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CABINET DECISION

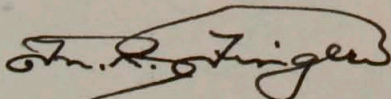
NO. 635

Submission No.: 553

Title: URBAN EXPANSION INTO THE DARWIN EAST
(32SQ. MILE) ACQUISITION AREA.

Cabinet approved -

- a) a strategy of longer-term regional development around the Port Darwin to Cox Peninsula and towards Bynoe Harbour;
- b) the development of Darwin East as the next town to be built, with Darwin East Stage 1 to contain around 25,000 people as shown in the attached plan;
- c) the commissioning of studies by the relevant Departments with respect to -
 - (i) transport links between Darwin East and Darwin
 - (ii) an all-weather shortened road to Cox Peninsula/Bynoe Harbour, to be conducted in concert with water supply studies now under way;
- d) recognition of the importance of the timing for the completion of studies on the new town of Darwin East;
- e) the issue of a press statement by the Minister for Lands and Housing and the preparation of public display material, with respect to Darwin East Stage 1.



(M.R. FINGER),
Secretary to Cabinet.

21 March, 1979.

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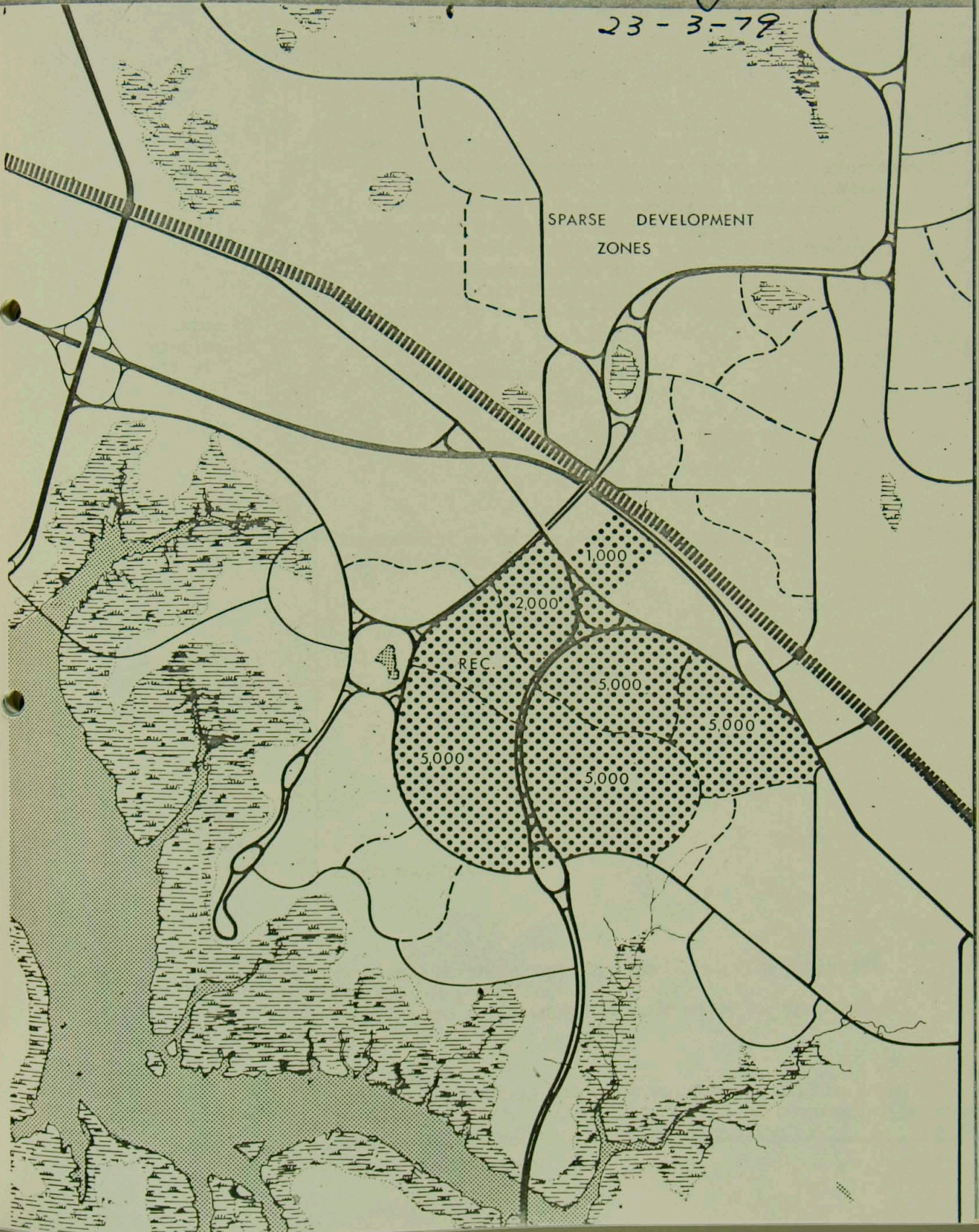
Attachment to Cabinet Decision No. 635.

SUBMISSION NO. 553 - URBAN EXPANSION INTO THE DARWIN EAST
(32 SQ. MILE) ACQUISITION AREA.

DARWIN EAST 1ST. STAGE DEVELOPMENT ALTERNATIVE 'A'.

John Stirling

23-3-79



THE NORTHERN TERRITORY OF AUSTRALIA

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FOR CABINET

SUBMISSION NO. 553

Title:	Urban expansion into the Darwin East (32 Square Mile) Acquisition Area.
Cabinet Member:	Marshall Perron, Minister for Lands and Housing
Purpose:	<p>To see Cabinet approval for:</p> <ul style="list-style-type: none"> . A regional development strategy towards Cox Peninsula. . Urban expansion into Darwin East acquisition area. . Studies for first stage development studies of transport links with existing Darwin . A study of all-weather road access to Cox Peninsula, perhaps in conjunction with water supplies . Additional staff for the Department of Lands and Housing, to design Darwin East Stage 1.
Relation to existing policy:	In line with Government policy
Timing/ legislative priority:	Commencement on Darwin East design urgent. No legislation required.
Announcement of decision, tabling, etc.:	Minister to release statement to Press.
Action required before announcement:	Cabinet approval.
Staffing implications, numbers and costs, etc.:	<p>Three new Northern Territory Public Service positions: \$44,000 per annum. Consultants: estimate \$60,000 per annum for three years.</p>
Total cost:	<p>Additional headworks and trunk mains costs will be known by December, 1979. Darwin East Stage 1 as recommended appears to be the lowest cost option available.</p>

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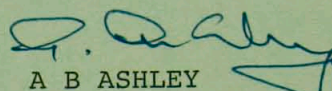
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URBAN EXPANSION - DARWIN

Comment by
Under Treasurer:

h

The submission does not deal with the cost-benefit effect of the Cox Peninsula development strategy vis-a-vis alternative strategies. It is most likely that infrastructure costs would be significantly higher than more concentrated development in the Shoal Bay Peninsula. The proposal seems to have been considered to date from a town planning view point. It is essential that the long term budgetary and economic effects both for the public and private sectors are considered.


A B ASHLEY
UNDER TREASURER

Approved/Not Approved

13/3/79

Signed:

Date:

Comment by
Public Service
Commissioner:

Approved/Not Approved

Signed:

Date:

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DARWIN EAST ACQUISITION AREA

Comment by
Under Treasurer:

Approved/Not Approved

Signed:

Date:

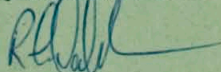
Comment by
Public Service
Commissioner:

No objection to strategy plan.

Cabinet should endorse whether establishment variations are to proceed without compensatory saving. Consider project should be met within existing establishment. Would recommend examination of the proposed project team to ensure positions are not provided to undertake work that could be done by contract.

If variations are to proceed this office would require more detailed examination of Administrative A8 (Environmental Scientist) and Draftsman (Artist and Modeller) to determine whether classification proposed is appropriate.

~~Approved/Not Approved~~



G. GASKILL
for PUBLIC SERVICE COMMISSIONER.

Signed:

Date:

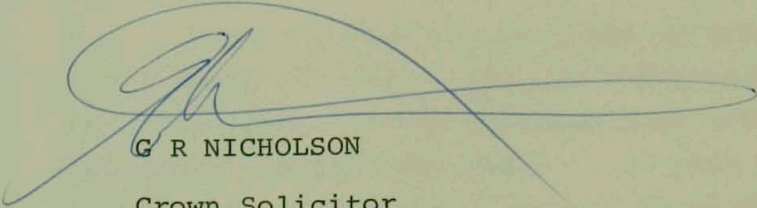
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CABINET SUBMISSION - URBAN EXPANSION IN THE DARWIN EAST
(32 SQUARE MILE) ACQUISITION AREA

DEPARTMENT OF LAW

There are no constitutional barriers to this proposal.
There appear to be no legal barriers to this proposal but
I would point out that I have not been provided with
Attachment A or Attachment B and therefore I am unable
to comment on the status of the land concerned and its
availability for future town development.



G R NICHOLSON

Crown Solicitor

14 March 1979

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ISSUES

1. The issues addressed in this Submission are:
 - . a strategy for development of the Darwin/Cox Peninsula region
 - . Regional development in the Cox Peninsula area and an all-weather road link from Darwin to Cox Peninsula/Bynoe Harbour
 - . a structure plan and first stage concept plan for development of the 1973 acquisition area - Darwin East
 - . planning design and engineering studies for first stage development, and studies of transport links between Darwin and Darwin East.
 - . staff requirements for the Planning Branch, Department of Lands and Housing
 - . staff to minimise community problems in Darwin East.

BACKGROUND

2. Planning must commence now to house Darwin population increases from 1983. Leanyer subdivision is the last area for development in the existing area with construction commencing in sixteen months. It will supply the equivalent of about one years new allotment requirements.

3. Crown land totalling 83 square kilometres was acquired for future expansion in the 1973 acquisition area. Any strategy should attempt to meet the needs for residential land from 1983 substantially in Darwin East.

4. Since 1974 Government departments and consultants have conducted geomorphological, environmental and planning studies in Darwin East. The report "Darwin East in the Regional Context" accompanying this Submission (Attachment A) lists these information sources and:

- . considers the Darwin region and commends a strategy of regional expansion around Port

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Darwin, eventually into the Cox Peninsula area.

- . recommends a structure plan for Darwin East to accommodate 80,000 people
- . proposes Darwin East Stage 1 to accommodate 25,000 people
- . proposes that an all-weather road link be built between Darwin and Cox Peninsula

5. The existing road from Darwin to Mandorah on the Cox Peninsula is some 150 kilometres long and is not negotiable by conventional vehicles in the Wet Season.

6. Measures to supply the long term water supply needs of Darwin are currently under review.

CONSIDERATION OF THE ISSUES

7. Regional Development.

Development of the Darwin region will depend on expansion of the economic basis for employment. Natural features and health restrictions within the region indicate a desirable pattern of development whereby a series of discrete town areas of about 100,000 people each envelope the Darwin harbour system and link into Bynoe Harbour. Eventually, six or so centres will develop around the waterways from Darwin to the north end of Cox Peninsula. Shortened land transport links, and water-bourne traffic can provide for a population of 500,000 to 1 million depending on density of development. The most desirable locations for the second of the regional towns are Darwin East and the north of Cox Peninsula.

8. Darwin East

The second of the towns to be developed should be Darwin East.

- . it is situated on acquired Crown land
- . it is adjacent to transport and water supplies, and can readily be connected with power
- . sewerage and drainage would have to be installed in any location

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Some development of north Cox Peninsula should also be allowed, consistent with its lack of electricity and water services.

9. It is anticipated that about half of Darwin's population increment will be accommodated in Darwin East, with the other half in Darwin (increased density in the inner areas), rural districts, and a minor part on Cox Peninsula.

10. Darwin East Stage 1 (See Attachment B) south of the Stuart Highway, will accommodate 25,000 people. The northern area of the acquisition area is suitable in the near future for agriculture, mining and quarrying activity, and some rural settlement areas.

11. The advantages of the Southern area are:

- . it is consistent with a regional strategy of developing around the waterways
- . it is attractive - trees are less cyclone-damaged than in other areas and it slopes down to the west with water views from many parts
- . it allows maximum flexibility for subsequent action
- . it is the cheapest option

12. A shorter all-weather road to Cox Peninsula and Bynoe Harbour is desirable to enable development there. This area is one of high amenity which has potential to attract new residents and encourage permanent settlement. It is proposed to investigate the feasibility of such a road. Road alignment will influence the detailed design of Darwin East. Such a road will need to be built in conjunction with bridges and weirs. It is proposed the feasibility study be a part of studies of reservoir sites for future Darwin water supplies.

13. Transport Links from Darwin East to Darwin. Existing road transport links may suffice in the earliest stages, but significant flows will create problems especially at the Stuart Highway/Bagot Road intersection. Studies leading to works

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to alleviate the problem especially related to the Frances Bay arterial, should receive earliest attention. Investigations of a rail link and the upgrading of the Stuart Highway are also necessary.

14. Growth areas outside metropolitan boundaries in southern states are prone to social problems. A community development officer and a public service liaison officer should be appointed in due course with the task of minimising these problems.

OPTIONS

15. The real option for decision being considered here is whether to

- . accept a strategy of regional expansion around Port Darwin to Cox Peninsula; and
- . locate the next element of that regional strategy at Darwin East in part of the acquisition area

The other recommendations made here flow from acceptance of these propositions.

16. The alternative regional strategies would be

- . expand the Darwin area incrementally along McMillan's Road and into the Winnellie area; or
- . expand into a separate town, but towards the Gunn Point area

17. Incremental expansion would cause higher infrastructure costs as services were replaced or relaid to cope with different loadings from the original design. It would, at least for the next 100,000 population increase, cause more congestion of transport systems. Further, it can also be a less attractive and less healthy option than the "discrete town" solution.

18. Expansion towards the Adelaide River and Gunn Point area has been considered, but rejected on the grounds that too much of the central area is swampy land or adjacent and must be left vacant on account of malaria danger. Also, the main business district of Darwin would be at the extreme end of development, while the recommended strategy focuses

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on the existing business district as the central area. Finally, the preferred Cox Peninsula development offers far more options with respect to coastline development.

19. For the above reasons the Cox Peninsula strategy is preferred.

20. The Darwin East Stage 1 is specifically designed, within the preferred strategy, to keep all other options open.

PUBLIC IMPACT

21. A favourable public response is expected to the proposals. Planning guidelines for Darwin East will remove some present uncertainty of residents about continued occupancy. Regional development proposals and endorsement of a growth policy will boost business confidence and will be welcomed by many arms of industry.

FINANCIAL CONSIDERATIONS

22. Additional public service salaries are \$44,173 per annum and consultant costs \$60,000 per annum. The overall costs of Darwin East Stage 1 and the transport links to Bynoe Harbour /Cox Peninsula and with Darwin will not be known for some months. The proposed Darwin East Stage 1 is the lowest cost of the three options considered.

EMPLOYMENT CONSIDERATIONS

23. There are no general employment considerations arising out of this Submission.

24. It is desirable to create a team within the Department of Lands and Housing whose sole purpose is to plan the new town of Darwin East for the next three to five years. The formulation of the team has been met partly from internal resources but an additional three positions - Principal Technical Officer Grade 1; Draftsman, Grade 2 (modeller); and Administrative Clerk A8 (Environmental Scientist) - are necessary. Attachment C gives details of the team composition. In the longer term a community development officer in Darwin East and a public service liaison officer are desirable.

25. Other additional work is more suitably handled by consultants.

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COMMONWEALTH AND LOCAL GOVERNMENT RELATIONS

26. Involvement of the Corporation of the City of Darwin at the technical committee level is proposed. There is no significance for Commonwealth relations.

CO-ORDINATION

27. The recommended planning, engineering, transport and feasibility studies will involve liaison between government departments at committee level. A preliminary meeting of representatives of the following government departments and statutory authorities was held to discuss the proposals:

Department of the Chief Minister
Department of Transport and Works
Department of Lands and Housing
Department of Industrial Development
Department of Mines and Energy
Department of Education
N.T. Electricity Commission
N.T. Port Authority

Four technical working groups are proposed involving relevant departments and authorities in the detailed planning stages. Their composition is shown in Attachment D.

LEGISLATION

28. No legislation is required to implement the recommendations.

PUBLICITY

29. A press release by the Minister for Lands and Housing is proposed for all Territory newspapers. It is also proposed to build a model for public display to popularise the Darwin East Stage 1 development. The booklet at Attachment A can be distributed as necessary.

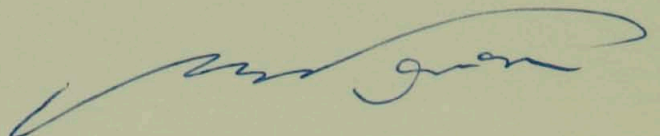
TIMING

30. Adoption of the recommended Darwin East structure plan and first stage development concept is urgent if adequate suburban land is to be made available in 1983. All recommended studies should commence in the near future.

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RECOMMENDATION

31. It is recommended that Cabinet approve:
- . a strategy of longer-term regional development around the Port Darwin to Cox Peninsula and towards Bynoe Harbour
 - . the development of Darwin East as the next town to be built, with Darwin East Stage 1 to contain around 25,000 people as shown in Attachment B.
 - . the commissioning of studies by the relevant departments with respect to
 - transport links between Darwin East and Darwin
 - an all-weather shortened road to Cox Peninsula/ Bynoe Harbour, to be conducted in concert with water supply studies now under way
 - . a press statement by the Minister for Lands and Housing and the preparation of public display material, with respect to Darwin East Stage 1
 - . the addition of three Northern Territory Public Service staff in the Department of Lands and Housing
 - . the longer term employment of a community development officer in Darwin East and a public service liaison officer.





Darwin East
1st. Stage Development
Alternative 'A'

Development in this alternative is compact, and clustered around the intersection of the Stuart Highway and the north-south road which is proposed to connect with the Cox Peninsula.

Advantages: More compact development minimising distances to the commercial centre.

Maximised distance between residential areas and mosquito breeding mangrove areas, deferring the need for engineering and environmental solutions to health problems.

DARWIN EAST PLANNING TEAM

Town Planner Class 4 (Project Director)

Engineer Class 3

Principal Technical Officer

Town Planner Class 2

Administrative Clerk A8 (Environmental Scientist)

Draftsman Grade 2 (Artist and Modeller)

DARWIN EAST
SUGGESTED PROJECT STUDY GROUP COMPOSITION

<u>Project Study Group</u>	<u>Topics</u>	<u>Suggested Participants</u>
1. <u>Community Development</u>	Education Health Aboriginal Affairs Recreation	Department of Education (Commonwealth) Department of Health Department of Aboriginal Affairs (Comm.) Department of Community Development
2. <u>Environment and Resources</u>	Hydrology Estuarine Habitats Soils Forestry Mining Agriculture	Department of Transport and Works Department of Industrial Development (Fisheries Division) Department of Industrial Development (Primary Industries Division) Territory Parks and Wildlife Commission Department of Mines and Energy Department of Health
3. <u>Industry</u>	Secondary Industry Harbour Development Fisheries Tourism	Department of Industrial Development N.T. Port Authority Department of Industrial Development Territory Development Corporation
4. <u>Services</u>	Water Sewerage Power Roads	Department of Transport and Works Department of Transport and Works N.T. Electricity Commission Department of Transport and Works

The Department of the Chief Minister will also be represented on the Project Study Groups