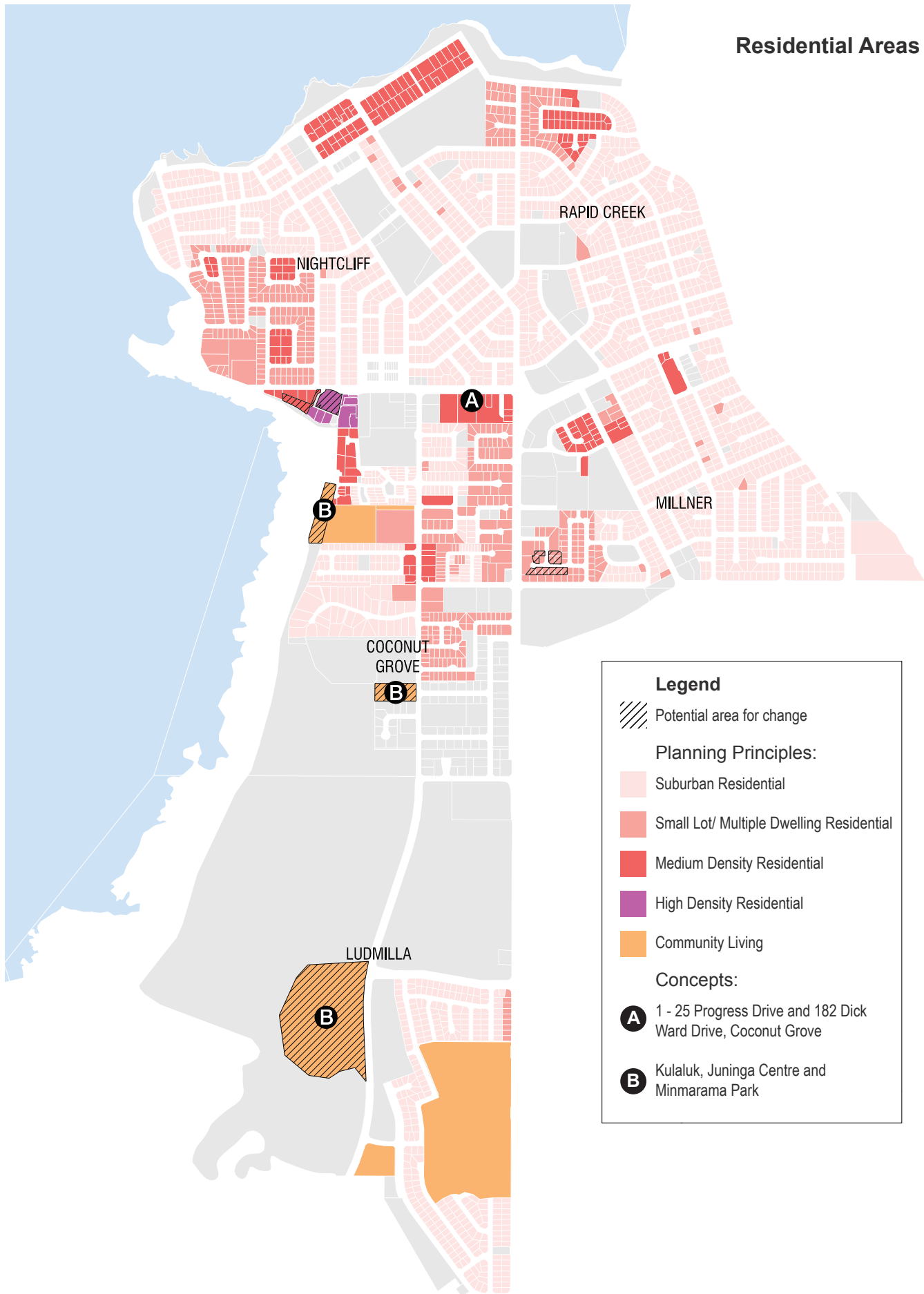




# Part Two

<b>3.</b>	<b>A Plan for Land Use</b>	<b>12</b>
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## Residential Areas





## 3. A Plan for Land Use

### 3.1 Residential Areas

#### Planning Principles

Suburban Residential	
<b>Objectives</b> <ol style="list-style-type: none"> <li>1. <i>Development of new single detached dwellings</i></li> <li>2. <i>Limit the impact of new single dwelling development on the established neighbourhood character</i></li> <li>3. <i>Limited change in built form and neighbourhood character</i></li> </ol>	<b>Acceptable Responses</b> <p>Development is to be in accordance with the provisions of Zone SD (Single Dwelling Residential).</p>
Small Lot/Multiple Dwelling Residential	
<b>Objectives</b> <ol style="list-style-type: none"> <li>1. <i>Development of multiple dwellings on one site and single dwellings on small lots</i></li> <li>2. <i>Provide a buffer between suburban residential areas and adjoining density localities</i></li> <li>3. <i>Built form and landscape response that respects the qualities of the adjoining suburban residential area</i></li> </ol>	<b>Acceptable Responses</b> <p>Development is to be in accordance with the provisions of Zone MD (Multiple Dwelling Residential).</p>

## Planning Principles (continued)

### 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 is not to exceed a height of 3 storeys above the ground level, where:

- the site abuts land in Zone SD; or
- the site has a frontage to a street of 18 m or less in width, on the opposite side of which is land in Zone SD.

### High 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 HR (High Density Residential), subject to any Concepts identified herein.

### Community Living

#### Objectives

1. *Development of temporary or permanent residential accommodation*
2. *Non residential facilities for the social, cultural and recreational needs of residents*

#### Acceptable Responses

Development is to be in accordance with the provisions of Zone CL (Community Living), subject to any Concepts identified herein.

### Residential Development In Locations Affected By Riverine Flooding

#### Objectives

1. *Reduce risk to people, damage to property and costs to the general community caused by riverine flooding*

#### Acceptable Responses

Development in areas affected by riverine flooding are subject to Clause 6.14 of the NT Planning Scheme.

**\*Note: Flood modelling investigations and flood mitigation works in the Rapid Creek catchment are currently underway, and a review of the redevelopment options for land affected by flooding of Rapid Creek will be considered when further information is received.**

## Concepts

### A. 1 - 25 Progress Drive and 182 Dick Ward Drive, Coconut Grove

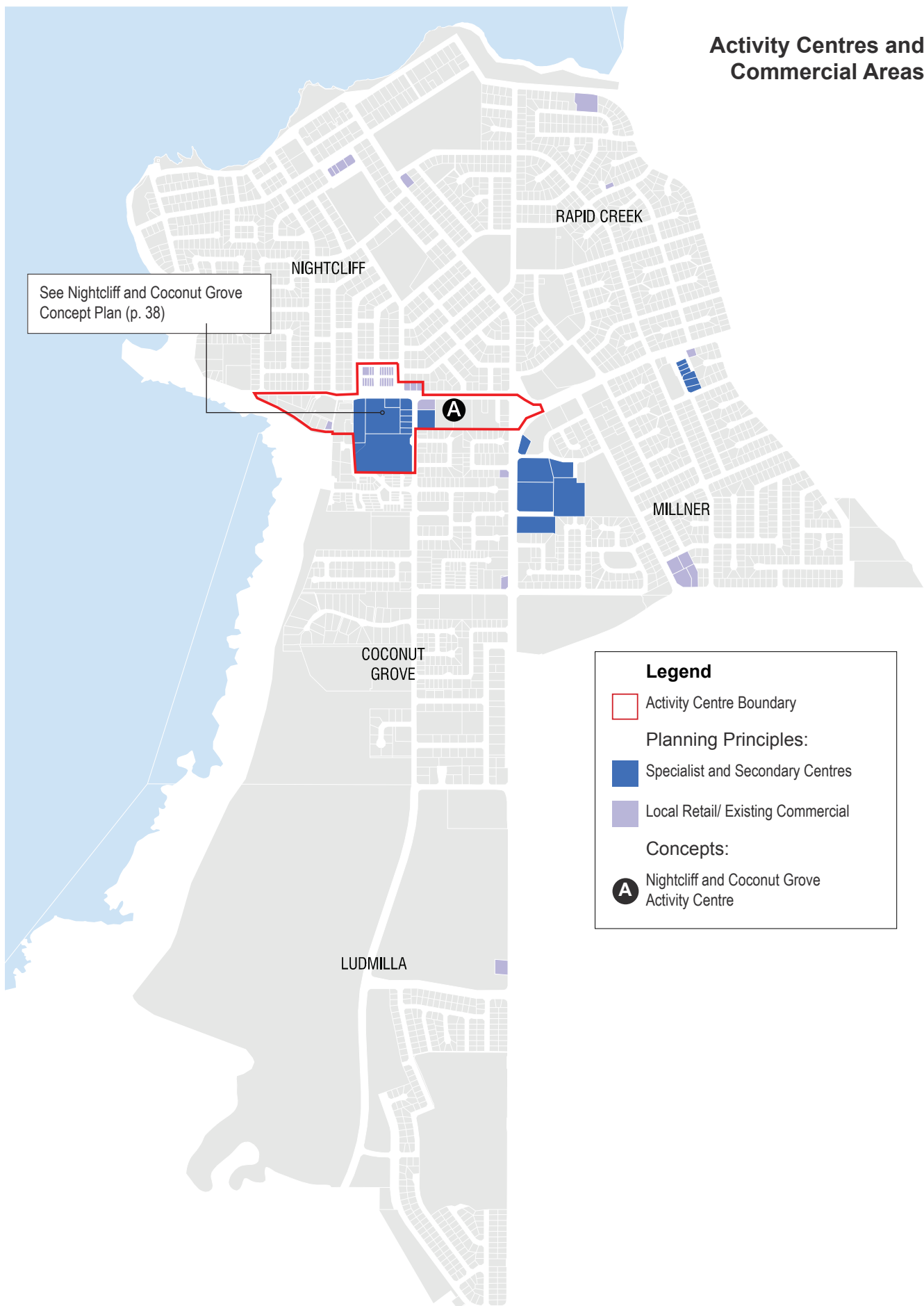
(Refer to the Nightcliff and Coconut Grove Concept Plan at Attachment 1)

Objectives	Acceptable Responses
1. <i>Integrated medium density residential development across all sites</i>	Prior to development commencing, all properties nominated are to be consolidated, or a master plan is to be prepared showing how these lots are to be developed as an integrated subdivision.
2. <i>High quality open spaces that are accessible for people of all ages and abilities</i>	<p>At least 10 per cent of the total site area should be designated as publicly accessible open space.</p> <p>Dwellings should be orientated to maximise passive surveillance of open space.</p> <p>Pedestrian and bicycle access should be prioritised through the site to provide easy access to public transport services on Dick Ward Drive and Bagot Road.</p>
3. <i>Minimal visual and traffic impact of vehicle access to and from the site</i>	No more than two vehicle crossover points connecting the site to Progress Drive.

### B. Kulaluk, Juninga Centre and Minmarama Park

Objectives	Acceptable Responses
1. <i>Change land use zoning to reflect existing use</i>	Support the rezoning of areas of Zone PS (Public Open Space), Zone CN (Conservation) and Zone RD (Restricted Development) land within the Gwalwa Daraniki Association lease area to Zone CL (Community Living) to better reflect existing residential use.

## Activity Centres and Commercial Areas



## 3.2 Activity Centres and Commercial Areas

### Planning Principles

Specialist and Secondary Centres	
<b>Objectives</b> 1. <i>Centres characterised by a mix of residential, commercial, retail, community and other compatible uses</i>	<b>Acceptable Responses</b> Mixed use buildings accommodate: <ul style="list-style-type: none"> <li>commercial activities on ground and lower levels; and/ or</li> <li>residential uses on upper levels.</li> </ul> Provide diverse housing options that respond to the changing needs of the community.  Prohibit land uses not compatible with residential accommodation.
2. <i>New commercial and retail floor space</i>	Expansion of floorspace accords with the parameters set by the relevant Concept herein.
3. <i>Development of the specialist centre at Jape Homemaker Village, Bagot Road and the secondary centre at Rapid Creek Business Village, Trower Road</i>	Development in accordance with Specific Use Zone Darwin No. 4 (SD4) and/ or Zone C (Commercial).

Local Retail/ Existing Commercial	
<b>Objectives</b> 1. <i>Ongoing use for commercial purposes</i>	<b>Acceptable Responses</b> A mix of commercial, retail and residential uses in these localities is encouraged within existing Zone C (Commercial) land.  Development adjoining commercial zones must accord with the relevant provisions of the NT Planning Scheme.

## Concepts

### A. Nightcliff and Coconut Grove Activity Centre

(Refer to the Nightcliff and Coconut Grove Concept Plan at Attachment 1)

Objectives	Acceptable Responses
<p>1. <i>Redevelopment of John Stokes Square and adjacent sites to integrate Nightcliff Village with the Woolworths site as one activity centre</i></p>	<p>The redevelopment of the NT Housing Commission owned site John Stokes Square must provide a publicly accessible pedestrian link between Progress Drive and Woolworths.</p> <p>The inclusion of landscaping and shade awnings along Progress Drive and the new pedestrian link are to provide a continuous pedestrian friendly connection between Nightcliff Village and Woolworths.</p> <p>Land use to generally accord with the Nightcliff and Coconut Grove Concept Plan (Land Use Plan) at Attachment 1.</p> <p>A mix of residential, commercial, retail and community uses are encouraged within the redeveloped John Stokes Square.</p> <p>Retail, commercial and community uses encouraged on ground floor. Residential uses to be avoided on ground floor.</p>
<p>2. <i>Development of medium rise mixed use buildings</i></p>	<p>Buildings to accord with the Nightcliff and Coconut Grove Concept Plan (Built Form Plan).</p>
<p>3. <i>Car parking hidden from view and located to facilitate continuous pedestrian movement on primary and secondary streets</i></p>	<p>Car parking should be accommodated underground within John Stokes Square and in the longer term, within the redeveloped Woolworths site.</p> <p>Vehicle access that accords with the Nightcliff and Coconut Grove Concept Plan (Built Form Plan).</p>
<p>4. <i>Mark the arrival point of specialist and secondary centres via the articulation of building form, envelope and material expression</i></p>	<p>Landmark development sites identified on the Nightcliff and Coconut Grove Concept Plan (Built Form Plan) incorporate a design response which strengthens the precinct by:</p> <ul style="list-style-type: none"> <li>• establishing a prominent architectural address orientated towards the identified view corridor;</li> <li>• providing a visual anchor point, via the articulation of building form, envelope and material expression within the identified view corridor; and</li> <li>• employing the appropriate use of building height on the interface with the view corridor to accentuate the sense of arrival.</li> </ul>

Objectives	Acceptable Responses
5. <i>Enhanced community facilities and public open space that form a community hub in the precinct</i>	<p>Redevelopment of John Stokes Square should provide public open space of at least 10 per cent of the total site area.</p> <p>Opportunities for the relocation of community services such as the Nightcliff Library, community centre, child care, renal clinic and other health services within the redevelopment of John Stokes Square should be explored. These uses should act as activators of the square and should have a presence on the ground floor where possible.</p>
6. <i>Streets that serve their traffic function whilst providing a pedestrian and cyclist friendly environment</i>	<p>Landscaping, seating, water fountains, wayfinding signage and public art should be provided to create places for people to gather.</p> <p>Pedestrian and cyclist access should be prioritised.</p> <p>Upgrades to Progress Drive should generally implement the spatial use elements outlined in Nightcliff and Coconut Grove Concept Plan (Built Form Plan and Indicative Street Design - Progress Drive) at Attachment 1.</p>
7. <i>Non residential uses that are compatible with residential use</i>	<p>Building design should give consideration to mitigating potential noise impacts that can occur in mixed use precincts.</p>
8. <i>Continued operation of the Nightcliff Market</i>	<p>Nightcliff Village and Sunday Markets should continue to cater for the convenience needs of local residents and the broader region.</p>
9. <i>Appropriate lot size subdivision design and configuration to accommodate mixed use, pedestrian friendly development</i>	<p>Amalgamations, site layout and lot size to accord with the Nightcliff and Coconut Grove Concept Plan (Land Use Plan) at Attachment 1.</p>

## Industrial and Service Commercial Areas





### 3.3 Industrial and Service Commercial Areas

#### Planning Principles

Service Commercial Areas	
Objectives	Acceptable Responses
1. <i>The use of land for service commercial uses in areas constrained by the operation of the Airport</i>	Development of land on Fitzner Drive is to be in accordance with the provisions of Specific Use Zone Darwin No. 37 (SD37).
2. <i>The transition to service commercial type use within designated areas of the Darwin International Airport</i>	Development of land on the south side of McMillans Road is to be in accordance with the requirements of the relevant Commonwealth Government agencies.
Light Industrial Areas	
Objectives	Acceptable Responses
1. <i>The use of land for light industrial uses in areas constrained by the operation of the Airport</i>	<p>The ongoing use of land in Zone LI (Light Industry) areas of Coconut Grove constrained by the operations of the Darwin International Airport is supported.</p> <p>Development of land on Totem Road is to be in accordance with the provisions of Specific Use Zone Darwin No. 37 (SD37).</p> <p>Development of land on Dick Ward Drive is to be in accordance with the provisions of Specific Use Zone Darwin No. 44 (SD44).</p>

## Concepts

### A. McDonald's Site, Bagot Road

#### Objectives

1. *Land use zoning to better reflect existing use*

#### Acceptable Responses

Support the rezoning of the site to Specific Use Zone Darwin No. 37 (SD37) to better reflect existing use.

Residential uses in this location are prohibited.

Development is subject to the requirements of the relevant Commonwealth agencies and the Darwin International Airport.

### B. Extension of Service Commercial Type Development

#### Objectives

1. *The use of the land for Service Commercial, taking into consideration the locational and physical characteristics of the land*

#### Acceptable Responses

Service commercial development, which responds to the following:

- minimising the negative impacts of being exposed to aircraft noise;
- preserving the safety and maintaining the curfew free operations of the Darwin International Airport;
- avoiding development of land of excessive slope, unstable soils (e.g. seasonally waterlogged), natural drainage lines;
- avoiding development of land affected by a 1% AEP flood or storm surge event;
- retaining and protecting significant natural and cultural features; and
- preserving the amenity of adjoining residential uses within Minmarama Park.

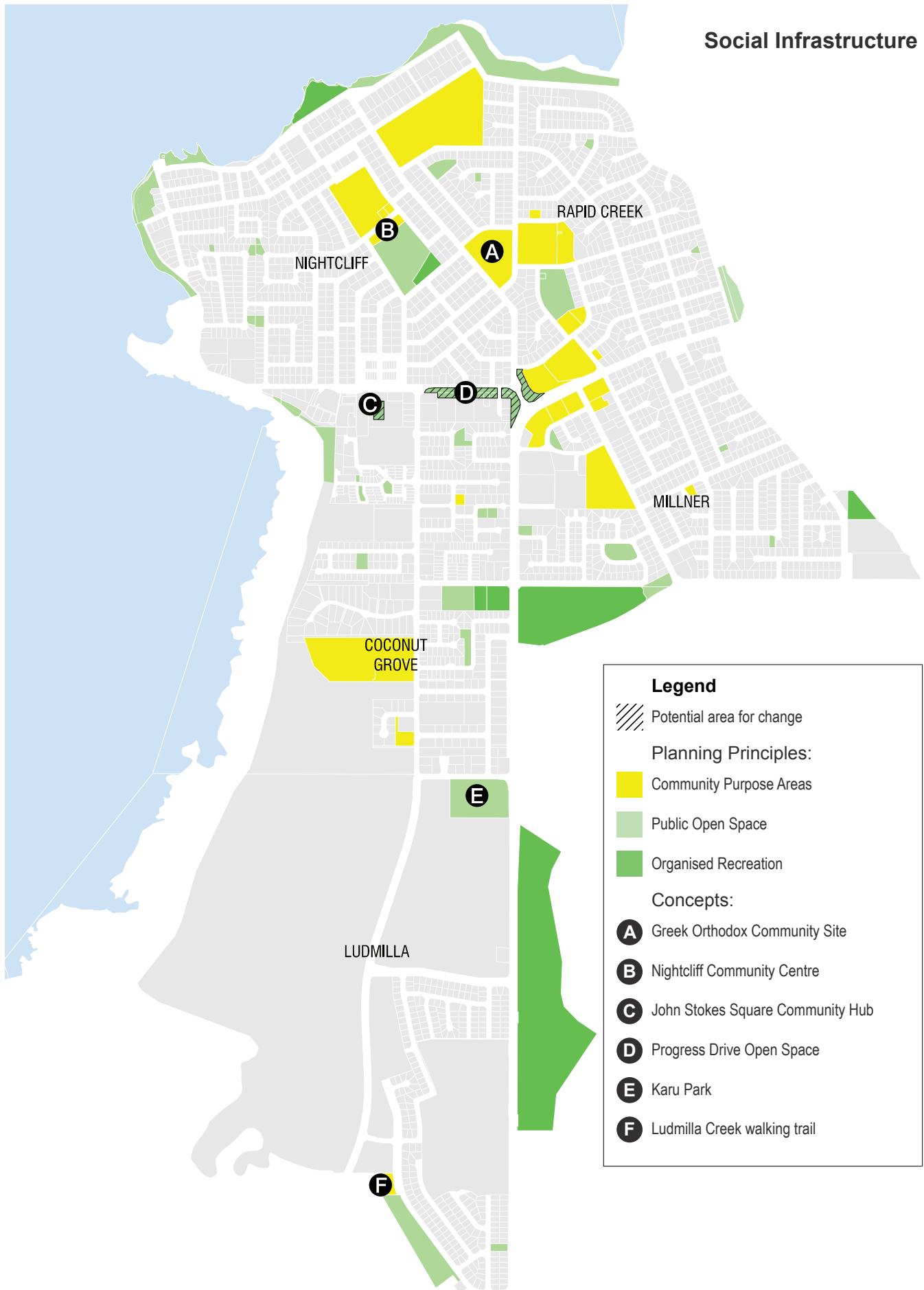
Any future rezoning or development or development is to respond to the above listed matters.

SD37 should be used as a basis for the consideration of any future zoning onsite.

A master plan is to be prepared responding to these matters before development commences or a development application is lodged for the site.



## Social Infrastructure



## 3.4 Social Infrastructure

### Planning Principles

Community Purpose Areas	
<b>Objectives</b> 1. <i>Facilities that meet the needs of the community</i>	<b>Acceptable Responses</b> <p>Support the increase and enhancement of social support services, residential care, senior's accommodation, retirement living, public housing, affordable housing, community accommodation services and other community purpose uses according to the needs of the community.</p> <p>Child care centres are incorporated in mixed use developments within activity centres or on appropriately located community purpose land.</p> <p>The redevelopment and expansion of existing education and other community facilities within the boundaries of specific sites is supported.</p>
2. <i>More efficient use of existing community purpose sites</i>	<p>Re-use of land currently designated Zone CP for:</p> <ul style="list-style-type: none"> <li>• uses consistent with Zone PS (Public Open Space), Zone OR (Organised Recreation) or Zone CN (Conservation); or</li> <li>• future development that accords with any other chapter outlined within this Area Plan.</li> </ul>

Public Open Space	
<b>Objectives</b> 1. <i>Retention of current parkland and foreshore spaces for cultural, social and environmental purposes</i> 2. <i>Protection of public access to foreshore and conservation areas</i>	<b>Acceptable Responses</b> <p>No net loss of public open space. Development within public open space areas is to be limited to:</p> <ul style="list-style-type: none"> <li>• low scale public amenities associated with the public open space function of the land;</li> <li>• further enhancement of the function of these spaces; or</li> <li>• maintenance and installation of essential infrastructure and services.</li> </ul>
3. <i>Enhancement of existing public open space</i>	<p>Upgrade play equipment, park furniture, lighting, shade structures and landscaping to improve users' experience of existing public open space.</p>
4. <i>Provision of new public open space within large developments</i>	<p>Development to accord with the communal and open space requirements of the NT Planning Scheme.</p>

## Planning Principles (continued)

Organised Recreation	
<b>Objectives</b> 1. <i>Retention and enhancement of existing organised recreational areas</i>	<b>Acceptable Responses</b> No net loss of organised recreation land.  Redevelopment of facilities associated with the Nightcliff Swimming Pool, Darwin Velodrome, Nightcliff Bowls Club etc only: <ul style="list-style-type: none"> <li>• within the boundaries of the relevant existing site;</li> <li>• on neighbouring land as and when deemed appropriate; or</li> <li>• in a manner consistent with the relevant provisions of the NT Planning Scheme.</li> </ul>
2. <i>New active and passive recreation uses</i>	Development of new facilities on under utilised land within existing organised recreation areas.

Darwin Harbour Foreshore Reserves within Zone PS and OR	
<b>Objectives</b> 1. <i>New buildings and structures that respond appropriately to the Darwin Harbour Foreshore</i>	<b>Acceptable Responses</b> Development associated with the harbour foreshore: <ul style="list-style-type: none"> <li>• does not detract from view corridors to the Darwin Harbour or Darwin from the Harbour;</li> <li>• has minimal impact on the continuous green landscape setting of the foreshore;</li> <li>• connects directly to the existing pedestrian and cycle networks within the locality;</li> <li>• provides continued public access to the foreshore, beach and parklands;</li> <li>• provides generously landscaped spaces to any adjoining public road or public open space reserve, with a minimum deep root zone of 6m on such interfaces to be achieved; and</li> <li>• ensures that buildings do not negatively impact or dominate the visual appearance of the low scale character of the foreshore.</li> </ul>



## Concepts

### A. Greek Orthodox Community Site, Rapid Creek

#### Objectives

1. *Redevelopment of the site at 17 Chapman Road, Rapid Creek for residential accommodation that supports aging in place and the establishment of education and community uses*

#### Acceptable Responses

The Redevelopment of the site may include:

- accommodation for both those requiring high care and to support those wishing to age in place; and
- a range of community facilities such as community centres, education establishments and sporting ovals.

Residential accommodation on this site is only to be made available for retirement or supporting accommodation purposes.

2. *Minimise impacts of development on the surrounding area*
3. *Connect with local facilities and services that support the residents and users of the site.*

Building heights are not to exceed 3 storeys in height.

Residential developments are to be in accordance with the performance criteria that apply to land within Zone MR (Medium Density Residential), and any other relevant provisions of Part 5 of the NT Planning Scheme.

Community facilities are to be developed in accordance with the applicable performance criteria contained within Parts 4 of the NT Planning Scheme.

A master plan for the whole site is to be prepared and submitted to the relevant planning authority when development consent is required.

This master plan is to:

- identify pedestrian and cycle links through the site that connect to all surrounding roads, bus stops and other nearby facilities of significance;
- integrate parking areas with the pedestrian network;
- ensure that car parking areas:
  - do not dominate the amenity of the site or surrounding sites; and
  - are softened using screening and landscaping techniques;
- include a road network design that provides necessary network upgrades to ingress and egress points, avoids conflict with existing access points, provides a low speed environment that protects the amenity of adjoining areas and prioritises a safe pedestrian network;
- provide detailed concept designs that illustrate the landscaping treatment internal to and on the edges of the site; and
- demonstrate how buildings are likely to be accommodated within the development and that compliance with the relevant provisions of the NT Planning Scheme is achievable.

**Concepts (continued)****A. Greek Orthodox Community Site, Rapid Creek (continued)**

4. *Allow the local community to access the services available on this site*

Provide public pedestrian access through the site, including informal use of open space.

**B. Nightcliff Community Centre****Objectives**

1. *Upgrade and enhance the Nightcliff Community Centre to better meet the needs of the community*

**Acceptable Responses**

Redevelopment of the Nightcliff Community Centre to provide a multi-purpose community centre that provides flexible spaces for a range of indoor social, leisure, learning, cultural and lifestyle activities.

**C. John Stokes Square Community Hub****Objectives**

1. *A high quality, publicly accessible open space as the centre of the redevelopment*

**Acceptable Responses**

Redevelopment of John Stokes Square should provide public open space of at least 10 per cent of the total site area.

The open space should be accessible by foot from Progress Drive to the north and from Woolworths to the south.

The open space should be visible from surrounding residential and retail uses.

2. *Maintain a Child Care Centre in Nightcliff and Coconut Grove Activity Centre*

Allow for the relocation of the Goodstart Early Learning Centre in the redevelopment of John Stokes Square or the Woolworths site.

3. *Maintain the Nightcliff Renal Unit within the vicinity of its current site*

Allow for the relocation of the Renal Unit in an enhanced local health hub within the redevelopment of John Stokes Square.

4. *The relocation and expansion of the Nightcliff Library*

Investigate the relocation of the Nightcliff Library within the redevelopment of John Stokes Square.



**Concepts (continued)****D. Progress Drive Open Space****Objectives**

1. *A high quality open space that is accessible for people of all ages and abilities*

**Acceptable Responses**

At least 10 per cent of the total site area of 1-25 Progress Drive should be designated as publicly accessible open space.

The open space should be accessible by foot from Progress Drive to the north and, if possible, from Dick Ward Drive to the west and Craig Crescent to the south.

Enhanced existing open space within the road reserve of Progress Drive and Nightcliff Road to be consolidated with new open space. Distinctive landscaping and public art to establish this as the gateway to the Nightcliff/ Rapid Creek peninsula.

**E. Karu Park, Ludmilla****Objectives**

1. *Consider the re purposing of this space for other community uses*

**Acceptable Responses**

The location of this site adjacent to Bagot Road and industrial land uses makes it unsuitable for public open space and should be re purposed for other community uses.

The historic significance of the site and its former role as the Retta Dixon Home should be considered in any proposal and a recognition of this history should be a priority.

Consultation with former inhabitants of the site should be undertaken to develop proposals for the site.

The temporary use of the site for community events should be maintained.

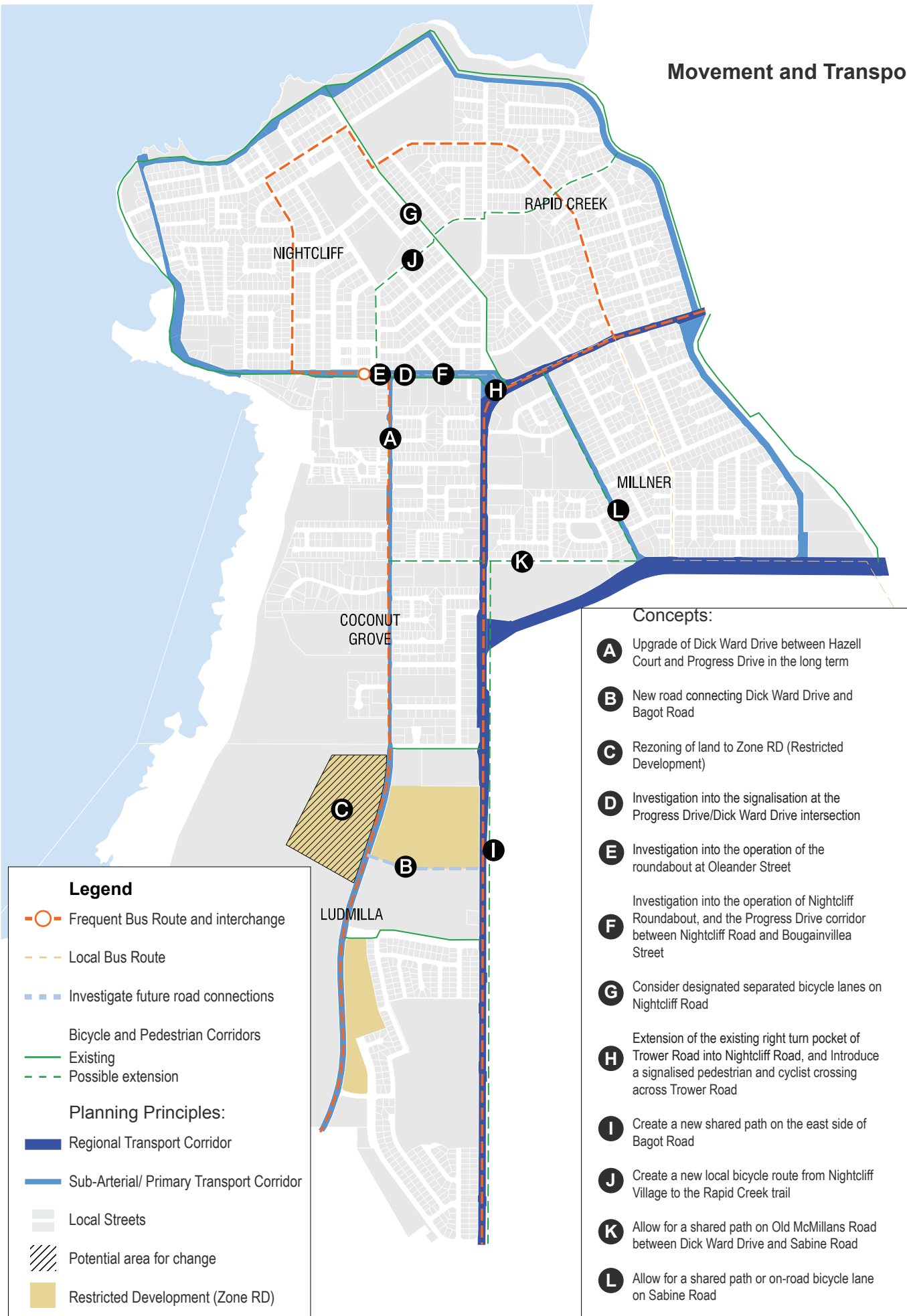
**F. Ludmilla Creek Walking Trail****Objectives**

1. *Public access to land along Namarluk Drive for recreational purposes*

**Acceptable Responses**

Explore opportunities to connect Namarluk Drive to Fitzer Drive with recreational walking paths by extending pedestrian access through currently vacant Zone CP (Community Purpose), Zone CL (Community Living) and Zone RD (Restricted Development) land.

## Movement and Transport



## 3.5 Movement and Transport

### Planning Principles

Regional and Sub-Arterial/ Primary Transport Corridors	
Objectives	Acceptable Responses
1. <i>Transport corridors that cater for the safe and efficient movement of pedestrians, cyclists, public transport and private motor vehicles</i>	<p>Roads included within Zone PM, M or identified as a sub-arterial or primary road by the City of Darwin must cater for the various needs of pedestrians, cyclists, public transport and other vehicles.</p> <p>Ongoing upgrades as required over time in line with the Movement and Transport Plan.</p>
2. <i>Well serviced public transport corridors that provide a reliable, convenient and accessible public transport service</i>	<p>A frequent public transport service along Dick Ward Drive, Bagot/ Trower Road and through Nightcliff and Rapid Creek as indicated in Movement and Transport Plan.</p> <p>A local bus service through Millner, connecting to other routes at Nightcliff and Rapid Creek activity centres.</p> <p>Improve pedestrian accessibility and crossing points at major roads within 500 metres of public transport stops.</p>
3. <i>Enhancement of higher order bicycle and pedestrian routes</i>	<p>Improve the provision for cyclists and pedestrians along Bagot Road by designating an off-road shared path of an appropriate width on the east side of the road that links Nightcliff Road with McMillans Road and the Stuart Highway.</p> <p>Drinking fountains, wayfinding and interpretive signage, shade and shelter for pedestrian and cyclist comfort.</p> <p>Provide priority cyclist crossing signals at major intersections.</p> <p>Minimise vehicle crossovers in new developments and remove redundant crossovers.</p>
4. <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>Rapid Transit Corridors are integrated into these boulevards along arterial roads.</p>

## Planning Principles (continued)

Local Streets	
Objectives	Acceptable Responses
1. <i>Provide a low speed traffic environment to improve safety for all road users</i>	Allow for a low speed traffic environment in local streets that provides for the safe movement of different transport modes.
2. <i>Adequate capacity for on-street car parking in higher density areas</i>	Provide indented parking bays in verges and nature strips where the road carriageway is less than 7 m.
3. <i>A safe and direct local bicycle network</i>	Provide safe bike routes on local streets that provide direct connections between formal bicycle routes and major destinations such as schools, open spaces and local retail areas.
4. <i>Landscaped street verges that provide shade, habitat and enhance the local street character</i>	<p>Landscaped street verges to achieve an increased canopy cover of the public realm.</p> <p>Provide adequate landscaping to soften the appearance of hard infrastructure and residential buildings.</p>

Darwin International Airport Controls	
<i>(Refer to Darwin International Airport Controls Plan at Attachment 2)</i>	
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

### A. Upgrade of Dick Ward Drive

#### Objectives

1. *Upgrade of Dick Ward Drive between Hazell Court and Progress Drive in the long term*

#### Acceptable Responses

Subject to further investigation and studies, upgrade of Dick Ward Drive between Progress Drive and Hazell Court to increase carrying capacity, including potential road widening.

### B. New road between Dick Ward Drive and Bagot Road

#### Objectives

1. *Vehicle access between Dick Ward Drive and Bagot Road to the north of Zone SD37 land on Fitzner Drive*

#### Acceptable Responses

Investigate the introduction of a new road between Dick Ward Drive and Bagot Road.

Provide safe and convenient cyclist and pedestrian access along the road alignment.

### C. Rezoning of land to Zone RD (Restricted Development)

#### Objectives

1. *Rezoning of Part Lot 5182 Town of Darwin from Zone CN (Conservation) to Zone RD (Restricted Development)*

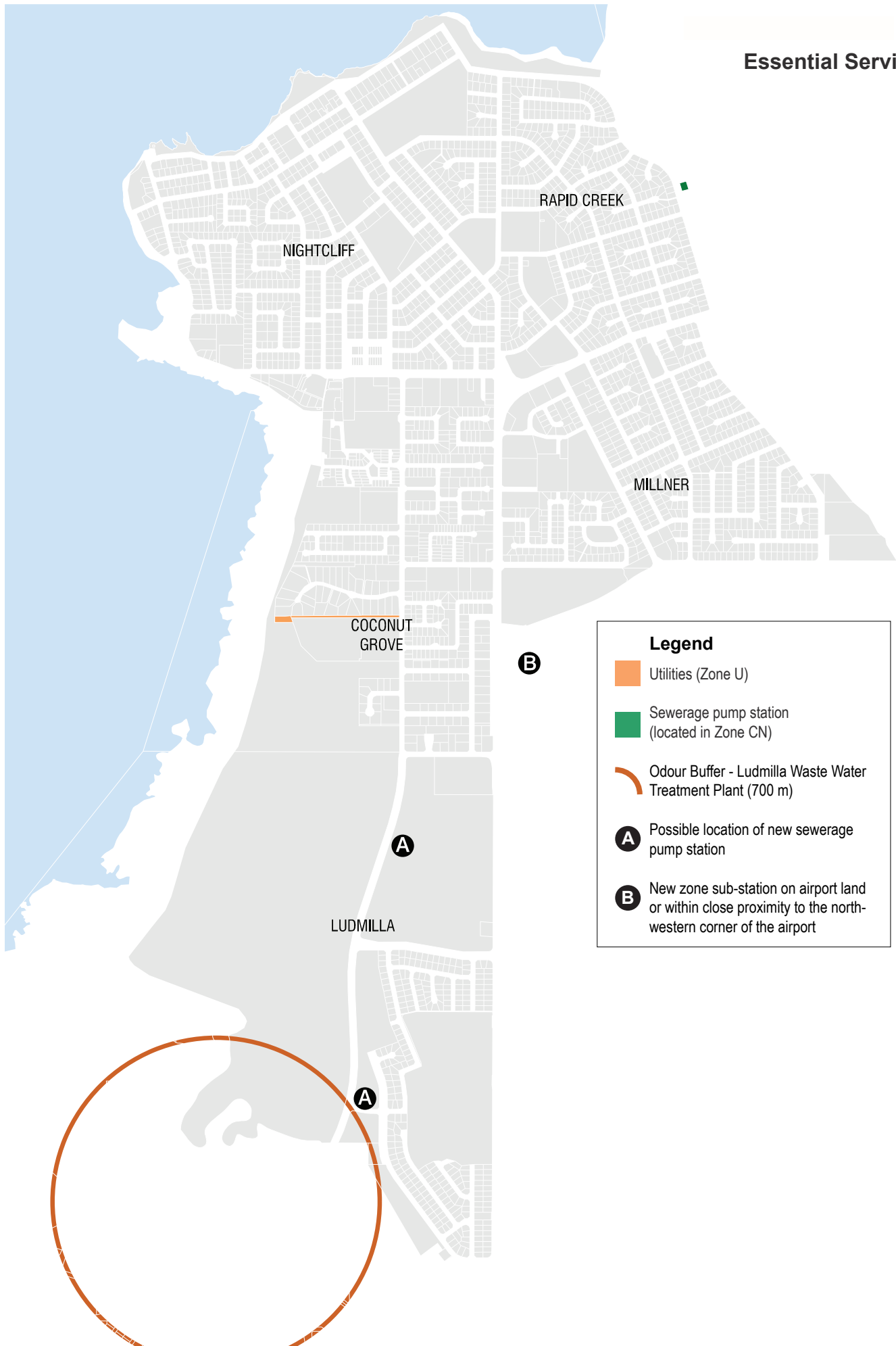
#### Acceptable Responses

Development that is consistent with the requirements of Zone RD (Restricted Development).

The intention is to:

- ensure development does not prejudice the safety and efficiency of an airport;
- limit the number of people who reside or work in the area; and
- retain the non-urban character of the land.

## Essential Services



## 3.6 Essential Services

### Planning Principles

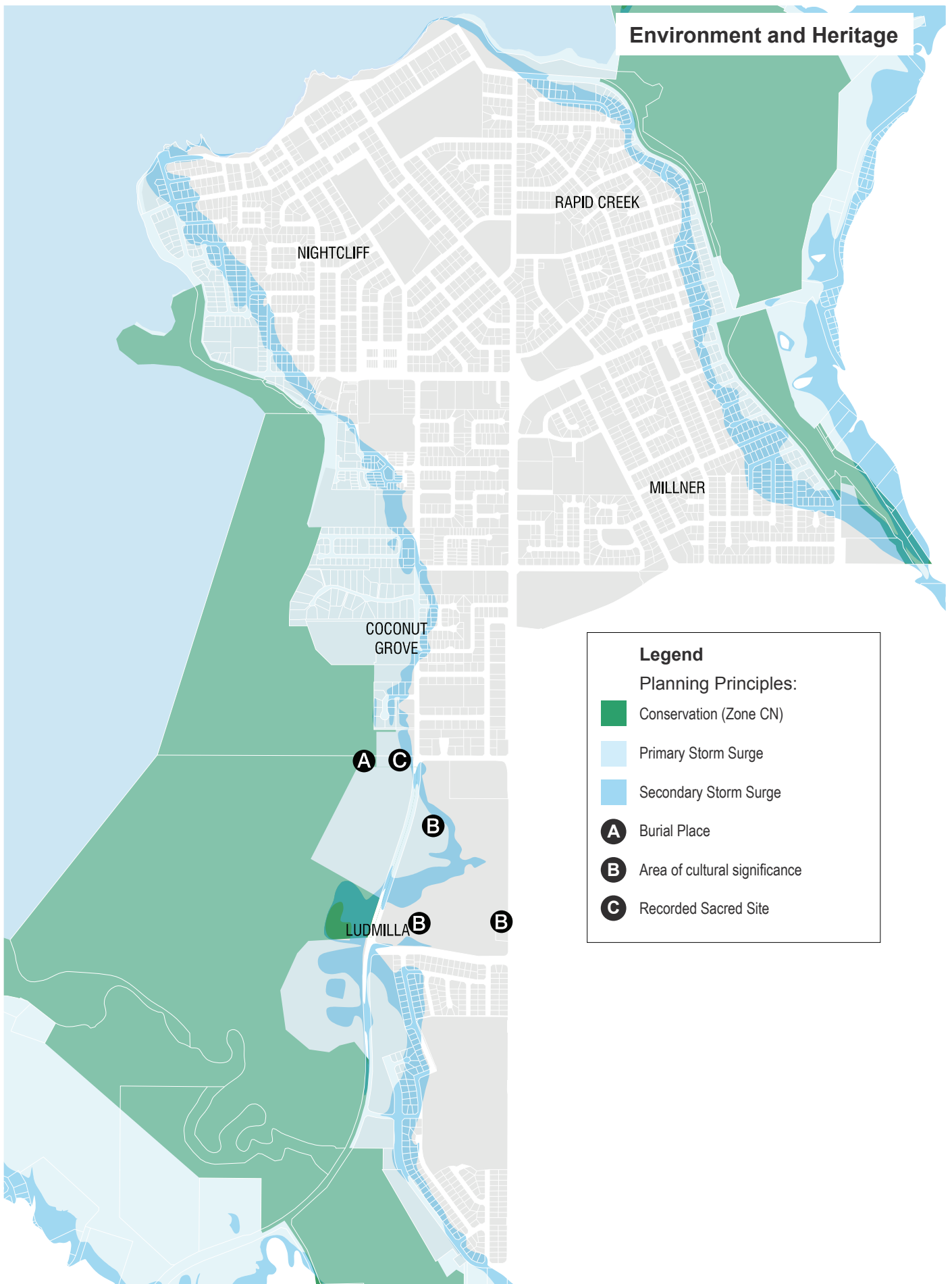
Wastewater Network	
Objectives	Acceptable Responses
1. <i>Reserve land for the future installation of sewer pump stations</i>	Provide for a new sewer pump station and associated buffer on Lot 5182 Town of Darwin.
2. <i>No development of residential buildings within odour buffers</i>	Acknowledgement of the 700 m buffer around the Ludmilla Waste Water Treatment plant.

Power Network	
Objectives	Acceptable Responses
1. <i>Delivery of a new zone sub-station within close proximity to the north-western corner of the airport</i>	A new zone sub-station is required to support future commercial development on airport land. The sub-station should be located with close proximity of the north-western corner of the airport.

Power, Water, Sewer and Storm water 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.





## 3.7 Environment and Heritage

### Planning Principles

Conservation (Zone CN) - Ludmilla and Rapid Creek Catchments	
<b>Objectives</b> 1. <i>Protect and enhance the Ludmilla Creek and Rapid Creek environs</i>	<b>Acceptable Responses</b> Land associated with the Ludmilla Creek and Rapid Creek catchments is to remain within Zone CN (Conservation).  Formal walking trails are encouraged along the Ludmilla Creek and Rapid Creek, as well as other initiatives that embellish and improve these areas.
2. <i>Protect and preserve the Ludmilla tidal mud flats and mangroves</i>	There is to be no net loss of mangrove communities within Zone CN (Conservation).

Storm Surge	
<b>Objectives</b> 1. <i>Discourage residential development and other sensitive uses in the Storm Surge Area</i>	<b>Acceptable Responses</b> 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 Cultural Significance	
<b>Objectives</b> 1. <i>Protect and conserve areas of cultural significance</i>	<b>Acceptable Responses</b> To recognise and respect recorded sacred sites, burial places and other areas of cultural significance.

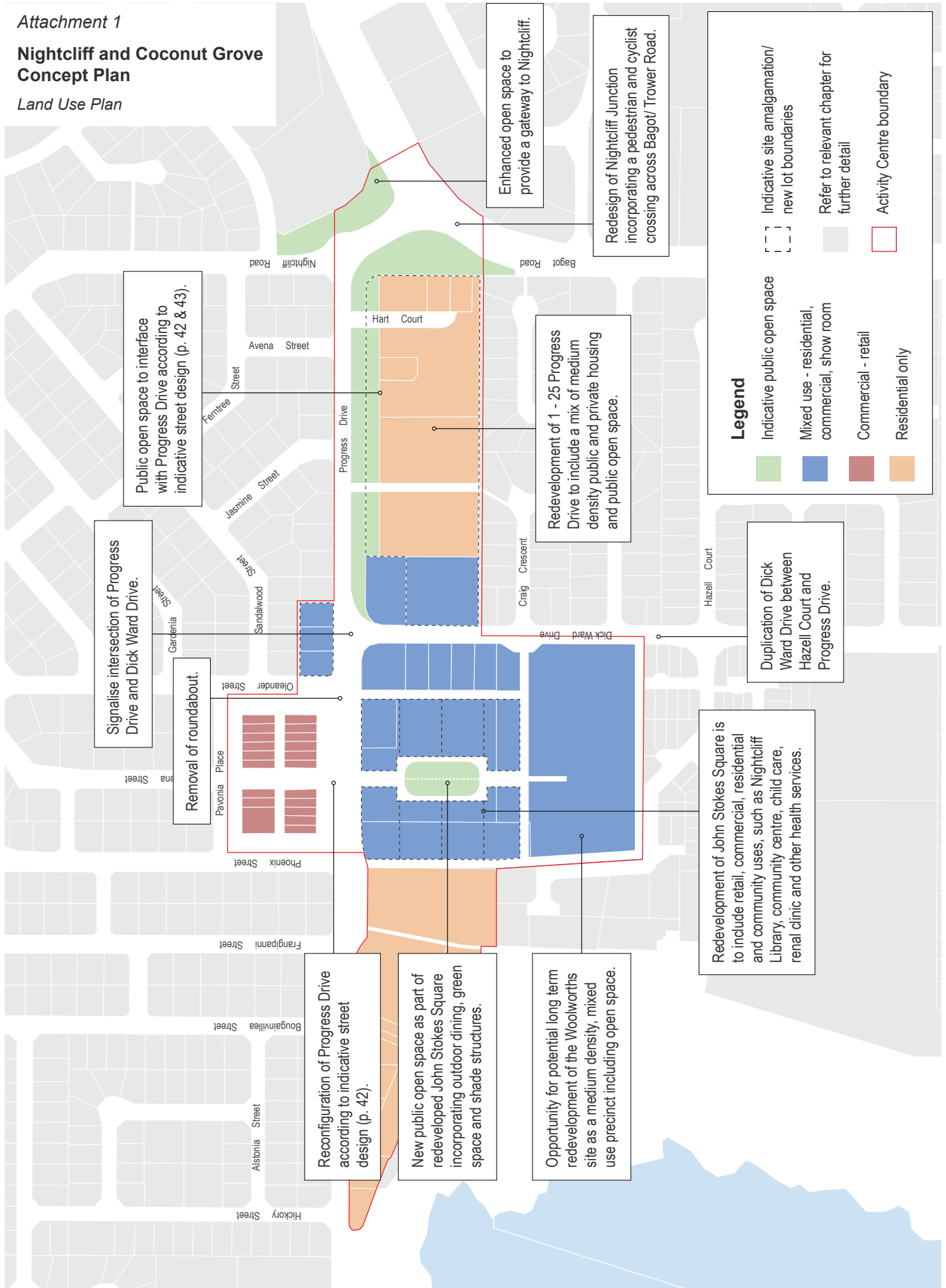


## 4. Attachments

Attachment 1

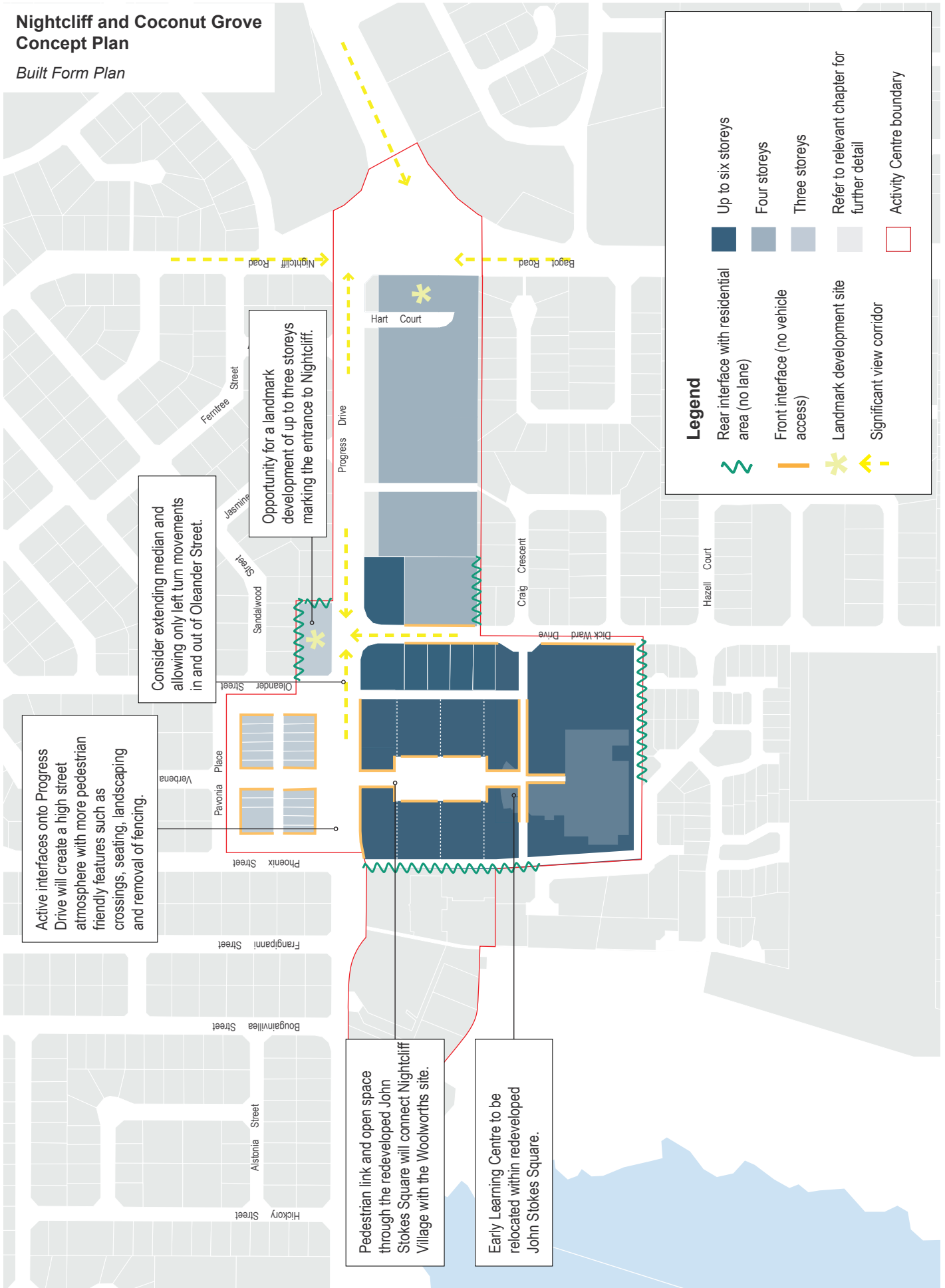
Nightcliff and Coconut Grove  
Concept Plan

Land Use Plan



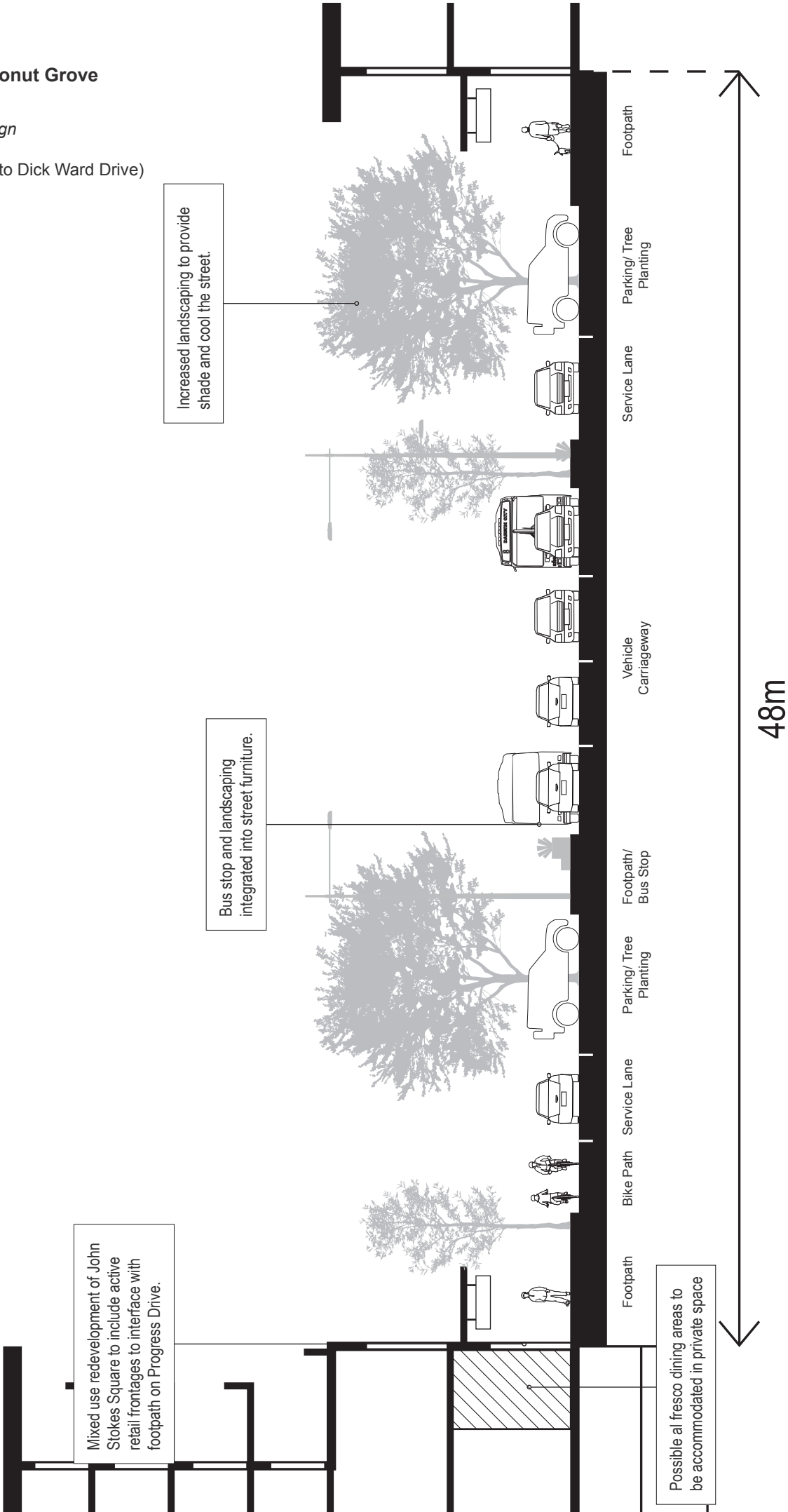
# Nightcliff and Coconut Grove Concept Plan

Built Form Plan



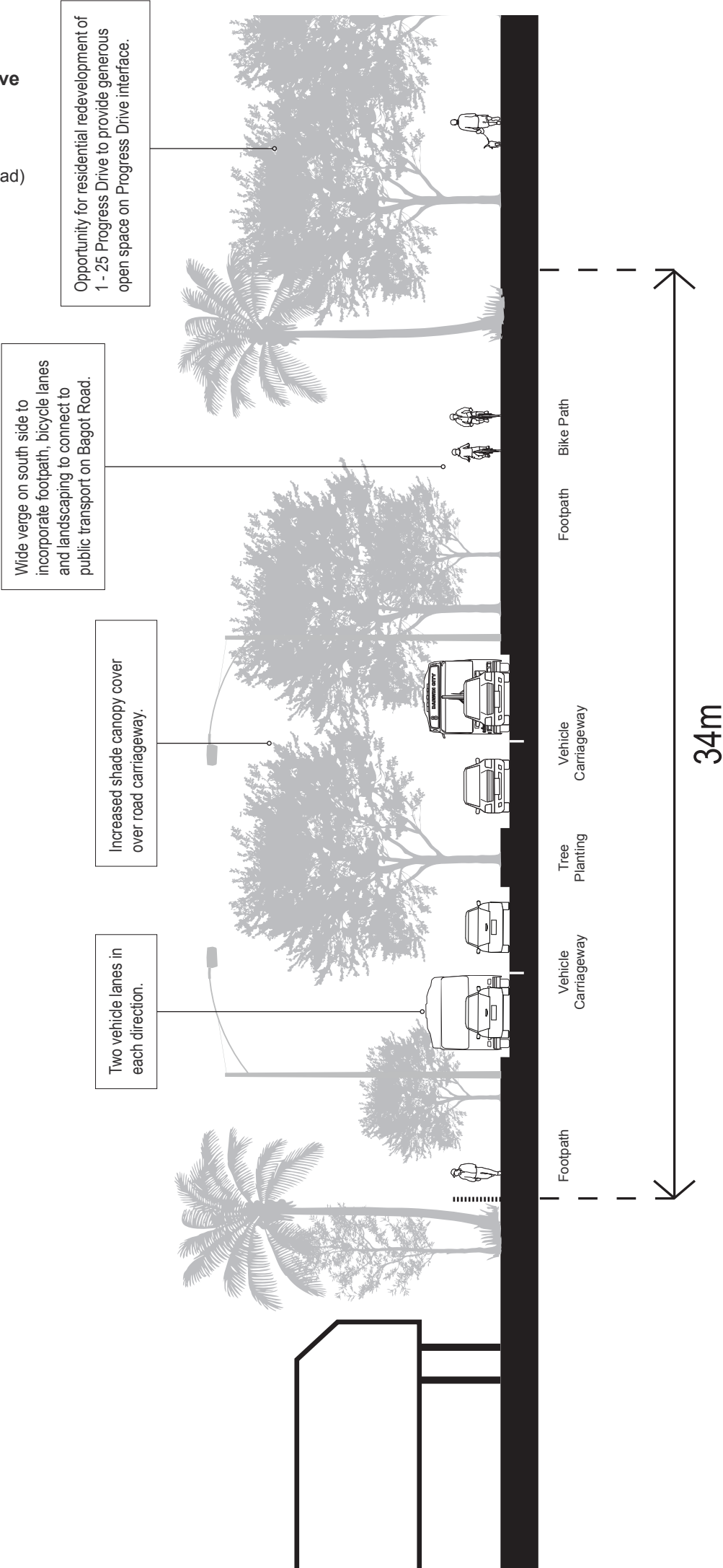
Nightcliff and Coconut Grove  
Concept Plan

Indicative Street Design  
Progress Drive  
(Bougainvillea Street to Dick Ward Drive)

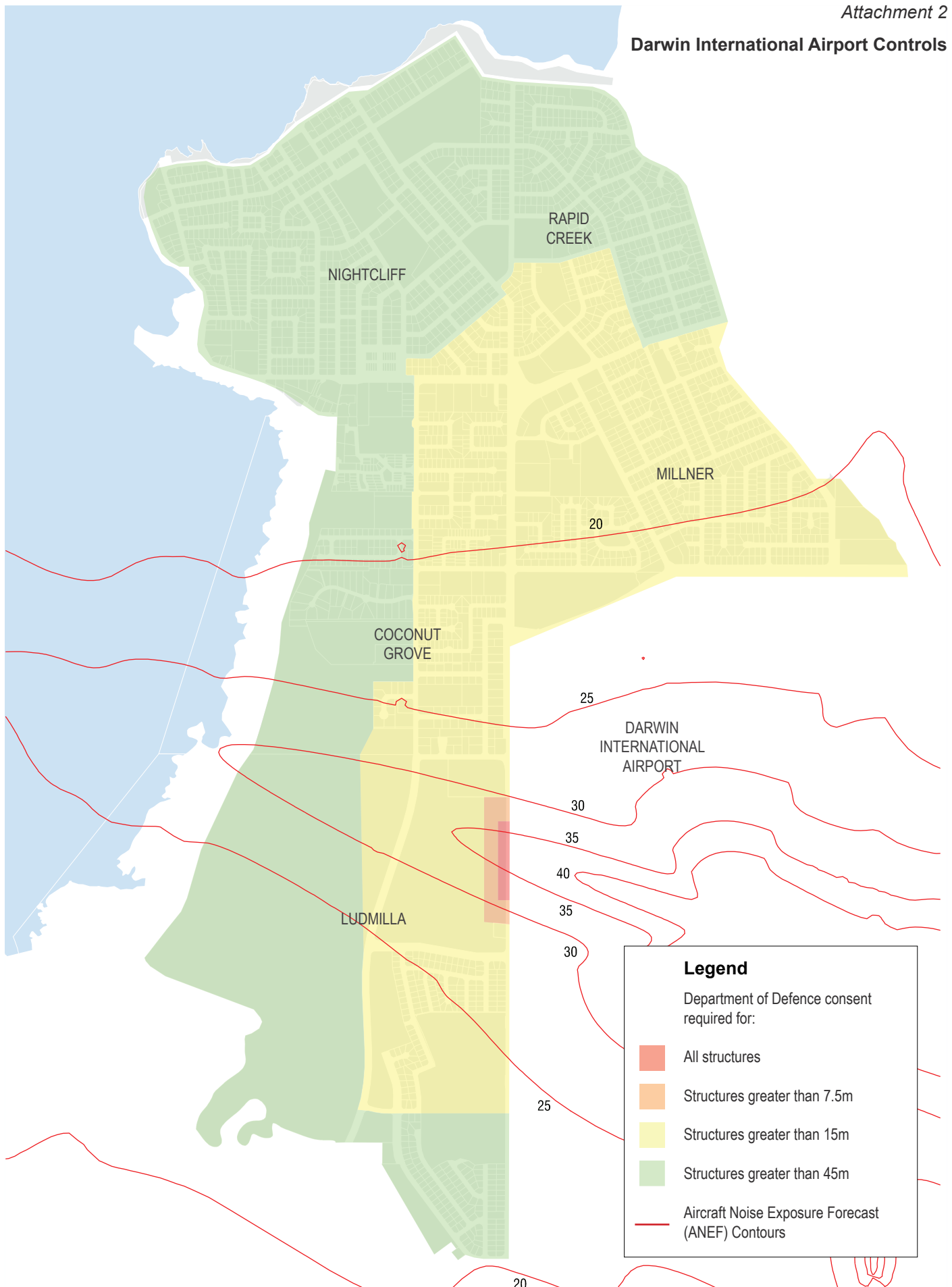


Nightcliff and Coconut Grove  
Concept Plan

Indicative Street Design  
Progress Drive  
(Dick Ward Drive to Nightcliff Road)



Darwin International Airport Controls







**For more information:**

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NORTHERN TERRITORY  
**PLANNING  
COMMISSION**

NT Planning Commission  
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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 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.