

Draft Planning Principles for the Holtze Urban Area

Development of the Holtze urban area will respond to the natural topography, environmental constraints and drainage features, having particular regard for the Mitchell Creek catchment.

Future Development is to

1. Demonstrate an urban design and engineering response to the environmental and physical constraints of the site.
2. Demonstrate a design response to the site's land form, land units and natural drainage features by:
 - (a) preparing a *strategic drainage framework* for the Holtze urban area that provides for the management of concentrated stormwater to not increase pre-development flows to the receiving environment or adjacent land; and
 - (b) ensuring that urban design connects local roads, urban drainage, open space and any significant cultural or environmental features into an integrated response to the landscape and the *strategic drainage framework*.
3. Minimise the off-site impacts of concentrated stormwater on the receiving environment and private property by:
 - (a) managing concentrated stormwater in accordance with the strategic drainage framework and limiting the magnitude and duration of sediment-transporting flows to minimise erosion and downstream impacts;
 - (b) preparing and complying with an erosion and sediment control plan in order to control erosion during construction;
 - (c) applying Australian best practice standards to the quality of concentrated stormwater, having particular regard for the Mitchell Creek catchment; and
 - (d) designing and managing stormwater detention within the drainage framework to minimise the potential for biting insects to breed in such infrastructure.

Development of the Holtze urban area will incorporate planned strategic infrastructure and provide for the infrastructure needs of future land uses, having regard for the future infrastructure needs of adjacent land.

Future Development is to:

4. Manage traffic and impacts on the arterial transport network by;
 - (a) undertaking a traffic study to guide the connection of local roads to the arterial network as indicated in the Area Plan; and
 - (b) designing and constructing access intersections with the arterial network to the requirements and satisfaction of the NT Government; and
 - (c) ensuring that development in or near the Glyde arterial corridor will not compromise the intended future use of that corridor.

5. Develop an interconnected local traffic and movement network that is convenient for all users by;
 - (a) undertake a traffic study to guide the establishment of a local road and pedestrian/cycleway network consistent with the Area Plan that provides route choice and efficient access for all users;
 - (b) developing a landscaped main street as a movement and public transport corridor aligned for future connection to Howard Springs via Madsen Road; and
 - (c) providing a safe priority access to the hospital precinct from the main street.
6. Incorporate trunk infrastructure for reticulated urban services into engineering design and development to meet the requirements of the *Holtze Urban Infrastructure Plan*.

The Holtze urban area will include a 16ha site for the Palmerston Regional Hospital and a 28ha site for a mixed use health precinct at the respective locations indicated in the Area Plan.

Future Development is to:

7. Provide a 44ha site, as indicated in the Area Plan, for the Palmerston Regional Hospital and an associated mixed-use health precinct by:
 - a) including land uses within the site that will support the early development of a viable activity hub / neighbourhood centre as indicated in the Area Plan;
 - b) incorporating a range of development outcomes into the site's urban design, including the integration of health services, education and research facilities, aged and acute care facilities, accommodation and residential development; and
 - e) providing access and trunk services appropriate for the development of a mixed use precinct as provided for in the *Holtze Urban Infrastructure Plan*.

The Holtze urban area will include a compact and walkable neighbourhood with higher density dwellings close to the centre and public transport. Interconnected local roads will distribute rather than concentrate traffic, and support convenient access for pedestrians and cyclists.

Future Development is to:

8. Provide a compact, safe and walkable neighbourhood by:
 - (a) establishing or supporting a neighbourhood centre at the location indicated that:
 - i. benefits from exposure to passing traffic and incorporates commercial activities with a focus on local community needs and opportunities for employment;
 - ii. maximise opportunities for convenient and direct access for cyclists and pedestrians including access to urban open spaces; and
 - iii. promotes passive surveillance by providing active interfaces to public spaces;
 - (b) providing an interconnected street network supporting access, route choice and designed with priority for safe and convenient walking and cycling;
 - (c) providing a 'boulevard style' main street directly through the neighbourhood centre, designed to support efficient public transport, the pedestrian/cycleway network, and with street trees to provide shade and visual amenity.

9. Provide housing choice in appropriate locations by:
 - (a) creating lots for single and multiple dwellings across a broad range of residential density, supporting a mix of housing types including small-lot single dwellings;
 - (b) locating the higher density housing, and accommodation for aged persons or people requiring assistance close to the neighbourhood centre;
 - (c) requiring climate responsive design; and
 - (d) reducing residential density where land is affected by constraints such as biting insects.

10. Provide community purpose sites to meet the needs of Holtze Urban into the future by:
 - (a) Preparing a social infrastructure assessment that identifies community purpose needs for the projected population of Holtze Urban; and
 - (b) providing community purpose sites in accordance with the social infrastructure assessment adjacent to main roads to maximise access via public transport, pedestrian and cycle corridors; and
 - (c) achieving efficiencies through shared-use community facilities that will accommodate a variety of uses and be adaptable to changing neighbourhood requirements over time.