



# CENTRAL DARWIN AREA PLAN

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# DRAFT



NORTHERN TERRITORY  
**PLANNING  
COMMISSION**

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## GLOSSARY OF TERMS

CDAP	Central Darwin Area Plan
DRLUP	Darwin Regional Land Use Plan
the Master Plan	Darwin City Centre Master Plan
the Planning Scheme	Northern Territory Planning Scheme



# PART ONE: INTRODUCTION

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## INTRODUCTION

The Central Darwin Area Plan encompasses the area from Cullen Bay to the Darwin Waterfront, and as far north as the largely undeveloped, Tank Farm area located between the old rail corridor and Stuart Park. The Central Darwin Area Plan Study Area map shows this area, which is referred to as “Central Darwin” in this framework.

Central Darwin and the adjacent Darwin Harbour is the place where our city began. George Goyder, the Surveyor-General of South Australia, designed and planned the new northern city around an oblong grid of main streets and laneways now known as the ‘Goyder grid’. Darwin shares this model with some of the most liveable cities across the world. Today the sound planning of 150 years ago provides the enduring foundations for our 21st Century city.

The history of Darwin has informed the preparation of this Area Plan. The Area Plan is underpinned by the Goyder grid of streets and laneways that enable pedestrians to move through the city both by allowing easily understood access and clear sightlines and means of orientation.

Central Darwin has a history much older than European settlement. This history belongs to the traditional owners of Darwin - the Larrakia (saltwater people) – who continue to be visibly engaged in the cultural, economic and political life of Darwin and have a major influence over the growth of the city in the 21st Century.

Central Darwin contains places that are highly valued by the community for the connection they make with our shared histories. From the 19th century buildings of porcelenite stone, to the relics of war and cyclones, and places where no physical remains now exist but hold especially significant meaning -these places are recognised in this framework as focal points for the community. Many of these places contribute to the economy as attractions for visitors and tourists.

This Area Plan recognises the importance of historic and culturally significant places and suggests approaches to preserve and revitalise these places so that they continue to be enjoyed by the Darwin community.

## A Liveable City

Recent heat mapping has confirmed that a 'heat island' exists within Central Darwin. Heat island is a term that is applied where urban environments are hotter than their surrounding hinterland. It is a common occurrence for cities particularly in hot or tropical locations. The heat mapping identified very high surface and air temperatures for areas such as Cavenagh Street, the post office car park, the Supreme Court car park, and other locations as identified in the image below.

Tree planting within private property and streets is encouraged by the Area Plan as both shade and water evaporating from leaves significantly decrease local ambient temperatures. Building design which incorporates planting on structures i.e. green roofs or vertical gardens is encouraged by the Area Plan

in recognition of the potential contribution to the energy efficiency of buildings and the creation of micro climates with reduced temperatures.

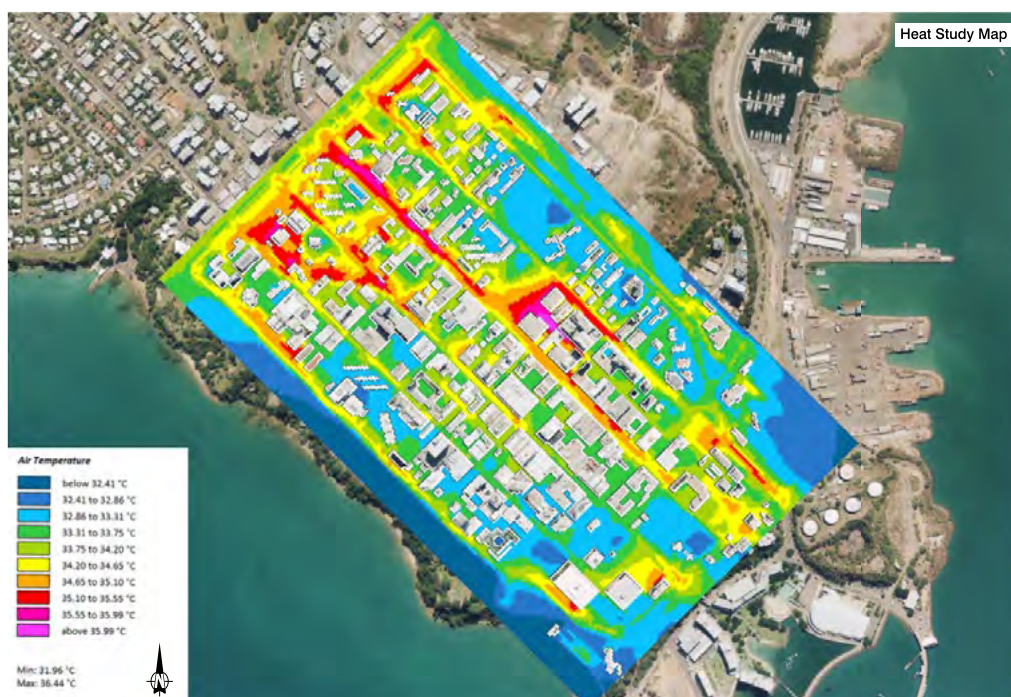
This Area Plan recognises the opportunities for sustainable design concepts and heat mitigation practices, to green and cool the city. Potential economic benefits are also recognised including energy benefits via reduced air conditioning and environments conducive to higher levels of visitation and lengthier stays.

This Area Plan recognises the importance of continuous public access to a network of green spaces being maintained, including the Esplanade, foreshore spaces, and nearby regional open spaces.

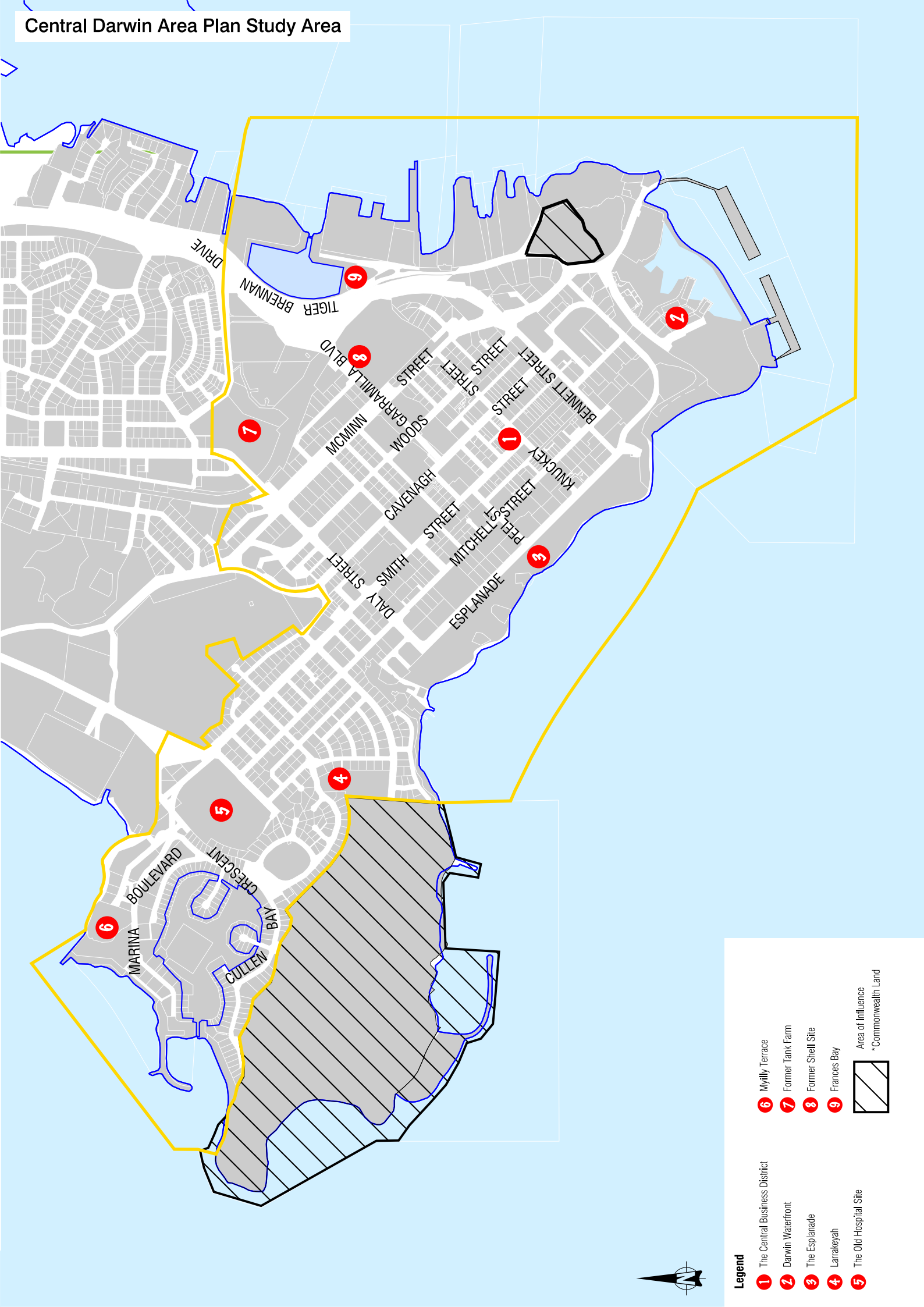
The valuable contribution that performance art, festivals, and cultural activities make

to a cosmopolitan Darwin is recognised by this Area Plan. They are encouraged by objectives and acceptable responses that maintain levels of open space that is versatile, and supports formal and informal recreation and public events.

The streets, laneways and arcades within Central Darwin are an opportunity to create a cohesive city centre with high amenity. This may be achieved by creating engaging experiences that encourage people to visit, stay and spend within Central Darwin. Recent initiatives such as the Darwin Street Art Festival and the Laneway Series events are successful examples of laneway spaces being revitalised to make an interesting contribution to the character of the city.



# Central Darwin Area Plan Study Area



### Understanding the Draft Area Plan

The NT Planning Commission has prepared the draft Central Darwin Area Plan having regard to feedback received during Stage 1 consultation, undertaken in 2017. The draft Area Plan comprises the following components:

**Part 1** – Introduction to the Area Plan, including descriptions of the Area Plan's context, purpose, and structure as well as the Land Use Vision for Central Darwin;

**Part 2** – Themes presenting guidance and policy that are applicable across the whole of Central Darwin; and

**Part 3** - Focus Areas with provisions to address particular issues at specific locations.

The structure presented from page 11 onwards reflects how this Area Plan is intended to appear within the NT Planning Scheme.

Each theme and focus area provides an overarching principle statement prefaced by a brief contextual comment. Each planning principle is supported by a set of objectives and acceptable responses that provide more detailed direction and serve as

policy. These terms are further explained below:

- **Planning Principles** and the contextual comment provide context to guide the interpretation of the objectives and the acceptable responses contained within a theme or a focus area.
- **Objectives** are the desired outcomes of a Planning Principle, often given in relation to a place. A proponent must demonstrate how a proposal will meet each objective.
- **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 response.

Artists impressions have also been included within some focus areas to communicate the vision for the locality and support interpretation of the provisions, however these are purely conceptual.

### The Rezoning of Land

This Area Plan indicates that the land use on specific sites may change in the future. These areas are indicated as 'Potential Areas for Change'. A number of sites may 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; remove the need to apply to the Minister responsible for administering the *Planning Act* to rezone land; or pre-empt the Minister's decision in response to a request to amend the zone.

Instead, this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use. Decisions regarding rezoning or change of use proposals will be informed by this Area Plan and servicing requirements.

Relevant service authorities and the City of Darwin 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. However, the Area Plan may specify additional requirements for a development consistent with an existing zone.

*“this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use”*

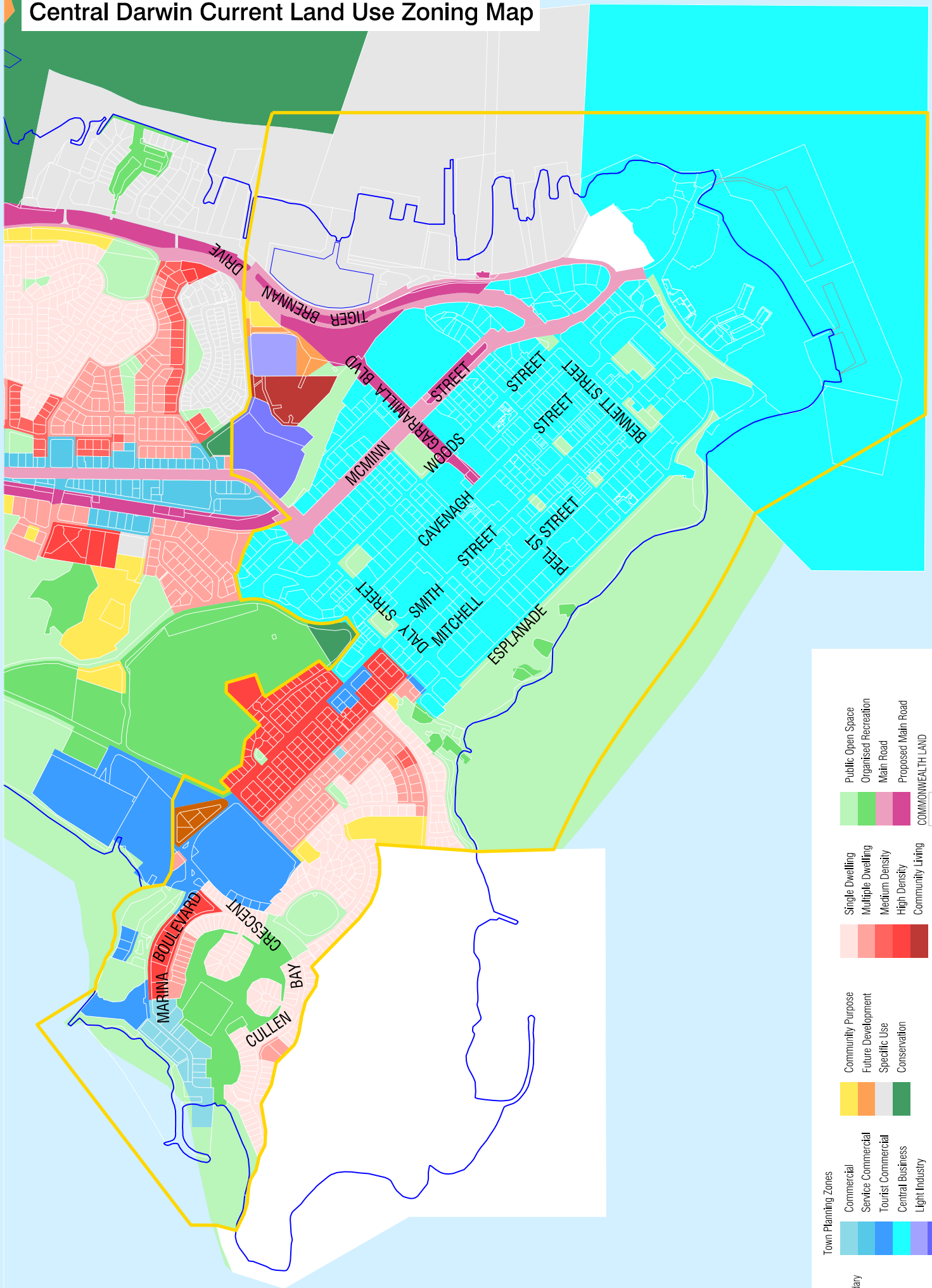
### Supplementary Material

This Area Plan is accompanied by a Needs Assessment that is intended to sit within the background documents section of the NT Planning Scheme. The Needs Assessment contains a record of investigations and community feedback that have informed the Area Plan.

The Themes and Focus Areas within the Area Plan have been prepared in response to the development challenges associated with the growing and diversifying population identified within the Needs Assessment.

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

# Central Darwin Current Land Use Zoning Map



- Legend**
- Study Area Boundary
  - Town Planning Zones
    - Commercial
    - Service Commercial
    - Tourist Commercial
    - Central Business
    - Light Industry
    - General Industry
  - Community Purpose
    - Future Development
    - Specific Use
    - Conservation
  - Single Dwelling
    - Multiple Dwelling
    - Medium Density
    - High Density
    - Community Living
  - Public Open Space
    - Organised Recreation
    - Main Road
    - Proposed Main Road
    - COMMONWEALTH LAND
    - No Planning Scheme Controls



	Central Darwin Area Plan
	<p><b>Context</b></p> <p>The Darwin Regional Land Use Plan (2015) provides a land use vision for the region. It confirms the capital city role of the Darwin CBD and its function as the dominant commercial, cultural, administrative, tourist, and civic centre within the region.</p> <p>The Central Darwin Area Plan works to enhance Darwin's role and identity by recognising and reinforcing the Darwin city centre as the heart of the Northern Territory and home for a growing inner city population. Key to achieving this is the:</p> <ul style="list-style-type: none"> <li>• encouragement of an urban environment that celebrates Darwin's heritage, multi-cultural nature, and climate; and</li> <li>• planning for tourism and population growth supported by retail and commercial development and adequate infrastructure provision.</li> </ul> <p>Central Darwin will accommodate a significant portion of the population growth anticipated by the Darwin Regional Land Use Plan. This can be achieved by focusing on a sustainable, compact, and higher density city with suitable transitions to the surrounding localities.</p>
	<p><b>Purpose</b></p> <p>The purpose of this Area Plan is to guide the future development of land within Central Darwin. The Area Plan will inform the exercise of discretion when assessing requests to vary scheme provisions, change land use, and/or rezone property.</p> <p>The Area Plan caters for the needs of the future population and business by:</p> <ul style="list-style-type: none"> <li>• providing a city centre flexible to the evolving needs of the commercial and retail sectors;</li> <li>• supporting the efficient delivery of infrastructure and ongoing viability of the city centre;</li> <li>• encouraging improved amenity for residents and visitors through a focus on intermodal transport and ease of access to tourism, cultural, and entertainment venues; and</li> <li>• recognising the established character of the residential areas of Larrakeyah and Cullen Bay, and the role these localities and the Darwin Waterfront play in providing a housing diversity in close proximity to the city centre.</li> </ul>
	<p><b>Plan Structure</b></p> <p>The Land Use Vision (on page 13) identifies the vision for the future use of land to which this Area Plan applies. This map illustrates a combination of anticipated land uses and zonings. Sites that may have a different use into the future have been indicated as Potential Areas for Change. A Vision Statement is included on the Land Use Vision to provide context to the land uses shown.</p> <p>The Land Use Vision is an easy reference tool to identify the main themes that apply to a site. While in most instances a single theme will apply to a site, it is also important to check other themes, such as service infrastructure or movement and transport.</p>

## Central Darwin Area Plan (cont.)

The Focus Area Index Map (on page 14) may be used as an index to identify which focus area applies to a specific site and to locate the relevant section(s) of the Area Plan.

Planning principles and contextual comments provide guidance to the interpretation of the objectives and acceptable responses, which serve as action based policy statements to guide land use and development. Objectives and Acceptable Responses must be addressed as part of future development of land to which this Area Plan applies. Alternatives to the acceptable responses that demonstrate an equal or better response to the objective will also be considered.

The Area Plan is structured around themes that apply across the whole of Central Darwin, and focus areas which are localities that specifically require more attention.

The 'themes' section includes:

- Residential and Mixed Use
- Social Infrastructure
- Culture and Heritage
- Environment
- Movement and Transport
- Essential Infrastructure

These themes are supported by a number of compilation plans, to visually demonstrate the data that has informed the planning principles.

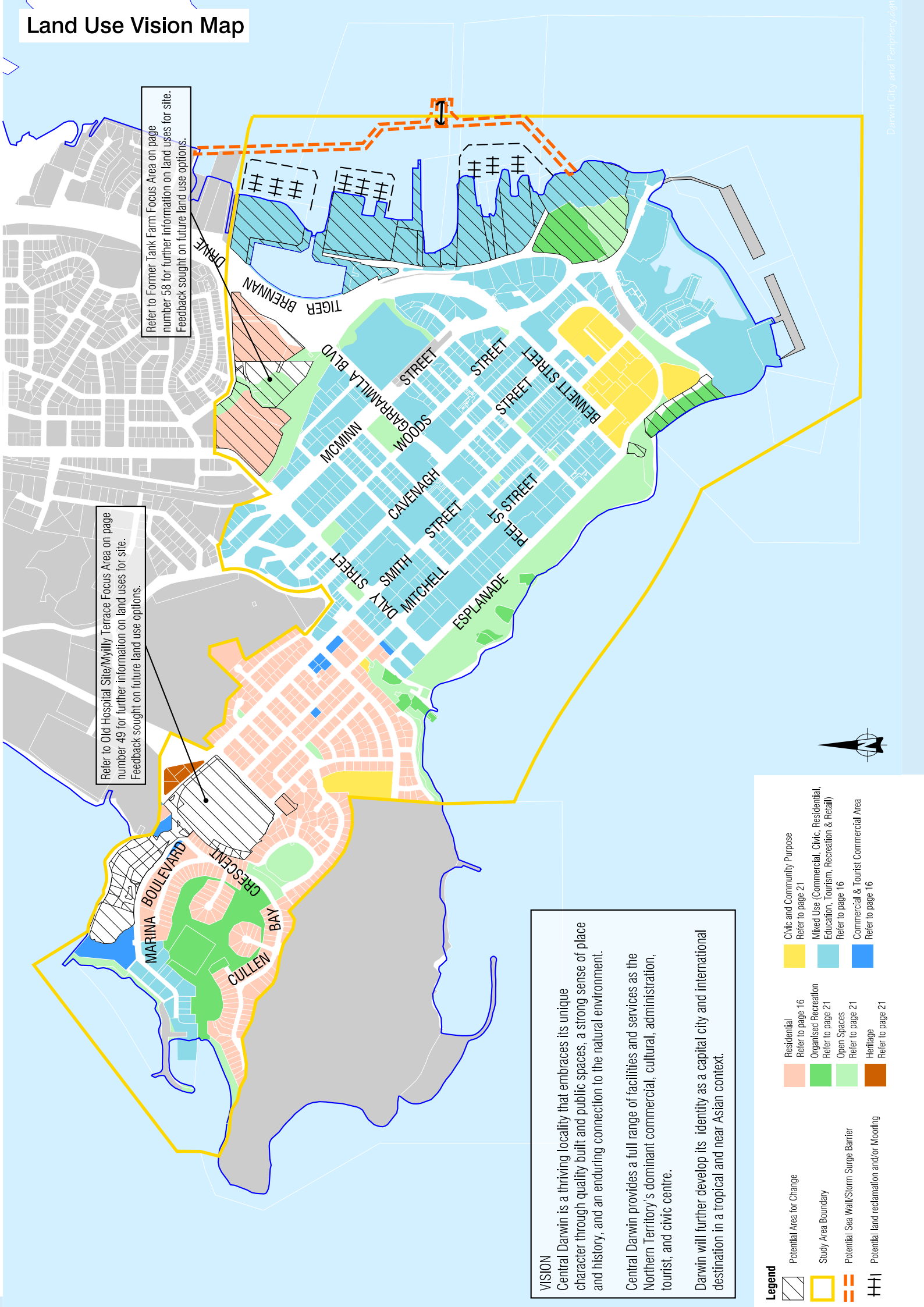
The Focus Areas can be considered as an inset of the overall Land Use Vision and apply only to the following locations:

- A1: City Centre – Core
- A2: City Centre – Former Shell Site
- A3: City Centre – Education and Civic Precinct
- A4: Esplanade Character Area
- B: Darwin Waterfront
- C: Old Hospital Site and Myilly Terrace
- D: Frances Bay
- E: Former Tank Farm

Artists impressions included within some Focus Areas are intended to communicate the vision for the locality and support interpretation of the provisions.



Land Use Vision Map

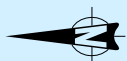
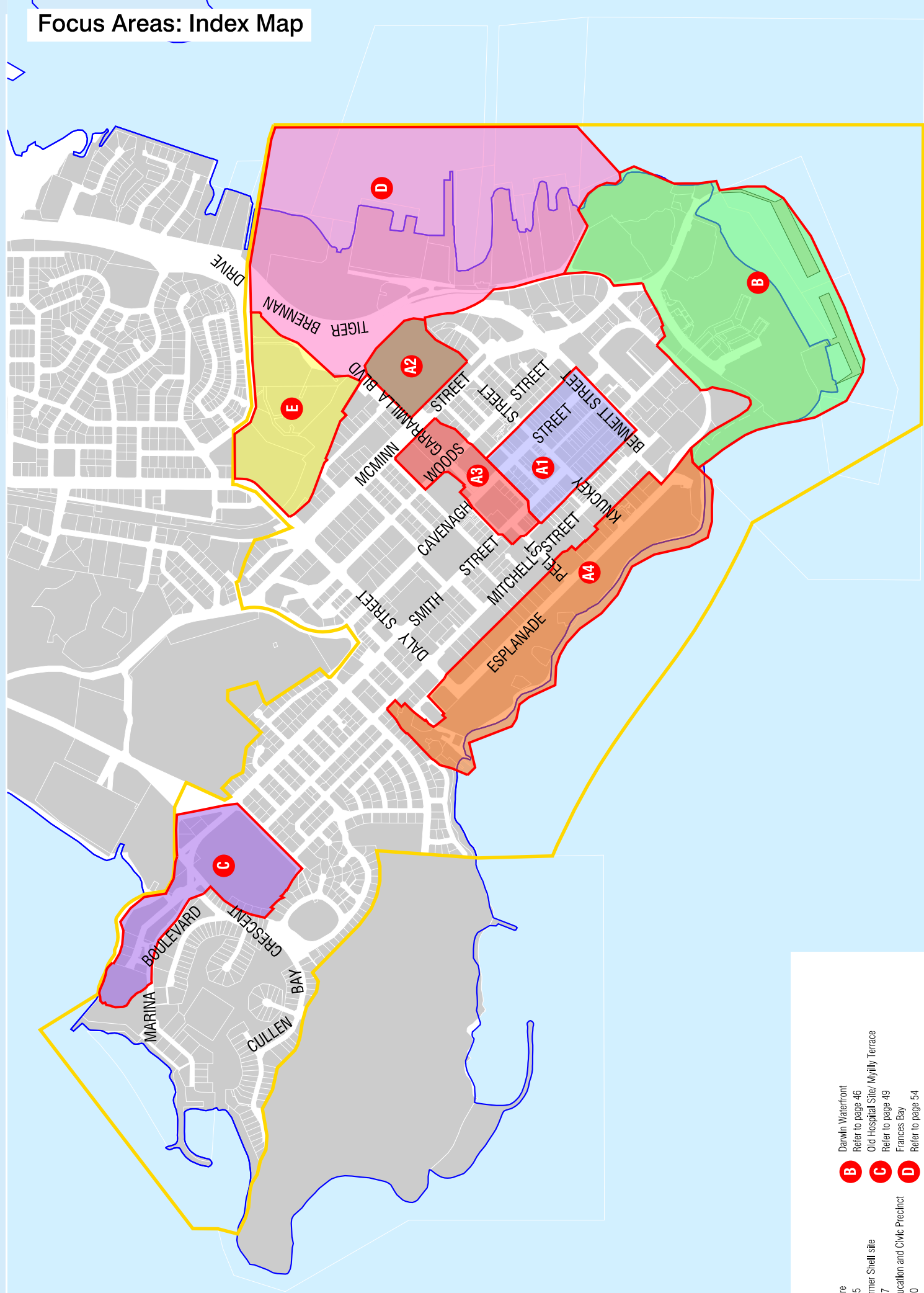


Refer to Old Hospital Site/Milly Terrace Focus Area on page number 49 for further information on land uses for site. Feedback sought on future land use options.

Refer to Former Tank Farm Focus Area on page number 58 for further information on land uses for site. Feedback sought on future land use options.

**VISION**  
Central Darwin is a thriving locality that embraces its unique character through quality built and public spaces, a strong sense of place and history, and an enduring connection to the natural environment.  
Central Darwin provides a full range of facilities and services as the Northern Territory's dominant commercial, cultural, administration, tourist, and civic centre.  
Darwin will further develop its identity as a capital city and international destination in a tropical and near Asian context.

- Legend**
- Potential Area for Change
  - Study Area Boundary
  - Potential Sea Wall/Storm Surge Barrier
  - Potential land reclamation and/or mooring
  - Residential  
Refer to page 16
  - Organised Recreation  
Refer to page 21
  - Open Spaces  
Refer to page 21
  - Heritage  
Refer to page 21
  - Civic and Community Purpose  
Refer to page 21
  - Mixed Use (Commercial, Civic, Residential, Education, Tourism, Recreation & Retail)  
Refer to page 16
  - Commercial & Tourist Commercial Area  
Refer to page 16



**Legend**  
**Focus Areas**

- |           |   |          |   |
|-----------|---|----------|---|
| <b>A1</b> | City Centre: Core<br>Refer to page 35                         | <b>B</b> | Darwin Waterfront<br>Refer to page 46                 |
| <b>A2</b> | City Centre: Former Shell site<br>Refer to page 37            | <b>C</b> | Old Hospital Site/ Myilly Terrace<br>Refer to page 49 |
| <b>A3</b> | City Centre: Education and Civic Precinct<br>Refer to page 40 | <b>D</b> | Frances Bay<br>Refer to page 54                       |
| <b>A4</b> | City Centre: Esplanade Character Area<br>Refer to page 43     | <b>E</b> | Former Tank Farm<br>Refer to page 58                  |



## PART TWO: THEMES

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## Residential Theme

The Darwin Regional Land Use Plan (2015) forecasts a near term regional population of 150 000 and a far term regional population of 250 000 for the whole of the Darwin region. To support this longer term growth, an additional 5 600 dwellings will be required within Central Darwin.

To accommodate the forecast growth, a high density of dwellings is supported

within the city centre, while established residential areas, such as Larrakeyah and Cullen Bay, are generally encouraged to develop to the densities supported by the current zoning to protect amenity.

This Area Plan encourages an increased diversity of housing options with high levels of function and amenity that accommodate a greater variety of households.

A greater diversity of residents will contribute to increased activation of Central Darwin.

The Objectives and Acceptable Responses of this Area Plan are applicable to both residential areas with a residential zoning and also residential land uses present in mixed use areas.

### 1. Encourage appropriate housing options, neighbourhood and residential amenity to support the lifestyle of a diverse demographic

Objectives	Acceptable Responses
1.1 Encourage residential buildings that provide for a spectrum of demographic groups.	i. A variety of dwelling types are provided.
1.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	i. Building design responds to adjacent buildings and environments. ii. Development fronting existing and future public spaces responds to the role and function of the individual space and provides opportunities for passive surveillance. iii. Bulk and scale of wide buildings is addressed through architectural design including, but not limited to the presentation of multiple frontage types to the streetscape; modulation of the façade; or changes in material. iv. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.
1.3 Encourage sustainable development.	i. Buildings and the urban environment demonstrate innovative responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.
1.4 Encourage building design that can be adapted to changing demand.	i. Floors constructed for car parking within residential buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.
1.5 Maintain residential areas in Larrakeyah and Cullen Bay.	i. Residential development accords with current zoning unless specifically identified as a Potential Area for Change on the Residential and Mixed Use Map.



## Mixed Use Theme

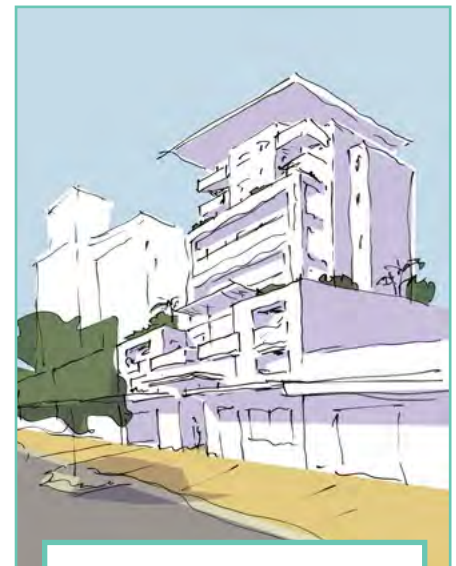
The Darwin Regional Land Use Plan (2015) recognises that Darwin's city centre performs a critical capital city role and higher order function as the dominant commercial, cultural, administrative, tourist, and civic centre in the region. Surrounding areas including the Waterfront, Cullen Bay and Larrakeyah, each have their own character and unique mix of uses. The lower intensity of uses in surrounding areas complements a more intense range of activities within the city centre.

Encouraging residential and commercial activity is essential to enhancing this intensity and range of activities within the city centre. This Area Plan encourages diverse development and uses to ensure that mixed

use environments are robust, flexible, and responsive to economic and social change.

Mixed use developments that include a residential component must also respond to the residential theme.

An 'Esplanade Character Area' has been identified for lots fronting the Esplanade. This is a special area characterised by high amenity and outlooks to Darwin Harbour. This area is recognised as requiring consideration for how development responds to the character of the area. An 'Activated Frontages' area has been identified where ground floor commercial land uses are recognised for their contribution to an active streetscape that provides amenity and interest within the street environment.



Mixed Use Building with landscaping at upper levels

### 2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities

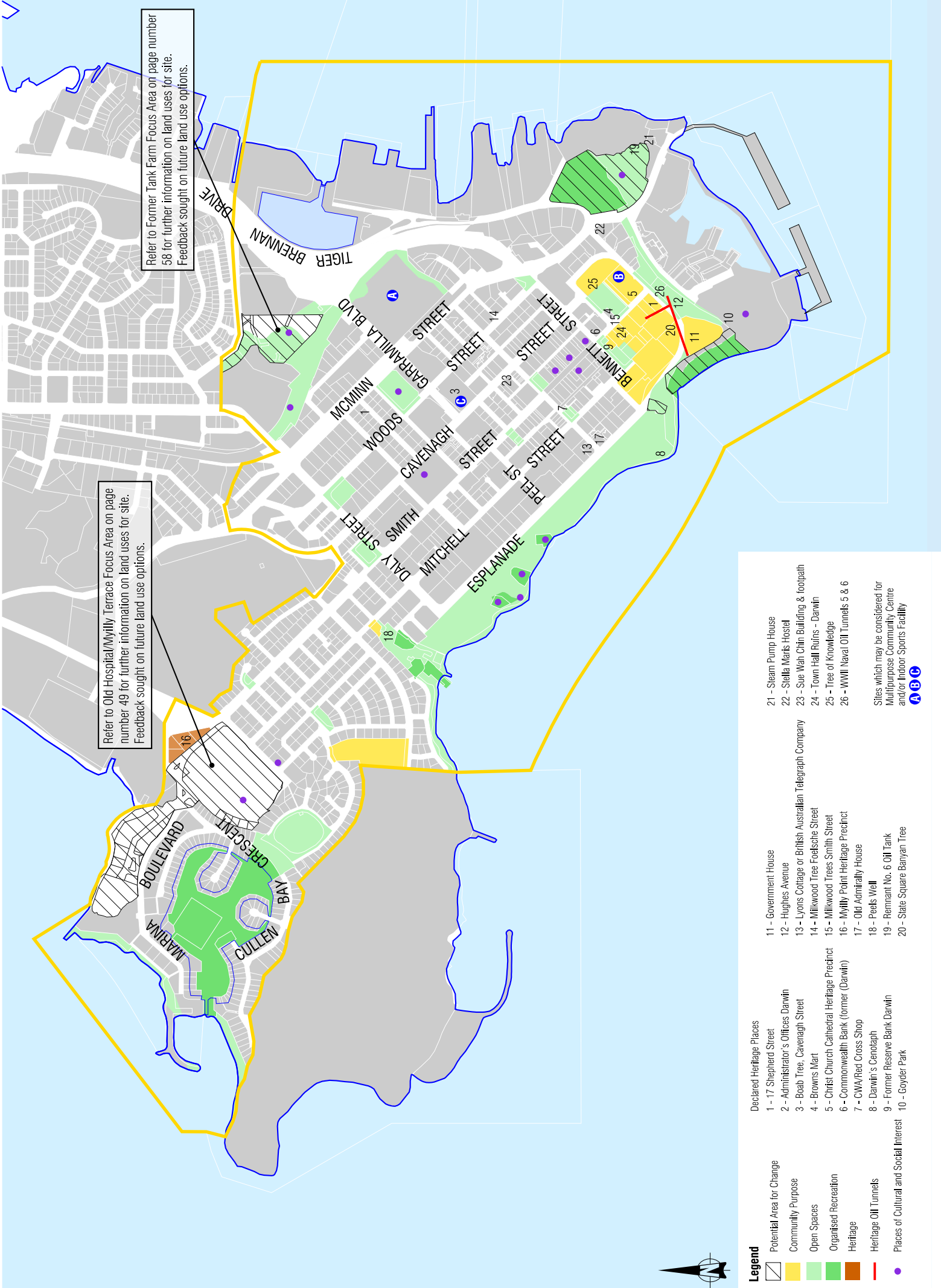
Objectives	Acceptable Responses
2.1 Encourage development that provides for a mix of uses.	<ul style="list-style-type: none"> <li>i. Buildings and sites include a mix of land uses such as:               <ul style="list-style-type: none"> <li>a) residential;</li> <li>b) commercial and retail;</li> <li>c) community facilities; and</li> <li>d) leisure and recreation.</li> </ul> </li> <li>ii. Single use developments are to be avoided.</li> </ul>
2.2 Encourage building design that can be adapted to changing demand.	<ul style="list-style-type: none"> <li>i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights.</li> <li>ii. Floors constructed for car parking within mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.</li> </ul>

2.3 Provide activated frontages with ground floor commercial activities in priority locations.	<ul style="list-style-type: none"> <li>i. Ground floor commercial and retail activation is required within areas depicted as 'Activated Commercial Frontages' within the Residential and Mixed-Use Map.</li> <li>ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.</li> </ul>
2.4 Minimise conflicts between proximate uses.	<ul style="list-style-type: none"> <li>i. Building design mitigates against potential conflicts between uses within the building.</li> </ul>
2.5 Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces.	<ul style="list-style-type: none"> <li>i. Building design incorporates and maintains opportunities for planting on structures through techniques such as: <ul style="list-style-type: none"> <li>a) green walls, living walls or vertical gardens;</li> <li>b) wall design that incorporates trellis structures;</li> <li>c) landscaping of podiums;</li> <li>d) planter boxes; and / or</li> <li>e) landscaping incorporated into podium car parking screens.</li> </ul> </li> </ul>
2.6 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	<ul style="list-style-type: none"> <li>i. Building design responds to adjacent buildings and environments.</li> <li>ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links: <ul style="list-style-type: none"> <li>a) responds to the role and function of the individual space; and</li> <li>b) locates habitable rooms, or private open spaces of dwellings overlooking the public space.</li> </ul> </li> <li>iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential with communal open space that enables passive surveillance from the ground floor.</li> <li>iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design.</li> </ul>
2.7 Design bus stops to enhance user comfort and safety.	<ul style="list-style-type: none"> <li>i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to: <ul style="list-style-type: none"> <li>a) high amenity pedestrian connections to the bus stop with protection from the elements;</li> <li>b) technologically advanced bus stops displaying real time information; and</li> <li>c) implementation of crime prevention through environmental design (CPTED) principles for bus stop design.</li> </ul> </li> <li>ii. Bus stop locations facilitate access to efficient, linear and frequent public transport.</li> </ul>
2.8 Design vehicle access points and onsite movement to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.	<ul style="list-style-type: none"> <li>i. Locate and consolidate vehicle access, parking and loading areas away from street frontages.</li> <li>ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map).</li> <li>iii. Vehicles entering and manoeuvring within sites is minimised.</li> <li>iv. Crossover number and widths are minimised.</li> </ul>

2.9 Encourage sustainable development.	i. Buildings and the urban environment demonstrate innovative responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.
2.10 Design buildings to address prominent corners and 'Gateway Locations.'	<p>i. Development located at the intersection of subarterial, primary, or secondary roads as indicated on the Transport Network Map, or identified as a Gateway Location on the Residential and Mixed Use Map provides:</p> <ul style="list-style-type: none"> <li>a) vertical elements, such as additional storeys, raised parapets, spires, roof sections, and similar structures, as part of the building design;</li> <li>b) public art and signage within the design of buildings and related public spaces; and</li> <li>c) effective and visually appealing all-weather protection.</li> </ul>
2.11 Prevent any new use or intensification of development that would prejudice the safety or efficiency of an airport.	<p>i. Any proposed development whereby it is determined that a structure will exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018 or Civil Aviation legislation, will need approval by the relevant airport authorities.</p> <p>ii. 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>



# Social Infrastructure, Culture and Heritage Map



Refer to Old Hospital/Myilly Terrace Focus Area on page number 49 for further information on land uses for site. Feedback sought on future land use options.

Refer to Former Tank Farm Focus Area on page number 58 for further information on land uses for site. Feedback sought on future land use options.

- Legend**
- Potential Area for Change
  - Community Purpose
  - Open Spaces
  - Organised Recreation
  - Heritage
  - Heritage Oil Tunnels
  - Places of Cultural and Social Interest
- Declared Heritage Places**
- 1 - 17 Shepherd Street
  - 2 - Administrator's Offices Darwin
  - 3 - Boab Tree, Cavenagh Street
  - 4 - Browns Mart
  - 5 - Christ Church Cathedral Heritage Precinct
  - 6 - Commonwealth Bank (former Darwin)
  - 7 - CWA/Red Cross Shop
  - 8 - Darwin's Cenotaph
  - 9 - Former Reserve Bank Darwin
  - 10 - Goyder Park
  - 11 - Government House
  - 12 - Hughes Avenue
  - 13 - Lyons Cottage or British Australian Telegraph Company
  - 14 - Milkwood Tree Foelsche Street
  - 15 - Milkwood Trees Smith Street
  - 16 - Myilly Point Heritage Precinct
  - 17 - Old Admiralty House
  - 18 - Peels Well
  - 19 - Remnant No. 6 Oil Tank
  - 20 - State Square Banyan Tree
  - 21 - Steam Pump House
  - 22 - Stella Maris Hostel
  - 23 - Sue Wan Chin Building & footpath
  - 24 - Town Hall Ruins - Darwin
  - 25 - Tree of Knowledge
  - 26 - WWII Naval Oil Tunnels 5 & 6
- Sites which may be considered for Multipurpose Community Centre and/or Indoor Sports Facility
- A B C**



## Social Infrastructure Theme

Social infrastructure includes facilities and spaces that support and improve the quality of life in the community. This includes education, health care, religious, cultural and community facilities, and open space. Social infrastructure within Central Darwin serves both the needs of

the immediate local community as well as some of the needs of the regional and Territory population.

This Area Plan seeks to guide the delivery of adequate community facilities to support the anticipated growth in resident,

worker, and visitor populations. The scale and quality of these facilities should be in proportion to Central Darwin's role as the Territory's foremost cultural, civic, entertainment, recreational and tourist centre.

### 3. Identify social infrastructure that meets the needs and aspirations of the community

Objectives	Acceptable Responses
3.1 Increased presence of childcare and education facilities in Central Darwin.	<ul style="list-style-type: none"> <li>i. Where there is an identified need, incorporate childcare facilities into mixed use development.</li> <li>ii. Larrakeyah Primary School expands facilities to meet demand.</li> <li>iii. A new school is constructed as demand arises and current facilities reach capacity.</li> <li>iv. New university facilities are delivered within the city centre.</li> <li>v. An enhanced district and local level public library is provided.</li> </ul>
3.2 Maintain, enhance, and connect a network of public spaces for formal and informal recreation, and public events.	<ul style="list-style-type: none"> <li>i. No net loss of public open space other than to:               <ul style="list-style-type: none"> <li>a) maintain and install infrastructure and services;</li> <li>b) enhance the function of these spaces (including through potential use for ancillary restaurants and alfresco dining areas which compliment the open space character of the area); or</li> <li>c) provide community facilities and public amenities associated with the public open space function of the land.</li> </ul> </li> <li>ii. Continuous public access to a network of green spaces is maintained, including the Esplanade, foreshore spaces, and nearby regional open spaces.</li> <li>iii. Public spaces are enhanced as versatile spaces that support:               <ul style="list-style-type: none"> <li>a) informal public gathering, rest, and recreation;</li> <li>b) organised temporary events including markets, pop up stalls, food trucks, and live music;</li> <li>c) outdoor extensions of adjacent businesses where appropriate and approved by the City of Darwin; and</li> <li>d) shared use by informal users and different businesses, and adaptation of uses across day/night and dry season/wet season.</li> </ul> </li> <li>iv. Development adjacent to public open space and key pedestrian cycle routes enhances the safety and amenity of these spaces.</li> <li>v. Extensive areas are planted with shade trees to encourage recreational use and heat mitigation.</li> </ul>

<p>3.3 Encourage provision of new publicly accessible open spaces and recreation areas.</p>	<ul style="list-style-type: none"> <li>i. Large sites and focus areas are developed with complementary public open spaces which: <ul style="list-style-type: none"> <li>a) contribute to an integrated, high-quality network of public spaces;</li> <li>b) are flexible and provide for a variety of uses and events, including recreation, fitness, play, cultural, and artistic functions in addition to ecological and stormwater management functions;</li> <li>c) facilitate a range of active and passive recreation to meet the needs of the community;</li> <li>d) incorporate existing significant sites of natural or cultural value, including interpretive information;</li> <li>e) connect with the cyclist and pedestrian network identified in the Movement and Transport - Potential Enhancement to Pedestrian/ Cycleway Network Map;</li> <li>f) link habitats, wildlife corridors, public open spaces, and existing recreation facilities;</li> <li>g) enable effective stormwater management; and</li> <li>h) allow for temporary uses such as street activities and special events including cultural, entertainment and artistic performances.</li> </ul> </li> <li>ii. Public open space areas provide park furniture, display of art, lighting, shade structures, and landscaping.</li> </ul>
<p>3.4 Provide for the establishment of a district level, multi-purpose community centre.</p>	<ul style="list-style-type: none"> <li>i. A district level, multi-purpose community centre is provided at one of the sites identified on the Social Infrastructure, Culture and Heritage Map, or elsewhere in Central Darwin.</li> <li>ii. Community facilities within a multi-purpose community centre provide flexible spaces for a range of indoor activities including: <ul style="list-style-type: none"> <li>a) council administrative functions;</li> <li>b) community service agencies;</li> <li>c) cultural facilities;</li> <li>d) adult education facilities; and</li> <li>e) open spaces facilitating a range of community events.</li> </ul> </li> <li>iii. Net social infrastructure provision is maintained across Central Darwin and is not reduced through new development.</li> </ul>
<p>3.5 Provide for the development of an indoor sports facility.</p>	<ul style="list-style-type: none"> <li>i. A sports facility is provided for at one of the sites identified on the Social Infrastructure, Culture and Heritage Map, or elsewhere within Central Darwin.</li> </ul>



## Culture and Heritage Theme

Central Darwin is rich in cultural and heritage values related to Aboriginal culture, European and Asian settlement, and World War II. Heritage places contribute to the quality of life and cultural identity of our community, with a number of heritage places providing a focal point for community gatherings. Places of cultural and heritage value also assist the economy through employment opportunities and by generating additional revenue, particularly through tourism.

This Area Plan encourages the appropriate acknowledgement, conservation, management, and revitalisation of cultural and heritage places. This Area Plan also encourages prospective development to demonstrate its relationship to places of cultural and social interest of value to the community which may or may not be heritage listed.

Development sympathetic to historic building



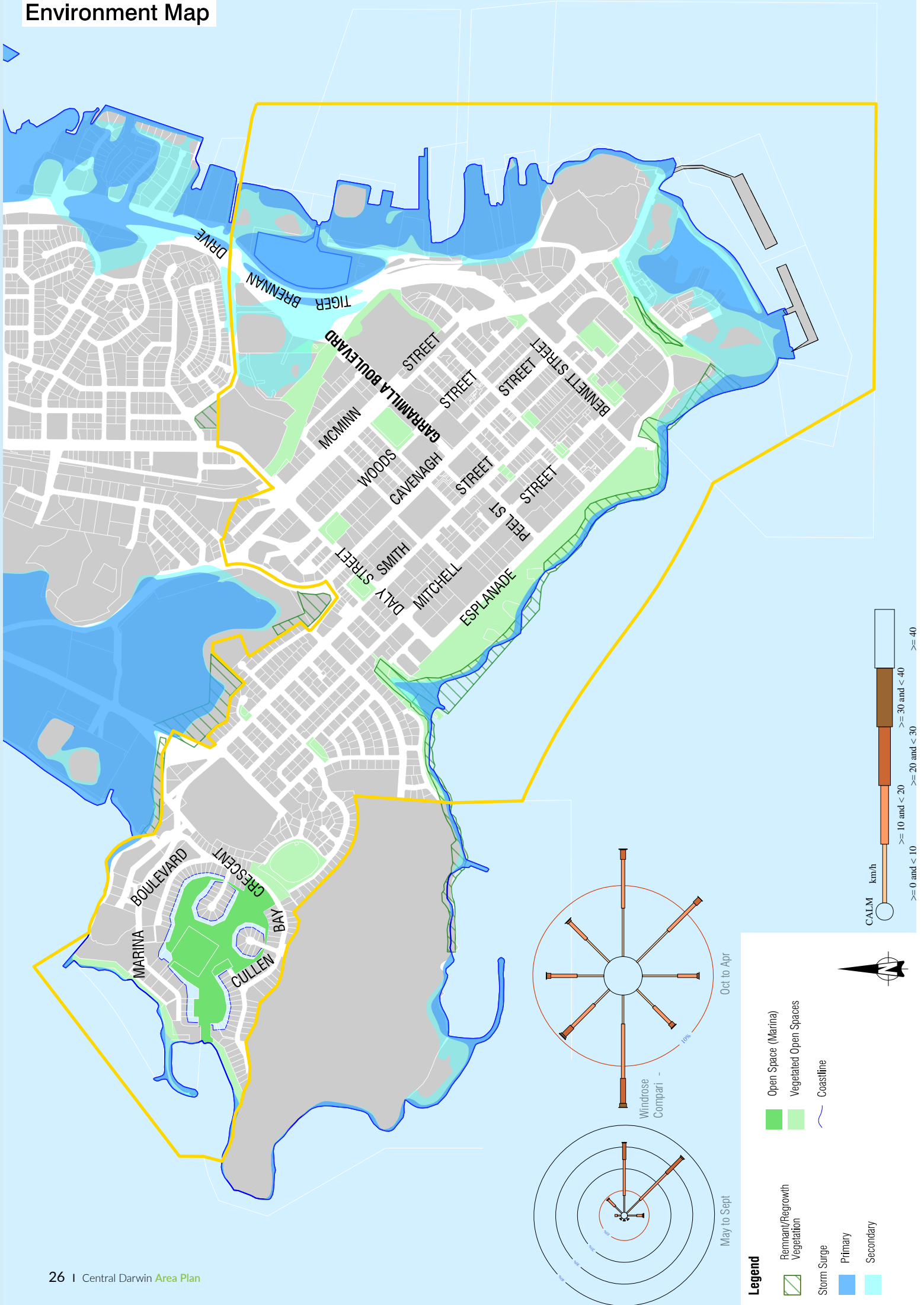
New development behind historic frontage

Historic building frontage retained

#### 4. Protect and enhance sites of cultural significance and historic value to enrich community awareness and experience

Objectives	Acceptable Responses
4.1 Design development to respond to heritage listed features and items or places of cultural and social interest.	<ul style="list-style-type: none"> <li>i. Building design responds to significant features of adjacent heritage sites, buildings, or objects. This may include a response to the scale, colours, textures and materials of heritage features. Alternatively, the response may provide juxtaposition with the heritage feature to emphasise heritage significance and distinguish the difference in time and style.</li> <li>ii. Setbacks of buildings adjoining heritage listed features are sensitive to heritage elements, and maintain view corridors.</li> <li>iii. Development on, or adjacent to a site or item of cultural and social interest indicated on the Social Infrastructure, Culture and Heritage Map supports ongoing public access and is designed in a manner that shows consideration of that site or item.</li> </ul>
4.2 Adaptive re-use of a heritage place is sympathetic to the values of the site.	<ul style="list-style-type: none"> <li>i. Adaptive reuse of heritage sites, as identified on the Social Infrastructure, Culture and Heritage Map, is of a scale compatible with the significance of the site.</li> <li>ii. The adaptive re-use of heritage places must not result in the demolition of large portions of significant fabric or be inappropriate and (if possible) changes should be reversible. The procedures and principles contained in the 'Burra Charter' are to be followed.</li> <li>iii. Attention is paid to preserving key features of the place, such as the roof line and external finishes of a building. Usually, the internal layout of a building may be adapted to suit the use proposed.</li> <li>iv. If a new building or structure is to be built within the boundaries of a heritage place, attention is paid to scale, location, appearance, and the retention of important views to or from the place. Any new structure should not have an undue visual impact.</li> </ul>
4.3 Recognise and celebrate the multicultural heritage and values of Central Darwin.	<ul style="list-style-type: none"> <li>i. Recognise and connect places of historical and cultural value within the study area, including significant sites, buildings, structures, trees, and landscape elements through interpretative information at significant locations.</li> </ul>
4.4 Support the redevelopment of sites of cultural and social importance.	<ul style="list-style-type: none"> <li>i. Where possible and appropriate, discretion is applied in the evaluation of development proposals relating to sites of cultural and social interest in recognition of challenges associated with the development of such sites complying with current development standards outlined in the Planning Scheme.</li> </ul>







## Environment Theme

Central Darwin includes coastal, remnant vegetation, and urban forest systems that have cultural value and make a significant contribution to the economy and liveability of the study area. Darwin Harbour is an internationally significant conservation site that supports native flora and fauna, provides recreation spaces, and generates cooling breezes. The coastline is also a source of economic benefit through harbour-based industries and tourism.

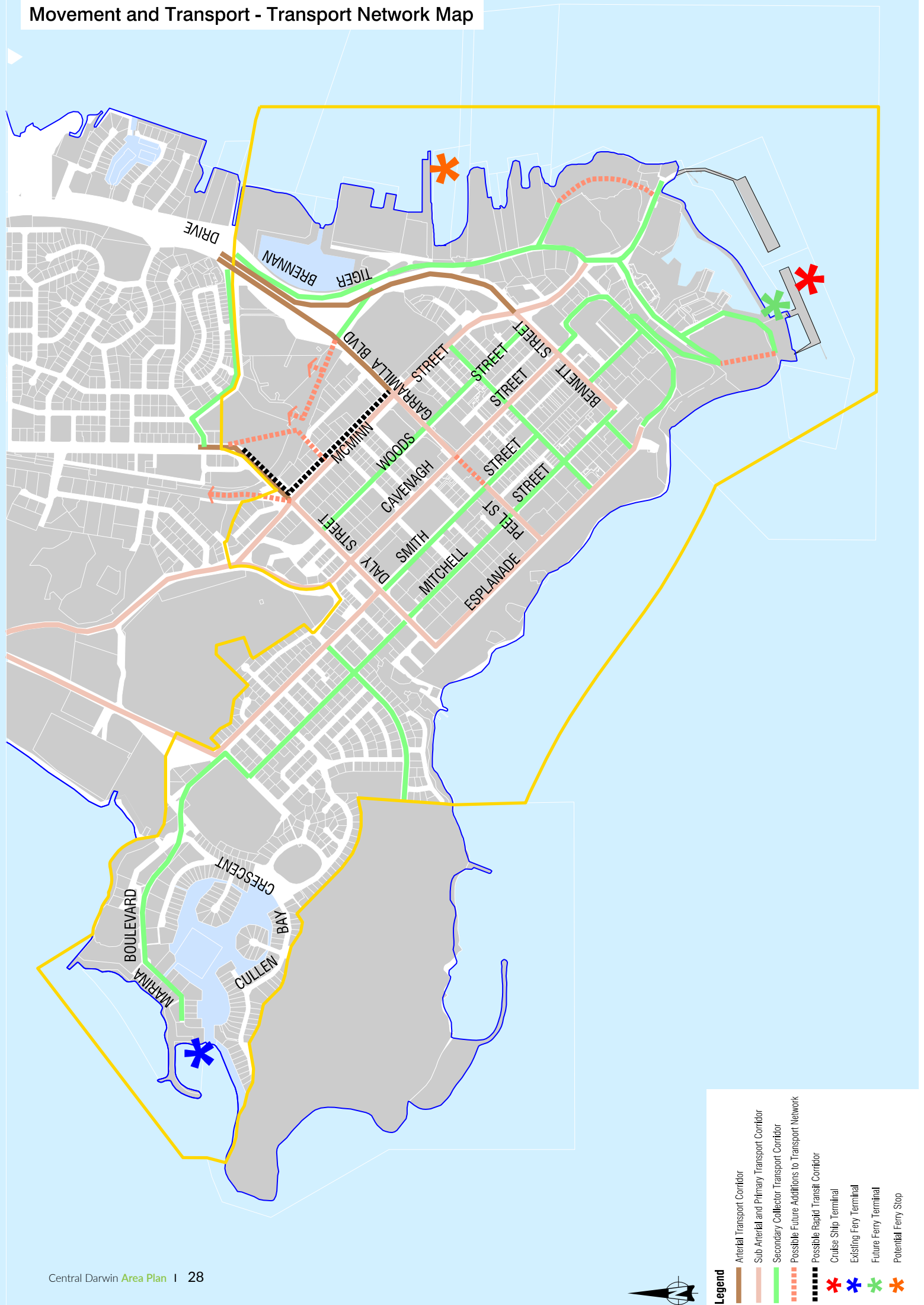
Hazards that may affect land in Central Darwin include the presence of biting insects, acid

sulfate soils, storm surge events, and residual site contamination. While no additional planning is required for the management of biting insects and acid sulfate soils, this Area Plan does provide extra guidance for land subject to storm surge or with the potential for contamination.

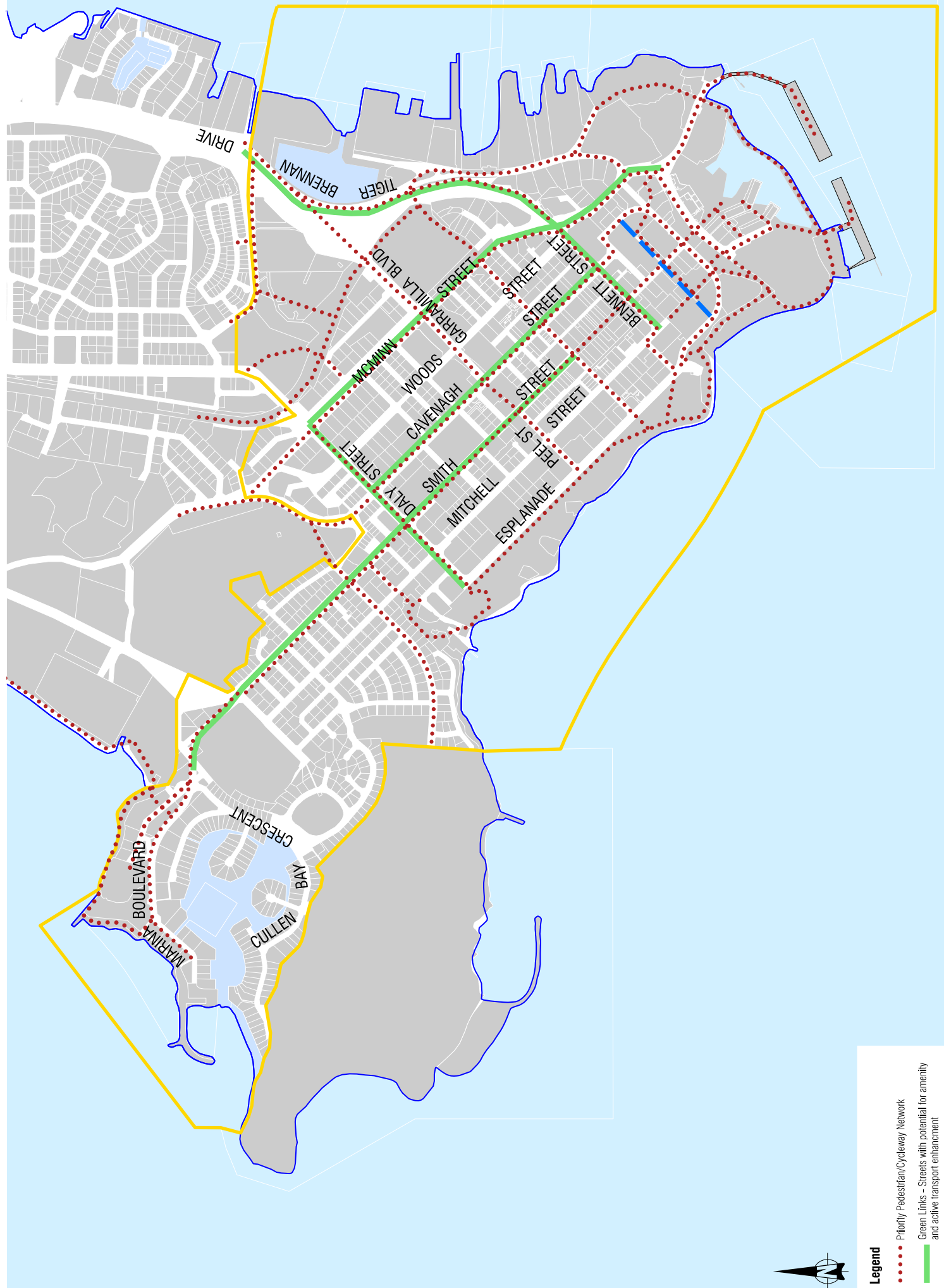
This Area Plan seeks to protect and enhance the functions of the natural environment for the continued enjoyment of the community, while also ensuring development responds appropriately to constraints.

### 5. Protect and enhance the functions of the natural environment for the continued enjoyment of the community

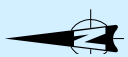
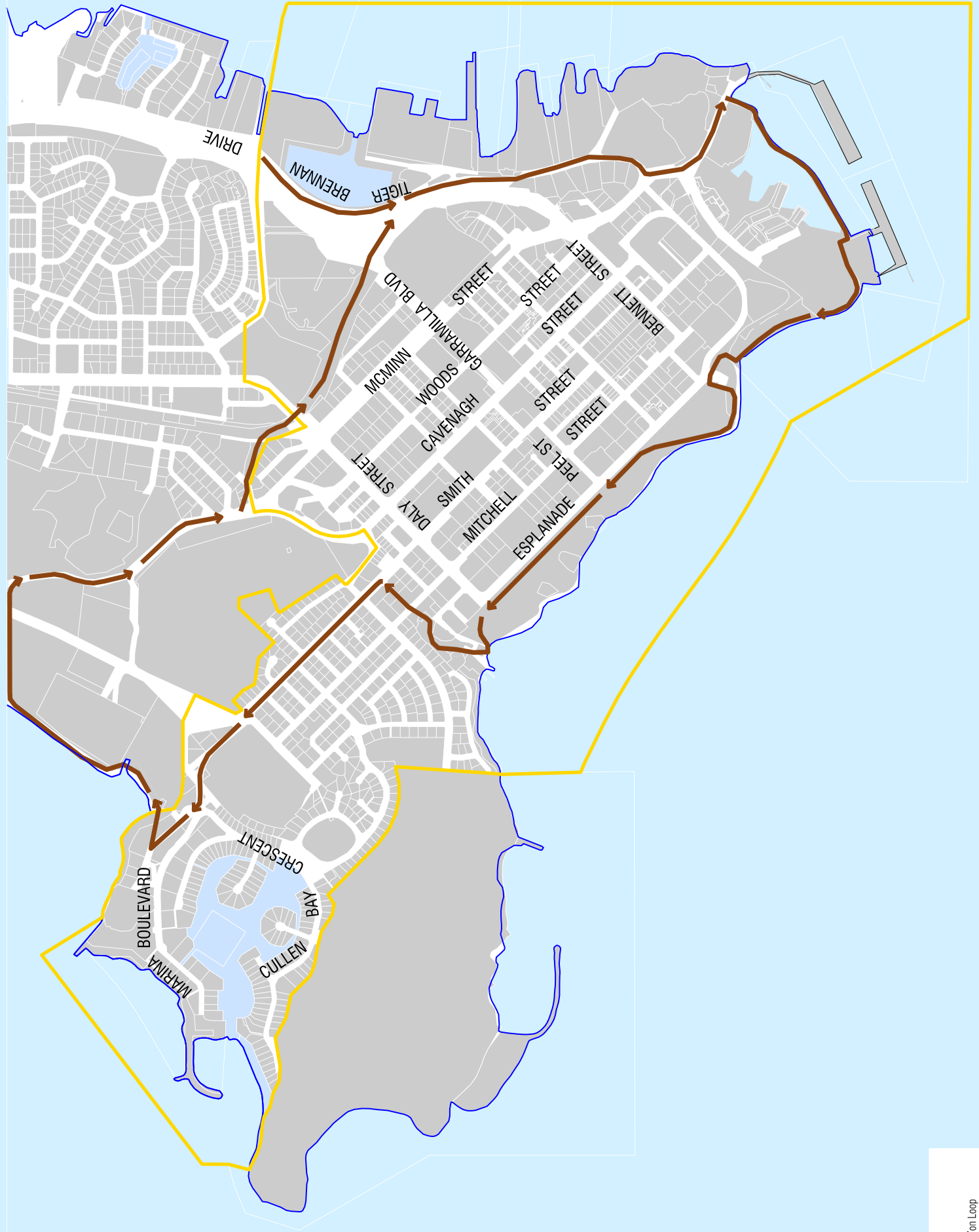
Objectives	Acceptable Responses
5.1 Minimise adverse impacts of development on the receiving environment, particularly Darwin Harbour.	i. Developments are designed, and construction is managed, to adequately mitigate against negative impacts on the receiving environment.
5.2 Protect and connect natural features in the urban environment.	i. Remnant vegetation shown on the Environment Map is protected and incorporated into the public open space network.
5.3 Respond to potential residual contamination issues.	i. Development is designed and engineered to respond to any contamination issues. ii. Development demonstrates a response to site contamination in accordance with any Statement of Environmental Audit prepared for the site and to the satisfaction of the relevant authorities.
5.4 Development shall be designed and constructed such that it adequately responds to, and addresses the potential impacts of, storm surge.	i. All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Planning Scheme.



## Movement and Transport - Potential Enhancement to Pedestrian/Cycleway Network



# Movement and Transport: City Recreation Loop



Legend

City Recreation Loop





## Movement and Transport Theme

Central Darwin contains a range of active transport, and public and private vehicle transport networks which provide local and regional links. As the key tourist, commercial, and retail area for the region, legibility for visitors and residents to find their way, and permeability of the built environment, is very important.

Key entries to Central Darwin are from Stuart Highway, Tiger Brennan Drive, Gilruth Avenue and Gardens Road. Further entries will be provided by the extension of Garramilla Boulevard from Tiger Brennan Drive into the city centre. Smith Street provides an important link connecting the Darwin Waterfront to Cullen Bay.

Improving the experience of those using active transport by providing safe crossing points, a predominantly off-road and waterfront focused pedestrian and cyclist loop, shade, landscaping, safe and convenient



City Recreation Loop

cycling access in and around Central Darwin will encourage active transport participation.

The Goyder Grid historically provided a high level of connectivity within the city. While this largely remains the case, some land consolidation over the years at the expense of road reserves has reduced linkages. As sites are developed, consideration should be given to

providing opportunities for highly permeable environments at the pedestrian scale.

The Area Plan seeks to preserve transport corridors and ensure these corridors are developed to provide high amenity. This will result in efficient movement into and through the city along safe and active routes.

### 6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape

Objectives	Acceptable Responses
6.1 Maintain a highly permeable grid street network within the city centre.	<ul style="list-style-type: none"> <li>i. A fine-grained grid of local streets creates a highly permeable, pedestrian and cycle friendly city centre.</li> <li>ii. A grid configuration of city streets and blocks are provided consistent with the existing street and block layout across Central Darwin. Blocks measure between 60m x 120m width and 120m x 240m length. Blocks incorporate mid-block laneways where possible.</li> <li>iii. Mid-block links/arcades are provided where a development site has two parallel street frontages and part of the lot is greater than 100m to an existing street providing a connection.</li> <li>iv. Large developments within the city centre provide connections through the site and to the existing street grid.</li> </ul>

<p>6.2 Provide appropriate primary vehicle and service access that recognises the importance of maintaining high levels of pedestrian amenity and minimises disruptions to pedestrian movements.</p>	<p>i. Existing and proposed lots are serviced by laneways where possible.</p>
<p>6.3 Enhance pedestrian and cyclist amenity, safety, and movement.</p>	<p>i. Pedestrian and cyclist links are direct, connected, have clear sightlines, and are well lit.</p> <p>ii. Laneway pedestrian crossings connect arcades and are safe attractive and distinct.</p> <p>iii. Wayfinding measures include:</p> <ul style="list-style-type: none"> <li>a) pedestrian directional signs;</li> <li>b) map signs;</li> <li>c) directories;</li> <li>d) building design that allows for human orientation; and</li> <li>e) interpretive signage.</li> </ul> <p>iv. Street verges are landscaped to provide shading for pedestrians and cyclists, while also softening the appearance of hard surfaces and buildings.</p>
<p>6.4 Facilitate transport upgrades and establishment of potential transport corridors.</p>	<p>i. Possible future additions to the Transport Network indicated on the Movement and Transport Maps, and including a potential rapid transit corridor, are not compromised.</p> <p>ii. Where the City of Darwin or the Northern Territory Government has established an infrastructure contribution plan to fund the construction of strategic transport connections, contributions are to be made in accordance with the contribution plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</p> <p>iii. Land identified as part of the City Recreation Loop on the City Recreation Loop Map is developed as high amenity pedestrian and cyclist space and integrates with neighbouring parts of the network.</p>
<p>6.5 Areas identified as 'Green Links' are leafy, high amenity shared movement corridors.</p>	<p>i. Areas identified as 'Green Links' make use of wide road reserve to accommodate multiple modes of transportation, bus stops, public art, and landscaping.</p> <p>ii. Streetscape and landscape enhancements are prioritised within 'Green Link' road reserves and provided in a coordinated manner.</p> <p>iii. In accordance with any relevant policies of road authorities, examine opportunities for improving the amenity of streets identified as 'Green Links' provision of landscaping, street trees, shared footpaths, street furniture, and/or water stations.</p>



## Essential Infrastructure Theme

Established areas in Central Darwin are fully serviced by the NBN, reticulated power, water and sewer, as well as underground stormwater drainage. Upgrades are likely to be required to support ongoing service provision as the development of land continues.

This Area Plan seeks to ensure the sequential and cost-effective provision of infrastructure and assist with the coordination of design, development, and funding contributions for required infrastructure upgrades. The Area Plan also reflects the goals of the Smart

Cities program by encouraging the integration of digital / smart infrastructure as other service infrastructure upgrades are required.

### 7. Provide for adequate power, water, sewerage, digital, and telecommunications infrastructure

Objectives	Acceptable Responses
7.1 Upgrade existing utilities and trunk services to service development in a timely and holistic manner.	<ul style="list-style-type: none"> <li>i. Investigate the need for, and suitable location of, a new water storage tower.</li> <li>ii. Upgrades to water reticulation are considered prior to development.</li> <li>iii. Trunk infrastructure for reticulated services is incorporated into a development's engineering design.</li> <li>iv. Upgrades to existing infrastructure are provided and funded in accordance with an approved infrastructure plan; OR The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</li> </ul>
7.2 Provide utilities and trunk services sequentially and cost effectively to service proposed new development.	<ul style="list-style-type: none"> <li>v. New infrastructure is provided sequentially and funded in accordance with an approved infrastructure plan; OR The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</li> <li>vi. Development and / or subdivision may be deferred or refused if utilities and trunk services are not provided as required by this Area Plan, the NT Planning Scheme, or another service authority.</li> </ul>
7.3 Ensure that presentation and / or installation of infrastructure does not detract from public amenity.	<ul style="list-style-type: none"> <li>i. Infrastructure avoids impacts on surrounding character and amenity through measures such as incorporating into buildings, screening, or locating in laneways.</li> <li>ii. Provision of subsurface infrastructure does not unreasonably restrict the planting of street trees.</li> </ul>
7.4 Encourage innovation and sustainability.	<ul style="list-style-type: none"> <li>i. Infrastructure is future-proofed and enables implementation of options including digital infrastructure, natural gas, district cooling, water capture and reuse, and waste recycling.</li> <li>ii. Provide for future installation of electrical and communications equipment to support Smart Cities infrastructure, including conduit and capacity for additional connection points.</li> </ul>







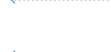
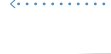




# PART THREE: FOCUS AREAS

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# LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Key Pedestrian Linkage
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Existing Arcades / Links
-  Indicative Future Arcades / Links
-  Active Frontages Required
-  Declared Heritage Places
-  Places of Cultural and Social Interest

# A1

## City Centre - Core





# A1

## City Centre - Core

The city centre - core encompasses the areas of the city centre that receive the most foot traffic and have the highest proportions of retail land uses. The core is also the historic centre of Darwin, retaining examples of the architectural charm associated with the city.

Activity in the core is characterised by the dynamic use of public spaces including the Mall, parks, arcades and laneways. These spaces are used for alfresco dining, pedestrian movement, and temporary events such as markets, live music, and festivals.

In particular, the Smith Street Mall acts as the nexus of daytime activity in the city centre, serving as a landmark and central gathering point for workers, visitors and residents. The Smith Street Mall also acts as the focal centre for retail activity in the city centre, a role which

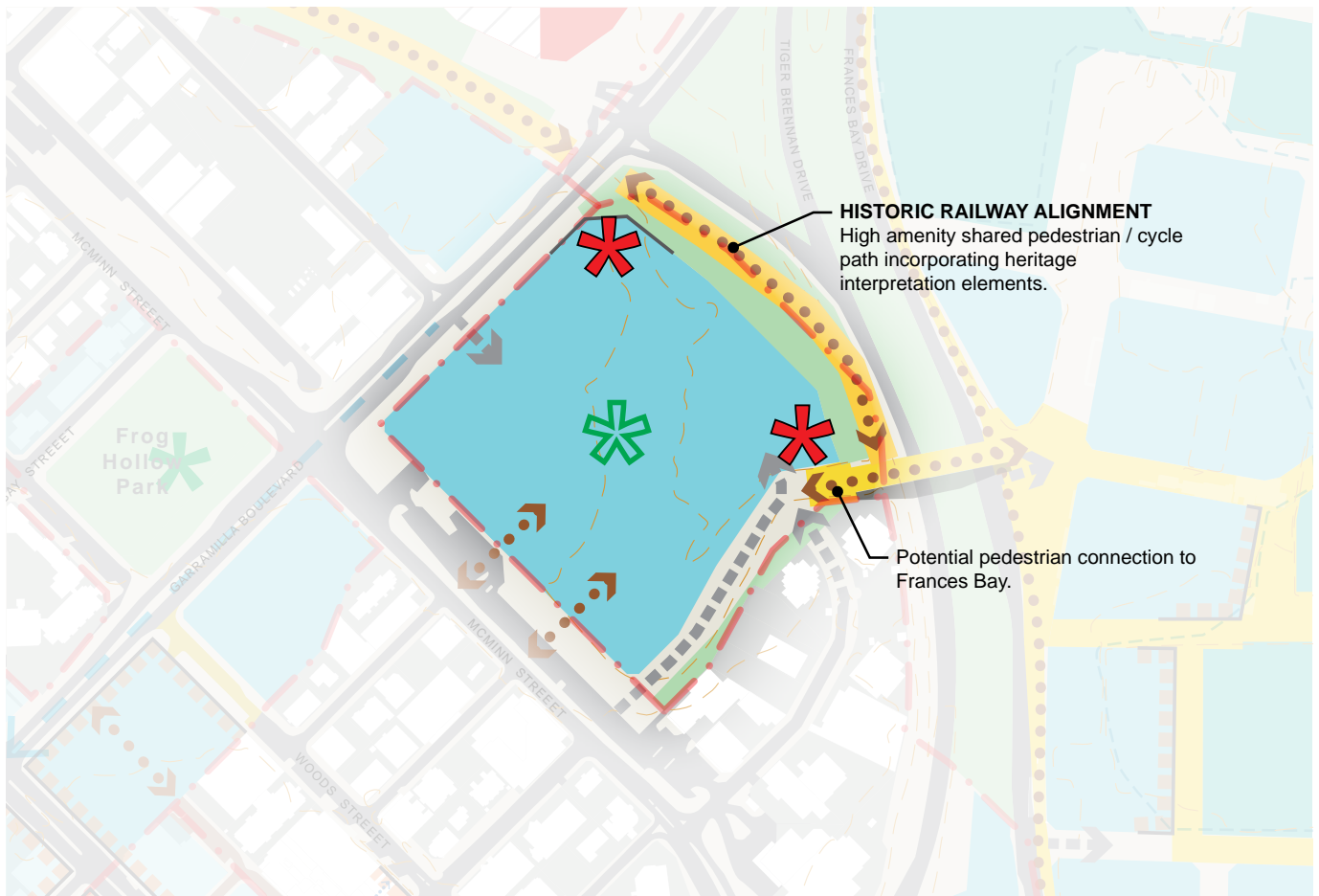
should be further enhanced and supported into the future.

The role of the city centre - core as the primary retail destination in Darwin will be strengthened as substantial opportunities for growth and development through intensification of retail and commercial activity are taken up. Objectives and Acceptable Responses for the city centre - core encourage:

- an intensification of mixed use retail and commercial development that attracts people and activity;
- a high amenity pedestrian environment by incorporating arcade connections, shade, and wayfinding signage; and
- the role of the mall to be emphasised.

### 8. Maintain and enhance the City Centre – Core as a high intensity, safe, and connected retail and commercial dominant environment









Objectives	Acceptable Responses
8.1 Maintain and enhance the concentration of established retail and commercial uses.	i. Encourage a diversity of activities in street front development. ii. Encourage land uses and developments that employ and attract high numbers of people, and have the potential to activate the city centre by day and night.
8.2 Maintain the function of the Smith Street Mall as the focus for retailing, services, and as the central meeting point of the City Centre.	i. Development in the Smith Street Mall provides retailing and services which contribute to its function. ii. Building design provides a sense of arrival to the Smith Street Mall. iii. Signage in the Smith Street Mall helps visitors navigate between and interpret other areas of interest within the city.
8.3 Enhance and respond to existing shop front character presented in the Smith Street Mall.	iv. Development achieves a human scale at street level and is sensitive to existing street front building heights through the construction of podiums, including parapets, lower than the maximum permitted height of 25m. Reductions in the podium height below 25m may be offset by equivalent volumetric encroachment above 25m within the development.



# A2

## Former Shell Site

### LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Key Pedestrian Linkage
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Potential New Street Connection
-  Gateway Building Location
-  Proposed Open Space Destination



# A2

## Former Shell Site

The former Shell Fuel Storage Site is over 7 hectares in size. An undeveloped site of this size in close proximity to a city centre is exceptionally rare within Australian capital cities and represents a unique development opportunity.

The site has strong connections to the city centre - core, Frances Bay, the former Tank Farm, and Stuart Park. However, as McMin Street and Garramilla Boulevard are very wide and serve as primary corridors there is a risk that development of the Shell site would be isolated from the city centre. It is very important that detailed land use planning of the site occurs prior to redevelopment and that ad hoc development is avoided.

The site's size and regional connectivity make it ideal for a high amenity, mixed use development performing a key role in accommodating anticipated population, retail,

and commercial growth. There is also potential for the site to accommodate a premier sporting facility capable of hosting major national and international competition.

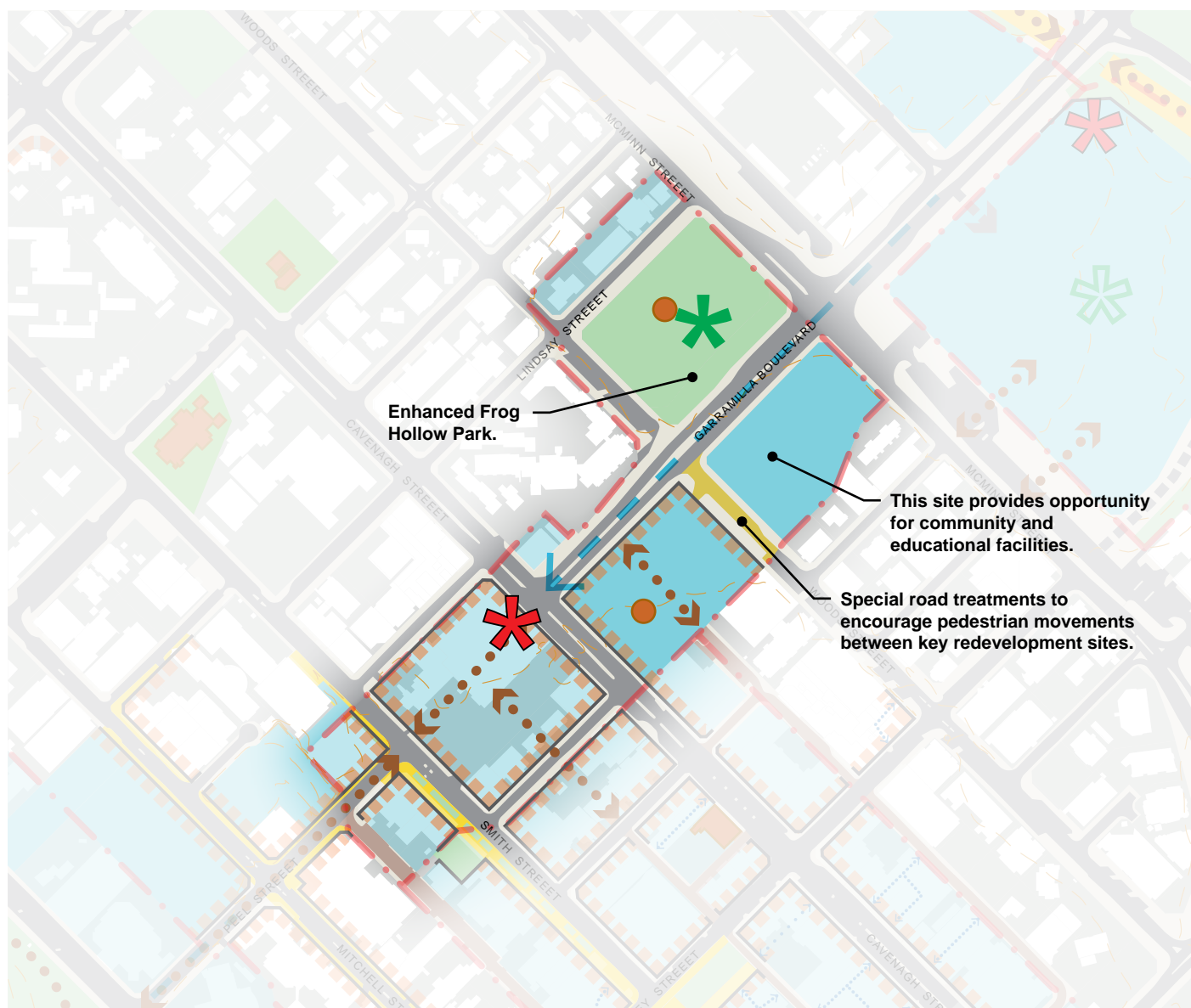
Objectives within the Area Plan build on this connectivity and inherent potential by encouraging:

- a coordinated development;
- an attractive and active transport friendly environment; and
- local street networks that connect with the surrounding network and support active transport.

### 9. Enable and facilitate the development of the former Shell Site recognising the opportunity that its development including for sporting and recreation facilities, may make to Darwin and the Territory

Objectives	Acceptable Responses
9.1 The coordinated development of the site as a mixed use locality.	i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the Minister.
9.2 Prepare a planning framework for the future development of the locality.	ii. The Local Area Plan addresses the following detail for the future development of the site: <ul style="list-style-type: none"> <li>a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary, the natural environment, landform, topography, hydrology, and soils;</li> <li>b) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan;</li> <li>c) any major land uses proposed for the locality, taking into account the following land use opportunities:               <ul style="list-style-type: none"> <li>• leisure and recreation;</li> <li>• commercial;</li> <li>• retail;</li> <li>• open spaces;</li> <li>• community uses; and / or</li> <li>• residential;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>d) Where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme result in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy, and bicycle and pedestrian networks;</li> <li>e) the indicative lot pattern;</li> <li>f) estimates of the number of future lots, and the estimated number of dwellings, population, employment, and retail floor space;</li> <li>g) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme;</li> <li>h) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements; and</li> <li>i) a connectivity plan addressing pedestrian movement within the development and to neighbouring localities.</li> </ul> <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
9.3 Establish pedestrian friendly connections from the Focus Area to the city centre, Frances Bay, and the former rail corridor.	<ul style="list-style-type: none"> <li>i. Design responses ensure that pedestrian connections from the Focus Area to surrounding areas and public transport are: <ul style="list-style-type: none"> <li>a) direct;</li> <li>b) safe;</li> <li>c) prioritised; and</li> <li>d) shaded by mature trees or shade structures where possible.</li> </ul> </li> <li>ii. Land identified on the Focus Area Map as having potential for a sky bridge and landing is developed in a manner that preserves the opportunity for construction of, and public access to, the potential sky bridge.</li> </ul>
9.4 Establish a local street network that supports pedestrian and cyclist movement, and connects with the surrounding road network, cycle network, and other surrounding localities.	<ul style="list-style-type: none"> <li>i. Proposed road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme and: <ul style="list-style-type: none"> <li>a) result in a pedestrian friendly, permeable movement network;</li> <li>b) provide multiple visual and physical connections with the existing and future street network and bicycle and pedestrian networks; and</li> <li>c) are landscaped and shaded generally in accordance with the pedestrian/cycleway network indicated on the Focus Area Map.</li> </ul> </li> </ul>
9.5 Provide public space which recognises and contributes to the existing public space network.	<ul style="list-style-type: none"> <li>i. Public spaces contribute to the broader public space network which connects the city centre, Frances Bay, Darwin Waterfront, and the George Brown Darwin Botanic Gardens.</li> <li>ii. Provide public open space in locations consistent with the Focus Area Map.</li> </ul>
9.6 Maintain and enhance view corridors.	<ul style="list-style-type: none"> <li>i. Public spaces maintain view corridors as depicted on the Focus Area Map.</li> <li>ii. Viewlines are identified and incorporated within public open space design.</li> </ul>



# A3

## Education and Civic Precinct

### LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Key Pedestrian Linkage
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Key Street Vista / View Line
-  Gateway Building Location
-  Active Frontages Required
-  Open Space Destination
-  Declared Heritage Places





# A3

## Education and Civic Precinct

Additional community, education, commercial, and retail activities are required to cater for future growth in Central Darwin and the broader region. For this growth and development to occur it is essential that sufficient land is identified. The Education and Civic Precinct Focus Area recognises the potential of the Post Office car park and former Darwin Primary School for meeting the civic and community development needs of Central Darwin.

There is significant opportunity for intensification of community facilities in the Education and Civic Precinct locality. Large undeveloped or underdeveloped sites along Garramilla Boulevard present opportunities to integrate community facilities into a mixed use urban village that complements the business focused core of the city centre. Education

uses may include university facilities and associated student accommodation, as well as a school. Related commercial and retail uses may also complement the activity in this locality.

Garramilla Boulevard and McMinn Street will have a strong influence on activity and movement within the village. Garramilla Boulevard has been planned to provide cyclist and pedestrian amenity through both shade and nominated movement corridors. The objectives and acceptable responses below contain provisions to guide the similar development of McMinn Street as a shady boulevard offering priority to public and active transport users. Opportunities to extend green spaces and increase tree planting have also been identified in the Education and Civic Precinct concept, objectives, and acceptable responses.



Education and Civic Precinct concept image

## 10. Create an integrated urban village with a high intensity environment, with focus on education which is complementary to the City Centre - Core












Objectives	Acceptable Responses
10.1 Establish an active neighbourhood that provides a mix of high density residential and high intensity community, education, retail, and commercial uses.	<ul style="list-style-type: none"> <li>i. Uses may include: <ul style="list-style-type: none"> <li>a) education and research facilities;</li> <li>b) residential development such as units, student accommodation, and short term accommodation;</li> <li>c) commercial and retail including restaurants, shops, &amp; offices;</li> <li>d) a civic hub with community facilities such as child care, medical centres, and multi-use public space; and</li> <li>e) car parking and public transport facilities.</li> </ul> </li> </ul>
10.2 Promote physical and visual connectivity of development across the village and with neighbouring localities.	<ul style="list-style-type: none"> <li>i. A grid of local streets interconnecting with adjacent roads.</li> <li>ii. Built form supports integration with the City Centre - Core by: <ul style="list-style-type: none"> <li>a) referencing surrounding architecture;</li> <li>b) enabling seamless movement between localities; and</li> <li>c) providing continuous active frontage to Garramilla Boulevard and Cavenagh Street.</li> </ul> </li> </ul>
<p>10.3 Use road reserves to improve connectivity and amenity.</p> <p>10.4 Enhance public amenity between Frog Hollow and the adjacent site Lot 5238 (64 Wood St), Town of Darwin.</p> <p>10.5 Enhance public amenity between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street), Town of Darwin.</p>	<ul style="list-style-type: none"> <li>i. McMinn Street road reserve provides for: <ul style="list-style-type: none"> <li>a) public transport and active transport priority spaces;</li> <li>b) a tree-lined boulevard with landscaping on the edges and median of the road; and</li> <li>c) improved connections between adjacent development sites.</li> </ul> </li> <li>ii. Woods Street road reserve, adjacent to Frog Hollow park, is investigated for the opportunity to expand the park and provide car parking for users of the park.</li> <li>iii. Surplus land within the Woods Street road reserve between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street) provides enhanced pedestrian connection between the Post Office car park site and the former primary school site to allow for the creation of a campus style development that prioritises pedestrian movement.</li> </ul>



# A4

## Esplanade Character Area

### LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Key Pedestrian Linkage
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Key Street Vista / View Line
-  Open Space Destination
-  Organised Recreation
-  Declared Heritage Places
-  Places of Cultural and Social Interest
-  Special / Heritage Building and Landscape Curtilage
-  Potential Area for Change





# A4

## Esplanade Character Area

The Esplanade presents a 'postcard' setting for Darwin when viewed from a distance, reinforcing the city's identity as a harbour city and Australia's northern capital. The Esplanade Character Area is a special place for Darwin characterised by high amenity and outlooks to Darwin Harbour. The Esplanade Character Area includes Bicentennial Park which is the premier open space for the Darwin City Centre. Bicentennial Park is a multi-use space which accommodates events and has good connections to the Darwin Waterfront, city centre and Larrakeyah.

The public open space, the varied skyline, and the mixed use nature of the focus area, support an eclectic mix of

human scaled urban spaces, historic buildings and a dining and entertainment economy. The Esplanade Character Area is expected to continue to provide tourist accommodation, entertainment, event and cultural land uses, into the far term.

The development of high quality buildings and landscape enhancements will further improve this desirable destination. This may be achieved through improved pedestrian amenity, podiums on new buildings having a height which is less imposing, and the provision of landscaping to improve ties between built form and the Esplanade parklands.



## 11. Development reinforces the established role of the Esplanade Character Area in providing accommodation, cultural, entertainment, and recreation activities for tourists and residents

Objectives	Acceptable Responses
11.1 Encourage development that contributes to a high amenity urban environment.	<ul style="list-style-type: none"> <li>i. Development within the 'Esplanade Character Area' which proposes to exceed the height controls identified within the NT Planning Scheme is to demonstrate exemplary response to building bulk, scale and street interface by: <ul style="list-style-type: none"> <li>a) constructing podiums to a reduced height of 15m, or 4 storeys (i.e. lower than the maximum permitted height of 25m);</li> <li>b) providing tower elements which promote the visual separation between buildings i.e. slender tower forms;</li> <li>c) providing activated facades and/or habitable rooms to podiums which front a street(s);</li> <li>d) not providing ground floor car parking or a car parking area that is visible from the street;</li> <li>e) not providing impermeable fencing within the front setback; and</li> <li>f) providing deep soil planting zone(s) and generous landscaping within a setback area(s).</li> </ul> </li> <li>ii. Provide height to corner buildings and integrate vertical elements such as additional storeys, raised parapets, spires, and roof sections.</li> <li>iii. Recreational facilities and other enhancements are incorporated within open space design i.e. exercise stations and street furniture.</li> <li>iv. Signage is integrated into the design of buildings.</li> </ul>
11.2 Provide a mix of tourism, residential, event and entertainment uses which contribute to a tourist commercial setting.	<ul style="list-style-type: none"> <li>i. Development proposals retain a residential and/or tourist accommodation focus of development along the Esplanade. Land uses include, but are not limited to: <ul style="list-style-type: none"> <li>a) tourist accommodation (hotel/serviced apartments);</li> <li>b) a range of residential units;</li> <li>c) outdoor recreation (swimming pools);</li> <li>d) cafes, bars and restaurants; and</li> <li>e) ground floor specialty retail and commercial.</li> </ul> </li> <li>ii. Encourage land uses and developments that attract high numbers of people, and have the potential to activate the focus area by day and night.</li> </ul>
11.3 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities.	<ul style="list-style-type: none"> <li>i. Pedestrian connectivity is maintained and includes high amenity public access from the focus area to Larrakeyah, the Waterfront, and the city centre.</li> <li>ii. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.</li> <li>iii. Viewlines are identified and incorporated within open space design.</li> </ul>





# B

## Darwin Waterfront

### LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Key Pedestrian Linkage
- Mixed Use (Commercial, Civic, Residential and Retail)
- Key Street Vista / View Line
- Max. Overall Building Height to AHD (metres)
- Open Space Destination Existing / Proposed
- Organised Recreation
- Future Ferry Terminal
- Cruise Ship Terminal
- Declared Heritage Places
- Place of Cultural and Social Interest
- Special / Heritage Building and Landscape Curtilage



# B

## Darwin Waterfront

The Darwin Waterfront is a well-established specialist and mixed use activity centre providing a major dining and entertainment attraction with high amenity foreshore access. It is a quality tourist destination that attracts domestic and international visitors to Northern Australia.

The objectives and acceptable responses below represent an updating and integration of the Darwin Waterfront Area Plan and Planning Principles into the Central Darwin Area Plan.

To the northeast and southwest of the established Darwin Waterfront area there are significant parcels of undeveloped land including:

- the Stokes Hill Commonwealth defence property;
- coastal land between Stokes Hill Road and Frances Bay currently earmarked for an iconic waterpark facility; and
- land earmarked for development of a luxury hotel.

The appropriate development and integration of these sites with surrounding land uses could be significant for accommodating the anticipated residential and tourism demand into the far term. Pedestrian links to the city centre, Frances Bay, and the Esplanade are also an important consideration as development continues and tourism expands.



Darwin Waterfront

## 12. Continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities

Objectives	Acceptable Responses
12.1 Promote tourism, recreation, residential, retail, and commercial development.	<ul style="list-style-type: none"> <li>i. Uses could include: <ul style="list-style-type: none"> <li>a) cultural and leisure facilities (interpretive centres, galleries, and the like);</li> <li>b) recreational facilities (parks, safe swimming areas, commercial water based recreation, and the like);</li> <li>c) tourist accommodation (hotel/serviced apartments);</li> <li>d) a range of residential units;</li> <li>e) cafes, bars, and restaurants;</li> <li>f) ground and first floor specialty retail and offices; and</li> <li>g) car parking.</li> </ul> </li> </ul>
12.2 Recognise the existing and ongoing requirements of the maritime industry, other users of the wharves, and supporting facilities and land uses.	<ul style="list-style-type: none"> <li>i. Development is consistent with the operational requirements of the maritime industry and supporting land uses.</li> <li>ii. Lighting installations do not impact on shipping navigation aids.</li> <li>iii. Marine structures are positioned to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts.</li> </ul>
12.3 Development of land accommodates the requirements of the Department of Defence.	<ul style="list-style-type: none"> <li>i. Department of Defence requirements for a marshalling area adjacent Fort Hill Wharf and associated operational requirements are accommodated.</li> </ul>
12.4 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities.	<ul style="list-style-type: none"> <li>i. Pedestrian connectivity is provided and maintained within the focus area, to the city centre, and includes high amenity public access along the foreshore from Bicentennial Park to Frances Bay.</li> <li>ii. A legible street structure connects with the street network established within the focus area.</li> <li>iii. Development is of a scale that relates to the surroundings and reflects the established character.</li> <li>iv. Development is generally sited below the level of the vegetated escarpment.</li> <li>v. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.</li> </ul>
12.5 Reflect the historical connections of the locality in the design of development.	<ul style="list-style-type: none"> <li>i. The site of Goyder's Camp is retained as a public open space area.</li> <li>ii. Key views from Government House to the water and wharves are preserved as indicated on the Focus Area Map.</li> </ul>
12.6 Prospective development considers and responds to storm surge levels.	<ul style="list-style-type: none"> <li>i. Consider storm surge levels by: <ul style="list-style-type: none"> <li>a) including a marina and sea wall, with a minimum top level of 5.5m AHD; and</li> <li>b) siting the lowest floors (commercial and residential) within the development at a minimum of 6.5m AHD</li> </ul> </li> </ul>
12.7 Providing appropriate coastal protection particularly to residential and commercial properties.	



## Seeking feedback on options for the Old Hospital site and Myilly Terrace



Aerial Image of Old Hospital Site and Myilly Terrace Circa 1945

The provisions within the Old Hospital Site / Myilly Terrace Focus Area call for the preparation and approval of a Local Area Plan before significant development can occur. The Local Area Plan is required due to the need to further consider and examine the options for the sites. Prospective development within the Focus Area will be coordinated by the Local Area Plan which will ensure that ad hoc development does not occur.

### Documenting historic use

Part of what is now referred to as the Old Hospital Site was the site of the Kahlin Compound established in 1931. The Darwin Hospital was constructed on the site of the Kahlin Compound in 1941. The hospital was subsequently expanded to provide for staff accommodation. The hospital was damaged during World War II and rebuilt; it was then extensively damaged by Cyclone Tracy in 1974.

Old aerial photography shows that part of the Old Hospital Site and land along Myilly Terrace provided residential accommodation for senior public servants and hospital staff as indicated in the image above.

*It is important to note that the objectives, acceptable responses, and potential land uses presented within this Area Plan are in draft form. They are presented as a catalyst for discussion and to solicit community and stakeholder feedback through the Central Darwin Area Plan Stage 2 consultation process.*

## Tell us what is possible...

While recognising the cultural significance of the Old Darwin Hospital Site, tell us...

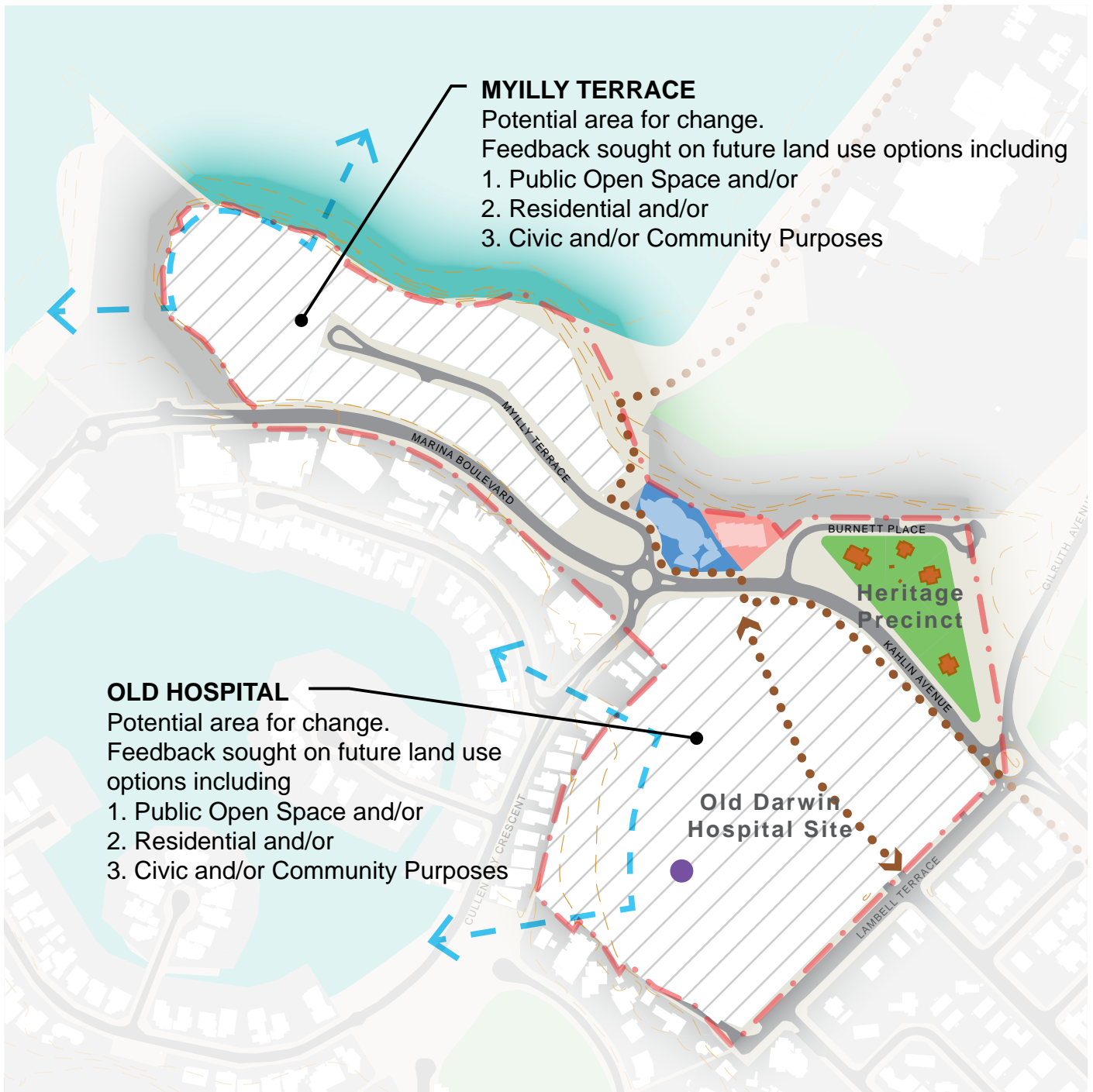
### Old Hospital Site

- What land uses would be appropriate on the site?
- Do you think public open space could commemorate features of cultural and social interest associated with the site while also providing opportunities for children's play equipment and recreational facilities?
- Is there an opportunity to use part of the site for residential development and community uses in recognition of the similar historic use of the site?
- What could this space look like?
- How would you like to use this space?
- What do you think contributes to a dynamic tropical city?
- Would you like to see public art in this area?
- Would you like to see events held in this area?

### Myilly Terrace

- Is there an opportunity to use part of the land along Myilly Terrace for new residential development while also establishing public open space?
- Do you have any ideas for this space that could shape how it is used?
- How could its role in adding to the amenity of the area be enhanced?
- Which existing natural features do you value?
- What could be done to enhance these natural features and your experience?
- What facilities could be provided that would encourage you to spend time in the area?
- How can Myilly Terrace be better connected with the surrounding area?
- How do you think the views of the area should be enjoyed?





**LEGEND**

- Focus Area Boundary
- <...> Key Pedestrian Linkage
- - > Key Street Vista / View Line
- Tourist Commercial
- Multiple Dwelling

- Potential Area for Change
- Special / Heritage Building and Landscape Curtilage
- Places of Cultural and Social Significance

C

## Old Hospital Site/ Myilly Terrace



## Old Hospital Site/ Myilly Terrace

Together, the Old Hospital Site and land along Myilly Terrace represent a historically and culturally important locality. At different historical points, the Old Hospital Site has accommodated

the Kahlin Compound, the Darwin Hospital, and a university campus. Property along Myilly Terrace was historically used to provide housing for public servants, examples of which remain in the adjacent Myilly Heritage Precinct. While much of the land along Myilly Terrace is in Zone PS (Public Open Space), it has not been developed for this purpose to date.

These localities are connected with the city centre and Darwin Waterfront via Smith Street, which will become a high amenity green link stitching together Central Darwin. This green link is envisaged to include a shared movement corridor incorporating active transport.

A development framework is needed to ensure that future uses

are appropriate, sensitive, and include significant associations, meanings, and activities of the area. This must be done while also making effective use of such a large landholding in Central Darwin. To this end, the Area Plan identifies the locality as a potential area for change and requires the preparation of a Local Area Plan addressing historical associations and connectivity.

The remainder of Larrakeyah and Cullen Bay are anticipated to develop in accordance with the current zoning and it has not been considered necessary to include them in a Focus Area. Such development will support the viability of the Smith Street local activity centre and the Cullen Bay specialist centre.

### 13. Encourage revitalisation in line with cultural and social historical connections

Objectives	Acceptable Responses
13.1 Coordinate development of the sites to comprise a range of land uses that reflect the cultural and social interest in the location.	<ul style="list-style-type: none"><li>i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Northern Territory Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the minister.</li><li>ii. The Local Area Plan addresses the following detail for the future development of the site:<ul style="list-style-type: none"><li>a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary the natural environment, landform, topography, hydrology, and soils;</li><li>b) how individual developments will relate to existing and anticipated development;</li><li>c) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan;</li><li>d) any major land uses proposed for the in accordance with the Focus Area Map;</li></ul></li></ul>
13.2 Prepare a planning framework for the future development of the locality.	

	<ul style="list-style-type: none"> <li>e) where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme result in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy, and bicycle and pedestrian networks;</li> <li>f) the indicative lot pattern;</li> <li>g) estimates of the number of future lots, and the estimated number of dwellings, population, employment and retail floor space;</li> <li>h) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme; and</li> <li>i) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements.</li> </ul> <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
13.3 Incorporate attractive open space with a focus on culture heritage and recreation.	<ul style="list-style-type: none"> <li>i. Historical connections, such as the Kahlin Compound and the old Darwin Hospital, are appropriately recognised and integrated through commemorative design responses i.e. artwork, plaques, landscape architecture, etc.</li> <li>ii. Development provides facilities for informal public gathering, rest, and recreation.</li> <li>iii. Recreational facilities, such as an adventure playground and / or exercise stations, are incorporated into open space design.</li> </ul>
13.4 Promote pedestrian and cyclist connectivity across the locality.	<ul style="list-style-type: none"> <li>i. Access and movement patterns are maintained and enhanced.</li> <li>ii. Landscaped and shaded links connect the Old Hospital Site with the foreshore, new public spaces or plazas, Flagstaff Park, and Kahlin Beach generally in accordance with the connections indicated on the Focus Area Map.</li> <li>iii. Pedestrian links that traverse Myilly Terrace and link to Little Mindil Beach, Kahlin Avenue, and Marina Boulevard are prioritised, while also protecting the significance of Nurses Walk.</li> <li>iv. Opportunities are investigated for a boardwalk connecting Little Mindil Beach to Cullen Bay around Myilly Point.</li> </ul>



# D

## Frances Bay

### LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Key Pedestrian Linkage
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Potential New Street Connection
-  Gateway Building Location
-  Potential Ferry Stop





# D

## Frances Bay

Land adjacent to Frances Bay was the site of the terminus for the North Australia Railway, which operated until the late 1970s. Since this time, a range of maritime activities have operated in Frances Bay. Many of these maritime activities are relocating to East Arm.

The current Frances Bay Planning Principles and Area Plan and Specific Use Zone in the Planning Scheme set the scene for this change and have been updated and incorporated into this Area Plan. These provisions, and several concepts in the Darwin City Centre Master Plan, recognise the area's significant location and identify opportunities for redevelopment to create a mixed-use precinct.

The Frances Bay concept plan, objectives, and acceptable responses focus future activity around a mixed-use waterfront precinct that maintains its historic role as the home of the fishing industry. The objectives

for Frances Bay promote a coordinated development comprising a combination of tourism, entertainment, retail, commercial, residential, and seafood industry uses.

To support integration of the locality with the city centre, Darwin Waterfront, Stuart Park, and the Former Tank Farm, a number of anticipated pedestrian links have been indicated in the concept plan. These links also ensure public access to the waterfront is maintained via a promenade running from Frances Bay, through the Waterfront, and up to Bicentennial Park.

A green link is encouraged along Frances Bay Drive to provide an entry statement for the city centre and to screen the locality from the impacts of Tiger Brennan Drive. Provision has also been made for a potential ferry stop that would connect Frances Bay to other coastal sites i.e. Cullen Bay.

Frances Bay in the far term





## 14. Transition to a mixed use precinct that maintains the historic role of the locality as the home of the fishing industry while provide connections to the city centre and the Darwin Waterfront

Objectives	Acceptable Responses
14.1 Maximise opportunities for coordinated development across the locality.	<ul style="list-style-type: none"> <li>i. Investigation of options for development of a sea wall and lock that provides: <ul style="list-style-type: none"> <li>a) all tide access to a marina for the mooring of leisure and fishing industry vessels; and</li> <li>b) pedestrian access in the form of an interconnected waterside pedestrian loop.</li> </ul> </li> <li>ii. Filling or the creation of marinas protects water accessibility to neighbouring sites as shown in the Focus Area Map and does not limit the ability of another site to develop.</li> </ul>
14.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	<ul style="list-style-type: none"> <li>i. The design of this mixed use area should: <ul style="list-style-type: none"> <li>a) reinforce Darwin's character as a harbour city;</li> <li>b) maintain vistas through the site from Frances Bay Drive to the harbour;</li> <li>c) retain the interest and activity of the fishing industry;</li> <li>d) acknowledge and interpret historical connections to the North Australia Railway and the fishing industry; and</li> <li>e) not detract from the activity and role of the city centre and Darwin Waterfront localities.</li> </ul> </li> <li>ii. A 'Green Link' is established along the road reserve between Frances Bay Drive and Tiger Brennan Drive that: <ul style="list-style-type: none"> <li>a) serves as an entry statement to the city centre; and</li> <li>b) acts as a visual screen to support the amenity of the locality.</li> </ul> </li> </ul>
14.3 Enable an integrated local and regional road network.	<ul style="list-style-type: none"> <li>i. An internal road network provides legible connectivity within the locality and multiple connections with the established road network generally in accordance with links indicated in the Focus Area Map.</li> <li>ii. Mavie Street connects to Stokes Hill Drive.</li> </ul>
14.4 Ensure safe and convenient pedestrian access within Frances Bay and to surrounding localities.	<ul style="list-style-type: none"> <li>i. Public access is provided to the waters edge for the full extent of the locality.</li> <li>ii. Land identified on the Focus Area Map as having potential for a sky bridge and landing is developed in a manner that preserves the opportunity for construction of, and public access to, the potential sky bridge.</li> <li>iii. Pedestrian, cyclist, and vehicle links are provided to the city centre, Darwin Waterfront, Tipperary Waters, Stuart Park, and along the former rail corridor.</li> </ul>

14.5 Recognise the existing and ongoing requirements of the fishing industry.	<ul style="list-style-type: none"> <li>i. Development does not impact on the operational and safety requirements of the fishing industry and associated facilities.</li> <li>ii. Development, including lighting installations, does not impact on shipping navigation aids.</li> </ul>
14.6 Respond appropriately to constraints of the land.	<ul style="list-style-type: none"> <li>i. Infrastructure is provided in a timely manner to support development and population growth.</li> <li>ii. Development demonstrates a response to stormwater management and rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities.</li> </ul>
14.7 Respond to the potential for activity associated with a prospective ferry stop.	<ul style="list-style-type: none"> <li>i. Infrastructure and land requirements for a ferry stop is identified and provided for in a timely manner.</li> </ul>

## Seeking feedback on options for the Former Tank Farm

The Focus Area Map and the provisions within the Former Tank Farm Focus Area consider the potential for this area to accommodate residential land uses as the highest and best use of this land.

Residential and small scale commercial land uses which cater for lower order, daily shopping needs are considered to be more appropriate land uses than the industrial land uses currently permissible, from a town planning perspective.

The Focus Area Map and associated provisions identify the transition of built height through areas marked as 'Height Transition Areas' on the Focus Area Map.

### Documenting historic use

Until relatively recently, the area referred to as the Former Tank Farm functioned as large scale petroleum storage. Historically, the Central Darwin Area has accommodated several fuel storage areas at various locations. The current industrial land use zones reflect this historical use.

A similar history applies to the area north of Dinah Beach Road which was rezoned through the land use planning process to allow for residential land uses. Following a similar process for the Former Tank Farm Focus Area will allow for the revitalisation of the underutilised land and accommodate demand

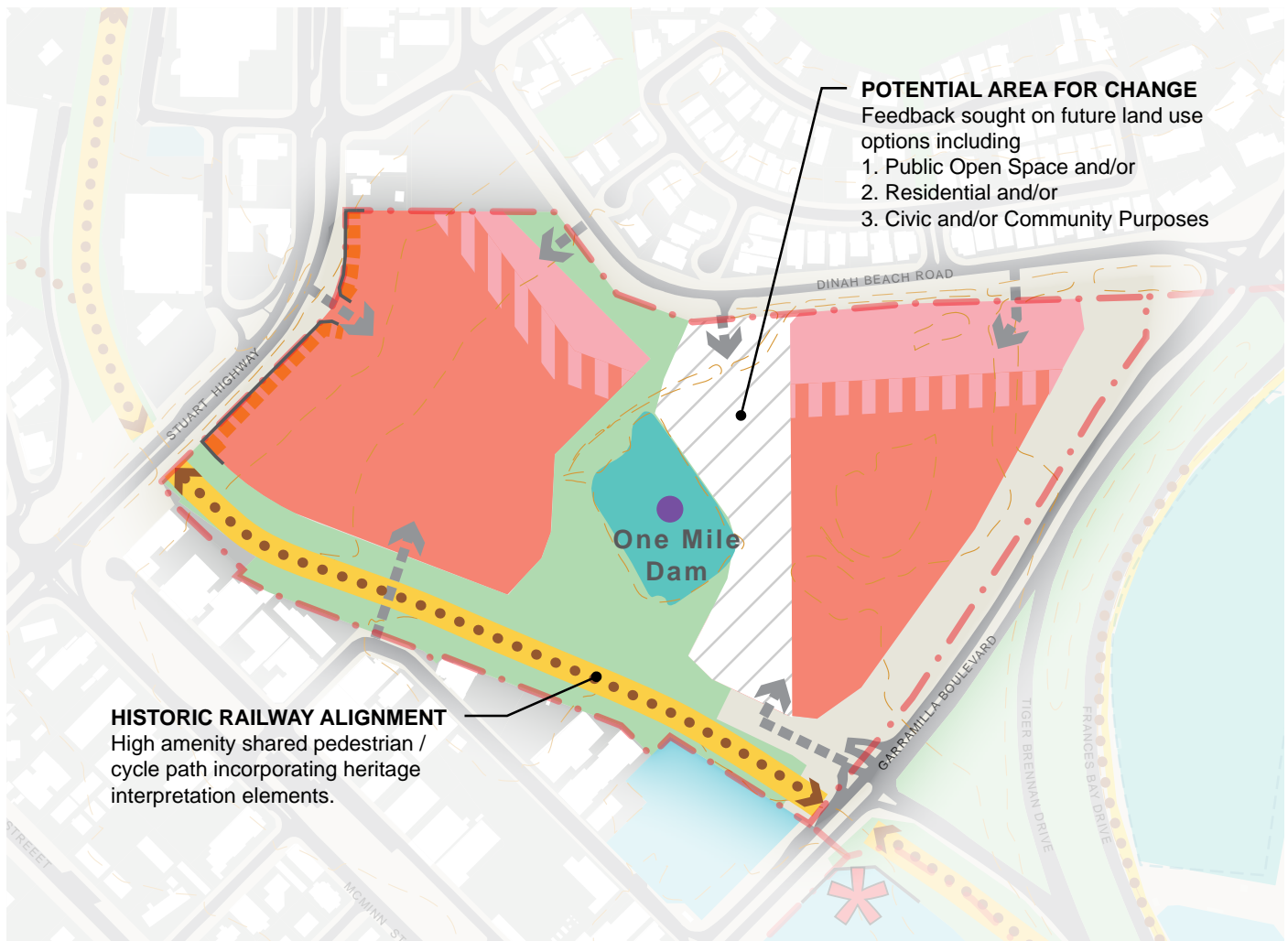
for residential accommodation, in proximity to the city centre.

Railway Dam has a long history as a 'commons' area which functioned as a watering hole for the railway service, and a longer history as a natural spring utilised by local and visiting Aboriginal communities. This area is currently zoned 'Community Living' which is a type of residential zone. While there are no plans to change this zoning, the Area Plan recognises that this area as a potential area for change and feedback is sought on how this area may be utilised in the far term.

## Tell us what is possible

While recognising the cultural significance of One Mile Dam, tell us...

- What form e.g. design and height, do you think future development should take?



#### LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Key Pedestrian Linkage
- Medium Density Residential (Transition to 4 storeys approx.)
- High Density Residential (Transition to 8 storeys approx.)
- Potential Area for Change
- Potential New Street Connection
- Active Frontages Required
- Place of Cultural and Social Interest

# E

## Former Tank Farm



# E

## Former Tank Farm

The current Light and General Industry zoning over much of the Former Tank Farm area reflect previous uses for petrol storage. There is now an opportunity to develop the land for residential uses that better reflect the cultural, heritage, and environmental values of the area. This land has been underdeveloped for some time but close proximity to the city centre, Stuart Park, Botanic Gardens, and golf course signifies high development potential. The size and location of the former Tank Farm area presents a large-scale opportunity for growth that transitions, & provides connectivity, between the city centre and Stuart Park.

The area is well connected regionally, being framed by two higher order roads and the future Garramilla Boulevard. However, the locality is currently constrained by limited local

connectivity, with access to sites in the area only available from Dinah Beach Road. Equally important for the development of the area will be internal connectivity and ensuring transport and movement planning considers internal circulation.

Pedestrian and cyclist connections, and open space will be key for future residential development. A new public open space area along the former railway corridor will provide a significant connection to the regional open space, pedestrian, and cycle networks.

Development in this area will need to respond to site constraints including contamination from former petrol storage uses and mosquito breeding areas.

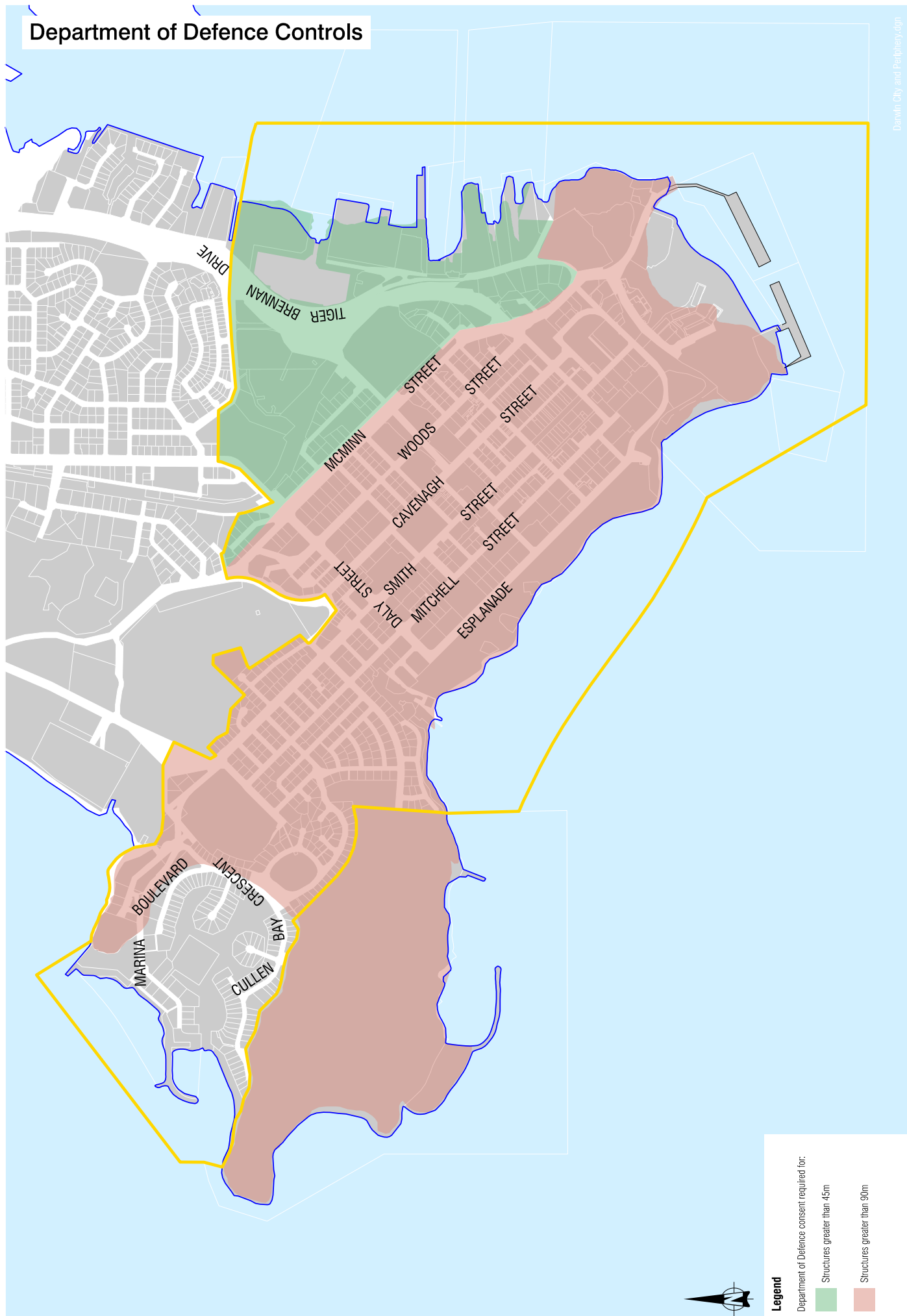




## 15. Allow for the redevelopment of the former tank farm for residential and open space while recognising the social, cultural, and historical value of parts of the locality

Objectives	Acceptable Responses
15.1 Encourage redevelopment of land for residential uses.	<ul style="list-style-type: none"> <li>i. Development and rezoning provides a transition in density from the Focus Area Map to surrounding areas.</li> <li>ii. Development of surrounding sites provides an appropriate interface to the One Mile Dam area to minimise impacts on the amenity of the community residents.</li> </ul>
15.2 Commercial land uses cater for the daily, lower order needs of the local community.	<ul style="list-style-type: none"> <li>i. The net floor area of a commercial land use does not exceed 200sqm per development.</li> <li>ii. Leisure and recreation, sports and community facilities (including places of worship, libraries, meeting halls and the like) that demonstrate compatibility with the residential character of the area.</li> </ul>
15.3 Facilitate the extension and enhancement of a regionally significant open space network.	<ul style="list-style-type: none"> <li>i. Provide a shared movement corridor with open space along the former rail corridor to facilitate pedestrian and cycle access between The Gardens, the city centre and Frances Bay.</li> <li>ii. The remnant rainforest is connected with other natural systems through considered provision of open space and pedestrian links.</li> <li>iii. The design of open space corridors acknowledges and interprets the history of the area. This may be achieved through plaques, artwork, landscape architecture, or similar.</li> </ul>
15.4 Facilitate the provision of an integrated local road network.	<ul style="list-style-type: none"> <li>i. Development proposals are to address the potential need for the realignment of Stuart Highway to Day Street.</li> <li>ii. Limited road access is provided to Tiger Brennan Drive, the Stuart Highway, and Dinah Beach Road.</li> <li>iii. A local road is developed along the southern side of this focus area that services all current lots; development on any site ensures access to this road from neighbouring sites.</li> </ul>
15.5 Respond appropriately to constraints of the land.	<ul style="list-style-type: none"> <li>i. Development demonstrates a response to stormwater management and the rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities</li> </ul>

# APPENDIX 1 - DEFENCE (AVIATION AREAS) REGULATIONS MAP



## NOTES

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