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Cullen Bay Car Parking Strategy

The Property Council of Australia is the peak body representing the property industry in the Northern Territory.

The Northern Territory Division collectively represents billions of dollars of commercial investment in the Northern Territory. The value of the property industry to the NT economy is second only to the Resources sector.

The Property Council's membership draws together key players from property development including owners of commercial office buildings and shopping centres, financial institutions, and construction companies. Our membership also extends to those engaged in professions, businesses and provision of services directly associated with the property industry (architects, engineers, financiers, legal and other consultants, suppliers etc.).

As an industry, we not only have a keen interest, but also a financial investment in the future development of the Northern Territory. We appreciate and take seriously the opportunity to provide comment on the Cullen Bay Car Parking Strategy.

We have outlined what we feel are the primary concerns for the Car Parking Strategy and also our recommendations for the short to medium - Long term.

Primary Issues at Hand:

- Car Parking availability is limited given current demand from all activity within Cullen Bay. Parking demand includes the ferry terminal passengers, Cullen Bay workers, residents and business patrons.
- All car parking, notably within the Ferry Terminal car parking, has no car parking time restrictions or enforcement.
- Ferry Terminal users are currently parking their cars for extended periods to make their car available when in Darwin.
- Car Parking facilities are managed by three separate bodies as follows:
 - Northern Territory Government: Ferry Terminal car parking
 - Cullen Bay Marina Management Corporation: Off-street car parking
 - City of Darwin: On-street car parking

Recommendations:

Short-Term:

1. All Agencies managing car parking facilities on and off-street to comply with common car parking regulations to manage demand and usage. Such controls should include:
 - Free but timed parking. Suggestion is 3-hour time limit.
 - Parking permits to be issued to employees and occupants. Permit quantities to be determined on a tenancy area basis.

2. There are opportunities to extend the short-term parking overflow on the Paspaley site adjacent Marina Boulevard. This site is partially used currently for overflow park and ride. Appropriate discussions with the property owners can allow greater use of the site and open up more car parking availability.

Mid to Long-Term:

3. Establish the primary Ferry Terminal within the CBD in alignment with Knuckey Street. This was a project identified in the Darwin City Centre Master Plan. An additional terminal within the CBD will alleviate the demand for ferry passengers to park long term within Cullen Bay. The Cullen Bay ferry terminal should remain as a ferry terminal stop.

We appreciate the opportunity to provide feedback and look forward to further consultation on this.

Should you have any queries or require elaboration, please do not hesitate to contact me on rpalmer@propertycouncil.com.au or 0450 428 314

Yours sincerely



Ruth Palmer
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