

CULLEN BAY REVITALISATION

For: Cullen Bay Marina Management Corporation (CBMMC)
REVISION 8



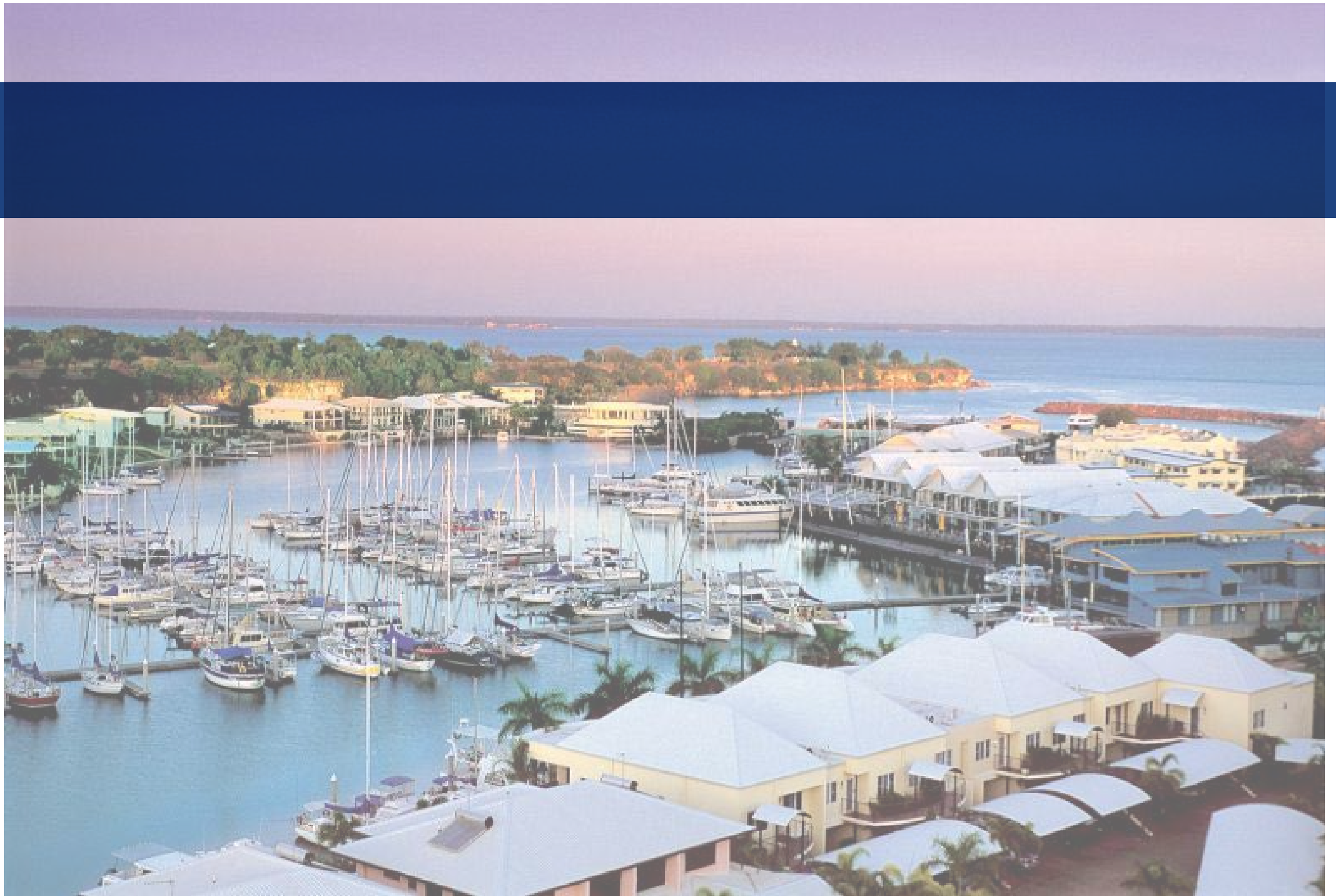


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MASTERPLAN PREPARED BY:



1 . EXECUTIVE SUMMARY



Figure 1.1 Study Area

Source: Nearmap

1.1 Cullen Bay Management's Vision

Cullen Bay is part of the Darwin experience for tourists, locals and commercial enterprise. Amongst the suite of mixed use tourism, recreational, residential and commercial opportunities offered by the Waterfront, CBD and Cullen Bay, the Cullen Bay adds a unique Marina styled experience for families.

In recent times the success of the Cullen Bay Precinct has been under commercial and social pressure primarily from the Ferry Terminal overflow parking, a shortage of parking for commercial venues at critical times, lack of activation on Marina Boulevard in the commercial area and the expansion of the Darwin Waterfront and CBD with upgrades. The Cullen Bay Marina Management Corporation (CBMMC) recognise the need for upgrades to Cullen Bay. On the recommendation of the City of Darwin Council Aldermen, the CBMMC commissioned the following revitalisation master plan to succinctly outline the issues, constraints and opportunities for upgrades with strategic recommendations for the Council and other invested parties to review and discuss.

Many of the challenges and way forward lie in reimagining Cullen Bay's identity as a family oriented village, resolving transport and access conflicts and providing infrastructure to improve a more pedestrian orientated and activated streetscape. The upgrades identified include:

First 1-3 Years

- Discussion with Departments of Transport and Lands, Planning and the Environment for the development of the temporary (unpaid) parking and associated stairs for the Ferry Terminal overflow parking in Myilly Point Park.
- Discussion with Department of Transport and City of Darwin for the development of the City Loop transit system.
- Discussions and agreement on the installation of the 'Beach Plaza'.
- Installation of the missing footpaths in the residential area.
- Development of a waste management solution for the commercial precinct
- Formal change of the estate name to Cullen Bay Marina.
- Upgrading of the seal on the Slipway car park and installation of shade trees with bollard protection.

Next 3-7 Years

- Installation of the Beach Plaza to Casino walk
- Installation of the Marina Boulevard – Residential boulevard planting and urban infrastructure.

- Installation of the Cullen Bay Crescent and associated courts street trees.
- Development of the double storey car park and waste management solution
- Installation of the local park adjacent to Kahlin Oval.
- Installation of shade elements in Marina Boulevard – Commercial Precinct.
- Inclusion of public art elements.
- Upgrade to the minor beach area.

Next 7-10 Years

- Installation of more al fresco areas in Marina Boulevard Commercial Precinct
- Installation of the Ocean Plaza.
- Installation of the Marina Boulevard – Residential boulevard plantings.
- Installation of Myilly Point Regional Park.

A key project for the benefit of the wider community is the development of the Beach Plaza from the beach to the Yots Greek restaurant/ Exotic North Indian Cuisine restaurant which builds on recent investment and is a key location to highlight Cullen Bay's new direction.

Other recommendations have been prioritised and opinions of costs provided to assist long term revitalisation as a family oriented destination for locals and visitors.



Cullen Bay Ferry Terminal Jetty

2 . CULLEN BAY MARINA PRECINCT



2.1 About Cullen Bay

Cullen Bay is a residential and commercial marina precinct master planned in the early 1990's by Architect Hans Vos. This man-made bay was reshaped through reclamation of land to create a unique community and a safe haven for pleasure and recreational craft between Myilly and Emery Points. The precinct is characterised by premium single dwellings, high rise apartments and mixed use precinct including tourist accommodation, restaurants, serviced offices, recreational opportunities and varied retail outlets. The marina houses over 250 vessels in public and private moorings and is home for approximately 2000 residents. The Ferry Terminal at the end of Marina Boulevard provides transport for travellers between Mandorah and the city, and the Tiwi Islands and the city

2.2 Management of Cullen Bay

As part of the development agreement, the Northern Territory Government established a body corporate known as the Cullen Bay Marina Management Corporation (CBMMC) responsible under the Cullen Bay Marina Management Act to manage CBMMC's common property including the marina and lock. The City of Darwin retains management of the streetscapes and the Department of Transport maintains management for the Ferry Terminal at the end of the commercial precinct.

2.3 Current Commercial and Social Pressures

Over the past 10 – 15 years the success of the Cullen Bay Precinct has been under commercial and social pressure primarily from the Ferry Terminal overflow parking, a shortage of parking for commercial venues at critical times, lack of activation on Marina Boulevard in the commercial area and the expansion of the Darwin Waterfront and CBD upgrades. These pressures have been discussed between CBMMC, City of Darwin aldermen, Council Officers, the Department of Transport and NT Government Ministers on a case by case basis. In recent discussions, the CBMMC was advised by the Council Aldermen to prepare a masterplan that would surmise the issues and provide direction for all three managing parties to set a new course for improving the amenity and experience of Cullen Bay, complementing the Waterfront and CBD, for the benefit of all Darwin residents, businesses and tourists.

2. CULLEN BAY MARINA PRECINCT



Family orientated marina lifestyle



Modern and Stylish Streetscape



Shared Pedestrian zone



Waterside Restaurants



New Improved Pedestrian Paths

2.4 Cullen Bay Management's Vision

As stated in its CBD Master Plan, the overall vision for the City of Darwin is to create an inclusive, engaging and tropical destination to improve the quality of life for people by improving the range of choices people have for living, recreation and commercial enterprise. Within this future framework, Cullen Bay will always be a valuable asset as an integral part of the local and visitor experience along with places such as Darwin Waterfront, Nightcliff foreshore, Parap and Mindil Markets.

In resolving the current pressures on Cullen Bay, the vision for the precinct as generated by the CBMMC is as follows:

"The precinct streetscapes could be modern and stylish, enhanced by additional shade and seating areas, with colour introduced through tropical plants and fabulous public art. There is potential for turning Marina Boulevard into a shared use pedestrian zone with limited vehicular access, and a new "eat street" concept to complement the waterside restaurants. Associated retail shopping would enhance this experience further.

In accordance with the Darwin CBD Master plan, the ferry terminal would move to its new location in the Darwin CBD relieving parking congestion and traffic volumes. In its place, a Department of Transport city loop transit system could circulate passengers between the Waterfront, CBD and Cullen Bay on a regular timetable.

Greater use of the pontoon by recreational and tourist vessels would result in improving passing trade for restaurants and shops. The Ferry Terminal can then be redeveloped into an iconic entertainment attraction or Ocean plaza for a program of events.

The precinct would be linked by cycle-ways and footpaths to the Casino and Mindil Beach Markets, and through to the Darwin CBD. The residential area would continue to be the place to live in Darwin, complemented by elegant streetscapes and family friendly parks with children's play equipment.

The Estate would also complement, and integrate seamlessly with the immediate surrounds for the future neighbouring developments on the Old Hospital site, Flagstaff Park and neighbouring Fannie Bay. Residents and visitors to Cullen Bay Marina would enjoy the local ambience as part of the whole Darwin, Waterfront and Cullen Bay experience'

3 . CULLEN BAY MARINA MASTERPLAN



Grass Mounds



Sculptures by the Sea Events



Outdoor Dining Opportunities



Boardwalk



Outdoor Dining Opportunities

3.1 The Master Plan Team

To prepare the Cullen Bay Marina revitalisation masterplan, CBMMC engaged SMEC Australia as the urban master plan design team.

SMEC Australia has local Urban Designers, Landscape Architects and Urban Engineering consultants who provide practical, innovative and sustainable landscape design solutions for a range of clients including local, state and federal governments as well as large private development companies. SMEC has a reputation for maximising the social, economic and environmental potential of each project. For this project SMEC enhanced the local team with DKJ Architects and Donald Cants Watts and Corker (Quantity Surveyors) to provide the architectural and cost reporting required for a complete master planning process.

The methodology for the master plan followed through logical master plan steps:

- An independent assessment of the challenges and constraints currently affecting the success of the precinct as a desirable destination and viable commercial proposition;
- Detailed conceptual planning for the marina delivering the vision for the precinct.
- Financial implications and investment opportunities include prioritising:
 - Funding sources for upgrades and projected projects
 - Predicted costs for upgrades and projected projects

- Short term upgrades – 1 – 3 years
- Mid-term projects 3 – 5 years
- Long term projects – 5 – 10 years

- Preparation of draft reports and a series of reviews to hone issues and solutions to those that can be discussed with the wider stakeholder group including City of Darwin and Department of Transport.
- Presentation to City of Darwin and Department of Transport for discussion.
- Preparation of an agreed Cullen Bay Marina Masterplan to be budgeted and implemented over time.

4 . CHALLENGES

4.1 Issues, Constraints and Opportunities

The easily identifiable challenges that premised the masterplan include commercial and social pressure primarily from the Ferry Terminal overflow parking, a shortage of parking for commercial venues at critical times, lack of activation on Marina Boulevard in the commercial area and the expansion of the Darwin Waterfront and CBD upgrades.

Whilst these issues are identifiable it is prudent to review all issues and challenges to the current urban character, function and desirability. The following urban framework identifiers captures most urban issues and challenges faced by precincts such as Cullen Bay when reviewed in depth:

- Identity – The unique sense of place
- Economic Viability – Ability for commercial enterprises to thrive
- Social Engagement – Ability to accommodate population growth and satisfy needs
- Transport and access- Private and public circulation, coming and going from place
- Landscape Environment – People's connection with nature
- Built Environment- People's connection with amenity and shelter

The following addresses each layer seeking to define the positive qualities on which to build change and those existing challenges to be overcome to achieve the new vision.

4.2 Identity

Cullen Bay has been perceived as a 'high end' marina development for residential living and entertainment. However, the average age of people in Darwin is 33 and they are characterised as people with young families or as couples living in homes and units. For continued growth, Cullen Bay must, and is willing, to change its identity to become a family orientated village desired by younger people for safe, social gatherings and affordable recreation. In contrast to the neighbouring CBD and Waterfront communities, Cullen Bay could offer people unique experiences with a core focus on children friendly activities, extended family groups socialising on the beach and in parks and on safer, pedestrian prioritised streets and linked pathways.

The challenges lay in:

- Identity is built through consistent, strategic implementation, over time
- Identity improvements require successful negotiation between varied stakeholders.
- Existing infrastructure affects above ground improvements.

The way forward will require:

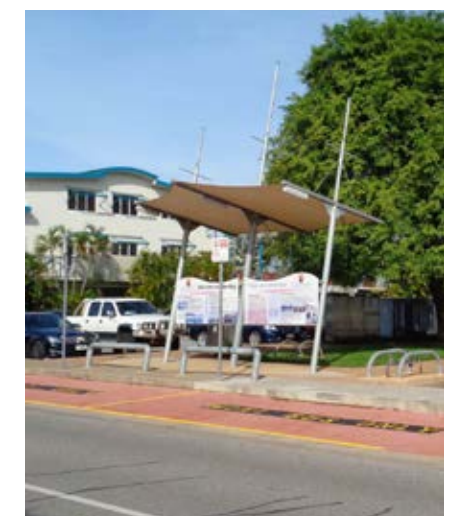
- A fresh identity as a family orientated village and tourism venue
- Reflection of a modern marina lifestyle
- Provision of a people orientated environment.
- Improved connection between streetscape and water.
- Way finding to facilitate circulation and reflect community



Existing structure - Jetty



Current connection to beach



Interpretive signage and wayfinding

4 . CHALLENGES

4.3 Economic Viability

The commercial area has about 80% occupancy and includes restaurants, accommodation, professional offices, educational facilities, retail and marina associated operators and infrastructure. The 20% unoccupied tenancies and decline in patrons for the precinct over the last few years has slowed growth in Cullen Bay.

The challenges lay in:

- Long-term uptake of car parks by the overflow from Ferry users' needs to reduce as a high priority.
- Expansion of commercial areas must address increased parking within the developable area.
- Rationalising deliveries, customer parking and refuse storage and collection away from public view will improve business operational needs.

The way forward will require:

- A solution for the Ferry Terminal overflow parking
- Innovation to add car parking or provide alternatives
- Improvements to operational requirements.



Current Ferry Terminal



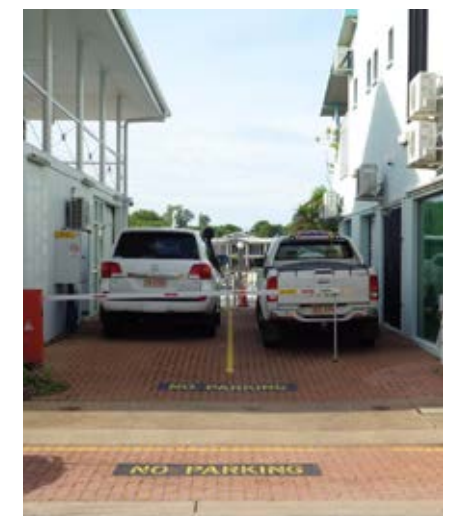
Residential area



Places for people



Expansion of commercial areas



Current parking conditions

4 . CHALLENGES

4.4 Social Engagement

Cullen Bay has the beach, some family restaurants and the marina to attract families. However there could be a substantial increase in play spaces and recreational opportunities on offer for residents and the wider community.

The challenges lay in:

- Cullen Bay providing family events and recreation.
- Maintaining diversity to accommodate all users.
- Decreasing anti-social behaviour associated with Ferry users.

The way forward will require:

- Provision of choice in family orientated activities.
- Provision of place to improve social connection.
- Activation of the streetscapes.



Streetscape needs upgrade



Existing service lanes



Existing Ferry Terminal



Commercial area

4 . CHALLENGES

4.5 Transport and Access

Cullen Bay has several ground level car parking facilities, a ferry terminal for boats moving between Cullen Bay and Mandorah and the Tiwi Islands a public bus route and a marina for private boats. The lack of adequate parking at the Ferry Terminal results in Ferry users overflowing their parking needs into the commercial public car spaces. This overflow parking can render carparks unavailable for up to 62 hours on weekends and over peak commercial periods. The result is locals and tourists cannot find parking for dining or other events and leave the precinct. CBMMC has requested the Department of Transport to urgently develop a parking strategy to deal with its parking shortfall in the short term, with relocation of the ferry terminal considered the only feasible long term solution.

With parking a premium and desired amenity, transport and access is one of the main constraints in delivering the community's vision for Cullen Bay.

The challenges lay in:

- Relocation of the Ferry will not occur in the short term (2 – 3 years).
- Overflow parking on the street can be restricted with parking meters but that moves them to the other public car spaces
- Parking spaces need to increase to meet growth.
- Vehicle access currently has priority over people access.
- Access must be made for deliveries and waste management.

Most parking in car parks is novated to commercial facilities as part of the development agreement.

The way forward will require:

- Relocation of the Ferry Terminal overflow parking in the short term
- Rationalisation of current and future parking conditions
- Improved multi-modal infrastructure
- Pedestrian prioritisation
- Improved waste management and deliveries infrastructure



Relocation of Ferry Terminal



Vehicle access has priority over people



Access for delivery and waste management



Current Bus Stop Location

4 . CHALLENGES

4.6 Landscaped Environment

The landscape environment in Cullen bay is characterised by the existing mixed hard pavements and soft palm styled landscape elements. The landscape amenity is limited and there are few public realm nodes or appealing open spaces to attract people for recreation and relaxation activities.

The challenges are:

- The Marina Boulevard pavements prioritise cars instead of people.
- The beach is not visible from Marina Boulevard
- Small scale open space offers no amenities
- Additional trees in the commercial nature strip would be in conflict with underground services.
- Trees in the residential nature strips are competing with private gardens for space.
- The landscape character is not strongly identifiable.
- Signage advertising activities is poor
- Commercial operations block alleyways with waste or private vehicles.
- There are no recreational parks

The way forward will require:

- Focus on public realm nodes as family destinations
- Improvements to visual and physical connectivity
- Additions to improve the cohesive landscape character
- Opportunity for ephemeral public events



Existing Marina Boulevard Pavement



Trees in residential nature strips



Signage



Views to the beach

4 . CHALLENGES

4.7 Built Environment

The built environment is characterised by the marina styled commercial buildings and the residential homes. The buildings are varied in character and address the marina side in preference to Marina Boulevard. The alleyways are also not celebrated to connect the street and marina. There is also a lack of weather protection for patrons and employees moving between parking options and venues.

The challenges are:

- Improving facades requires action and funding by private owners
- Need for pedestrian protection from sun and rain via connected awnings.
- Future development will need to see the results in revitalising Cullen Bay before further built form is developed

The way forward will require:

- Influencing future built form facades
- Iconic edges and destinations
- Improvement to double fronted commercial space
- Connected shade/ wet weather amenity.



Existing Ferry terminal



Existing Restaurant Building



Existing Buildings Facades



Existing Building Facades

5. THE FUTURE CULLEN BAY

5.1 A Family Orientated Identity

With a strategic approach, Cullen Bay can drive its future development as part of an overall local and tourism destination with Darwin CBD and the Waterfront. In consultation with the CBMMC over the individual issues and challenges facing the precinct, the master planning team has proposed several upgrades, staged over time, which will improve the functionality, accessibility, activation and hopefully commercial trade for the area. The upgrades are all based on providing:

- Consistent theming for a family orientated marina village character.
- Improved circulation around the site for pedestrian activity.
- Restructuring of the transport and access.
- Greater connectivity with the CBD and surrounding venues.
- Development of plazas and nodes of activity at street level.
- Development of places for ephemeral events.
- High visibility through linking spaces for pedestrian safety.
- Improved urban infrastructure for day to day amenity.
- Provision of playgrounds and picnic facilities for family recreation.
- Improved operational management schemes.
- Streetscape upgrades for canopied lined streets.
- Reflections of community in public art.
- Shaded facades and connected canopies.

The overall master plan for Cullen Bay is illustrated on the attached page.



Public realm enhancement



Plazas and Nodes



Public Art



Improved Urban Infrastructure for event spaces



Improving views to the water



Shaded areas



KEY TO SYMBOLS

Existing Buildings	Signage
Proposed Buildings	Public Art
Shelters	Interpretive signage
Playgrounds	Perspective View 1, Refer to Page 19
Pedestrian Connections	Perspective View 2, Refer to Page 31
Interventions	
Cullen Bay Region	
Entry Wall	

LEGEND

- 01 Ocean Plaza.**
Open Space Transitions Between Markets, Pop-up Movies, Weekend Dining and Weekday Car parking.
- 02 Ferry Stop**
- 03 Footpath Expansion.**
For Alfresco Dining on Marina Boulevard (Marina side)
- 04 Street Trees.**
Installation of Street Trees in Alignment with Parallel Car Parks to avoid Services.
- 05 Enhancement of Streetscape.**
With Seating, Bollards, Bins Canopies and Public Art Elements.
- 06 Relocated Taxi Rank.**
- 07 Reconstruction of Landscape.**
To Improve Passive Surveillance.
- 08 Pavilions.**
To Provide Destinations, Amenity and a Visual Linking Element.
- 09 Beach Enhancement.**
With Seating, Picnic Tables, Shelters and Soft Landscape.
- 10 Beach Plaza** To Connect the Beach and Marina with;
- Raised Pedestrian crossing with feature exposed aggregate bands and inset signage
- 11 Carpark Upgrade - Beach Side.**
To Connect the Beach and Marina with;
- Deck Over Carpark for Retail at Beach Height,
- Deck over Carpark for Additional Cars and Pedestrian Access at Beach Height
- Waste Transfer Station
- 12 Carpark Upgrade - Marina Side.**
- Deck Over Carpark with Retail Below at Marina Height
- Deck over Carpark for Additional Cars and Pedestrian Access at Marina Height
- Waste Transfer Station
- 13 Regional Leisure Park.**
- 100 Carparking Spaces for Park and Long Term Ferry Users
- All Abilities Playground and Barbecue Facilities
- Sky Bridge Access Between Escarpment and Lower Marina Boulevard Level
- Water Spray Park
- 14 Board Walk**
With Fishing Platforms, Shelters, Interpretive Signage and Stairway to connect from the bottom to the top of the escarpment.
- 15 Redefined Entry.**
Additional Entrance Wall to Commercial Area Enhancement of Marina Boulevard with Foxtail Palms and Low Planting to Match the Outbound Land Planting.
- 16 Enhanced Residential Streetscape.**
With Coordinated Formal Boulevard Street Tree Planting and Removal of Shrubs in Nature Strips.
- 17 Neighbourhood Park.**
Open grass with connection to Kahlín Oval.

5. THE FUTURE CULLEN BAY



5.2 Marina Boulevard - Commercial Precinct

Marina Boulevard is currently visually and physically dominated by the prioritisation of cars and service infrastructure. The experience is poor for the pedestrian negotiating from the car to commercial premises, event spaces and deters activation of the streetscape. To focus on the people, the master plan must first deal with the cars.



5.2.1 Rationalising Car Parking

Relocation of the current overflow car parking at the Ferry Terminal is the immediate priority to free up car spaces for the commercial customers. The existing pavement in the large car park adjacent to the Slipway Building also requires resurfacing with new line marking and new shade trees for improved amenity. The proposed Shade trees are to be aligned in the corners of car parks and at ground level to provide the trees with sufficient root space to mature and for trunks to be away from tow-bars and the back of vehicles. Raised planters are not recommended as they can damage cars and offer the trees less space for good root growth. Trees with bollards to protect them are sufficient in this instance. A good shade tree such as *Peltophorum pterocarpum* or *Mimusops elengi* should be implemented in this environment.

The car park adjacent to La Beach Restaurant can be developed into a two storey car park without sacrificing any views, and has the advantage of providing direct beach access. This private enterprise development could be associated with a retail/ commercial outlet facing the ocean side on the upper level. The two storey option also facilitates covered area for half the car parks.

In the Crown land area marked for the regional playground it is possible to include a 100 space car park as well as a regional park facility. This car park could be installed years prior to the play space being implemented. A staircase from the car park to the Marina Boulevard would need to be included to accommodate pedestrian movement from the top of the escarpment to the lower street level. The car park could offer dual use for the playground, Mindil markets, Territory Day events and the commercial area at differing peak use times. Once additional spaces are available, the proposal is to slowly remove the parallel parks on the Marina side of the Marina Boulevard to improve alfresco dining opportunities and pedestrian prioritisation.



5.2.2 Public Transport and Multi-Modal Infrastructure

There are many improvements that can be made to encourage greater use of public transport and multi modal options. Many cities have a discreet public transport system called a 'City Loop' to discourage people from bringing their vehicles into the city and provide a convenient and fast service to cross town. In this instance a city loop service that included the Waterfront, CBD, Cullen Bay and Fannie Bay could provide a great facility for tourists and locals. The city loop service may have a series of shuttle buses that traverse the route on an hourly basis and continue to midnight. To facilitate discussion on this would require coordination with the Department of Transport, Tourism NT, Chamber of Commerce, City of Darwin and the business community.

The current standard public transport bus system could be improved by restricting the bus route to the last roundabout on Marina Boulevard preventing the bus from entering the commercial precinct. The bus is a large vehicle and the existing street is only two lanes. With a desire to improve pedestrian circulation and activation of the streetscape with al fresco dining and events it would be beneficial if the bus was excluded from this section of the streetscape. Travellers could use a bus stop adjacent to the roundabout and the distance from the bus stop to the Ferry stop would be no greater than 350m in line with current walkable guidelines for public transport. Additional infrastructure such as bike racks, drinking stations, way finding messaging, segway stations and connected pedestrian paths also assist connectivity with Marina Boulevard and the wider area. These infrastructure items facilitate people orientated environments that prioritise the movement of people around a place. For Cullen Bay the improvements to a people oriented environment could include:

- Raised pedestrian crossings across Marina Boulevard and Cullen Bay Crescent connecting areas of public urban realm.
- Relocation of limited car spaces to increase pavement space for al fresco dining, events and expressions of art.
- Simplification of way finding signage and interpretation of the site history and natural and cultural environment.
- Identifying sites for improving access to the water for pedestrians.
- Identifying places to maximise pedestrian access to views to the water.
- Providing parking alternatives for property owners who park in the alley ways.
- Creating visual cues on the streetscape and the marina side.
- Reducing clutter in the nature strip to improve accessibility and passive surveillance.
- Including covered nature strips with trees or fixed shade elements to improve walking in sun and on rainy days.

5.2.3 BUS ROUTES



LEGEND

- BUS ROUTE
- ★ BUS TURN AROUND
- CULLEN BAY MARINA PRECINCT

5. THE FUTURE CULLEN BAY



5.2.4 Way Finding

Way finding is the way people orient themselves in physical space and navigate from place to place. Way finding assists identity of place by creating a consistent messaging and informing people about the events, facilities and activation available in and around the site. Improvements to the Marina Boulevard Commercial Precinct section include:

- Changing the name of the estate from Cullen Bay Estate to Cullen Bay.
- Providing a themed series of information posts at regular spacings down Marina Boulevard that inform on fixed events, facilities and activation on offer in Cullen Bay.
- Providing banner poles to express annual events i.e.: Christmas, Dragon Boats...
- Expressions of public art in pavements, on walls and free standing in nodal locations.

5. THE FUTURE CULLEN BAY

5.2.6 Cohesive Landscape Character

The existing landscape character is characterised by a myriad of pavement and hard and soft landscape elements but has no structured formal arrangement. This has occurred because of conflicts with services and the multiple ownership issues that influences the site. To create a more cohesive landscape character the following is recommended:

- Coordinated street tree installation on Marina Boulevard in line with the parking bay not the nature strip as there are conflicts with services.
- Removal of the trees and pots in the alley ways.
- Inclusion of garden beds in the plazas
- Inclusion of public landscape furniture elements
- Parks with play events for toddlers, young children and teenagers.
- Parks with seating and picnic facilities for informal dining.
- Fast food dining options.
- Contained longer stay dining options.
- Venues for temporary markets
- Places for people watching and engagement with nature.

5.2.7 Operational Infrastructure

A strategy is needed for deliveries and waste management in the commercial precinct to remove these activities from the pedestrian links between buildings.

- Currently each restaurant has multiple waste bins which are collected daily by a myriad of waste contractors. The bins are a visual eyesore which detract from the ambience of the precinct, and the plethora of waste collection trucks is counter to the pedestrian friendly precinct that CBMMC is trying to create. A single contractor serving all commercial operators would appear to be an obvious and economic solution which would immediately reduce the number of trucks in the street. An alternative will need to be found for visible bins, whether this is a centralised facility or individual screening.

- Deliveries in Cullen bay are varied. The Marina requires short term loading areas for people on boats and commercial areas need short term deliveries of stock. These need to be rationalised and multiple delivery use accommodated as priority parking in Marina Boulevard. Most deliveries could be encouraged to occur in the mornings prior to public use of the area and take up of car spaces.

These are matters which can only be resolved in detailed negotiation with the restaurants and their contractors, and is beyond the scope of this master plan. However, CBMMC will take a leadership role in this critical matter.



5.3 THE OCEAN PLAZA



LEGEND

- 01 SHELTER AND AMENITIES
- 02 WASTE TRANSFER STATION
- 03 PROPOSED BUILDING
- 04 NEW INTEGRATED OCEAN PLAZA
- 05 REMOVEABLE BOLLARDS
- 06 ACTIVE STREETScape FOR EVENTS AT NIGHT AND ON THE WEEKENDS
- 07 SHADE TREES TO CARPARK
- 08 EXISTING CARPARK
- 09 PEDESTRIAN PATHS

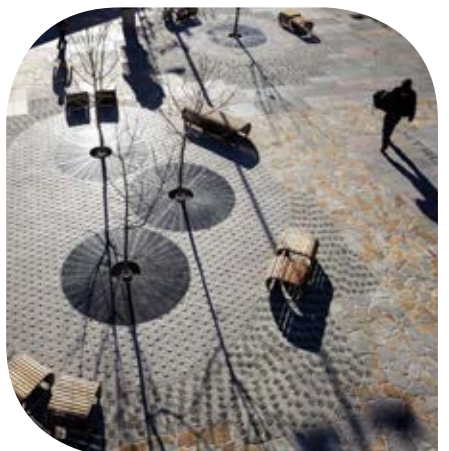
5.3 The Ocean Plaza

The Ocean Plaza contains the Ferry Terminal, associated car parking area and adjoining shops. The current issues with the overflow parking and perceived anti-social behaviour in this area will be mostly resolved when the Ferry Terminal relocates closer to the city, hopefully in 3 – 5 years.

In the short term it is proposed the overflow parking be provided on the crown land at the end of Myilly Terrace in the proposed Myilly Park as a temporary gravel space. Stair access will be required for people from the car park to Marina Boulevard. This car park could be free to park all day and also be marketed as supplementary parking for the Mindil markets on Thursdays and Sundays. Provided that the Ferry Terminal is relocated in 3 – 5 years, the redevelopment of the site can then focus on the creation of an Ocean Plaza for a variety of public events. Ephemeral public events encourage change and add vibrancy to an area. There are many types of ephemeral events which could occur in Cullen Bay as promoted by City of Darwin or by CBMMC. These events would attract people to the precinct and reconnect people with the area. The events could include:

- Cullen Bays longest lunch
- Pop up movie theatre
- Sculpture by the Sea – Public art exhibition
- Dragon Boats Week
- Pop up sound shell concerts
- Carnival at the Terminal

The Ocean Plaza should then also add more favourable conditions for the associated shops and restaurants to be viable and add to the amenity of the space. A pathway from the Plaza along the top of the breakwater to the outer most vantage point of the Arafura Sea will provide fishing opportunities and a look out with a different perspective of Darwin's beautiful harbour. The key to the concept design for the Ocean Plaza will be to maintain flexibility in how the space can be used including providing parking when not being used for other purposes.



5.4 THE BEACH PLAZA



5.4.1 An Active Corridor

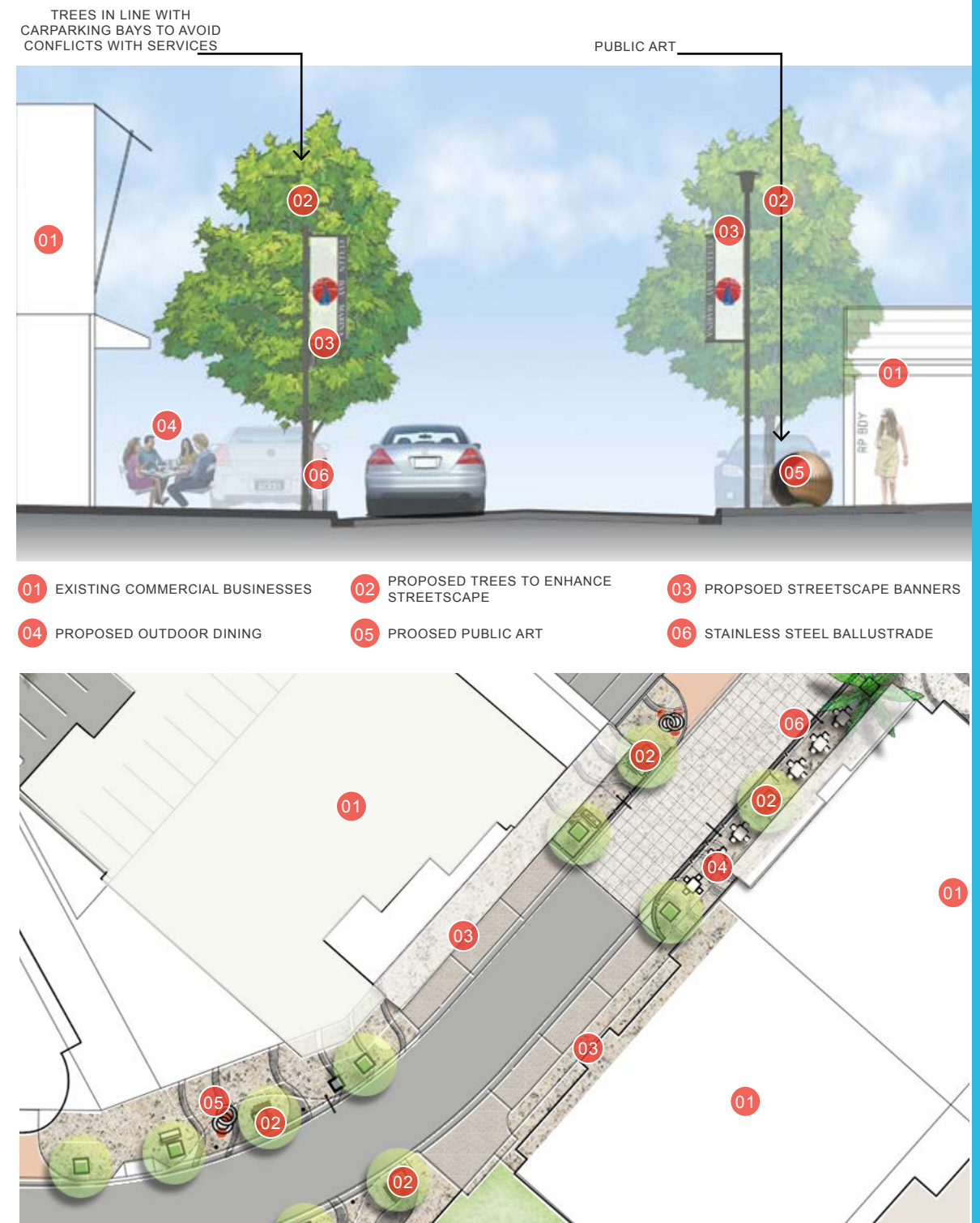
There is a secondary nodal plaza that is required to connect the marina with the al fresco dining areas on Marina Boulevard and the beach. The proposed Beach Plaza provides a visual and physical link between the two destinations and includes urban infrastructure to activate the area for the enjoyment of tourists and locals alike.

The Beach Plaza includes highly colourful beach themed shelters on the beach level but visible from Marina Boulevard. This visual cue is to indicate the beach is there even though it cannot be visibly seen from Marina Boulevard because of the level differences between the road and the beach. The extensive connective pavement is another visual cue to link the beach and the marina. By providing this pedestrian prioritised link is encourages people to explore the facilities associated with the plaza corridor. In the plaza it is intended to light up the existing shade trees, add seating and interpretative signage to illustrate activities and the history of the site. It will also allow flexible space for pop up events like Cullen Bay's longest lunch, sculpture by the sea and craft markets.

The connection between the beach and the marina through the Beach Plaza will be enhanced by a raised pedestrian crossing on Marina Boulevard and in the carpark at the beach steps. Connecting between the buildings through to the marina can be facilitated by removing the existing operational infrastructure from the alley way and adding improved dining experiences. This alley way lies within two properties and would need agreement between the owners to increase their sales area and work together to provide the connected experience. This also relies on a solution to the waste bins currently located in this area. The Beach Plaza is seen as the initial kick start for the Cullen Bay revitalisation as improvements to this area build on recent improvements to the area and provide the best value for investment in tourism and local users groups for the Council and the CBMMC.

5.4.2 The Beach Plaza to Casino Walk

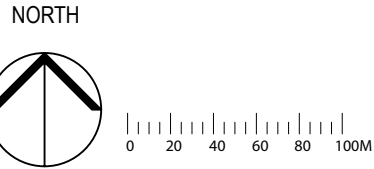
Pedestrian linkages are essential to facilitate people experiencing the views and events on offer in Cullen Bay and linking to surrounding destinations. The concept for the Beach Plaza to Casino Walk is to create a wide concrete and decked boardwalk that weaves from the Beach Plaza in the commercial area, along the beach and the base of the cliffs of Myilly Point and connects with the existing concrete path at Little Mindil. The entire walk would be about 2kms and include fishing platforms and shelter structures, interpretative information of the cultural, natural and social environment and markers for those wanting a measured exercise path. This facility adds to the overall tourism and local need for the whole of Darwin across the Waterfront, CBD and Cullen Bay.





LEGEND

- 01 Existing trees with feature uplight, raised planter and concrete seats
- 02 Proposed Garden Beds
- 03 Raised Pedestrian crossing with feature exposed aggregate bands and inset signage
- 04 New street tree planting of *Livistona australis* (subject to services survey)
- 05 New street tree planting of *Allosyncarpia ternata* (subject to services survey)
- 06 Proposed interactive sculptural elements to activate the night environment at key locations
- 07 Customised furniture pieces will create interesting nodes for pedestrian congregation
- 08 Identity Banner associated with streetlight
- 09 Existing stairs to be widened
- 10 Pilar of porcelanite to create a sense of arrival
- 11 Relocation of minimal car spaces to increase pavement space for alfresco dining, events and expressions of art
- 12 Permeable paving parking bays
- 13 Existing services to be retained and incorporated into final design



5.4.4 THE BEACH PLAZA PERSPECTIVE





LEGEND

- sites for improving access to the water
- New Connection to water
- Carparking Opportunities
- Visual cues on streetscape
- Boardwalk to Skycity
- Stairs to Marina Boulevard
- Existing Stairs

5.5 MARINA BOULEVARD - RESIDENTIAL PRECINCT

5.5.1 Cohesive Landscape Character

The Marina Boulevard is the initial experience upon entering Cullen Bay Marina. The role of the Boulevard is to connect people with the commercial precinct but also to define the road hierarchy, advertise upcoming events and create a sense of place. The entrance statements at the start of the Boulevard are true to the character of the area but the name of the estate should be updated to Cullen Bay Marina as previously discussed to rebadge the estate for tourists and locals alike. The current decorative entrance walls essentially delineate the entrance to Cullen Bay Crescent rather than Marina Boulevard and there is no clear indication at this point that Marina Boulevard leads to the commercial precinct. An additional entrance statement is required

Extensive landscaping has been implemented on one side of the boulevard against the escarpment. The type of planting has been selected because of the shallow soil depths and narrow space against the escarpment. To improve the Boulevard landscaped experience it is proposed to match the same planting in the nature strip on the other side of the road. The balancing of the landscape will provide a more grand Boulevard character and add amenity for pedestrians. The addition of a bus shelter on the outbound lane would also improve user group's experience of the area in wet and dry conditions.



5.5.2 MARINA BOULEVARD COMMERCIAL PRECINCT



Planting of *Caesalpinia ferrea*



New Access to Boardwalk

Allosyncarpia ternata street shade trees



Refuse Station

Removeable Bollards

Existing Facilities

Shade Canopies

Existing Park

Permeable paving parking lane

Exposed Aggregate concrete Footpath

Integrated bench seating/ raised planter beds

Identity Banner and new Lighting

Wider footpaths creates space for outdoor dining

Pedestrian Path Line Marking

Bus Stop

Shared Pedestrian zone

MARINA

Two Storey Carpark

The slipway Building

Marina Boulevard

5.5.3 MARINA BOULEVARD COMMERCIAL PRECINCT PERSPECTIVE



Artist Impression prepared by DKJ Architects : Marina Boulevard Activated Streetscape
Perspective View 1

5. CULLEN BAY MARINA

5.6 Myilly Point Regional Park

5.6.1 - A Family Destination

Myilly Point Regional Park is owned by the NT Government. There have been many schemes prepared for the park over the years, but to date the park remains undeveloped with insufficient numbers of people to warrant the park to date. However, with the increase in density in the CBD this park will become a major destination for the predominantly young families in the region. There is sufficient space to include the already proposed 100 car spaces required for the temporary Ferry Terminal overflow and to service this park into the future.

This park could also provide a commercial tourism opportunity associated with the park that may attract a greater number of people to the area and to enjoy the views and majestic location. With a greater connectivity to the commercial precinct and to the Casino and Little Mindil as proposed in this master plan, this will become a vital link in the Waterfront, CBD and Cullen Bay tourism experience.



CURRENT STREETSCAPE



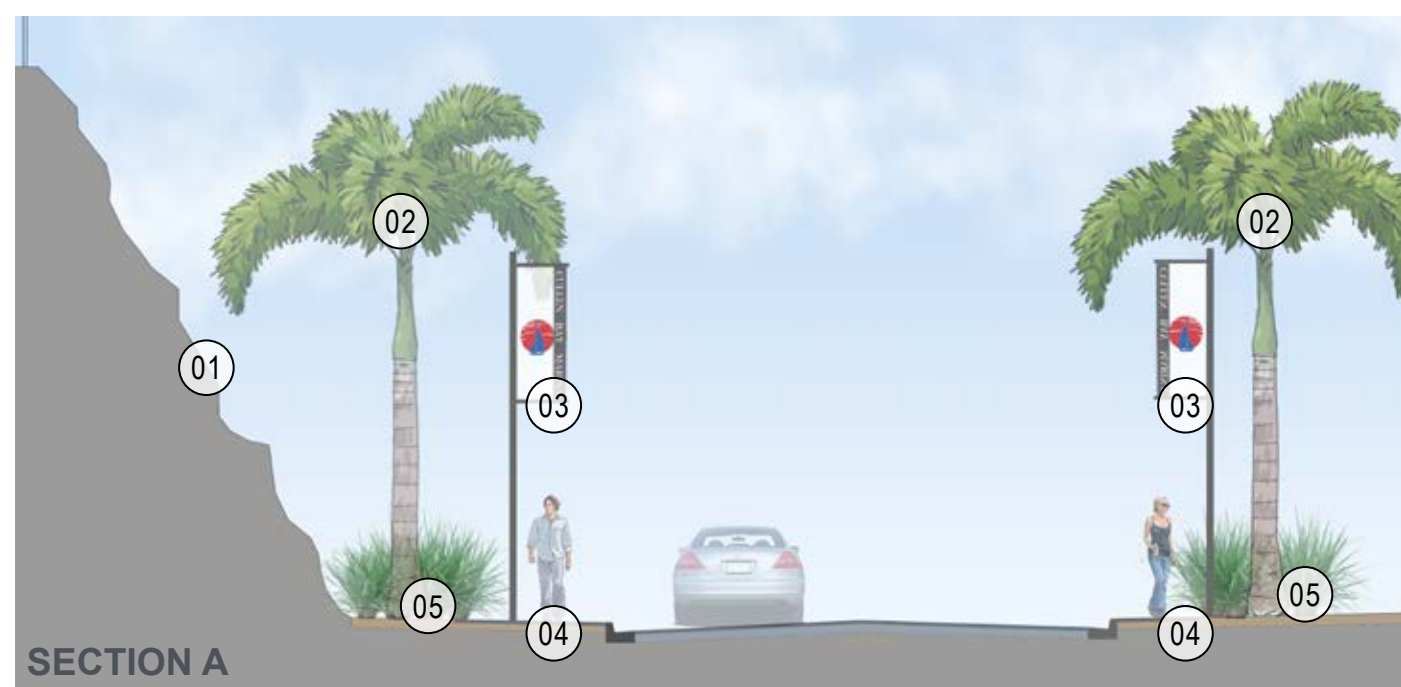
PROPOSED STREETSCAPE

5.7 Cullen Bay Crescent - Residential Precinct

5.7.1 - Coordinated Streetscape

The residential streetscapes on Cullen Bay Crescent and associated courts are typical of a Darwin suburb except for the planting of coordinated canopied street trees and some footpath connections that are now needed. Over time the resident's gardens have encroached onto the Council nature strip including palm plantings and some trees. This visual character is untidy and could be improved with a return to grassed nature strips and a coordinated avenue of street trees. This will require substantial acceptance from residents to alter their existing landscape to suit but the benefit of a walkable tree lined street adds a great deal to the amenity and vale of the area. Recommended street trees include Bauhinia blakeyana (Hong Kong Orchid Tree) and the Peltophorum pterocarpum (Yellow Flame Tree).

There is a local park on Cullen Bay Crescent associated with Kahlin Oval and the Marina. This is an ideal location for a family park with picnic facilities, shelters and playground. The park services both Cullen Bay and Larrakeyah residents.



SECTION A

LEGEND

- 01 Existing escarpment
- 02 Proposed planting of Foxtail Palms
- 03 Proposed Banners
- 04 Footpath
- 05 Garden Bed



SECTION B

6. WAY FORWARD

6.1 Using This Master Plan

Master Plans are only worthwhile if:

- People read them
- Agree with the recommendations, and
- Can realistically afford to implement the initiatives over time.

6.2 Engagement

The first step for this master plan is to present the research and findings to the Council Alderman and officers of City of Darwin, the NT Government and its agencies and the public. If the project is widely accepted, it has a chance of gaining traction and being implemented as an agreed way forward for stakeholders and the community as a whole. The engagement with government, stakeholders and the community needs to achieve acceptance and then identification of funds to progress the identified projects.

6.3 Priorities

Key projects identified as part of this revitalisation plan fall into different priorities:

First 1-3 Years

21. Discussion with Departments of Transport and Lands Planning and the Environment for the development of the temporary (unpaid) parking and associated stairs for the Ferry Terminal overflow parking in Myilly Point Park.
22. Discussion with Department of Transport and City of Darwin for the development of the City Loop.
23. Discussions and agreement on the installation of the Beach Plaza.
24. Installation of the missing footpaths in the residential area.
25. Development of a waste management solution
26. Formal change of the estate name.
27. Upgrading of the seal on the Slipway car park and installation of shade trees with bollard protection.

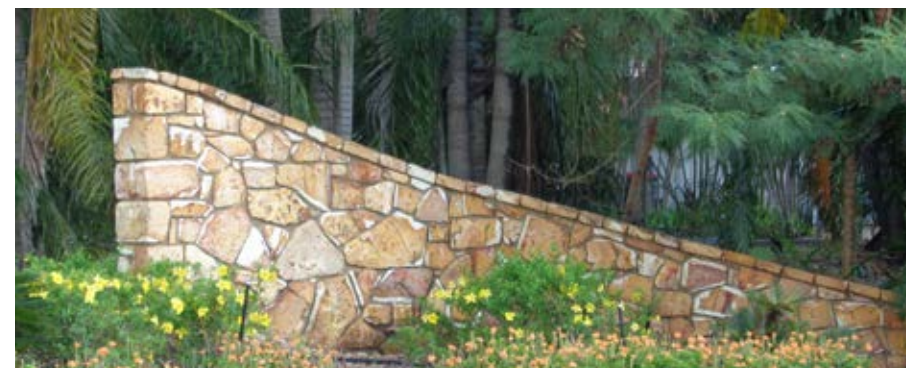
Next 3-7 Years

29. Installation of the Beach Plaza to Casino walk
30. Installation of the Marina Boulevard – Residential boulevard planting and urban infrastructure.
31. Installation of the Cullen Bay Crescent and associated courts street trees.

32. Development of the double storey car park
33. Installation of shade elements in Marina Boulevard – Commercial Precinct.
34. Inclusion of public art elements.
35. Upgrade to the minor beach area.

Next 7-10 Years

36. Installation of more al fresco areas in Marina Boulevard Commercial Precinct
37. Installation of the Ocean Plaza.
38. Installation of the Marina Boulevard – Residential boulevard plantings.
39. Installation of Myilly Point Regional Park.



6. WAY FORWARD

6.4 A Starter Project

In the priority list the obvious starting point is resolving the parking issues until the Ferry Terminal is relocated.

After this the need for a starter project that benefits the wider Darwin community and tourists to stimulate the revitalisation is the development of the Beach Plaza. The project boundary includes the beach, through the adjoining car park, across Marina Boulevard to Yots Greek restaurant and Exotic North Indian Cuisine restaurant on the marina side. This project is recommended to build on recent investment and as a highly visible key location. This specific project visually highlights the beach to people who cannot see the beach at street level, starts the al fresco dining option and creates a focal point for the families during the day and night.

Funding for this project requires approval and support from City of Darwin and the NT Government to deliver family orientated facilities for locals whilst stimulating the business sector and boosting tourism in Darwin. The co-funded project could be managed by the appropriate Government Departments in consultation with CBMMC and a local design team.

6.5 A Future Projects

The prioritisation list in Section 6 has illustrated the consecutive order that projects could take in a perfectly planned world. The reason for providing an options master plan is that we rarely work in a perfect world and some projects may be developed before others due to demand, desire and available funding. The master plan is a tool for the CBMMC to illustrate their thinking and to plan and negotiate for future projects as well as providing context for neighbouring projects. The goal is to create a family oriented environment and through the implementation of the master plan, Cullen Bay will be identified as a highly desirable, activated and stylish precinct and valued destination for locals and visitors alike.



Modern and Stylish Streetscape



Family orientated marina lifestyle



Waterside Restaurants

7. PROJECT COSTS AND PRIORITIES

7.0 Opinion of Probable Costs

Underpinning the revitalisation of Cullen Bay is the principal of affordability over time. 'Blue sky' thinking for the urban design has included some redevelopment offerings that may never have been considered for Cullen Bay in the past. However, most of the recommendations are tempered with affordability and identified as discreet projects which can build the identity and amenity of Cullen Bay over time.

The opinion of probable costs have been prepared by a Darwin based Quantity Surveyor and are based on the concept master plan presented in Section 5.0 of this report. The figures provide Cullen Bay Marina Management Corporation (CBMMC) with an estimate for the works, which will guide CBMMC budget forecasts and real figures to negotiate joint funded projects with appropriate agencies authorities and developers.

8. ANNEXURE

8.1 ANNEXURE A - IDENTITY

VILLAGE



Plaza areas



Shared Pedestrian Zones



Seating areas



Village Identity



Improved Waterfront connection

MARINA



Dining opportunities



Improved Views



Night activation - Family activities



People orientated environment



Water connection activation



Sea bath

PLACE
MAKING



Markets



Playgrounds



Outdoor Movies



Public Art

SIGNAGE



Logo



Entrance Wall



Secondary Entry wall



Location Signage



Pedestrian Highlight

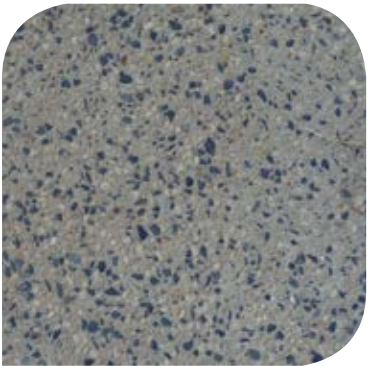


Interpretive Signage and wayfinding

PAVEMENTS



Roadway - Asphalt



Shared Path - exposed agg



Standard Path - Concrete



Urban Detail



Urban Detail



Urban Detail

FURNITURE



Seat



Bin Enclosure



Bollard



Handrail Beach Side



Handrail - Marina Side



Drinking Fountain

STRUCTURES



Light Pole



Bollard Light



Street Sign



Beach Shelter



Awning



Awning 2

8.3 ANNEXURE C - PLANTING PALETTE



BAUHINIA blakeana



CAESALPINIA ferrea



CALLOPHYLLUM inophyllum



MIMUSOPS elengi



NAUCLEA orientalis



PELTOPHORIM pterocarpum



TABEBUIA argentea



WODYETIA bifurcata



CORDYLINE sp.



ALLAMANDA cathartica



GARDENIA radicans



HELICONIA psittacorum



HYMENOCALLIS littoralis



IXORA Dwarf 'Pink Malay'



LOMANDRA Longifolia 'Lime Tuff'