

320 Arnhem Highway, Humpty Doo

Master Plan

April 2020



development of the Master Plan

The purpose of this project is to develop a master plan for the Council-owned land at 320 Arnhem Highway, Humpty Doo. This Master Plan has been informed by key background and technical reports completed, including the following:

Background Research Report *(January 2020)*

The Background Research Report identified and reviewed a range of existing reports, plans, studies and projects relevant to the site. The research conducted was aimed to assist in understanding the site context and inform the preparation of the Master Plan.

Site Analysis Report *(January 2020)*

The Site Analysis Report was informed by a site inspection, a desktop assessment of available information, consultation with the service authorities and a review of various existing infrastructure assessment information sources. The information presented in the Site Analysis Report has assisted in the development of an engineering site servicing concept and a site servicing options report to feed into the development of the Master Plan for the site.

Stakeholder Engagement Report *(February 2020)*

The project team engaged with key stakeholders identified by Council regarding how the community site could be used via initial targeted consultation with key stakeholders. The Stakeholder Engagement Report provides a summary of this engagement.

The Master Plan (this document) brings together key elements of the background reports and considers options for the best use of the site, considering the demonstrated need for additional services and facilities for residents of, and visitors to, Humpty Doo. The options and concepts presented in this report are developed for the purposes of discussion, consultation and further review and are subject to change, including the interchangeability of land uses, design elements and proposed facilities on the site. Consideration of the above background and technical reports are key to understanding the overall master plan concept for the site and this document, “the Master Plan” provides an overview of key elements considered to bring together two master plan options for the site.

Further work and studies are required to progress the development concepts for the site and these suggested commissions are identified at the rear of this document.

master plan Overview

“A strategic parcel of undeveloped land”

Section 2897 (320) Arnhem Highway, Humpty Doo, Hundred Strangways (the site) is a strategic parcel of undeveloped land within the Humpty Doo District Centre.

The site represents a significant opportunity to provide improved access to services and facilities for residents of, and visitors to, Humpty Doo.

This Master Plan explores the best use of the site, considering the demonstrated need for additional services and facilities for residents of, and visitors to, Humpty Doo and provides options and concepts for the development of the site.

Specifically, the Master Plan considers the following:

- A set of **master plan principles** for the development of the site.
- The **need** for certain land uses or facilities.
- The existing and future **planning considerations** for the site and locality.
- Emerging initial **consultation themes**.
- **Strategic opportunities** for the site and locality.
- **Infrastructure** capacity and requirements.
- Land use **concepts**.
- Development **feasibility**.
- **Master plan options** for development.

The Master Plan will assist Litchfield Council, the community and potential partners to understand the options available to develop the site, the financial implications of proceeding with development and the expected community outcomes.

The Master Plan will assist Council and the community to engage in a conversation on the next steps to realise the community, business and tourism potential of the site.

master plan Principles

“substantial Community Facilities at the heart of the site”

The preparation of the Master Plan has been underpinned by the following principles that have emerged as key foundation principles to the development of the site.

“A Community Heart”

This principal is central to development of the site.

Community facilities at the heart of the site will see it become an area that is loved and belongs to the community, providing central, flexible, functional and highly usable space, including high quality public realm for a range of uses.

“Strengthening the Humpty Doo Centre”

The creation of a comprehensive, integrated centre for residents and visitors to Humpty Doo. Access to an expanded range of community and business uses is offered and development of the site complements and leverages the existing services within the existing commercial centre. Development should complement and not compete with existing commercial development in the greater locality.

“Capturing opportunities for growth”

The creation of a growing and diverse genuinely integrated precinct that considers options such as residential living choices that could benefit from high accessibility to centre services and facilities. Development should leverage the site’s exposure and opportunity to build on the Humpty Doo tourism experience.

“Improved connectivity”

A connected centre. Safe, convenient and high-quality connections and public space are provided to ensure the site benefits from visitors to it and connects them with the surrounding locality.

the Site

The site is a primarily vacant 7.56 Ha parcel of land owned by Litchfield Council, located at 320 Arnhem Highway. The site was originally gifted to the Litchfield Shire Council as part of the “Local Government Establishment Package” in 1988 upon the creation of the Litchfield Shire Council and was identified as a potential location for Council’s administrative office.



The site is relatively unconstrained, gently undulating and includes an area of open remnant eucalypt woodland. It is primarily vacant and relatively unused. A part of the site is occupied by a public car park, largely utilised by users of the adjacent shopping centre. Pedestrian connectivity between the site and the commercial shopping centre is poor with no formal crossings occurring on Freds Pass Road.

The site forms part of the greater Humpty Doo rural village, adjacent to the existing commercial centre to the south east. Necessary infrastructure networks surround the site. There is generally capacity within these networks to accommodate development on the site, with some additional infrastructure works required.

“Adjacent to the existing commercial centre”

identified Need

A number of needs assessments and studies exist that assess the standard of the provision of both community and business services and facilities to meet the future needs of Litchfield.

The studies identify deficiencies in the provision of services and facilities and include recommendations for the provision of services and facilities to meet the identified demand. A range of opportunities to incorporate key outcomes of a number of existing studies have been considered in the preparation of this Master Plan document, including, but not limited to:



A Library Needs Study recommended that a new multi-user library and learning facility proposal, with sufficient capacity for additional learning spaces including early development, digital literacy and other programs be developed to deliver future library services in Litchfield. The Study also suggested that there was an opportunity to co-locate with other services (community hall, other community uses) and ancillary commercial uses (café etc.).

The **Litchfield Community and Business Hub concept** is a multi-purpose community facility, including a modern contemporary library, an air-conditioned community hall and visitor services space. The facility should support, through the provision of services or spaces for small local businesses and community organisations, space for arts and cultural uses and spaces for health and related service providers.

*“multi-purpose
community facility”*



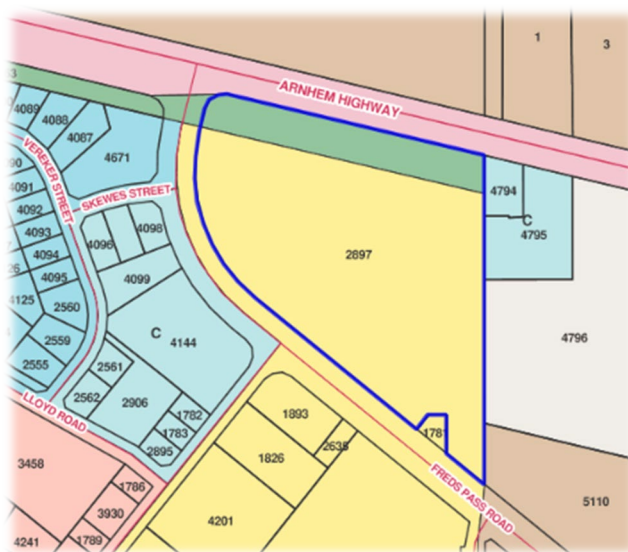
The **Litchfield Aquatic Facility Community Need Analysis** concluded that there are limited public aquatic facilities south of Freds Pass, and an estimated 11,500 Litchfield residents do not currently have reasonable access to a public aquatic facility. The analysis recommended that an all year aquatic facility with a 25m pool and ancillary services and facilities be developed in the Litchfield municipality.

planning Framework

The Planning Framework identifies key considerations when considering the land uses for the site. This includes the zoning and future planning intent for the site and greater locality.

NT Planning Scheme

The site is currently Zoned CP (Community Purpose (6.46Ha)) and CN (Conservation (1.1Ha)), under the NT Planning Scheme. The conservation zone does not reflect conservation values on the site and is a historical zoning legacy. The subject site could be rezoned pending the land uses desired for the development of the site.



*“A mix of uses
are developed”*

Subregional Land Use Plan

It is noted that the Litchfield Subregional Land Use Plan 2016 states that a **mix of uses**, including commercial, residential and community facilities to serve residents be developed on the site.

Draft Humpty Doo Area Plan

The NT Government is currently preparing the Humpty Doo Rural Activity Centre Area Plan. The draft Plan identifies the site as a **‘future opportunity’** and states that it is in a key location for the future development of the activity centre.

key stakeholder Themes

Key stakeholders were consulted as part of the preparation of the master plan to gain ideas for the site, become aware of what facilities are potentially missing in the locality and understand possible considerations for the development of the site. Litchfield Council provided a select list of stakeholders to engage with for the master plan project that represented the residents, wider community, education sector and business community.

Stakeholders provided a range of comments, however, the following key themes emerged and have informed this Master Plan.

“Utilisation of the site for a Pool”

One of the top reoccurring themes and comments from stakeholders was the use of the site for an Aquatic Facility (pool). A pool for the site was supported by most stakeholders and of particular note was the comment that local schools would patronise the pool and include swimming in the year round curriculum if a facility was close by. Learn to swim classes, all abilities access and the opportunity for seniors to utilise the facility were highlighted by numerous stakeholders.

“A standalone Library and community space”

Another top theme was the need for a standalone library, with lack of public awareness and limited offerings from the Taminmin library a current issue. A modern library space that functions as a complete learning centre was a common suggestion for the site. It was noted that a large majority of patronage of the existing library occurred from school children as a place to congregate in the air conditioning after school and it was highlighted that any location for a standalone library will require youth facilities for active and passive engagement and suitable public transport.

Providing a large space to hold public meetings and events or arts type displays, such as an amphitheater or auditorium / theatre space was suggested as no such facility exists in the locality, noting the village green provides for other open space uses (Skate park etc). A need for community-based service spaces was also identified, pop up spaces or tenancies available for medical clinics (as an example) but flexible enough for community groups to utilise.

key stakeholder Themes

A clear message was that no development should directly compete with existing commercial businesses (not another large-scale shopping centre). However, there was support for tourist commercial uses – suggestions included a carwash and tourist related uses on the site that may capture the highway exposure and be used to bring more people into the Humpty Doo centre. Stakeholders did note that select commercial uses could make the site more viable to deliver community uses, provided it does not dominate the site.

“Tourist Commercial Uses”

Reoccurring comments suggested the need for alternative residential living options for “down sizers” (retirees) and “single parents” noting the sites’ convenient location and accessibility to the commercial centre make it a possible development option on the site. It was also noted that residential development on the site may support the intent of the draft area plan and would be a suitable location for an alternative (to rural living) product to be investigated or considered.

“Alternative Living for Retirees or single parents”

Poor pedestrian connectivity and constrained parking in the locality was a comment raised by nearly all stakeholders. The need to improve pedestrian connectivity, safety and ability to access facilities was highlighted. The connectivity of the site to the existing commercial centre (Woolworths) was raised and comments concerning pedestrian safety in the area was a common theme. The need for improved lighting and perhaps a better balance between the vehicle and pedestrian interaction and accessibility in the locality was highlighted. It was highlighted that any development on the site would need to consider the high pedestrian traffic from school children and the need for improved public transport in the locality, including any development of the subject site.

“Improving Vehicle and Pedestrian Connectivity”

strategic Opportunities

Delivering **well connected Community facilities at the heart of the site** is the key pillar that should underpin development on the site and integrate with both surrounding and internal uses.

“Community facilities at the heart of the site is the key pillar that should underpin development on the site.”

The development of the site can also capitalise on its prominent accessibility and exposure to the Arnhem Highway and Freds Pass Road, drawing increased numbers of residents and visitors to the village centre along with exploring tourism growth opportunities.

An appropriate development, with a **mix of uses**, has the potential to complement and strengthen the existing Humpty Doo commercial centre and locality along with providing significant community facilities to support residents.

Locating services and facilities that are not currently present within the existing commercial centre will ensure that the development of the site **does not compete but complements and supports the existing greater commercial centre** and associated 40 + businesses.

“Development should complement and strengthen the existing Humpty Doo commercial centre and locality”

Improving connectivity between the site and the existing commercial areas is key to the development of the site and improving the Humpty Doo locality.

strategic Opportunities

An opportunity exists to explore options to utilise parts of the site for uses that may assist Council to offset the cost of community facilities that will form the focus or “heart” of the site. Utilising parts of the site for possible **Tourist Commercial** development and **Residential Living** may provide a mechanism to deliver the **Community Facilities** via the sale or lease of these portions of the site.

“possible Tourist Commercial development and Residential Living”

Possible **Tourist Commercial** uses may include uses such as:

- A car and caravan wash;
- A tourist kiosk to capitalise on the site as a gateway to Kakadu;
- A rural museum; OR
- Market testing the site to gain wider suggested uses.

Possible **Residential Living** options may include:

- Retirement living;
- Special purpose accommodation (for Single mothers etc); or
- Townhouse or terrace housing development; OR
- Market testing the site to gain wider suggested uses.

The above uses are identified for further discussions and consideration and any combination of uses could occur provided they integrate with the central Community Facilities or “heart” of the site.

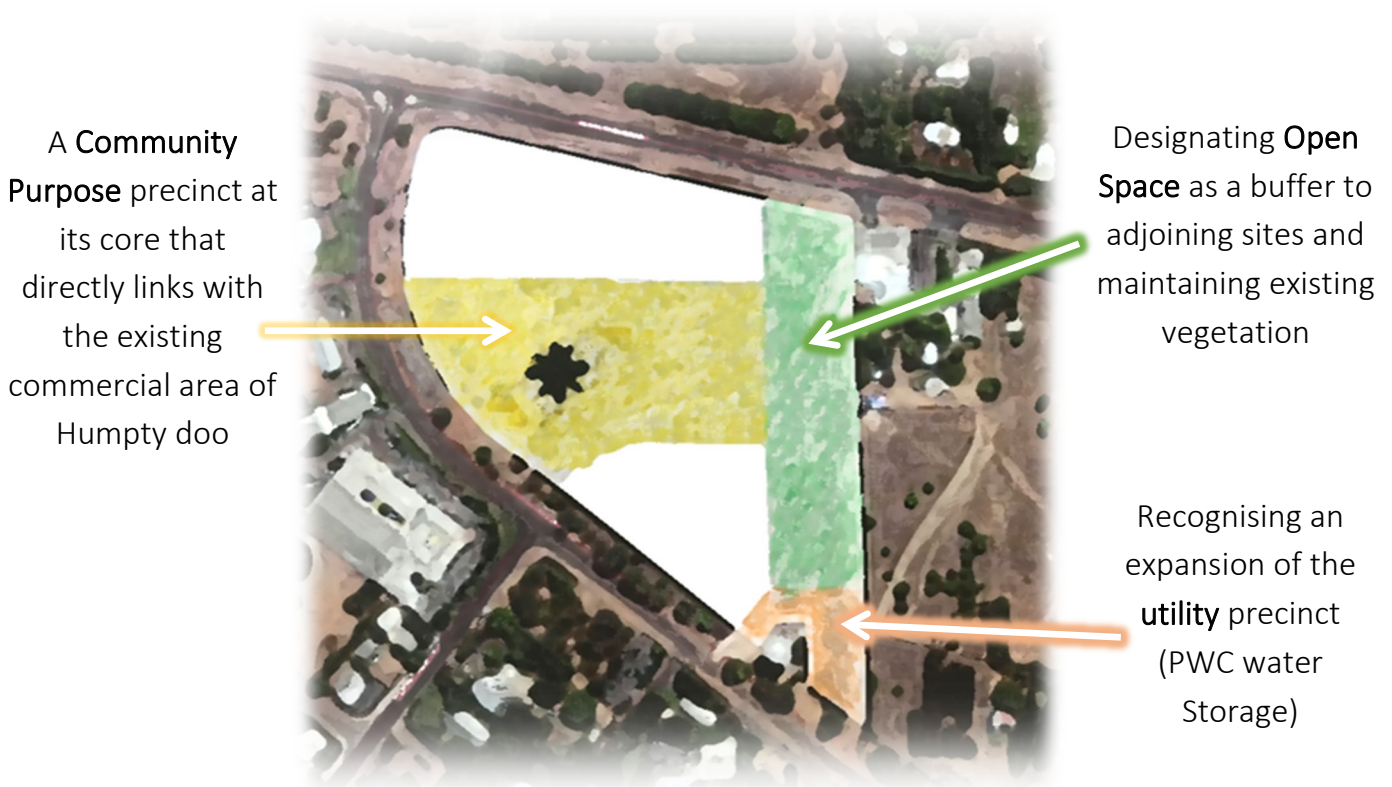
Other considerations may include **an outdoor performing area or central meeting space** to occur on the site. Exploring parts of the site for these uses may include options of an outdoor amphitheatre or central park type development.

land use Concept

With consideration to key master plan principles a **land use concept** for the site has been developed.

The land use concept is centered around the key element for the site which is based on the principle of a **“A Community Heart”**. The land use concept identifies a key community purpose precinct that is central to the site and in a location that provides the greatest opportunity to connect with the adjacent commercial centre and locality.

The land use concept has also identified land required for the expansion of utilities, being a land requirement from Power and Water for water storage infrastructure. The concept also seeks to maintain some of the existing vegetation and to provide an open space buffer to adjoining sites whilst allowing for other land uses to capture the sites orientation and location.



land use Concept

The progression of this land use concept identifies two adjoining precincts and the identification of vehicle and pedestrian connectivity which achieves the principle of “**Improving Connectivity**”. An opportunity also exists to explore vehicle connectivity through the site to unlock adjacent sites in accordance with recent land use planning concepts.

A **Tourist Commercial** precinct on the northern part of the site capitalises on the key exposure of the site. A potential **Residential Living Precinct** or a **Central Park** on the southern area of the site capture the convenience of this location to both the existing centre and potential community facilities. All three of these potential land uses will “**Strengthen the Humpty Doo Centre**” and a possible **Tourist Commercial** and **Residential living precinct** will “**capture opportunities for growth**” in the Humpty Doo locality.



Capturing the sites exposure and providing for **Tourist Commercial** opportunities

Providing **vehicle access and circulation** options within and beyond the site

Recognising key **pedestrian links and connectivity** that are safe and convenient

Exploring **residential living OR a Central Park** option in proximity to services



lead Infrastructure

The necessary infrastructure networks surrounding the site have been investigated and a potential servicing strategy designed to support the development of the site, to achieve the proposed strategic direction described above. Whilst there is generally capacity within the networks to accommodate development on the site, the following minimum works are required:

Water Supply Works:

The connections of the site to a reticulated water supply will require the construction of a 172m water reticulation main from the intersection of Skewes Street and Freds Pass Road to a water distribution main at the intersection of Challoner Circuit and Freds Pass Road and a site water service connection. It is also noted Power Water Corporation (PWC) have a planned expansion of the existing water storage facility on the site which will require land from the site and has been identified on the master plan (Utilities precinct area).

Sewer Works:

The connection of the site to the sewer network will require the construction of an on-site package sewer pump station, and the construction of approximately a 275m of sewer rising main along Challoner Circuit. Its noted that development of the site may trigger a developer capital contribution to the gravity sewer upgrade From Power and Water; this will require further consideration and discussion with Power and Water during a future detailed feasibility and engineering assessment.

Site Access and roads:

The preferred concept for access to support the development aims to provide dual accesses to manage both traffic and pedestrians. This is based on the philosophy of providing alternative access points for both the Community Purpose components and the possible Tourist Commercial land to the north, as each land use will largely demand different vehicle types. This access methodology will also require the upgrades of Freds Pass Road along with possible land requirements combined with works to enable a shared space to occur. Whilst preliminary costings for these works are provided, the detail of these treatments, including the detailed form of roundabouts/access points will require further consideration and discussion as part of a detailed traffic engineering assessment and design.

lead Infrastructure

Pedestrian connectivity:

Safe pedestrian connection across Freds Pass Road between the site and the existing centre is required and key to achieving the master plan principles. Footpaths along Freds Pass Road into the site and across into the existing centre will be required and works to change this section of road to a “shared space” for both vehicle and pedestrians is proposed. Preliminary costings for pedestrian improvements to Freds Pass road have been considered, however will require further consideration and discussion as part of a detailed engineering assessment.

Electrical:

A full assessment of electricity requirements will be required by the Power and Water Corporation. For the purposes of costings, initial investigations reveal electrical works required to service the site will include the supply & install of a 1 MVA package substation and associated cabling works.

Streetlighting

Upgrades to Freds Pass Road and the shared space area will require the installation of streetlighting to meet both road safety standards and achieve the master plan principles. Preliminary design works indicate the installation of 6 x 160 W LED street light on 12m rigid pole with 3.5m double outreach will be required to meet these requirements.

Geotechnical:

Limited geotechnical information exists relating to the site. Further consideration of the geotechnical requirements is required following confirmation of a plan for the development of the site and identified uses.

Stormwater Management:

Stormwater management on the site will be critical when considering development on the site due to its flat topography. Whilst a number of options exist, stormwater management may include the requirement for a detention system; however, further investigations are required. Preliminary costings have considered the need for fill on the site and basic detention works to achieve stormwater management.

development Feasibility

The proposed land use concept for the site identifies a large community purpose precinct as central to the site. To the north a tourist commercial site is proposed and to the south east a residential living options OR a central park could be established. All of these land uses will contribute to the activation of the locality and also present an opportunity for Council to leverage the creation of these land uses which could provide a mechanism to offset the delivery of community facilities on the site. Specifically, the proposed land use concept is as follows:

Land use	Approximate Area (SQM) -
Community Purpose	23,600
Open Space	15,200
Roads	4,400
Tourist Commercial	18,000
Residential living options OR Central Park	10,400
Utilities	4,000
TOTAL	75,600

The development of the site will require various headworks infrastructure to facilitate the delivery of internal development as well as external access into the site. These headworks infrastructure components have been itemised in the previous section, and the indicative costs can be summarised as follows:

Headworks Infrastructure Component	Indicative Cost (excl Gst)
Reticulated Water	\$ 116,000
Reticulated Sewer	\$ 196,000
Electricity	\$ 600,000
Streetlighting	\$120,000
Roads (Upgrades to Freds Pass Road, roundabout and intersection upgrades and site access roads)	\$ 1,530,000
Drainage	\$455,000
Contingency 30%	\$905,100
TOTAL	\$ 3,922,100

It is noted that the cost estimate includes duplication of Freds Pass Road, roundabouts at Skewes Street and Challoner Circuit intersection works. Estimates do exclude on lot works other than sewer pump station, unknown geotechnical issues, telecommunications, design costs, project management costs and developer capital contributions to PWC. It is noted that costings and values for such works would be subject to a future detailed feasibility and development option assessment.

development Feasibility

It should be noted that the costs are preliminary only and includes a 30% contingency suitable to the current level of project detail. There are various design options that should be considered in subsequent due diligence processes that could have an impact on the final project delivery frameworks and project feasibility. For instance, the site drainage costs do not make allowance for stormwater treatment but only for detention to meet peak flow mitigation strategies. Future stormwater detention and treatment options should consider at source strategies that can be integrated into the open space and landscaping treatments areas. This has the potential to increase the development footprint, reduce costs and potentially increase project revenue.

The Master Plan proposes a number of community facilities on the Community Purpose component of the site. This provide a list of possible uses for the site and could be added to or amended to include other uses. The below identified uses are based on previous needs studies which contain a number of unknown elements including limited geotechnical data, lack of a stormwater management methodology and an associated required site works plan. Broadly, the value of development components is set out below:

Development Component	Approximate Area	Estimated Cost	
		Lower Range	Upper Range
	SQM		
Aquatic Facility (Pool only)	25m X 8 Lane Pool	\$ 1,100,000	\$ 1,700,000
Aquatic Admin, Plant, Changerooms Toilets, seating viewing and reception	1,850	\$ 4,810,000	\$ 6,475,000
District Level Library	1,500	\$ 2,700,000	\$ 5,250,000
Multipurpose community hall with early learning and digital literacy	450	\$ 810,000	\$ 1,125,000
Café with children's Playground	350	\$ 630,000	\$ 875,000
Council Administrative Offices	750	\$ 1,350,000	\$ 1,875,000
Community Commercial Tenancies	250	\$ 450,000	\$ 625,000

The above estimated costs include construction and basic fit out works and are based on Rider Levett Bucknall (RLB) Riders Digest 2019, Darwin 4th Edition (appropriate for the current level of project detail) and makes no allowance for internal reticulation of roads and services. Subsequent due diligence processes can consider a range of other uses (basketball/netball courts etc.) and should consider incorporating some uses within those of other areas, such as co-locating the Councils administrative offices with a library as a possible means to reducing construction costs.

development Feasibility

The overall project feasibility will heavily depend on usage patterns of each facility, cross-over of usages within individual buildings, and value engineering of infrastructure. These key metrics should also be considered in terms of development sequencing to suit demand and delivery of key revenue sites first.

The proposed Tourist Commercial site and Residential Living site are proposed as vacant at this stage. The sale, lease or development of these sites may provide an opportunity for Council to offset the costs of the provision of community facilities on the site. Preliminary estimates on the value of these lots are estimated below:

Land Use	Potential Sales Revenue*	
	Lower Range	Upper Range
Tourist Commercial	\$ 2,300,000	\$ 3,600,000
Residential living options	\$ 1,200,000	\$ 2,500,000

It must be noted that the above figures are preliminary, based on valuations in the locality, assumptions and subject to detailed feasibility and development option assessment.

Other considerations for Council beyond construction costs and subject to a detailed feasibility assessment would also include operating costs of community facilities such as the pool and library. It is noted that in the Northern Territory municipal pools generally operate at a financial loss to the Local Government who provide them; however, opportunities to offset costs such as lettable tenancies including cafes and office space, combined with alternative operating models could also be explored in a detailed feasibility analysis.

“The overall project feasibility will heavily depend on usage patterns of each facility, cross-over of usages within individual buildings, and value engineering of infrastructure.”

*Values based on first quarter 2020 valuation base

Master Plan **Option A**

Maximizing Opportunities for Growth

The Master Plan **Option A** provides the core element of the site being the “**Community Heart**” and identifies a key community purpose precinct that is central to the site coupled with possible associated facilities and uses on the site. The Master Plan **Option A** provides a concept for the site that seeks to achieve the Master Plan Principles by **maximizing the opportunities for growth** through the designation of Tourist Commercial and Residential Living Precincts.

The conceptual plan for the site incorporates key elements in the formation of an outcome for the site. The community facilities that are common to both master plan options include an aquatic facility and associated administration, plant, changerooms toilets, seating viewing and reception. It also includes a district level library and multipurpose community hall with early learning and digital literacy. The concept includes a café with children’s playground, pop up community commercial tenancies and an optional Council administrative office that would enable the relocation of the existing Council’s administrative offices to the site. Public transport stops are located on Freds Pass Road and bus circulation can occur within the Community purpose precinct.

The designation of a **Tourist Commercial** precinct seeks to capitalise on the exposure and location of the site whilst providing for tourist commercial type uses that will not compete with the existing commercial area of the Humpty Doo Locality. The precinct could include a range of uses such as:

- A car and caravan wash
- A tourist kiosk to capitalise on the site as a gateway to Kakadu; and/or
- A rural museum; OR
- Market testing the site to gain wider suggested uses.

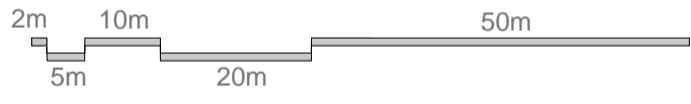
The identified **Residential Living options** site seeks to capitalise on the location that is convenient to the existing commercial centre and future community facilities providing a high level of amenity and access to services. This precinct could include a range of uses such as:

- Retirements living options;
- Special Purpose Accommodation (for Single mother etc); and/or
- Townhouse or Terrace housing; OR
- Market testing the site to gain wider suggested uses.

Master Plan Option A

TOURIST COMMERCIAL OPTIONS

1. Tourist Information Bay
2. Tourist Kiosk
3. Rural Museum
4. Car and Caravan Wash
5. RV Parking



Land Use Approximate Area (M²)

(A)	Community Purpose	23 600 m ²
(B)	Tourist Commercial	18 000 m ²
(C)	Open Space	15 200 m ²
(D)	Residential Living	10 400 m ²
(E)	Utilities	4 000 m ²
(J)	Roads	4 400 m ²
	TOTAL	75 600 m²

Residential Living Options

- Multiple Dwellings
- Terrace Housing
- Single Dwelling

LEGEND

- Buildings
- Pedestrian shared space
- Pedestrian communications
- Parking areas, Transport access
- Pools
- New roads
- Green area
- Entrance
- Bus Stop
- Pedestrian crossing
- Boundary of Community Purpose
- Site Boundary

COMMUNITY PURPOSE

1. Pool Administration, Plant Room - 500m²
2. Pool Reception - 90 m²
3. Kiosk/Cafe - 100 m²
4. Council Offices - 750m²
5. Bathrooms - 150m²
6. Change Rooms - 250m²
7. Commercial Tenancies - 250 m²
8. Cafe/Children Playground - 350m²
9. Seating - 100m²
10. Pool - 25m X 8 lane - 525m²
11. District Library/Early learning development - 1650m²
12. Multipurpose Space/ Community hall - 300m²

PARKING SPACES - 137

- (a) Car Parking Spaces - 35
- (b) Car Parking Spaces - 15
- (c) Car Parking Spaces - 16
- (d) Car Parking Spaces - 15
- (e) Car Parking Spaces - 12
- (k) Car Parking Spaces - 28
- (m) RV Parking Spaces - 8
- (n) RV Parking Spaces - 8

Master Plan **Option B**

Balancing Opportunities for Growth with Community Space and Recreation

The Master Plan **Option B** maintains the core element of the site being the “**Community Heart**” and identifies the key community purpose precinct that is central to the site coupled with possible facilities and uses on the site. The Master Plan **Option B** provides a concept for the site that seeks to achieve the master plan principles by **balancing the opportunities for growth with community space and recreation** opportunities on the site. This is proposed by maintaining the designation of a Tourist Commercial precinct but removes the Residential Living option to replace it with a **Central Park**.

The Master Plan **Option B** maintains the community facilities that are common to both master plan Options but does relocate some uses within the site. The option includes an aquatic facility and associated administration, plant, changerooms, toilets, seating viewing and reception. It also includes a district level library, relocated closer to pool and multipurpose community hall with early learning and digital literacy. pop up community commercial tenancies. Council ‘s administration offices are moved to the eastern position of the site and an area is identified for a future expansion or the provision of other uses. Public transport stops are located on Freds Pass Road and bus circulation can occur within the Community purpose precinct.

The designation of a **Tourist Commercial** precinct also remains to capitalise on the exposure and location of the site whilst providing for tourist commercial type uses that will not compete with the existing commercial area of the Humpty Doo Locality.

The key variance of Option B is the proposal of a **Central Park for Humpty Doo**. The central park seeks to capitalise on its location as convenient, accessible and passive open space that also has infrastructure for the hosting of outdoor events and gatherings through the **establishment of open-air amphitheatre** within the Precinct. The concept includes **a café with children’s playground on this area** and also identifies possible multi use **netball/basketball courts** within the park. This proposed space does not replace the existing Humpty Doo Village Green, but rather provide for uses that do not exist at present. It is noted that’s the establishment of Central park does remove a revenue option (residential living precinct) and the central park will incur a cost to deliver and maintain. If Option B was progressed, the above elements would need to be explored in the detailed feasibility analysis.

Master Plan Option B

TOURIST COMMERCIAL OPTIONS

1. Tourist Information Bay
2. Tourist Kiosk
3. Rural Museum
4. Car and Caravan Wash
5. RV Parking



Land Use Approximate Area (M²)

(A)	Community Purpose	23 600 m ²
(B)	Tourist Commercial	18 000 m ²
(C)	Open space	15 200 m ²
(D)	Central Park	10 400 m ²
(E)	Utilities	4 000 m ²
(J)	Roads	4 400 m ²
TOTAL		75 600 m²

COMMUNITY PURPOSE

1. Pool Administration, Plant Room - 500m²
2. Pool Reception - 90 m²
3. Kiosk/Cafe - 100 m²
4. Council Offices - 750m²
5. Bathrooms - 150m²
6. Change Rooms - 250m²
7. Commercial Tenancies - 250 m²
8. Cafe/Children Playground - 350m²
9. Seating - 100m²
10. Pool - 25m X 8 lane - 525m²
11. District Library/Early learning development -1650m²
12. Multipurpose Space/ Community hall - 300m²
13. Amphitheater /Outdoor Theater
14. Multipurpose Netball/Basketball Courts

LEGEND

	Buildings
	Pedestrian shared space
	Pedestrian internal areas
	Parking areas, Transport access
	Pools
	New internal roads
	Grassed / Open Space
	Entrance
	Bus Stop
	Pedestrian crossing
	Boundary of Community Purpose
	Site Boundary

PARKING SPACES

(a)	Car Parking Spaces - 35
(b)	Car Parking Spaces - 15
(c)	Car Parking Spaces - 16
(d)	Car Parking Spaces - 15
(e)	Car Parking Spaces - 12
(k)	Car Parking Spaces - 28
(m)	RV Parking Spaces - 8
(n)	RV Parking Spaces - 8

key Further Work

It must be noted that the values and figures contained within this report are preliminary, based on assumptions and subject to further work being undertaken. To progress this Master Plan, it is recommended the following critical work be undertaken in the following order:

1. **Wider Community Consultation** – Undertake community consultation on the Master Plan Principles and preliminary options presented in this report. This will provide critical feedback on the master plan principles that will underpin development on the site and provide feedback from the wider community on the proposed land use concept and master plan options.
2. A critical next step is an audit and assessment of community infrastructure in the Litchfield Council municipality in the form of a **Community Infrastructure plan**. This is vital to moving the project forward and establishing a clear understanding of required and suitable uses on the site. This assessment will provide a current evaluation of community facilities and forecast needs in for the municipality in the future. The forecast range should be at 5, 10 and 15-year cohorts. It will provide a detailed basis to understand and finalize the community facilities on the subject site. This plan will also provide a feasibility and forecast for the provision of key facilities such as the aquatic and library services for the municipality, an assessment of expected occupancy, operational costings and expected timing requirements.
3. A **detailed design options, engineering and feasibility analysis**. The feasibility analysis would utilise land uses and costings from the community infrastructure plan to finalise the land uses for the Community Purpose site and consider both capital and ongoing costs. Detailed design would be undertaken along with a staging and delivery options analysis for the land uses on the Community Purposes component but also delivery of the Tourist Commercial and Residential Living options to market. Engineering would consider the above information and identify detailed works for lead infrastructure, stormwater drainage and site works along with geotechnical considerations based on a proposed design methodology.
4. Other steps may include tendering, expression of interest, a rezoning of the site and subsequent development applications.