

NORTHERN TERRITORY OF AUSTRALIA
PROPOSAL TO AMEND NT PLANNING SCHEME

PA2023/0227

**PROPOSAL TO AMEND THE NT PLANNING SCHEME 2020 TO INCLUDE THE
GREATER HOLTZE AREA PLAN AS A POLICY DOCUMENT**

The Minister for Infrastructure Planning and Logistic is seeking comments on a proposal to amend the NT Planning Scheme.

The proposed amendment is to include the Greater Holtze Area Plan within Part 2 of the NT Planning Scheme 2020. The Greater Holtze Area Plan will introduce new statements of planning policy and accompanying text to guide the long term development of the Holtze district.

An explanation of the proposed changes can be found on page 3 of this document.

Period of Exhibition and Lodging a Submission

The exhibition period is from Friday 8 September 2023 to Friday 6 October 2023.

Written submissions about the proposed planning scheme amendment are to be received by 11:59pm on Friday 6 October, 2023 and made to:

A/Director Lands Planning
Department of Infrastructure Planning and Logistics
GPO Box 1680
DARWIN NT 0801; or

Email: planning.ntg@nt.gov.au; or

Online: <https://www.ntlis.nt.gov.au/planning/lta.dar.list>

Fax: (08) 8999 7189; or

Hand delivered to Level 1, Energy House, 18 - 20 Cavenagh Street, Darwin

For more information please John-Paul MacDonagh, Lands Planning on telephone 8999 6036 or email john-paul.macdonagh@nt.gov.au

LEGEND

Area Plan Boundary

Tenure

- 1 WallabyHoltze Road Private Residences
- 2 Howard Springs Centre for National Resilience
- 3 Remnant Pine Forest
- 4 Holtze Industrial Area
- 5 Palmerston Regional Hospital
- 6 Doug Owston Correctional Centre
- 7 Site of the Future Youth Detention Centre
- 8 Taylor Road Private Residences

1. Background – Proposed Greater Holtze Area Plan

The Greater Holtze Area Plan (GHAP) is a long-term plan that identifies land to support growth and confirming strategic corridors for main roads, rail and utilities. The preparation of the GHAP follows the inclusion of the Holtze to Elizabeth River Subregional Land Use Plan in the NT Planning Scheme in July 2022. The GHAP provides the next level of detailed planning for the Greater Holtze district.

The GHAP is a plan for the long term, facilitating development of residential land, identifying and confirming strategic corridors for main roads, rail and utilities and responding to the pattern of current and future land uses for the growth of the broader Holtze to Elizabeth River subregion.

The GHAP includes Statements of Planning Policy to guide the long-term growth of the district. A copy of the GHAP document is provided at **Attachment A1**.

Extensive community and stakeholder consultation has been incorporated into the preparation of the GHAP, informing a balanced approach that allows for change.

Preparation of the GHAP included two stages of consultation with members of the public, government agencies and industry groups. The GHAP has been prepared taking into account feedback received through stakeholder engagement and a range of technical and specialist advice and studies.

A copy of the Stage Two Consultation Report is provided at **Attachment A2** to this document.

2. Current Situation

The Northern Territory Planning Commission has finalised the draft Greater Holtze Area Plan in consultation with major stakeholders and the community and recommended that the Minister for Infrastructure Planning and Logistics consider a formal amendment to the NT Planning Scheme 2020 to include the GHAP policy document.

3. Update to the Strategic Framework of the NT Planning Scheme

Under the *Planning Act 1999*, a consent authority is to make decisions consistent with policies contained within Part 2 – Strategic Framework of the NT Planning Scheme. Inclusion of the GHAP within Part 2 of the NT Planning Scheme 2020 therefore legally establishes its role as a policy and provides for its effective implementation.

DRAFT GREATER HOLTZE

Area Plan

Version	Amendment No.	Date Published	Details
1.0		10.11.2022	Consultation of the Greater Holtze Area Plan
1.1		30.06.2023	Post-Stage 2 consultation Recommended to Minister as proposed Planning Scheme Amendment

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Enquiries should be made to:

Northern Territory Planning Commission

GPO Box 1680 DARWIN NT 0801

Telephone: 08 8924 7540

Email: ntpc@nt.gov.au

Website: planningcommission.nt.gov.au

Foreword



Good planning is more likely when there is community collaboration on a stable long-term vision based on solid evidence that is open to scrutiny. This is the basis for the Greater Holtze Area Plan.

The Planning Commission began by listening to the community and stakeholders, and compiling social, environmental and technical information, to prepare a draft Greater Holtze Area Plan that was critically appraised by the community in November and December 2022. The feedback the Commission received on the draft plan has now been incorporated into this Plan.

The high level of engagement from the community during both stages of consultation has been encouraging. People within and surrounding the study area are passionate about preserving the character of the region and provided feedback to the Commission through both written submissions and in-person engagements at the various consultation stalls.

The result is this Plan that provides a way to meet the needs of a growing region while also preserving important natural environments and minimising biodiversity loss through incorporating development with natural habitats most valued by the community.

The objective is to develop safe, convenient and walkable neighbourhoods structured around activity centres and interconnected areas of high amenity open space.

The Planning Commission is pleased to recommend the Greater Holtze Area Plan 2023 for incorporation into the NT Planning Scheme.

Dr David Ritchie
Chairman
Northern Territory Planning Commission

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Area Plan Structure

This Area Plan is structured in four parts.

Part One introduces the project and provides the context, purpose and vision of the Area Plan. The vision statement captures the aspirations for Greater Holtze and contextualises the planning principles.

The planning principles throughout Parts Two, Three and Four provide an explanatory discussion to explain the planning principles, objectives and acceptable responses.

Part Two addresses *land capability* and includes consideration of the natural environment, water sensitive design and biting insects.

Part Three is focused on people and places and guides integrated land use and transport planning.

Part Four relates to Holtze North and Howard Springs North, where a broad land use structure is identified.

A land use structure plan across the Greater Holtze District is included within Part Four.

Throughout this document, planning terms such as '*perimeter road*' are often *italicised* and explained within the Glossary of Terms appendix.

Approximate timeframes used in this plan	
Near Term	< 10 years
Mid Term	10 to 30 years
Long Term	Beyond 30 years



PART ONE

Introduction

The Greater Holtze opportunity

The Greater Holtze district comprises gently undulating land largely within Government ownership that is in proximity to the Palmerston City Centre and the Stuart Highway.

Greater Holtze is generally undeveloped and has various remnant woodlands and riparian vegetation present that includes multiple habitats for different species, including threatened species.

Greater Holtze includes the headwaters of Kings Creek and has extensive land areas that are prone to seasonal inundation.

Greater Holtze includes the localities of Holtze, Holtze North, Kowandi and Howard Springs North. These localities are identified within Figure 1.

The Howard Springs North locality includes the remnant pine forest plantation and the Howard Springs Nature Park that are prized by the community.

This Greater Holtze Area Plan includes the former Defence establishment, Kowandi. Kowandi adjoins land already held by the Territory and presents the opportunity for co-ordinated consideration of development across the study area.

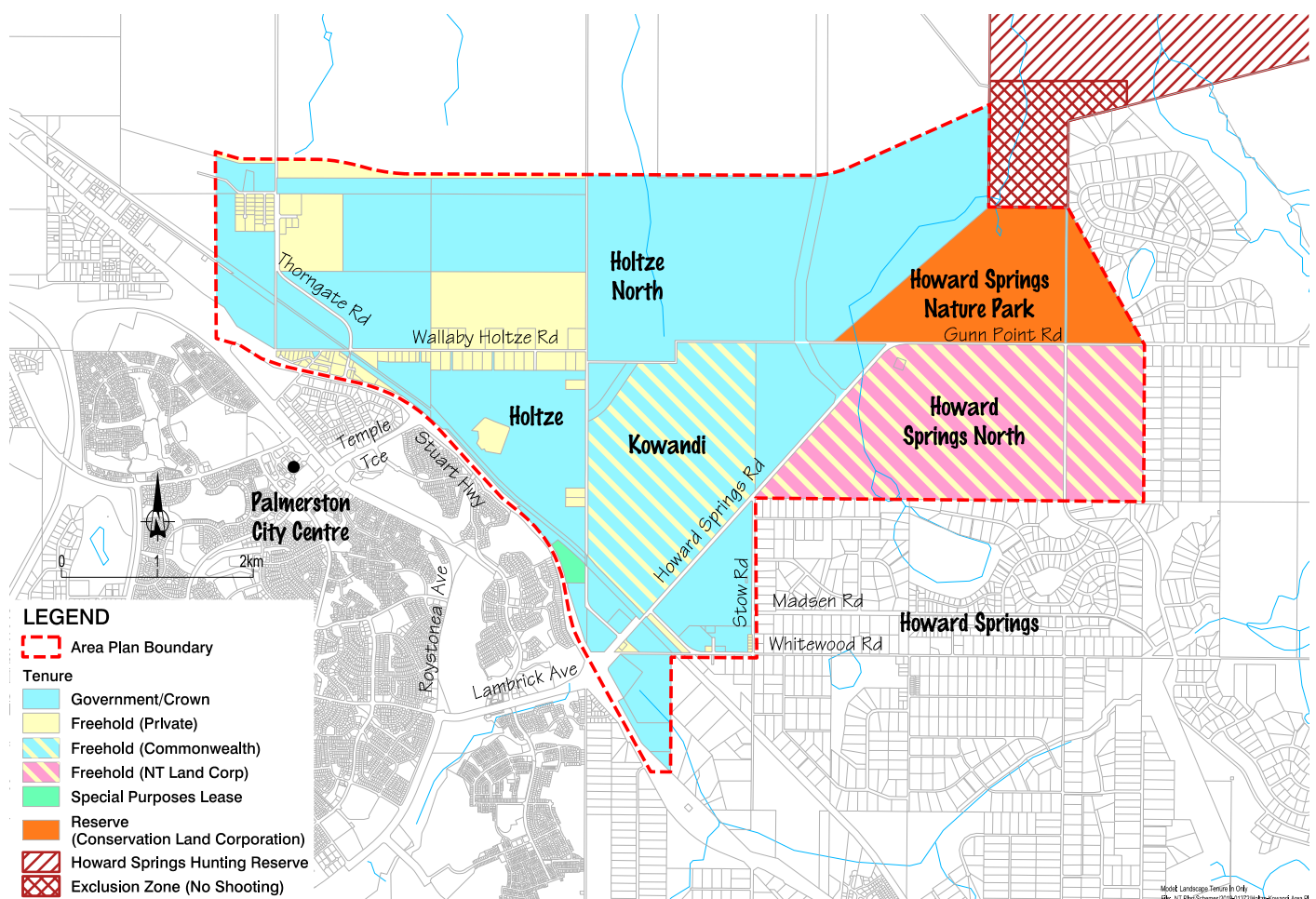


Figure 1: Land Tenure



Greater Holtze Land Use Vision

The Land Use Vision for Greater Holtze combines community views with other factors including *land capability*, topography, native vegetation, hydrological and biting insect considerations.

The vision also takes into account investigations into *social infrastructure*, transport modelling and essential services infrastructure.

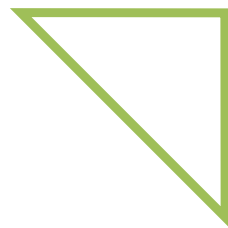
In the far term, Greater Holtze has the potential to support approximately 30,000 to 35,000 people. Holtze and Kowandi may accommodate approximately 15,000 people.

Vision Statement

Greater Holtze will be a liveable, affordable and sustainable community for everyone.

Greater Holtze will:

- include innovative planning approaches that contribute to the creation of an active community with a valued local identity;
- include environmental and recreational linkages that protect natural resources and enhance recreational and lifestyle options;
- facilitate diverse housing opportunities to support the needs of the region's growing community;
- include neighbourhoods that support *active transport* and viable alternatives to the automobile for functional short trips to destinations or extended recreational journeys within a broader network; and
- enable development that supports sustainable outcomes by minimising environmental impacts of development.



Purpose of the Area Plan - Vision to policy

The purpose of this Area Plan is to guide future development of land within the Greater Holtze district that comprises Holtze, Kowandi, Holtze North and Howard Springs North. Each of these localities has different opportunities and conservation values that suit different types of urban and recreational development.

This Area Plan provides focused locations for growth in different sectors including “residential”, “commercial”, “service commercial and industry”, “medical and health services” and “sport”.

This Area Plan seeks to cater for the changing needs of the future population by supporting the efficient delivery of infrastructure and ongoing viability of *activity centres*.

How did we get here?

The Holtze to Elizabeth River Subregional Land Use Plan (HESLUP) was prepared over 2020 and 2021. It includes the Greater Holtze district as one of its four Focus Areas. The HESLUP considers strategic land use planning at the subregional level and is the overarching policy that is informing preparation of the Greater Holtze Area Plan.

The HESLUP was prepared in accordance with a three-stage consultation process. Feedback from a broad cross-section of the community helped to shape the HESLUP in meaningful ways and resulted in a finalised policy that is now incorporated within the NT Planning Scheme.

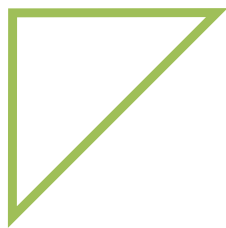
Responding to feedback

Stage Two consultation for this Greater Holtze Area Plan project commenced on 10 November 2022 and closed on 9 December 2022. Late submissions were received following this period with the last submission received on 28 February 2023.

The volume of Stage Two feedback was substantial and from a range of sources. The feedback was provided in a variety of ways including via in-person engagements at the various consultation stalls.

Some community members raised concern about potential suburban development based on small lot sizes. Concern was also expressed about affordability and challenges associated with costs of purchase and construction. Stakeholders generally understood that lot size, house size and lifestyle choices were market-driven.

Many rural residents supported the alleviation of development pressures on rural areas, which have led to spot rezoning applications, creating uncertainty for neighbours. It was generally recognised that an adequate supply of urban land was essential to ensuring that young people and families could afford to own their own home.



Understanding the Draft Area Plan

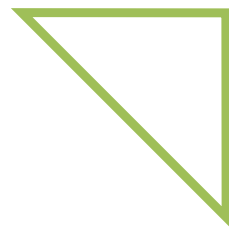
The NT Planning Commission has prepared this Greater Holtze Area Plan based on stakeholder feedback received during Stage One and Stage Two consultation periods in June and November 2022 respectively.

Information from social, environmental and infrastructure studies was undertaken to provide a solid evidence base for the Plan. These studies are contained in the Land Capability and Needs Assessment which accompanies this Area Plan.

The most detailed level of planning within this Area Plan applies to the Holtze and Kowandi localities.

A broad land use structure is identified by this Area Plan for the Holtze North and Howard Springs North areas. More detailed planning for the Holtze North locality will be undertaken when the rate of growth in the Holtze and Kowandi localities indicates it is necessary.

Howard Springs North locality includes substantial areas identified by the community as essential to the amenity of the wider area because of its high value for outdoor recreation.



Using the Area Plan

This Area Plan is intended to be used by Government, local and service authorities, the development industry, the public and decision makers to guide future development of land within Greater Holtze.

Whole of Government commitments such as reduction in carbon emissions, responses to climate change and increased use of renewable energy are supported by this Area Plan.

Planning principles are supported by a set of objectives and acceptable responses that provide more detailed information and direction as summarised below:

- **Planning Principles** provide policy to guide development and are consistent with higher level policy.
- **Objectives** are the desired outcomes of a Planning Principle, often given in relation to a specific place or area identified in the Plan.

A developer must demonstrate how the proposal will meet each Objective.

- **Acceptable Responses** identify potential standards which demonstrate how each Objective may be met.

A departure from the acceptable responses can be considered where an alternate solution that achieves the Objective is provided; and the alternative solution demonstrates an equal or better response to that set out by the acceptable response.

Planning principles, objectives and acceptable responses are preceded by explanatory discussions that contextualise the topic. These discussions also inform the application of the principles, objectives and acceptable responses.

The Rezoning of Land

This Area Plan indicates that the land use on specific sites may change in the future. A number of sites will require rezoning before the land use and development potential envisaged by this Area Plan can be realised.

This Area Plan does not automatically rezone land, remove the need to apply to the Minister for Infrastructure, Planning and Logistics to rezone land, or pre-empt the Minister's decision in response to a request to amend the zone.

This Area Plan provides a framework to inform consideration of any future rezoning proposal. Decisions regarding rezoning proposals will be informed by the Area Plan and servicing requirements.

Relevant service authorities should be contacted to ascertain any service upgrades required before applying to rezone land, noting that the rezoning of land may require contribution to the upgrade of services.



Existing Zoning and Existing Use Rights

This Area Plan does not prevent the use of land consistent with the current town planning zone that applies to a site. Further, the Area Plan does not prevent the use of land consistent with a planning permit or *existing use rights* that have not been extinguished.

Supplementary Material

This Area Plan is accompanied by a Land Capability and Needs Assessment document. That document contains a record of investigations that have informed this Area Plan.

It is recommended that the Land Capability and Needs Assessment document be consulted where there are questions about interpretation of the policy positions advocated for by this Area Plan.

Planning Context - Land Use Framework

Strategic Land Use Plans include regional, subregional and area plans. This Greater Holtze Area Plan establishes a further level of detailed guidance to that established under the Holtze to Elizabeth River Subregional Land Use Plan (2022) and Darwin Regional Land Use Plan (2015).

This Area Plan, once finalised, will supersede the existing Holtze Urban Area Plan and Planning Principles (2016).

This Area Plan is intended to operate in conjunction with the NT Planning Scheme 2020, the Subdivision Development Guidelines (2020) and Strategic Planning Policies.



Figure 2: Hierarchy of Land Use Plans relevant to Greater Holtze Area Plan



PART TWO

Natural environment

The Natural Environment

The natural environment of Greater Holtze includes areas valued for the amenity they provide and habitats known to support species of threatened flora and fauna.

This Area Plan seeks to incorporate the functions of the natural environment for the continued and enhanced enjoyment of the community. This includes the retention of natural habitat for threatened species and the amenity benefits derived from natural areas within urban environments.

Protection and Conservation of Natural Assets

The Territory Government is currently developing a strategy for regional conservation, which is intended to identify and propose responses to environmental assets such as habitats of threatened species.

The development of this strategy will refine further detailed planning for Greater Holtze and assist compliance with environmental legislation. The Greater Holtze Area Plan will support and encourage the outcomes of the regional conservation strategy; the outcomes of which will bind the Area Plan

Existing vegetation and natural drainage

The *Green Corridor* is identified by this Area Plan over a drainage or riparian corridor that runs north-south through Greater Holtze.

This draft Area Plan recognises the important functions of the natural environment represented within this low-lying land and responds by identifying this area as the *Green Corridor*.

The design of the *Green Corridor* presents opportunities for the retention of bushland, the planting of native species and the co-location of active and passive public open space.

The *Green Corridor* is discussed within the Open Space section of this Area Plan.

Integrated Water Management

Urban environments alter the way water flows through the natural environment. Buildings, roads and other impervious surfaces direct water into stormwater drains and other watercourses.

Sustainable subdivision design adheres to established water-sensitive urban design principles and minimises negative impacts on existing natural features and ecological processes.

Figure 3 identifies the existing ground levels of Greater Holtze that, with pre-development flow calculations, enable infrastructure planning to minimise adverse effects of development.

Integrated water management, including stormwater management, is guided by the NT Government Subdivision Development Guidelines (2020).

NATURAL ENVIRONMENT PRINCIPLE 1:

Provide for the integration of development with the natural environment in a way that minimises detrimental impacts of development on the natural environment.

OBJECTIVES

1. Apply conservation principles in a coordinated manner.
2. Support development that integrates with natural hydrological regimes.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Ensure that development responds to whole-of government approaches for sustainable development and regional conservation
- ii. A stormwater drainage system is integrated with the natural drainage system and designed to minimise impacts on the receiving environment.

Biting Insect Considerations

Biting insects are part of the tropical environment and relevant to planning for Greater Holtze. While Greater Holtze is not in proximity to mangroves and biting midge habitats, inland water bodies do function as mosquito breeding sites and will require biting insect management responses.

This Area Plan seeks to mitigate the impacts of biting insects on *urban development* by responding to specialist advice and identifying the need for preparation of a biting insect management plan to implement ongoing and permanent management processes.

Figure 3 identifies the known mosquito breeding areas within and near Greater Holtze. These areas require treatment to address risks of mosquito borne illnesses and nuisance.

A biting insect management plan will need to be prepared by Government to the satisfaction of the Government agency responsible for medical entomology.

Zoning, subdivision and detailed design will need to support the ability to survey, monitor and treat biting insect breeding areas in accordance with the biting insect management plan.

NATURAL ENVIRONMENT PRINCIPLE 2:

Address biting insect constraints.

OBJECTIVES

1. Protect urban areas from biting insects.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. A Biting Insect Management Plan and associated works to manage biting insect breeding is established by Government prior to development of land for urban land uses.
- ii. Subdivision and detailed design considerations are informed by the biting insect management plan.

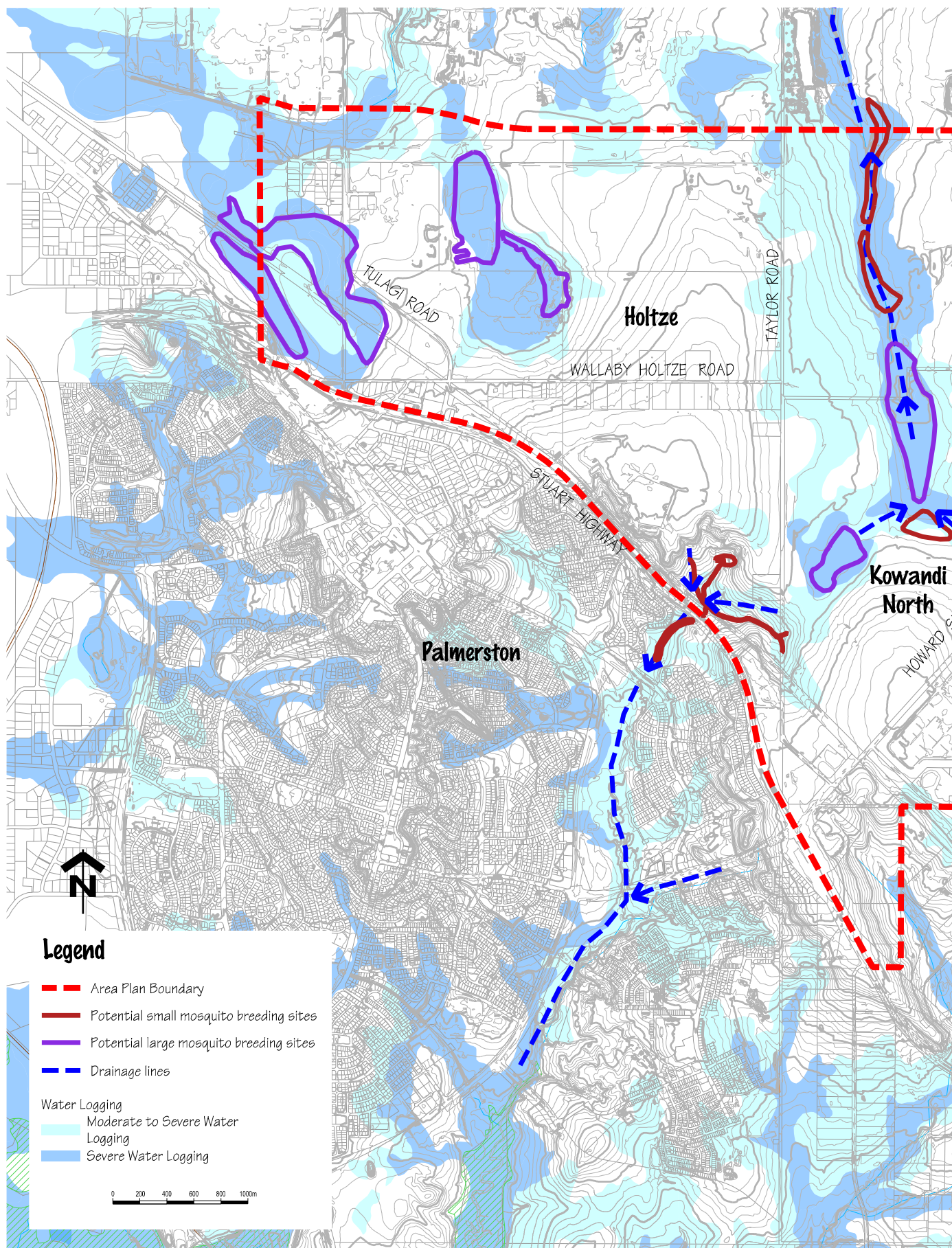
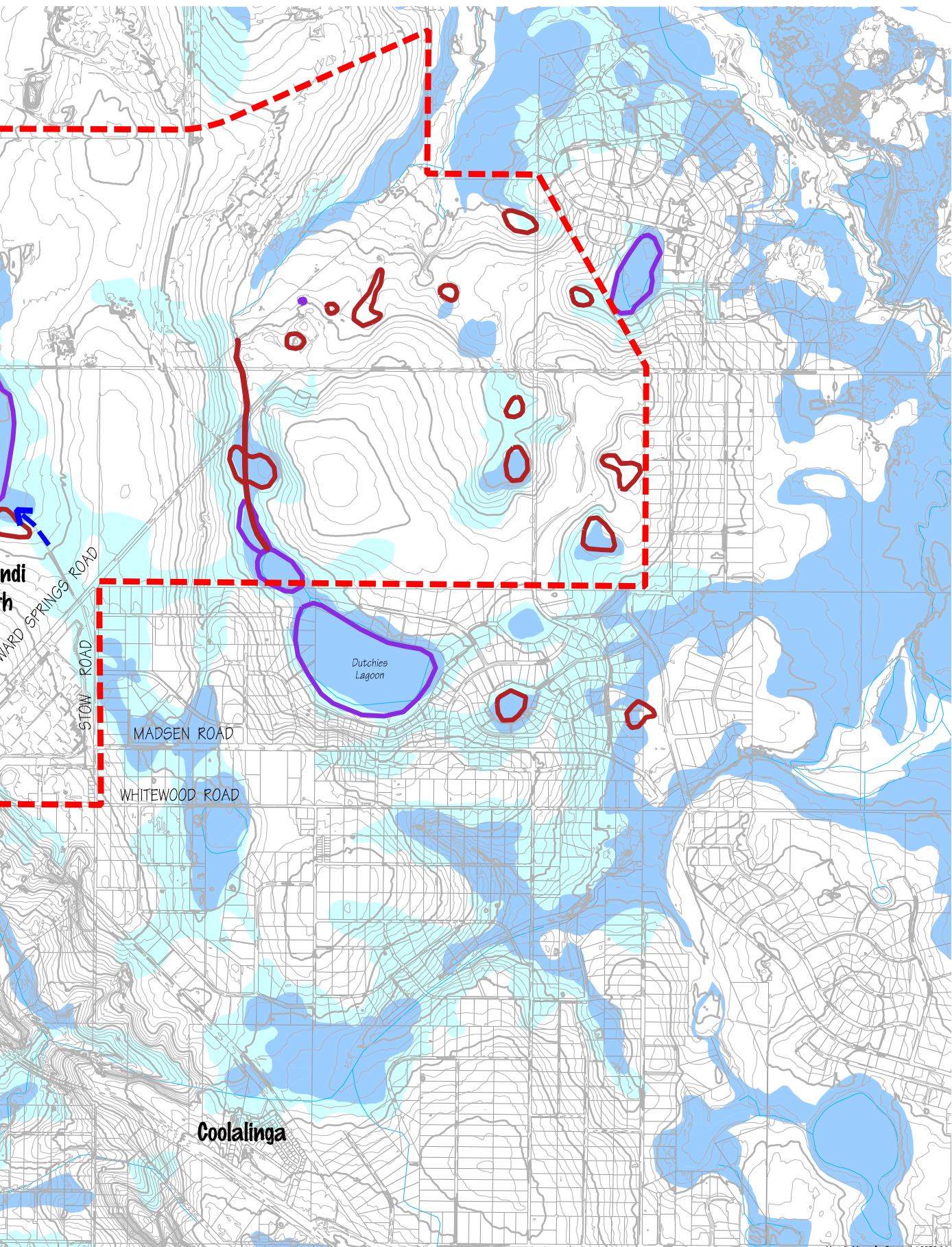


Figure 3: Existing ground levels and biting insect breeding areas



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PART THREE

People and Places



Sustainable development

Urban heat mitigation

Urban heat is created by the built environment absorbing, trapping and then releasing heat. Studies show that air temperatures within built-up areas, particularly after sunset, can be as much as 7 degrees warmer than the air in neighbouring, less built-up regions. These built-up areas are characterised by extensive hard surfaces and relatively low tree canopy.

Elevated temperatures from urban heat islands can affect a community's quality of life in multiple ways. Urban heat may lead to: increased energy consumption; elevated emissions of greenhouse gases; and compromised human health and comfort.

With more days of extreme heat already being experienced under a changing climate, and this number expected to grow, urban heat mitigation strategies must ultimately enable future residents to move safely and comfortably without compromising their health and wellbeing.

There are a number of strategies to mitigate impacts of urban heat which can occur at various stages of the development process. A focus on green spaces and vegetated landscapes and promoting tree canopy cover can naturally cool the urban environment through evapotranspiration and shading.

Sustainable subdivision design

This Area Plan supports subdivision design that minimises energy use, resource consumption and operating costs over the life-cycle of an urban development.

Given the Darwin climate, optimal lot orientation and/or dwelling design helps to reduce reliance on technology for cooling.

Sustainable subdivision design provides the groundwork to facilitate housing that responds to solar access, shade and passive cooling opportunities to minimise the ongoing operational costs and impacts associated with urban development.

Residential block and street patterns should be carefully considered to enable lots to be oriented to respond to solar access and passive cooling principles as they apply in a Darwin context.

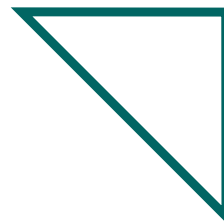
Compact urban growth

Compact urban growth is aimed at the efficient use of land, and the efficient use of services and infrastructure that support land use.

Locating more dwellings close to shops, employment centres and *transit* services allows improved access to jobs, services and facilities.

Compact urban growth makes it possible to achieve transport advantages that may reduce transport-related greenhouse gas emissions and energy costs over the life of a development.

There is a direct relationship between the design of residential environments and their influence upon levels of *walkability* and *transit* use. If people walk or use *transit* to their daily destinations, people reduce their carbon footprint.



PLANNING PRINCIPLE 1:

Create active and sustainable neighbourhoods

OBJECTIVES

1. Promote neighbourhoods that are compact and *walkable*.
2. Acknowledge and respond where applicable to whole-of-government approaches to climate change and sustainable development.
3. Subdivision design responds to Darwin's tropical climate to reduce ongoing operational costs.
4. Provide compact and walkable neighbourhoods.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Subdivision design supports lot configurations and dwelling typologies that respond to solar access and Darwin's prevailing breezes.
- ii. The number of dwellings allocated for residential development within 400m of local and secondary *activity centres* are maximised, with average densities of 20 dwellings per net hectare or more.

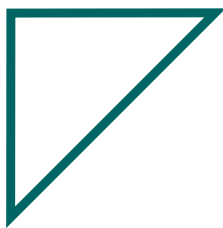
This may generally align with dwelling densities expected in Zones LMR (Low-Medium Density Residential) to MR (Medium Density Residential) or higher.

For the purpose of measuring proximity to *activity centres*, "400m of local and secondary activity centres" means 400m measured as travelled, from the edge of the commercial area of the *activity centre*.

- iii. Medium density housing and retirement developments are encouraged within 400m of *activity centres*, *transit* routes and stops, and public open space.

For the purpose of measuring proximity to *activity centres*, "400m of *activity centres*, *transit*, and public open space" means 400m measured as travelled, from the edge of these areas.

- iv. Minimum average densities of 10 dwellings per net hectare or more are encouraged throughout the balance of the residential area.



Adaptable neighbourhoods – housing choice for a diverse community

This Area Plan supports housing choices that meet the needs of a diverse community whose housing preferences may change over time.

The provision of a broad range of housing options should ensure that there is adequate choice of housing type and cost options.

Larger lots may support dwellings with large vegetated yards or outbuildings. They may also support independent dwelling units (granny flats) allowing entry-level and further housing options.

Innovative lot design may include *rear-loaded* lots that respond to demand for smaller and/or attached dwellings. Or respond to amenity such as open space, or activity, such as a *transit* route.

Innovative low-rise accommodation is encouraged, particularly terrace and freehold, walk-up apartments.

Varied width of lots within a street are recognised as contributing to housing diversity and high amenity *streetscapes*. Streets with excessive repetition of uniform lot widths should be avoided.

Some variance in lot depth may support both larger and smaller lots/dwellings, while maintaining a harmonious built form within the *streetscape*.

PLANNING PRINCIPLE 2:

Provide housing choice to support a robust and diverse community

OBJECTIVE

1. Varied lot configurations contribute to a high quality public realm and housing diversity Subdivision

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Each neighbourhood comprises a mix of lot configurations and dwelling types, with variation encouraged within the same residential block.

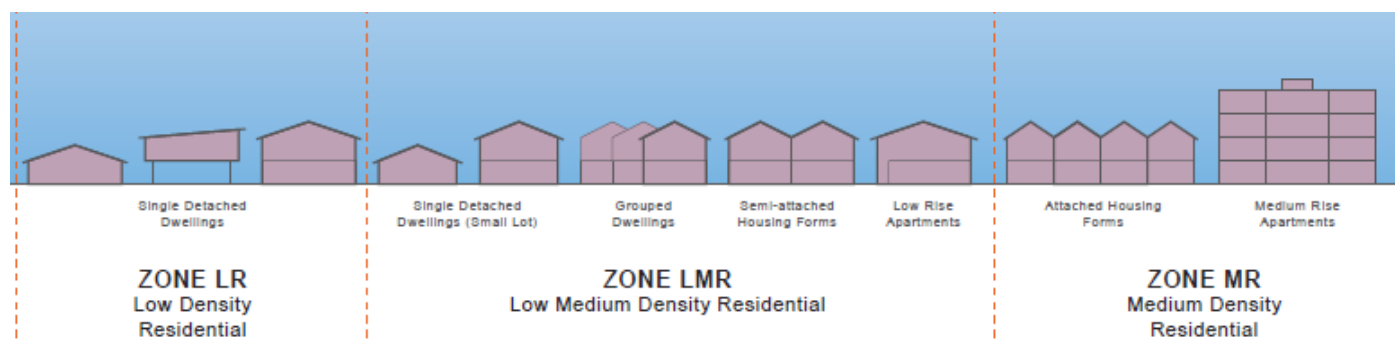


Figure 4: General built form examples within different Residential Zones

Safe, high amenity neighbourhoods

The presence of the *Green Corridor* and a number of existing and proposed *main roads* present a combination of elements relatively unique to Greater Holtze that subdivision design will need to respond to.

It is important that roads and lots adjacent to *main roads*, the *Green Corridor* and open space generally are designed to foster *passive surveillance* and avoid neglected spaces.

Dwellings should have a clear view to and from the *public realm*. This will support a visual connection to the *public realm*, its users and neighbours.

Subdivision design that includes *passive surveillance* design responses will contribute to both actual and perceived levels of safety for pedestrians.

The way that lots are designed, specifically their size and shape, is a direct influence upon the dwelling that the lot will accommodate. The cumulative result of the design of dwellings determines the extent of *passive surveillance* present within the *public realm*.

Lot orientation is a good predictor of which direction the front of a dwelling may face and where good *passive surveillance* may result. Subdivision design should maximise the provision of lots with shorter length boundaries fronting each perimeter road. This will facilitate quality *streetscapes* with good *passive surveillance* of the *public realm*, particularly where edge roads are positioned between residential development and open space.

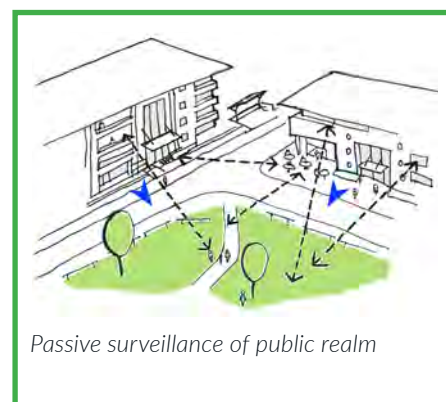
Dual frontage lots backing on to roads or open space

Dual frontage lots are those with *frontage* to a road that also have a rear and/or side boundary fronting another road or public open space. Development of *dual frontage* lots usually results in a dwelling fronting one street and impermeable *boundary fencing* on rear and/or side boundaries.

Long lengths of *dual frontage* lots, such as a residential block parallel to a *main road*, create significant access barriers between a subdivision and the *main road* and its pedestrian, cyclist and *transit* networks.

Subdivision design should limit extended lengths of *dual frontage* lots as they reduce *walkability* and often lead to neglected spaces with poor *passive surveillance* conducive to personal crime, burglary or vandalism.

Lengths of *dual frontage* lots may be minimised by residential block configurations with their long axis generally perpendicular with the public open space or *main road*.



Passive surveillance of public realm

PLANNING PRINCIPLE 3:

Create safe residential environments with high amenity

OBJECTIVES

1. Road and residential block design support high levels of amenity and *passive surveillance*.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Residential blocks are separated from *main roads*, conservation areas, schools, drainage corridors, the *Green Corridor* and public open space through the provision of a perimeter road(s) where practicable.
- ii. Subdivision design minimises the provision of *dual frontage* lots where practicable.
- iii. Where *dual frontage* lots are provided in locations other than adjacent to Highways, the cumulative length of *dual frontage* lots is limited.

Liveable neighbourhoods – walkable legible and connected

Through consultation the Planning Commission have heard suggestions that the development of neighbourhoods within growth areas should include high levels of amenity that support active transport.

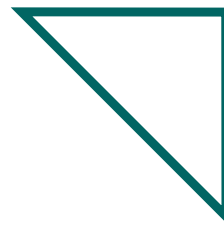
The *Green Corridor* and various *main roads* within Greater Holtze are expected to accommodate cycle and/or *transit* routes that connect to broader networks.

Residential blocks that have their long axis generally perpendicular to the abovementioned corridors may support *connectivity* to these corridors and their shared movement networks.

In contrast to the above, long residential block lengths that are parallel to the *Green Corridor* or *main roads* can create barriers and result in reduced *connectivity*, particularly for pedestrians and cyclists.



Residential blocks perpendicular to linear open space supporting pedestrian connectivity



PLANNING PRINCIPLE 4:

Create walkable neighbourhoods with high levels of connectivity and route choice to destinations

OBJECTIVES

1. Promote walking and cycling as the preferred mode of travel for local trips.
2. Facilitate neighbourhoods that are designed with high levels of *legibility* and route choice.
3. Subdivision design enables high levels of *connectivity*.
4. Subdivision design supports direct access to transport and *transit* corridors within roads and open spaces.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Subdivision design provides for an interconnected road network that accommodates various modes of travel and provides multiple route choices.
- ii. Residential blocks are regularly shaped with *walkable* lengths and perimeters.
- iii. Residential blocks are generally perpendicular with *main roads*, the North Australia Railway Corridor, and/or the *Green Corridor*.

Public Open Space

The provision of an integrated network of Public Open Space is a key factor considered in our strategic land use planning processes for new suburban and urban areas.

The Planning Scheme requires Public Open Space covering a minimum of 10 percent of a subdivision area.

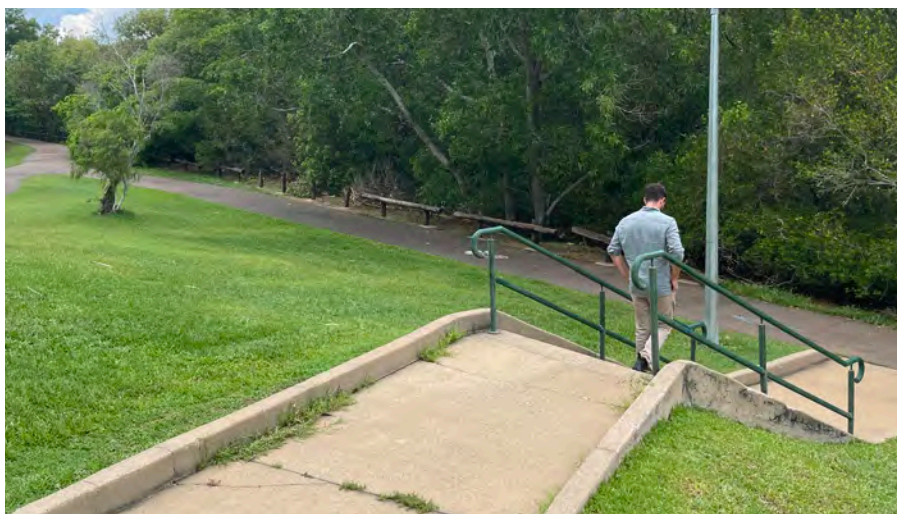
Through Area Planning, a complementary range of well-located, site-responsive parks of different types and scales work together across project boundaries to facilitate areas for greening as well as to provide for walking, cycling, recreation, play and outdoor lifestyle opportunities for the whole community.

Vegetation plays a critical role in mitigating urban heat. Large, shady trees are an asset that support cooling at the neighbourhood scale through processes of evapotranspiration.

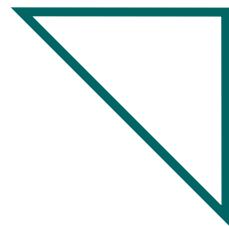
Ecosystem services

The subdivision process should aim to retain and enhance the natural environment as much as possible. This will offer significant liveability benefits to residents and capture the economic benefits of healthy ecosystems. These benefits are known as ecosystem services and include habitat for wildlife, runoff mitigation and urban temperature regulation.

Ecosystem services include recreational and amenity benefits. Enabling access to a high quality public open space network that integrates with ecosystem services is increasingly important within subdivision design to create healthy options within the urban environment for recreation and enjoyment.



Co-located bushland and public open space



PLANNING PRINCIPLE 5:

Provide high standard public open space that supports climate-resilient neighbourhoods

OBJECTIVES

1. Recognise and respect areas of natural amenity through the incorporation of retained natural areas within high standard public open space.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Provide public open space areas in accordance with the NT Planning Scheme.
- ii. Retained bushland is integrated with public open space wherever practicable.

Green Corridor

As a central feature that traverses the Greater Holtze District, the *Green Corridor* presents opportunities for the retention of bushland, the planting of native species and the co-location of active and passive public open space.

As naturally low-lying land the *Green Corridor* will incorporate important integrated water management functions that cascade into Mitchell and King Creeks and ultimately, the Darwin Harbour.

The *Green Corridor* has an important role to play in linking the suburbs and neighbourhoods of Greater Holtze as they develop over time.

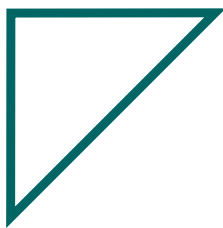
The design of the *Green Corridor* must balance competing interests for the use of land within the corridor while also leveraging the environmental and linkage opportunities present.

Playgrounds, passive open space and exercise stations may be incorporated within the *Green Corridor*.

Active open space and sporting fields, schools, community facilities and shops are encouraged adjoining the *Green Corridor* and to present an active *frontage* to the *Green Corridor*.

Development that 'turns its back' on the *Green Corridor* should be minimised where practicable. The inclusion of perimeter road(s) and avoidance of *dual frontage* lots can help achieve a high quality interface.

Linear open space extending from the *Green Corridor* can assist with *connectivity* and encourage pedestrian movements. Well-designed linear open space should connect to broader open space networks and destinations. Linear open space may support landscaping, park furniture, lighting and crossings that encourage shared movement.



Public open space supporting active transport

There are significant opportunities in Greater Holtze for high quality pedestrian and cyclist-oriented movement networks within public open space.

These movement networks may connect urban areas to the *Green Corridor*, various destinations within Greater Holtze and broader transport networks such as the cycle path of the North Australia Railway corridor.

Evolving *micromobility* travel patterns, including the use of e-bikes, scooters and other personal mobility devices, are replacing the automobile for a greater number of short trips for work and leisure.

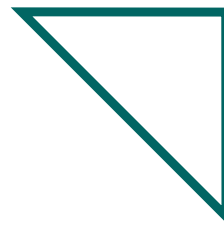
There are opportunities for public open space, particularly *linear public open space*, to support alternative transportation modes within Greater Holtze to destinations such as active centres, the Palmerston Regional Hospital, the Howard Springs Nature Park and other developments such as schools and community facilities.

Integrating Lots, Roads and Public Open Space

Public open space that is bounded by perimeter roads provides opportunities for *passive surveillance*, space for onstreet visitor parking and opportunities for additional verge tree planting.

A perimeter road adjacent to public open space may also serve a water quality control function by collecting road runoff and diverting it to stormwater treatment structures.

Small parks can be used as important pedestrian linkages that may mitigate poor *connectivity* resulting from long block lengths or dead-end streets such as cul-de-sacs.



PLANNING PRINCIPLE 6:

Respond to the opportunities of the Green Corridor

OBJECTIVES

1. Provide public open space that responds to the opportunities of the *Green Corridor*.
2. Integrate public open space, shared movement networks and adjoining or nearby development.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Design a site-responsive open space network for the *Green Corridor* by:
 - a. providing residents with access to nature and opportunities for active and passive recreation; and
 - b. providing linear and passive open space that support connections to destinations such as schools, community facilities and the Holtze North secondary *activity centre*.
- ii. Destinations are located adjacent to the *Green Corridor* where practicable. This includes the Holtze North secondary *activity centre*, schools, active public space and community facilities.
- iii. Integrate a shared movement network within that supports direct connections to destinations located adjacent or in close proximity to the *Green Corridor*.
- iv. Include a network of open space corridors that incorporate pedestrian and cycle paths and natural vegetation.
- v. Perimeter roads are encouraged to bound the *Green Corridor* and public open space where practicable.

Movement and Transport

Main Road Vehicle Networks

Howard Springs Road is proposed to be upgraded for increased vehicle movements associated with a potential port and strategic industry at Glyde Point and township of Murrumujuk and reconfigured to intersect with the planned Glyde Point Arterial Road.

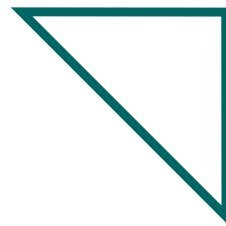
Access to main roads

Main roads accommodate private vehicles, *micromobility* and *transit* network functions. *Main roads* may include: bus routes and stops; higher speed/red bitumen cycle routes; exercise routes; pedestrian paths; and corridors of mature vegetation.

The *filtered permeability* design principle supports high levels of *connectivity* for pedestrians and cyclists while limiting private vehicle movements. Application of this principle to *main roads* is represented by multiple pedestrian/cyclist access/egress points and vehicles limited to designated intersections.

Main roads may incorporate design responses such as vegetation, landscaped barriers, low-fencing, bollards and/or natural features to support pedestrian and cyclist connection to *main roads* while limiting private vehicle movements.





PLANNING PRINCIPLE 7:

Provide an overall transport network for Greater Holtze that integrates with broader networks

OBJECTIVES

1. Plan for appropriate movement around Greater Holtze.
2. Provide a coordinated, efficient and interconnected transport network.
3. Design of *main roads* support *connectivity* and *filtered permeability* for pedestrians and cyclists while controlling vehicle movements.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Within the context of the Greater Darwin road network: develop a transport infrastructure plan that outlines appropriate sequencing of road infrastructure to the satisfaction of the Government agency responsible for administering *main roads*.
- ii. Subdivision design limits through traffic on Linco Road to preserve its strategic function in providing access to the Palmerston Regional Hospital.
- iii. Design of *main roads* support subdivision design with high levels of pedestrian/cyclist *connectivity* to the *main road*.
- iv. Vehicle access/egress to *main roads* is limited to intersections to the satisfaction of the Government agency responsible for administering *main roads*.

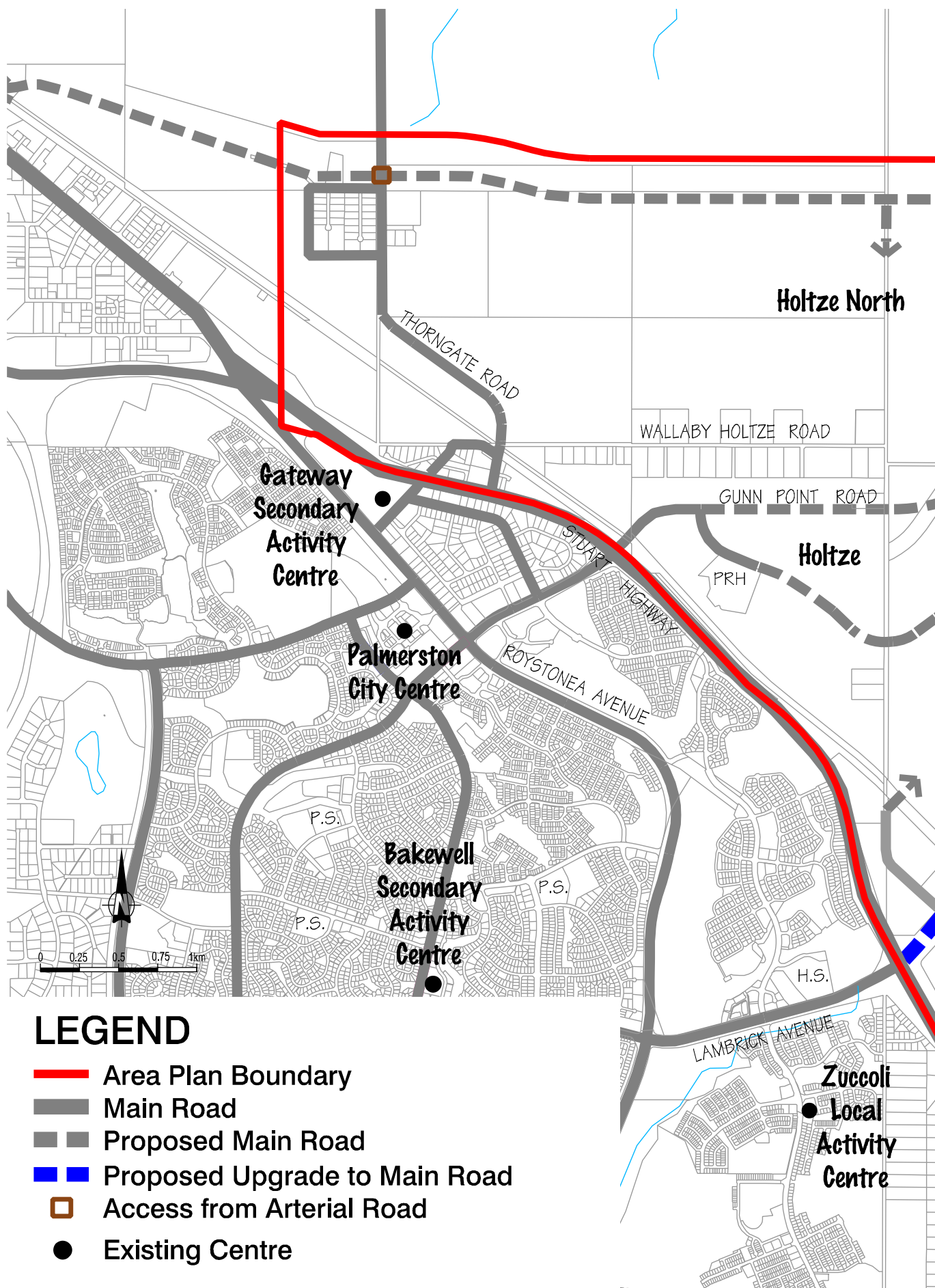
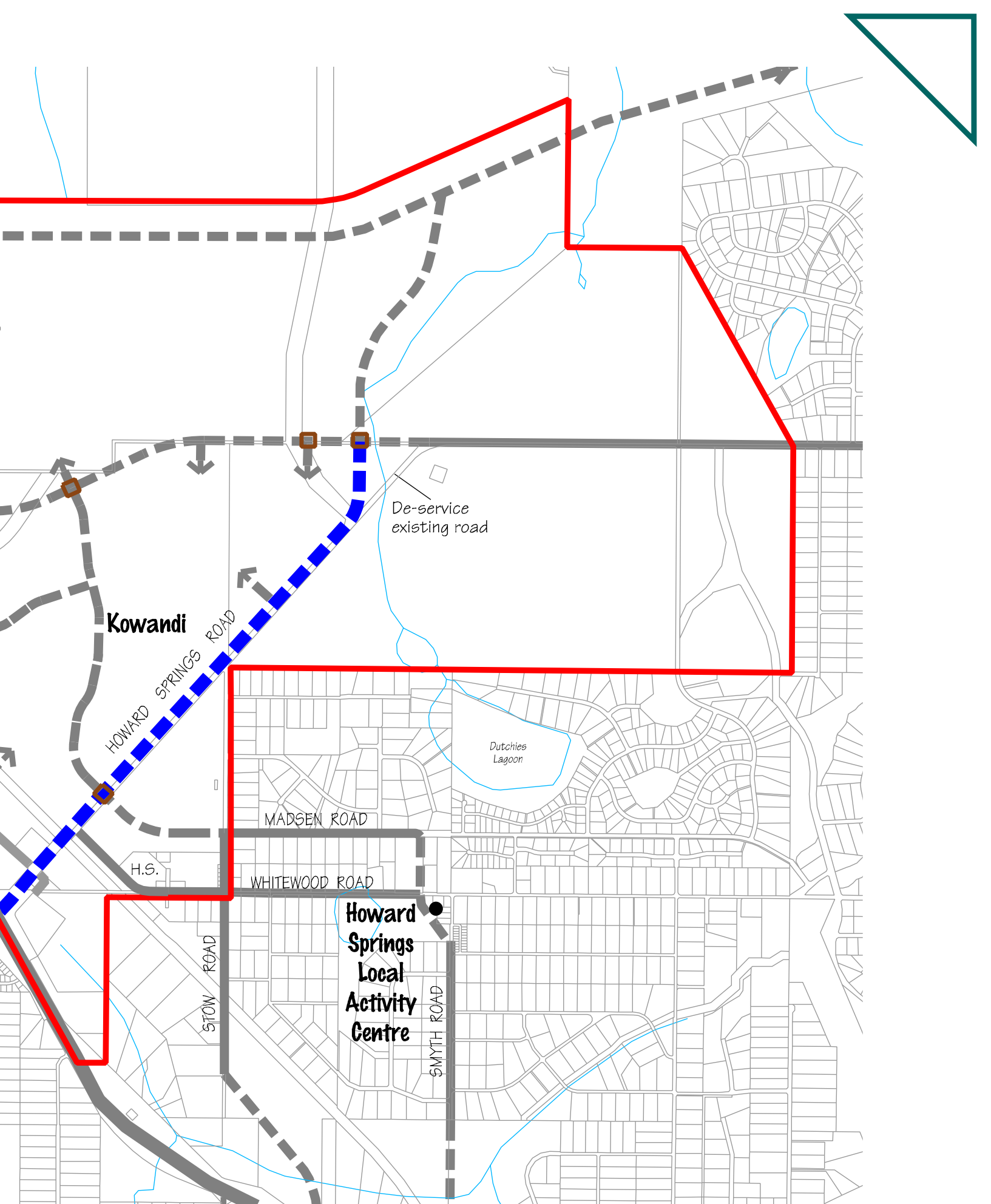


Figure 5: Road upgrades and realignments



Multi-use corridors

This Area Plan seeks to create viable alternatives to the automobile for short functional trips and longer recreational journeys. It does this in part by identifying the potential for *main roads* to incorporate *multi-use corridors* within their road reserves.

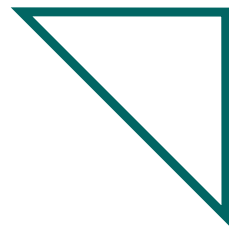
Road reserves that include *multi-use corridors* provide additional space to accommodate vegetation and grow the urban forest. This vegetation may be planted but is preferably retained mature vegetation with canopy cover.

Vegetation within *multi-use corridors* may deliver shaded, cool environments that support pedestrian and cyclist movements.

Multi-use corridors may create a transition between *main roads* and urban areas and reduce the visual and noise impacts of *main roads*.

Gunn Point Road, Howard Springs Road and the Glyde Point Arterial Road will be investigated to accommodate *multi-use corridors*. A transport infrastructure plan may identify other *main roads* that may incorporate *multi-use corridors*.





PLANNING PRINCIPLE 8:

Provide main roads that include multi-use corridors

OBJECTIVES

1. Support the potential for *main roads* to incorporate *multi-use corridors* within their road reserves.
2. Support the protection of existing vegetation within *multi-use corridors* of *main road* reserves where practicable and incorporate shared movement and drainage infrastructure

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. *Multi-use corridors* are provided within road reserves of the Glyde Point Arterial Road, Howard Springs Road, and Gunn Point Road that may incorporate:
 - a. bus stops;
 - b. retained mature trees where possible;
 - c. demarcated pedestrian / cycle paths;
 - d. drainage functions;
 - e. pedestrian friendly intersection crossings; and
 - f. lighting.
- ii. *Multi-use corridors* connect with the public open space shared movement network and high amenity areas where practicable.



Transit (Public Transport)

Transit services are anticipated to provide safe and reliable connections between Greater Holtze and various destinations across Darwin.

Integration of identified *transit* routes with *activity centres* presents opportunities for *transit oriented development* that synergises with pedestrian oriented environments.

The early identification of *transit* routes, particularly through *activity centres*, support identification of higher densities that may result in greater patronage and frequency of *transit* services and achieve compact residential neighbourhoods.

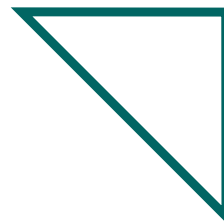
There is potential for a park and ride facility co-located with the Holtze North Secondary *activity centre* or a secondary school, within Holtze North.

Rapid transit

Rapid transit corridors will be investigated and planned to support land use planning objectives in accordance with Governments Regional Transport Plan (2018).

A *rapid transit* corridor is identified by the Holtze to Elizabeth River Subregional Land Use Plan (HESLUP) between Darwin and Palmerston. The HESLUP also identifies a potential *rapid transit* corridor from Palmerston to the future township of Murrumujuk. Options for the route of this potential *rapid transit* corridor include through Greater Holtze via Gunn Point Road or Glyde Point Arterial Road corridors.

Establishment of this *rapid transit* network may connect Greater Holtze to key regional destinations and employment nodes.



PLANNING PRINCIPLE 9:

Incorporate a transit network for Greater Holtze that supports compact residential neighbourhoods

OBJECTIVES

1. Support integrated land use and *transit* design.
2. Support the role of *transit* to connect neighbourhoods to employment generating land uses.
3. Subdivision design supports pedestrian *connectivity* to bus stops.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Subdivision design identifies *transit* routes that inform provision of higher densities and good *connectivity* in proximity to identified *transit* routes.
- ii. *Rapid transit* corridors that service Greater Holtze are investigated and inform *main road* and subdivision designs.
- iii. Subdivision design provides high levels of pedestrian *connectivity* to bus stops.

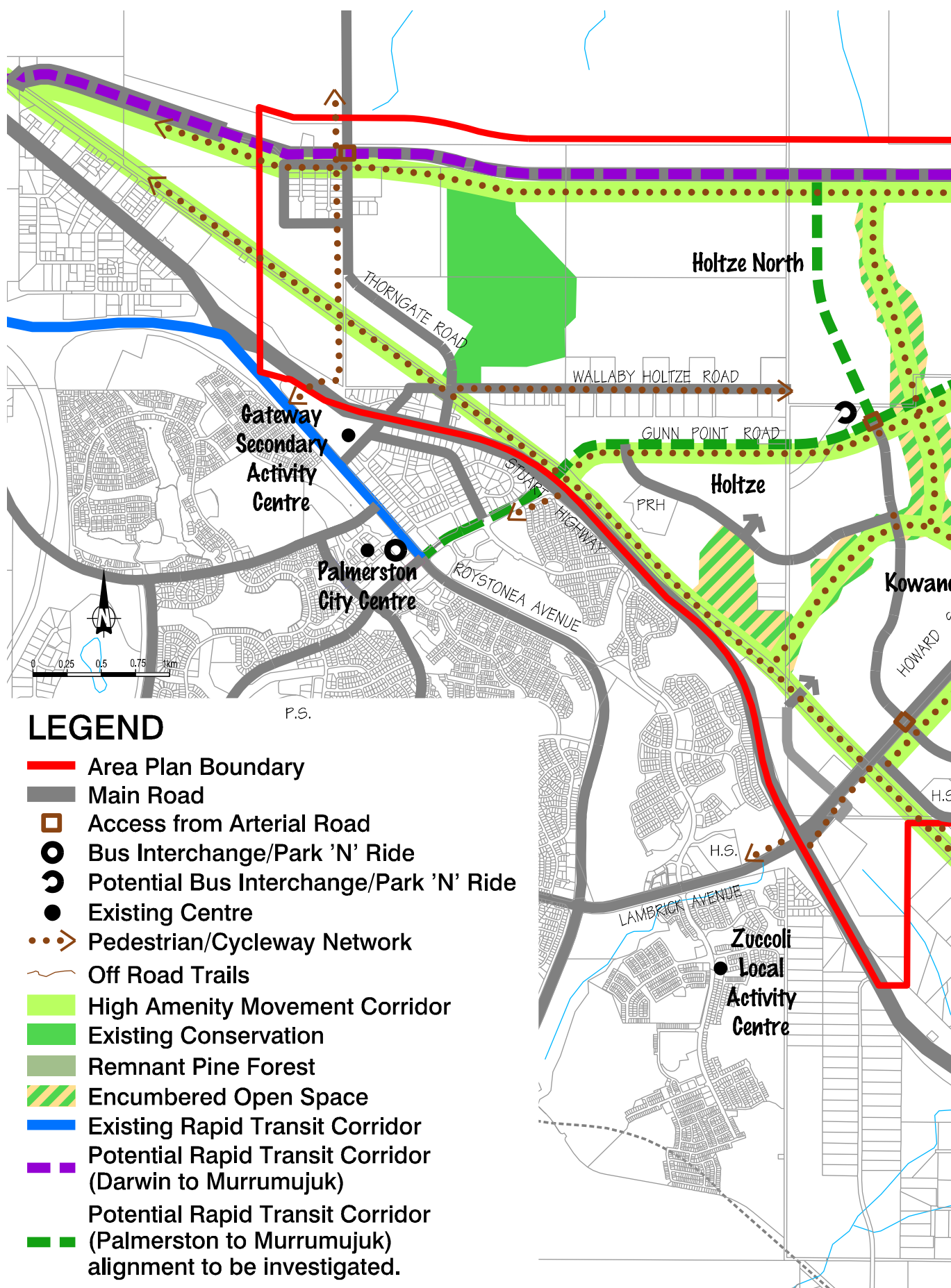
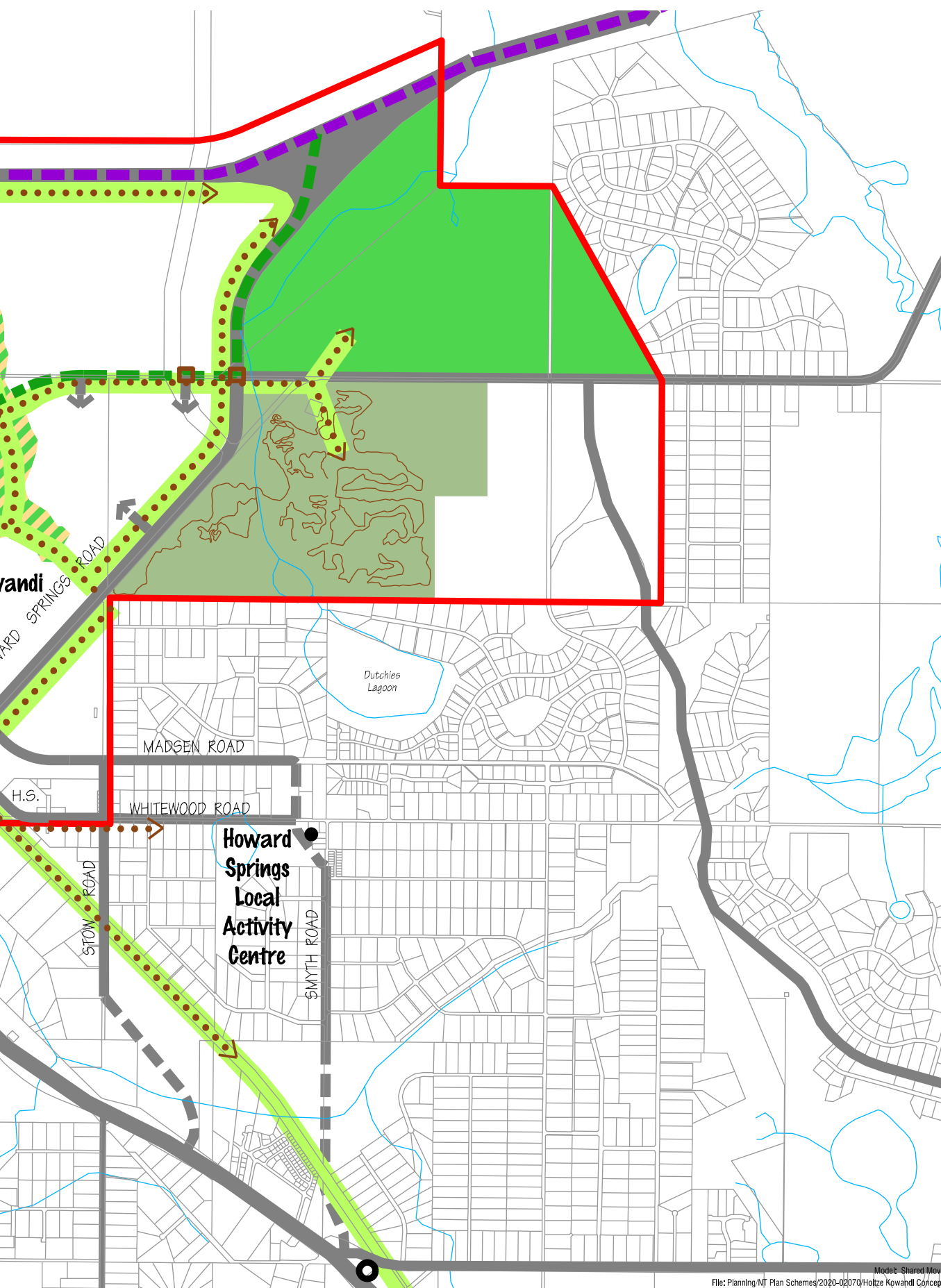


Figure 6: High amenity shared movement corridors in proximity to main roads



Model: Shared Move
File: Planning/NT Plan Schemes/2020-02070/Holtze Kowandl Concept



Social Infrastructure

Social infrastructure and the connection to these amenities are what many people look for when making decisions about where to live.

Social infrastructure creates the conditions needed to promote health and wellbeing of people living in new neighbourhoods.

Greater Holtze will include a number of facilities and spaces that seek to maintain and improve the standard of living and quality of life of residents. This includes, but is not limited to education; health care; cultural facilities; community facilities; sporting infrastructure and recreational infrastructure.

The provision of *social infrastructure* to meet the needs of residents has undergone preliminary investigations. Further information is included within the Needs Assessment that accompanies this Area Plan. The finalised investigations will identify a range of *social infrastructure* to be included within Holtze and Kowandi including the number of schools, community centres, aged care beds, child care places, sporting fields, hard courts etc.

This Area Plan will need to be progressively updated to reflect *social infrastructure* investigation findings.

PLANNING PRINCIPLE 10:

Provide for social infrastructure that meets the needs and aspirations of the community

OBJECTIVES

1. Provide land for facilities to meet the needs of the community.
2. *Social infrastructure* is provided in a co-ordinated manner.

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Ensure that development responds to whole of Government approaches for *social infrastructure* provision to the satisfaction of Infrastructure NT.
- ii. Provide land for *social infrastructure* in accordance with this Area Plan and to the satisfaction of Infrastructure NT.
- iii. Community purpose land is provided of a size and location that enables co-location of community and local recreation areas.
- iv. Recreation facilities are developed in organised recreation areas.
- v. Community facilities and meeting spaces are encouraged to be multipurpose and support use by a variety of user groups.

Schools

The design and configuration of school sites, local road networks and nearby development should facilitate safety, surveillance and accessibility. Common boundaries of school sites directly abutting residential lots should be avoided.

Schools with one or two street *frontages* contribute to access and parking congestion. Schools should ideally be surrounded by three or more *perimeter roads* that support a local transport network with high levels of *permeability* and capacity for on-street parking.

Schools may be co-located with compatible land uses. These include public open space and recreation, sporting and community facilities. Alternatively, these land uses may be suitable to be located adjacent to schools.

Locating school sites adjacent to the *Green Corridor* is encouraged. Co-location may contribute to the destinations and shared movement network of the *Green Corridor*, and Greater Holtze area in its entirety.



PLANNING PRINCIPLE 11:

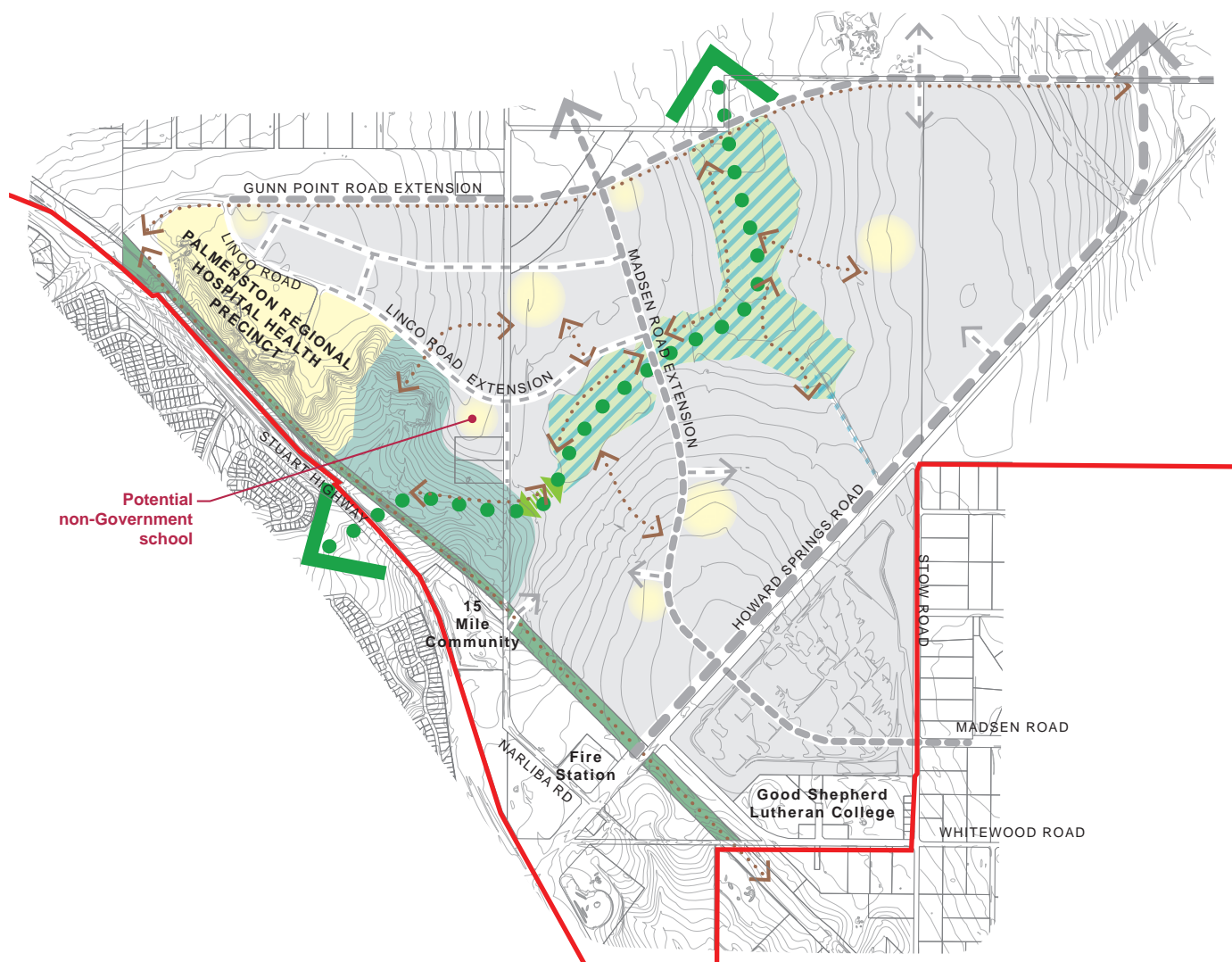
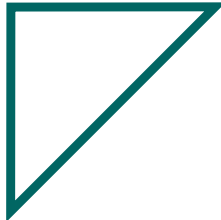
Provide for school sites that are integrated with the surrounding community

OBJECTIVES

1. Provide land for schools and appropriately design surrounding neighbourhoods.
2. School sites, and co-located or adjacent land uses to school sites, are designed to support accessibility and maximise safety

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Where the road network allows, schools should be surrounded by three or more *perimeter roads* to support *passive surveillance*, *connectivity* and *permeability*; and
- ii. Where provided, perimeter fencing is permeable to allow clear sightlines from surrounding land use and development.



LEGEND










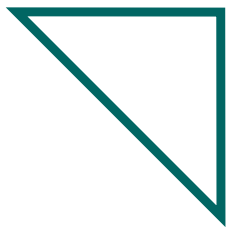
-  Study Area Boundary
-  Potential Community Purpose and / or School Nodes
-  Green Corridor incorporating Encumbered Open Space - flood affected land incorporating drainage features, natural habitat, pedestrian / cycle networks and supporting passive recreation.
-  Partially Encumbered Open Space - incorporating drainage features & natural habitat.
-  Environmental Habitat Linkage - incorporating connected bushland areas
-  Key Pedestrian / Cycleway Linkage
-  Public Open Space Linkage
-  Planned Major Roads or Widenings
-  Indicative Structuring Roads

Figure 7: Social Infrastructure interconnectivity – Holtze and Kowandi



Activity Centres

Activity Centre Hierarchy

This Area Plan recognises that when the population of the Holtze and Kowandi localities reaches approximately 8,500 residents, a secondary *activity centre* will be able to be supported within Kowandi.

Retail analysis has assessed the potential economic and related effects of significant retail expansion within Greater Holtze, and proposes that growth of *activity centres* be managed through an *activity centre* hierarchy with explicit ordering of centres.

It is important that limitations upon the size of proposed *activity centres* are carefully considered to prevent fragmentation and decentralisation of the Palmerston City Centre and other existing centres in the region.

Development in excess of size limitations should be considered through the preparation of specific retail investigations that accompany development proposals.

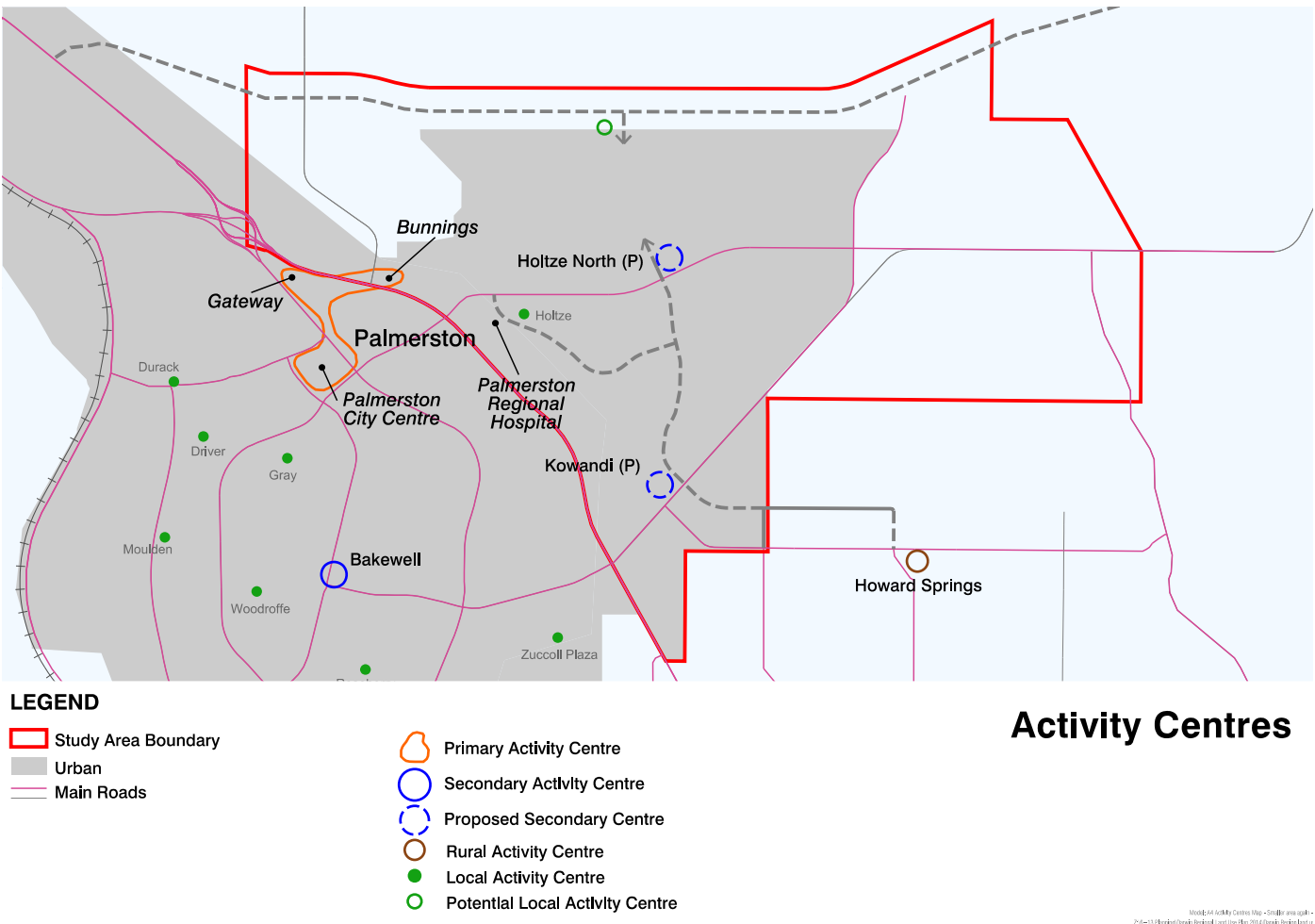
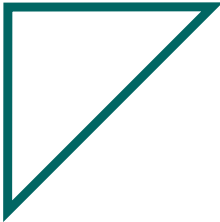


Figure 8: Greater Holtze Activity Centres Hierarchy Plan



PLANNING PRINCIPLE 12:

Provide Activity Centres in accordance with the Greater Holtze Activity Centres Hierarchy table and supporting plan

OBJECTIVES

- 1. Development within greater Holtze does not compromise the Activity Centres Hierarchy for Greater Holtze identified by Table 1 of this Area Plan

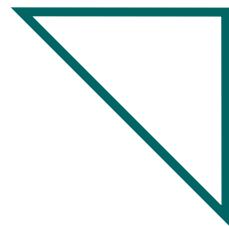
ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. The Holtze and Kowandi *activity centres* are limited in centre size, commercial floorspace allocation, and position within the Activity Centre Hierarchy by Table 1 and Figure 8 of this Area Plan.
- ii. Notwithstanding provision 12(i), subdivision design may allow for an increase in retail floorspace only where a retail consultant's report (*retail sustainability assessment*) accompanies the development application demonstrating that the proposed retail scale is justified and will not frustrate the primacy of the future Holtze North Secondary Activity Centre.

This table sets out the size limitations for potential *activity centres* within Greater Holtze

GREATER HOLTZE ACTIVITY CENTRES HIERARCHY	
Centre Description	Potential floorspace
SECONDARY ACTIVITY CENTRES	
Holtze North	19,000m ²
	7,000m ² of additional bulky good floorspace/large format retail
Kowandi	6,000m ²
LOCAL ACTIVITY CENTRES	
Holtze	1,000m ² retail floorspace
Holtze North	1,000m ² retail floorspace

Table 1: Greater Holtze Activity Centres Hierarchy Table



Essential Infrastructure

Essential service infrastructure refers to the infrastructure that is required to grow new communities (power, water and sewerage) considered essential for current day-to-day living.

The infrastructure network of Greater Holtze is currently limited. Over time, upgrades and expansions to existing infrastructure networks will be required to accommodate population growth and ensure an appropriate level of service for the community.

The Greater Holtze Area Plan will support planning for the efficient and timely delivery of this enabling infrastructure.

PLANNING PRINCIPLE 13:

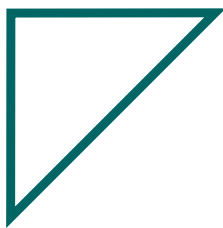
Integrate Greater Holtze into the broader services network

OBJECTIVES

- 1. Ensure Greater Holtze can be accommodated in the regional service network
- 2. Provide a coordinated, efficient and interconnected internal services network

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. The Palmerston sewerage treatment facility is upgraded by Power and Water Corporation.
- ii. Sequence of land release of Greater Holtze is coordinated with service providers to ensure growth can be adequately catered for.
- iii. Trunk infrastructure for reticulated services is incorporated into engineering design for development.
- iv. Infrastructure is provided and funded in accordance with an approved infrastructure plan for Greater Holtze;
or
The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority, without compromising the development potential of the surrounding area and how the required infrastructure will be paid for;
or
The proponent accepts the requirement for either a monetary contribution or requirement to enter into agreements with the relevant authority for the provision of infrastructure or a combination of both



Holtze and Kowandi Land Use Structure Plan

The Holtze and Kowandi Land Use Structure Plan at Figure 7 spatially represents the land use planning provisions set out previously in this document to guide future development.

Table 2 discusses the meaning of words used within the Land Use Structure Plans for (1) Holtze and Kowandi (2) Holtze North and (3) Howard Springs North, on the following pages.

The land use structure plans identify extensive areas as having potential for Urban land uses. While Urban land uses may be anticipated to be primarily residential it is important to note that it may also include public open space, local roads and drainage features.

The ultimate land uses identified by this Area Plan for Urban are subject to ongoing investigations that respond to *land capability* analysis and design processes.









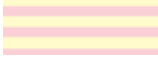

	Urban Residential	Primarily residential, and also includes local roads and parks/ public open space etc.
	Potential Community Purpose and/or school node	This Area Plan indicatively identifies potential sites for further investigation.
	Activity Node Opportunity Areas	Activity centres providing a range of commercial land uses.
	Opportunity for Utilities	Section 273 Hundred of Bagot is currently zoned TC (Tourist Commercial). The provision of water tanks at this location and/or other infrastructure may meet the servicing needs of the broader area.
	Light Industrial Uses	The Holtze Industrial Area provides both a service and employment opportunity for the community..
	Existing Conservation Zone Areas	Areas that are zoned CN (Conservation).
	Encumbered Open Space	Flood affected land incorporating drainage features, natural habitat, and passive recreation and public open space.
	Partially Encumbered Open Space	Generally steep land that incorporates drainage features and natural habitat.
	Far Term Investigation Area	The identification of far term investigation reflects the ownership of the private landholdings of Wallaby Holtze Road and the uncertainty of future use of the Howard Springs Centre for National Resilience.
	Environmental Habitat Linkage	This Area Plan recognises the potential for separate environmental and water sensitive design investigations to provide interconnected bushland areas.

Table 2: Explanation of plan terms

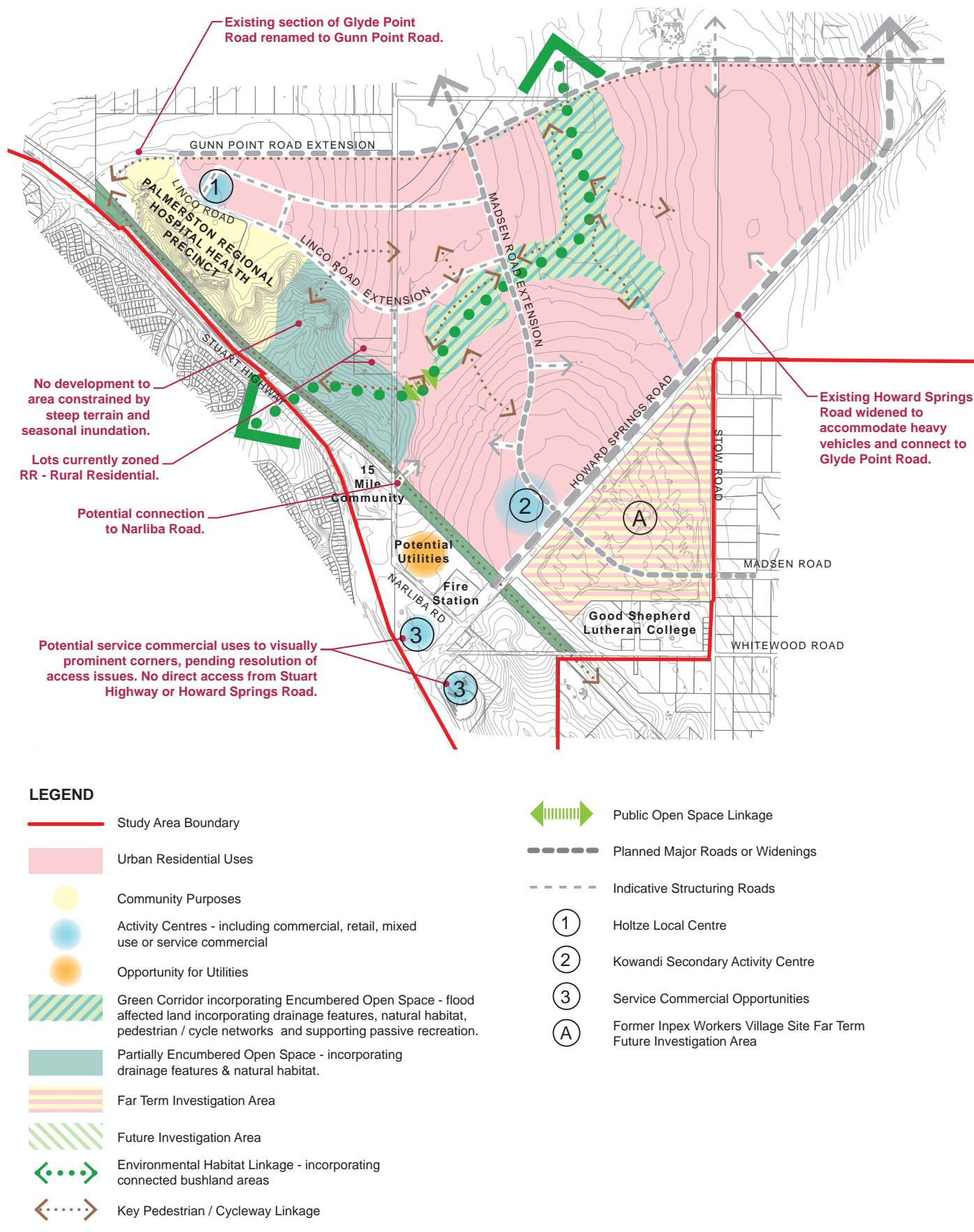


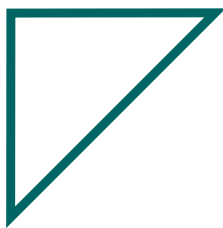
Figure 9: Holtze and Kowandi Land Use Structure Plan

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PART FOUR

Holtze North and Howard Springs North



Holtze North

A high level structure for Holtze North is provided by this Area Plan, noting that there is the need for more land use planning as an update to this Area Plan prior to broad development of this area taking place.

The identification of private landholdings in the Wallaby Holtze Road locality, as a 'Far Term Investigation Area', does not rezone land, require the land to be developed, alter existing land use rights, or prevent the continued use of the land in accordance with the current zoning.

Madsen Road is identified for its potential to continue North from Gunn Point Road and intersect with the Glyde Point Arterial Road at a location to be determined following investigation of alternatives.

Retail analysis and town planning principles recognise the future Gunn Point Road/Madsen Road intersection as providing appropriate levels of access and exposure to support the Holtze North secondary *activity centre*.

Depending upon the final location of the Gunn Point Road/Madsen Road intersection there may be potential for the *activity centre* to also be located adjacent to the *Green Corridor*. This area is identified in Figure 10 as the Future Secondary Activity Centre by the number 4 and the blue circle.

The *Green Corridor* presents an opportunity for linear open space that will connect areas to the north and south with the *activity centre*.

The Holtze North *activity centre* is encouraged to deliver active land uses that overlook the open space and/or benefit from passing pedestrian traffic.

This Area Plan is to be updated with relevant plans and principles before subdivision of the Holtze North secondary *activity centre* and the Holtze North local *activity centre* proceeds. This will discourage fragmentation of the area which could frustrate co-ordinated development.

PLANNING PRINCIPLE 14:

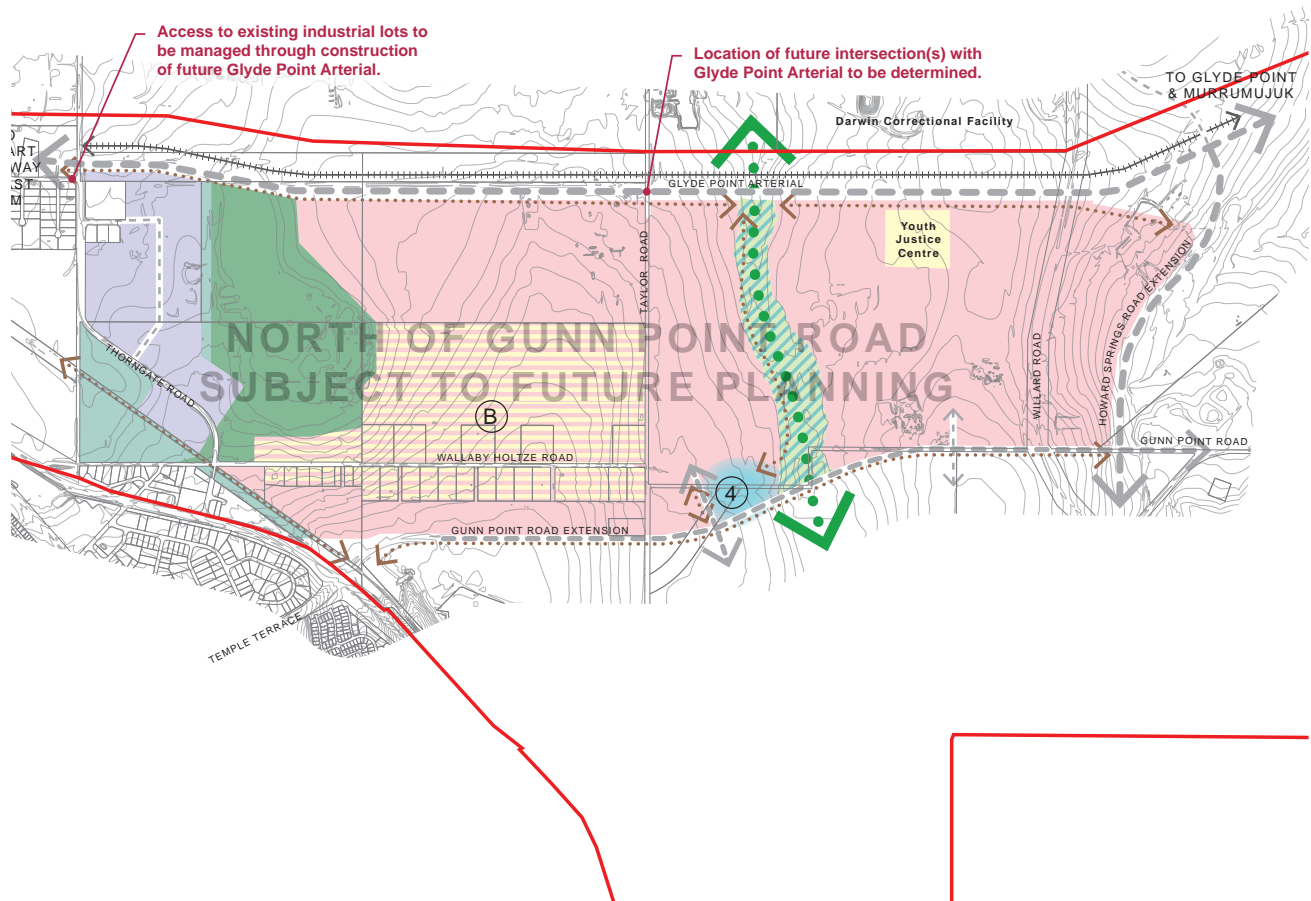
Facilitate the orderly future development of Holtze North

OBJECTIVES

1. Preparation of planning concepts and principles for the future development of Holtze North

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. A land use structure plan with planning principles is prepared and included in this Area Plan before any subdivision of Holtze North.
- ii. The land use structure plan and planning principles will:
 - a. respond to the context, purpose and vision of this Area Plan;
 - b. provide for future residential areas that demonstrate sensitive interfaces to existing private residences;
 - c. identify potential locations for mixed-use *activity centres* within *walkable* catchments;
 - d. include green networks that balance capable land with natural areas of environmental value; and
 - e. identify the provision of bulky goods / large format retail on the periphery of the Holtze North secondary *activity centre* with consolidated ingress/egress arrangements and shared car parking.



LEGEND

- | | | | |
|--|--|--|---|
| | Study Area Boundary | | Planned Major Roads or Widening |
| | Urban Residential Uses | | Indicative Structuring Roads |
| | Potential Community Purpose and / or School Nodes | | Planned Future Railway Line |
| | Activity Node Opportunity Areas - including commercial, retail, mixed use or service commercial | | Service Commercial Opportunities |
| | Light Industrial Uses | | Future Secondary Activity Centre |
| | Existing Conservation Zone Areas | | Wallaby Holtze Far Term Future Investigation Area |
| | Encumbered Open Space - flood affected land incorporating drainage features, natural habitat, pedestrian / cycle networks and supporting passive recreation. | | |
| | Partially Encumbered Open Space - incorporating drainage features & natural habitat. | | |
| | Far Term Investigation Area | | |
| | Environmental Habitat Linkage - incorporating connected bushland areas | | |
| | Key Pedestrian / Cycleway Linkage | | |

Figure 10: Holtze North Land Use Structure Plan



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Howard Springs North

The HESLUP considered the far term development of the Howard Springs locality that includes the Howard Springs Nature Park and the remnant Pine Forest.

This area plan recognises the considerable social benefits from enabling the community to continue to make use of these areas.

This Area Plan recognises the potential improvements in the provision of amenities and the formalisation of access and parking that can be made to the Howard Springs North area.

There is also potential for a regional active recreation and/or sporting hub(s) within Howard Springs North. This Area Plan discourages any interim development in this area that would frustrate this aspiration.

Urban or peri-urban development is not envisaged within Howard Springs North.

Any future land use change within Howard Springs North should consider the potential of retained natural areas to support both organised and passive recreation.

Future opportunities should be considered in conjunction with the far term potential of the Howard Springs Nature Reserve.

A high level structure for Howard Springs North is provided. The need for more land use planning for Howard Springs North, as an update to this Area Plan, has been identified as a future project.

When the time comes, this will be developed in consultation with the community and incorporated into an updated GHAP.

PLANNING PRINCIPLE 15:

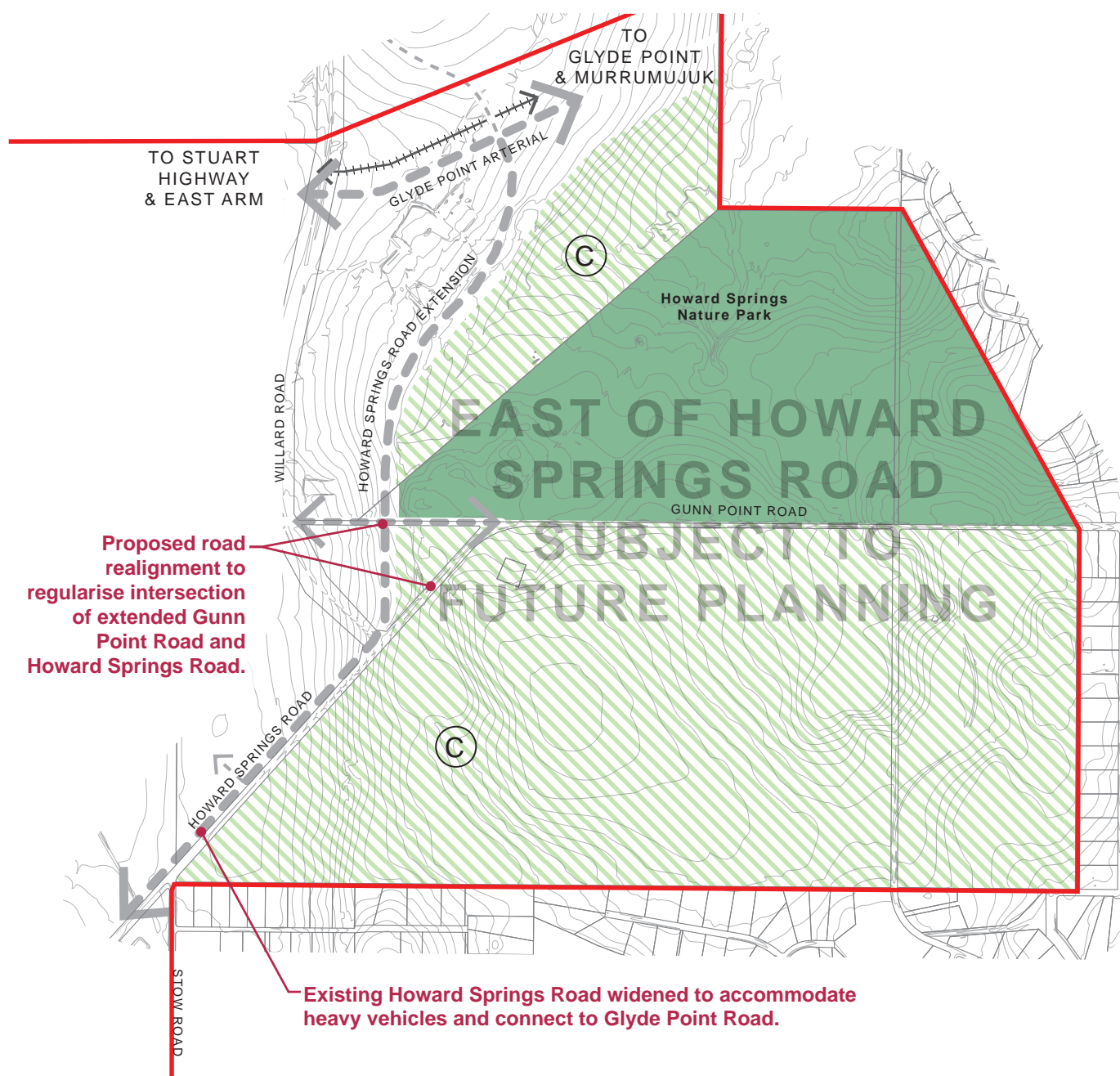
Preserve land for recreational and/or open space uses

OBJECTIVES

1. Coordinate development of Howard Springs North to comprise a range of land uses that support recreation and leisure opportunities of a growing population

ACCEPTABLE LAND USE AND DEVELOPMENT RESPONSES

- i. Future amendment to the Howard Springs North locality of this Area Plan will be informed by further investigation and confirmation of active and passive recreation opportunities, and may include:
 - a. land use concept for a future active recreation hub, or similar initiative, that enjoys the broad support of the community and meets the requirements of land holders and service authorities; and
 - b. planning principles that guide area planning towards achievement of the land use concept.



LEGEND

- Study Area Boundary
- Existing Conservation Zone Areas
- Future Investigation Area
- Planned Major Roads or Widenings
- Indicative Structuring Roads
- Planned Future Railway Line

Figure11: Howard Springs North Land Use Structure Plan

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PART FIVE

Greater Holtze Land Use Structure Plan

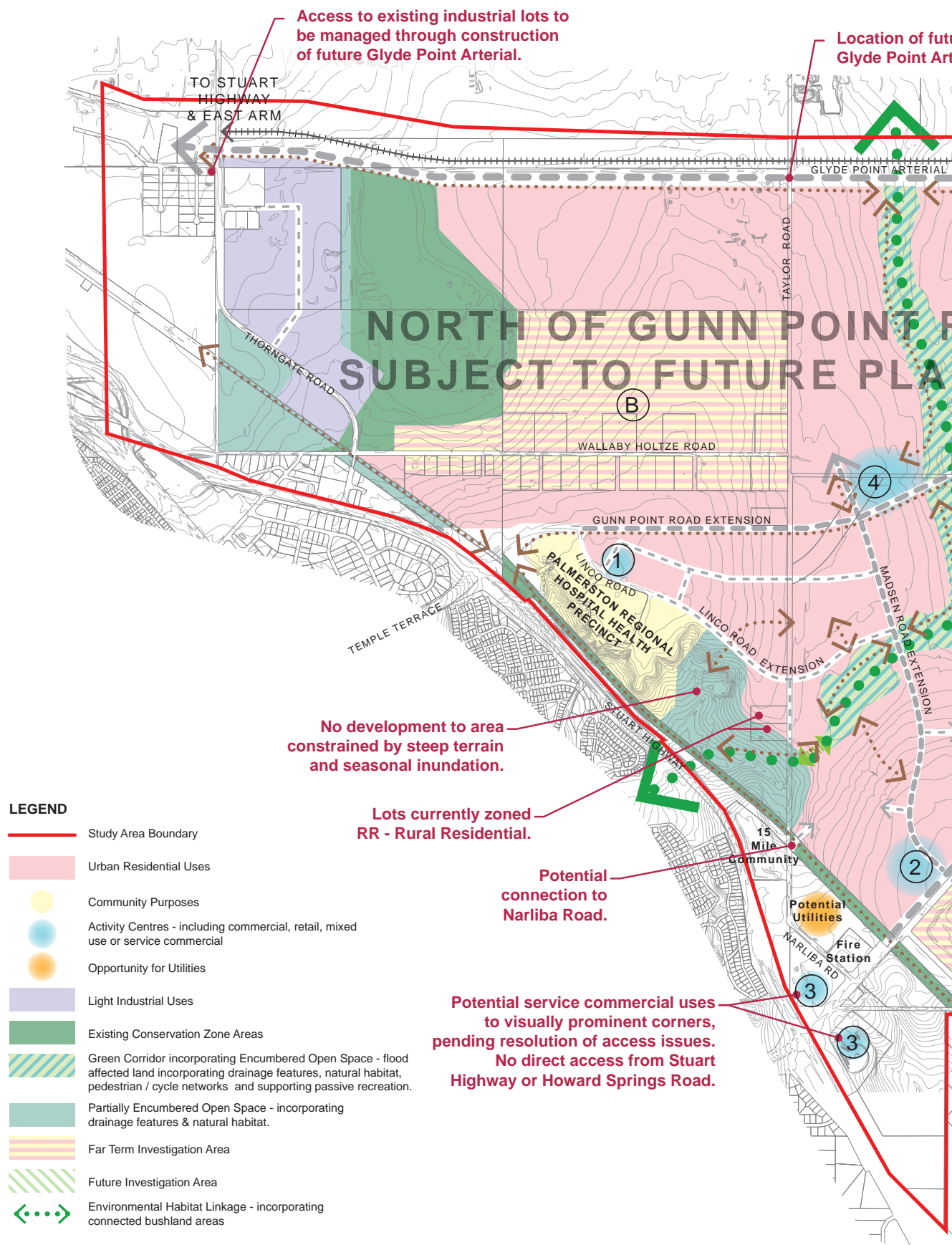
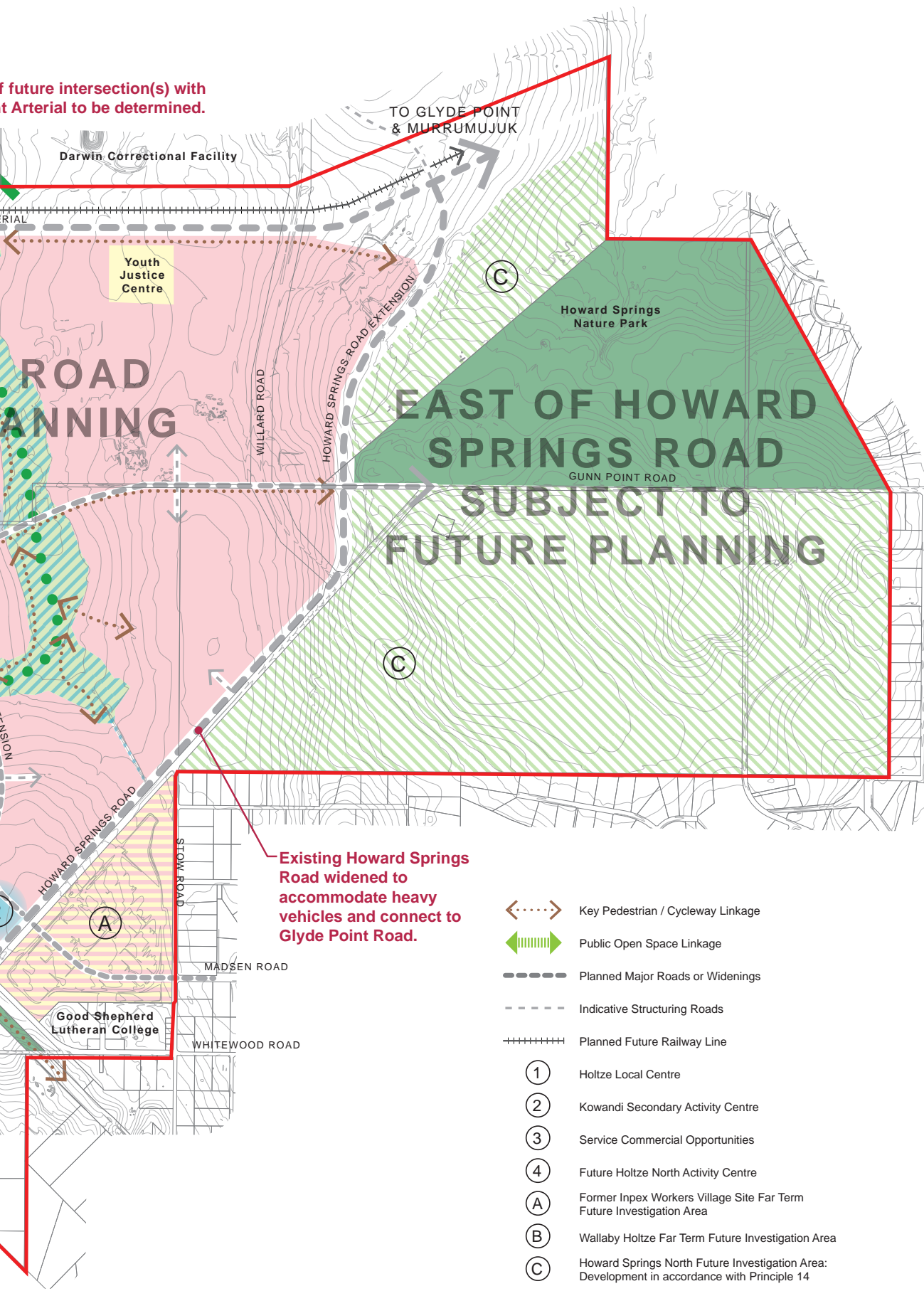


Figure12: Greater Holtze Land Use Structure Plan

of future intersection(s) with
at Arterial to be determined.



APPENDIX: GLOSSARY OF PLANNING TERMS

Activity centre	<p>Activity centres are community focal points. They include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education, and/or medical services.</p> <p>Activity centres vary in size and diversity and are designed to be well-served by transit.</p>
Active transport	<p>Includes physical activity undertaken as a means of transport and not purely as a form of recreation. Can include walking, cycling, skating, use of personal mobility devices.</p> <p>Also includes using any of these forms as incidental activity associated with the use of transit.</p>
Boundary fencing	<p>Refers to side or rear <i>boundary fencing</i>, which is often solid and impermeable, with reduced opportunities for <i>passive surveillance</i>.</p> <p>Concentrations and/or extended lengths of <i>boundary fencing</i> contribute to unsightly <i>streetscapes</i> or <i>main road</i> corridors.</p>
Connectivity	Refers solely to the number of connections to and from a particular place determined by subdivision design of streets and blocks.
Dual frontage	<p>Lots with <i>frontage</i> to a primary street and a rear and/or side boundary to a road, a <i>main road</i> or public open space.</p> <p>Does not include <i>rear-loaded</i> lots which are serviced by a rear <i>laneway</i> with dwellings that front a local road or open space.</p>
Encumbered open space	<i>Encumbered open spaces</i> are areas of land unsuitable for urban development that may be integrated into the open space network. They include areas that have the primary function of drainage, flood protection and mitigation, wetland protection, utility easements and/or water management.
Existing use rights	This Area Plan does not prevent the use of land consistent with the current town planning zone that applies to the site.
Filtered permeability	<i>Filtered permeability</i> is used to make walking, cycling and transit the most convenient options. Private vehicles on selected streets or where local roads meet <i>main roads</i> are limited to designated intersections and accessibility for pedestrians and/or cyclists or similar, is maintained.
Frontage	The width of a lot at the primary street setback line and, if a lot abuts two or more road reserves, the one to which the building faces.
Green Corridor	<p>A linear area that traverses Greater Holtze in a generally North-South direction identified by Figure 3: Greater Holtze Land Use Vision Plan as <i>encumbered open space</i>.</p> <p>Represents naturally low-lying and flood affected land where natural drainage and riparian conditions exist. The <i>Green Corridor</i> is recognised for its potential to retain bushland and accommodate high amenity shared movement networks and both active and passive public open space.</p>
Land Capability	The ability of land to support different land uses, especially relating to natural constraints to land use such as slope, drainage and soil type.

Laneway	<p>Narrow 'road', usually paved without a verge, located along the rear and/or side property boundary.</p> <p>Laneways are generally used when smaller lot layouts justify access to garages at the rear, and where alternative vehicle access is needed (i.e. for lots fronting <i>main roads</i> or public open space).</p>
Legibility	Applies to navigation and the degree to which environments support route choice walkability and/or the ease in reaching a destination. Has a correlation to street hierarchy and design of a legible road network.
Linear public open space	Public open space with prominent shared movement corridors. Often connects destinations or accommodates significant pedestrian traffic. May function as part of a network of interconnected public open space.
Main road	Refers to higher order roads within the road hierarchy. A <i>Main Road</i> is considered to be a Primary Collector Road, or a road with a higher classification such as Arterial Road.
Micromobility	<p>Refers to shared movement principles that support a range of small, lightweight vehicles operating at speeds typically below 25km/h and driven by users personally.</p> <p>Includes bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets and electric pedal (pedelec) bicycles.</p>
Multi-use corridors	<i>Multi-use corridors</i> are corridors within road reserves with potential to create aesthetic environments that support pedestrians, horseback, cyclists, e-bikes bicycles and other personal mobility devices. <i>Multi-use corridors</i> support <i>perimeter roads</i> to transition between <i>main roads</i> and fronting residential lots.
Passive surveillance	The presence of passers-by, or the ability of people to be seen in public spaces from private residences. Includes surrounding windows, verandahs, balconies or and the like. Casual surveillance means 'eyes on the street' and collective regard for activities within the <i>public realm</i> that correlates to safe environments.
Perimeter road	<p>A road reserve that provides a transition between <i>urban development</i> and <i>main roads</i>, conservation areas or linear open space Includes a road reserve that encloses residential blocks, schools, or public open space.</p> <p>Supports transition and separation of land uses .Supports separation of land uses by a road reserve and <i>passive surveillance</i> where development fronts and overlooks the <i>public realm</i>.</p>
Permeability	Refers to the quality of connections within an area determined by subdivision design of streets and blocks.
Public realm	Spaces that are physically accessible to the public. Incorporates areas such as roads and public open space.
Rapid transit	Higher speed, low friction connection between destinations and <i>activity centres</i> .
Rear-loaded	Lots where the primary vehicle access is via the rear of the lot, from a <i>laneway</i> and the garage garage/carport is located at the back of the dwelling.

Retail sustainability assessment	<p>Assesses the potential economic and related effects of a significant retail expansion on the network of <i>activity centres</i>.</p> <p>It addresses such effects from a local community benefit perspective and is limited to considering potential loss of services, and any associated detriment caused by a development. Competition between existing businesses of itself is not considered a relevant planning consideration.</p>
Social infrastructure	Schools, community centres, parks, recreation facilities, health, childcare facilities that support the needs of a community.
Streetscape	<p>The total visual appearance gained from any one location within a street, including the natural and man-made elements. It is made up of the appearance of, and relationships between, buildings in terms of design and scale.</p> <p>May refer to the capacity of buildings to frame or shape the <i>public realm</i>.</p>
Transit	Refers to public bus services and also applies to train, tram and light rail services. This is a term that is interchangeable with “public transport”.
Transit oriented development	A type of urban development that maximises the amount of residential, commercial and recreation space within walking distance of transit.
Urban development	<p>Primarily residential land uses and also includes: commercial/retail; community purpose; local roads; public open space and other residential supportive land uses. Does not include industrial, rural, conservation, Commonwealth, horticulture or agriculture.</p>
Walkable / Walkability	<p>Means the ease and attractiveness to walk in an area. Applies to the distance and directness of routes. Also applies to the aesthetics or amenity of an environment.</p> <p>The levels of <i>connectivity</i>, <i>legibility</i>, and <i>permeability</i> have a correlation to the attractiveness of the environment and its movement network.</p> <p>May extend to cyclists and other shared movement corridor users</p>

For more information

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STAGE TWO CONSULTATION REPORT



Greater Holtze Area Plan

Version	Amendment No.	Date Published	Details
1.0	-	00/04/2023	Stage 2 Consultation Report

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Front cover image:

Sketch - Access to Public Open Space

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Introduction

In November 2022 the Northern Territory Planning Commission (NTPC) launched Stage Two community consultation on the draft Greater Holtze Area Plan (the draft GHAP).

Stage Two consultation was an opportunity for members of the public, community organisations, government and industry to comment on the draft GHAP and its planning principles and objectives.

The draft GHAP was developed in response to background studies and feedback from Stage One consultation. This report provides a summary of the engagement activities undertaken and feedback received in support of the final GHAP endorsed by the Minister.

The draft GHAP

An area plan establishes the principles, objectives and responses for development and how land and resources in an area can be used.

The purpose of the draft Area Plan is to guide future development within the Greater Holtze district that comprises Holtze, Kowandi, Holtze North and Howard Springs North.

Each of these localities has different opportunities and conservation values that suit different types of urban and recreational development.

The draft Area Plan provides focused locations for growth in different sectors including residential, commercial, service commercial, industry, medical and health services and sport.

The draft Area Plan seeks to cater for the changing needs of the future population by supporting the efficient delivery of infrastructure and the ongoing viability of activity centres.



Figure 1: Hierarchy of Land Use Plans relevant to the draft GHAP



The Study Area

The study area is bounded by Commonwealth land to the north-west, Howard Springs to the east / south-east, Coolalinga and Virginia to the south and Palmerston and Pinelands to the west / south-west.

The GHAP includes three localities. Holtze North contains a large area of open eucalyptus forest, woodland and riparian land.

Holtze North also contains rural blocks along Wallaby Holtze Road and a small industrial area on the western boundary with a planned youth justice centre on the other side of the north-eastern boundary.

Howard Springs North comprises Howard Springs Nature Park and a large remnant pine forest with multiple intersecting mountain bike trails on either side of Howard Springs Road.

Holtze / Kowandi in the south of the study area mostly contains the former defence establishment of Kowandi and a large tract of eucalyptus forest and riparian land.

The Palmerston Regional Hospital (PRH) precinct and Spokes Hill bike trail are located on the western boundary.

The south of the locality includes two rural blocks along Taylor Road, Palmerston Indigenous Village adjacent to the Stuart Highway, the Centre for National Resilience and the Palmerston Emergency Services Complex on Howard Springs Road as well as the Good Shepard Lutheran College on Whitewood Road.

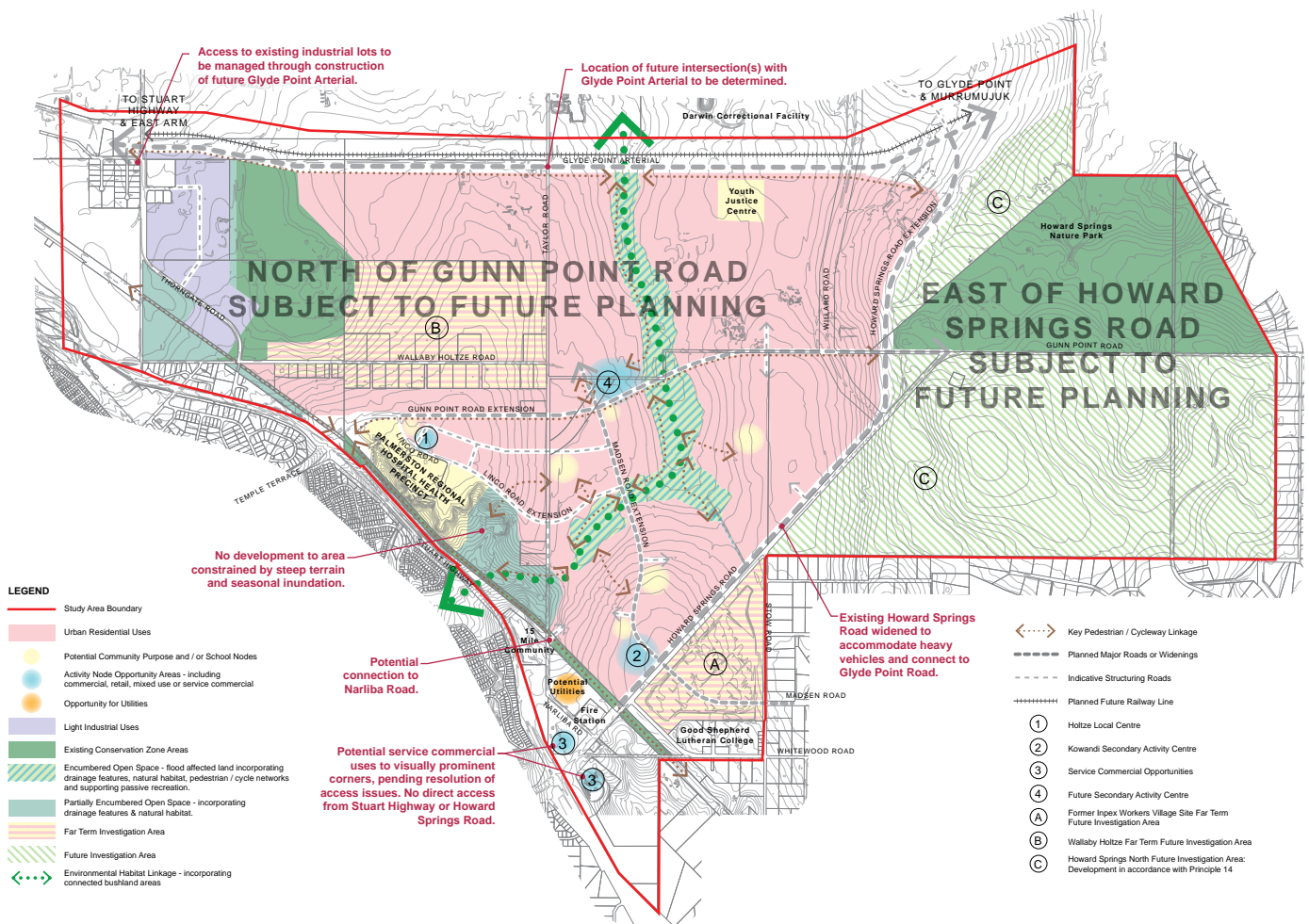


Figure 2: Greater Holtze Land Use Vision Plan

Consultation Process

The NTPC adopted a three-stage engagement approach to the consultation process for the GHAP. Stage One was an opportunity for information gathering and analysis and community engagement. Stage One commenced on 4 June 2022 and closed on 7 July 2022.

Stage Two, the subject of this consultation report, involved the preparation and public release of a draft GHAP. The draft GHAP was informed by initial community feedback and other information obtained during Stage One Consultation. Stage Two commenced on 10 November 2022 and closed on 9 December 2022.



Figure 3: The Strategic Planning Process

Stage Three will include finalising the draft GHAP and recommending the Minister for Infrastructure, Planning and Logistics consider amending the NT Planning Scheme to include the GHAP. It is likely that this stage will include further opportunity for stakeholder feedback.

Consultation Objectives

Stage Two consultation on the Holtze to Elizabeth River Subregional Land Use Plan sought to:

- ensure the engagement process allows stakeholders and community member's access to relevant information about the project;
- provide varied feedback opportunities to encourage comment from all stakeholders;
- respond to the themes and issues presented and raised during Stage One consultation and;
- increase understanding of the planning process and its role in identifying and delivering land to accommodate population growth.

Engagement Tools

A variety of engagement tools were employed during Stage Two consultation for the draft GHAP including Have Your Say submissions and ideas boards, social media posts, radio interviews, stakeholder emails and government and industry briefings.

- 11 Public submissions
- 7 Quick question – Housing Type submissions
- 1 Ideas board – Outdoor Places submission
- 3 Quick Notes
- 6 NTPC Facebook posts and 9 comments
- 78 Pop-up stall visitors
- 22 community organisation submissions (including 18 from the Northern Sharks RLFC)
- 7 Government submissions
- 1 Industry submission

Media

On 10 November 2022, the NTPC sent out a media release announcing the commencement of Stage Two engagement activities. The media release detailed how people could get involved and included the draft GHAP's objective to 'plan for a safe, convenient and walkable neighbourhoods structured around activity centres and interconnected areas of high amenity open space.

Radio interviews

On 17 November the NTPC Chairman, Dr David Richie, was interviewed by Katie Woolf of Mix 104.9fm.

Meetings

- 8 November - NTPC Chairman, Dr Ritchie, provided Litchfield Councillors with a pre-consultation briefing on the draft Area Plan.
- 28 November - Dr Ritchie, met with a number of residents who live within the study area.
- 28 November - consultation session between the NTPC and the Planning Institute of Australia (NT Branch).
- 17 January 2023 - DIPL project team members, representing the NTPC, provided a briefing to Palmerston Council.

Community consultation and feedback

Feedback received from the community is summarised in this section. This feedback arose from various sources including written submissions via the Have Your Say website, online ideas boards, brief feedback (quick notes), social media and in-person interactions.

Submission numbers are provided to only differentiate between the views and feedback of individual submitters.

Submissions

Submission 1 requested feedback on the anticipated lot sizes within the draft GHAP and questioned if there is sufficient rural residential lots within the region to meet demand. The submission stated Zuccoli's developer receives weekly enquiries about rural residential lots.

Submission 2 was against any development, in favour of biodiversity and native bushland retention. The submission questioned the energy efficiency of standardised housing on smaller lots. The submission proposed higher density housing with large shaded community areas and native vegetation to reduce maintenance costs.

Submission 3 criticised new suburbs for not being built for climate control with small lots that lack privacy and narrow streets that are a dangerous to drivers. Submission 3 was also critical of schools sharing grounds and parks that are too small for relaxation and exercise.

The submission stated people are drawn to living in the Territory due to the great outdoors and the tropical climate and recommended developing south of the Elizabeth River.

The submission proposed a safer, healthier and lower carbon future by building tropical homes on bigger lots with enough space for sports fields, swimming pools, gymnasiums, aged care facility, community halls, churches, town centres and a museum.

The submission also called for retaining the mountain bike trails in the area and upgrading Howard Springs Nature Park to include long and short walking tracks and a larger swimming pool to attract locals and inter-state visitors.

Submission 4 raised concerns about growth in principle, building on virgin land and replicating previous homogenous suburb design.

Submission 5 supported the no development area behind Taylor Road properties and requested a green buffer around those properties.

The submission requested an environmental habitat linkage between from the Green Corridor to Stuart Highway be relocated so that people don't have a walk past a boundary fence, and to reduce privacy and security impacts.

The submission raised concerns about the rezoning of adjacent land, black soil near the Green Corridor, and that development will include public housing and people camping in the area.

The submission recommended retaining the large tracts of stringy barks and other native trees to shade and cool the area and mitigate against the urban heat island affect. The submission also recommended garden lots with sufficient green space to create a cooler, shadier climate.

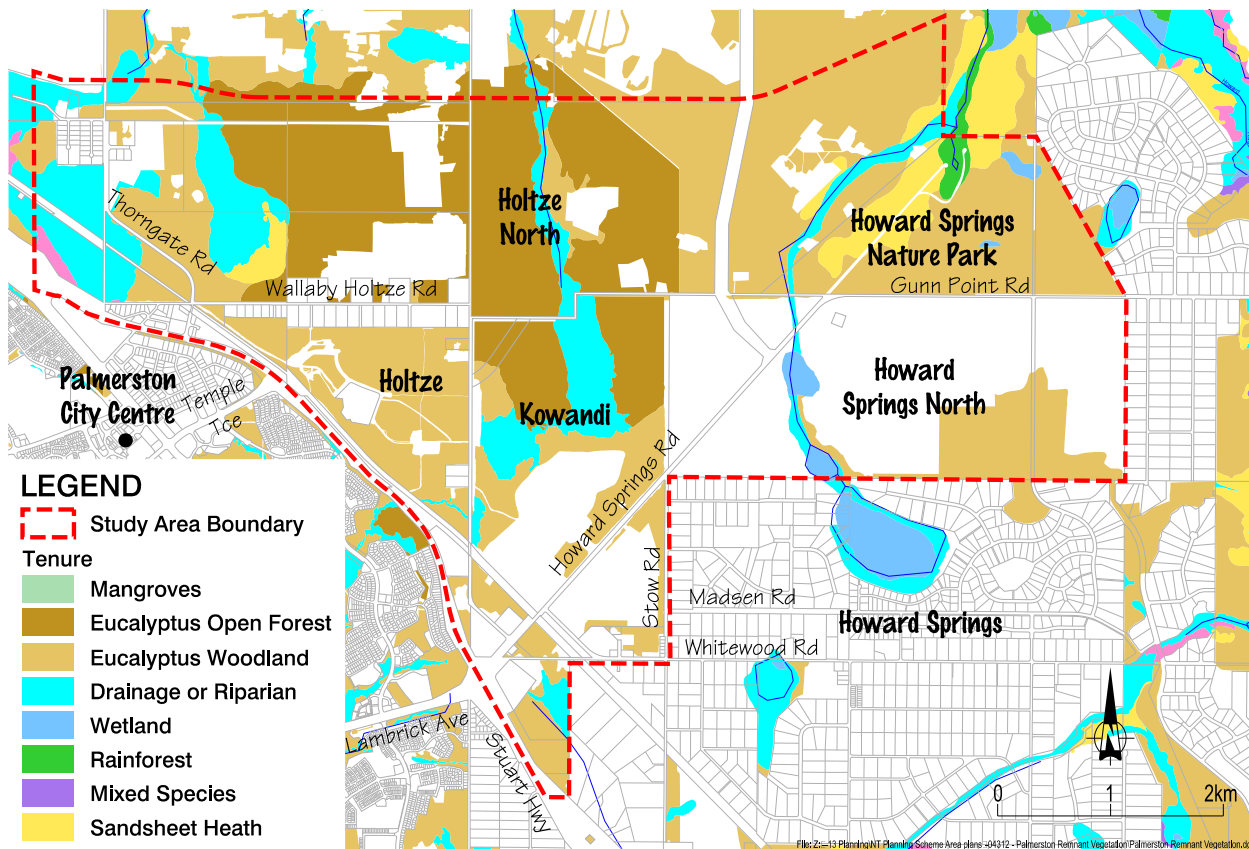


Figure 4: Existing native vegetation and drainage

Submission 6 raised concerns regarding the transparency of the consultation process due to an industry briefing on land release taking place before public consultation closed.

The submission questioned if the views of rural residents rather than the interests of developers will be reflected in the final plan.

The submission raised concerns of a development that repeats the suburbs of Zuccoli or Durack Heights with small blocks, narrow roads and limited space for verge trees.

The submission recommended designing beautiful, shady suburbs of minimum 600 m² lots with sufficient backyards to grow, play and think and wide enough footpaths for trees and roads for on street parking.


The submission also recommended protecting wetlands and waterways, an aged care centre next to PRH, a shared community solar facility and rural blocks to the south of the Darwin Correctional Centre and the planned youth detention centre.

Submission 7 raised concerns that Stage Two consultation did not take into consideration resident feedback from previous consultation regarding the area.

The submission also raised concerns at the location of a proposed cycle path / environmental habitat linkage along their property due to the topography, swampy ground, a feeder creek and potential noise and security impacts.

The submission questioned the benefit of the cycle path ending when it meets the North Australia Railway cycle path due to limited connectivity.

The submission recommended the cycle path follow Taylor Road until the Stuart Highway intersection just south of Palmerston Indigenous Village to increase ongoing travel options.



The submission raised concerns about the suitability of urban development adjacent to the green corridor due to back soil and swampy ground and a section of proposed conservation land previously being used as an illegal quarry that has remaining quarry holes.

The submission recommended strategies to mitigate the heat island affect and climate change when designing suburbs and green spaces, which could inform the development of Weddell.

The submission requested a buffer zone around existing rural lots and considering speed controls on the proposed Linco Road to prevent it becoming an alternative route to Howard Springs.

The submission welcomed the proposed conservation area and recommended linking these areas to the Green Corridor and considering wildlife, fauna, water flows and existing ecosystems in their designs.

The submission also recommended addressing the illegal paths and roads through local remnant bushland.

Submission 8 stated that Old and New Pine Forest Trails comprise 8.5 and 27 km of mountain bike tracks respectively that suit riders of differing abilities.

The submission highlighted the time and effort DORC members have spent maintaining the trails and their use for social rides, training and races and also by trail runners, horse riders, dog walkers and photographers

The submission stated that other state governments and local councils are investing in new mountain bike trails and questioned the benefit of developing the Old Pine Forest Trail as a recreational centre.

The submission raised concerns about the reduction in regional trails due to the development at Lee Point and the potential further reduction of trails within the GHAP with the potential loss of Old Pine Forest Trail.

The submission stated that Old Pine Forest Trail is an ideal beginner's trail that is well used by families with younger children, beginner riders and junior riders and local and sometimes remote schools.


The submission recommended enhancing the existing network of trails and reserving the area for recreational use.

Submission 9 recommended retaining old trees on nature strips, properties and interconnected parks and provided the suburb of Gunn as a good example of planning where parks were left uncleared.

The submission also recommended preserving well buffered creeks for shaded walks and bike trails to maintain biodiversity and increase the liveability of the area. The submission recommended leaving the land within the GHAP as rural residential to provide a green buffer between Darwin and Palmerston.

The respondent cited a NTG report from 2020, Climate Change in the Northern Territory, which projected Darwin to have 176 days per year above 35c by mid-century and 288 by the end of the century.

The respondent questioned the logic of continuing to increase carbon emissions by clearing and concreting land and warned of an exodus by the end of the century due to diminishing dry seasons and the emergence of extreme heat (+40c days).



The submission raised concerns the draft GHAP did not include consultation with First Nations custodians and questioned the legitimacy of developing Commonwealth land in the absence of a treaty.

Submission 10 supported the aspirations of the GHAP of a liveable, affordable and sustainable community. The submission raised concerns regarding the suitability of conservation and recreation land for housing development.

The submission recommended increasing conservation and recreation land outside the Green Corridor as this parcel of land is primarily riparian and wetland areas.

The submission recommended maximising recreation and conservation areas and highlighted their economic benefit in terms of lifestyle and wellbeing gains.

The submission noted the reference to a Regional Conservation Strategy and environmental assets, such as, threatened species.

The submission recommended expanding the strategy and any retained corridors to include non-threatened species that are found within riparian / wetland areas, such as, the Gouldian finches, the blue-winged kookaburras and savannah gliders.

The submission raised concerns about the reduction of regional cycling trails due to development at Lee Point and provided this development as an example of the need for upfront conservation planning to allay community fears over potential habitat loss.

The submission questioned if the proposed green corridor is sufficient size for use by cyclists and pedestrians and as conservation.

The submission stated there is an undersupply of land in the Darwin region for active recreation (mountain biking, running and orienteering) to meet growing demand.

The submission highlighted the uniqueness of the Pine Forest due to its uniform habitat of evenly spaced trees on flat land with patches of native vegetation.

The submission recommended offsetting any loss of trails outside the GHAP should housing development on the existing trails occur.

The submission recommended creating a recreation / cycle path from the mangroves of Mitchell Creek across Stuart Highway, linking to the Northern Australian Railway cycle route and continuing north to the creeks upper reaches.

Submission 11 raised concerns about 'cookie cutter' suburbs only catering for first home buyers and young families and recommended two storey homes.

Have Your Say Online Tools

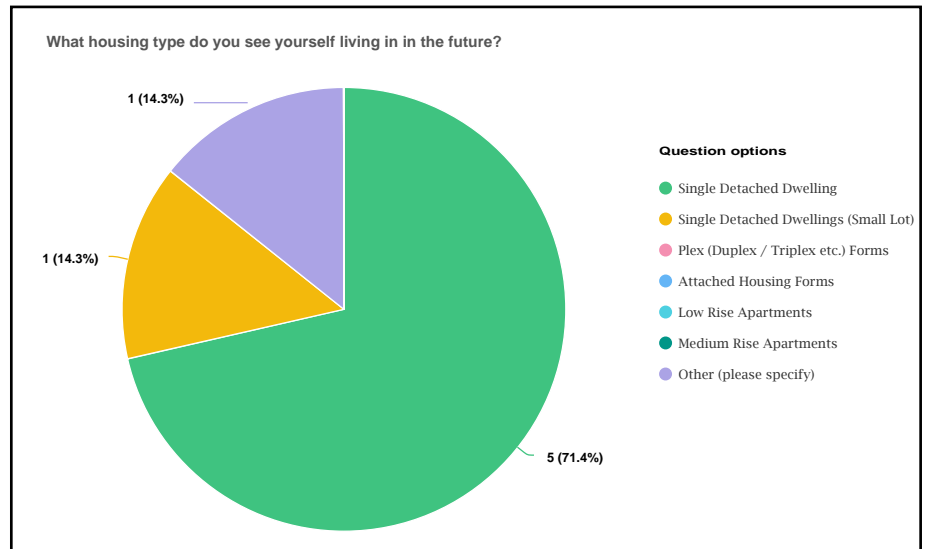
Quick Question – Housing Types

A 'Quick Question' surveying housing preferences was employed on the project Have Your Say page during the latter part of the consultation period.

Users were asked "What housing do you see yourself living in in the future?" with each available response accompanied by a graphic depicting the housing style.

There were 7 responses to the Quick Question as below:

- Single Detached Dwelling - 5
- Single Detached Dwelling (Small Lot) - 1
- Plex (Duplex/Triplex etc.) Forms - 0
- Attached Housing Forms - 0
- Low Rise Apartments - 0
- Medium Rise Apartments - 0
- Other - 1 (response: 'none')



Figures 5: Quick Question results

Ideas Board – Outdoor places

The ideas board tool was used to encourage people to share ideas and imagery of their favourite outdoor spaces. 1 submission was made to the Outdoor Places ideas tool by a community member.

This submission recommended small cottage lots next to parks for first home buyers and retirees and courtyard lots for families to facilitate life transitions and community cohesion.

The submission also recommended pathless parks and verges to provide a sense of ownership and cited the Durack and Gunn Masterplan by Delfin as an example of good urban design.



Figure 6: Have Your Say - Ideas Board

Quick Notes

An alternative to a more formal written submission, Quick Notes allowed the community to submit thoughts or brief comments direct to the project team. Three Quick Notes were uploaded.

The first raised concerns at the potential loss of mountain bike and running trails and access to Howard Springs for a Palmerston resident and their family.

The second was supportive of the retention of the Pine Forest trails, noting their family often used them for mountain biking and running with good access to Howard Springs shops.

The third Quick Note stated the small lots, narrow roads and limited space for parks and playgrounds in Zuccoli has created safety issues and neighbour tensions due to children having to play on the street and blocked roads from on street parking.

The Quick Note recommends bigger playgrounds with shaded cover in green or blue (not red or orange) and minimum lots of 650 m², with average lots of 800 m² up to 1200 m².

Social Media Posts

Six posts were made via the Department of Infrastructure, Planning and Logistics (DIPL) Facebook page regarding the release of the draft GHAP, pop up stall information and details of how to get involved.

On 18 November the NTPC released a booster post targeting adult residents of Darwin and Palmerston. 5 of the 6 comments on this post were not supportive of the draft GHAP, citing concerns over recreation and natural habitat loss and increased heat urban affect. 1 of the 6 comments was positive, expressing the need for housing and infrastructure as the population grows.

On 8 December DIPL posted a Facebook reminder that consultation was closing the following day and received 3 responses.

The first respondent provided an abridged version of their formal submission regarding environmental suburb design, climate change and consultation with First Nations elders. The two other respondents doubted if the concern raised by the first respondent would be listened to.



Pop up Information Stalls

Pop up stalls were organised on 13, 19, 20 and 24 November at Gateway Shopping Centre, Palmerston, Coolalinga and Howard Springs Shopping centres respectively. There were a total of 78 visitors across the four locations.

Gateway Shopping Centre

Five stall visitors provided comment. One visitor was concerned about increased traffic but was supportive overall. Another visitor was similarly supportive in general, with a third who was supportive of the Green Corridor.

A further two visitor's provided feedback that was out of scope (Weddell City Planning and Palmerston Parks).

Palmerston Shopping Centre

Five stall visitors provided comment.

One visitor asked about enabling works and mosquito mitigation but was generally supportive, while another was positive about the area receiving investment.

A further 3 visitors had questions and concerns that were out of scope (road upgrades and Weddell City planning and storm water surges).

Coolalinga Shopping Centre

There were considerably more visitors (35) to the stall at Coolalinga compared to Gateway and Palmerston Shopping Centres.

Visitor comments are summarised below.



Figure 7a: Pop up Information stall

Bushland and green space

- Support for retaining Pine Forest and offering natural bushland and creek for recreation.
- Keep bushland and green corridor natural and live with mosquitos.
- Green space with BBQ's, picnic tables and swimming areas.
- Address dumping at Pine Forest and quad bike dust impacting surrounding properties.

Transport

- Better east to west transport connections to reduce reliance on the Stuart Highway.
- Improve transport safety by separating pedestrians, cyclists and cars at major road crossings and using lights to slow traffic (e.g. Thorngate Road intersection).
- Support for retention of Gunn Point rail reserve and shuttle buses to main transport routes.

Lots size, density & tenure

- Small lot sizes of 300-400m² are undesirable and not value for money (Zuccoli and Northcrest were cited as examples) .
- Support for bigger blocks (minimum 1 acre / 4,000 m²) and room for on-street parking.
- Opposition to density and social housing.

Community infrastructure

- Support for sport, recreation and leisure facilities, such as, tennis courts, swimming pools, bike paths and dining options.
- Design that responds to the tropical climate through the use of shade and water.

Howard Springs Shopping Centre

There were similarly more visitors to the Howard Springs Shopping Centre compared to Gateway and Palmerston Shopping centres. The comments were generally supportive of the draft GHAP with growth close to existing urban areas and infrastructure. Visitor comments are summarised below.

Lot configuration

- Range of lot sizes from low density residential (min 600m²) to rural residential (up to 2 hectares) with smaller lots around the PRH and activity centres.
- Focus larger rural blocks around creeks, Youth Detention Centre and existing rural lots in Howard Springs.

Transport

- Integrate Palmerston Indigenous Village into development through a walking track.
- Consider emergency access for proposed and existing residents.
- Design streets with planting, footpaths and a minimum three lane width.
- Increase safety with traffic calming devices around current and future schools.
- Preference for Gunn Point Road to be extended right away.

Climate/environment

- Protect Kings and Mitchell Creeks through local Council ownership.
- Min lot size of 600 m² to provide for effective private open space.
- Detailed design needs to consider wildlife corridors.

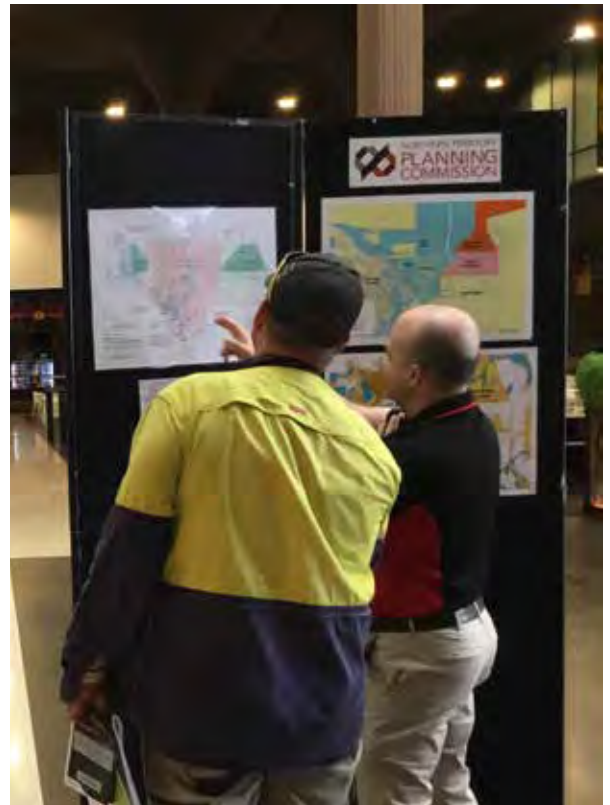


Figure 7b: Pop up Information stall

Social infrastructure

- Provide independent and assisted retirement living around the PRH.
- Retrofit workers accommodation for retirement living.

General discussions

- Retain waste station because it services the wider Howard Springs area.
- Two visitors were fundamentally opposed to any development in the area.



Community organisation consultation and feedback

Cyclists

Darwin off Road Cyclists (DORC) posted on Facebook regarding the GHAP consultation, providing a link to the Have Your Say website and encouraging members to comment.

Four submissions were received making reference to DORC. One provided a map to where the Old and New Pine Forest trails are located, another provided a pro-forma submission and another expressed concern at the loss of the Pine Forest trails.

Submissions highlighted the diversity and importance of the 40 km of trails within the GHAP with Spokes Hill Trail (Spoke Trail) and Old Pine Forest (OPF) and New Pine Forest (NPF) Trails, having been built and maintained by members of the mountain bike community.

OPF and NPF Trails are suitable for training and initiating new comers in a safe environment with easy access in emergency situations while Spokes Hill Trail, located between Palmerston Regional Hospital (PRH) and Stuart Highway, is an older trail suitable for more experienced cyclists.

Submitters raised concerns at the potential loss of these trails not only on mountain bikers and the growth of the sport but on other users, such as, runners and dog walkers, and benefit of these trails for improving mental health and wellbeing.



Submissions also raised concerns regarding the reduction of trails within the broader region due to development at Lee Point, citing how the Monsoon Madness racing event has had to be moved to Charles Darwin National Park.

Some submitters acknowledged the need the need to provide for housing close to facilities and recommended if development were to proceed, a recreational reserve should be identified in consultation with the mountain bike community to recoup any lost trails.

One submitter supported the acknowledgement of cycling as a form of transport in the Transit (Public Transport) planning provision of the draft GHAP, the recognition of New Pine Forest Trail and the proposed shared movement corridors in figure 8 on p31 of the draft GHAP.

The submission also supported the acknowledgment of the regional active recreation benefits of Howard Springs North and the discouragement of any interim development in this area.

Another submission raised concerns Figure 8 does not recognise the OPF trail and provided a heat map showing this trail is well used for recreational mountain biking and hosting races.

AFLNT

The submission stated that AFL is the largest participation sport in the NT with an estimated 40,000 Territorians engaged in AFL activities in some capacity.

The submission advised AFLNT is conducting a participation and facility needs assessment to determine future needs and accommodate expected growth.

The submission recommended an AFL facility / community hub be included in the development and cited a La Trobe University study, which showed a \$4.40 return for every \$1 invested in a community football club.

Northern Sharks Rugby League Football Club

The Northern Sharks Rugby League Football Club submission contained 3 documents including a letter of intent and support letters from the Member for Drysdale Eva Lawyer MLA and the Member for Brennan, Marie-Clare Boothby MLA.

The letter of intent stated their discussions with government and Rugby League, Rugby Union and Touch Football associations led to a proposal for a shared code sports hub. The letter stated the sports hub would benefit students, create employment, increase youth engagement and lower crime.

There were also 17 pro-forma submission from members of the Northern Sharks RLFC recommending a permanent home with the development of a sports hub with 3 ovals, a grandstand and a pavilion and club house.

Holtze Landcare Group

The submission supported the inclusion of the proposed green corridor, which follows the head of Kings Creek to the west of the Darwin Correctional Centre, flowing south into Kowandi and then south west until it reaches the top of Mitchell Creek at Stuart Highway.

The submission requested an east to west green corridor to protect agile wallaby movements, and a buffer around Amalthea Farm.

The submission raised concerns about the proximity of a US army shooting range to potential future residential housing on the northern boundary of the study area.

The NTPC emailed Federal, Territory and Local Government stakeholders inviting submissions and feedback on the draft GHAP. Further engagement with, and feedback received from each Department and Council is discussed further below.

The submission acknowledged the importance of Kowandi North to the GHAP and to the NT Government obtaining planning certainty regarding the development.

The submission stated Robertson Barracks (on the other side of the north-west boundary of the GHAP) is a major Army operating base for the Australian Defence Force and allied forces.

The submission noted the proposal to identify land on the southern boundary of Robertson Barracks and a Close Training Area from rural to urban.

The submission raised concerns future residents may be disrupted by excessive noise and vibration from Defence activities.

The submission requested planning considers aircraft and training noise and vibrations, aircraft safety and regulations, bird strikes, security and traffic and access, especially Defence's ability to access Robertson Barracks through Thorngate Road.

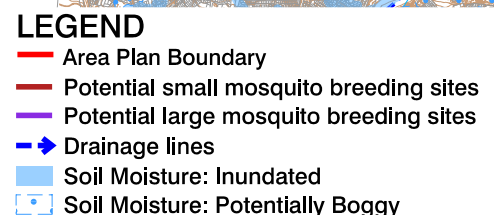


Figure 8: Hydrology and Biting insect breeding areas map

NT Department of Education

The Department of Education supports designing schools sites, local road networks and nearby development to facilitate safety, surveillance and accessibility and agreed that common boundaries between school sites and residential lots should be avoided.

The submission also supported the development of multi-use social infrastructure, particularly schools and children service facilities including child care centers, playgroups and out of school hours care centers.

The submission encouraged co-locating school sites, activity centers and community facilities with the Green Corridor to support connections to key destinations.

The submission also encouraged the development of school sites and pedestrian and school crossings, next to or nearby the Green Corridor to facilitate shared movement networks and walkable neighborhoods.

The submission recommended co-locating specialised facilities for students with disability with mainstream schools in line with NT Department of Education discussions with the Disability Royal Commission to reduce segregation.

The submission welcomed an opportunity to review and comment on the Social Infrastructure Implementation Strategy while it is still being developed.

NT Department of Health

The submission stated urbanisation will lead to greater demand for health services including community care centres and increase vehicle and pedestrian traffic.

Urbanisation will also lead to more mental health, alcohol and other drugs presentations and increase the difficulty of transferring patients from PRH to the Royal Darwin Hospital (RDH).

The Public Health Unit – Medical Entomology submission advised that a 12 month baseline trapping program in Holtze North was due to be completed in December 2022, with the data to inform the draft mosquito management plan for Greater Holtze.

The submission noted the conservation area to the north of Wallaby Holtze Road and identified that mosquito management measures on adjacent land earmarked for long-term investigation and urban residential will be required, including a possible exclusion zone.

The submission also advised the light industry to the west of the conservation areas acts a suitable non-residential buffer and stated the proposed green corridor to the east of Wallaby Holtze Road appears suitable as residential land subject to the recommendations of the pending biting insect management plan being implemented.

The submission recommended a 3 year trial program for the swamp lands to the north and northeast of Greater Holtze to determine the feasibility of residential development and suggested the area be temporarily earmarked as urban / peri urban.

Aboriginal Areas Protection Authority (AAPA)

The AAPA advised they will work with any government agencies and developers to ensure the protection of sacred sites in the area.

The submission advised there are sacred sites within the draft GHAP and recommended an Authority Certificate be obtained for any work not covered by an existing Authority Certificate.

NT Department of Environment, Parks and Water Security

Rangelands division

The submission advised the draft GHAP contains land with significant constraints that require major management/ engineered solutions to be overcome. Designating this land as open space and / or a green corridor is strongly supported as well as retaining native vegetation.

Parks and Wildlife

The submission supports the emphasis on environmental sustainability and green space. The submission had concerns over access to Howard Springs Hunting Reserve and recommended labelling the Howard Springs Hunting Reserve on p13 of the draft GHAP and providing access to the western side of the Reserve and Shoal Bay Hunting Reserve.

The submission had concerns over public safety due to part of the subject area being close to the Howard Springs Hunting Reserve and a Crown Lands firearms discharge area. The submission also recommended development avoid stormwater impacting Howard Springs Nature Reserve and springs and creeks.

Flora and Fauna

The submission requested clarity on the function of the green corridor as the removal of the remnant native species would be required for the riparian zone to continue functioning primarily as drainage after development occurs.

The submission recommended the draft GHAP be more explicit about retaining native bush land within the Green Corridor. Conversely, if the Green Corridor is continue facilitating drainage after development then it should be excluded from the plan.

Bushfires NT

The submission advised the site area is outside the jurisdiction of Bushfires NT and within the administrative boundary of Northern Territory Fire and Rescue Service (NTFRS) Palmerston Emergency Response Area (ERA).

Water Resources Division

The submission advised water supply within the draft GHAP will be provided by reticulated services.

NT Police, Fire and Emergency Services

The submission advised the new Palmerston Regional Fire Station has capacity to provide a Fire Response Service (FRS) for the area including additional response capability (multiple crews) and aerial appliance and recommended inter-agency communication so the FRS can evolve as the development progresses.

Litchfield Council

Briefing

On 8 November, NTPC Chairman, Dr Ritchie, provided Councillors with a pre-consultation briefing on the draft Area Plan and consultation opportunities.

Facebook Post

There were two comments on Litchfield's councils Facebook post regarding the draft GHAP, one expressing concern for the loss of mountain bike trails and another expressing an opinion that feedback will not be taken into consideration.

Submission

Litchfield Council provided a formal submission in response to Stage 2 consultation.

The submission was supportive of residential density within 400 m walking distance of activity centres and transport, and encourages transitions and green buffers to existing rural residential lots on Wallaby Holtze and Taylor Roads.

The submission was also supportive of using the area south-east of Palmerston Regional Hospital for passive recreation, including bush trails that connect to the cycle path along the Stuart Highway and the local road network.

The submission recommended expanding the green corridor principle to include wildlife conservation in addition to public open space functions.

The submission acknowledged Council's role in provision of infrastructure and services for urban housing and anticipates early engagement with proponents in the design of roads, parks and drainage systems where assets will ultimately be under the care and responsibility of Council. Council has commissioned a report which analyses options for the delivery of kerbside waste collection with the likely outcome contingent on the rate of development.

City of Palmerston Council

Briefing

On 17 January 2023, members of the GHAP project team from DIPL representing the NTPC provided Palmerston Council with a briefing including a presentation of the draft Area Plan.

Submission

City of Palmerston Council (CoP) provided a formal submission in response to Stage 2 consultation.

Council noted that the study area for the GHAP is adjacent to, but not within, City of Palmerston Local Government Area boundaries, with exception to a small portion of Yarrowonga north of the Stuart Highway.

The submission encouraged the consideration of sustainable development that incorporates new technology and infrastructure, such as, solar farms, water harvesting and the use and reuse of recycled materials.

The submission recommended further work on the implementation of Principle 1 of the draft GHAP – provide for the integration of development with the natural environment in a way that minimises detrimental impacts of development.



The submission encouraged the draft GHAP to consider other Area Plans and social infrastructure within the region to avoid duplication and development that conflicts with adjoining growth areas.

The submission acknowledged the social infrastructure study that has been incorporated into the needs assessment for the draft GHAP, however recommended detailing the specific allocation of land and minimum requirements for social infrastructure in the draft GHAP so they can be incorporated into the NT Infrastructure Plan and inform Palmerston Councils social infrastructure planning.

Council acknowledge that Palmerston City Centre will serve as a hub for the future community in greater Holtze. Council would encourage further discussion around the specific details of the municipal related social infrastructure, such as libraries, community halls, pools and open space infrastructure. These elements are currently managed by Council, and City of Palmerston provide these to its residents, so any gaps within the GHAP will likely need to be supported by City of Palmerston.

The submission recommended a contribution scheme relating to social infrastructure be developed to avoid delays in the required infrastructure being available for the local community, and the capital cost potentially becoming the responsibility of the local municipality.

Industry consultation and feedback

Emails to industry stakeholders

On 17 November the NTPC emailed industry stakeholders inviting submissions and feedback on the draft GHAP. Submissions and feedback received from industry groups are summarised below.

Planning Institute of Australia

On 28 November there was consultation session between the NTPC and the Planning Institute of Australia (NT Branch). After the presentation there was a discussion about how to achieve compact urban growth near activity centres, transport and green space through a diversity of zones, lots size and dwelling design.

Challenges such as the cost of land, freehold vs strata title, re-subdivision, council green space maintenance costs and the lack of builder experience in providing alternative housing products were also discussed. Questions included whether the draft GHAP enables front facing shopping centres and when the development will be shovel ready.

Australian Mobile Telecommunications Association (AMTA)

The Mobile Carriers Forum (MCF) a division of the AMTA, recommended the inclusion of mobile telecommunications under the definition of 'Essential Service Infrastructure' in the draft GHAP.

The MCF also recommended the provision of macro and micro based mobile telecommunications depending on the population and land uses within the draft GHAP.



For more information

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