

Explanatory Document

Figure 1 Strategic location of Palmerston Regional Hospital



Background

In February 2014, the NT Government identified 44 ha of Crown land next to the Stuart Highway opposite Temple Terrace as the site for the Palmerston Regional Hospital and an associated medical precinct.

Over time expansion of the regional hospital will catalyse the restructuring of land uses in the locality. As the hospital grows and offers more functions, such as medical related businesses, specialised trades, professions and health services supporting the community, the hospital will become a focus for urban growth.

An important element in the early stages of urban development in Holtze will be the support available in the Palmerston CBD via Temple Terrace as a priority connection, especially for public transport.

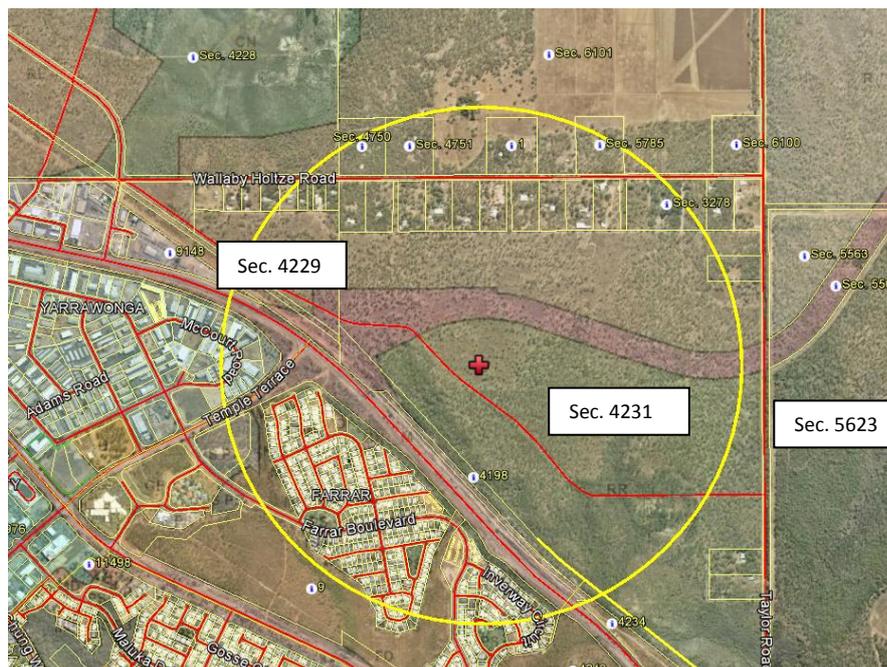
The Northern Territory Planning Commission is currently undertaking public engagement to gain an insight into community views on the future development of Holtze and provide recommendations to Government on the Holtze Area Plan.

The nominal 1km field of influence (indicated as a yellow circle in Figure 2) encompasses a large area of undeveloped land and some established low density rural lifestyle lots. Subject to the management of constraints and provision of trunk urban services, much of this land is suitable for urban residential development over time.

After exclusion of the hospital site and medical precinct, the Glyde Point arterial corridor and steep or poorly drained areas from Sections 4229 and 4231, there is approximately 100 ha of land suitable for urban development.

This presents an opportunity for Government to provide land for housing next to a regional hospital, with the advantage of being conveniently located to an established urban area that provides a range of commercial and community facilities and services.

Figure 2 the Hospital Site and Adjacent Land Uses



The Holtze Area Plan and Planning Principles

The draft Area Plan, at Figure 3, identifies the framework for future development and the broad areas of various future land uses. The associated planning principles provide specific policy to guide future development.

Some private land close to the hospital site is identified for future residential development, however the current use of this land will not change unless land owners apply to rezone for future development. The residential area (highlighted in pink) includes but does not identify land subject to steep side slopes or poor drainage.

Planning principles 1 to 3 (refer exhibition material) clarify how development applications must respond to constrained land.

The development of Holtze will be serviced by an integrated framework of roads and trunk infrastructure. Planning principles 4 to 6 provide guidance on the provision of main roads, local roads and urban services.

The primary driver for the development of Holtze is the 44ha site for the hospital and adjacent medical precinct. Planning principle 7 applies.

Successful residential development of Holtze will rest on the delivery of compact walkable neighbourhoods with high residential amenity. Planning principles 8 to 10 provide guidance in this regard. Planning principle 11 relates to the Crown land identified for commercial development in the western corner of the site.

Holtze Area Plan

The Potential for Future Growth

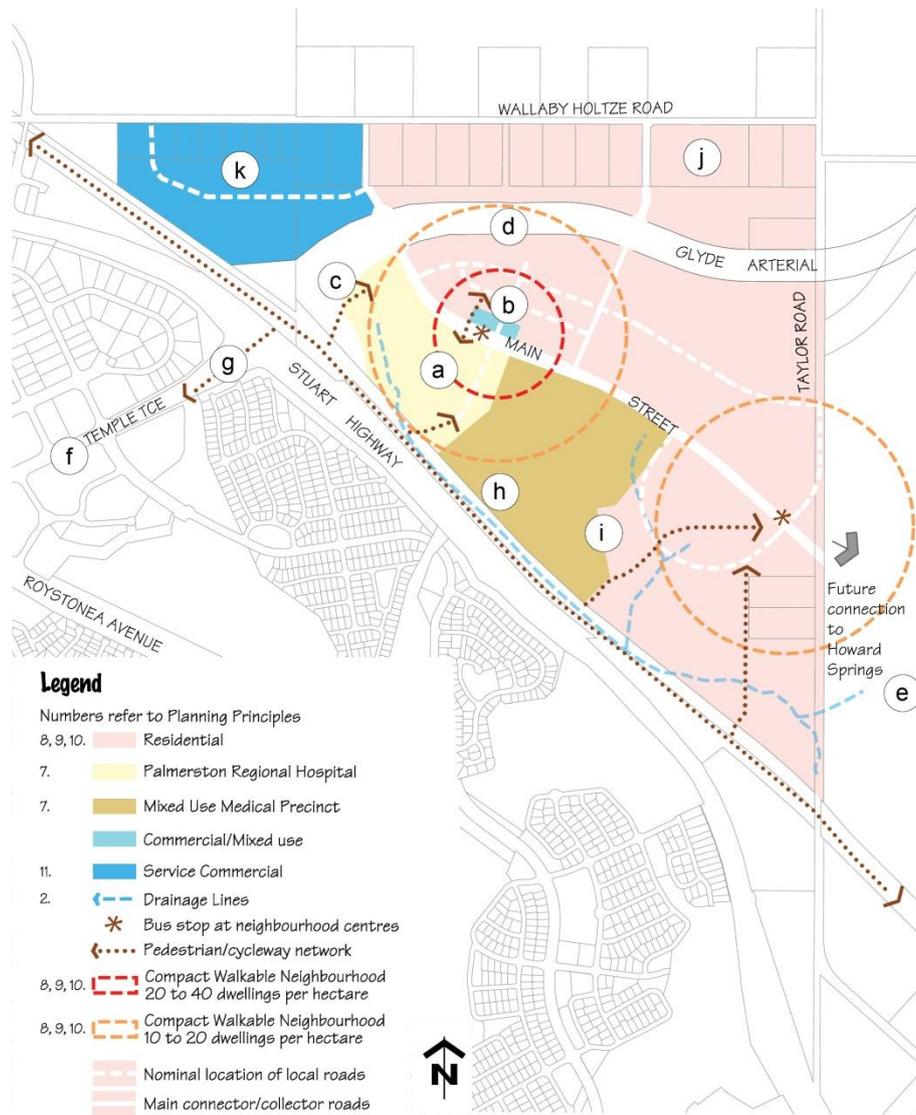
Palmerston Regional Hospital (yellow in Figure 3) and the adjacent medical precinct (brown in Figure 3) constitute a 44 hectare site with ample capacity for continued expansion of health care and medical land uses to meet future health needs of the growing regional community.

Government recognises the potential influence of a regional hospital, and is currently planning for the infrastructure, urban services and public transport that will be needed into the future.

EXPLANATORY NOTES – Elements of the draft Holtze Area Plan

Key elements of the preliminary concept are explained in this section and referenced with a corresponding letter in Figure 3

Figure 3 Draft Holtze Area Plan with Elements Referenced for Discussion



a. A 'master planned' Palmerston Regional Hospital

The Palmerston Regional Hospital, shaded yellow on Figure 3, and health precinct, sets aside 44 ha of Crown land for future development to provide or support health services. Master planning of the site is intended to address the neighbourhood centre as the community interface and activity 'hub' of the hospital and medical precinct.

Master planning will also inform infrastructure provision and allow access, parking and the public transport corridor to be well located to service the future development.

b. The 'hospital' Neighbourhood

The regional hospital, health precinct and first neighbourhood will form a 'hub' of urban growth in Holtze. The hospital should have a spatial relationship with the neighbourhood that will support the commercial viability of the neighbourhood's centre.

'Off campus' hospital accommodation, interconnected internal roads, soft interfacing, strong pedestrian and visual connections, and shared public spaces are some of the strategies that could be employed to strengthen this 'nucleus' of urban growth.

c. Access from the intersection of Temple Terrace and Stuart Highway

This intersection is under construction and is scheduled for completion in 2015. The Palmerston Regional Hospital project headworks include engineering design and construction of the first 500 m of the Glyde arterial and local road access to the hospital. The engineering design of these main access roads includes the provision of cycle and pedestrian corridors.

Infrastructure planning will also be undertaken for the adjacent urban residential land and future connection to the service commercial areas and Wallaby Holtze Road to the north.

d. The future Murrumujuk and Glyde Point Arterial Corridor

Although the main road access from Temple Terrace will include 500m of the Glyde Point arterial corridor, there is no funded program to construct the arterial road further than necessary to access the hospital site. There is also no reason to extend the arterial corridor to service the initial stages of the future Holtze residential area. Local collector roads are best for this purpose.

It follows that, with no present need for a new port at Glyde Point, the arterial corridor is likely to remain undeveloped into the foreseeable future.

A minor realignment of the arterial is proposed to provide more Crown land for urban residential development proximate to the hospital.

e. The Public Transport Corridor

The need to provide a frequent public transport service from Palmerston to the new hospital could support residential development along a relatively direct public transport corridor connecting Palmerston to Howard Springs via the hospital. The proposed alignment would traverse Commonwealth's Section 5623 providing a direct link to the INPEX village and eventually to Howard Springs via Madsen Road. The latter is identified in the Litchfield Planning Concepts referenced under the Planning Scheme.

f. Palmerston Bus Interchange

The bus interchange is ideally located in the corner of the Palmerston CBD to efficiently provide new bus services to the regional hospital and urban growth area. When the Palmerston Regional Hospital opens, the interchange will be able to support a frequent 'shuttle' bus service to the hospital and the neighbourhood centre as it grows.

g. Temple Terrace

With development of the hospital, the role of Temple Terrace will be elevated. It will undergo upgrades to carry increasing traffic and include a cycleway. Associated with this service, changes to the intersection at Roystonea Avenue may be needed to provide an efficient and priority access to the bus interchange.

h. The Darwin to Howard Springs Cycleway – old Railway Corridor

The recently constructed extension of the cycleway to Howard Springs is of a high quality offering an excellent commuter and recreational facility for future workers and residents. In particular the proposed 'hospital' neighbourhood has the opportunity to interface with the amenity of the cycleway and the wooded escarpment edge.

i. Housing integrated with the escarpment edge

On the more gradual slopes below the escarpment there are areas of land that may be capable of supporting small-lot housing integrated with woodland and close to a neighbourhood centre, public transport and cycleway.

j. Wallaby Holtze Road

There is clearly an opportunity for the private land along Wallaby Holtze Road to support urban redevelopment. Over time, a growing regional hospital just a few hundred metres away will draw these properties into higher order development. When planning road networks and trunk services, Government agencies and private developers should keep these longer term outcomes in mind.

k. Service Commercial Area

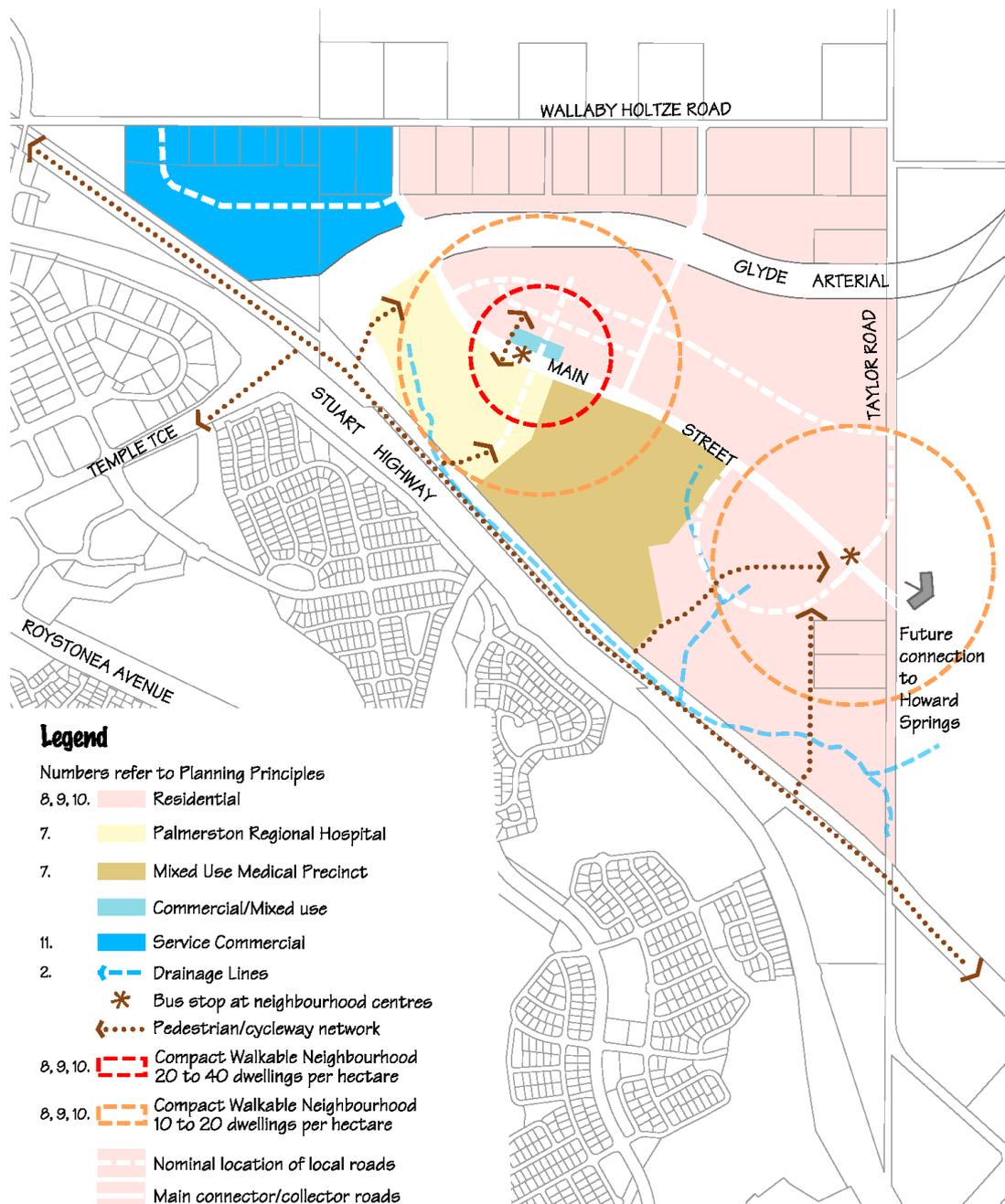
The area identified for service commercial use is consistent with the existing service commercial area at Yarrowonga. The site is to provide for a range of lot sizes for bulky goods retail and similar commercial activities. Buffers will be located between the site and the adjoining residential land.

Community Purpose Land and Open Space Areas

Community purpose land for education, sports and the like is not indicated in this preliminary concept, but an allowance is made for the provision of community purpose land. Open space areas for passive recreation will also be integrated into the residential area, utilising opportunities along natural drainage corridors.

Holtze Area Plan

Draft Area Plan



Holtze Area Plan

NOTE: This Area Plan is a draft for discussion purposes and subject to further variation.

Read this plan in conjunction with associated planning principles

Holtze urban Area Plan.dgn

Draft Planning Principles

Development of Holtze 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 by:
 - (a) preparing a *Construction Environment Management Plan* in accordance with any Notice of Intent relevant to the project stage.
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 Holtze 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;
 - (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 Point 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) undertaking 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 an infrastructure plan for Holtze urban.

Holtze 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
 - c) providing access and trunk services appropriate for the development of a mixed use precinct as provided for in the *Holtze Urban Infrastructure Plan*.

Holtze will include compact and walkable neighbourhoods with higher density dwellings close to shops 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 compact, safe and walkable neighbourhoods by:
 - (a) establishing or supporting neighbourhood centres at the locations indicated that:
 - i. benefit from exposure to passing traffic and incorporate 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. promote 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; and
 - (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) facilitating 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 future urban residents by:
- (a) preparing a social infrastructure assessment that identifies community purpose needs for the projected population of Holtze urban area;
 - (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.

Holtze will include a precinct for service commercial uses developed to minimise impact on adjacent residential land.

Future Development is to:

- 11. Provide a range of lot sizes suitable for bulky goods retail and smaller enterprises, within a development that provides an interconnected local road network and buffers to adjoining residential land.