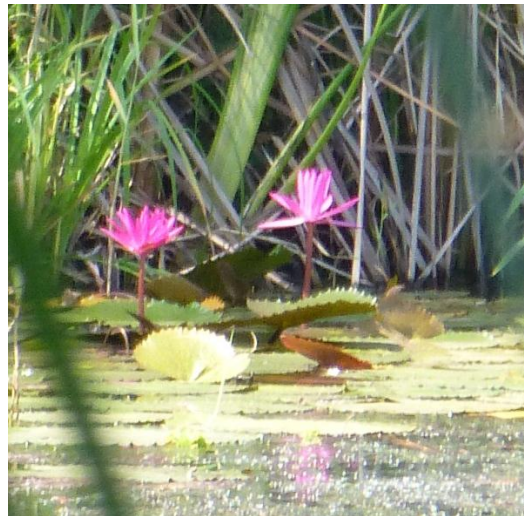


CBD MASTERPLAN

COMMUNITY ENGAGEMENT REPORT



Unlocking the past to drive the future

Unlocking the value of commercial property

Unlocking the true character of Darwin's city precincts

Unlocking any existing positions to imagine new boundaries

October 2013

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1. OVERVIEW

Community consultation has been a key element of the Darwin CBD Master Plan Project, in support of the evidence-based approach of the technical studies and participatory approach of planning workshops.

Consultation means listening. Listening properly is based on trust, good relationships and taking the time to allow people to determine how and where they want to contribute. In some cases, this meant taking extra time to seek out people who may not have had the confidence or interest to approach us directly.

Consultation for the project included more than 100 individual meetings and workshops with professional groups, special interest groups, Larrakia traditional owners, Charles Darwin University, City of Darwin Aldermen, government departments, property owners, developers and individual residents.

It began in late 2012 but, due to project delays, most consultation occurred in mid to late 2013.

Consultative tools included a survey on the City of Darwin website, submissions sent by individuals, displays in the Mall, special meetings for traders and three workshops.

The consultants attended several relevant presentations organised by the Property Council of Australia, whose members demonstrated a strong commitment to the success of this project. The PCA saw the project as potentially providing a common direction and investment guidance for its members.

We also monitored media coverage of several topical issues during the consultation period.

The consultation and technical studies were guided by strong collaboration with a Project Control Group comprising two of the three funding bodies (City of Darwin, NT Government's Departments of Lands, Planning and Environment and Transport), the Planning Commissioner and the Government Architect.

Key facts and figures on Darwin

Darwin was visited by the crew of the HMS Beagle in 1839 who named the city after Charles Darwin. although he never visited the city.

The first urban settlement in Darwin was by GW Goyder, the South Australian Surveyor-General, in 1869, who drew up the current 'Darwin grid'.

The town's name was changed from Palmerston to Darwin in 1911, when the first suburbs were built at Larrakeyah, Parap and Stuart Park.

Darwin's strategic importance grew in the 1930s in the lead-up to the Second World War.

The population of Greater Darwin (includes Palmerston and Litchfield) was 99,601 in 1996, 130,585 in 2011 and is predicted to reach 164,916 by 2026 (ABS).

The resident population of the CBD grew from 1600 in 2006 to 3300 in 2011 (ABS), with an estimated 1000 units currently under development in the CBD (Chief Minister Adam Giles, September 2013).

The residential population of Darwin, on its own, is less than half the size needed to justify a supermarket, however the current city supermarkets draw on 11,500 people working in the CBD, tourists and nearby suburbs (Urbacity retail paper prepared for this project).

Survey

A survey posted on the City of Darwin's consultation page for this project received 72 responses, of whom 70 completed the survey. This was a lower response rate than expected. The reasons for this could be that it was reportedly hard to find on the website, there was a strong emphasis on qualitative feedback and people had a chance to raise the same issues in workshops. However, the responses that were received were detailed, rich and insightful.

- 40.63% of respondents have lived in Darwin more than 20 years
- their ages were fairly evenly spread between the ages of 30 and 60, with 14.06% aged over 60
- the primary reason they are in the city is to work (43.48%) followed by to live (26.09%), for cafes and restaurants(14.49%), to access services (13.04%) and only 2.09% to shop
- the highest level of agreement was the need for better public transport
- the next highest level of agreement was that there should be more focus on walking and cycling
- also very strong agreement that Darwin 'is going through some growing pains'
- there was strong agreement that Darwin could better celebrate its heritage
- there was strong agreement that we have a great quality of life in Darwin
- there was strong agreement that, as Darwin grows, more should be done to discourage cars
- there was uncertainty or disagreement that Darwin is coming of age as a sophisticated city
- there was strong agreement that people preferred to shop at Casuarina – however, still reasonably strong disagreement with this statement indicating that people who love Darwin still like to shop in the CBD
- there was strong agreement that people loved living in or visiting Darwin (not an unexpected result as people would be unlikely to go to the trouble to complete a long survey unless they cared about their city)
- people generally agreed that Darwin is unique but were divided as to whether the city is starting to look like 'anywhere else'
- there was reasonable agreement that it's easy to find a parking spot in Darwin but also agreement that Darwin is starting to become congested
- the areas of greatest neutrality were whether Darwin has unique shops and a strong group of people who were unsure or disagreed that Darwin people are civic-minded.

	Strongly agree	Agree	Unsure	Disagree	Strongly disagree	Total
I love living in or visiting Darwin	37.14% (26)	37.31% (25)	17.14% (12)	10% (7)	0%	70
Darwin is going through some growing pains	25.71% (18)	54.29% (38)	12.86% (9)	4.29% (3)	2.86% (2)	70
Darwin is coming of age as a sophisticated city	1.43% (1)	14.29% (10)	38.57% (27)	31.43% (22)	14.29% (10)	70
Darwin has a unique character	32.86% (23)	35.71% (25)	15.71% (11)	15.71% (11)	0%	70
Darwin is starting to look like everywhere else	18.57% (13)	31.43% (22)	17.14% (12)	28.57% (20)	4.29% (3)	70
Darwin could better celebrate its heritage	45.71% (32)	40% (28)	5.71% (4)	7.14% (5)	1.43% (1)	70
It's easy to find a parking spot in Darwin	17.14% (12)	37.71% (25)	17.14% (12)	18.57% (13)	11.43% (8)	70
Traffic congestion is becoming an issue	12.86% (9)	37.71% (25)	20% (14)	22.86% (16)	8.57% (6)	70
As the city grows, more should be done to discourage cars	42.86% (30)	28.57% (20)	10% (7)	12.86% (9)	5.71% (4)	70
Being able to drive into the CBD is important to me	20% (14)	25.71% (18)	14.29% (10)	24.29% (17)	15.71% (11)	70
Better public transport is needed	61.43% (43)	30% (21)	7.14% (5)	1.43% (1)	0%	70
There should be more focus on walking and	52.86% (37)	27.14% (19)	11.43% (8)	7.14% (5)	1.43% (1)	70

	Strongly agree	Agree	Unsure		Disagree	Strongly disagree	Total	
cycling								
Darwin people are civic-minded	10% (7)	21.43% (15)	37.14% (26)		22.86% (16)	8.57% (6)	70	
We have a great quality of life in Darwin	35.71% (25)	41.43% (29)	10% (7)		11.43% (8)	1.43% (1)	70	
Darwin has some unique shops	10 % (7)	27.14% (19)	21.43% (15)		30% (21)	11.43%(8)	70	
I prefer to go shopping at Casuarina and Palmerston		18.57% (13)	32.86% (23)	7.14% (5)	17.14% (12)	24.29% (17)	70	

(See Appendix 1 for the full results of this survey)

Meetings

About 100 meetings and workshops were held with stakeholders, varying from presentations to professional groups to individual meetings with residents and developers. Special meetings were held with traders to accommodate their special interest in the retail study and to suit their trading hours. Feedback from these meetings is captured in this report. Most meetings were attended by the Project Manager and Community Engagement consultant. Some were attended by the Lord Mayor and City of Darwin staff.

Media

The project received significant media coverage based on the appointment of key consultants in June and the start of the retail study. The Lord Mayor promoted the project and survey in many radio interviews and in council columns in the *NT News* and the *Sun* and there was a two-page feature on the project in the inaugural *Territory Q* magazine. The project was also promoted on council and consultants' Facebook pages.



Submissions

Several supporting submissions were received containing many good observations and ideas, mostly from individuals but also from the Council of the Ageing and COOLmob.

Workshops

Three public workshops each attracted between 80 and 100 people who provided a good cross-section of the community.

The first provided background information and initial reports on the technical studies.

A highlight of this workshop was a presentation by the City of Darwin's Youth Advisory Group, who had gone to a lot of trouble to survey and record the views of young people about the city's future.

The second was a more participatory workshop based on a world café that explored the barriers and solutions to a master plan for the city then asked participants to help us with design ideas based on the themes of:

- precincts and places
- movement and access
- retail, commerce and parking
- landscape and recreation.

The consultants, led by Project Manager Steve Thorne, then met for a design workshop over several days to bring together the community input and the technical studies, producing a draft master plan that will be presented at the third workshop in October for feedback. Planning Commissioner Gary Nairn will present on the Commission's work on strategic planning and the Greater Darwin Land Use Plan.



Displays

The consultants and City of Darwin staff, together with Alderman Simon Niblock, held a display in the Mall between 12 and 2 pm during September to be available to people who were unable to attend the formal workshops.

The City of Darwin also included a display on the progress of the master planning process in Raintree Park during October Business month that attracted significant useful feedback.

This report attempts to bring together what people told us. Recommendations for further work is incorporated in the CBD Master Plan report.

(See website for a summary of the first workshop and Appendix 2 for a summary of the second).



2. COMMUNITY ENGAGEMENT STRATEGY

Public participation covers public and stakeholder input to problem-solving and should lead to more sustainable decision-making because it is based on sharing of ideas and good communication that creates understanding and a shared commitment to mutually acceptable outcomes. It gives people the chance to take part in decisions that affect their lives, livelihoods or commercial interests and should take account of 'hard to reach' stakeholders.

The International Association of Public Participation (IAP2) defines sustainable decisions as those that find common ground by bringing all perspectives to the table so they are:

- economically viable
- technically feasible
- environmentally compatible
- publicly acceptable.

In addition to the IAP2 core values, the Foundations of Effective Public Participation are that effective public participation is:

- values-based (which affects how people perceive the decision process, whether they participate and how they perceive the outcome)
- decision-oriented
- goal-driven.

Where possible, this project encouraged participation at the IAP2 level of 'collaborate' for many key stakeholders. This is because no one agency or business sector could define and deliver all elements of a master plan. To be successful, it must be a shared vision that includes changes to statutory planning, integration of government and council policy and expenditure, strategic use of council and government land, long-range infrastructure planning, commercial investment and public acceptance.

IAP2 Core Values for the practice of public participation:

1. The public should have a say in decisions about actions that could affect their lives.
2. Public participation includes the promise that the public's contribution will influence the decision.
3. Public participation promotes sustainable decisions by recognising and communicating the needs and interests of all participants, including decision makers.
4. Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
5. Public participation seeks input from participants in designing how they participate.
6. Public participation provides participants with the information they need to participate in a meaningful way.
7. Public participation communicates to participants how their input affected the decision.

Project goal

To prepare a Darwin CBD study and precinct-based master plan by December 2013.

Engagement goal

To deliver a master plan that creates a shared vision for Darwin's CBD, that captures the unique character of our tropical harbour city and that inspires and motivates a commitment to collective and individual action by the broadest possible range of stakeholders over the next 20 years.

Objectives

- to identify and reach all stakeholders with a vested interest in the city's future
- to break down barriers to participation and motivate the broadest number of stakeholders to contribute to the plan
- to educate the public about the process of master planning and how they can have input
- to deliver a master plan that generates strong community pride and ownership and satisfaction with the process
- to ensure the outcomes of the engagement process are seen to inform good decision-making and lead to real action
- to ensure information on the process is easy to find and easy to understand
- to build good working relationships with all stakeholders
- to unlock the stories of Darwin's past as a means of guiding the future

How will this be measured?

- levels of participation
- levels of satisfaction with the process and actions
- number of outcomes that lead to real action
- a master plan that key stakeholders see as credible so the process doesn't need to be repeated.

3. UNLOCKING INVESTMENT AND CONNECTIONS (buildings and infrastructure)

Overview

Much of the land in the CBD is held by the Northern Territory Government and City of Darwin, giving them an influential role in guiding the strategic investment and infrastructure to support the growth of the city, such as State Square, the Civic Centre Precinct, Frog Hollow and the Cavanagh Street car park.

However, the project team recognises that cities are built by the private sector taking account of market forces, opportunities, risk, investment climate and access to finance. So unlocking the potential of the CBD through a master plan will require a good tripartite approach by the two levels of Government and the private sector to align a shared roadmap plotted with individual opportunities.

Property owners and developers in Darwin are mostly represented by the Property Council of Australia NT and the Urban Development Institute of Australia, both of which have taken a strong interest in the project. The original funding application by the City of Darwin also received endorsement by the Chamber of Commerce NT and the Property Council of Australia NT.

During consultation, we asked stakeholders the following key questions:

- what are the key criteria for a successful Darwin CBD Master Plan?
- what would you like to see highlighted?
- what are the barriers to investment?
- what would induce a change?

A unique aspect of Darwin is that most private land is held by a small group of old Darwin families who have strong emotional and financial connections to the town. Many are descendants of Darwin's Greek, Italian and Chinese pioneers. Many are family companies, protective of their privacy and cautious about the timing of future investment but passionate about the future of their town. Many are cynical about the number of planning and marketing strategies and workshops that have led to no action.

From the public's point of view, there is a perception that many old properties have been allowed to run down and derelict blocks have a negative impact on the city's image and amenity. Retailers complain about absentee landlords, the quality of many buildings and what they say are overly high rentals. From the property owners' perspective, the key issues in upgrading or redeveloping property are timing and ensuring developments are commercial. Key

barriers include the constraints of many small blocks in the city, concerns about the risk of one large development eroding the viability of developing smaller parcels of land, concerns about government decentralising from the city and, in some cases, large families who have different views about what to do with their inherited holdings and who are no longer actively engaged in property management.

A key feature is an emerging second or third generation of many of these families that is university-educated, actively involved in the business and wanting to have input to anything that impacts on both their company's fortunes and the broader future of the city.

In particular, this project received strong input from the Property Council's CBD sub-committee and many individual owners.

What do they value about Darwin

Property owners and developers in the CBD are largely Darwin's old families, although new players have come into the market, bringing new ideas about good architecture and urban design.

Property owners are generally conservative and have strong ties to Darwin's history and their childhood in a unique, multicultural town. The next generation of these families are mostly well-educated young people who have travelled away for their education and returned to Darwin to raise families and be involved in the family businesses.

There was a positive response by many to the idea of telling stories of Darwin's history and early families which evoked strong pride. This was seen as a means of building on the past to build a future (see culture section).

They also still see Darwin as a place of opportunity and want the urban landscape to reflect the unique and enduring qualities of their home town.

What issues do they raise

It is generally agreed that Darwin is facing a period of strong growth and people are looking at the opportunities of both in-fill development in the city and greenfields developments on the city's fringes.

However, for local property owners, opportunities also bring threats. This includes fears of one large development closing off options for smaller developers, development plans being stymied by difficulties getting finance, the cost of car parking requirements and fears at what many see as the 'bleeding away' the city's vitality to government offices, commercial parks and retail centres in Parap, Casuarina, Berrimah, Palmerston and Coolalinga.

There are perceptions that many developments depend on doing political deals rather than having clear planning guidelines.

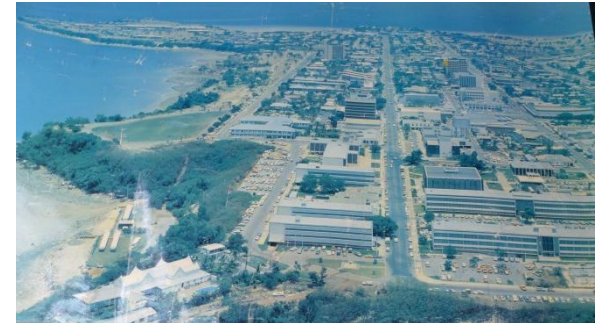
There was strong interest and agreement with many of the technical studies done for this project.

Key issues raised:

1. While Darwin is on the end of a peninsula, which means people have to have a reason to come to the CBD, there remains enormous potential from its strategic position, both locally and globally as Gateway to Asia and as Gateway to the hinterland of Northern Australia.
2. There is concern that, as Darwin has evolved from an isolated colonial outpost to a rapidly growing tropical city, much of its economic activity has fragmented to support other objectives, particularly as the city was rebuilt after Cyclone Tracy. Government offices used to be clustered in the area now occupied by the new Parliament House and Supreme Court but have moved to new developments in Casuarina, Palmerston and most recently Parap. The Hospital and University moved to the Northern suburbs, followed by most retail except tourism and boutique clothing stores.
3. The tenancy mix in the CBD is still 80% government, which leaves property owners feeling vulnerable about their existing, often ageing, holdings. They fear that continued decentralisation by government will erode the city's commercial future and make the city a less attractive place in which to live.

For a city of 100,000, we have government offices fragmented in Palmerston, Casuarina, Parap and now plans for Coolalinga. It's all political. To give the CBD a chance as a city, you have to invest in it.

4. Oil and gas could become a new economic sector, but so far there is little evidence that oil and gas companies want to base themselves in the city. In fact, the reverse has happened with ConocoPhillips and Woodside/Eni moving back to Perth. Only INPEX has a significant presence in the CBD. Many companies have moved out to Winnellie and the new Berrimah Commercial Park could become Darwin's new commercial area.



5. Developers say that Government and Council policies such as planning and car parking requirements have a major impact on the viability of developments and see many provisions as bureaucratic and inflexible.
6. Darwin's old families tend to hold onto their investments both for emotional reasons and because of the complexity of some family landholdings. They are not developers who build and sell but long-term property managers. Some are asset rich but sitting on ageing properties. Others are more actively involved in property management, entrepreneurial and looking at how to upgrade their holdings. Many are looking at investing in new developments but, being family-owned businesses, are wary of financial risk.
7. Many property owners and developers individually and collectively agree on qualities and policies that will revitalise the city but are often driven by commercial imperatives to get a return on their investment.
8. Many people expressed concern at perceived 'ad hoc' development of the city and said Darwin needs a shared vision, an over-riding strategic direction and a long-term view that incorporates all the previous parking, transport, infrastructure, public transport and planning studies. The city is at a crossroads. What happens next could either underpin or stymie the city's growth over the next 20 years.



Blocking the potential	Unlocking the potential
<ul style="list-style-type: none"> • fears of fragmentation and decentralisation eroding the rationale of a city • car parking requirements for commercial and residential buildings being a disincentive to investment • heritage requirements blocking investment rather than providing incentives for developers investing in heritage buildings • small land holdings making it hard to provide quality buildings with good urban design • divisions between families, land being held by people who have moved away and have no active 	<ul style="list-style-type: none"> • confidence that there is a long-term strategic vision that everyone is working to, giving certainty to invest • certainty about planning, rather than every development being approved under special merit provisions • a coordinated approach to infrastructure development, which is cheaper for in fill than greenfields developments • Power and Water would like to see orderly development as it is costly to make fragmented connections (also constraints on the Esplanade side of the city and opportunities for expanded development around McMinn Street) • incentives for good urban design, public art and protection of heritage • good market intelligence, economic and demographic data and analysis of Darwin's future that informs investment decisions, including impacts of oil and

<p>involvement in managing their properties</p> <ul style="list-style-type: none"> the nature of family businesses vs large developers with easier access to finance concerns about political deals and policies eroding commitment to the CBD need for a strategic vision about where Darwin is going Darwin is still a small, emerging economy where the timing and critical mass has to be right to make large investments viable (bank need to see pre-sales to provide finance) cynicism about previous planning exercises and distrust of Government and Council fear of short-termism fear of one large development undermining the commercial viability of other projects ('winner takes all'). 	<p>gas developments, the proposed university campus at the Waterfront, schools, demand for offices, who will live in Darwin (see Gladstone)</p> <ul style="list-style-type: none"> a jobs strategy that guides growth, including a strong government administrative centre (supported by decentralised service delivery) reduced car parking requirements a review of volumetric controls shade and awnings and attractive streetscapes (see below) information on what is proposed for key sites in the city that could enhance or detract from other developments (State Square, Cavenagh Street carpark) confidence that a master plan will guide rather than prescribe land uses an infrastructure plan that supports the city's long-term growth and makes clear the role of the government and the private sector integration of planning with public transport, transport, bicycle and parking strategies move the bus terminal, it was sited there in the days when all the government offices were at that end of town opportunities from the release of former industrial land, eg the tank farm land once it's remediated by Shell, Caltex and Mobil and the removal of the Defence fuel tanks at Stokes Hill.
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4. UNLOCKING A LIFESTYLE: INVESTMENT IN A LIVEABLE CITY

Overview

Darwin people have an ambivalent relationship with their city.

They love its mystique, its romance, its sunsets and the outdoors. But they worry that rapid growth is eroding the city's character, that old heritage buildings are being knocked down or moved out, that congestion and car parking are becoming key issues and that the city is becoming a less attractive place. They worry that the city used to be the hub of life in Darwin but is becoming irrelevant, with many people no longer coming into the CBD.

However, in workshops and personal interviews, people are excited by the potential of what the city could become and the opportunities for revitalisation and unlocking the potential of strategic areas around the city.

They see it a capital city with a country town feel, with rough edges and big city services that don't quite yet make it a sophisticated place. They feel it should be an iconic city that attracts tourists, overseas investment, students and large businesses based on its liveability and attractiveness.

They see the rapidly changing demographics of the city as apartments spring up, attracting 'city dwellers' and retirees but they worry that some of the denser development will create slums longer-term.

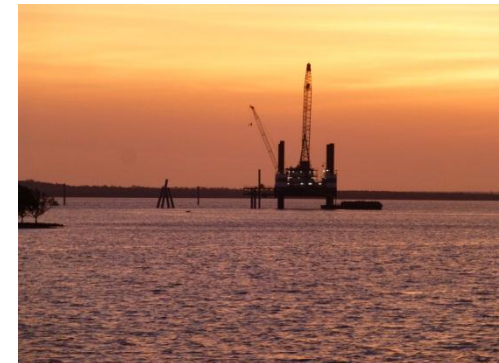
In summary, Darwin people are both afraid and excited about the future of their city.

The city is growing but it's dying.

What people value

People are passionate about Darwin as iconic, unique, tropical and beautiful.

A youth group that presented to the project's first workshop wants the city to be 'inclusive, engaging and tropical'.



While the heat and humidity were frequently cited as key challenges for the city, it is still the outdoor lifestyle that attracts newcomers and the ‘nooks, crannies, rough edges and surprises’ that keeps them here.

People love the atmosphere of Darwin Festival and wish it could be extended, as well as the friendliness and informality and being outdoors at sunset.

The Darwin Harbour provides a rich source of natural pristine beauty, entrenched in history, culture and provides tropical character for Darwin. I spend a lot of time boating on Darwin Harbour in my spare time and find it surreal how close paradise exists to my own home, the immense healthy fisheries available here and the recreational benefits that it provides. It would be nice to be able to view and enjoy our harbour more effectively in the CBD, preferably from ground level in the Esplanade....

They love Darwin for the experience of being somewhere special and don't want it to become a Gold Coast or homogenised air-conditioned shopping experience. They complain about the climate but see shade, breezes and boutique shopping and al fresco dining as the solutions.

Cities are for people. We are planning for the city of the future. (Lord Mayor Katrina Fong Lim)

Asked what people want to see in the city in 20 years, one survey respondent replied:

A city with character that reflects its tropical location unique in the world, and reflects its history. An open city which has a distinct civic precinct with graceful buildings; arcades, walkthroughs promenades and squares, and places for open air events and activities, and places for people to meet freely; a city peppered with public parks, with green escarpments, headlands, foreshores and viewing points; having built museums, libraries and keeping places which authentically show our various cultural strengths.

The positive words most used in the survey were analysed with Cloud. The following are the most popular, with the size denoting frequency of mentions.

Beautiful Casual Cosmopolitan Friendly Frontier Green Harbour Laidback Public Relaxed
Sea Sunny Tropical Warm Climate Weather

What people are saying

There was a lot of discussion about what makes Darwin special and how this can be captured.

For example, Darwin is commonly described as ‘tropical’ but what does this mean? It is also described as a harbour city, yet most of Darwin’s city turns its back on the harbour.

Darwin is seen as an aspirational place to visit and live. For example, it is reported that many fly in fly out workers for the Ichthys project have opted to live in Darwin because they don’t see it as a fly in fly out location unlike remote mining projects. On the other hand, government attempts to woo oil and gas companies from locations such as Perth have been stymied by a reluctance of families to move here.

There was surprisingly little concern about building heights, rather people commented on the varied architectural quality and attractiveness of many of Darwin’s buildings, how buildings interact with the street and the propensity of many new buildings to take up the entire block. Some people were concerned that the skyline was changing in a negative way but others thought the current view of the CBD from the water was interesting and also that it was natural to have tall buildings along the Esplanade to get the benefit of spectacular views and sunsets.

However, many participants in workshops were shocked to find out how many developments are proposed in the CBD and how many new developments have gone up in some of the back streets between Wood and McMinn Streets that they weren’t aware of. There was also concern that pressures to accommodate workers would lead to inappropriate solutions, such as a proposed floating barge.

There were concerns at the affordability and availability of housing, with the view that a diverse and interesting city required a mix of housing that caters to all demographics. Also that rising costs were driving commercial activity out of the city. This view was also expressed by an INPEX worker who dropped by the October Business Month display. He said: ‘I love everything about Darwin except the cost of living’. This man said many friends would move families to Darwin, but for the cost of moving here in the first place and cost of living once they arrive.



There was significant feedback about the importance of environmentally friendly design, attractive landscaping and the potential for features such as roof and hanging gardens to cool buildings and the streetscape.

Many people felt that parts of the city have become derelict and grubby, both because of neglected and abandoned buildings in key spots (most notably the old Woolworths site) and that itinerants have a substantial impact on perceptions of safety and public amenity. However, several people felt we needed to accommodate itinerants rather than trying to push them away.

One of the major themes of the planning workshop was the enormous potential of the Esplanade, as the 'jewel in the crown', to reconnect the CBD back to the harbour. There is a little used beach that could be connected to walking trails below the escarpment to create a link around from Doctor's Gully to Fishermen's Wharf.

Most participants don't want the natural beauty of the escarpment and Bicentennial Park interfered with, while others thought there was potential for projects such as using the old water tanks for restaurants or cafes. Many people walk or jog along the Esplanade, but it is not well-signed and many people are oblivious to interesting connections down to Doctor's Gully and the Deckchair Cinema area and Damoe Ra Park.



What is tropical?

Some people believe tropical equates to greenery whereas long-term residents remember Darwin as a dry and dusty town during the six months of the Dry. Trying to be unnaturally green is not living in harmony with the environment and wastes water.

Tropical to others is balmy evenings, sunsets and a laidback outdoor lifestyle.

A key issue is how to live in the tropics in greater comfort, such as providing shady trees and awnings to cool the streetscape and provide shelter from the sun and rain. While it is a reality that city offices will use air conditioning, it is still important to build for the climate and breezes.

What is tropical? Natural vegetation or trees from Asia?

Parking

Parking was number one issue for most people, but from different perspectives. Retailers worry that they will lose customers if short-term parking isn't immediately available although others agreed that walkability was more important and that their best business came from office workers 'within two minutes' walking distance. Businesses worry that parking is a key issue in attracting staff, both for safety when walking to cars late and night and comfort getting from cars during heat and rain. With an already high cost of living, the cost of parking is an issue for some workers. The balance between cost and convenience depends on their age, income and value on quick access but generally people agreed with the proposition that all-day parking should be at the fringes of the city leaving short-term parking for people accessing services and coming to town for meetings.

Developers see the requirements for parking as unnecessary and causing cost constraints. They believe the split control between Government (which sets policy) and Council (which collects developer contributions for parking shortfalls) as contributing to the problem.

A common theme in meetings and workshops was that car-dependency, traffic congestion and parking pressures are key issues detracting from the walkability of the city and needs to be addressed as the city grows. They wanted car parks moved underground (eg under a State Square development) rather than large open lot car parks or parking floors in multi-storey buildings. They are worried that the city is congested now so how will it cope with a population of 30,000? Many participants suggested the importance of encouraging cycling and walking while acknowledging the need to plan for the inevitable increase in cars.



Suggestions included:

- shading and awnings so distances between car park and destination is less critical
- better public transport and light rail so people have more choice about how they commute (the need for better public transport was the top issue of agreement in the survey)
- all-day parking should be pushed to the fringes of the city and off the street, with a looped free bus (like the CAT bus in Perth) to move people into the city – this will ensure that there is plenty of space for commercial activities and people visiting to shop and access services
- as more people live and work in the city, they are more likely to walk to work
- better ways for traffic to arrive and disperse in the city
- connected cycle and walkways.

Environmentally friendly

A strong theme in workshops, meetings and submissions was the importance of environmentally sustainable design and living. COOLmob attended the workshops, the consultants met with staff separately and COOLmob provided a submission. Key ideas included:

- a multiple ecosystem walkway from the waterfront, along the beaches below the Esplanade, up Doctors Gully, then across the city to link with the old railway line, past One Mile Dam and back down to the Waterfront;
- showcasing the city's many ecosystems and cultural history, which could include the old railway track as a feature
- water harvesting and storage in the city to reflect high water use and benefits of 'continuing to green, shade and tree Darwin'
- food security, through market gardens, a weekly farmer's market in the CBD, edible street trees and small scale produce shops
- the potential for solar panels in the city to provide electricity and shade buildings
- tropical design
- energy efficiency in buildings, including vegetation to soften reflective surfaces, horizontal and louvred windows, air flow and cross breezes, passive cooling, incentives for energy-efficient hardware, false additional external walls to allow cool air flow over external walls, a closed shop policy to reduce losses from air conditioning into the street, incentives to invest in rooftop solar arrays
- better public transport, a city bus loop, light rail, city showers for bike riders, better pedestrian and bike linkages, a bike share scheme
- place making so Darwin is a place locals want to come to
- a city that protects its culture, including social housing and planning for long-grassers.

The Landscape Industry Alliance for Integrated Sustainable Environments offered feedback on the master plan and several members attended our second workshop. They referred us to the Australian Nursery Industry's 2020 vision, which aims to provide 20% more green spaces in urban areas by 2020 (see 2020vision.com.au/media/1001/2020_visionjune.pdf)

Margaret Clinch of the Planning Action Group (PLAN) emphasised the importance of natural green spaces, retaining the natural 'amphitheatre' around Mindil Beach, not landscaping everything, the importance of designing a city for young people, looking after areas with a civic purpose and addressing the issue of small blocks.

Age friendly

More people are retiring in Darwin to stay near friends and family. Many are moving into city apartments, at all levels of the market, and enjoying the city lifestyle that includes walking, cycling and cafes.

The consultants met with the Council of the Ageing (COTA), presented to a workshop arranged by COTA and received a submission from COTA emphasising the importance of an 'age friendly city'.

Issues raised in workshops included safety, suitable housing, access to health services, consideration of disability ramps and railing and the location of bus stops, shade and seating.

Two key issues raised in COTA's submission to the Master Plan were the idea of developing Spillett House as a place for seniors and the importance of adopting the World Health Organisation's (WHO) 'Age Friendly Cities' principles, which strive to have infrastructure, planning of services and access suitable for the aged to meet the needs of all members of the community, including those with a disability.

COTA is headquartered in Spillett House, built in 1965 in Smith Street to provide a meeting place and activity centre for seniors. It is a NT Government Crown Lease in Perpetuity and surrounded by land owned by the City of Darwin.

COTA would like to develop a precinct around Spillett House that is designed and sensitive to the needs of seniors, with consideration to public and private accommodation, professional services, administration and meeting rooms to support not-for-profit organisations providing services to seniors and their families, al fresco dining with fresh healthy takeaway food, retail spaces (including a hairdresser, beautician, travel agent and podiatrist) and a heated swimming pool.

Design should include:

- open space for informal use that could be closed up at night
- car parking access from Shadforth Lane or Smith Street, including space for mini-buses
- World Health Organisation design principles (hand rails, door widths, positioning of power points and kitchen appliances)
- use of Crime Prevention Through Environmental Design (CEPTD) principles
- consideration of seniors public housing
- strata title housing for seniors
- consideration of ongoing access and energy use
- easy recycling
- changes to lifestyle needs
- use of technology such as medical alerts.

(Follow up on the Spillett House project is separate from this work).

Youth friendly

Young people want a city that is “inclusive, tropical and engaging” and that encourages young people through a mix of activities, spaces where they can gather in safety and reliable and safe public transport.

The consultants met with a group of young people coordinated by the City of Darwin’s Youth Services Officer Kay Pisel. These young people didn’t see the city as a destination and said the main reason they come to the city was to go to the Waterfront wave pool. The cinema is too far from other activities so they are more likely to go to Casuarina. They said young people like to socialise during the day but don’t have much money. They saw public transport as expensive and inconvenient and said they don’t feel safe on buses. Other feedback was more sports facilities and cafes on the Esplanade and the importance of avoiding corporate language when communicating with young people.

A group of young people from the Youth Advisory Council presented at the first project workshop, offering a fresh perspective and a challenge. In a presentation that included videotaped interviews with other young people, the group said their dream for 2033 was to live in a vibrant, lush, green environment with safe public transport. Cars would be parked around the city’s edge with only pedestrians in the city. It would be an energy-efficient city, with a cultural centre, lots of activities for young people, more events, random arts projects and festivals. But young people want to keep Darwin’s small town charm that makes us so unique. They want to feel safe and secure and to be able to explore the city on accessible public transport. They want to see a sense of community, retention of the city’s cultural values and to live in a city that reflects their values.

“We challenge you, as the youth of Darwin, to keep our vision alive in the master plan,” they said.

(Key parts of the youth presentation are on the project website.)

Public submissions suggested the importance of a skate park in the city.

Family friendly

Given that the growth of the city is in apartment buildings, it will be important to provide facilities that encourage families to live in and visit the city, including schools, playgrounds, places to walk and cycle and affordable places to go. The following comments are from a public submission received:

My wife and I, as parents, make our recreational and shopping outings coincide with places that provide play objects and equipment for our children for their amusement and convenience. This is always a priority for us when we plan such outings. Places in the CBD area like the Smith Street Mall and even the Waterfront precinct need more of this....

Activities of interest to people will breed bigger crowds and greater everlasting experiences for those visiting them. Recently whilst I was in Brisbane's Queen Street Mall I and many shoppers were captivated by a guy performing tricks... He engaged and involved the crowd to help him with his performance and it was interesting to watch....

Visitor friendly

Although Darwin is seen as a city that tourists love to visit, there are several factors that need to be improved to make Darwin a more welcoming city. The city and parking spots are not well sign-posted and there could be more interpretive signage to guide tourists around the city. Key things that tourists look for:

- interesting walks
- shade and shelter
- public toilets (a major issue)
- cafes and shops open at weekends and late in the day (most Darwin cafes close after lunch)
- an experience of Aboriginal culture, art or story-telling
- unique shopping (shopping and dining may be less of an attraction for cruise ship passengers, who have limited funds and luggage but they do access tours and services)
- how to connect between the waterfront and CBD
- beaches or water features (as in Cairns and Townsville)
- taps for fresh water.



Student friendly, knowledge city

If families are to live in and near the city, they want access to key facilities such as schools and health centres. The only school still in the CBD is St Mary's Primary School, which also serves many city workers. The Department of Education is reviewing the need for education facilities in and around the CBD and capacity of current schools.

There is also enormous potential to capitalise on the university moving its hospitality and tourism campus to the Waterfront and potential for other activities to be based in the city. This supports the idea of education being a key economic sector. For example, 1000 students and 100 lecturers and staff will need accommodation and public transport. They are often part-time workers needed by the hospitality sector, their presence is likely to drive a different mix and opening hours of cafes and Asian students may attract their families as tourists or investors to Darwin.

The university believes there is potential for Darwin to become a 'university city' and to attract new knowledge workers to the CBD, which in turn will support diversity, cultural activities and the vibrancy of young people. This is a key priority of the Australian Government's National Urban Policy.

A plan to attract international students supports the Northern Territory Government's ambitions to attract investment to the Northern Territory by creating an international education hub. The university sees strong links between the University and the City of Darwin's sister city relationships and international partners.

The consultants met with the Vice Chancellor and senior university staff and also received a submission from the university saying:

The vibrancy and sustainability that can flow from co-development of city centres with public universities and the role of the city in supporting education, research and innovation should be a critical consideration of the planning process.... The Waterfront development in particular will not only provide the infrastructure needed by the University to deliver a high quality education but will also enable access for the broader community. More importantly perhaps, the movement of people into the CBD will be influenced by the University presence at the Waterfront.

Other ideas

The public submitted many other ideas, some of which are covered in the survey summary at Appendix 1. Other ideas submitted include:

Dr Reg Prasad has lived in Harry Chan Avenue since 1996 and witnessed many of the changes taking place in the CBD. He is proposing a clock tower and town hall complex at the intersection of Bennett and Smith Streets. The multifunction facility would include:

- a focus point to ensure the viability of the Smith Street Mall (which could be extended to Edmund Street)
- tourism potential from its height
- a ground floor display of archival material on the Northern Territory
- a revolving restaurant tower
- the area under State Square could be turned over to underground parking and a city bus terminal, with tunnel access from Tiger Brennan Drive
- the existing bus terminal could be opened up for use in conjunction with Browns Mart and changes to the Commonwealth Bank Building
- the clock tower project could become the city terminal for a chair lift operating from Stokes Hill Wharf
- an alternative idea is a mini commuter rail link between the wharf and the clock tower through the old oil tunnels, that still exist.

Blocking the potential	Unlocking the potential
<ul style="list-style-type: none"> • fears that the old Darwin is disappearing too fast • concerns of ad hoc development • Darwin is hot, wet and humid • planning controls don't protect the amenity of the city, eg special merit provisions, being able to develop to the boundaries of small blocks • itinerants (detering use of parks) and anti-social behaviour (bar culture) • fears of a 'monoculture' of single young workers and 'fly in fly out' workers displacing the diversity that makes Darwin special • safety in the city and on public transport deters young people as well as a lack of things to do • loss of retail from the city means the city is no longer a shopping destination, although a mix of shopping and dining is still attractive • convenient car parking is a major issue • city not age or youth friendly • little public art • concerns about the impact of climate change • ugly buildings • growing congestion by cars travelling to the city and parking, a feeling that streets into the city are becoming choked and won't be able to support a bigger population • concerns that widening Tiger Brennan Drive is leading to a gridlocked Bennett Street • lack of connectivity within the city grid and to 	<ul style="list-style-type: none"> • good access to the city whether you are walking, cycling, coming by public transport or car (solutions need to address all of these) • strong support for all-day car parking at the fringes of the city supported by a free loop bus or park'n'ride just outside the CBD • strong support for a light rail link to Palmerston, the city, the airport and Casuarina • attractive streetscaping with awnings and shady trees to encourage people to walk • a diverse population (old, young, Larrakia, multicultural, students) to ensure the city remains an interesting place • need to accommodate itinerants and the homeless • protection of heritage and history (see below) • landscaped and cool, with thoughtful tree plantings • open spaces that you don't have to pay for • capitalise on natural assets such as the Esplanade without building on them (eg walkway below the Esplanade, cafes with views of the Esplanade and harbour, a pier into the harbour, protected swimming beach) • developments that build on the harbour city, eg Waterfront, around Stokes Hill and a working fishermen's wharf at Frances Bay • potential development of State Square to create a strong activity centre and better connection to the waterfront • move open car parks to underground car parking • active frontage vs walls, services and car parks • encourage walking and cycling with connected, well-signed paths and end of trip facilities, bike share schemes • an attractive entry statement to the city • encourage precincts where people can live and work • edible city and community gardens • use of solar-powered cooling and energy-efficient buildings • reduce 'heat island' effect with vegetation and horizontal gardens (eg Capella

<p>nearby areas such as Cullen Bay and the Waterfront</p> <ul style="list-style-type: none"> • limits on schools in the city (only St Mary's Primary School) and limited capacity of inner suburban schools to take on more students • concerns that some of the residential buildings are going up to make developers a 'quick buck' and are creating ugly, overly-dense areas (eg around Wood Street) that could become run-down as they age • ugly streetscapes and entry statements to the CBD 	<p>Garcia's living walls)</p> <ul style="list-style-type: none"> • more attractive and better linked arcades and lanes • use parks to clean stormwater, eg One Mile Dam • more kids' activities and playgrounds (like the Mall), perhaps along the Esplanade • sporting infrastructure in the city (indoor aquatic centre) • more outdoor seating and cafes • professional buskers • more coordinated retail trading hours • importance of Darwin's biodiversity – you could showcase the many ecosystems on walks of the city, eg mangrove, rainforest, dry savannah woodlands, wetlands and urban agriculture • opportunities for markets or night markets in the CBD, there are none now and there's no fresh produce outlets apart from supermarkets • opportunities to recycle and harvest water and plant native vegetation that doesn't need so much water • late night mobile food vendors, pop up markets in vacant car parks
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5. UNLOCKING CULTURE AND HERITAGE: THE RICH STORIES OF DARWIN

A legacy of the early Greek settlers

Kastellorizo is a small Greek island in the Mediterranean that sits 570 kilometres from Athens and just two kilometres off Turkey. Colonised by the Dorian Greeks, geography made the island an important trading post but also the scene of repeated invasions and conquests.

After the outbreak of the First World War, many Kastellorizans fled the political turmoil to Australia, which is how names like Paspalis, Harmanis, Liveris, Kailis and Haritos came to be woven into the fabric of the Northern Territory's colourful past.

As outlined by former Administrator and Greek Consul John Anictomatis OAM, in his Sir Eric Johnston Lecture in 2000, the new arrivals, many of them former builders and merchants, 'understood the importance of industry and the application of thrift'.

"They enjoyed the supportive culture of a close family and the wider clan, and were prepared to endure hardship if there was a chance of a better life, even if the reward was a generation away."

Darwin had only recently come under Commonwealth control and half the population was Chinese. Many of the new arrivals lived at a place they called Salonika while they built the new Vestey's Meatworks at Bullocky Point, the remains of which are in the modern Darwin High School.

Among the immigrants were Andreas and Maria Liveris who first lived in a dirt-floored shack with kerosene tin walls on the corner of Daly Street and the Esplanade in an area known as 'Greektown'.

Great-grandson Manuel Liveris says the family was actually headed for Perth. "They got to Singapore and were waiting for a boat to Perth, got sick of waiting, and (Andreas) said, 'I will catch the first boat out of here' and they ended up in Darwin."

Andreas died two months after the birth of his youngest son, Les, who, despite strong prejudice against people from ethnic backgrounds, went on to become a senior public servant and foreign diplomat. Les married Maria Haritos, from another Greek family that has made its mark on the Territory. He was awarded an OAM for public service and was involved in an extraordinary number of voluntary organisations in Darwin before his death in Perth in 1995.

Les's success against the odds is perhaps testament to his mother, Maria Liveris, who raised sons Nicholas, George and Les as a widow. She ran a washing and ironing service, finally buying a block of land on the corner of Mitchell and McLachlan Streets that became home to the National Australia Bank. She died in 1966 and Maria Liveris Drive is named after her.

Maria's middle son, George, was a prominent builder responsible for many of Darwin's iconic old buildings, including the Cherry Blossom on the Esplanade, now owned by George Cerbis. He was a Buffalo Football Club committee member and coach, committee member of the Darwin Workers Club and founder of the Greek Orthodox Church. There is a photo on the walls of Char Restaurant of George's wedding to Flora Canaris.

George (he changed his name from Anastasis at school) died 21 years ago. Flora, in her 80s, still lives in Murray Street Darwin, while their five children include architects Andrew and Hully (Michael) Liveris who have also had a hand in many of the town's significant buildings, such as Darwin Central in Smith Street and the Civitas Building in Harry Chan Avenue.

Andrew Liveris is part of development company Jalouise, along with his uncle Fred Canaris and cousins Nick Mitaros, a lawyer who now lives in Perth, and Michael Canaris. Jalouise projects have included the restoration of the Old Admiralty House that is now Char Restaurant and office and residential buildings.

As children, Andrew and his sister Angela, were sent to live with their 'yia yia', Maria Liveris, in typical Greek tradition. The area between the Esplanade and Mitchell Street was still known as Greektown and the Liveris family lived along McLachlan Street.

"Back then the area around (St Mary's Star of the Sea Cathedral) was all elevated houses," says Manuel. "You could see right through to the harbour. When they developed the (Beaufort) Hotel (across McLachlan Street), they had a meeting with the Bishop and he said it was OK as long as there was a view from the Cathedral to the harbour."

The 'view' is the round windows at the top of the now Hilton hotel and McLachlan Street ended up diverting around the Cathedral and stopping at Mitchell Street for the new hotel.

Manuel (or Manolis in Greek) is a fourth generation Darwinian and his son Andrew makes five. He, too, is an architect who studied in Perth and practises architecture in Darwin.

He recalls growing up with his brother Tass (or Anastasis) in Larrakeyah Terrace, where they'd climb down the cliff and throw in a line to fish. He remembers the strong influence of the Chinese retailers, even during his own childhood in Darwin.

"My father had a lot of associations with the Chinese. The Greeks and the Chinese were the working class of 30 or 40 years ago. The Chinese retailers along Cavenagh Street were a very important part of the CBD. As kids we used to go to the buildings opposite the post office and buy salty plums. That was uniquely Darwin."

He also grew up with all the rich stories of the early Greek families and their superstitions, another interesting legacy that lives on in the blue round eye over the car park entry to the Heritage Building in Knuckey Street built as part of the redevelopment of the Old Admiralty House block.

“The blue eye ... is a pagan tradition to ward off evil and even good things people say. They say if someone speaks too much about you, even good, that’s tempting the Gods.”

Another family story is how George Liveris, or Anastasis, got his name. Greeks are very traditional and hand names down from generation to generation. However, Maria Liveris had suffered several miscarriages and when she had her next baby was reluctant to give it a family name in case it was bad luck so she named it after Saint Anastasios, the Saint of Resurrection. So Anastasis became a new family name that was handed down to Manuel’s brother Tass, a Darwin barrister.

Of course, there is another famous Andrew Liveris, of Dow Chemicals fame. He is the son of Andreas and Maria’s eldest son Nicholas and grew up in Darwin, moving to Brisbane after Cyclone Tracy. The now American Top 150 CEO recently reminisced about his strong connections to Darwin during a visit to commemorate the 50th anniversary of Darwin High.

There are now 32 descendants of Andreas and Maria Liveris in Australia, 16 of whom live in Darwin.

That’s some family legacy, all in the space of 100 years.

Overview

A recurring theme in consultation is that what makes Darwin special is its unique history, its Larrakia heritage and its multicultural, pioneering past.

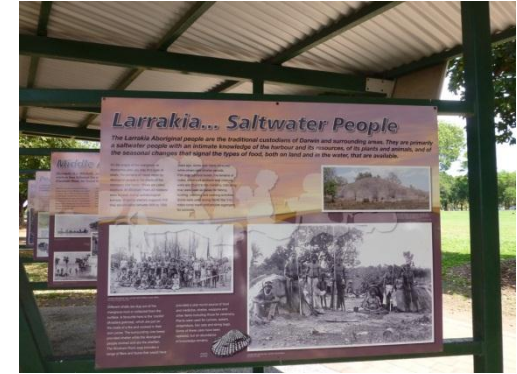
However, this is not celebrated in the city, with little access to Larrakia history and culture, little signposting of our heritage and little celebration of the families who made Darwin what it is today.

Apart from the Chung Wah Temple and Museum, hidden away at the end of Wood Street, acknowledgement of our history is fragmented and not well-known or celebrated, eg old photos of the War in the Air Raid Arcade, photos of Darwin’s Greek pioneers on the walls of Char, a display in the Vic hotel, plaques in the mall, memorials to American lives lost at sea at Bicentennial Park, Damoe Ra Park and the old Travellers’ Walk.

Rather than being celebrated, our cultural assets could best be described as ‘secrets’.

Examples of the richness of our history and heritage:

- the city evolved around Goyder's camp below the escarpment, moved to the escarpment with the arrival of the Overland Telegraph and more permanent buildings, then developed along Goyder's grid of streets, the civic square and the government offices
- Larrakia history and culture, connections to land and sea, special places around Darwin such as freshwater wells, cultural places that have been lost
- multicultural history, such as the arrival of Macassan traders, Greek, Japanese and Malay pearlers, interaction with Larrakia people
- misfortunes that have challenged Darwin such as the destruction of cyclones, old Vestey's meatworks, rebuilding after Cyclone Tracy
- World War Two history, linking with the Defence of Darwin Museum and the many historic sites around the city, the Cenotaph, the bombing of the waterfront and post office, loss of Chinatown and rebuilding of Darwin
- the Chinese immigrants who largely built our railway, supported the gold rush and became the city's merchants and working class with many descendants becoming our civic leaders
- the dispossession and resilience of the Larrakia people, eg Kahlin Compound
- protection of key sites such as the old Fort Hill, Stokes Hill, Myilly Point (old hospital site)
- interaction with the Tiwi people, fights and burials at Mindil Beach
- waves of immigrants who stayed to build the town, eg Greeks from Kastellorizo and later arrival of people from Cyprus, Kalymnos and other parts of Greece, the Italians, Vietnamese and Timorese refugees
- early buildings and meeting places such as Hotel Darwin, the Town Hall ruins, Browns Mart, Raintree Park, Woolworths (the first escalator in Darwin, used to be the hub of Darwin), the old Workers' Club, Star Village picture theatre (now an arcade)
- maritime history, with Darwin's early history being inextricably linked with its port
- railway history that brought cultures together to work on the railway, provided access to the inland and created legendary stories of the North-South Railway that wasn't joined up for more than 100 years
- early Churches, including St Mary's Cathedral, the Anglican Cathedral and the old Wesley Church moved to the Botanical Gardens.



- the many heritage sites from Goyder's landing up the escarpment to the precinct around the Administrator's house and the original jail, site of the landing of the Overland Telegraph line, down the Esplanade past old Lyons Cottage, down the mall and through the heritage remnants of Smith Street to Survivors' lookout over the harbour
- early hotels such as the Vic and Don Hotel (now the Cavenagh).

This could be celebrated through walking trails, interpretive signage, stories of our early families, public art, a cultural centre.

What people value

Larrakia people traditionally lived in harmony with the land and were welcoming of newcomers. Known as the 'Saltwater People' their sacred places were land forms and water features that signified spiritual connections to the land and sea, such as the fresh water springs around the Darwin peninsula. Their traditional name for the area of Darwin is Garrmalang and the language of the country was Gulumoerrgin.

While many Larrakia people now lead urban lifestyles, they still value these spiritual connections and worry about the impact of development on the land and sea. They recall growing up at places like Police Paddock (Stuart Park) and the old railway houses, as many of their parents worked on the railway.

Larrakia people would welcome a rediscovery and protection of their history and culture, such as walking trails and interpretive signs around the city. They would like to see a cultural centre that showcases their stories and sells their art work. Different people would like to see this either at Bullocky Point or on the seaward side of Stokes Hill, which is an important sacred site to the Larrakia people.

Larrakia people also want to see their elders respected and looked after and accommodation of visitors to Darwin, as long as these people respect Larrakia country.

They want jobs and commercial development to give their children a good future and want to work with developers who can deliver this.

There is also potential for the Larrakia Rangers to be involved in rehabilitating important cultural sites like One Mile Dam, which could be turned into a park that captures and cleans stormwater run-off. Larrakia people and the current caretaker of One Mile Dam want this site protected, although there are different opinions on how this should be done.

Another important site for Larrakia people is Kahlin compound, where many Larrakia and other Stolen Generation Aboriginal children were housed after being taken from their families. During recent 100 Year Commemoration Ceremony of the old Children's Home, Larrakia elders unveiled a memorial plaque at this site.

Other cultures also want their history and contributions respected in interpretive signage, displays and perhaps a social history of Darwin's fascinating past.

What people say

There is substantial unrealised potential to both honour and commercialise our past.

Many people felt a solid investment in heritage, culture and public art would be an economic benefit to the city in that it would make the city more interesting and liveable, encourage people to walk around the city and provide a key attraction for tourists.

They called for a Museum or cultural heritage centre in the city that would be a drawcard for tourists while better honouring our unique past. This could include an arts and culture precinct around the historic buildings in Smith Street, clearly signed walking trails of a heritage precinct (as in Alice Springs), signs acknowledging the contribution of Darwin's early families, interpretation of Larrakia history and culture (as with the East Point Mangrove Walk).

- The National Trust and Historical Society of the NT are working on an app to acknowledge the history of key architectural sites in the city.
- Tourism Top End has also been working with Larrakia Nation to provide products that give tourists an experience of Larrakia culture.
- Engineers Australia in the past has prepared brochures on engineering heritage of the city, such as the old power station.
- Many cities have public art policies where developers contribute to public art and community facilities (either as a policy or an incentive), eg Calgary, Vancouver, East Perth.

Blocking the potential	Unlocking the potential
<ul style="list-style-type: none"> • loss of heritage • no public art strategy • little explanation of Larrakia history and culture which is what tourists are looking for • no cultural centre in the CBD • general lack of knowledge of Darwin's rich history 	<ul style="list-style-type: none"> • the city has enormous potential for unlocking stories of the past that will build pride, fascinate visitors and add to the unique character • a thriving arts and cultural sector around Brown's Mart • a Larrakia cultural and heritage centre in the CBD (for tourism, could encourage commercial activities such as sales of art) • could use vacant shops for public art and displays • opportunities for a public art strategy, either mandated or offering incentives for restoring heritage buildings and contributing public art and community infrastructure • opportunities for good interpretive signage to guide people around the city (National Trust has done work previously on walking tours) • a social history of Darwin

6. UNLOCKING INVESTMENT IN A STRONG AND DIVERSE COMMERCIAL SECTOR

Overview

The pressures on retail and other commercial activity are closely linked to the other themes of community feedback, which is well-covered in the retail report.

Retailers are worried and lack the confidence to invest in their businesses which is a complex story that includes global financial trends, more e-commerce, poor retail experience, declining tourism, high rents and the need to compete with a different value proposition to large, air conditioned shopping centres like Casuarina.

Shops selling necessities, such as supermarkets and mobile phone shops, report doing well. Shops offering discretionary or tourism products, often to seasonal markets, such as clothing, books and jewellery, say they are struggling and many are disheartened after several years of poor trade.

The key to good retail in the CBD is people walking the city, with disposable incomes, convenient access and enjoying a distinctive experience. Increasingly, too, the city will benefit from a captive market of people living and working nearby who don't enjoy going to large shopping centres such as Casuarina.

Casuarina is a shopping centre, Darwin is a place.

Young people say that, despite e-commerce, they still like the social experience of shopping with friends not just the transactional experience of purchasing an item.

There is a perception that commercial activity will be strongly influenced by government occupancy in the CBD and that government is decentralising, with offices and residential apartments being taken up by more transient workers, both fly in fly out workers but also headquarters staff whose home base is elsewhere, such as Perth. These people spend on restaurants and bars, but less on retail.

Many small businesses have moved out of the city to new office space in Cullen Bay, Parap, Fannie Bay and Winnellie both because of the availability of quality, affordable offices and because they want to be near clients, who have also moved out of the city to locations such as Winnellie. Some report that their staff prefer to work closer to home without the hassle of finding and paying for all-day parking.

Businesses remaining in the CBD seem to be professional services, such as lawyers, architects and finance but this could change if there is a decentralisation not just of government offices but also key industry sectors such as oil and gas and mining to business parks outside the CBD.

Government Architect Professor Lawrence Nield talks of the importance of 'productive, convivial and hospitable' cities where people are linked to jobs.

What they value

Retailers value being in the CBD because their shops are unique, because of their family connections and because they like their city.

They value affordable, accessible parking for their staff and clients and value their independence.

What they say

Retailers want an attractive city with lots of activities to attract tourists and locals and a walkable city that encourages pedestrians. They want affordable rents and good landlords, as there is increasing competition from other shopping locations.

They want a city that is accessible and affordable and that provides convenient parking for both their staff and clients. They want a safe city that encourages people to circulate.

People see the city's future as like a strong patchwork quilt that encourages diversity in order to create a rich and varied experience of being in the city. This includes buildings, public open space, celebration of natural assets and attracting quality investment in buildings and infrastructure so Darwin becomes a unique, professional, buzzing city with a diverse economy.

Given that Darwin is on the end of a peninsula, it is also important to give people a reason to be in the city. A key magnet is jobs, supported by accessible connections, transport and a treasured lifestyle and recreational experience.

Blocking the potential	Unlocking the potential
<ul style="list-style-type: none"> • a bleeding of the city's commercial activity to the suburbs • loss of tourism activity (world economy, cost of accommodation, displacement by workers) • debate about the mall • perceptions of derelict buildings in strategic locations, landbanking and absentee landlords who charge high rent but don't maintain their B and C Grade properties • quality of retail spaces is variable • worry about growing competition from other precincts such as the Waterfront • apathy and cynicism 	<ul style="list-style-type: none"> • marketing strategy for the CBD (experience that includes shopping, visiting, dining, cultural activities, libraries, short stays) • diverse retail experiences based on boutique rather than Casuarina • greater cohesion (traders groups struggle to get people involved) • a jobs strategy so the CBD doesn't become a dormitory suburb • attracting companies to base their headquarters in the CBD because it's an attractive place to work and attractive place for their families to live • capitalise on university development and Asian links to diversify commercial activities and build a knowledge economy • all of the above (liveable, quality developments, a city of choice to live, work, play, study, invest).

APPENDIX 1: SURVEY

Most used words and phrases used to describe the positive features of Darwin

Beautiful Casual Cosmopolitan Darwin Friendly Frontier Green Harbour Laidback Location Public
Relaxed Sea Spaces sunny Tropical Warm Climate Weather

What people would like to see improved

People

- antisocial behaviour
- connect and attract locals and tourists
- needs to be more tourist and senior friendly
- unsafe
- perceived sense of safety on the streets
- over governed
- homelessness

Transport

- better streets for walking and cycling
- better public transport
- concerns for pedestrian/traffic safety along Mitchell Street

- too car centred
- transport integration

Planning and amenity

- connectivity
- landscape
- interpretation
- undisciplined
- confusing
- environmental design
- built environment quality
- better long term planning so people can spend more time outdoors than in
- functional urban streetscapes
- laneways underutilised as intimate pleasant places to be
- not enough public toilets
- more needs to be done to address comfort, connectivity, belonging
- lack of cutting edge public art
- stop ruining the skyline with such overbearing buildings
- need interesting buildings
- more shelter from rain and sun
- footpaths
- suburban sprawl - it musn't get any bigger geographically concentration of commercial (retail) areas ie. Darwin CBD and Casuarina transport infrastructure
- parking is terrible
- lack of parking by developers
- development controls
- environmental protection
- rezone public housing into commercial/luxury residential space

- another supermarket – Coles and Woolworths are crowded
- innovation needed
- sustainable eco-friendly designs, tropical features and unique areas
- remove residential on-street car parking
- need a modern feel
- Esplanade exercise precinct needs to be more interactive with exercise equipment provided
- better use of public spaces
- dirty, ugly, boring
- grubby
- mean
- dry and dusty
- hot, uninviting, drab
- more green spaces and trees needed
- more shade
- better utilisation of natural features and views
- promote tropical aspect
- preserve history and heritage
- backward, run down, hot and uncomfortable
- more plants and landscaping projects, vertical gardens
- doesn't address Darwin Harbour
- derelict and vacant buildings
- missed landscaping opportunity (Hawaii/Singapore)
- edible city – utilise the open space for community gardens
- losing natural features
- vast empty
- entrance to city via Stuart Highway
- revamp Mitchell Street it's ugly and uninviting

Vibrancy

- need retail precincts
- better interaction with consumers
- better use of the mall
- more kids' activities needed along the Esplanade
- liven up the hotel side of The Esplanade
- there is limited retail
- little mixed land use to promote exercise
- sporting infrastructure (indoor aquatic centre)
- more outdoor sitting areas and cafés
- need professional buskers auditioned by the City of Darwin
- low cost activities that are time conscious
- standardise retail trading hours

The primary reason people spend time in Darwin City

To work	43.48%
To live	26.9%
Cafes/restaurants	14.49%
To access services	13.04%
For shopping	2.90%

What Darwin CBD should look like in 20 years' time

The most used words and phrases were:

Busy Hub Capital Cities in Australia Clean Comfortable Commercial Darwin Experience
Focus Friendly Fun Green High Rise Integrated Leafy Light Rail Modern Night Life
Public Shopping Centre SMART Transport System Tree Canopy Cover Tropical Vibrant
Walkways

- Accessible to all, green, clean and interesting
- A green and attractive destination where walking and cycling are the norm
- More even distribution of commercial (retail) sites throughout Darwin. Not larger geographically. No loss of walkability
- Less all day parking, continue to be able to see the sky without excessive skyscrapers

Open, breezy, green, iconic and proud of its history (showing it off shamelessly)

- More vibrant and easier to access; somewhere attractive to live; focus on healthy lifestyles
- A beautiful, green, busy hub created by a uniform approach to development
- A shady, relaxed CBD with continuous and comfortable pedestrian links throughout the city
- A vibrant 24 hour city that has great tree lined streets suitable for walking, cycling and social activities
- Gathering point for locals and tourists enjoying variety of attractive facilities link by leafy walkways or easy transport.
- More green space.
- Accessible, comfortable, efficient
- More regional country, consult, more information for tourists, grouping of services for seniors (Age friendly city) and more unique tropical features.
- Warm (not unbearably hot), smart & clean

- City to access via public transport. Mitchell Street closed off to traffic to make great hospitality precinct.
- A transport system that would wean people off their cars and encourage them to walk around a shady city

A noted Tropical Oasis that leads sustainable urban/city design on par with Singapore. But still maintains its iconic DARWIN status.

- Vibrant retail and business centre of the NT
- Liveable, accessible, beautiful, lush and green

Develop more of a sustainable city, green vertical walls, sculptures, more parking and a place that's safe and fun for children. I would hate to see our city grow into typical southern city.

- Leafy shade, pedestrians prioritised, public art, open space, small out of the way spaces developed for public use and cafes, small market style shopping.
- Welcoming active easy to get around fun
- Increase tree canopy cover to 50 per cent. Integration of green infrastructure inc Solar, stormwater harvest. Be a City that people want to come to work, interact, play, live.
- Tree canopy cover across all roads. All land actively occupied (need laws to stop long term land banking) Designed as a Walkable city Carbon neutral city.
- I'd like Darwin to retain its relaxed culture but intensify its residential areas to encourage and invite city living and decrease sprawl in other greater Darwin region.
- A dynamic city with top quality retail, and restaurants, and hubs that focus on developing creativity, innovation and entrepreneurship.
- High rise residential/hotels concentrated in heart of CBD which will support more cafes/restaurants/retail and give CBD a vibrancy at all hours & sense of safety.
- I would like Darwin CBD to be a world class leader in sustainable urban design, to be carbon neutral, lots of green space and pedestrian and cycling friendly, good connectivity and less need for car dependency, energy efficient buildings that are designed for the tropics, a CBD that is sensitive to passive cooling, a Singapore model of green walls and roofs that reduce heat island effect, water recycling, culturally proud and thriving well integrated communities
- Walkable, interesting (public art and no dead corners like West Lane) and cyclist friendly.

- Access to the ocean all year, more evergreen cool trees, not ugly palms. Shaded walkways, artwork, heritage buildings still standing.
- <http://vancouver.ca/files/cov/greenest-city-2020-action-plan-2012-2013-implementation-update.pdf>
- More people-centred. More use of tropical architecture and native flora that would stamp Darwin as Darwin, not Singapore or the Gold Coast.
- More night life activity off Mitchell Street, ie not all centres around alcohol, a more active Esplanade which sees more people picnicking and being active down there, layered spaces/ different levels of activity, culture on the weekends
- A destination. Somewhere I can recommend visitors to explore and experience the feel/atmosphere, rather than one particular bar/cafe
- Not looking the same as all the other capital cities in Australia
- A green aspect with buildings having a street scape that is welcoming and tropical looking. Access to city businesses to be easy and not outrageously expensive
- Vibrant & cosmopolitan - range of alfresco dining options, more activity in CBD – smart growth.
- Have a world class reputation for the shady trees and gardens. Significant Heritage sites maintained and used appropriately. Vibrant with arts spaces and good public art. Innovative traffic options used to get into and around the city. Quirky and interesting shopping and restaurants. Safe in Mitchell Street after hours. Good access to Harbour views.
- Tropical city with wide tree-lined streets.
- Vibrant and alive with retail and hospitality. A place where tourists and locals alike can have a great city experience. Public spaces with electronic displays, clean and safe garden areas and great shopping.
- A tropical paradise with buildings and walkways designed for it.
- Busy hub of activity with interesting unique shops and restaurants that I would go out of my way to go to.
- A balance of premium residential and premium commercial offices with a similar restaurant / coffee shops / entertainment mix to now, that is safe and alive almost 24 hours/day. Older buildings re-developed in accordance plan - particularly in the Mall
- More pedestrian friendly with tree shaded walkways. Link the City to the Lamerloo Beach - Doctors Gully coast by means of multi-level car parks constructed under the esplanade gardens. (They could also serve as public cyclone shelters). Develop the One Mile Dam area with the challenging but not impossible goal of parts of it serving the needs of the current camp residents and parts being a precinct for tourists (hopefully with historical and Aboriginal input).
- Not Gold Coast, but still develop waterfront/esplanade for water view cafes, master plan for buildings in CBD, perhaps major shopping centre adjacent McMinn Street, more covered walkways to enable people to walk along sheltered from sun and monsoonal rain...there are huge stretches right in the middle of the CBD where everyone gets soaked trying to access shops or any premises

- Green with open spaces and only a scattering of high rise - definitely no corridors created by block after block of large buildings pressed up against kerbsides. Wide roads, underground parking at every availability. Lots of vegetation - perhaps Smith Street Mall could continue down to say McLachlan Street. Perhaps City entry could be via Stuart Highway exit via Tiger Brennan (one way) Bus circulating CBD continuously during the day and night - linking up with orbital bus routes.

Leave it the same as it is now, touch it no further. I have seen the disastrous results of investment and mining investment led development in W.A. and it is nothing short of a disastrous nightmare waiting to turn into a slum ghetto. This is not what I want for my home town of Darwin.

- Organised but relax, with vibrant businesses with plenty of outdoor eating/drinking that includes the lovely views of the esplanade. More colour and sculptures. To reflect the key positive characteristics of the Top End. Hopefully our substance use problem would have been addressed.
- A city that is comfortable to walk around ie with shade and shelter from the rain. A city that is not dominated by cars and car parking.
- Modern, vibrant,
- The exceptional focus of retail, entertainment and commercial operations of the NT that draws people in and who want to stay.
- Village Centre atmosphere Fixed rail (light rail, monorail, etc) connections to Casuarina, Airport, Palmerston
- I would like to retain some of Darwin's history rather than one high rise after another.
- Darwin City should represent who we are as a Region, without becoming too much like other Capitals. We should take advantage of the beautiful esplanade and beautify it as much as possible. I'd like to see some developments in retail. A City Shopping centre with a Myer, a central food court and space for multiple retailers. There needs to be a strip/promenade type location where there are high quality bars, restaurants. Away from the backpackers and tourists who tend to run amuck and make Darwin city seem a bit filthy. We also need a Landmark attraction. Whether it be a commercial building, attraction, hotel, etc. It's got to be something recognizable as belonging to Darwin. Think Marina Bay Sands in Singapore.
- More integrated, not apartheid.
- Not a boxed in city with too many high rises - wider street scapes, better cycle access, better public transport, less reliance on car transport to city, no hindrance to breeze ways
- Greener, cleaner and vibrant
- Vibrant, safe, tropical gardens, no high rise... Like Singapore CBS
- A distinctive tropical city, not a southern clone
- More human friendly!!!!

- I think Darwin has no excuse to be surrounded by unsustainable designs. We are a relatively new city and should be leading the way in city designs of the future. I think there should be a variety of public space- spaces should be interactive with its people in a sense. Places for the community to get involved, to enjoy and to continue to come. I think buildings should be uniquely designed which will also help serve as tourist attractions. I think we should make use of trees- shade particularly. Public transport, to decrease the amount of cars and car movement within the city space. In saying all this though, I do recognise challenges with these issues.
- Greener, more interactive with its retail, cafe and night life precincts. As an example I love the Darwin Waterfront. It is an open, vibrant area with uses that could take you through a day of activity for example, cafe for breakfast, wave pool and sunbaking for the day and plenty of funky restaurants/bars by night. Darwin needs to respect/preserve and provide more interaction with its heritage as there is minimal still standing, considering other capital cities in Australia. But on the same hand needs to come up with more modern times with architecture and light rail.
- A hub of public transport. Lively day & night with open shops seven days a week. A high CBD residential population. Darwin to be known and admired for its investment in public art.
- Clean small friendly fair
- Similar to today - but with less Evolution style buildings, more green fringes around buildings and along the streets.
- Very modern and full of technology although leave nice grass areas.
- A city with character that it reflects its tropical location unique in the world, and reflects its history. An open city which has a distinct civic precinct with graceful buildings; arcades, walkthroughs promenades and squares, and places for open air events and activities, and places for people to meet freely; a city peppered with public parks, with green escarpments, headlands, foreshores and viewing points; having built museums, libraries and keeping places which authentically show our various cultural strengths.
- Pedestrian friendly, many links to harbour eg Frances Bay to be developed
- Better transport system, less cars, no high rise blocking views, compulsory awnings in commercial areas.

What might we need to do differently to achieve this ambition? What would be a 'game changer' for the growth of our city?

- Wider, smoother footpaths, more shelter, more bike lanes, better policing of wheelchair car parks, better facilities for and education of homeless people (game-changer), better signage for tourists, more retail and a Chinatown!! We have a very multicultural city with a rich history - we should do more to show that to visitors and remind locals. Also less noise on Mitchell St - motorbikes, pedi-cabs and pubs are very loud! And too many drunk people on Mitchell St at night.
- Increase density (not geographic area) to increase population Start planning work for Palmerston-Darwin light rail

- Improve transport into the city and within. Remove cheap all day parking to encourage use of alternative modes of transport.

Implement stringent wedding cake planning principles, induce behavioural change in respect of commuting and parking (this includes making developers responsible for parking in or under their properties), free flowing pedestrian and cycle traffic, loop shuttles for shoppers, business visitors, tourists and commuters who should park on the outskirts of the city, covered areas for reasons of rain and sun.

- More focus on family activities; better connectivity between key nodes for pedestrian access; keep FIFO money in Darwin.
- Government needs to determine the face of the city, not developers.
- A strategic approach to transport that promotes alternatives to private vehicles. At grade car parking for workers and visitors in the street and car parks should be reduced and be located at key locations with excellent shaded walkways and shuttle bus connections to destinations.
- What can the city offer the locals and tourists??
- Create structured corridors of green space.
- Integrated redevelopment of the CBD and rundown suburban centres with an efficient mass transport system that links higher density residential and commercial areas, reinforces the "village" framework of Darwin's suburbs, and increases the likelihood that people will walk and cycle rather than own a car.
- Consult with community more, incorporate their ideas (?to) redevelop Council Chambers. Aldermen to consult and show leadership recognise that we a regional capital for North Australia and South East Asia.
- Take global warming seriously; value intellectual thought; and recycle rubbish.
- Don't spend money on creating more parking spaces, promote public transport. Plant more trees in CBD, will keep outdoor areas cooler and more pleasant to use.
- Do things like having a car free day with 'sweeteners.' Have a parking system attached to mobile phones so it isn't necessary to have coins, send reminders when time is up.

Throw away the 'Southern' restrictive inward looking urban design manuals and be unique. Take from the best globally and put Darwin on the map as the 'Liveable City' of the future. Light-Rail to Casuarina, Palmerston and Coolalinga. With required parking infrastructure.

- Make it easy for people to get around the CBD for example light rail.
- Stop ugly, cheap developments. Think about how people relate to buildings and spaces.
- I wouldn't like to see the city grow as such, if it grew with population we would need to build up and up which means we are going to be like the southern states. I would like to see people from suburbs, Palmerston and rural areas travel into the city to take in the sights and what's on offer there (shopping, parks, restaurants).
- Less focus on internalising our shopping and central city experience. Move away from air con shopping mall model and focus on streets, shelter from rain and sun but not indoors.
- Layout of CBD - some areas seem 'too far' from the action e.g. no cafes/lunch spots for workers on the fringes of the CBD, no open space nearby for fringe workers to escape to, convenience stores and supermarkets located a long way from tourist traffic at wharf area, and visitors don't know how to locate them, safe and clean toilets with baby change facilities spread around the CBD
- Planning mandates/schemes that require green infrastructure, that require frontages in line with street usages, and that require a shift away from maximizing profit at all cost, and mandate to fit in with a liveable city planning scheme framework
- Devote land space to support tree roots for large trees to develop. Improve public transport to remove one person one car travel to city Display cultural and historic stories of Darwin even if it means rebuilding some history such as old Darwin Hotel bar replica.
- Introduce active frontage on Smith Street with more opportunities for shopping/dining in the city. Infill inner city streets with higher density mixed use development.
- Encouraging more creative industries and endeavours into the city by creating low cost spaces in which to create and work. Co working spaces and innovative hubs

Encourage cheaper opportunities for people to start pop ups shops, cafes, boutique night/music venues that are not high volume. Make Darwin a hub for food carts and vans.

- Amend planning laws which promote on site car parking, and seriously invest in quality public transport infrastructure.
- Be less focussed on the short term resident; really raise the bar a lot higher in terms of sustainability. A game changer would be a commitment to have a carbon neutral CBD by 2033 and stronger focus on the CBD as a thriving and inclusive pedestrian centre that could include opening up ground levels of buildings and claiming setbacks as public open space.
- More priority on cyclists/pedestrians/public transport than on private vehicle traffic. Darwin doesn't really have 'landmark' buildings as such, aside from the parliament house. Maybe quirky public art and lively laneways (case: Melbourne laneways). Keep building up. A good feature of the city is that it is surrounded by the natural landscape.

- Be tough on developers, make them do the right thing, they're out to make money not a beautiful city.
- Have more people-centred planning.
- Planning/vision for each streetscape - continuity along a street in how each building's ground level addresses or activates the street.
- Build with character; retain low-rise buildings; have a gap between the footpath and buildings.
- Stop approving boring box buildings that are right on the street without any sense of garden or parking for loading and unloading

Better management of the trees - similar to the system in Singapore where every street tree is managed through a ICS data base. Further develop the city's public art program.

- Require buildings to have pedestrian cover on footpath. Re-develop old Woolworths site to a building that links to mall.
- Proper planning.
- Move/increase the Charles Darwin University into the old Woolworths building (or move part of the campus), this will increase the use of services by international students and locals, increase economic returns in the City centre. (Good example is RMIT in Melbourne City).
- Controls on large high-rise single bedroom / bedsitters currently being favoured by developers. If Darwin does become a gas hub, then we want the major companies to have their offices in the city and for their higher paid staff to live in the city. Tall buildings should be placed in the centre of the CBD with height controls on the Esplanade and the edges of the CBD (the NT Planning Scheme suggests this is the case, but exceptions keep being made). Slowly shift the NTPS out of the CBD - until recently, the CBD was 8 to 4:21, but residential development has changed this somewhat.

Stop ad hoc building approvals so that the skyline isn't peppered with ridiculous variances of building heights next to each other, develop our waterways and views better...every great city in the world has maximised its water views --- Stockholm, Paris canals, etc.

- Stop bad developments based on poor standards, bad ideas and 'Southern' standards. Darwin is a unique tropical town and has an opportunity to be something special not just another boring, congested, 'capital' city full of regrets at not having used a bit of forethought and long term planning.
- Leave Darwin a natural undeveloped city, leave it as it is now, and tidy up the vacant areas and return to natural foliage with parks and gardens.
- It must be the rents. So many vacant commercial spaces makes the city looking like is dying. More permits and space for outdoor dining and development of the Esplanade area, only a few get to enjoy it at the moment. Free or low cost parking encourages visitors and business activity.
- The introduction of a free city loop bus would encourage parking on the edge of the CBD.

- Clean up the city area ensure people feel safe and are not harassed
- Create a home for permanent wet markets in the CBD (old Woolworths site)

Inject some Council energy into developing greater retail opportunities. Put greater focus on removing the antisocial elements of the city. Rethink the issue of parking. Every piece of communication seems to focus on parking and the lack thereof. Offer real solutions to parking and push the envelope. Start charging real fees for parking infringements instead of the loose change fees you currently have. Work with public transport to make it safer, cleaner and better equipped to bring city employees to town every day. Get busy on people parking in three hour spaces and moving their vehicles at lunch-time and mid afternoon tea. Get busy working on the homeless issue and cleaning up the streets.

- Allow cultural heritage to be expressed in the CBD as spiritually recognised, where the Europeans have church buildings areas should be maintained for indigenous spiritual activity
- Stricter planning laws - ie, an impost on developers that becomes the norm
- City activities - places to relax and play without being bothered by vagrants or having to listen to obscenities and witness violence in the streets
- Get rid of itinerants and drunks from the streets and parks
- More tropical architecture

More shopping options and longer trading hours on Sundays (high paid construction workers generally work Saturdays and nothing is open on Sundays when they want to bring their families to town to relax and spend their money!). Encourage busking (not itinerants with sticks) and entertainment for a variety of ages. Make the streets safe at all times of the day.

- Start thinking about the "people" rather than the cars.
- I don't think this is a new ground breaking idea but it's what I think, create a multi-purpose CBD. For business, recreation, tourists, shopping, eating, community projects, living. And work on unique stay away from the boring.
- Trying to find the balance between progressing the city for all Socio-economics (including the undesirables).

- To alter the focus towards the cultural needs of the community.
- Climate
- Stop bench marking off 'Southern' initiatives. Darwin is unique, think Tropical, laid-back, outdoor living. Who wants concrete corridors like Melbourne CBD? Not me.
- Stop building all these sky rises and start making Darwin more attractive.
- We need a new planning system seriously addressing holistic sustainable planning. Social outcomes have been neglected through dependence on exploitation and economic development imperatives which result in huge land exploitation by construction. The Development Consent Authority has a brief for only half a job. It approves development applications, but does not plan for the community. Realise that Darwin is an isolated tropical city with a smaller population. Its model is not Melbourne CBD. Limit tall residential buildings. Recognise that Casuarina Square is a major retail commercial centre. Solve CBD parking problems.

We need to attract more Chinese and bigger spenders to the region. Showcase the lifestyle and investment opportunities available in Darwin. There is not another city on earth like Darwin. If you go through the city now all you see are backpackers. Where are all our Asian visitors? They are the ones spending the most money around Australia. Let's give them somewhere that meets their high standards of luxury. At the moment Darwin city seems a bit run down.

- Link Frances Bay to city and to cafes in the Esplanade overlooking water - Knuckey Street to connect Esplanade Cultural Precinct to Francis Bay
- Planning

What are the key criteria for a successful CBD master plan?

The most used words and phrases were:

Activity Attractive CBD Clear Community Consultation Development
Ideas Improve Interest Leadership Long Term Movement Parking Planning Public
Respect Spaces Town Weather Youth

- Genuine consultation with and input from all stakeholders - people who live, work, invest in and visit the city, including tourists and homeless people
- Even distribution of commercial (retail) sites throughout Darwin. Walkability. Provision of shade
- Better mix of shops and businesses to allow a visitor to carry out all required tasks in one trip. Providing good short term visitor parking - already there mostly. Providing good interconnection for pedestrians to get between businesses - pathways, shade
- An equal playing field. A Planning Scheme should be applied with an even hand and the same rules should apply to everyone (eg car parking spaces, frontage, setback, greening, pedestrian access, breezeways, public space, etc).
- better use and development of land around Frogs Hollow and the northern area of the city; develop the Esplanade as an alternative to Mitchell Street; better links and access for pedestrians between key streets Esplanade, Mitchell, Smith, Cavenagh by better using malls / arcades / lanes for all weather use; develop Fisherman's Wharf similar to Hobart wharf area.
- A common ideal for all players
- Pedestrian activity through creating walking links to activities/centres/nodes, keeping and increasing the CBD's walkability.
- A place for people and interaction associated with employment, retail, civic, cultural and recreational activities - a mixed use LIVING CBD.
- Availability of attractive commercial outlets and places of interest. Parking safety.
- One central business district with controlled building height restrictions and tiered reductions in height from the CBD.

- Environmental footprint - minimise air-conditioning by reducing radiant energy and heat load with shade and vegetation, minimise waste water and stormwater by removing hard paving and directing runoff to natural vegetated areas or reticulation, minimise air pollution by replacing car access with a 'walkable' all-weather street environment and public transport. Commercial productivity - optimise the street environment for commercial activity, high-speed internet, efficient mass transport connections to the suburbs and beyond
- People, their involvement, ideas, circulate plans and monitor/update annually.
- Everyone wanting to be involved because they can see the benefit to them personally; leadership; commitment to meaning what you say (not simply window dressing to sound good).
- The power to implement
- Changing attitudes.
- Aesthetics, public space (80% shaded) and amenity. Prosperity through full consultation, entire stakeholder engagement and ownership, strong linkage of all relevant authorities, departments and developers, robust 'local' research, full public support through positive media - good marketing, direct engagement with 'NIMBY' sentiments, be unique as we are different! Good Governance!
- A cohesive plan by government and private property owners to improve infrastructure
- Solves issues of transport, design, space and liability.

Sustainable approach with parking, I never go to the city unless I have to due to parking as I have kids and parking miles away from where I need to go isn't what I call enjoyable. It's hot up here having three young kids walk in the heat just for a bite to eat isn't a positive.

- Healthy green open spaces ability to walk comfortably from one area to another under cover. Points of focus and interest (land marks) as key points in a network of pathways, both vehicular and pedestrian.
- Stakeholder consultation, communication strategy, implementation strategy, budget nomination and commitment, green ethos, liveable ethos.
- Easy comfortable safe movement unique atmosphere so people want to come here deliver combination of product that is desired and appropriate for the time
- Understanding pedestrian movement and comfort in the city. Community engagement and empowerment.
- More efficient use of space, transport more easily accessible, more interesting buildings that work more effectively with their environment, better mix of urban and leisure spaces.

Greater permanent population in CBD itself. Needs to be exciting to live in - edgy art, cafes, luscious tropical landscaping, theatre, festivals.

- Strong reflection of ESD principles designs above and beyond current approaches to sustainable design stronger energy efficiency design codes that reflect the tropics and passive cooling. A place where many different types of people will want to live long term.
- Connectivity, interest, and safety.
- Connectivity, respect for heritage and culture, cool shaded walkways.
- Public consultation, vision, place making principles.
- Making it a destination. Planning for continued easy access into the CBD and addressing the disincentives.
- Better balance between developers wants and visual amenity Creation (& retention) of attractive external open spaces mixed retail and restaurants.
- Everyone agreeing to move in the same direction.
- Consultation. Expert advice. Brave decisions.
- Need to link areas together better Improve mall.
- Consultation with a broader stakeholder group. Consultation with interstate and international visitors. Consultation that is not over run with Elected Member input.
- That it is designed for the weather.
- Consultation (but not just with locals or developers) with local community, youth - they often have good ideas and money to burn - and tourists to seek destination enablers.
- Planning and upgrade of the areas adjoining the CBD (ie. from Salonika Crossing)

For Darwin, accepting that development has to occur to invigorate the CBD/City and that it will probably have to utilise the City's greatest natural assets - its tropical climate and waterways. A great example of a tropical city in my view is Singapore...and it originally had far less going for it naturally than Darwin, and yet it is beautiful City in many ways, including much of its stunning buildings and architecture.

- Consideration of Darwin's unique tropical environment - mistakes of southern developments. Long term thinking (50+ years) - consultation with long term residents

- Leave it alone.
- Engagement and consultation with all stakeholders, active listening, innovative thinking, commitment and clear purpose and objectives.
- Community support for the master plan
- Control of building design and public spaces. Good public transport plus parking. Affordable city accommodation.
- A safe walkable city with all-weather protection that caters more for the pedestrian and public transport and not the private car. Ban blank street frontage walls and encourage street level and building interaction. Make the city "THE" central focus of Darwin and allow for adequate future transport corridors (don't be short sighted and allow buildings to be built right up to the edge of the road preventing future transport corridors of a wider proportion).
- Focus on people, growth, and level playing field with other town centres (pay parking in Casuarina for instance)
- Smart lay out. Public accessibility, attractions for visitors, commercial development, retail. Sustainability and world first projects.
- Insights into the spiritual leadership of the Indigenous people and the recognition that past legacies of cultural cleansing have been lacking good orderly direction and ethical value.
- Getting NT government to be a key stakeholder as well as business community, and of course the public.
- Realistic initiatives taking into account weather and budget initiatives to appeal to wide ranging audiences, not limited to special interest groups, identifiable benefit to the local community identifiable benefit to Darwin city as a destination.
- Attractive, non-political, affordable, low rise tropical designs.
- Green spaces, trees, tropical architecture
- Less focus on cars...restricting car use and promoting pedestrian and cycling...reducing car speed limits...total coverage with speed cameras... more bike lanes... more bike parking... making all CBD streets one way.
- Attract and keep the people coming. Also make it place people need to go- keep the business side of things an important part and to green the city. Make a space that just does not consume and pollute! Safety - interface/interaction with street frontage and development - modern development/architecture – transportation.
- A clear long term strategy focused on the community needs and in recognition of the things that make Darwin. Remote, the sea, Asia, cultural diversity and the indigenous.
- Meeting community needs
- Genuine widespread consultation with long term residents. Environmental protection. Long term thinking. Practical local knowledge
- Supply for youth and family. But do also make it commercialised.

Evidence based planning, including reference to environmental, social, cultural, and long term economic issues. Considered decision making, not dependent on fads and fashions or political correctness. Recognise the environment we live in. respect Darwin Harbour, and put 'dirty work' outside. A sustainable city that is a small capital. Don't aspire to be Sydney or Melbourne. Make a city which residents can be proud of.

- Business owners on boards, good implementation plan.
- Parks, accessibility around town, clear signage, clean.

What are the barriers to investment in the CBD?

- The mall is dead on weekends and I imagine rents would be high for retail
- I don't know. No comment other than I don't believe there is a real need for a CBD
- Insufficient pass by customers. Parking.
- For residents - prices. For shoppers - lack of attraction and lack of flexibility of retails in respect of opening hours and creative attraction. For market-goers - lack of will on the part of retailers to embrace additional retailing. Overwhelmingly, a lack of knowledge of the history and heritage of the CBD - it isn't exploited, it isn't marketed.
- Parking; no major retailers (Myers, Target, etc) to support smaller retailers, high taxi and transport prices - poor public transport, safety after hours.
- Too many landlords not prepared to put back into the city.
- Costs for retail and office space are not competitive with other areas
- Negative outlook of commercial outlets. Insufficient parking areas. Unacceptable social behaviour.
- Ongoing government ideas of creating additional satellite cities.
- There don't appear to be too many barriers to investment in accommodation and office space. The main shortcomings appear to be in the intellectual content of the plans and a simplistic, market driven, minimal planning approach to development.
- Lack of business volume, insufficient trade, parking costs, grouping of business services.
- Poor town planning; 'top up' approach by council to decision-making (ignoring community's interests in favour of vested interests)
- Current positioning of certain businesses and housing
- Parking (don't forget access for young mums with prams), planning for loading/unloading access to buildings
- Availability of Land. Slow response from relevant authorities. A 'One Stop Shop' is required. Lack of creativity, direction, flexibility.
- Property development is expensive for private owners.

- Short-term thinking and lack of understanding of the tropical environment and how to capitalise on it in design terms.
- Rental prices of commercial premises I have heard is pricey. There isn't that much local traffic for shop owners especially in the wet they really struggle. Business owners would rather target places with cheaper rent. Parking once again no-where to park most of the time so shoppers go to casuarina. Better monitoring of the nightlife in Darwin, we won't go to the city with kids for dinner at night, the sites we see and the colourful language the kids hear makes it unpleasant.

Need reasons to linger in the city.

- Current public transport situation. Lack of designated land use that is linked with pedestrian movement/vehicle movement, lack of pedestrian comfort. High rent. High cost. Current decentralization of retail.
- Seasonal nature of tourism. No activity or location to attract families, teenagers or seniors. Competition from Casuarina Poor public transport Lack of free activities and 'comfortable hang out' spaces for all ages
- There shouldn't be any the city is the face of the region and we should invest and be proud of it.
- The high cost of living and working.
- Developable land tightly held with little incentive to sell as no land tax. Lack of permanent population to support greater retail choices.
- Currently not a very attractive place to spend time in. Heavily focussed on cars and lack of connectivity between pedestrian centres and different retail/community zones, heavily orientated towards the short term resident or tourist.

After dark the city becomes a drunken brawl and a dangerous place especially for women.

- Lack of vision
- Lack of image as a destination, particularly as a retail destination. People may only go there because they have to, not because they want to, or possibly because there is limited alternative e.g. Nightlife
- Cost. Uncertainty over the nature of future development. Social issues
- Clear guidelines that funders will support. That everyone applies when considering development.
- Current high returns are disincentive to developers to improve current properties.
- Elected Members narrow focus. Focus on how Council can support investment rather than its constant presentation of all the reasons not to proceed. Let process carry an idea all the way. You're handling of the East Point Development concept is a classic example of restricting the development of a concept - not letting it fail on its own merits.

- The Mall, parking and lots of empty shops.
- Locals perspective - access to services (parking), cost, lack of buy in by locals to support through the low tourism periods, similar services offered in Casuarina, so why head to the City?
- The social problems relating largely to alcohol

Nobody goes there to shop, let's be serious, there is no real shopping to be had and everyone just accepts you have to go to Casuarina. The short nothing of a mall pales in comparison to small townships of 5000 who preside over better malls. Even the cinema complex personifies the state of CDB Darwin...tired, small and insignificant compared to what is available in Casuarina and Palmerston. Darwin needs to give people a reason to want to come into Darwin other than just to drink. Another barrier is the mindset that any development is going to ruin Darwin and make it just like down south.

- None - CLP wants development at any cost - wrong - tighten up controls, make adequate parking spaces compulsory with each development, keep high rise (8+ stories) to a minimum and scattered around the CBD so we don't resemble a Rubik cube.
- Keep INPEX and all the other resource companies heading here out of the place, they will only mess the place up, the results would be disastrous.
- I expect rents, poor planning, and desire to submit to strict models.
- I'm told it is the cost of development but maybe it is the lack of population living in and near the CBD.
- Many people find it too hot and isolated. Lack of safety; break-ins etc; cost of building in Darwin
- It is on a peninsular so is not a central meeting point in terms of traveling around Darwin which is only sprawling south away from the city. "AND" is outstripped for retail options by Casuarina SQ which doesn't bring confidence to retail investors.
- Lack of level playing field with Casuarina. Lack of significant planning powers on council to force decisions - honestly, what is the point of Local Govt in the NT? Brisbane City is the benchmark
- The General public seems to be against development within Darwin. A lot of people would rather Darwin stayed a one street city with no change. I believe a lot of people are living in the past and don't have the capacity, or are not well travelled enough to have an open mind about the possibilities of this City.
- Spatial demands and also the attitude of shameless opportunism for the land to be snapped up for foreign interests
- Too many tiny parcels of land, esp in the Mall, land values too high

- Vagrancy problem expensive rents and property prices Aesthetics - dirty streets and few amenities eg public toilets, bins etc
- Itinerants and poor parking, particularly off street, no department stores.
- Cost, parking, no pleasant spaces to walk, traffic.
- The city is not very human friendly.
- Private property owners who lack regard or respect for the broader Darwin community and treat land and properties as pure vehicles of investment.
- Over-development.
- Regulations that demand reasonable benefits for Darwin community. Like adequate parking within an apartment building - 1.2 car parks is totally inadequate for most residents.
- Do not create a Melbourne or Sydney make Darwin unique.
- Small lots in the CBD, many in the hands of families now interstate whose intentions are unclear. Maybe too much concentration on really tall buildings, i.e. big projects. Not a financial centre. Land owned by big companies, whose head offices are not in Darwin. Slow returns. Past projects not addressing the real market. Cynicism by local investors.
- Online retail revolution, more retail in suburbs, concerns around safety and well-being.
- Price

What would help remove these barriers?

- Better shops/opening hours, lower rents
- Rather than a concentration of commercial (retail) sites in Darwin CBD and Casuarina, it should be more evenly spread throughout Darwin
- Encourage more visitor short term parking similar to Mitchell Centre and current on street parking. University, theme park, entertainment, department store. Have mall and post office closer. Connect major areas such as Cavenagh Street to the mall.
- A centralised, co-ordinated approach which includes liaison between all stakeholders (Chamber of Commerce, community groups, Council, planning authorities, tourism authorities, resident groups, etc).
- More inner city residential, better public transport, vibrant retail (most people buy online or in Bali / Sydney / Melbourne)
- Promote and support diverse activities that build on the natural advantages of the CBD - compact, close to many services and entertainment, destinations and events. An excellent public realm of parks, squares, streets and foreshore would provide the basis for dynamic mixed use activities.
- Commercial outlets - locals live in the city, tourists come into the city so there is no choice, we all shop in the city, but the shops are not offering much service or the best of their goods. Nothing much to attract customers. Is it possible to have on both ends of the mall to allow signs to

'advertise' the shops, promote Thurs/Saturday night shopping, (connecting with activities at the Waterfront), establish a 'family day' (Sunday?) or support a 'charity day' every so often (hopefully with the new residential building in the mall there is a 'connection' between people in the apartments and street level amenities (breakfast in the mall). Car parking - always a problem, everywhere in the world, if you own a car, you pay for this, that...+ Parking! What happened to the Myilly Point (old hospital site) project? Maybe office workers have to park their car there and be shuttle into the city. In the Bay of Islands (NZ) tourists have to pay for parking in a designated area and not allowed to take up parking in the CBD (locals are protected). Unaccepted social behaviour - it is getting worse in the city and the park areas, especially walking about in the evenings. Management of crime and order can improve through law, consultation with community groups and welfare organisations. Maybe schools should bring back a course of ethics and civics.

- Do not create satellite cities.
- Intellectual leadership in the planning process that would attract funding from national urban redevelopment programs designed to increase productivity and achieve environmental targets.
- Well develop plan, promotion, parking close to all relevant services.
- Long-term town planning based on principles that set the parameters for development; Genuine commitment to community involvement in planning and development of policy
- creating a good plan and convince owners to move/change
- Improve infrastructure
- A 'One Stop Shop'. A comprehensive, visionary, popular CBD Plan.
- Tax relief for those who would re-invest in local development.
- Professional, independent advice and professional staff in Lands and Planning.
- Pleasant public open space with provision for entertainment, public art and exhibitions, play areas for adults and children.
- Light rail/rail public transport system, connecting municipality/region, shifting the car focus to a pedestrian/cycle/car share way. Planting trees and providing shelter to get people on the street and interacting with the city.

Family playgrounds Teenage attractions such as skate park Cool tree shaded area that is attractive to hang out and enjoy the view eg take away coffee and food bar on esplanade or on Stokes Hill Light rail link to city. A city square meeting place. More attractive public spaces. Well shaded streets with wide spacious footpaths

Interesting history and cultural stories displayed such as at Stokes Hill as a park, Stella Maris as tropical coffee shop and craft displays with garden and children's playground More alfresco dining

- Somehow reducing costs or subsidising costs of working at least.
- Land Tax (but decrease say Stamp Duty as trade off). More accessible and affordable public parking facilities so that new high rise buildings not required to provide on-site. Investment in quality public transport.
- Greater greening of urban spaces, more inclusive approach to setbacks and ground level buildings, more cycle pathways, NT and federal government support for green energy.
- More encouragement for mixed-use buildings (residential and commercial/office).
- I don't think you can. Darwin has always had a young population of mostly males who crave a cold beer and some air-conditioning after working in the heat all day.
- Less red tape.
- Ongoing residential development. Residents bring activity and life, particularly after working hours. More residents will encourage more investment.
- Planning, policing, spread of venues.
- Again clear guidelines.
- Incentives to redevelop designated "premier" sites such as the old Woolworths.
- Greater focus on findings from consultation and less focus on Elected Members inputs.
- Proper planning, shelter (from rain, heat and sun) in the wet season, accessible parking
- Change the 'face' of Darwin - add uniqueness, use the spaces to generate buzz, not simply just development, build in liveability into new investments, not just a building (ie shops below new buildings), better marketing campaigns.
- More barriers are probably required to direct development towards a higher quality product.
- 'Educate' the public into accepting the tough restrictions needed to reduce alcohol consumption in Darwin.
- Bring in big ticket projects like major brand shopping, multistorey shopping complex with cinemas, restaurants, water view cafe on esplanade etc things to tempt people into CBD.

Make Darwin the 'central meeting point' by developing Cox Peninsular as the new Satellite City (not Weddell) placing Darwin in-between Palmerston and Cox Peninsular, with transport options of ferries,

barge and a future road transport corridor bridge or tunnel. Place a large retail store (Target/ Harris Scarfe/Kmart/ BigW etc in or near the mall.

- Smarter people in positions of influence.
- Protect Darwin and leave it as it is, create parks, gardens, and maybe even a zoo.
- Lowering the rents, strong planning and commitment to the plan, flexibility and innovative thinking.
- I don't know for certain but increasing the number of people living in and near the CBD should assist.
- Rather than focusing on recognition for local government in the constitution, focus on moving to regional government - like the ACT - one city, one govt.
- People need to be informed and educated.
- Determine an Indigenous tradition of modern governance
- Move on antisocial behaviour. Create incentives to do business in the city as opposed to suburbs. Clean up the streets and install public amenities
- Export itinerants; build multi storey affordable car parks in McMinn buses around city.
- Decrease cost, improve parking, improve walking spaces, better traffic control.
- More shade, more rest spots, more toilets, less traffic and slower traffic.
- You can't force them as they are hardened to the fight under the banner of business. All we can do is gentle encouragement and praise any small moves in the right direction.
- Proper planning.
- Careless liberal thinking people in positions of influence.
- Stop building sky rises.
- This is not my field, but this aspect does need to be addressed by those who are in finance and investment. More government facilitation of smaller affordable home projects. Investment is needed without losing control of important aspects and standards through compromise etc. Fast tracking sounds attractive, but is a minefield.
- Manage alcohol abuse through legislation; develop family friendly areas in Esplanade and around Civic Square.
- More affordable housing released by government.

Please indicate your level of agreement with the following statements:

	Strongly agree	Agree	Unsure	Disagree	Strongly disagree	Total
I love living in or visiting Darwin	37.14% (26)	37.31% (25)	17.14% (12)	10% (7)	0%	70
Darwin is going through some growing pains	25.71% (18)	54.29% (38)	12.86% (9)	4.29% (3)	2.86% (2)	70
Darwin is coming of age as a sophisticated city	1.43% (1)	14.29% (10)	38.57% (27)	31.43% (22)	14.29% (10)	70
Darwin has a unique character	32.86% (23)	35.71% (25)	15.71% (11)	15.71% (11)	0%	70
Darwin is starting to look like everywhere else	18.57% (13)	31.43% (22)	17.14% (12)	28.57% (20)	4.29% (3)	70
Darwin could better celebrate its heritage	45.71% (32)	40% (28)	5.71% (4)	7.14% (5)	1.43% (1)	70
It's easy to find a parking spot in Darwin	17.14% (12)	37.71% (25)	17.14% (12)	18.57% (13)	11.43% (8)	70
Traffic congestion is becoming an issue	12.86% (9)	37.71% (25)	20% (14)	22.86% (16)	8.57% (6)	70
As the city grows, more should be done to discourage cars	42.86% (30)	28.57% (20)	10% (7)	12.86% (9)	5.71% (4)	70
Being able to drive into the CBD is important to me	20% (14)	25.71% (18)	14.29% (10)	24.29% (17)	15.71% (11)	70

	Strongly agree	Agree	Unsure	Disagree	Strongly disagree	Total
Better public transport is needed	61.43% (43)	30% (21)	7.14% (5)	1.43% (1)	0%	70
There should be more focus on walking and cycling	52.86% (37)	27.14% (19)	11.43% (8)	7.14% (5)	1.43% (1)	70
Darwin people are civic-minded	10% (7)	21.43% (15)	37.14% (26)	22.86% (16)	8.57% (6)	70
We have a great quality of life in Darwin	35.71% (25)	41.43% (29)	10% (7)	11.43% (8)	1.43% (1)	70
Darwin has some unique shops	10 % (7)	27.14% (19)	21.43% (15)	30% (21)	11.43%(8)	70
I prefer to go shopping at Casuarina and Palmerston	18.57% (13)	32.86% (23)	7.14% (5)	17.14% (12)	24.29% (17)	70

What respondents chose as the top things for making a liveable city

- interesting street scapes
- feeling safe
- open green spaces
- quality design of buildings
- good public transport
- easy to walk to places
- environmentally friendly design
- honours our heritage (eg signage, old buildings preserved)
- lots of green plants, tropical feeling
- weather protection (eg covered walkways)
- socially inclusive (welcomes all kinds of people)

How they thought the above ideas could be best delivered

- Wider, smoother footpaths and sheltered walkways, more ramps, better signage and services for tourists, better services for homeless people, focus on environment and heritage, better promotion of the arts/what's on in Darwin, better and cheaper tourism opportunities in Aboriginal communities, shorter opening hours for pubs on Mitchell Street, reduction of violence against women.
- A new approach to town planning. Installation by federal government of broadband, and installation of wireless by businesses and Councils.
- Providing more small parks. increasing activities/entertainment in the CBD, department store
- Better planning, clearer rules, stringent implementation of rules and standards, consultation with stakeholders.
- Creating parking hubs with linked public transport in and around the city so most traffic is foot/bike traffic; better linked and protected access ways between key locations mall to esplanade to waterfront; better use of views (hotels and high-rises have good views but not for the general public - vertical gardens and development of north east side for views over Stuart Park
- A co-ordinated approach to planning, building frontage, mix of land space, this must be Government controlled
- A well thought out master plan that places a priority on the public realm as a place for people
- Connection of people and places through history (heritage) with interesting/friendly activities.
- The planning authority has an interest in good design.
- Better Planning, community involvement, local ambassadors

Town planning that focuses on the community's needs and ignores vested interests

- Some are already delivered to a limited extent, but need improvement/extension. Building design need major overhaul.
- Under guidance from a CBD Development Authority comprising of representatives of all relevant Stakeholders. Coordination of the CBD Plan implementation being their primary task.
- By good leadership.
- Go back to our heritage and carry this forward, encourage sustainability - Go green

Identify natural focal points to develop into hubs for meeting, lunching, relaxing, people watching. Vertical gardens on walls of buildings, also contributing to cooling of buildings and surrounding areas. Create public performance areas and public outdoor exhibition spaces. Document and publicise our heritage, cultural, environmental, architectural, botanical

- Maybe different hubs that are well connected and interesting to walk through, interspersed with safe natural environments... Commercial and retail perhaps built up higher but not spread as far to enable public / natural land uses to occur safely around them?
- Planning scheme mandates for green, quality, frontage appropriate building and infrastructure component. Providing spaces for pedestrians, walkways/bicycle ways. Well-developed urban forest, tree network by filling all vacant sites with trees, and providing trees adequate space and cultural condition to reach their shade/size potential. Infrastructure in parks promoting active lifestyles.
- Better tree planting and parks with community furniture Less design for cars and more design for people More history statements
- Building on and encouraging the existing culture and character of Darwin by enabling a degree of planning freedom for the city to grow and expand naturally/sincerely.
- Better planning, policy that encourages the development of a creative city
- By facilitating private sector to provide through incentives - government needs to set framework, provide incentives and then allow private sector to deliver which it will do. It is doing it now but the parameters which are in place are delivering an outdated outcome.

More green roofs and walls and street trees to passively cool the city, water efficient and low carbon energy designed buildings, covered walkways could be ideal places for solar panel installations, reclaiming setbacks for cycling and pedestrian spaces.

- Introducing more restaurants/shopping uses along esplanade. Retaining/creating more green 'Strips' THROUGH the CBD. Liven up the laneways with public art or even little boutique cafes or events. Encouraging 'climate specific' environmental design controls. No more stock standard block buildings. I would love to see an interesting, quirky building or two (or 10).
- Better planning, and being stricter on developers...it shouldn't be about making a quick buck or keeping people on side.
- More open consultation for community feedback and involvement in development
- Better planning. That should depend on face-to-face interviews with those at the coal-face (rather than just focus groups, questionnaires or public meetings);
- Streetscape planning
- Good planning
- Better planning. Look at Singapore Also closing night clubs earlier to get the unsavoury element off the streets.
- Quality design and sticking to an agreed vision - no piecemeal development
- Through a well-developed CBD Master plan and involvement from all sections of Government and the community.

- I believe Council needs to dedicate resources to key areas. For example, DCC will never influence better retail in the CBD unless it has someone working on projects aimed at that very cause. It takes much more than wider streets and more car parks to improve the retail sector of a city. My first port of call would be to sit down and look at all the policies Council has in place that actually restrict the creation of positive initiatives.
- Proper planning
- Planers to decide based on consultation where Darwin is heading and what we would like to portray and promote Darwin as, not just be guided by opportunities of development.

Visit Singapore and study how they have managed to develop their City

- Better planning and investment - fancy being a gas hub and not having a deal securing gas for the future (doh). Things are great but buildings are too big, too close to parks and roads, I shudder to imagine Darwin full from one end to the other, with 32 story buildings (with 1.2 car parks for each residence - DOH, DOH)
- More art work, including graffiti and gig announcements. Better design, planning and the potential to have art in public places like bins, bus stops, even facade of buildings, maybe hanging gardens or art on a big scale. Stop demonising pets and instead put better control measures such as de-sexing requirements and penalising pet owners that do not care properly for their pets including training. Development of the Esplanade. Encouragement of business activity through special events such as fair days for existing business and markets during business hours
- Examine other cities that have achieved these elements ie Singapore and Copenhagen Alternative types of places to relax after hours late into the night (Late night coffee/ desert bars not just pubs and clubs). - Preserve the limited remaining "Darwin Style" houses in the city but allow for alternative uses (E.g. Char Restaurant). - Alternative places to relax and go to apart from the pubs (eg like the waterfront which if you sat and observed the people who use the space are a large percentage families and people of ethnic background). - Stricter planning guidelines that are actually enforced and allow only tropical and sustainable building design. - Limit the amount of "Open Space" in the greater Darwin area to allow more focus and attention on a lesser number of green spaces that can be serviced and maintained properly (I find there are a lot of areas set aside for open space that no one apart from itinerants use as they are overgrown or in undesirable locations and are a waste of resources and valuable space that could otherwise be used for housing or commercial purposes. - Remove the CBD bus interchange and provide more central roadside bus stop locations along major city streets that provide for better surveillance and a safer environment), and enforce safety and cleanliness on all public transport with security staff on all busses. Be smart about business and allow commercial advertising on the side of busses and not just the NT Gov posters. - Encourage street performers in the mall for people of all ages and discourage humbugging with a security presence. - Release new residential land at infill sites at a more rapid rate and re-zone lots along main transit corridors for denser living like the new developments on the

corner of McMillans and Sabine Roads (don't continue to sprawl south of the city). - Enforce zero tolerance on crime and assault and encourage alternative options to getting drunk on a Saturday night (desert bars/ coffee shops). –

Proper trading hours on Sundays when people in the Construction Industry (including 90% of the INPEX workers) have the day off to spend their money and encourage alternative places to relax apart from the pubs after hours.

- Stronger planning powers for council. Abolition of the NT Govt.
- Stop allowing investors to pay council and listen to local people
- I think there are more than 10. All of the options are extremely important and need a big plan to incorporate them into reality.
- Buses could have a ride on ride off system to allow entry from the front of vehicle and to exit at the rear door, most disabled seem to be struggling with the reversing off the bus or the inconvenience to try to turn around in the bus when they are unable to reverse due to back or neck injuries
- Weather protection - covered walkways - stricter planning laws. this is pretty common elsewhere - you can't walk down the Mall in a shower of rain without getting wet, not that I'm sensitive to rain, but the consistency of streetscape is poor. Planning laws could ensure setbacks are adhered to, rather than exceptions becoming the norm. Think of Sydney vs Melbourne - narrow streets vs wide streets. Darwin still feels a 'garden' city but bit by bit new towers take up lots of ground floor space, and this feel will be lost. While Darwin differs to Cairns as a tropical city because the CBD is on an escarpment, we should utilise this with more look outs/places to meet and small developments (cafe's etc) overlooking the views.
- Prioritise according to easiest to implement and most impactful - work out what can be done with allocated budget
- Some guts in council that ignore politics and improve the city
- Celebrate our history with more information, sculptures, signs, museums etc. More trees and green areas. Better walking/traffic management.
- Thoughtfully and quickly!
- Was very tricky. I didn't think of the entire city but just a CBD.
- Better retail/cafe/night life precincts - Better interaction with our Heritage - Better exercise areas/facilities - Maintaining tropical lifestyle and feel is integral - Vegetation - Itinerant management really needs strong addressing
- Good strong local government
- Proper planning and community activities that bring people together
- Stronger controls over greedy developments - insist on adequate parking within all new developments, adopt a unique tropical city building strategy, keep buildings lower and spaced so concrete corridors don't ruin the CBD. Better road and public transport will contribute strongly

- With more activities for young people and less alcoholic places eg. Pubs, nightclubs and sexual clubs.
- Less emphasis on commercial development and more on civic/social planning, ie. planning for sustainable living for the community.
- Planning regulation

What ideas do you have for making Darwin a better place to live, work or visit?

- Street corners with traffic lights need to be sheltered, pedicabs need to turn their music down and not park illegally all over the city/block ramps and walkways, people need to stop parking in wheelchair parks, smoother walkways, better signage for tourists, e.g. have signs on the streets saying "supermarket" and "to theatre" "to mall" and "to Mitchell Centre", "to Waterfront", "to Mindil Beach", etc. and estimated walking time, have set camps for homeless people and service them (not just cleaning services but mental health, education about the impact of violence, hygiene, etc.), shorter opening hours for pubs on Mitchell St (all should close at 2am at the latest), have one magazine or website that promotes all gigs/art shows/theatre/comedy/films, etc., have parking in Larrakeyah and a free bus/attractive and sheltered walking path and more bike paths to the city, get some of those bicycle rental things they have in London, set up sheltered but open public spaces for performers/buskers (Waterfront, Esplanade and Mitchell St especially, the mall's not too bad), better lighting in streets and parks at night time, wider variety of shops and services, better promotion around city about heat and cyclones, better promotion of Darwin Bus services and Parap, Nightcliff and Rapid Creek markets (and more buses to them), finally get bloody Chinatown built, celebrate our Timor Leste community more and share refugee stories to show the kinder, less bogan/redneck side of Darwin. There are two sides! Also, have feedback boxes in backpackers and elsewhere around town (maybe on your free wireless network too)
- Make all-tide boat storage/launching facilities available (instead of boat ramps). Reduce the number of roads where possible.
- Department store, remove cheap day parking on the fringe of the CBD. encourage public transport use
- Make developers responsible for cars in their buildings, wider footpaths with foliage and shade, lines of sight to views (avenues or boulevards), green spaces, public spaces, range of 'portable' cultural and arts presentations.
- planning regulations that enforce green star development (Alice is a solar city - what happened to Darwin in terms of ESD); more intimate options that Mitchell Street for going out with good public transport options to get safely home
- Parking around the CBD, walking within precincts. Extension of pedestrian malls. More shade lining them.
- Refocus streets to cater better for pedestrians and cyclists. Protect, enhance and manage open space areas effectively as recreation and civic spaces suitable for multiple uses at various times of the day
- Mall as a focus - connecting to the waterfront/wharf precinct and inner city attractions (museums, landmarks).
- Open up the lower esplanade for development. Allow development on Myilly Point and the old Hospital Site.
- Contribute ideas, expect more from of community leaders.

- City loop buses; reduce liquor licensing hours in the city; zero tolerance to drunks in and outside licensed premises - not just homeless people but middle-class binge drinkers who get in fights and put the rest of us off going into the city at night; public toilets that are well-ventilated so you want to use them; social activities other than drinking, particularly in the Wet season when nothing else happens in Darwin
- Remembering Darwin is not in a Tropical climate but "wet/dry" tropics

Celebrate our unique 'Frontier Town' Heritage and Culture. Gateway to Asia - Part of Asia. Our Darwin Families have occupied these lands for 60,000 years. Let's celebrate it and communicate it to all that visit or reside. Take the best and most practical technologies and implement them early. Immerse the CBD in vegetation to provide a cool, comfortable, welcoming, soothing, healthy environs to visit, work or reside in.

- It's a mess now - next big cyclone will wipe out most of the current eyesores.
- Love the green wall ideas they have so many benefits
- What if it cost less to park in the multilevel car parks the longer you are there? Such as \$ 5 for up to 3 hours and FREE if you are there for more than 3 hours – encourage people(shoppers) to stay longer.
- As a worker with a child in childcare, I drive to work and leave the city straight after work so that I can get to my child before childcare (in the northern suburbs) closes. Unless public transport can guarantee a quick and timely trip to a connection point where I can park my car, it will not be viable. If someone has ideas that enable the pick-up/drop off en-route to the CBD, that would be great.
- Solar City, Appropriate building design for this climate. Utilize green technologies and become a leader in this area. Enhance the urban forest and expand green/living environment within the built environment

Improved street scape design More small quiet venues like wine bars and cafes in lanes for dropping into Mobile food and coffee vans in public areas and gardens City businesses more compact and less spread out

- Connectivity, quality large pathways with trees, cool open spaces to retreat from heat, making the bus depot more central to the CBD (maybe underground Mitchell Street)
- Make it affordable to do so

Quality tropical landscaping - Hawaii and Singapore can do it. It simply means lush vegetation maybe with some water flowing through it. 2. Indigenous art is unique & no Australian city is better placed than Darwin to showcase it. Take it to the people - how about a group of Pukamani Poles in strategic CBD roundabouts? 3. Some Charles Darwin Uni courses to be delivered in CBD (will Waterfront count, I don't think so) - like hairdressing, graphic arts & music. The CBD needs an edgy feel. 4. Berlin has made an industry from its WW2 heritage - Darwin's should be in your face in the CBD. 5. Chinese gold miners & Greek pearl divers - where is that influence obvious other than tucked away in Museums?

- A community sustainability/environmental education centre that explains the unique territory environment, urban sustainable design, pride of sustainability aspects of Darwin CBD and promotes sustainable living. Also enough mixture of retail, restaurants, businesses, cafes, open spaces, community services to be socially inclusive and create a strong sense of neighbourhood.

See Melbourne laneways. The Strand in Townsville has a lively 'esplanade' without disturbing the peace of the foreshore.

- Start by making us feel cooler, water the gardens, keep the median strips green, clean up the messy pathways, plant for trees and build covered walkways.
- Improved public transport better utilisation of our foreshores more support for greening Darwin and improving bicycle paths
- Mixed land-use; mixed housing (thus better support for public transport); better planning; emphasis on what is naturally Darwin eg local flora; natural surveillance

Buses with bike racks on the front and the capacity to take bikes on the bus too. More cycle paths for long distance riders. Better coffee!! Cheaper doctors More action in green spaces

- The presence of a major retailer such as Myers would be an asset.
- Give it a tropical feel so that people don't think they could be anywhere in the world. Make it unique.

- A Public Art exhibition held biennially (?) on the Esplanade. Greening of the high rise buildings (ie hanging gardens etc encouraged) like in Singapore and other big Asian cities. Decisions made for the Myilly point old Hospital site. A restaurant or kiosk located at the Botanical. gardens
- I once discussed an idea to have a Darwin City Council Live Site in the Smith Street Mall. A wall of various shaped and sized digital screens, presenting all variety of information - from local news to a virtual Art Gallery of Community Artists. With a simple dust off, I was told "we are trying to get rid of itinerants from the Mall, not encourage them to sit around and be entertained". And that gem came from the top of the organisation.

A cafe/restaurant on the esplanade, more outside eating places, fix up the Mall so that it invites people into it - not dead at night.

- Make informed decisions - Investigate what people (locals and visitors) actually want in the CBD and build or deliver it, not what council, developers or government thinks is appropriate.
- Get rid of tired ugly buildings (the old Woolworths building is a perfect example everyone jokes about) and the anti-social housing flats. Deal with the itinerant problem, families will not visit until public infrastructure such as parks and BBQ's and streets cease to have human excrement, urine and vomit nearby - its real, its politically inconvenient, but it is a real barrier for families.
- Fix Tiger Brennan - encourage long grassers into a suitable area, stop Southerners negatively influencing urban design (see Lyons DOH DOH DOH)
- As above and rules but with a degree of flexibility. People already have busy lives they don't want to be or go to a place that creates further stress to them.

A quick and easy idea is to provide quirky maps of the arcades in Darwin to encourage tourists and visitors to discover the shaded cross routes through the city

- There is always a feeling that personal and property safety is under threat
- Make it easier for migrants to work in the city - subsidised housing Singapore Style. Move away from the Australian style to Asian instead. We are closer to Asia than the rest of Australia, why emulate down south?
- Conserve our heritage, if we need high-rise residential buildings provide parking
- We need to develop new affordable land/housing to drive down current prices. To attract more people from interstate and overseas. Young families and singles who find it difficult to enter the property market. We also need to provide a high quality of life for everyone by developing better services such as public transport, health and education. Darwin is growing fast and we cannot keep up. We don't want it to flop out because we've made it too far out of reach in terms of affordability. I can go to Brisbane, buy a great property for \$500K near the city, be surrounded by

every amenity I require. Have access to public transport and live a high quality of life. Let's move through all the bureaucratic red tape of getting things developed such as Land and housing. It's a tight squeeze for most people these days in Darwin to make ends meet.

- Do not focus such strong attention on the Indigenous difference of education or lack of education making them ashamed or having to assert themselves overly because of Police or members of neighbourhoods who are oppressing their movements and freedom for their own personal opportunism i.e. value of property or simply because the householders are fearful of indigenous through the inherent view that blacks are "demonic" "unchristian" or "philistine" and should be slaughtered as part of the succession of the Commonwealth Sovereignty into foreign lands and on some god forsaken crusade to overpower the infidel.
- Many vacant sites eg old hospital site at Larrakeyah could be turned into community green space eg a variety of different gardens perhaps sponsored by sister cities - a place to wander through and learn about Darwin and sister cities or sit for a while in peaceful surroundings.
- Clean up the streets, itinerants and violence
- A maritime museum
- Start by turning most of the streets into one way streets...then using half the width of each street to make wider and safer pedestrian and cycle paths with shady trees!!
- Public transport -innovative buildings to work in -public space to act as a backyard for those in apartments.
- Refer to previous answers.
- Invest in public art Focus on the community as a priority
- Less alcohol late at night, more parking within new buildings
- Stop development for development's sake. It will happen, you can't stop it so why rush shitty plans or ideas through just to keep the economy active?
- Open cafes along the esplanade. More entertainment on the streets. Night markets on Mitchell Street instead of making it a road. And definitely better public service by making the bus station underground or car parks underground. CBD needs a big shopping centre as well.
- Having a Planning System aimed at a liveable city, rather than a development system which generates buildings one by one. More an holistic balanced planning system to benefit the whole community, with opportunities within it for individual commercial developers.
- Link a Cultural/Cafe Precinct in Esplanade to Francis Bay along Knuckey St., redevelop Harriet Place - Art in the Park in Harriet Place.
- Better transport system

What ideas do you have about how to revitalise old industrial areas (eg waterfront, old fuel farm)?

- Improve access and signage, ensure any development is environmentally friendly/leaves from for trees and wildlife and promotes an image of Darwin as being a unique natural environment and rich in heritage.
- Avoid monopolies of ownership
- Green them, interpret them and make them multi-use.
- Hobart Wharf is a good example of regeneration; Melbourne inner city laneway development; Singapore public transport LA iPhone app liveability strategies including public art opportunities better design guidelines for buildings
- Make them into parks, but maintain heritage. A mix of affordable accommodation and recreation.
- Mixed use with excellent pedestrian circulation, open space linkages and access to the harbour edge
- Waterfront - maritime museum?? (very commercial presently) Mall? Old fuel farm - affordable housing?? The old Woolworths site - maybe developed into a market like central market in Adelaide.
- Allow orderly development, although ensure environmental remediation occurs.
- Progressive expansion of the new waterfront area. Bring it under the control DCC, get rid of parking fees, improved promotion, more information.
- Set aside plenty of open space so people who live and work in apartments, including children, can enjoy the outdoors and have opportunities to exercise in comfort and safety
- A mixture of business, accommodation and recreation with 40% 'Green space' that will entice visitors and locals alike.
- Boardwalk (eateries, entertainment, Ferris wheel).
- recreational areas with place attracting small businesses, such as coffee shops etc
- Higher quality food delivery More art, craft and culture Unique Darwin products for sale made locally Exercise path and gardens Surround city in a circle of green space for public to enjoy views and exercise in Mobile food and stalls, flexible and changing
- The waterfront precinct is a good example of revitalisation in Darwin
- use them for creative spaces - (like carriage works in Sydney)
- Old Fuel Farm - I can't see it being anything other than fringe residential. Waterfront - more hotels and residential but try not to encourage too much more retail and office uses as it will cannibalise CBD.
- Ensure proper community consultation for each specific development, consideration of how development fits within overall context.
- The Waterfront looks great! And the connectivity is just right.
- Whatever you do don't make it separate to the city. The waterfront doesn't feel like it belongs to Darwin.

- Old areas good be vitalised by offering them to artists or cafes at a reduced price in rent to attract people to the area - Melbourne does this well
- Make them features; turn them into housing.
- Those oil tankers along the esplanade could be turned into a co bar. Industrial sites are great for art galleries and installations, honouring the old. Also what about a casuarina style but funkier shopping centre in the city, needed during the wet, could include ten ton bowling and other activities which are good with Air cons in build-up.
- One developer e.g. waterfront
- Ensure a mix of residential, business and open space as achieved by the Waterfront. Encourage people to visit through free events.
- The waterfront has been a great success.
- Develop and use the old power station as artist's studios and exhibition and performance spaces. Release and develop for upmarket residences with appropriate shopping etc
- Partner with developers. DCC has a great opportunity to throw its hat into the ring and be a leader of development. Be the key player. Put dollars into driving the development.
- Put in cafes etc that utilise the view
- Turn into performance spaces, restaurants, theatre restaurants, night clubs, cafes, build in the vitality of a younger culture to balance the tourist market.
- The current waterfront project is fantastic and has my full support,(and patronage). I would like to see the project continue to wrap around as far as possible. I would like even like to see a recessed cafe or coffee shop built into the side of the Esplanade so that the views are not interfered with. I think it is vital that we connect the City much better to the water
- Multi-facetted areas with skate & cycle parks, pools, walkways, kids play equipment etc
- I like what it has been done. a combination of business, pleasure and educational facilities will be great.
- Each area should be specifically addressed - the waterfront and the fuel farm are being redeveloped. The yet to be developed areas of the waterfront should be planted with quick growing tree species or screened with potted plants.
- Arts, restaurants, water features
- Fish markets and commercial/ residential living at Dinah Beach/ Francis Bay wharfs. Provide for mixed uses in these areas so that people can both live and interact within the immediate location. Tropical medium height buildings with commercial tenancies at ground level and residential living above allow for greater security and surveillance because people are present throughout all hours of the day/night.
- Fuel farm should be turned into a National Indigenous History and Culture museum.

- Take advantage of Darwin's beautiful Harbor. Let's develop these areas into beautiful residential spaces, with park lands, bike paths, walking paths, and family friendly areas. Include an extra Shopping centre to facilitate a Woolies/Coles/IGA/ etc. with various retail outlets available also.
- Allow marketable housing to be made urgently available to those without and not to keep making new for those coming into the area
- Isn't the waterfront being developed now in stage 2? Do you mean the old power station? although we might not have the tourism or population to support it now, a large fun park or aquarium, or move the museum and art gallery there in a civic space
 - *Darwin has too many industrial areas, but the NT government seems reluctant to announce the retirement and rezoning of any of them. Compare Darwin to Canberra. With a larger but still relatively small population, the one or two wholesale service or 'industrial areas are concentrated in one or two places. Each old industrial area should be assessed by location and pollution. Many near the CBD could be developed for residential, including affordable housing for 'CBD service 'staff'. However increasing city living requires a comparable provision of parks and community facilities. We do not need more Muirheads with no public facilities. The waterfront is already a development project. The Wharf itself is a heritage and recreational centre. Provision must also be made for Aboriginal Community living which has been seriously neglected at various sites like One Mile dam, leaving people seriously in limbo. There is also need for a spacious Aboriginal Cultural Centre, easily accessible to tourists, including day cruise ship passengers. In earlier days Shell was interested in a regional shopping complex with major supermarket. People needing term warning about change.*
- Bulldoze them all rebuild as covered markets
- Showcase our seafood industry. Tours that include information on fishing and pearling history
- I feel that any opportunity to retain an area for the wider community it should be utilised. Parks with diverse facilities are best; green space, cycle/skate/walk ways, safe swim areas, bushwalking (monsoon walk type), etc.
- Maybe make them walk through spaces/ unique function spaces. Turn what is possible into street art. Perhaps turn some structures into shop spaces? Some of these places have amazing harbour views- use this. A 'Darwin' Docklands/Cairns/Airlie Beach marina precinct with cafes, restaurants, entertainment parklands - cater for all
- Public art (including performance art). Increase the green feel and provide better public pedestrian access. Restaurants & cafes'

- Don't 'Disneyfy' them, make sure there's plenty of public open space, greenery and shade
- Well just renovate and refresh
- Do it!
- Heritage parks

If you could image Darwin with another 50,000 residents, what ideas do you have to improve Darwin's accessibility (routes into the city, public transport connections)?

- Have way more and better bus services (buses here are sometimes scary to be on and smelly). Have free buses for homeless/disadvantaged people that connect them directly with services they need - RDH, Amity, Centrelink, Somerville, homeless shelters, child protection, Salvation Army, Tamarind Centre, etc. and have friendly people trained in mental health and security to assist them on the buses. Promote walking and cycling to work with sheltered paths and bike parks.
- Light rail between Palmerston-Darwin hubs. Avoid concentration of commercial (retail) sites.
- Loop within the city. More covered bus shelters.
- Confine cars to the outer areas of the CBD and provide small shuttle buses on loops around the city.
- keep parking on the outer limits and free shuttle bus around CBD; light rail northern suburbs to city; CBD to airport connection; waterfront CBD Cullen bay connection as three main entertainment precincts.
- Light Rail between Palmerston and CBD and Northern Suburbs and CBD.
- Improved public transport and strategies to make cycling or public transport the first choice for commuters
- Light rail facility or special 'route' buses/express
- Exclude heavy vehicles after 8am, more use of people movers that old style buses, discourage single person cars, increase city accommodation, move some agencies into Palmerston, vary work times.
- Free city bus loop plus free parking on the outskirts of the city; make Darwin more comfortable to walk around in all weather.
- Mono-rail .
- An elevated Light (mini) Rail system that connects Darwin with Casuarina and Palmerston. 10 minutes to the City and no parking issues.
- Light rail.
- Train station.
- No, if another 50,000 lived in Darwin city it would be less appealing the more I would stay away.

- Rail public transport system as Professor Nield's concept design. More pedestrian friendly access. Car parking facilities on the edges of the city - which incorporate a high percentage of green space

Develop a vegetated transit corridor for (non-motorised vehicles) walking/cycling/skate boarding between Hastings and city along old railway corridor. This would include community gardens, exercise bays, lights at night. Commercial areas could open onto the green space from Stuart Hwy side and have alfresco dining cafes, market area, wine bar, youth space and entertainment areas near Buffalo Club and art galleries. All these could open onto tropical green transit corridor but be away from noise and congestion of highway that carries light rail along centre. Stuart Hwy could have a park and ride area from which people could link to the peaceful green space as well as to the city. The green corridor would be a desirable peaceful space to connect with nature in a high density living area.

- Transit Oriented Development in and around the city would create a network that would be easy for the public transport provision.
- Those electronic cars that drive themselves (I think there's one in or near Dubai).
- Light rail would be fantastic but is it realistic? Quality affordable state of the art green friendly buses making regular visits to CBD. How about free bus loop within CBD itself as Perth City provides?
- Reduce car dependency by creating different hubs of essential services, greater public transport connections, pushing industrial zones to the edge of town and reclaiming the many unused brownfield sites around Darwin for development first before encroaching on green spaces.
- Make Tiger Brennan two or more lanes, continuously... no bottle necks. Also, better traffic control going into the city... Bennett St/Cavenagh St inbound goes from two lanes to one at the traffic lights, it's unsafe). Keep persevering with public transport. We will need it.
- One way streets, wider roads to allow for bikes and cars to live in harmony.
- Reduce the size in buses and have them run more frequently. Similar to what they have in Mexico.
- Mix of low, medium and high density housing. Range of public transport options (including bicycles). Licensing of electric bicycles.
- Mentioned about public transport before.
- Bus lanes , then bus ways e.g. Brisbane
- More public transport

- Dedicated bus lanes. Forget light rail not only is it expensive but people still have to get from the end of it. Bus lanes enable the buses to go where they need to go to. A much cheaper option. Have a look at Brisbane's success with these.
- I'll leave this one to the experts, but use of underground/ metro etc and light rail would be good.
- De-centralise the CBD experience. Improve areas such as Nightcliff and Fannie Bay precincts for a more suburban city experience. The empty shops at Nightcliff are very disappointing. The market adds great vibrancy, but imagine more retail and more activity there. Put some Council services in that space, encourage Govt. Agencies to locate to that space. Build the opportunity.
- More public transport on direct routes into town, and making sure that the users of it the buses are clean and sober.
- Is it viable to have a Tram! Or specific smaller buses on set routes to move people around at an affordable cost.
- Park and Ride - Perth appears to have working scheme
- Covered overpasses for pedestrians could help a lot in certain intersections and assist with traffic flow
- One way in and out - Stuart Highway and Tiger Brennan.
- Easier and economical parking. Better public transport
- As previously mentioned, a free city loop bus should be introduced. Suburban buses should run into the city more frequently - the orbital routes are fabulous but should run all day.
- The fact is that DRW is hot and people need to be able to move about in comfort
- Road and tram transport on the two main transport routs of Tiger Brennan and the Stuart Highway into the city with roads terminating in the CBD at McMinn St and allowing cars to branch down side streets off from here, and tram going underground as it hits the city bluff terminating at Smith St underground stations at both ends of Smith St. Tram routs from the northern suburbs join with the Stuart Hwy track at the Bagot Rd overpass and enter the city. Trams/rail along the Stuart Hwy travel from Coolalinga, through the top end/CBD of Palmerston and into the city. Tram tracks from Tiger Brennan travel from the lower/back end of Palmerston into the city. Denser housing options located along these major routes for ease of access to a large portion of the population and to make the transport links viable. Ferry and Barge transport from Cox Peninsular to Cullen Bay/City with road and rail bridge/tunnel in the distant future.
- Fixed rail along Stuart Highway/Bagot Road/Trower Road corridor. Suggest monorail as it can go over the top.
- The Buses need to be improved. We need more of them with more bus stops. Upgrade Dickward drive to double lanes starting from Coconut Grove and take it all the way into the City. The current upgrade on Tiger Brennan is great. I'm not sure if it will only be a double lane upgrade to both sides. But it needs to be 3 lanes from the city all the way out past Winnellie and reduced to 2 lanes from there all the way to Palmerston. there should be an Overpass at the Berrimah intersection of Tiger Brennan. Depending where the 50,000 residents would be housed really would determine the

locations of the upgrades to the bus services. If those residents were majority from Palmerston I'd suggest a Ferry Terminal to transport a bulk of the commuters across the Harbor via a Large vessel.

- Trains
- light rail or tram into city from inner city suburbs
- if they are not living in the CBD then really easy bike path connections from outer suburbs
- More bus routes to service city, none go to airport!
- more public transport and walking routes.
- Less cars!! Bicycle freeways from the suburbs into the CBD. A serious public transport system within the CBD and between suburbs! And for something really wild.....a light rail service between Darwin CBD + Casuarina + Airport + Palmerston + Adelaide River :)

It will be a long time before Darwin has another 50,000 people. By that time, Casuarina, Palmerston and Coolalinga's centres may be more self-sustaining with less daily travel to Darwin CBD. Darwin's bus transport has been improving in the last few years. Park and ride, with express buses has worked well for people who live outside Darwin, but work here. Planners seem against light rail, but dedicated bus lanes cut down travelling times. The transport corridor provided by the historic Pine Creek railway line needs guarding from development across it, which seems to be occurring now. Ghan line terminus would best be in Darwin. Steve Hatton foresaw a transport hub backing on Fisherman's Wharf with ferries and buses. This needs a second look, as there is land nearby. This could be a Hub, with smaller commuter buses circuiting the CBD. 8. Primary schools should be built locally, so that children in suburbs like Lyons and Muirhead will not have to use buses to commute, or be driven to school each day.

- Harbour ferry from suburbs, free city shuttle loop, ribbons of green.
- Light rail to Casuarina Palmerston similar to OBahn Adelaide.
- More parking, free bus loops so that people don't need to bring their cars into the city.
- Trains either underground or over bridges. Decentralisation, e-services cuts a lot of face to face interaction, why do Council and other Government departments need to be situation in the CBD? Perhaps a dedicated 'Business Precinct' should be implemented elsewhere in a better planned area,

more accessible area. Leave the CBD for retail & dining & entertainment? As traffic becomes heavier people will look to alternatives including walking, cycling and public transport, they all need improving.

- Bus way/lane perhaps or maybe just maybe a small train system (Cas to city or Palmerston to city). A tram system which travels along Tiger Brennan into the city - Infill within the city, there are a lot of direct sites which exist around the city that need rejuvenation.
- Many more buses. Sheltered air-conditioned bus stops.

Do you have a story about the history of Darwin's families or your experience of Darwin that you would be willing to share?

Hire a historian and have them go to NT Archives, National Archives and NT Library (also go to the NT Genealogical Society). Develop a planned project with proper resources, don't rely on free information!!!

One of the street trees in Bennett St that I grew was planted on the day that my daughter was born.

This is a place of opportunity. It's full of interesting people who have had incredible lives. Because of people's diverse backgrounds it makes it very easy to fit in.

Born and bred in Darwin I love it. The city is a special, enjoyable place to visit.

There seems to be lots of WW2 history and lots of Cyclone Tracy info, but no Indigenous history. Does DCC have an Indigenous Strategy? I bet it doesn't.

No, but I love reading such stories at the library and at the Defence of Darwin museum.

My whole family have lived here all their lives. They'd never consider moving anywhere else. I personally have lived in Brisbane for 6 years and have just moved back to Darwin. I am loving it. I want to stay here, meet somebody great and start a business. It's the perfect location.

Darwin has been a part of a journey for the change to human insights for me starting at Dartmoor, where there is significant ancient culture believed to have been practised still to the modern time

Yes. The seafood and pearling industry is sadly ignored here. Broome, Fremantle and Sydney do a great job of honouring that important part of their history and current industry with information, statues and tours. Tourists love the ambience of a working port but are increasingly being shut out of it here.

I've only been in Darwin since October last year and am originally from the Mornington Peninsula Victoria, I have travelled the east coast of Australia since 2011 and have found Darwin to be very welcoming as a whole. I love that it is like having summer all year round, which makes you want to get out and about and enjoy the weather, I find this to be very important to my lifestyle. I do find Darwin to be an expensive city to live in, hence I live rural and commute on the public bus system daily, I find that the system that I use is mostly full of 'blue collar workers' that I have experienced minimal issues on the system. When I do use another system I do find it daunting when by myself (safety and hygiene). I'm loving the dry season and the number of activities that there is to offer. I do love that whilst Darwin is a city it still has that rural/city feel but I do feel that it does need modernising to attract a wider range of tourists and attract better shopping to the area.

Well I was born in Darwin and I hope it gets bigger and better.

My partner was born in Brisbane but his relatives occupy every cemetery around Darwin. I have his great uncle's memoirs of Darwin.

After Darwin what is your favourite city?

The most popular in order were:

1. Melbourne
2. Singapore
3. Sydney
4. Perth
5. Darwin
6. Hobart
7. Adelaide
8. Cairns
9. Paris
10. Parks
11. Vancouver
12. San Francisco
13. Mornington

Other places people said they liked were, Barcelona, Tokyo, Istanbul, Quebec, Shanghai, Berlin, London, Frankston, Darwin circa 1973, Murray Riverland, Amsterdam, Athens, Townsville, Vancouver, Tucson, Arizona, San Antonio, Texas, Alice Springs, Venice, Exeter, Devon, Fremantle and Wellington NZ.

They liked these cities because they said they are walkable, with great parks, plazas and for its culture. They thought these cities offered unique features. That they are vibrant cities with lots to see and do. That the cities made great use of their waterfront locations and that bikes, people, cars and transport coexist in harmony.

The length of time respondents have lived in Darwin

Answer choices	Responses
Visitor	0%
Less than a year	1.56%
Less than five years	7.81%
Less than 10 years	18.75%
10 to 20 years	18.75%
More than 20 years	40.63%
Born here	12.50%

Age of respondents

Answer choices	Responses
Under 20	1.56%
20 to 29	10.94%
30 to 39	23.44%
40 to 49	23.44%
50 to 59	26.56%
60+	14.06%

APPENDIX TWO

NOTES FROM WORKSHOP, 17 SEPTEMBER 2013

THEME ONE (what people like and dislike about the city, suggestions to change)

Group 2

Like

- informal nature, nooks and crannies, surprises you can get in the urban area
- a reminder of what Darwin used to be as you walk down the beach and still see squatters
- Darwin prided itself on being rebellious and connection to history
- Esplanade
- remnant vegetation (escarpments, the wild bits)
- coastal – green and blue
- informal
- remnant buildings (sheds, back of house, storage areas)
- designated walkways (waterfront, Lameroo Beach)
- potential of the old rail corridor and One Mile Dam
- variety of green space
- street alignment for breezes

Dislike

- lack of sustainable design, including connectivity of the urban landscape, in particular accessibility, walkable infrastructure, urban heat island effect (lack of covered walkways and tree plantings)
- car dependency of Darwin, on grade car parks, car centric reduces walkability

- priority for service utilities
- failure of buildings to consider their neighbours
- lack of community permeability in the residential precincts
- vegetation not retained
- limited bike infrastructure, not clearly marked
- poor public transport stops

Improve

- create places, improve walkability, bicycle access, informal seating, opportunities for surprise engagements
- informal interaction to engage and play, food, art, free bike scheme, moving away from car dependency (with no need for helmets if you're riding on footpaths)
- improve the desire to use public transport (free loops, more stops, more frequent, remove cars)
- walk & ride (path networks, bike scheme, trees, covered walkways, cross city links)
- provide for families more (playgrounds, green spaces, school access)

result = more people

Group 3

Like

- size, with historical sites at both ends, eg Browns Mart, civic precincts, trees, gardens
- quirky – interesting pockets that can be connected
- it's walkable, able to cycle, easy to read and negotiate
- potential for serious change
- relatively well-structured, grid layout
- Gardens Hill Road canopy is good
- Darwin Festival

- Brown's Mart
- the few older stone buildings
- civic precinct – Old Government House
- Star Village Arcade
- potential to enhance all the laneways
- green Esplanade
- Cenotaph
- entertainment – social precincts at both ends of the CBD
- waterfront
- Frog Hollow
- potential to use Kahlin Compound as a cultural centre and remember ALL previous users
- escarpment vegetation
- Peninsula surrounded by cliffs is unique but CBD doesn't make use of its location.

Dislikes

- dominance of cars over walking
- tall buildings should be in the middle of Darwin (consider tiered structures)
- lack of vegetation and small trees (plant more trees – deeper and natives)
- not celebrating our tropical location (style of buildings to reflect the climate)
- lack of weather protection (trees, awnings)
- domination of car parking at street level (rationalise car parking away from streets, improve public transport, encourage cycling)
- Mitchell Street – businesses use the footpath so pedestrians are squeezed
- bus interchange is at the extremity (more bus stops, central, bus layover out of the CBD with driver facilities such as showers, more frequent buses)

- lack of end of trip facilities for bicycles (incorporate end of trip facilities as a requirement in the NT Planning Scheme, secure bike parking and visual security)
- safety
- no cultural feature in the CBD

Do

- build on cultural experiences in the landscaping and built form – everything flows from the cultural experience
- improve public transport and encourage cycling, link buses to arts events (car-shaped bike racks in parking bays)
- we are special, how to celebrate it in Darwin
- use Frog Hollow as an art precinct, develop a performance space, stage, markets, engage with users – or reopen as a school (don't forget the old Primary School), potential for youth activities
- more motorcycle parking
- free city loop bus
- park'n'ride
- more taps, fresh drinking water in Mitchell Street, give people dignity

Group 4

Like

- green open places, Esplanade being the Jewel in the Crown
- city is surrounded by water, it's a plateau
- high mixed use of business, residential, boutique shops with interactive street fronts, grids, interesting sky line with tall buildings
- mall and foundation
- activity during the day and night in Mitchell Street
- special places like Travellers' Walk, Deckchair Cinema
- pedestrian path around the city doesn't intersect roads

- elevated walkway and lift to the waterfront

Don't like

- predominance of car parking at ground level
- the city is hot and wet, there's not enough shade and weather protection
- safety after 11 pm
- not enough of a link between the water and the city
- waterfront and the city are two different jurisdictions
- lack of interpretation for visitors, eg on the Esplanade
- there is no easy way to know where the secret spots are
- lack of public toilets
- lack of a university presence in the CBD
- commercial and retail sectors are weak
- unsafe for cycling

Do

- build more public toilets
- make more youth friendly places, uni facility in the city
- reduce on-street all day parking and more off-street
- free public transport circle link similar to the Esplanade link
- we could develop and integrate the water's edge along the Esplanade, ie a walking platform below and access so you could get down to the water's edge
- encourage residential development in and near the CBD so there are more people living around the city
- make sure there is an appropriate residential mix and choice (high and low cost)
- Stokes Hill as a public place

- more affordable tourist accommodation close to the city
- having lots more people living and visiting the city area
- markets in the city and attractions for youth

Group 5

Like

- Peninsula surrounded by water and Bicentennial Park and the green places
- Festival and Darwin civic park and the underlying cultural history is something special, particularly the Greek, Italian and Chinese who contributed to the way the city operates and its history, eg Greek Orthodox Church and Chung Wah Temple to Glenti
- Civic district and stone buildings – Brown’s Mart, town hall ruins, Anglican Church
- Raintree Park – event space
- St Mary’s Catholic Cathedral architecture
- Doctor’s Gully, Deck Chair, foreshore, Travellers’ Walk
- DEC with the forecourt places, funky spaces like the Star Village Arcade (quirky, history, small, open air, shadiness, trees)
- elements of public art

Dislike

- No connectivity to the harbour and green spots (walk, bike, views)
- quality of architecture is ordinary and ...confused, a mixture of everything, we don’t have a cohesive style that says ‘this is Darwin’
- lack of connectivity to the waterfront
- lack of walkways and bicycle paths once you leave the city
- lack of shade trees and awnings
- city is generally a hot place
- no after hours trading (late night or weekend)
- city becomes a bit wild after 11 pm

- corridors: to connect between Mitchell and Smith Streets, there is not much (shelter)
- over-emphasis on car parking = the country town syndrome and car parks dominating the skyline – we have a psychology that people want to drive into town and park where they want. Maybe we are changing into a city.
- lack of mixed use, public and engaging spaces (there are some but not well used)
- planning controls and how parking is addressed
- town lacks vision
- until we decide how we want the city to develop and what it looks like... we need a vision
- diversity of land uses and building types
- lack of planning controls... interface of buildings with the streets, wedding cake syndrome and car parking.

do

- proper public realm strategy – CBD advisory committee
- free loop system with parking on the fringes of the city, trying to take away the emphasis on lots of cars
- centralise major car parking in conjunction with public transport
- connectivity strategy for pedestrians to increase permeability of the city – incentives for developers
- focus on public art in a more pronounced way, eg public art walls, artists in residence in vacant retail
- diversity of land uses and building types
- identity: urban design, architectural, lifestyle in the CBD
- proper planning controls, street interface revision
- late night mobile food vendors, night vendors, pop up markets in vacant car parks
- increased planting and shading – tree selection crucial to the success of shade
- sustainable and environmentally friendly design – climate appropriate

Group 6

Like

- walking connectivity through the arcades but could be strengthened
- open spaces... but needs to be actively used
- Star Village (hidden space)
- heritage features
- employment

Dislikes

- lack of active frontage which increases insecurity of walking through streets at night
- lack of open places
- lack of shelter for walking
- comfort
- availability of parking for retail
- lack of retail options
- derelict sites
- circulation around the waterfront
- itinerants
- lack of markets in the CBD

Do

- active street frontages with restaurants and dining, beautification
- activity places for children, recognising residential in the city, not much space for children to play safely, small restaurants that are family oriented
- combination of trees and structures to cool, protect against the wet

- providing residential with things like markets, butchers, produce in the CBD, which we don't have now, community gardens in the parks
- strengthen the heritage through emotional connection
- park and walk, shuttle service
- strengthen the bike network and walking path (landscaping)

Group 7

Like

- city has been changing, but quickly
- vibrancy, tourism opportunities, connections to the waterfront – creates choice
- multicultural
- waterfront – walkway connection to the water, embrace the outdoors, modern, connection to the city
- Darwin has great potential, good place to bring up kids (generally safe, employment needs to be managed, opportunity to be visionary, infrastructure available)
- tropical lifestyle (unique, choice)
- uni building a campus that will have thousands of kids coming in
- great parks, open space (relaxed, doesn't feel like a city)
- available parking (accessible)

Don't like

- hasn't been managed very well (diverse interests pulling in different ways)
- live in a tropical city you have to deal with, but drawback is a lack of shade and under cover areas during the Wet so you don't sit in a café drinking water, it's hot, need more trees
- lack of diverse retail sector, trade in the mall stops at 2 pm
- lack of access if you don't have a vehicle
- lack of affordable housing, especially if we have 1000 students coming into the city

- FIFO is a good thing but it does take a lot away from tourism, doesn't give tourists a chance to stay, takes away accommodation
- location of the bus depot
- better in fill of old sites such as Woollies
- lack of life on the Esplanade – not safe at night, lack of focus, better connection to the water (eg Cairns and Townsville)
- safety

do

- better under-cover areas either with landscaping or active frontage
- move the bus depot
- could be interactive with the car park
- better access into the city and down to the waterfront
- could be a traffic loop: Daly-Cavenagh-Knuckey
- more opportunities for alfresco, possibly a bus and bicycle land
- more public transport, better looked after and maintained
- more affordable housing (eg students)
- being able to access good markets
- increase tropical character
- one way loop in and out of city (see tracing paper)
- safety (identify dark corners)
- get rid of open car parks (up is the way)
- more public toilets, create a feature like NZ)
- Make laneways more attractive (eg public art)
- focus on retail in the mall (eg Bourke Street in Melbourne, could audition buskers)

Group 8

Like

- Value the connections between different nationalities and the environment
- (things) can be quite seamless across different groups
- opportunities to interact in the natural environment and the waterfront, where there are facilities for everyone
- the sense that there is something here for everyone
- openness of the place, the rough edges and the sophistication
- the tall old trees and play equipment in the mall is very important
- that you can encounter wildlife in the CBD
- big town rather than a city feel
- compact nature of the mall area
- creative use of outdoor space
- outdoor dining
- waterfront – atmosphere and safety
- Raintree Park
- interactions between different nationalities and the environment

Don't

- more opportunities for a understanding of the different cultures that have contributed to Darwin
- incorporation of different groups
- more Indigenous engagement in planning and in Indigenous uses of the city
- poor signage
- places often aren't very senior friendly
- issue with shade and connection to key services

- bike access – lots of bikes but not good access
- light rail could be important with connections to Palmerston and the northern suburbs
- safety in Darwin at night
- encourage more residential activities
- Cullen Bay is a dead zone
- lack of natural heritage and sense of history
- lack of public art
- anti-social behaviour
- CBD shut down on Sundays
- zoning of backpacker, short-term accommodation
- no seascape in the CBD
- need more seamless connections with an emphasis on tropical sustainability

Do

- more seamless connections with an emphasis on tropical sustainability
- development always in a tropical style
- keen to have an art gallery in the CBD, something active that would bring about more activity at weekends
- more tropical architecture to create connectivity
- incentive schemes (for architecture and art gallery)
- solar air conditioning in the mall
- more lighting for street safety at night
- more participation from Defence in relation to social responsibility in the city
- water front: with a city surrounded by water to have more views of Knuckey and Bennett Streets
- more outdoor dining on the Esplanade, using the area
- more sophisticated relationships between the government and the private sector

- more consultation with Indigenous groups on how they would like to use the space
- more transparent, permeable buildings and street activation

Group 9

Like

- vistas
- lots of views but they are not used well
- a good opportunity to develop so that you have an elevated view over the waterfront area
- private development where they have planned public places to take advantage of the views
- old plan of Darwin had a lot of pocket parks but they have been built out
- need to bring the public places into the planning controls
- Goyder's grid – heritage
- access, laneways
- breezeways
- Esplanade
- walkable
- monsoon rainforest spots

don't like

- disappearing original town, used to be a lot of diagonals
- lack of a plan
- lack of vista to the ocean
- don't like privatisation of public places, eg outside the Entertainment Centre, is a ground floor open area
- walking distance but not much connectivity
- lots of small alleyways but through car parks, next to rubbish dumps but then they pop out into attractive places like the Star Village

- traffic, transport and parking
- lack of green, public space
- no pedestrian access and walks around coastal areas, eg Fort Hill, Goyder's Camp, Knight's Folly

Issues

- height changes
- street enclosures
- linear/vertical parks
- Mobil, Shell, One Mile Dam sites
- urban design
- street trees – creation of space is possible
- old hospital site – to Mindil, is a weak link
- public access through and under private development

do

- lot of fringe parks, bushland around the fringes that could be better connected or developed to make the fringe zones more tropical, increase the breezes so they don't become wind corridors.

Group 10

Like

- harbour
- eclectic mix of businesses
- accessible
- grid layout
- green spaces

- support of space by festivals

Don't like

- drunks in Mitchell Street and the stale beer smell, lack of street cleanliness
- disjointed retail
- streetscape
- derelict buildings
- lack of pedestrian comfort
- lack of public transport for CBD loop

Do

- better street cleaning in Mitchell Street
- place-making strategy
- incentive to develop some of the derelict buildings
- government policy to focus offices in the CBD = incentive to build offices in the CBD
- weekend night market focussing on food
- free CBD bus loop
- integrated planning and development incentives

Group 11

Like

- Esplanade, Bicentennial Park
- beautiful old trees
- cafes
- easy parking, Mitchell Centre parking

- no peak hour traffic
- bike paths
- old trees (large)
- playground in the Mall
- buildings aren't too high, allowing good light

Dislikes

- not enough shade
- poor pedestrian access, where cafes push you into the street in Mitchell Street
- car parks taking up a lot of spaces, ground level car parking
- industrial feel to the entrance of the CBD
- anti-social behaviour (security risk)
- council seating on the Esplanade

Do

- improve the aesthetics of car parks and space through creative artwork
- more underground car parks to allow for more shade and other activities
- rezone the industrial area into the city – need an 'entry statement' and the right feel and tone
- more and brighter street lighting
- intersection of Bennett and Cavenagh needs an upgrade
- secure bike parking facility
- install more public toilets and 'sign' the locations
- more active places where there are holes in the ground now
- opportunities to do some fun stuff
- linking up active centres (loop) eg CBD mall and waterfront, there is no natural flow

- get the mall working then expand it
- activate the two entry points to the mall, they are pimples, they are ugly
- bringing the night markets into the mall and cover the mall, keep the Festival spirit alive to bring people into the CBD and create atmosphere
- safe places for activities for youth, with easy public transport
- planning laws that include a large amount of landscaping and greenery like Singapore (and enough car parks)
- signage, maybe a phone app – to create a journey around the CBD not just a destination
- do something with Lameroo Beach
- uni campus in the CBD is great news and bringing those people in will activate the city
- make arcades a feature, eg Star Village, not dingy lands to nowhere
- cafes to stay open after 3 pm
- Create a green space at Cullen Bay open area, eg different gardens and historical learning places

Group 12

Like

- Esplanade, harbour, like looking at the ship movements
- civic precinct – good combination of buildings and open space, links to Esplanade, corridors of open space
- Deck Chair Cinema location – could consider a second one elsewhere
- Frog Hollow Park (but under-utilised, could encourage a café, better connectivity to the park)
- Smith Street Mall – like Mitchell Street, it has a different flavour

Dislike

- hot, wet, need places to get from A to B – lack of shade and awnings
- you can get lost in the CBD, lack of way finding, eg iconic things like buildings. In Melbourne people say ‘I will meet you at the Flinders Railway Station’, here the hotels change names. ‘I will meet you at the Yellow Peril’ or public place.

- pedestrians, bikes and shade, introduce bike lanes and bike sharing arrangements and the bike parking area in the Chinatown car park
- visual amenity of parking along the Esplanade, disrupts the 'peace' blocks visual corridor to the Esplanade, under-utilised
- not many interesting buildings, not innovative enough and doesn't compete with surround building design
- appearance of Daly Street, a poor entry into Darwin
- not enough parkland – need more plants in the road reserve
- derelict buildings (Daly Street and Bennett Street in particular)
- Woolworths site
- Commonwealth Bank site – disconnects interest to keep walking to the waterfront
- number of laneway stops outside the mall – more laneways may encourage better connectivity between streets, for pedestrians, without compromising safety, connectivity through Austin Lane is uninteresting and uncertain
- not bike friendly – introduce share bikes, designate part of the road for bicycle lanes, connect main areas of the CBD with bike paths (eg Tiger Brennan)
- policy of allowing parking space to be substituted for bike racks or share cars
- corner of Knuckey and Smith Streets is congested – potential to be the town square
- Smith Street is 'unlively' – extend the Mall, al fresco dining.

Do

- existing rail corridor is a really safe place for cycles, walking paths – could be converted to light railway network if Darwin is able to support it in the future
- connections: some are really good, there are some nice walking paths through town and some just stop eg Star Village, nice pleasant place to walk, then you cross Austin Land and there are people smoking, you don't know if you are allowed into the other arcade
- laneways
- Woolworths site is a good pedestrian link and the biggest bus node in the city
- more focus on improving pedestrian links from McMinn to the Esplanade

THEME TWO

World Café – people worked in groups and discussed the themes.