



## Australian Institute of Architects

This submission has been prepared in response to the work currently being undertaken by the Northern Territory Government, with respect to Darwin Ferry Planning. The Australian Institute of Architects thanks the Government for the opportunity to contribute meaningfully to this process.

The Australian Institute of Architects is committed to making urban, regional and remote areas of the Northern Territory well-designed, socially inclusive, environmentally sustainable, and culturally diverse places that are enjoyed by all Territorians and visitors alike. We seek to work collaboratively with government to make our world a better place through architecture.

From the information session on November 15 we understand this stage of the process is about identifying three priority sites for immediate development, feeding into a 50 year master plan of ferry services. In this spirit, we offer the following comments:

We strongly support efforts from The Northern Territory Government to pursue varied forms of public transport. The water is a key natural asset of Darwin City and its surrounds; however it is not effectively utilised for transportation as it is in other Australian cities such as Brisbane and Sydney. We also commend the Government on approaching this from a long term master planning perspective with components of more immediate work.

We believe the initial priority sites should be focussed around transport of current and predicted population centres and connecting people to the CBD with a future vision of expanding tourism across the Darwin Region. With this in mind we see the three priority sites as:

### **Nightcliff/Rapid Creek – Jetty or Nightcliff Pool**

These suburbs already have an established very public relationship with the water. The water's edge is already well enjoyed both as an outlook and as a recreational space, and the relationship should not only be maintained, but enhanced. Pedestrian and cycling activity is strong in the immediate and neighbouring suburbs as is evident by the daily activity along the foreshore.

### **Darwin CBD – Knuckey Street**

The Darwin CBD currently has its back turned to the water, Knuckey Street presents a clear connection from a concentration of active street frontages and pedestrian activity to a future ferry terminal. A current priority is to bring more people into the CBD. Car parking has been seen as a major obstacle to this occurring, however, the issue of car parking needs to be counteracted by presenting the community with more options of frequent public transport.

### **Frances Bay**

The viability of the future development of The Cox Peninsula will be a future vehicle/light truck ferry service connection. Currently it takes an hour and a half to get to Wagait beach. The site is currently on the market and any potential mixed use development should allow for the ferry hub.

### **Palmerston**

The information session on November 15 gave opportunity for independent market research to share its findings on ferry transportation in Palmerston. Research showed a strong support for ferry transportation by the residents of Palmerston with over 30% reporting they would use a ferry service for daily commuting purposes.

We would also like to encourage the Government to see these ferry terminals as potential destinations in themselves. These terminals have the potential to represent Darwin as a city on the water, and become not only vital transport hubs, but also an important part of community identity.

As these projects develop we urge the Government to involve local architects in the design and construction process. The involvement of architects will assist the Government in ensuring quality outcomes and long-term value for money.