

**DEVELOPMENT CONSENT AUTHORITY  
KATHERINE DIVISION**

**NORTHERN TERRITORY PLANNING SCHEME 2020**

**AGENDA ITEM:** **1**      **MEETING DATE:** 29/01/2025      **FILE:** PA2024/0314

**APPLICATION:** Transport terminal  
**APPLICANT/CONTACT:** Upside Planning Pty Ltd  
**LAND OWNER:** Zindia Denise Naver & Cameron Allan Judson  
**BENEFICIARY:** Cameron Allan Judson  
**LOCATION:** NT Portion 7473 (131) Lansdowne Road, Lansdowne (**Bookmark A**)  
**ZONE:** A (Agriculture)  
**AREA:** 14ha

## 1. PROPOSAL

The development seeks to establish a transport terminal at 131 Lansdowne Road, Lansdowne. The land is zoned A (Agriculture) and has an area of 14ha.

To accommodate the development an area of 9,760m<sup>2</sup> (80m x 122m) is to be cleared of native vegetation. The cleared area is to be provided with a compacted gravel surface.

The built form includes a shed with an overall area of 456m<sup>2</sup> (24 x 19m) and an overall height of 9m consisting of a 288m<sup>2</sup> (24m x 12m) steel-framed, metal-clad storage shed with an open sided access to a 168m<sup>2</sup> (24m x 7m) lean-to section. The ground of the built form is also to be of a compacted gravel surface.

The plans indicate that six vehicle parking spaces are to be provided and one loading bay.

Access to the development is to be via a compacted gravel driveway adjacent to the western boundary of the land for approximately 230m, with a nominated width of 5m, before the driveway turns to the east to access the land to be cleared.

The development is to be used to park and store vehicles, trucks and machinery. The details provided in support of the application nominate an area of 760m<sup>2</sup> for outdoor storage purposes, however this is not shown on the application plans. No office space is proposed or shown on the plans nor any rest room facilities.

A copy of the application is at **Bookmark B**.

## 2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

The proposed land use is consistent with the definition of a 'transport terminal'. This is defined by the Northern Territory Planning Scheme 2020 (NTPS 2020) as:

*means premises used for the:*

- (a) loading, discharge or storage of goods in the course of the transport of those goods by air, road, rail or ship;*
- (b) garaging and maintenance of fleet vehicles; or*
- (c) servicing, repair and garaging of buses;*

and may include where ancillary an office

In zone A (Agriculture) a transport terminal is Impact Assessable. Assessment is required against the zoning purpose and outcomes and the relevant general clauses as identified below.

The land is subject to Overlay 3.2 CNV (Clearing of Native Vegetation). The development includes the clearing of 9,760m<sup>2</sup>. Other clearing has occurred on the site to accommodate the existing dwelling (in 2006 according to the application details), of an area of approximately 6,000m<sup>2</sup> and adjacent to the western boundary of an area of approximately 3,500m<sup>2</sup>. The latter appears to include property firebreaks. In aggregate, an area more than 1ha, is to be cleared and an assessment against Overlay 3.2 CNV (Clearing of Native Vegetation) is required.

			Zone A (Agriculture)	
Use	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Transport Terminal	Impact Assessable	Overlay 3.2 CNV (Clearing of Native Vegetation)	5.2.1 General Height Control 5.2.4.1 Car Parking Spaces 5.2.4.4 Layout of Car Parking Areas 5.2.5 Loading Bays 5.2.6.1 Landscaping in Zones other than Zone CB	N/A

### 3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should vary the requirements of Clause 5.2.1.5(b) of the NTPS 2020 and approve the application subject to standard and specific conditions on the development permit.

### 4. BACKGROUND

The land is currently developed with a dwelling-single and a range of outbuildings.

There are no records of a development permit being granted for the land.

The consent authority is advised that the application was exhibited for the purposes of a transport terminal only. Should the consent authority grant a development approval it is recommended that the purpose of the approval be defined as the 'clearing of native vegetation for a transport terminal'.

### 5. PUBLIC EXHIBITION

The application was placed on public exhibition for development of a transport terminal for a period of two weeks. No public submissions were received under section 49(1) of the *Planning Act 1999*.

### 6. THIRD PARTY APPEAL RIGHTS

There is no right of appeal by a third party under section 117 of the *Planning Act 1999* in respect of this determination.

## 7. MATTERS TO BE TAKEN INTO ACCOUNT (SECTION 51 OF THE PLANNING ACT)

Pursuant to Section 51(1) of the *Planning Act 1999*, a consent authority must, in considering a development application, take into account any of the following relevant to the development:

**(a) any planning scheme that applies to the land to which the application relates**

In summary, the technical assessment provided at **Bookmark C** outlines that the development is broadly consistent with the relevant requirements of the NTPS 2020, other than Clause 5.2.1 (General Height Control). The development proposes a building height of 9m in lieu of the applicable 8.5m height limit.

Administratively, the consent authority may consent to a development that is not in accordance with the 8.5m height limit if it is satisfied that the building height is consistent with the intended character and amenity of the area having regard to the height of other buildings in the immediate vicinity and any measures taken to mitigate potential impacts such as unreasonable overshadowing and overlooking of dwellings and private open space on abutting properties.

A variation to the height limitation is recommended as the proposal is in keeping with the rural setting and existing agriculture development of the immediate Lansdowne locality. Furthermore, there are no other buildings in the immediate vicinity of the proposed storage shed that forms part of the development. Potential visual and amenity impacts on adjoining development and passing traffic on Lansdowne Road, including the existing dwelling on the neighbouring site are mitigated by a 130m front boundary setback and a 50m side boundary setback of the development, both of which retain existing buffer native vegetation within. There is also native vegetation on the neighbouring property of more than 45m in width between the neighbouring property improvements and the common side boundary.

The purpose of zone A (Agriculture) is to provide and protect land with productive capability for a diverse range of agriculture. The zone outcomes however encourage the development of complementary land uses such as a transport terminal. No reference is made to considerations of character and amenity.

In relation to the number of car parking spaces, the plans provided in support of the application provide a total of six spaces, which complies with the required number of car parks. An outdoor storage area is also required with the development. The plans provided in support of the application do not indicate where the outdoor storage area of 760m<sup>2</sup> outlined within the application report is to be.

The consent authority may wish to seek clarification from the applicant why an area of more than 9,000m<sup>2</sup> is to be cleared of native vegetation when the development could be accommodated with significantly less clearing.

**(b) any proposed amendments to such a planning scheme:**

- (i) that have been or are on exhibition under Part 2, Division 3;**
- (ii) in respect of which a decision has not been made under Part 2, Division 5; and**
- (iii) that are relevant to the development proposed in the development application**

There are no proposed amendments to the NTPS 2020 which affect this proposal.

**(c) an interim development control order, if any, in respect of the land to which the application relates**

There are no interim development control orders relevant to the subject property.

- (d) an environment protection objective within the meaning of the Waste Management and Pollution Control Act 1998 that is relevant to the land to which the application relates**

There are no environmental protection objectives relevant to the subject property.

- (e) any submissions made under section 49, and any evidence or information received under section 50, in relation to the development application**

No public submissions were received during the exhibition period under Section 49 of the Planning Act 1999 with respect to the development application.

- (f) a matter that the Minister has, under section 85, directed it to consider in relation to development applications generally**

The Minister has made no direction in relation to the development application.

- (h) the merits of the proposed development as demonstrated in the application**

The applicant has listed merits of the subject development application as:

- The proposed development will benefit the regional economy; and
- The proposal complies with the requirements of the NTPS 2020.

- (j) the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development**

With reference to the Katherine Land Use Plan 2014 and an onsite soil evaluation, the applicant has demonstrated within the submitted Land Suitability Assessment (**Bookmark B**) that the proposal is:

- not in close proximity to priority environmental features or likely to impact threatened species;
- within an area of low to medium agriculture/primary production potential;
- within a soil area that is moderately to well drained;
- upon ('flat') land which slopes less than 2%;
- not within an area known as being at risk from dryland salinity, acid sulfate soils, storm tide or riverine flooding;
- not likely to impact ground water resources in the locality; and
- on a site not affected by flooding.

No onsite wastewater system is proposed to service the development. However, the applicant notes that there is suitable well-drained land in terms of Northern Territory Code of Practice for Wastewater Management within the development footprint if when the demand of the land use requires such facilities.

The subject property does however contain a sinkhole (natural hazard) within its southern/front portion, of which the property gradually falls/drains to. The gravel hardstand of the development site has been sited at its nearest point, 123m from the outside edge of the sinkhole. This separation distance is greater than the required 100m buffer recommended by the Land Clearing Guidelines. As also recommended by the Land Clearing Guidelines native vegetation is retained within this separation distance to avoid any adverse impacts on the sinkhole.

- (k) *the public facilities or public open space available in the area in which the land is situated and the requirement, if any, for the facilities, or land suitable for public recreation, to be provided by the developer*

It is not a requirement that this development provides additional facilities or open space for public use.

- (m) *the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and the requirement, if any, for those facilities, infrastructure or land to be provided by the developer for that purpose*

The proposal was circulated to the following authorities for comment:

**Local Authority:**

Katherine Town Council (KTC) – Bookmark D1

- Expressed concern with the two-week public exhibition period of the proposal.
- Expressed general concerns regarding the impact of such development on the road network.
- Focus of the comments are in relation to driveway design and construction.
- No development contribution required for the development.

The Council made an objection to the proposed development based on issues associated with the public exhibition period. Exhibition was undertaken in accordance with the requirements of the *Planning Act 1999*.

The local road network currently supports medium to heavy vehicle traffic movements for nearby developments. As a result, the traffic of the subject transport terminal development is not anticipated to adversely contribute to damage to the local road network.

In relation to the driveway design and construction standard conditions are recommended.

**Service Authority:**

Power Water (Water) – Bookmark D2

- No reticulated water and sewer services are currently unavailable in the area.
- No objections or requirements for the proposed transport terminal.

No further action required.

Power Water (Power) – Bookmark D3

- There is a limited capacity of power from overhead electricity reticulation.
- The applicant is required to complete a new power demand calculation for the site.

Addressed by standard conditions and advice notes.

**Relevant Government Agency:**

DEPWS (DLPE) – Bookmark D4

- Low risk to threatened species and no targeted threatened species surveys are required.
- Buffer of 50m from any low value dry monsoon vine forest vegetation.
- Avoid disturbance to limestone outcropping.
- 100m buffer distance to the sinkhole's external perimeter.

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- Implement suitable weed, waste, odour, dust, liquid storage, noise and erosion/sediment control management protocols.
- Outlines the clean fill use requirements.

It is noted that the applicant provided a Land Suitability Assessment in response to the referral submission from DEPWS (DLPE). This noted that the clearing of native vegetation is generally consistent with the *Land Clearing Guidelines*.

The proponent amended their application to demonstrate that the edge of the gravel hardstand of the development site is at its nearest point, 123m from the outer edge of the sinkhole on the property and outside of the 100m buffer distance recommended by the *Land Clearing Guidelines*. Native vegetation will be retained within the sinkhole buffer and the gradient of the land naturally slopes/drains to the sinkhole.

Standard approval conditions and advice notes are recommended regarding the above.

**(n) *the potential impact on the existing and future amenity of the area in which the land is situated***

The development is unlikely to have a significant impact on the current and future amenity of the immediate Lansdowne agriculture and rural living locality as a result of the development's siting which is appropriately setback from property boundaries and shielded by retained onsite native vegetation. Furthermore, standard approval conditions and advice notes ensure the construction and operation of the transport terminal is managed so that the amenity of the area is not detrimentally affected from the development's traffic movements, visual appearance and emissions.

**(p) *the public interest, including (if relevant) how the following matters are provided for in the application:***

- (i) *community safety through crime prevention principles in design;***
- (ii) *water safety;***
- (iii) *access for persons with disabilities***

It is in the public's interest that all development proposals are consistent with the Northern Territory Planning Framework, principally the NTPS 2020. The subject proposal has been assessed as such.

Strategically, the proposed development of a transport terminal is a complementary agriculture service land use which provides for the diversification of the Agriculture zone and assists with market growth in the Big Rivers region.

It is also in the public interest that agriculture land is retained for agricultural purposes. Some 12ha of the subject 14ha property will remain native vegetation which can be used for primary production activities like stock grazing or be developed for more intensive forms of farming in the future. Therefore, the agriculture potential of the property is not lost by the development of a complementary transport terminal.

**(pa) *for a proposed subdivision or consolidation of land in a Restricted Water Extraction Area - whether the subdivision or consolidation complies with the restrictions of sections 14A and 14B of the Water Act 1992 and the requirements of section 14C(1) of that Act;***

The development does not involve the subdivision or consolidation of land.

- (q) *for a proposed subdivision of land on which a building is, or will be, situated – whether the building complies, or will comply, with any requirements prescribed by regulation in relation to the building (including, for example, requirements about the structural integrity and fire safety of the building)*

Not applicable to this development application.

- (r) *any potential impact on natural, social, cultural or heritage values, including, for example, the heritage significance of a heritage place or object under the Heritage Act 2011*

There are no known natural, social, cultural or heritage values on the site or in the immediate surrounding area.

- (s) *any beneficial uses, quality standards, criteria, or objectives, that are declared under section 73 of the Water Act 1992*

The following declared beneficial uses apply to the subject land for Daly Roper Beetaloo Water Control District: *Agriculture, public water supply, cultural, industry, rural stock and domestic, mining activity and petroleum activity.*

It is the responsibility of the developer and landowner to ensure that land use does not result in a contravention of the *Water Act 1992*.

- (t) *other matters it thinks fit*

Nil.

## **Section 51(2) of the *Planning Act 1999***

*If a development proposal is required to be referred to the NT EPA under Part 4, Division 3 of the Environment Protection Act 2019, the consent authority must not make a decision under this Division in relation to a development application for the proposal unless:*

- (a) *the NT EPA has determined that an environmental impact assessment is not required under that Act for that proposal; or*  
(b) *if the NT EPA has determined that an environmental impact assessment is required – an environmental approval has been granted under that Act for the proposal and the decision is consistent with that approval; or*  
(c) *the Environment Protection Act 2019 otherwise permits the making of the decision.*

The *Environment Protection Act 2019* otherwise permits the making of a decision by virtue that referral is not required.

## **8. RECOMMENDATION**

That, the Development Consent Authority vary the requirements of Clause 5.2.1.5(b) (General Height Control) of the *Northern Territory Planning Scheme*, and pursuant to Section 53(a) of the *Planning Act 1999*, consent to the application to develop NT Portion 7473 (131) Lansdowne Road, Lansdowne for the purpose of clearing of native vegetation for a transport terminal, subject to the following conditions:

### **CONDITIONS PRECEDENT**

Prior to the endorsement of plans and prior to commencement of works, amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent

authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show the area of outdoor storage for the development.

## GENERAL CONDITIONS

1. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
2. The development as shown on the endorsed plans must not be altered without the further consent of the consent authority.
3. Before the use or occupation of the development starts, the area set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be, to the satisfaction of the consent authority:
  - a. constructed;
  - b. properly formed to such levels that they can be used in accordance with the plans;
  - c. surfaced with a gravel hardstand;
  - d. drained; and
  - e. managed to mitigate dust generation.
4. The vehicle parking shown on the endorsed plan(s) must be available at all times for the exclusive use of the occupants of the development and their (visitors/ clients).
5. The crossover and driveway to the site approved by this permit are to meet the technical standards of the Katherine Town Council, to the satisfaction of the consent authority.
6. No vehicles and/or goods are to be stored or left exposed outside the outdoor storage area nominated on the endorsed plans, to the satisfaction of the consent authority.
7. Provision must be made on the land for the storage and collection of garbage and other solid waste. This area must be graded and drained and screened from public view to the satisfaction of the consent authority.
8. The owner of the land must enter into agreements with the relevant authorities for the provision of an electricity network to the development on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time. Please refer to notation 3 for further information.
9. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
  - a. transport of materials, goods or commodities to or from the land;
  - b. appearance of any building, works or materials;
  - c. emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; and
  - d. presence of vermin.
10. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the consent authority.
11. The loads of all trucks entering and leaving the site of works are to be constrained in such a manner as to prevent the dropping or tracking of materials onto streets. This includes ensuring that all wheels, tracks and body surfaces are free of mud and other contaminants



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before entering onto the sealed road network. Where tracked material on the road pavement becomes a potential safety issue, the developer will be obliged to sweep and clean material off the road.

12. The clearing of native vegetation is to be undertaken only in the areas identified on the endorsed drawing as 'Permitted Clearing'. All remaining native vegetation is to be maintained to the satisfaction of the consent authority. The permit holder must ensure that the clearing operator has a copy of the permit, including the endorsed drawing, at all times during the clearing operation.
13. Appropriate erosion and sediment control measures must be effectively implemented throughout the construction phase of the development (including clearing and early works) and all disturbed soil surfaces must be satisfactorily stabilised against erosion at completion of works, to the satisfaction of the consent authority. Information resources are available on the IECA website [www.austieca.com.au](http://www.austieca.com.au) and the Department of Lands, Planning and Environment *ESCP Standard Requirements 2019* and *Land Management Factsheets* available at <https://nt.gov.au/environment/soil-land-vegetation>. For further advice, contact the Land Development Coordination Branch: (08) 8999 4446.

## Notes

1. This permit will expire if one of the following circumstances applies:
  - a) the development *and use is/are* not started within *two* years of the date of this permit;  
or
  - b) the development is not completed within *four* years of the date of this permit.The consent authority may extend the periods referred to if a request is made in writing before the permit expires.
2. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the *Northern Territory Building Act 1993* before commencing any demolition or construction works.
3. The Power and Water Corporation advises that the landowner shall engage a licensed electrician to submit a revised overall maximum power demand calculation in accordance with the current Australian Energy Regulator process for the existing residential development and the transport terminal development. The engaged electrician shall install all onsite electrical reticulation in accordance with *NP018 Service and Installation Rules 2024* and *NP010 Meter Manual*.
4. The Katherine Town Council advises that an 'Open A Road Permit' is required before commencement of any work within the road reserve, which would include creation of any driveway crossover connecting to Katherine Town Council's road network. Fees may apply.
5. There are statutory obligations under the *Waste Management and Pollution Control Act 1998* (the Act), that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority website at <http://ntepa.ntg.gov.au/waste-pollution/guidelines/guidelines>.

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The Act, administered by the Northern Territory Environment Protection Authority, is separate to and not reduced or affected in any way by other legislation administered by other Departments or Authorities. The Environment Operations Branch of the Environment Division may take enforcement action or issue statutory instruments should there be non-compliance with the Act.

6. All land in the Northern Territory is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to owners and occupiers of land regarding declared weeds. Section 9 general duties include the requirement to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading. There are additional duties including a prohibition on buying, selling, cultivating, moving or propagating any declared weed and the requirement to notify the Weed Management Branch of a declared weed not previously present on the land within 14 days of detection. Should you require further weed management advice contact the weed management branch by phone on (08) 8999 4567 or by email to [weedinfo@nt.gov.au](mailto:weedinfo@nt.gov.au).
7. A groundwater extraction licence may be required under the *Water Act 1992* for any bore used for purposes other than rural stock and domestic water supply. For advice on water extraction licences please contact the Water Licensing and Regulation Branch of the Department of Lands, Planning and Environment.
8. For the purposes of best practice land management and environmental protection it is recommended that a Type 1 Erosion and Sediment Control Plan (ESCP) be developed in accordance with the Department of Lands, Planning and Environment ESCP Standard Requirements 2019 available at <https://nt.gov.au/environment/soil-land-vegetation>. The ESCP should be prepared prior to commencement of works and implemented during the construction phase (including clearing and early works); and all disturbed soil surfaces should be satisfactorily stabilised against erosion at completion of works. For further advice, contact the Land Development Coordination Branch: (08) 8999 4446.
9. The proponent should store liquids only in secure bunded areas in accordance with VIC EPA Publication 1698: *Liquid storage and handling guidelines*, June 2018, as amended.
10. The Environmental Division of the Department of Lands, Planning and Environment advises that all fill imported or generated and exported as part of the development should either be certified virgin excavated natural material (VENM) or be sampled and tested in line with the *NSW EPA Guidelines*. All imported fill material must be accompanied by details of its nature, origin, volume, testing and transportation details. All records must be retained and made available to authorised officers, upon request.

## 9. REASONS FOR THE RECOMMENDATION

1. Pursuant to section 51(1)(a) of the *Planning Act 1999*, the consent authority must take into consideration the planning scheme that applies to the land to which the application relates.

The *Northern Territory Planning Scheme 2020* applies to the land and a transport terminal requires consent under Clause 1.8 (When development consent is required). It is identified as *Impact Assessable* under Clause 1.8(1)(c)(ii), therefore the Strategic framework (Part 2 of the Scheme, including the *Katherine Land Use Plan 2014*), Overlays 3.2 (Clearing of Native Vegetation), zone purpose and outcomes of Clause 4.20 Zone A (Agriculture), Clause 5.2.1 (General Height Control), Clause 5.2.4.1 (Car Parking Spaces), Clause 5.2.4.4 (Layout of Car Parking Areas), Clause 5.2.5 (Loading Bays), Clause 5.2.6.1 (Landscaping in Zones other than zone CB) need to be considered.

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These clauses have been considered and it is found that the proposal complies with the relevant requirements of the *Northern Territory Planning Scheme 2020* except for Clause 5.2.1 (General Height Control). The development does not comply with Clause 5.2.1.5(b) as the height of the transport terminal shed exceeds the applicable maximum height limit of 8.5m by 0.5m. A height of 9m is proposed for the transport terminal shed.

Pursuant to Clause 1.10.5 (Exercise of Discretion by the Consent Authority) of the *Northern Territory Planning Scheme 2020*, the consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:

- (a) The purpose and administration clauses of the requirement; and
- (b) The considerations listed under Clause 1.10.3 or 1.10.4.

The consent authority has taken into consideration the requirements of Clause 1.10.4.

The proposal has been found not to be in accordance with Clause 5.2.1.5(b) (General Height Control) because the proposal will result in a building height of 9m in lieu of the applicable maximum building height of 8.5m, resulting in a variation 0.5m.

It is considered that a variation to this clause is appropriate in this instance because:

- (a) Administratively, under Clause 5.2.1.4 the consent authority may consent to a development that is not in accordance with the general height control requirements if the proposal is consistent with the intended character and amenity of the area, with regard to existing development in the immediate vicinity and any proposed mitigation measures.
  - (b) The proposal is consistent with the purpose of Clause 5.2.1 in that the 9m building height of the proposal with a 0.5m height variation is in keeping with the rural setting and existing agriculture development of the immediate Lansdowne locality and native vegetation will be used to shield the development from neighbouring properties and passing traffic on Lansdowne Road.
  - (c) The considerations listed under Clause 1.10.4 have been given regard to and it has been found that the proposal complies with all relevant requirements of the *Northern Territory Planning Scheme 2020*, except for Clause 5.2.1 (General Height Control), as identified above.
2. Pursuant to section 51(1)(j) of the *Planning Act 1999*, the consent authority must take into consideration the capability of the land to which the proposed development relates to support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development.
- The consent authority has resolved that the development of transport terminal will not result in any land use capabilities issues that would impact the subject land or adjoining land, subject to compliance with the approval conditions and notations. This includes, amongst other matters, the implementation of a buffer from the existing property sinkhole in accordance with the *Land Clearing Guidelines*.
3. Pursuant to section 51(1)(n) of the *Planning Act 1999*, the consent authority must take into consideration the potential impact on the existing and future amenity of the area in which the land is situated.

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The consent authority has resolved that the design of the development on an Agriculture zoned property, within an established locality for such, with large boundary setbacks, and shielding provided by existing native vegetation within these setbacks areas is unlikely to have a significant impact on the current and future amenity of the Lansdowne locality.

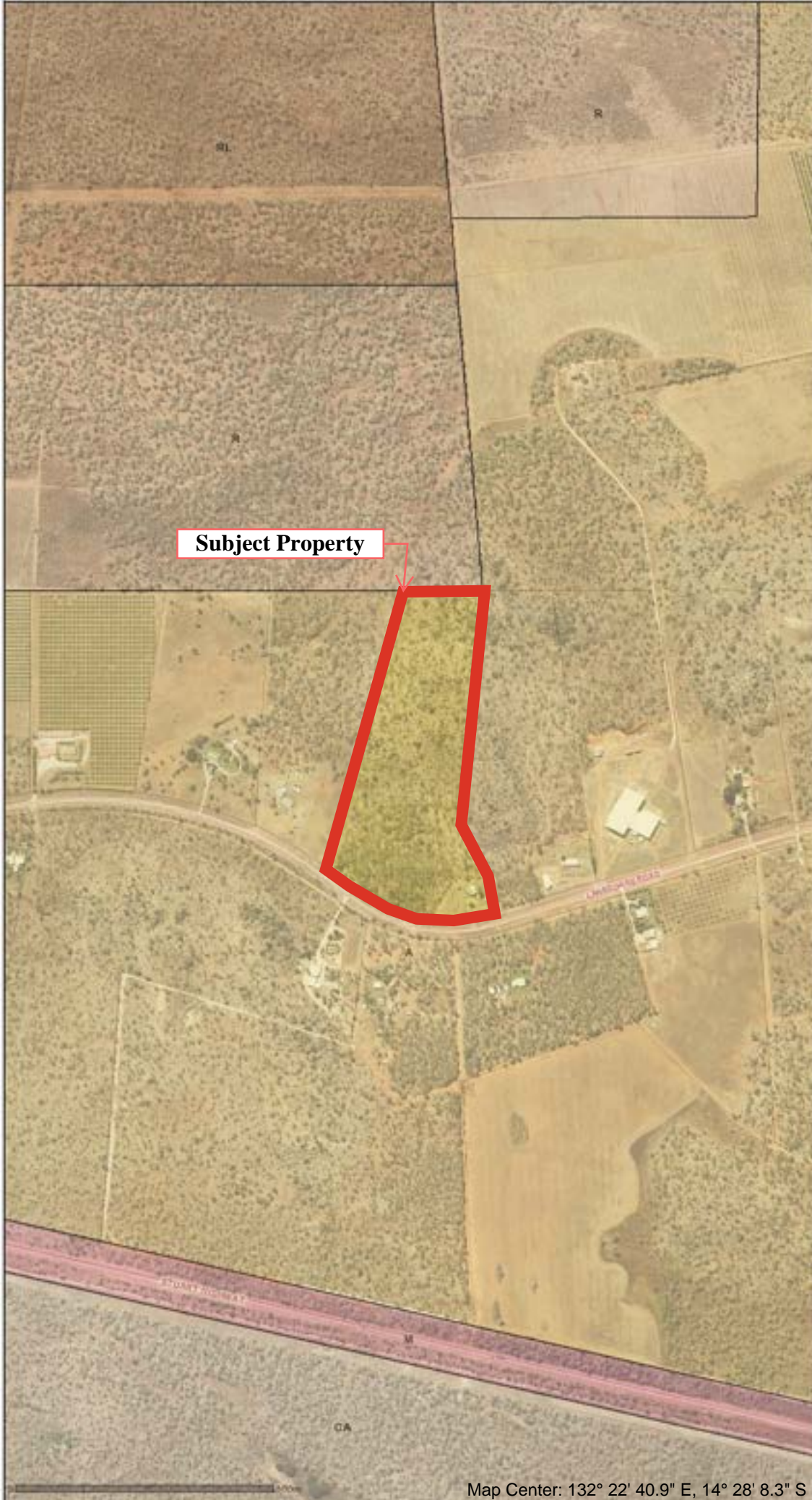
**AUTHORISED:**



**RORY MACKAY  
KATHERINE SENIOR PLANNER  
DEVELOPMENT ASSESSMENT SERVICES**

# PA 2024/0314 Locality Map

# Legend



**Subject Property**

- General Lines
- Town Planning Zones**
- A - Agriculture
- CV - Caravan Park
- CB - Central Business
- C - Commercial
- CL - Community Living
- CP - Community Purpose
- CN - Conservation
- DV - Development
- RR - Rural Residential
- GI - General Industry
- HT - Heritage
- HR - High Density Residential
- H - Horticulture
- LI - Light Industry
- M - Main Road
- MR - Medium Density Residential
- LMR - Low-Medium Density Residential
- CA - No Planning Scheme Controls
- OR - Organised Recreation
- PM - Proposed Main Road
- PS - Public Open Space
- RW - Railway
- RD - Restricted Development
- R - Rural
- RL - Rural Living
- SC - Service Commercial
- LR - Low Density Residential
- S - Specific Use
- TC - Tourist Commercial
- U - Utilities
- WM - Water Management
- FD - Future Development
- RJ - Residential Jabiru
- PSJ - Public Open Space Jabiru
- ORJ - Organised Recreation Jabiru
- CJ - Commercial Jabiru
- SCJ - Service Commercial Jabiru
- TCJ - Tourist Commercial Jabiru
- CPJ - Community Purpose Jabiru
- FDJ - Future Development Jabiru
- IJ - Industrial Jabiru
- MJ - Main Road Jabiru
- UJ - Utilities Jabiru
- Road Labels**
- Road Centrelines**
- Highway
- Other Road
- Cadastre
- Coastline

Created by RORMA

Bottom Left: 132° 22' 14", -14° 28' 22"

Top Right: 132° 23' 07", -14° 27' 54"

Approximate Scale: 1:10,000

Datum: GDA 1994

Data for information purposes only

- accuracy not guaranteed

N.T. Land Information System


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Map Center: 132° 22' 40.9" E, 14° 28' 8.3" S

# Land owner/s authorisation to lodge a development application under the Planning Act 1999

**\*\*signatures from ALL landowners registered on the land title must be provided\*\***

<b>The owners and/or persons duly authorised as signatory on behalf of the landowner**, hereby authorise:</b>		
NAME OF CONSULTANT OR ACTING AGENT ON BEHALF OF LANDOWNER (please print)	Upside Planning Pty Ltd	
Contact number:	Ph: 0476829517	Mob:
<b>to lodge a development application under the <i>Planning Act 1999</i> over the property described as:</b>		
LOT/ NT PORTION:	NT Portion 7473	
LOCATION/TOWN	Lansdowne	
STREET ADDRESS:	131 Lansdowne Road	
PROPOSED DEVELOPMENT:	Transport Terminal	

OWNER'S SIGNATURE:		
FULL NAME: (please print)	Cameron Allan Judson	
TITLE: (ie. company director/secretary)		
COMPANY NAME:		
Contact number:	Ph:0476829517	Mob:
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# Proposed Transport Terminal Statement of Effect

131 (NT Portion 7473) Lansdowne Road,  
Lansdowne

---

Prepared for  
**Zindia Nanver**

Date  
**7 October 2024**  
**V1.1**

Prepared by  
**Cameron Judson**

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Document Control

Revision	Revision Date	Report Details
V1.0	1 October 2024	Draft for client
V1.1	7 October 2024	For DAS
V1.2	9 October	Updated for DAS

## **1. Introduction**

This statement of effect has been prepared to support a development application for a transport terminal at 131 (NT Portion 7473) Lansdowne Road, Lansdowne.

The proposed development is submitted with regard to section 46(3) of the *Planning Act 1999*.

Consent is required through the Impact Assessable pathway because a transport terminal is listed as impact assessable in Part 4 of the Northern Territory Planning Scheme (NTPS 2020).

In preparing this statement, Upside Planning visited the application site, walked over the site to identify constraints, and assessed the proposal against the objectives and relevant sections of the Planning Act 1999, the strategic framework, and the NTPS 2020.

## **2. Application Site**

### **Site Description**

The application site is located within the agricultural and rural lifestyle locality of Lansdowne, which sits to the east of Katherine.

The application site is 14ha in area.

Aside from access and firebreaks, most of the site is uncleared and comprises native vegetation. A sinkhole is located near the southern boundary of the lot, not far from Lansdowne Road. It captures stormwater from land on Lansdowne Road to the east of the site.

A dwelling and a shed are located in the site's southeast corner.

The site is connected to reticulated electricity. Rainwater tanks and bore provide water. Wastewater is dealt with onsite.

Figure 1 below provides a site location plan.



Figure 1: Site location plan

### 3. The Proposed Development

The proposed development is for a transport terminal.

The facility would be used to park and store vehicles, trucks and machinery.

The proposal would utilise an existing access from Lansdowne Road.

The proposal, excluding access, occupies approximately 9760m<sup>2</sup> of land.

The proposal fits with the definition as prescribed by the NTPS 2020. It states that “*transport terminal means premises used for the:*

- (a) loading, discharge or storage of goods in the course of the transport of those goods by air, road, rail or ship;*
- (b) garaging and maintenance of fleet vehicles or*
- (c) servicing, repair and garaging of buses; and may include where ancillary an office.”*

The transport terminal includes a 200m<sup>2</sup> open-sided shed, which would be used for activities that fit within the above definition. Compacted gravel would form the seal and ensure all-weather access.

Figure 2 below provides photos of the application site as it typically operates.

This statement should be read in conjunction with the submitted plans.

## **4. Section 46(3) of the Planning Act 1999**

### **4.1 Compliance with the Northern Territory Planning Scheme**

#### ***Part 1 Guidance***

Part 1 of the NTPS 2020 sets out the guidance on how it is administered.

Clause 1.8, 'when development consent is required,' refers to Part 4 of the NTPS regarding whether the development is 'Permitted', 'Merit Assessable', 'Impact Assessable', or '*Prohibited*'.

By reason of clause 1.8(1)(c)(i), the proposal is *Impact Assessable*. This pathway "*requires the exercise of discretion by the consent authority to ensure it can be established and operated in a way that does not impact on the amenity of the area and accords with the relevant zone purposes and outcomes.*"

Pursuant to Clause 1.10(4), in considering an application for consent for a use or development identified as *Impact Assessable*, the consent authority must take into account all of the following:

- "(a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;*
- (b) any Overlays and associated requirements in Part 3 that apply to the land;*
- (c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and*
- (d) any component of the Strategic Framework relevant to the land as set out in Part 2."*

#### ***Part 2 Strategic Framework***

The Katherine Land Use Plan 2014 (KLUP) applies to land and identifies the site for Agriculture.

The proposal would support the rural and regional economy, which is serviced, in part, by the Lansdowne locality.

The KLUP identifies some constraints for development, including flooding and sinkholes.

The application site is not mapped as within the 1%AEP; however, a sinkhole is located close to the front boundary. It is over 100 metres from the proposed development. The data provided by NR Maps is incorrect. Figure 2 below shows the location of the sinkhole.

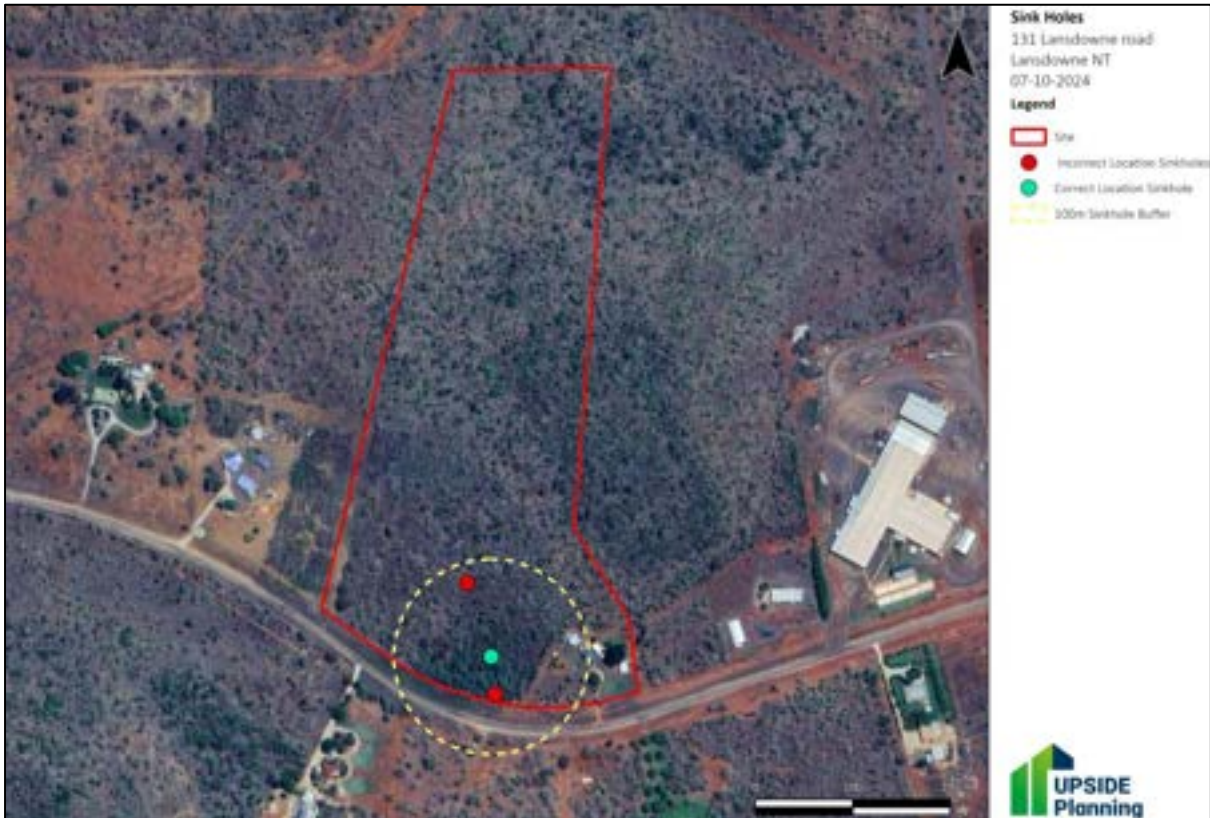


Figure 2: Sinkhole location

The submitted plans show that the proposed development is distant from the sinkhole and would have no adverse impact.

The proposal is consistent with the Strategic Framework.

**Part 3 Overlays**

Part 3 of the NTPS 2020 identifies the overlays and associated requirements that apply to the land. The site is within the Overlay of CNV – Clearing of Native Vegetation; therefore, clause 3.2 applies.

9760m<sup>2</sup> of clearing is proposed, below the 1ha threshold.

**Part 4 Zones and Assessment Tables**

Part 4 of the NTPS 2020 outlines the zone's purposes and outcomes and provides the related assessment tables. The subject site falls within land zoned A (Agriculture).

The purpose of the zone is to *“Provide and protect land with productive capability for a diverse range of agriculture.”*

The ‘Zone Outcomes’ advises that *“Development that is complementary to and supports primary production including retail agriculture stall, industry-primary, stables, helicopter landing site and transport terminal, may also be established.”*

The application site is too small to support an agricultural enterprise, and their complementary uses are the best way to achieve the zone's objectives.

The proposal is appropriate in form and scale and responds to the locality's role and function regarding the purpose and outcomes of this zone and such matters as the location, nature, scale, and intensity of the development.

The proposal aligns with the purpose of the zone.

### ***Part 5 Development Requirements***

Part 5 of the NTPS outlines the specific development requirements relevant to the proposed development.

#### Clause 5.2.1 (General Height Control)

The purpose of Clause 5.2.1 (General Height Control) is to ensure that the height of buildings in a zone is consistent with development. Subclause 4 stipulates that any part of a building should not exceed 8.5 metres.

Although the proposed shed is single-storey in scale, the ridgeline is 9 metres from natural ground level. In other words, a small part of the building extends up to 500mm above the 8.5 prescription.

Given the proposed setbacks and the retention of mature native vegetation, the building will likely not be seen from Lansdowne Road. In addition, its height is significantly less than that of the nearby mango packing shed, which is much larger in height and scale than the proposal.

Accordingly, a variation is requested.

#### Clause 5.2.4.1 (Vehicle Parking)

The purpose of Clause 5.2.4.1 (Vehicle Parking) is to ensure “*that sufficient off-street car parking, constructed and to a standard and conveniently located, is provided to service the proposed use of a site.*”

#### *Transport Terminal*

For transport terminals, the prescription is:

- 1 space for every 100m<sup>2</sup> of net floor area other than offices
- 4 spaces for every 100m<sup>2</sup> of net floor area of office
- 1 space for every 250m<sup>2</sup> used as outdoor storage

Under this requirement, the 200m<sup>2</sup> shed attracts two car parking spaces. Up to 760m<sup>2</sup> of outdoor storage space is estimated, which would generate the need for three car spaces.

Six car parking spaces are provided. The proposal complies

Clause 5.2.4.4 Parking Layout

The purpose of the clause is to ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose.

The proposed car parking is well setback from the front boundary and is screened by mature vegetation.

The driveway and yard would be sealed by compacted gravel.

The proposal complies.

Clause 5.2.5 Loading Bays

The clause's purpose is to *“provide for the loading and unloading of vehicles associated with the use of land.”*

The clause states that *“a loading bay is to:*

- (a) provide areas wholly within the site for loading and unloading of vehicles;*
- (b) be at least 7.5m by 3.5m;*
- (c) have a clearance of at least 4m; and*
- (d) have access that is adequate for its purpose.”*

One loading bay is required. The proposed bay meets the above requirements and the needs of the business.

The proposal complies.

5.2.6.1 Landscaping in Zones other than Zone CB

The purpose of the clause is to *“ensure appropriate landscaping that is attractive, water efficient and contributes to a safe environment, is provided to development to enhance the streetscape and overall amenity of the locality.”*

The requirements of the clause and the proposal’s compliance are set out in Table 1 below.

Table 1: Compliance with clause 5.2.6.1

Requirement	Proposed	Compliance
Planting is focused on the area within the street frontage setbacks, side setbacks, communal open space areas and uncovered car parking areas;	Existing native vegetation is to be retained.	Yes
It maximises the efficient use of water and is appropriate to the local climate;	The existing native vegetation is retained. This is appropriate to the local climate.	Yes
It takes into account the existing streetscape or any landscape strategy in relation to the area;	There is no landscape strategy in the area. The site provides significantly more landscaping than that found in the area.	Yes

Significant trees and vegetation that contribute to the character and amenity of the site and the streetscape are retained;	The local climate does not support large trees; however, significant trees have been retained along the primary frontage and side setback.	Yes
Energy conservation of a building is assisted with regard to the need for shade and sunlight at varying times of the year;	N/A	Yes
The layout and choice of plants permit surveillance of public and communal areas and	N/A	Yes
It facilitates on-site infiltration of stormwater run-off.	The landscaping slows and offers the infiltration of stormwater.	Yes

### 5.7.3 Transport Terminals in Zones R and H

The purpose of the clause is to “ensure that a transport terminal does not, because of appearance, operation and associated vehicle movements, cause unreasonable detriment to the amenity of a locality or create a potential hazard to traffic on abutting roads.”

The clause sets out three requirements:

- A transport terminal and any activity associated with it is located at least 50m from the side and rear boundaries of the site and 100m from any public road.
- The boundary setbacks are landscaped to provide an effective visual screen to minimise the potential impacts on the existing and future amenity of adjacent areas and any public road.
- The transport vehicles associated with the use will not substantially:
  - (a) impact on the amenity of other users in the locality; or
  - (b) damage the road network.

Aside from compliance with Clause 5,7.2, the proposal provides a range of measures to ensure adverse impacts are avoided or minimised. These include:

- A generous setback (about 100 metres) from the primary frontage.
- Significant landscaping and screening vegetation on the side setback.
- Retention of trees and native vegetation.
- The use of low-scale and open-sided structures.

Furthermore, the proposal is not located far from neighbouring residential development.

Regarding vehicle movements, Lansdowne Road carries heavy vehicle traffic, including road trains, from the nearby mango packing shed, a large workers camp and the cattle enterprise to its rear, together with traffic generated by a range of rural enterprises and agriculture. The vehicle movements generated by the proposal would have no material impact on the road network.

The junction of Lansdown Road and Quarry Road has good visibility and can accommodate trucks. The Quarry Road and the Stuart Highway junction has recently been upgraded in response to demand.

The access to Lansdowne Road has generous site lines in each direction.



The road network can accommodate the traffic generated by the proposal.

#### **4.2 Interim Development Control Order**

There are no interim Development Control Orders that apply to the site.

#### **4.3 Referral to the NT EPA**

The proposed development is not required to be referred to the NT EPA under the Environmental Protection Act 2019.

#### **4.4 Merits of the Proposed Development**

The proposed development will benefit the regional economy.

The proposal complies with the requirements of the NTPS 2020.

#### **4.5 Suitability for Development and Impact on Locality**

The site is of a suitable topography for the proposed development and is unconstrained.

The proposal is distant (over 100 metres) from the sinkhole, which is a constraint to development.

The site's location and distance to sensitive uses means that the proposal would have no adverse impact on the locality.

#### **4.6 The Public Facilities or Public Open Space Available in the Area**

The proposal will not increase demand for community infrastructure.

#### **4.7 The Public Utilities or Infrastructure Provided in the Area**

The site is connected to power. The application will be provided to Power and Water and the Council for comment. The statutory requirements of the Council and Power and Water can be accommodated.

#### **4.8 Impact on Amenity**

The proposed development meets the purpose of the zone and aligns with the Strategic Framework. The site's development is in line with a use supported by the zone purpose and outcomes.

The proposal would not have an impact on amenity.

#### **4.9 The Public Interest**

It is in the public interest to support development, which is essential to the function and growth of the regional economy. The proposal would increase the business's capability to service the region.

The \$4 billion recently announced for remote housing will need additional workers to help meet strong and growing demand.

## **5. Conclusion**

The NTPS 2020 applies to the land, and a transport terminal requires consent under Clause 1.8.

It is identified as Impact Assessable; therefore, the strategic framework (the KLUP 2014), along with the zone purpose and outcomes, is relevant to the proposal.

The proposal is over 100 metres from the sinkhole and would not have an adverse impact on its function.

The relevant clauses have been considered and addressed. The proposal accords with the strategic framework and complies with the NTPS 2020.



# Proposed Transport Terminal Statement of Effect

131 (NT Portion 7473) Lansdowne Road,  
Lansdowne

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Prepared for  
**Zindia Nanver**

Date  
**11 November 2024**  
**V1.3**

Prepared by  
**Cameron Judson**

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V1.0	1 October 2024	Draft for client
V1.1	7 October 2024	For DAS
V1.2	9 October 2024	Updated for DAS
V1.3	11 November 2024	Updated for DAS

## **1. Introduction**

This statement of effect has been prepared to support a development application for a transport terminal at 131 (NT Portion 7473) Lansdowne Road, Lansdowne.

The proposed development is submitted with regard to section 46(3) of the *Planning Act 1999*.

Consent is required through the Impact Assessable pathway because a transport terminal is listed as impact assessable in Part 4 of the Northern Territory Planning Scheme (NTPS 2020).

In preparing this statement, Upside Planning visited the application site, walked over the site to identify constraints, and assessed the proposal against the objectives and relevant sections of the Planning Act 1999, the strategic framework, and the NTPS 2020.

## **2. Application Site**

### **Site Description**

The application site is located within the agricultural and rural lifestyle locality of Lansdowne, which sits to the east of Katherine.

The application site is 14ha in area.

Aside from access and firebreaks, most of the site is uncleared and comprises native vegetation. A sinkhole is located near the southern boundary of the lot, not far from Lansdowne Road. It captures stormwater from land on Lansdowne Road to the east of the site.

A dwelling and a shed are located in the site's southeast corner.

The site is connected to reticulated electricity. Rainwater tanks and bore provide water. Wastewater is dealt with onsite.

Further details of the site's attributes can be found with the land suitability assessment which forms part of the development application.

Figure 1 below provides a site location plan.



Figure 1: Site location plan

### 3. The Proposed Development

The proposed development is for a transport terminal.

The facility would be used to park and store vehicles, trucks and machinery.

The proposal would utilise an existing access from Lansdowne Road.

The proposal, excluding access, occupies approximately 9760m<sup>2</sup> of land.

The proposal fits with the definition as prescribed by the NTPS 2020. It states that “*transport terminal means premises used for the:*

- (a) loading, discharge or storage of goods in the course of the transport of those goods by air, road, rail or ship;*
- (b) garaging and maintenance of fleet vehicles or*
- (c) servicing, repair and garaging of buses; and may include where ancillary an office.”*

The transport terminal includes a 200m<sup>2</sup> open-sided shed, which would be used for activities that fit within the above definition. Compacted gravel would form the seal and ensure all-weather access.

Figure 2 below provides photos of the application site as it typically operates.

This statement should be read in conjunction with the submitted plans.

## **4. Section 46(3) of the Planning Act 1999**

### **4.1 Compliance with the Northern Territory Planning Scheme**

#### ***Part 1 Guidance***

Part 1 of the NTPS 2020 sets out the guidance on how it is administered.

Clause 1.8, 'when development consent is required,' refers to Part 4 of the NTPS regarding whether the development is 'Permitted', 'Merit Assessable', 'Impact Assessable', or '*Prohibited*'.

By reason of clause 1.8(1)(c)(i), the proposal is *Impact Assessable*. This pathway "*requires the exercise of discretion by the consent authority to ensure it can be established and operated in a way that does not impact on the amenity of the area and accords with the relevant zone purposes and outcomes.*"

Pursuant to Clause 1.10(4), in considering an application for consent for a use or development identified as *Impact Assessable*, the consent authority must take into account all of the following:

- "(a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;*
- (b) any Overlays and associated requirements in Part 3 that apply to the land;*
- (c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and*
- (d) any component of the Strategic Framework relevant to the land as set out in Part 2."*

#### ***Part 2 Strategic Framework***

The Katherine Land Use Plan 2014 (KLUP) applies to land and identifies the site for Agriculture.

The proposal would support the rural and regional economy, which is serviced, in part, by the Lansdowne locality.

The KLUP identifies some constraints for development, including flooding and sinkholes.

The application site is not mapped as within the 1%AEP; however, a sinkhole is located close to the front boundary. It is over 100 metres from the proposed development. The data provided by NR Maps is incorrect. Figure 2 below shows the location of the sinkhole.



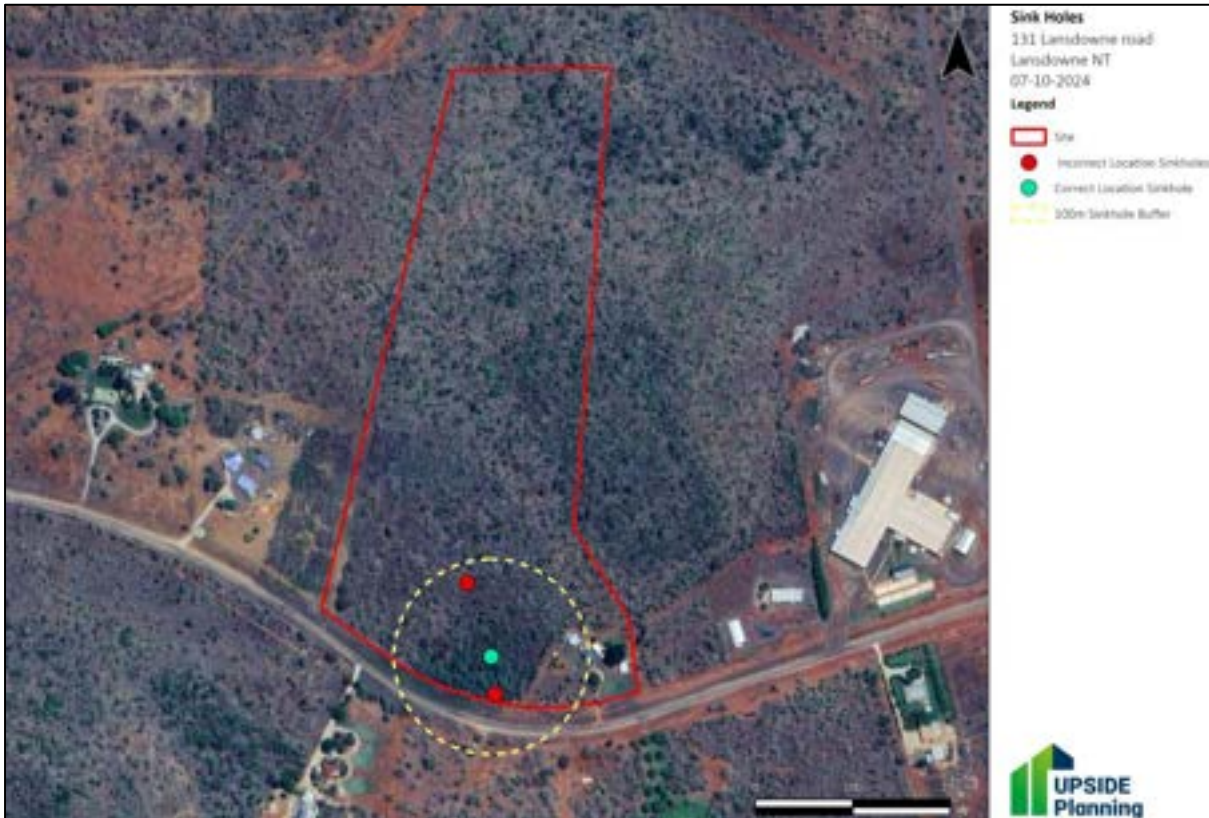


Figure 2: Sinkhole location

The submitted plans show that the proposed development is distant from the sinkhole and would have no adverse impact.

The proposal is consistent with the Strategic Framework.

### **Part 3 Overlays**

Part 3 of the NTPS 2020 identifies the overlays and associated requirements that apply to the land. The site is within the Overlay of CNV – Clearing of Native Vegetation; therefore, clause 3.2 applies.

9760m<sup>2</sup> of clearing is proposed. Because the land was cleared for the dwelling in 2006, clearing, in aggregate, is above the 1ha threshold.

The clearing of native vegetation is defined as:

- “the removal or destruction, by any means, of native vegetation on an area of land, other than:*
- (a) the removal or destruction of a declared weed within the meaning of the Weeds Management Act or of a plant removed under the Plant Health Act 2008;*
  - (b) the lopping of a tree;*
  - (c) incidentally through the grazing of livestock;*
  - (d) the harvesting of native vegetation planted for harvest;*
  - (e) in the course of Aboriginal traditional use, including the gathering of food or the production of cultural artefacts;*

(f) by fire;  
 (g) the removal or destruction of native vegetation occurring on a site previously cleared in accordance with a permit issued under the Act or  
 (h) incidentally through mowing an area previously cleared of native vegetation;  
 and includes the selective removal of a species of plant, a group of species of plants, a storey or group of storeys in whole or in part.

Table 1 below demonstrates the proposal’s compliance with the requirements of the clause.

Table 1: Compliance with clause 5.2.6.1

Requirement	Response	Compliance
Avoid impacts on environmentally significant or sensitive vegetation;	<p>There are no identified areas of environmentally significant or sensitive vegetation on site.</p> <p>There is no land zoned CN (Conservation).</p> <p>The land and the wider area are zoned A (Agriculture) and have been subject to significant clearing that the department found meritorious.</p> <p>Existing uses include agriculture, primary industry, workers' camps, and transport terminals.</p>	Yes
Be based on land capability and suitability for the intended use;	A land suitability assessment forms part of the development application. The land has been found to be suitable.	Yes
Avoid impacts on drainage areas, wetlands and waterways;	The existing and proposed clearing of native vegetation does not impact any drainage areas, wetlands or waterways. A generous buffer is provided to the sinkhole.	Yes
Avoid habitat fragmentation and impacts on native wildlife corridors.	The majority of the site will remain uncleared. Any wildlife corridor will remain.	Yes
Avoid impacts on highly erodible soils.	As set out in the Land Suitability Assessment, there will be no impacts on highly erodible soils.	Yes
An application for the clearing of native vegetation is to demonstrate consideration of the following: a) the Land Clearing Guidelines (as amended from time to time) by the agency responsible for natural resources and the environment;	<p>Consideration of the Land Clearing Guidelines 2024 has influenced the proposal's design.</p> <p>The relevant matters are biodiversity, land management, soil, vegetation and weeds.</p> <p>The various requirements have been addressed in the Land Suitability Assessment or below.</p> <p>The risk to biodiversity is low given the small area proposed to be cleared, the minimisation of clearing through the use of</p>	Yes

	<p>a firebreak for access, the use of buffers, and the absence of significant vegetation types.</p> <p>The proposal will improve access to the site to enable enhanced weed management.</p>	
The presence of threatened wildlife as declared under the Territory Parks and Wildlife Conservation Act 1976;	There is no recorded presence of Threatened wildlife on the site.	Yes
The presence of sensitive or significant vegetation communities such as rainforest, vine thicket, closed forest or riparian vegetation;	There is no evidence of significant vegetation communities such as rainforests, vine thickets, closed forests, or riparian vegetation.	Yes
The presence of essential habitats, within the meaning of the Territory Parks and Wildlife Conservation Act 1976;	There is no evidence of essential habitats.	Yes
The impact of the clearing on regional biodiversity	<p>The locality is zoned A (Agriculture) and R (Rural) and has been found suitable for land uses that require extensive clearing.</p> <p>The proposal is insignificant to the clearing undertaken in the area. It would not have any material impact.</p>	Yes
Whether the clearing is necessary for the intended use;	Clearing is necessary.	Yes
Whether there is sufficient water for the intended use;	The use does not require water. If water is needed, up to 5ML of groundwater is available annually.	Yes
Whether the soils are suitable for the intended use;	This is addressed in the Land Suitability Assessment.	Yes
Whether the slope is suitable for the intended use;	This is addressed in the Land Suitability Assessment.	Yes
The presence of permanent and seasonal water features such as billabongs and swamp	The development area does not contain permanent or seasonal water features, such as billabongs. A buffer is provided for the sinkhole.	Yes
The retention of native vegetation adjacent to waterways, wetlands and rainforests;	The proposed clearing of native vegetation does not impact significant vegetation adjacent to waterways, wetlands or rainforests.	Yes
The retention of native vegetation buffers along boundaries	Buffers are provided to all boundaries.	Yes
The retention of native vegetation corridors between remnant native vegetation;	Corridors remain in place.	Yes
The presence of declared heritage places or archaeological sites within the meaning of the Heritage Act 2011 and	There are no declared Heritage places or archaeological sites on the subject site.	Yes

The presence of any sacred sites within the meaning of the NT Aboriginal Sacred Sites Act 1989.	No recorded sacred sites are on the subject site or in the immediate area.	Yes
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The proposal complies with Clause 3.2 (Clearing of Native Vegetation), and it does not unreasonably contribute to environmental degradation of the locality.”

#### **Part 4 Zones and Assessment Tables**

Part 4 of the NTPS 2020 outlines the zone's purposes and outcomes and provides the related assessment tables. The subject site falls within land zoned A (Agriculture).

The purpose of the zone is to *“Provide and protect land with productive capability for a diverse range of agriculture.”*

The ‘Zone Outcomes’ advises that *“Development that is complementary to and supports primary production including retail agriculture stall, industry-primary, stables, helicopter landing site and transport terminal, may also be established.*

The application site is too small to support an agricultural enterprise, and their complementary uses are the best way to achieve the zone's objectives.

The proposal is appropriate in form and scale and responds to the locality's role and function regarding the purpose and outcomes of this zone and such matters as the location, nature, scale, and intensity of the development.

The proposal aligns with the purpose of the zone.

#### **Part 5 Development Requirements**

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The purpose of Clause 5.2.1 (General Height Control) is to ensure that the height of buildings in a zone is consistent with development. Subclause 4 stipulates that any part of a building should not exceed 8.5 metres.

Although the proposed shed is single-storey in scale, the ridgeline is 9 metres from natural ground level. In other words, a small part of the building extends up to 500mm above the 8.5 prescription.

Given the proposed setbacks and the retention of mature native vegetation, the building will likely not be seen from Lansdowne Road. In addition, its height is significantly less than that of the nearby mango packing shed, which is much larger in height and scale than the proposal.

Accordingly, a variation is requested.

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- 1 space for every 100m<sup>2</sup> of net floor area other than offices
- 4 spaces for every 100m<sup>2</sup> of net floor area of office
- 1 space for every 250m<sup>2</sup> used as outdoor storage

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Six car parking spaces are provided. The proposal complies

#### Clause 5.2.4.4 Parking Layout

The purpose of the clause is to ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose.

The proposed car parking is well setback from the front boundary and is screened by mature vegetation.

The driveway and yard would be sealed by compacted gravel.

The proposal complies.

#### Clause 5.2.5 Loading Bays

The clause's purpose is to “*provide for the loading and unloading of vehicles associated with the use of land.*”

The clause states that “*a loading bay is to:*

- (a) provide areas wholly within the site for loading and unloading of vehicles;*
- (b) be at least 7.5m by 3.5m;*
- (c) have a clearance of at least 4m; and*
- (d) have access that is adequate for its purpose.”*

One loading bay is required. The proposed bay meets the above requirements and the needs of the business.

The proposal complies.

### 5.2.6.1 Landscaping in Zones other than Zone CB

The purpose of the clause is to “ensure appropriate landscaping that is attractive, water efficient and contributes to a safe environment, is provided to development to enhance the streetscape and overall amenity of the locality.”

The requirements of the clause and the proposal’s compliance are set out in Table 2 below.

Table 2: Compliance with clause 5.2.6.1

Requirement	Proposed	Compliance
Planting is focused on the area within the street frontage setbacks, side setbacks, communal open space areas and uncovered car parking areas;	Existing native vegetation is to be retained.	Yes
It maximises the efficient use of water and is appropriate to the local climate;	The existing native vegetation is retained. This is appropriate to the local climate.	Yes
It takes into account the existing streetscape or any landscape strategy in relation to the area;	There is no landscape strategy in the area. The site provides significantly more landscaping than that found in the area.	Yes
Significant trees and vegetation that contribute to the character and amenity of the site and the streetscape are retained;	The local climate does not support large trees; however, significant trees have been retained along the primary frontage and side setback.	Yes
Energy conservation of a building is assisted with regard to the need for shade and sunlight at varying times of the year;	N/A	Yes
The layout and choice of plants permit surveillance of public and communal areas and	N/A	Yes
It facilitates on-site infiltration of stormwater run-off.	The landscaping slows and offers the infiltration of stormwater.	Yes

### 5.7.3 Transport Terminals in Zones R and H

The purpose of the clause is to “ensure that a transport terminal does not, because of appearance, operation and associated vehicle movements, cause unreasonable detriment to the amenity of a locality or create a potential hazard to traffic on abutting roads.”

The clause sets out three requirements:

- A transport terminal and any activity associated with it is located at least 50m from the side and rear boundaries of the site and 100m from any public road.
- The boundary setbacks are landscaped to provide an effective visual screen to minimise the potential impacts on the existing and future amenity of adjacent areas and any public road.
- The transport vehicles associated with the use will not substantially:
  - (a) impact on the amenity of other users in the locality; or
  - (b) damage the road network.

Aside from compliance with Clause 5.7.2, the proposal provides a range of measures to ensure adverse impacts are avoided or minimised. These include:

- A generous setback (about 100 metres) from the primary frontage.
- Significant landscaping and screening vegetation on the side setback.
- Retention of trees and native vegetation.
- The use of low-scale and open-sided structures.

Furthermore, the proposal is located far from neighbouring residential development. Property boundary buffers maintain the existing native vegetation.

Regarding vehicle movements, Lansdowne Road carries heavy vehicle traffic, including road trains, from the nearby mango packing shed, a large workers camp and the cattle enterprise to its rear, together with traffic generated by a range of rural enterprises and agriculture. The vehicle movements generated by the proposal would have no material impact on the road network.

The junction of Lansdown Road and Quarry Road has good visibility and can accommodate trucks. The Quarry Road and the Stuart Highway junction has recently been upgraded in response to demand.

The access to Lansdowne Road has generous site lines in each direction. The road network can accommodate the traffic generated by the proposal.

#### **4.2 Interim Development Control Order**

There are no interim Development Control Orders that apply to the site.

#### **4.3 Referral to the NT EPA**

The proposed development is not required to be referred to the NT EPA under the Environmental Protection Act 2019.

#### **4.4 Merits of the Proposed Development**

The proposed development will benefit the regional economy.

The proposal complies with the requirements of the NTPS 2020.

#### **4.5 Suitability for Development and Impact on Locality**

The site is of a suitable topography for the proposed development and is unconstrained. The proposal is distant (over 100 metres) from the sinkhole, which is a constraint to development.

The site's location and distance to sensitive uses means that the proposal would have no adverse impact on the locality.

#### **4.6 The Public Facilities or Public Open Space Available in the Area**

The proposal will not increase demand for community infrastructure.

#### **4.7 The Public Utilities or Infrastructure Provided in the Area**

The site is connected to power. The application will be provided to Power and Water and the Council for comment. The statutory requirements of the Council and Power and Water can be accommodated.

#### **4.8 Impact on Amenity**

The proposed development meets the purpose of the zone and aligns with the Strategic Framework. The site's development is in line with a use supported by the zone purpose and outcomes.

The proposal would not have an impact on amenity.

#### **4.9 The Public Interest**

It is in the public interest to support development, which is essential to the function and growth of the regional economy. The proposal would increase the business's capability to service the region.

The \$4 billion recently announced for remote housing will need additional workers to help meet strong and growing demand.

### **5. Conclusion**

The NTPS 2020 applies to the land, and a transport terminal requires consent under Clause 1.8.

It is identified as Impact Assessable; therefore, the strategic framework (the KLUP 2014), along with the zone purpose and outcomes, is relevant to the proposal.

The proposal is over 100 metres from the sinkhole and would not have an adverse impact on its function.

The relevant clauses have been considered and addressed. The proposal accords with the strategic framework and complies with the NTPS 2020.





SUBJECT  
SITE

Revision schedule		

drawn by <b>MC</b>	checked by	first issue <b>MAR' 24</b>
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special note:  
**ALL DIMENSIONS ARE TO BE CHECKED PRIOR TO THE COMMENCEMENT OF WORKS ON SITE**

client  
-

project address  
131 LANSLOWNE ROAD  
LANSLOWNE, NT

**PRELIMINARY**  
LOCATION PLAN

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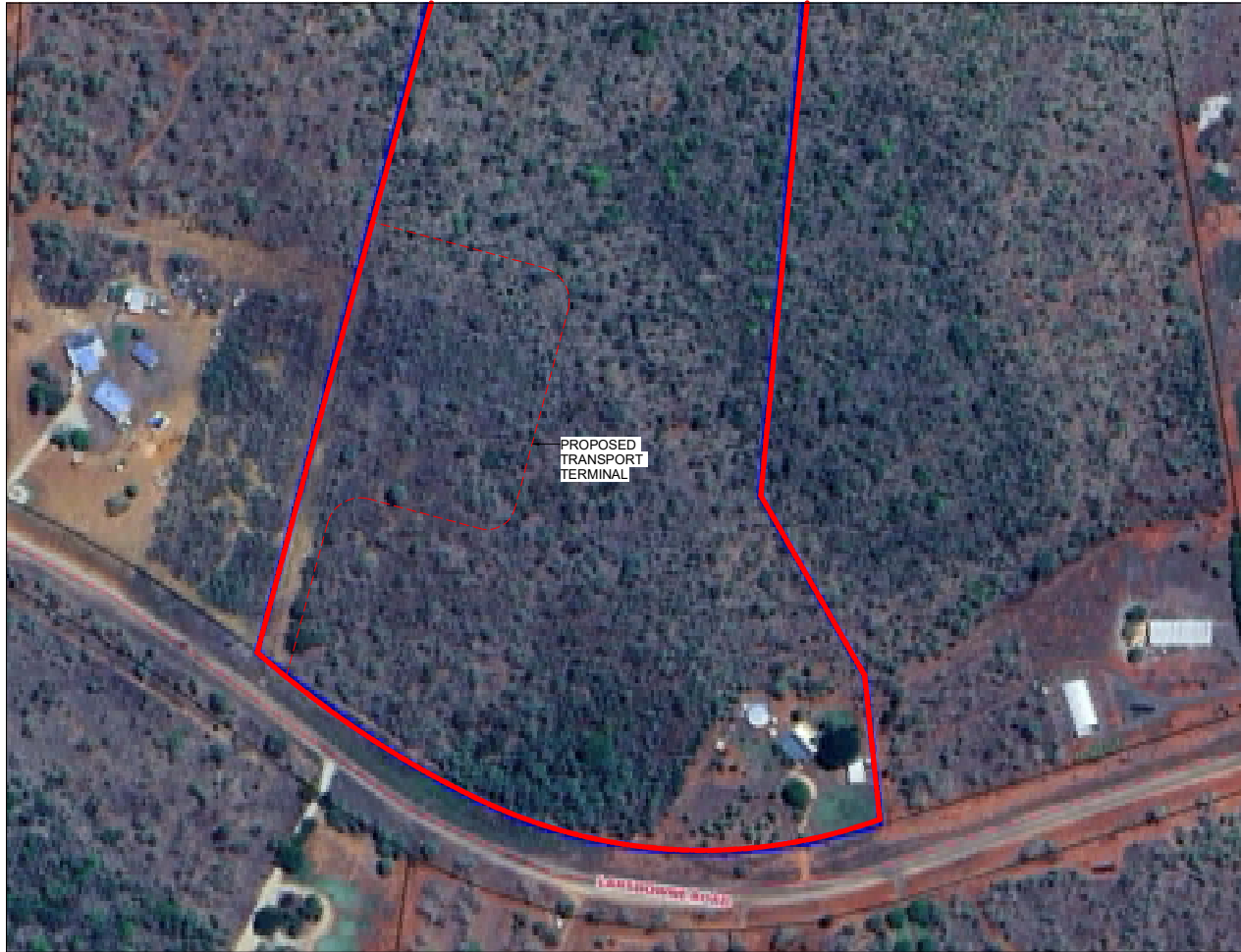
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revision

**BOX**  
ARCHITECTURE | INTERIORS  
MURRAY MEYERS  
309 MURRAY ST  
PERTH WA 6000



1 LOCATION PLAN  
SCALE: 1 : 5000



PROPOSED  
TRANSPORT  
TERMINAL

Revision schedule		

drawn by <b>MC</b>	checked by	first issue <b>MAR' 24</b>
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special note:  
**ALL DIMENSIONS ARE TO BE CHECKED PRIOR TO THE COMMENCEMENT OF WORKS ON SITE**

client  
\*

project address  
131 LANSDOWNE ROAD  
LANSDOWNE, NT

**PRELIMINARY**  
EXISTING SITE PLAN

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- / **A1001**

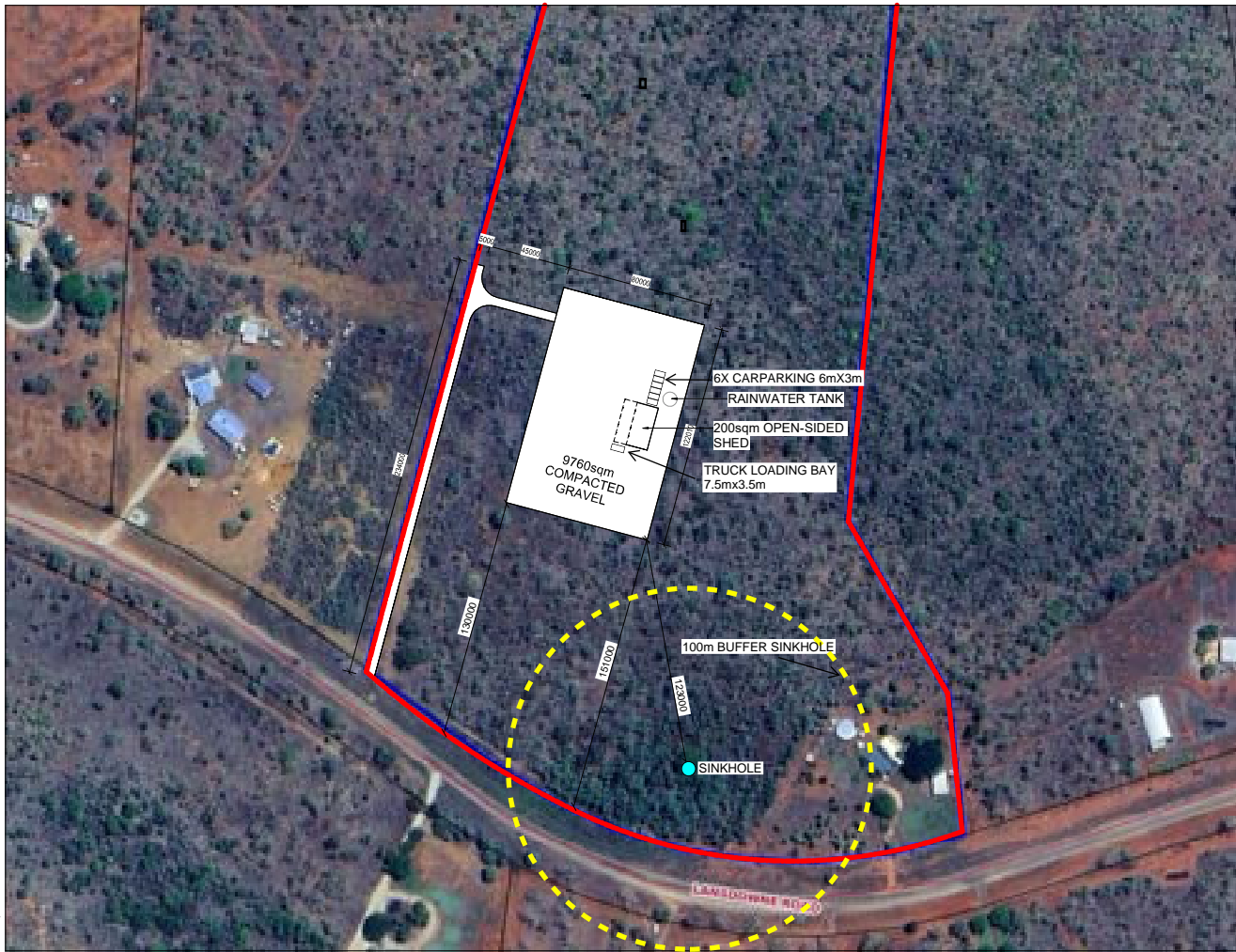
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revision  
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ARCHITECTURE | INTERIORS  
MURRAY MEYERS  
329 MURRAY ST  
PERTH WA 6000



**1 Existing Site Plan**  
SCALE: 1:1000



Revision schedule		

drawn by <b>MC</b>	checked by	first issue <b>MAR' 24</b>
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special note:  
**ALL DIMENSIONS ARE TO BE CHECKED PRIOR TO THE COMMENCEMENT OF WORKS ON SITE**

client  
 -

project address  
 131 LANSLOWNE ROAD  
 LANSLOWNE, NT

**PRELIMINARY**  
 SITE PLAN

drawing #  
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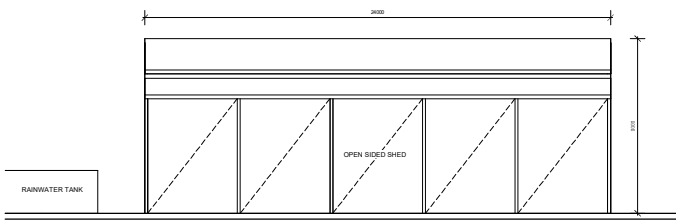
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revision

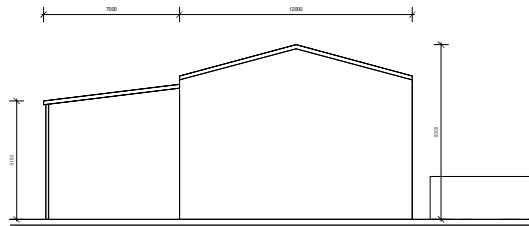
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 ARCHITECTURE | INTERIORS  
 MURRAY MEYERS  
 329 MURRAY ST  
 PERTH WA 6000



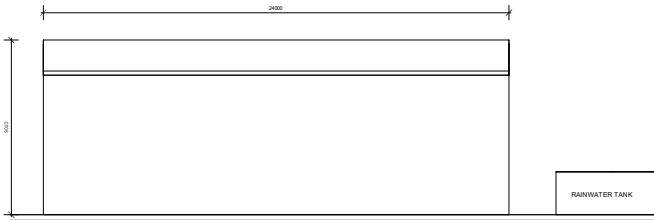
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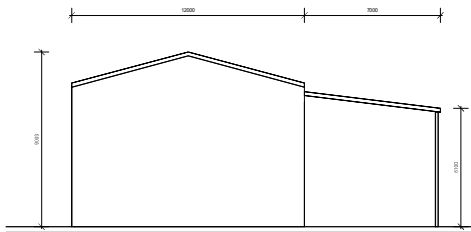
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SCALE: 1:100



2 Shed Elevation 2  
SCALE: 1:100



3 Shed Elevation 3  
SCALE: 1:100



4 Shed Elevation 4  
SCALE: 1:100

Revision schedule		
no.	description	date

drawn by <b>MC</b>	checked by	first issue <b>MAR' 24</b>
special note: <b>ALL DIMENSIONS ARE TO BE CHECKED PRIOR TO THE COMMENCEMENT OF WORKS ON SITE</b>		
client		
* project address 131 LANSLOWNE ROAD LANSLOWNE, NT		
<b>PRELIMINARY</b>		
ELEVATIONS		
drawing # - / A3002		
date 14/03/2024 9:30:54 AM		
scale 1:100@A1		
revision		
ARCHITECTURE   INTERIORS <b>BOX</b>		MURRAY MEYRS 109 MURRAY ST PERTH WA 6000



# Land Suitability Assessment

## Proposed Transport Terminal

NT Portion 7434 (131) Lansdowne Road,  
Lansdowne

---

Prepared for  
**Zinida Nanver**

Date  
**11 November 2024**  
**V1.0**

Prepared by  
**Cameron Judson**

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Appendix 1: mapping package

## 1. Introduction

Upside Planning Pty Ltd has been engaged to prepare a Land Suitability Assessment to inform the proposal and support a development application for a transport terminal, particularly to support an assessment for the Clearing of Native Vegetation prepared to address Clause 3.2 of the Northern Territory Planning Scheme 2020.

It has been prepared in accordance with the Land Suitability Guidelines published by the Department of Infrastructure Planning and Logistics (DIPL).

The application relates to a property located at 131 Lansdowne Road, Lansdowne. The property is legally described as NT Portion 7434.

In accordance with the NT Guidelines, this report addresses the seven land suitability categories concerning the site and proposed development. They are:

1. Drainage
2. On-site Wastewater Management
3. Erosion Risk
4. Soil Salinity
5. Acid Sulfate Soils
6. Storm Tide Flooding
7. Riverine Flooding

A review of the relevant statutory policy and related background has been undertaken to place these matters in context, the Katherine Land Use Plan 2014 (KLUP 2014) being an example.

The Land Suitability Guidelines (NTG 2020) defines “land suitability” as:

*“The fitness of a given area for a land utilisation type (or land use), or the degree to which it satisfies the land user. It is generally presented as a class or rating.”*

This assessment addresses the application site’s attributes in the context of the NT Land Suitability Guidelines (NTG 2020) and identifies other issues that influence the site’s suitability for a transport terminal.

## 2. The Site

The application site, 131 Lansdowne Road, is irregular in shape and has a total area of 14ha.

It is undeveloped aside from a dwelling and associated infrastructure in the southeast corner of the site.

The balance of the site, excluding fire breaks and access, contains native vegetation.

The site is not connected to reticulated water. Developed and occupied lots in the local area utilise rainwater together with groundwater from private bores for commercial and domestic water supply.

The area is not serviced by reticulated sewerage.

Figure 1 below provides a site location plan.



Figure 1: Aerial image of site location  
Source: NR Maps

### 3. The Proposal

The development application accompanying this assessment is for a proposed transport terminal.

Details of the proposal can be found in the statement of effects. An understanding of the site's suitability This land suitability has informed the proposal.

### 4. Statutory Context

#### Planning Act 1999

Section 46(3)(e) of the *Planning Act 1999* states that a development application is to contain a “description of the physical characteristics of the land and a detailed assessment demonstrating the land’s suitability for the purposes of the proposed development and the effect of development on that land and other land.”

#### Northern Territory Planning Scheme 2020

These provisions are reflected in the Northern Territory Planning Scheme 2020 (NTPS 2020) in Part 3 – Overlays. In particular, Clause 3.2(3)(a) of the NTPS 2020 requires that the clearing of native vegetation “be based on land capability and suitability for the intended use.”



## **Katherine Land Use Plan 2014**

The Katherine Land Use Plan 2014 (KLUP 2014) provides a high-level overview of the suitability of land in the town and its hinterland to accommodate development.

### *Priority Environmental Management Areas*

Environmental management in and around Katherine is important for several reasons, including the conservation of significant vegetation communities, wildlife habitats and other areas of high environmental value.

Section 2.8 'Environmental Management' identifies the areas that must be considered in determining the future distribution of growth. Environmental features requiring particular consideration in Katherine include:

- general vegetation communities identified as significant, including riparian, wetland, rainforest and specific habitats of threatened species such as the Gouldian Finch
- mapped rainforest patches
- threatened plant and animal species
- existing known sinkholes and other features within the Tindall Limestone, including caves, towers, springs, pavements and canyons
- National Parks and Reserves
- drainage lines.

Preliminary mapping of these features (Figure 2 below) informs decisions concerning the proposed development.

The site is not mapped as containing an environmental feature within Katherine's Priority Environmental Management Area.



Figure 2: Priority Environmental Management Area for Katherine (application site shown in red)

### *Land Resources*

The evidence base of the KLUP 2014 in section 3.1 'Land Resources' advises that Land Resource information has informed the mapping of the agricultural capability of land and soil drainage.

Figure 3 below is an extract of Agricultural Land Capability mapping from Section 3 of the KLUP 2014 evidence base. It shows the application site of mixed capability, although predominately low to medium in capability

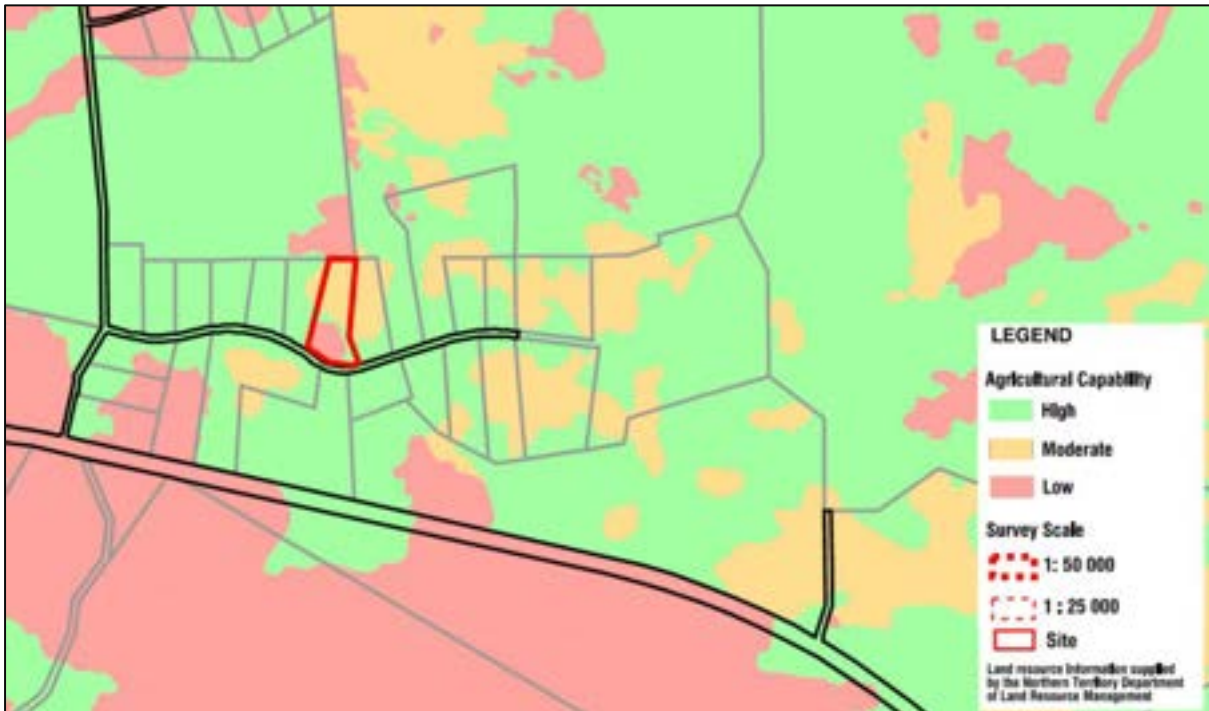


Figure 4: KLUP - Land Capability for Agriculture/Horticulture

Figure 5, provided below, is an extract from the Soil Drainage map of the KLUP 2014. It shows almost the whole application site as “well or moderately well drained”.



Figure 5: KLUP - Soil Drainage

The KLUP 2014 states that “soil drainage can be an environmental, health, social and cultural issue for a number of land uses”. Considerations include:

- potential impacts on the operation of traditional absorption-based septic systems
- the transmission of soil-borne diseases
- constraints on lifestyle because of saturation or inundation of soil and land.
- Considering soil drainage issues is particularly important in identifying appropriate locations for rural lifestyle lots that rely on on-site water supply and waste disposal.

### Water Resources

The application site sits over the Tindal Limestone aquifer and the Jinduckin Formation. Section 3.2 'Water Resources' advises that there is a Water Allocation Plan for the Tindall Limestone Aquifer. The section identifies four key issues:

- The tension between “*the protection of potential future agribusiness*” and the “*pressure for rural lifestyle lots*”.
- Protection of the potential for agriculture with consideration to land capability and water availability.
- The need for separation from encroaching incompatible land uses. Such uses include rural lifestyle lots where future residents may be sensitive to everyday agricultural activities, including machinery noise, dust and odour.
- the potential impact of further rural stock and domestic use of groundwater water resources.

### Natural Hazards

Section 3.3 of the evidence base for the KLUP 2014 addresses natural hazards, including flood risk and sinkholes.

A sinkhole is located close to the front boundary of the application site, as shown in Figure 6 below.



Figure 6: Sinkhole location

The site is not affected by flooding.

## **Northern Territory Land Suitability Guidelines**

The guidelines are a referenced document of the NTPS 2020 and, therefore, carry statutory weight.

As set out above, Clause 3.2 'Clearing of Native Vegetation' of the NTPS 2020 refers to the requirement of a Land Suitability Assessment to inform the merits of the proposed clearing. It also refers to 'unconstrained' and 'constrained' land.

For the purposes of the NTPS 2020, 'constrained' land contains characteristics that do not accommodate the requirements of the proposed land use.

The *Land Suitability Guidelines (2020)* define land suitability as:

*"The fitness of a given area for land utilisation type (or land use), or the degree to which it satisfies the land user."*

The *Guidelines* address seven land suitability categories. These categories are:

- Drainage
- On-site wastewater management
- Erosion risk
- Soil salinity
- Acid sulphate soils
- Storm tide flooding
- Riverine flooding.

These categories are then assigned *suitability classes* in accordance with Table 2 of the *Land Suitability Guidelines* following assessment of the relevant characteristics.

Prescribed suitability classes 1-2 are considered generally 'unconstrained', while suitability classes 3-5 are considered to be 'constrained' to varying degrees.

## **5. Land Suitability Assessment**

### **Introduction**

Below is an assessment of the relevant matters in the context of the NT *Land Suitability Guidelines* (NTG 2013). It also identifies other issues that provide context and relate to the site's suitability for subdivision.

The assessment relies on published land resources data and information (*Land Units of the Katherine-Douglas Area*) provided by the Department of Lands, Planning and Environment.

The Katherine region has a monsoonal climate with two broad seasons. Rainfall generally occurs between November and March, with about 1000mm of precipitation annually.

*Land Unit mapping*

The attributes of the land concerning drainage are informed by the Land Unit data for the site and a Site and Soil Evaluation. The location has been the subject of detailed land unit mapping, which provides information on the following:

- Topography
- Soil type
- Vegetation
- Expected limitations
- Potential land uses

With regard to topography, the subject site is covered by NTG data published in the form of contour mapping. This map is provided below in Figure 7. The topographic map has a contour interval of two metres and shows the site as almost flat, with a fall towards the sinkhole.



Figure 7: Slope

Land units 2d, 3a, and 4a1 on the subject site can be found. Figure 8 below illustrates the extent of each land unit.

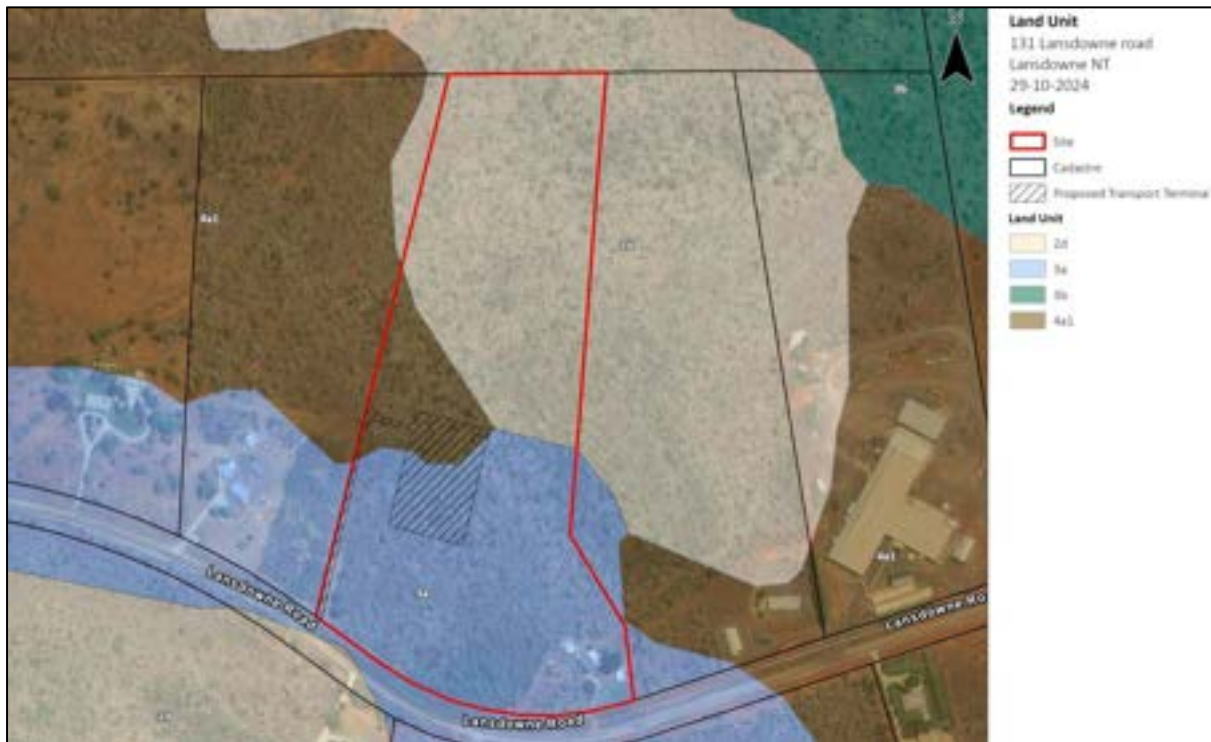


Figure 8: Land Unit Mapping

Land unit 2d covers the northern part of the site. The proposal sits out of this land unit.

It has the following characteristics:

- Topography: Massive limestone ridges with frequent rocky sinks.
- Soils: Very poorly developed Red Earths; large areas of bare rock surface.
- Vegetation: Mainly deciduous non-Eucalypt low woodland and scrub; sparse grasses
- Limitations: Extremely rocky
- Potential land use: Inaccessible areas; recreation; wildlife refuges
- Land category: 8.

Landunit 4a1 is mapped as extending into the western end of the site. It has the following attributes:

- Topography: Long gentle slopes up to 2 % and broad drainage floors; scattered rock outcrop or pavement, normally limestone.
- Soils: Usually deep Sandy Red Earths with firm surface horizons of sandy loam to sandy clay loam (Oolloo with some Venn).
- Vegetation: Low woodland to woodland with *E. tetradonta* and *Terminalia grandiflora* on Blain and Wriggley and as 3d on Kimbyan; perennial grasses.
- Limitations: Subject to erosion, particularly under conditions of continuous cultivation; probable compaction and surface sealing problems.
- Potential land use: Arable; crop responses expected.
- Land category: 1

Land unit 3a is mapped as extending across the southern end of the site and comprises:

- Topography: Very gentle slopes less than 2% on Kimbyan and Budbudjong; undulating and dissected terrain on Tago-man; severe limestone pavement or out-crop on Kimbyan and Budbudjong; frequent linear outcrops of intermixed limestone and sandstone on Tagoman.
- Soils: Small pockets of very shallow Red Earths; some Florina.
- Vegetation: Low woodland (*E. tectifera*, *E. foelscheana*) with frequently a well-developed understory of *Hakea arbores-cens* and *Cochlospermum fraseri*; mixed annual Sorghum and perennial grasses.
- Limitations: Severe rock outcrop; shallow soils in small pockets, highly erodible on Tagoman
- potential land use: Very limited rough grazing; severely restricted accessibility.
- Land category: 7.

The location of the transport terminal avoids constrained areas, including rock outcrops and sinkholes.

### Drainage

Overall, the site is well-drained. The subject naturally drains to the sinkhole, and this would not change as a result of the proposal.

Figure 8 below affirms the Land Unit mapping and shows that most of the site is well-drained with a slow run-off.

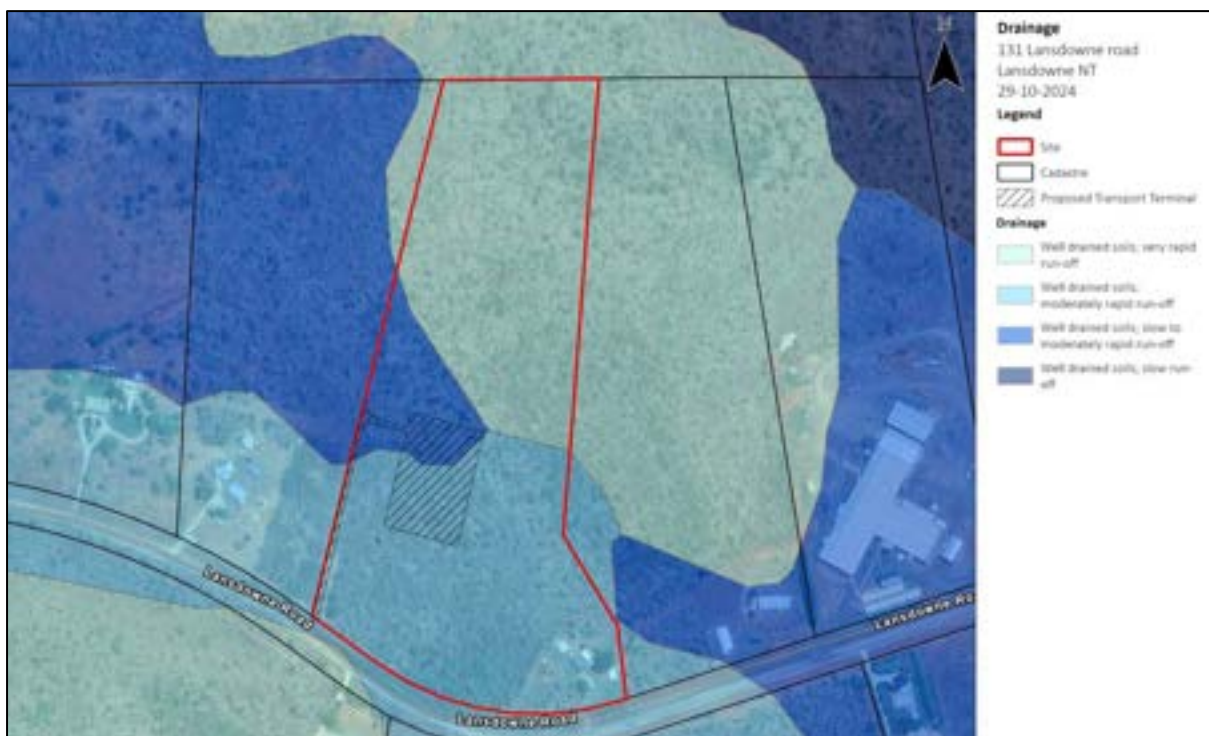


Figure 9: Drainage

Based on the data analysis and site visit, the site has been classified as S1 for suitability. This is somewhat consistent with the crude mapping of the KLUP 2014. An onsite assessment during the Wet Season affirms that Figure 8 is closer to reality.



In this regard, the site has been classified as S1 for suitability for the proposed transport Terminal.

**On-site Wastewater Management**

No onsite wastewater management is proposed as there is no demand at this stage. The proposal is to store trucks and machinery.

No watercourses were identified within proximity of the site.

Should a wastewater system be need there is unconstrained land within the development area that is capable of sustaining onsite wastewater management using approved treatment and disposal systems that will comply with the *NT Code of Practice for Wastewater Management*.

Figure 10 below affirms the high level of soil capability to deal with wastewater.

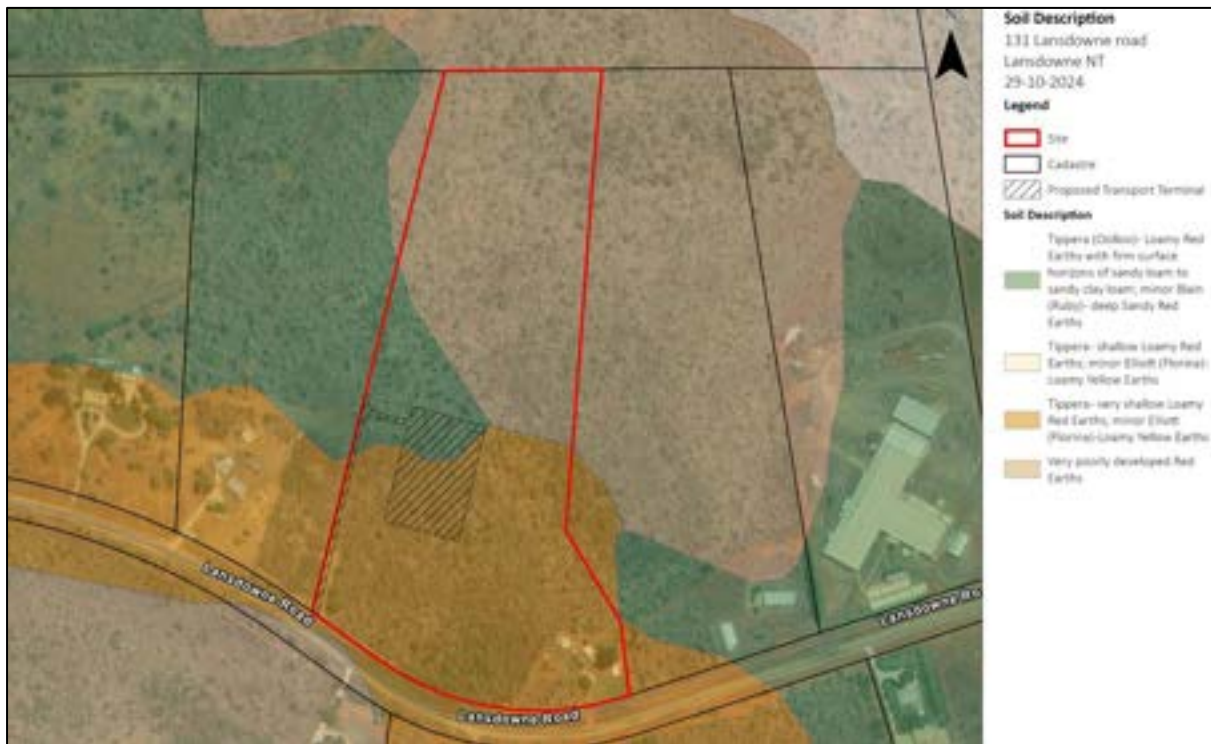


Figure 10: Soils

*Groundwater bores*

NR Maps data shows the location of existing bores on the subject lot and neighbouring properties. The separation distance between the site boundary and adjacent bores exceeds 200 metres.

Given the extent of well-drained land across the development area and the distance between bores, any future on-site wastewater management would be capable of complying with the *NT Code of Practice for Wastewater Management*.

Given the details above, the site has been classified as S1 for suitability for the proposed transport terminal.

### Erosion Risk

The site is generally flat, and there is no evidence of erosion. It is mapped as flat to gentle slopes, with slopes less than 2%. There are no distinct drainage lines within the area to accommodate the proposal.

Figure 11 below provides landform mapping, which includes a general summation of the site concerning drainage and erosion risk.



Figure 11: Landform

Land Unit mapping advises that the land can be at risk of erosion if the slope is greater than 1%, the land is cleared, and the surface seals are continuously cultivated.

The existing firebreaks near the proposal have no evidence of gauging generated by overland flow.

When this data is combined with the topographic map provided in Figure 7, the erosion risk for the proposal is very low.

The site has been classified as S1 for suitability for the proposal.

### Soil Salinity

The area is not mapped as being at risk of dryland salinity according to the NT Dryland Salinity Hazard Map (1994).

The site has been classified as S1 in this category.

### Acid Sulfate Soils

Acid Sulfate soils do not occur in the Katherine region.

### Storm Tide Flooding

The site is not mapped as being affected by storm tide flooding.

### Riverine Flooding

The property is mapped as being at risk of flooding.

Table 1 below provides a summary of the site's merits.

Table 1: Summary Table

Site Characteristics	Description	Suitability class
Drainage	The total area to be developed is well-drained.	S1
On-site Wastewater Management	The site is mapped as moderately to deep. These soils are well-drained.  No watercourses were identified within 100m of the site.  The area to be developed has a slope of less than 2% across the site.	S1
Erosion Risk	The site is generally flat, and there is no evidence of erosion. It is mapped as having flat to gentle slopes, with slopes less than 2%. There are no distinct drainage lines.	S1
Soil Salinity	According to the NT Dryland Salinity Hazard Map (1994), the area is not at risk of dryland salinity.	S1
Acid Sulfate Soils	N/A	N/A
Storm Tide Flooding	N/A	N/A
Riverine Flooding	The site is not at risk of flooding.	S1

## **6. Conclusion**

This assessment demonstrates that the area to be developed is unconstrained and suitable for a transport terminal.

The subject land has no discernable constraints, including erosion risk, and requires only simple management practices.

Access to and from the site is unconstrained.

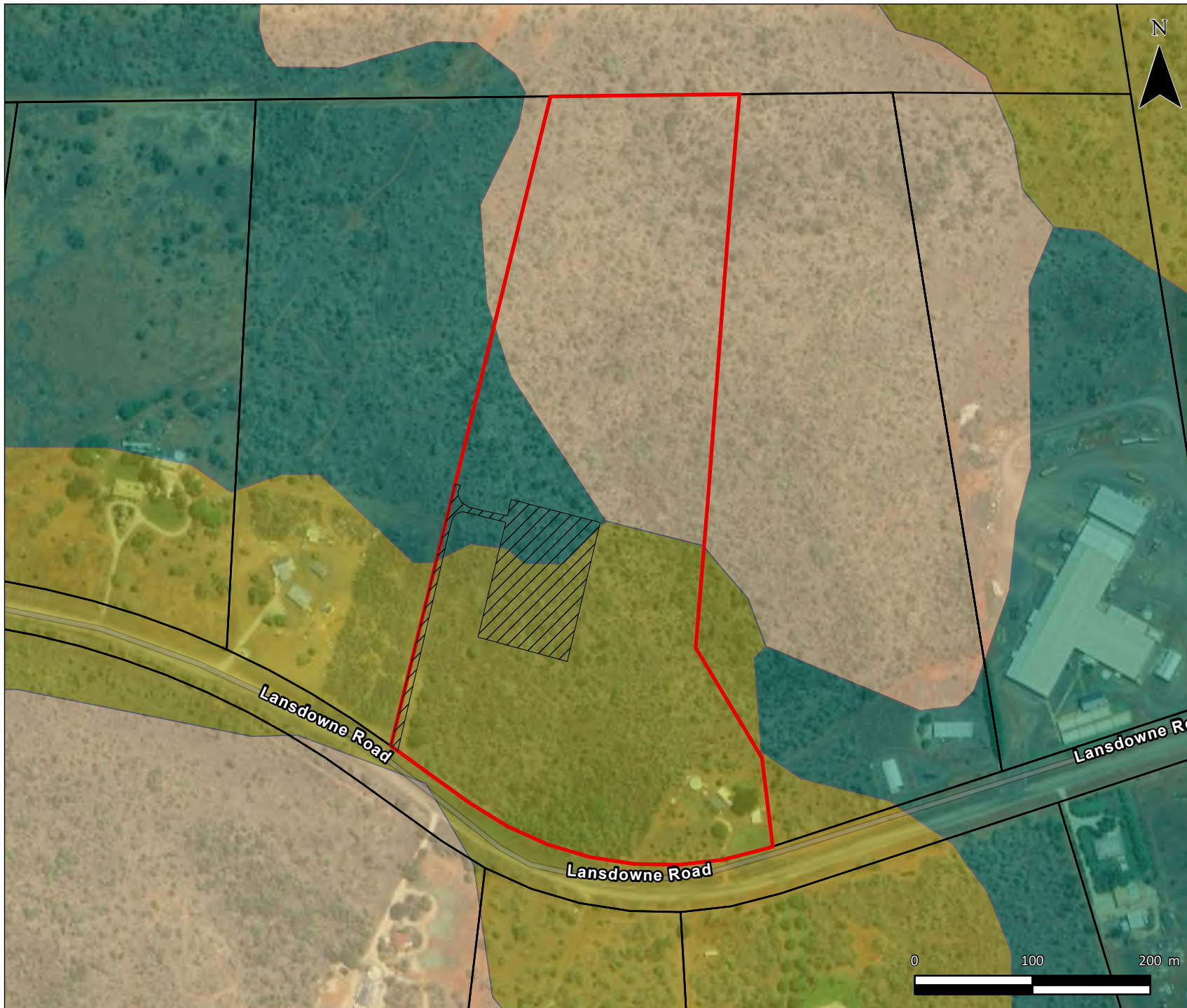
Overall, this Land Suitability Assessment demonstrates the suitability of the land for the proposed transport terminal.



# Appendix 1

## Mapping Package

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**Agricultural Class**

131 Lansdowne road  
Lansdowne NT  
29-10-2024

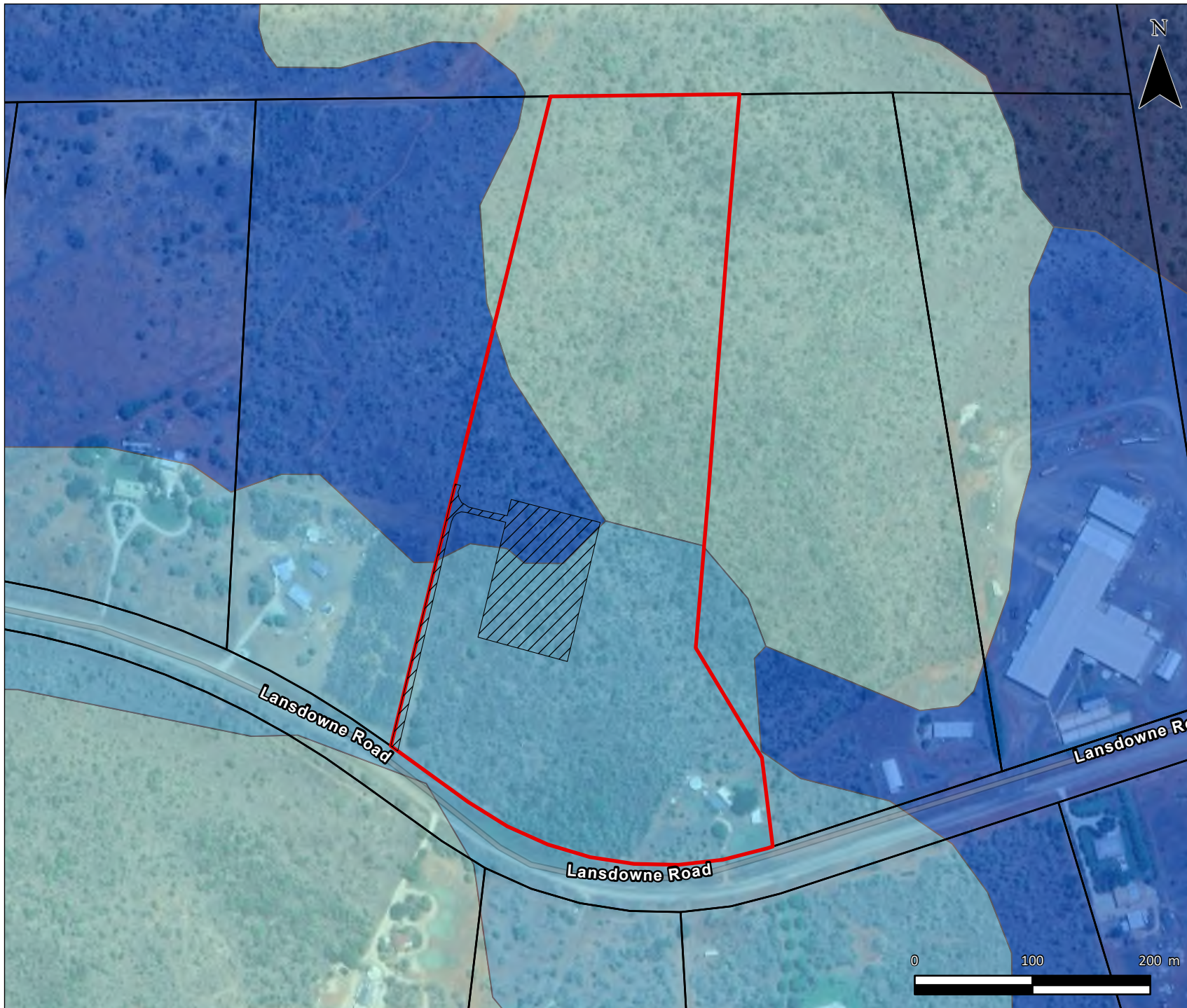
**Legend**

- Site
- Cadastre
- Proposed Transport Terminal

**Agricultural Class**

- Arable with few or slight limitations.
- Non-agricultural or at best rough grazing of native pasture.
- Non-arable, marginal country potentially suitable for rough native pasture grazing or surface-established semi-improved pastures at low stocking rates.












**Drainage**

131 Lansdowne road  
Lansdowne NT  
29-10-2024

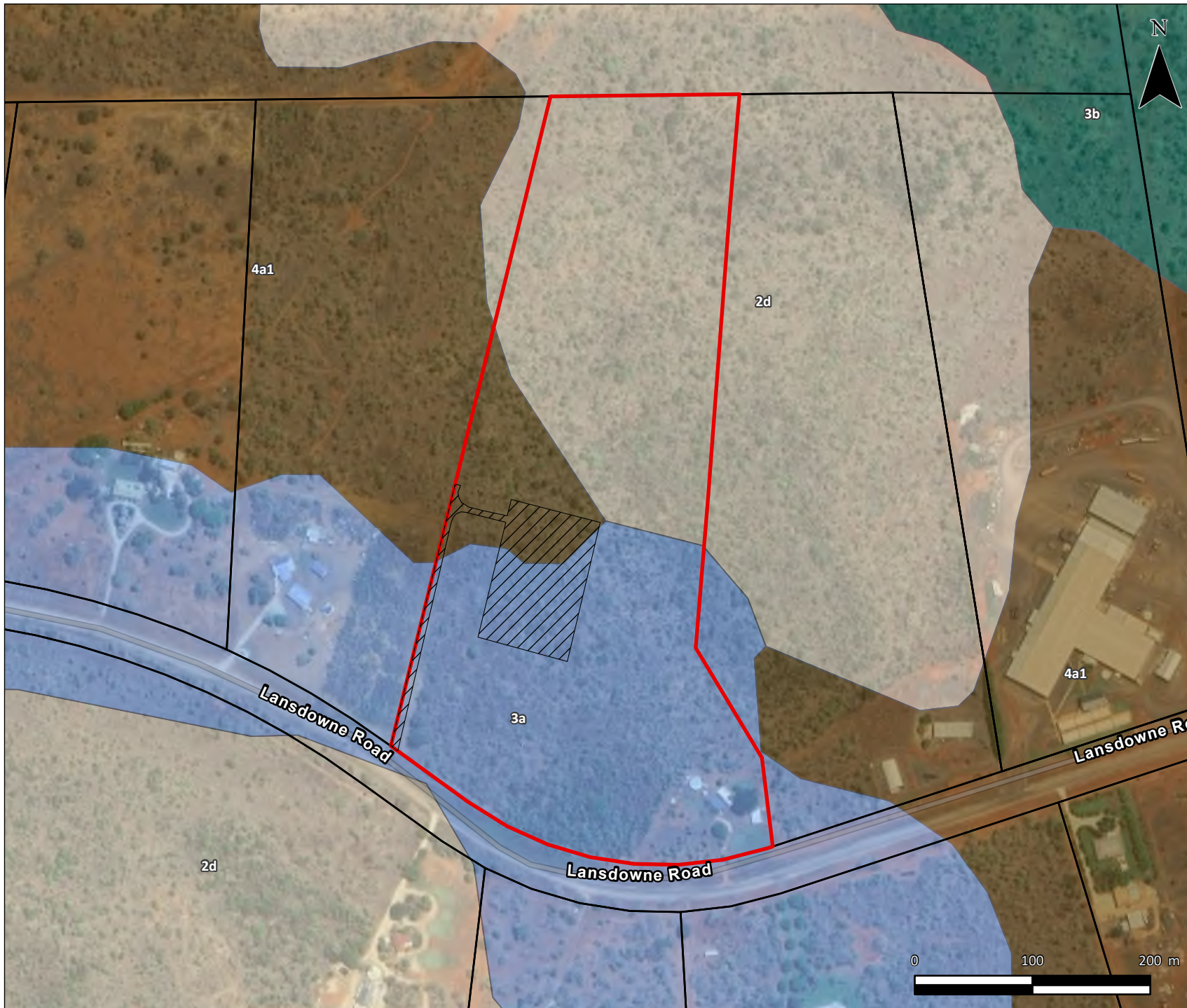
**Legend**

-  Site
-  Cadastre
-  Proposed Transport Terminal

**Drainage**

-  Well drained soils; very rapid run-off
-  Well drained soils; moderately rapid run-off
-  Well drained soils; slow to moderately rapid run-off
-  Well drained soils; slow run-off





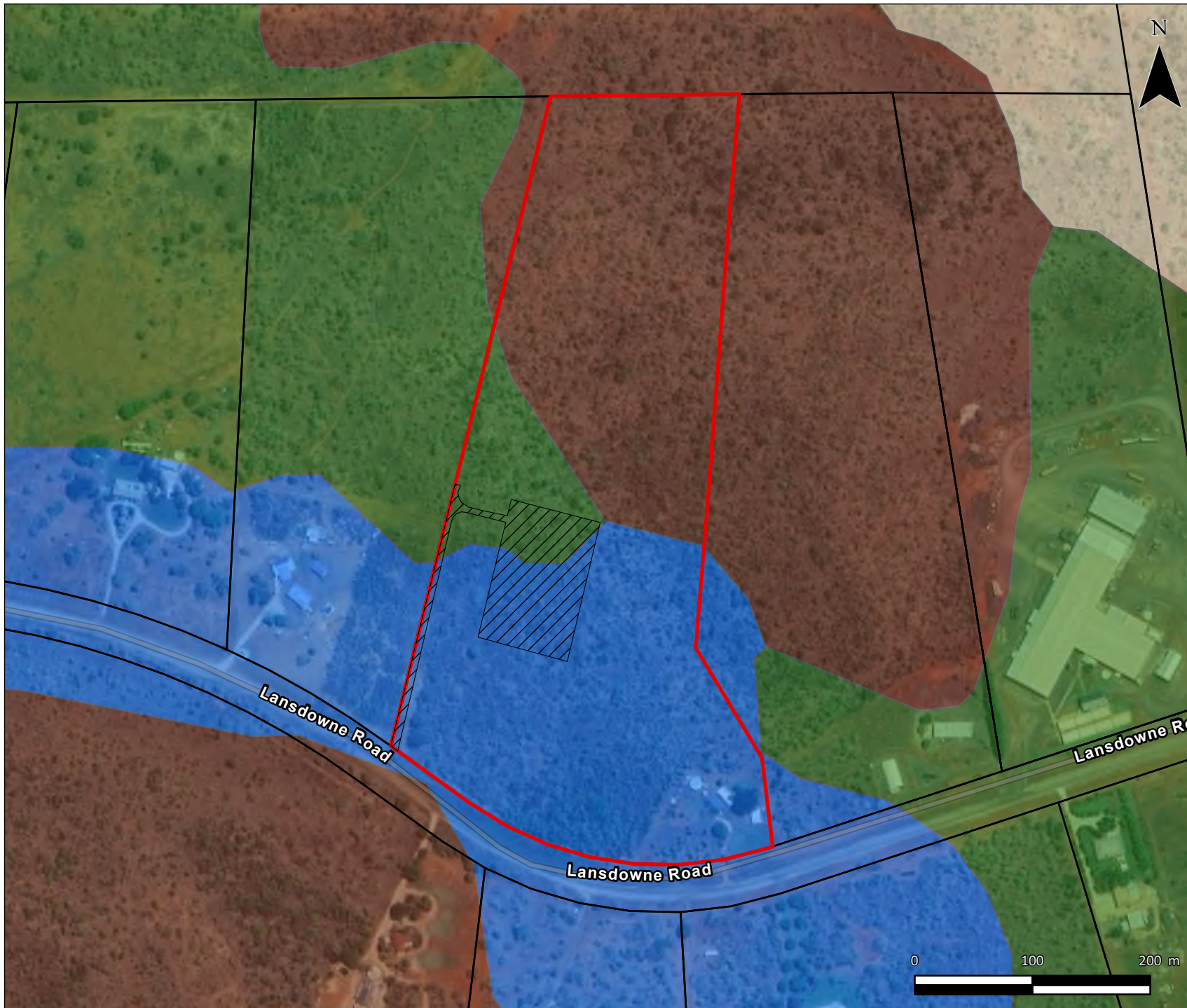
**Land Unit**  
131 Lansdowne road  
Lansdowne NT  
29-10-2024

- Legend**
- Site
  - Cadastre
  - Proposed Transport Terminal

- Land Unit**
- 2d
  - 3a
  - 3b
  - 4a1














**Land Use Limitation**

131 Lansdowne road  
Lansdowne NT  
29-10-2024

**Legend**

-  Site
-  Cadastre
-  Proposed Transport Terminal

**Land Use Limitation**

-  Extremely rocky; inaccessible areas
-  Severe rock outcrop; restricted accessibility
-  Severe rock outcrop; shallow soils; steeper slopes are highly erodible if cleared; severely restricted accessibility
-  Severely erodible if disturbed; soil compaction and surface sealing










**Landform Classification**

131 Lansdowne road  
Lansdowne NT  
29-10-2024

**Legend**

-  Site
-  Cadastre
-  Proposed Transport Terminal

**Landform Classification**

-  Hills
-  Plains









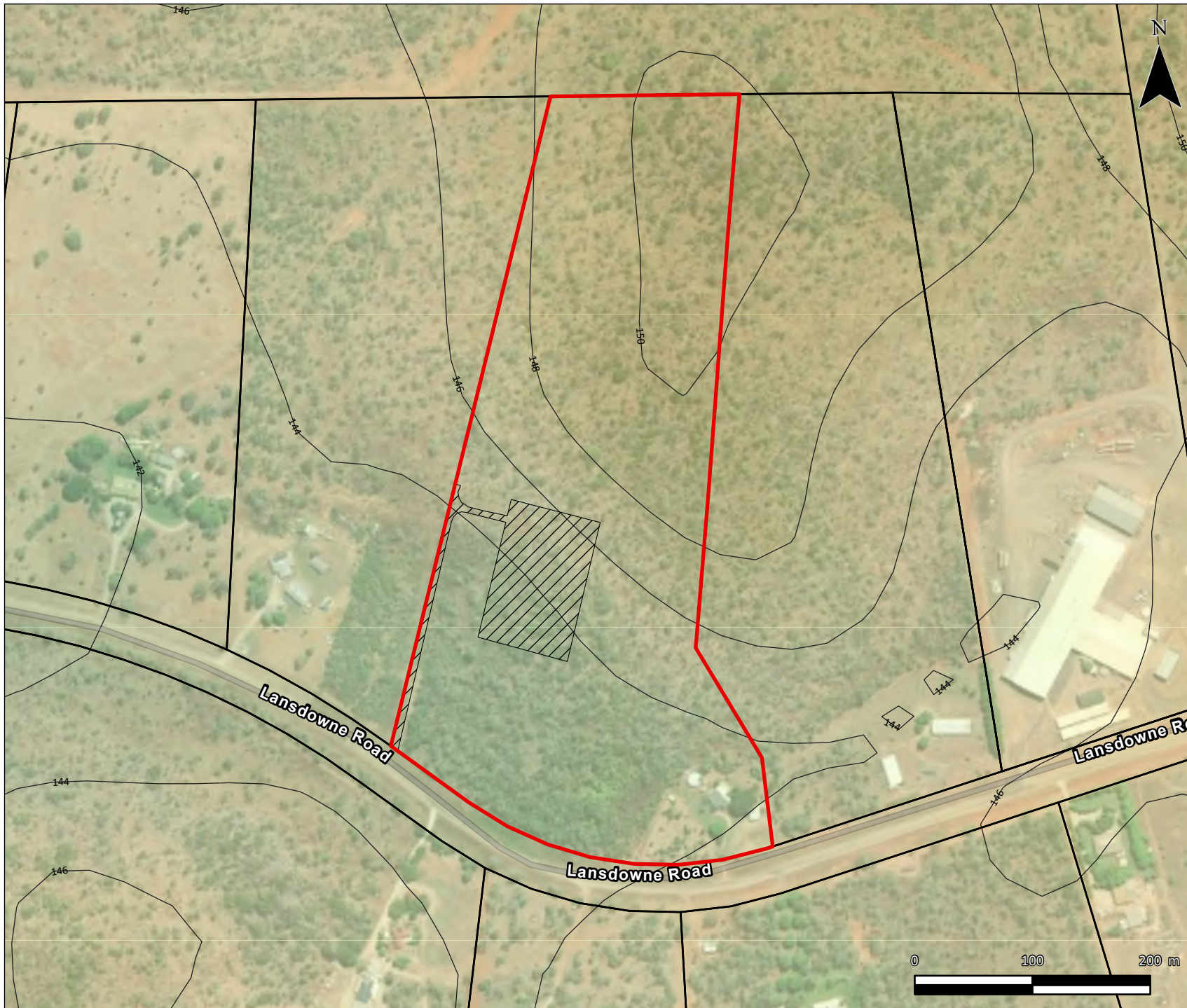
### Sinkholes

131 Lansdowne road  
Lansdowne NT  
07-10-2024

### Legend

-  Site
-  100m Sinkhole Buffer
- Sinkhole**
-  Incorrect Data
-  Sinkhole - Correct Location









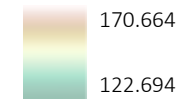
### Contour Map

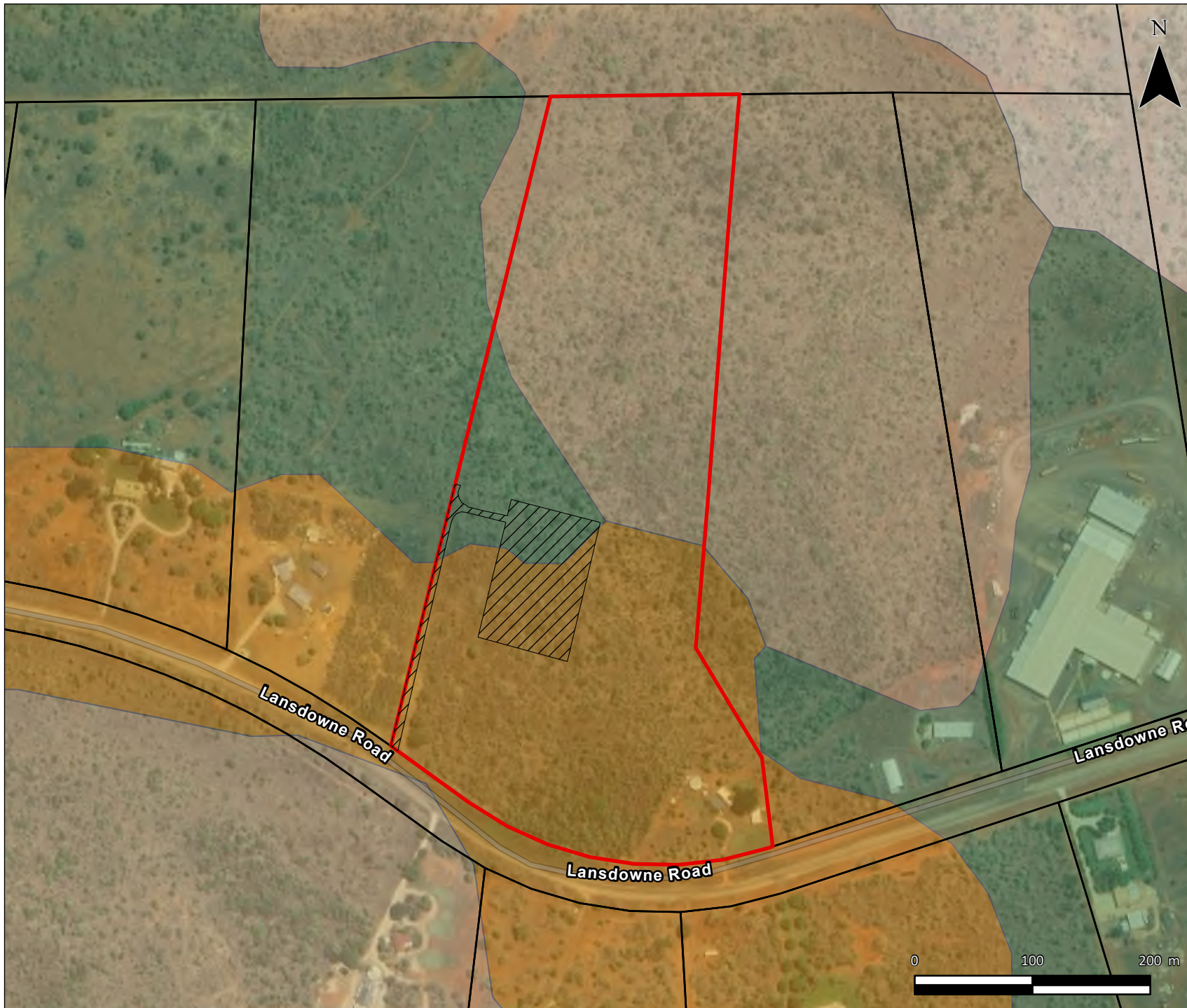
131 Lansdowne road  
Lansdowne NT  
29-10-2024

#### Legend

-  Site
-  Cadastre
-  Proposed Transport Terminal
-  Contours (2m Interval)

#### Elevation (m)





### Soil Description

131 Lansdowne road  
Lansdowne NT  
29-10-2024

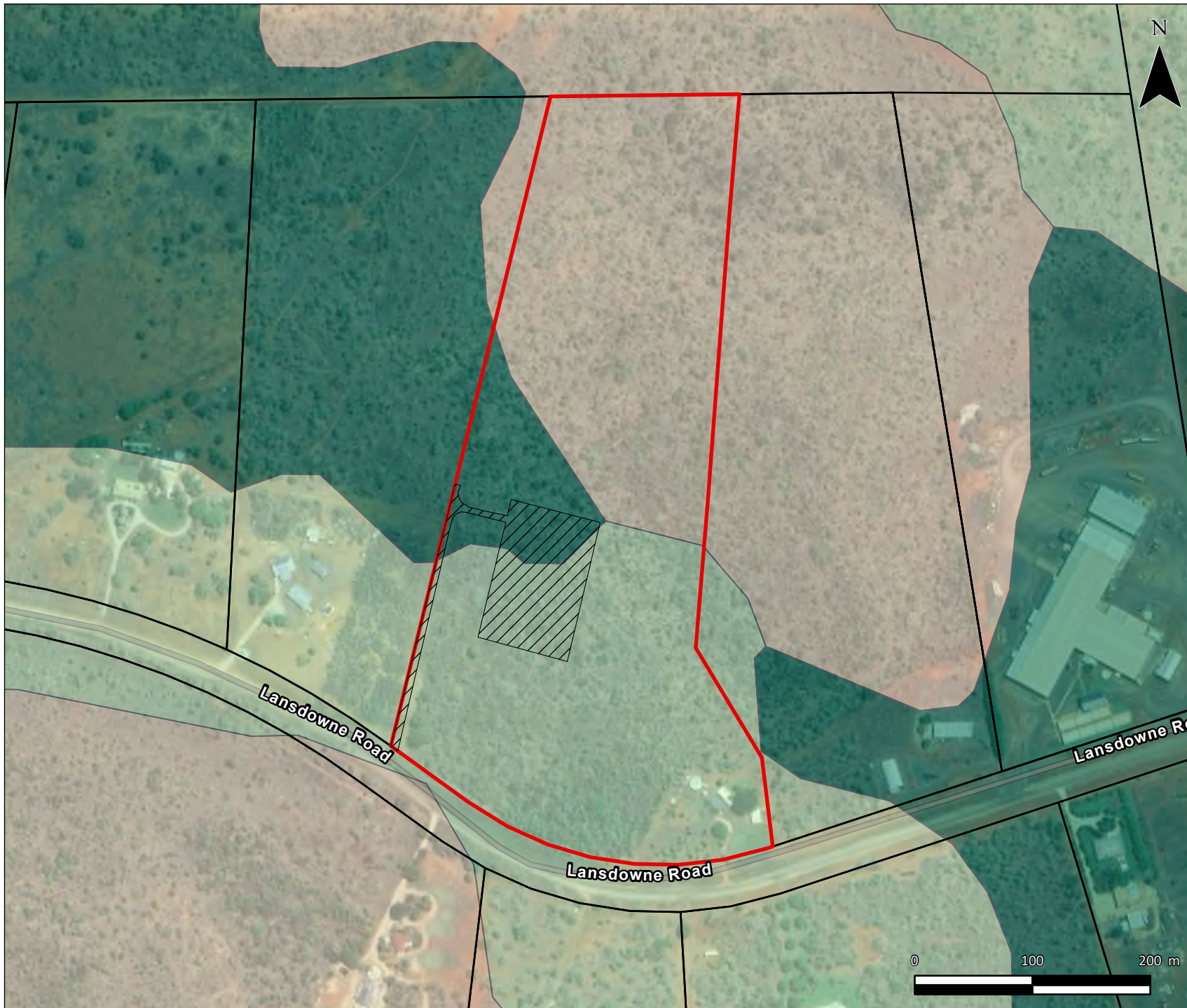
### Legend

- Site
- Cadastre
- Proposed Transport Terminal

### Soil Description

- Tippera (Oolloo)- Loamy Red Earths with firm surface horizons of sandy loam to sandy clay loam; minor Blain (Ruby)- deep Sandy Red Earths
- Tippera- shallow Loamy Red Earths; minor Elliott (Florina)- Loamy Yellow Earths
- Tippera- very shallow Loamy Red Earths; minor Elliott (Florina)-Loamy Yellow Earths
- Very poorly developed Red Earths











### Vegetation

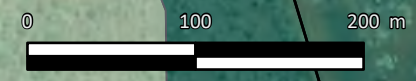
131 Lansdowne road  
Lansdowne NT  
29-10-2024

### Legend

-  Site
-  Cadastre
-  Proposed Transport Terminal

### Vegetation Description

-  Eucalyptus tectifica and Eucalyptus foelscheana low woodland; frequently well developed understorey of Hakea arborescens and Cochlospermum fraseri and mixed annual Sorghum and perennial grass layer
-  Eucalyptus tetrodonta and Terminalia grandiflora low woodland to woodland with perennial grass layer
-  Non-Eucalypt low woodland and scrub; sparse grass layer



# Technical Assessment PA2024/0314

## TECHNICAL ASSESSMENT OF PROPOSED DEVELOPMENT AGAINST RELEVANT PROVISIONS OF THE NORTHERN TERRITORY PLANNING SCHEME 2020

Application No: PA2024/0314  
Lot number: NT Portion 7473 (131) Lansdowne Road  
Town/Hundred: Lansdowne  
Zone: A (Agriculture)  
Site Area: 14ha  
Proposal: Transport terminal  
Plans used for assessment: Drawings numbered A1001, A1003 and A3002  
Date assessment finalised: 15 January 2025

The proposed development requires consent under the Northern Territory Planning Scheme 2020 (NTPS) as described in the below table:

Zone A (Agriculture)				
Use	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Transport Terminal	Impact Assessable	Overlay 3.2 CNV (Clearing of Native Vegetation)	5.2.1 General Height Control 5.2.4.1 Car Parking Spaces 5.2.4.4 Layout of Car Parking Areas 5.2.5 Loading Bays 5.2.6.1 Landscaping in Zones other than Zone CB	N/A

The proposed development requires consent under the NTPS as outlined below.

### Clause 1.8(1)(c)(ii)

(c) *Impact Assessable* – use and development that requires the exercise of discretion by the consent authority to determine if it is appropriate given the location of the site and the potential impacts on surrounding uses, and if it accords with the Strategic Framework.

Use and development of land requires consent and is *Impact Assessable* when any of the following apply:

**i. it is shown as *Impact Assessable* on the relevant assessment table in Part 4;**

### Clause 1.10(4) Exercise of Discretion by the Consent Authority

In considering an application for a use or development identified as *Impact Assessable* the consent authority must take into account all of the following:

(a) any relevant requirements, including the purpose of the requirements, as set out in Parts 5 or 6;

(b) any Overlays and associated requirements in Part 3 that apply to the land;

- (c) the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and  
(d) any component of the Strategic Framework relevant to the land as set out in Part 2.

The proposed land use of a 'transport terminal' is defined by the NTPS as:  
means premises used for the:

- (a) loading, discharge or storage of goods in the course of the transport of those goods by air, road, rail or ship;  
(b) garaging and maintenance of fleet vehicles; or  
(c) servicing, repair and garaging of buses;  
and may include where ancillary an office

*This is a technical assessment of the proposal against the requirements of the Northern Territory Planning Scheme 2020 (NTPS2020) and is no indication of whether or not approval will be given by the consent authority.*

## 2.0 Strategic Framework

In accordance with subclause 2.2 (4) of NTPS, the Strategic Framework guides the interpretation of all Parts of the NTPS:

*Where there is inconsistency between the components of the Strategic Framework, Area Plans, providing the most detailed level of guidance, prevail over higher-order Land Use Plans and Strategic Planning Policies to the extent of any inconsistencies.*

*Subregional Land Use Plans, Regional Land Use Plans and Strategic Planning Policies will guide interpretation of the Planning Scheme when:*

- (a) there is no applicable Area Plan;  
(b) the Area Plan does not provide guidance on a particular issue;  
(c) a use or development does not accord with an Area Plan; or  
(d) a new Area Plan is being created or a change is proposed to an existing Area Plan.

The Katherine Land Use Plan 2014 (KLUP) is applicable to the subject property as follows.

### 2.4 Key Agriculture/Horticulture Objectives:

- *To protect land with high capability for agriculture and horticulture included within Zone A (Agriculture) or Zone H (Horticulture) by limiting further subdivision unless detailed and site specific land capability assessment establishes the economic viability of proposed development on smaller lots.*
- *To protect agricultural and horticultural activities from encroachment of sensitive use including rural lifestyle lots.*

The subject property of 14ha is largely covered in native vegetation with a 0.7ha clearing within the south-eastern corner of the property (frontage to Lansdowne Road) where the residential development of a dwelling-single and an incidental outbuilding are located and surrounded by established landscaping. The KLUP contemplates that the small size of the 'Agriculture' zoned property limits the agriculture/horticulture output relative to the land capability. To date, there is horticulture development on neighbouring properties, while other lots appear to be exclusively used for rural living purposes with limited agricultural activities, between this mix of land use there are some properties used for purposes to service the agriculture industry and the broader region. The proposed development of a transport terminal is aligned to the later, however if development consent is forthcoming, more than 12ha of the subject property will remain native vegetation which can be used for such agricultural activities like stock grazing or be developed for more intensive forms of farming in the future. Therefore, the primary production potential of the property is retained for current and future landowners.

## COMPLIES

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## 3.2 Overlay - CNV (Clearing of Native Vegetation)

### Purpose

Identify areas with limits to the clearing of native vegetation and ensure that clearing in these areas does not:

- (a) impact on the conservation values of land within Zone CN; or
- (b) unreasonably contribute to environmental degradation of the locality.

### Administration

1. The clearing of native vegetation of more than one hectare in aggregate of land (including any area already cleared of native vegetation) within the area subject to the *Clearing of Native Vegetation Overlay* requires **consent**. This Overlay applies to land within Zones RR, RL, R, H, A, CP, CN, RD, WM and Unzoned land.
2. Notwithstanding sub-clause 1, all clearing of native vegetation in Zone CN requires **consent**, other than as provided for by sub-clause 4.
3. The consent authority may **consent** to the clearing of native vegetation that is not in accordance with subclause 5 only if it is satisfied that it is consistent with the purpose of this requirements and is appropriate in the context of the *site* and the locality having regard to such matters as:
  - (a) the suitability of the site for the proposed use;
  - (b) the values associated with the environmental characteristics (as applicable);
  - (c) the significance, extent and likelihood of any potential environmental impacts; and
  - (d) the measures the application proposes will be implemented to mitigate any potential impacts.
4. This Overlay does not apply if the clearing of native vegetation is required or controlled under any Act in force in the Territory, or is for the purpose of:
  - (a) a firebreak as specified by the *Bushfires Management Act 2016* or the *Fire and Emergency Act 1996*, up to 5m wide along a boundary of a lot having an area of 8ha or less, up to 10m wide on a lot having an area greater than 8ha unless otherwise specified by a Regional Fire Control Committee;
  - (b) an internal fence line up to 10m wide on a lot having an area greater than 8ha;
  - (c) a road to access the land or other land; or
  - (d) the maintenance and repair of public infrastructure.

In aggregate, including the approximate 0.7ha of native vegetation already cleared the transport terminal development over an area of 0.976ha will result in 1.676ha of native vegetation clearing on the subject property, 0.67ha over the 1ha threshold of Overlay 3.2. A total of 12.324ha of native vegetation will remain unimpacted on the subject property.

The subject clearing for the development avoids any area of environmentally significant or sensitive vegetation and is adjacent, but not upon any erodible soils and drainage areas, including a sinkhole which is located on the property, some 123m from the gravel hardstand development site and further to the built form shed of the transport terminal (as shown on the submitted development plans). The proposed 100m sinkhole buffer distance which retains native vegetation within, complies with the sinkhole recommendations of the NTPS Land Clearing Guidelines.

**COMPLIES**

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## 4.20 Zone A – Agriculture

### Zone Purpose

Provide and protect land with productive capability for a diverse range of **agriculture**.

### Zone Outcomes

1. Predominantly **agriculture, horticulture and plant nursery**;
2. Development that is complementary to and supports primary production including **retail agriculture stall, industry-primary, stables, helicopter landing site and transport terminal**, may also be established.
3. **Dwelling-group and rooming accommodation** where necessary to support **agriculture** activities.
4. Development such as **caravan park, education establishment and renewable energy facility** may be established where they complement agricultural activities and do not compromise the ongoing operation and viability of **agriculture** or the integrity of the zone.
5. Development such as **abattoir and intensive animal husbandry** may also be established where they can be located, designed and managed to maintain the quality of the natural environment and the reasonable **amenity** of the locality.
6. Subdivision primarily provides for lot sizes that are commercially viable for sustainable **agriculture** and responds to the capability of the land.
7. Development avoids or minimises adverse impacts on ecologically important areas, through sensitive location, design, operation and management.
8. Developments do not impose unsustainable demands on surface water and groundwater.
9. Development provides for infrastructure and services that are commensurate with the locality and scale of development.
10. Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.

The proponent outlines that the subject property is not of a size to support a commercial agricultural undertaking and subsequently the transport terminal, a complementary agriculture service land use is being progressed for the site as contemplated under Outcome 2 above to provide diversification of the 'Agriculture' zone. As such, it is concluded, that the development is consistent with the 'Agriculture' zoning purpose and relevant outcomes.

**COMPLIES**

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## 5.2.1 General Height Control

### Purpose

Ensure that the heights of buildings and structures are appropriate to the strategic and local context of the location and meet community expectations for development in the zone.

### Administration

1. This clause does not apply if:

(a) The development is for the purpose of:

- i. a telecommunications facility;
- ii. a chimney, flag pole, aerial, antenna or lightning rod; or
- iii. the housing of equipment relating to the operation of a lift; or

(b) an alternative height control is specified in clause 5.9 (Location specific development requirements).

2. The consent authority must not consent to a development in Alice Springs that is not in accordance with sub-clause 5.

3. The consent authority must not consent to a development on land in Zone MR abutting land in Zone LR that is not in accordance with sub-clause 6.

4. Except as set out in sub-clause 3, the consent authority may consent to a development that is not in accordance with sub-clause 6 if it is satisfied the building height is consistent with the intended character and amenity of the area, having regard to:

(a) the heights of other buildings in the immediate vicinity; and

(b) measures taken to mitigate potential impacts (such as unreasonable overshadowing, or overlooking of dwellings and private open space) on abutting properties.

### Requirements

5. The building height of a development in the Municipality of Alice Springs is not to exceed:

(a) the maximum building height for the zone and use as specified in table A to this clause; or

(b) two storeys to a maximum of 8.5m if the zone and use is not included in table A to this clause.

6. The building height in all other areas is not to exceed:

(a) the maximum building height for the zone and use as specified in table B to this clause; or

(b) two storeys to a maximum of 8.5m if the zone and use is not included in table B to this clause.

The applicable height control for the development on an Agriculture zoned property is a maximum building height of 8.5m. The proposed ridge/total height of the single storey shed that forms part of the transport terminal development is 9m, a variation of 0.5m. Under subclause 4, this minor height variation can be supported as the development is positioned and shielded by the topography and vegetation of the property to not be prominent from neighbouring properties and the road frontage. Additionally, the bulk, scale and intensity of the transport terminal is in keeping with the general primary production and rural living character of the Lansdowne locality.

**DOES NOT COMPLY - Shed exceeds 8.5m in height.**

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## 5.2.4.1 Car Parking Spaces

### Purpose

Ensure that sufficient off-street car parking, constructed to a standard and conveniently located, are provided to service the proposed use of a site.

### Administration

1. This clause does not apply where alternative car parking space requirements are established under clause 5.9 (Location specific development requirements).

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2. The consent authority may consent to a use or development that is not in accordance with sub-clause 4 if it is satisfied a reduction of the number of car parking spaces is appropriate with regard to:

- (a) the zoning of the land, the use or development or proposed use or development of the land, and the possible future use or development of the land;
- (b) the provision of car parking spaces in the vicinity of the land;
- (c) the availability of public transport in the vicinity of the land; and
- (d) the potential impact on the surrounding road network and the amenity of the locality and adjoining property;

or if the use or development relates to a heritage place and the Minister responsible for the administration of the Heritage Act 2011 supports the reduced provision of car parking spaces in the interest of preserving the significance of the heritage place.

3. The consent authority may require the provision of car parking spaces for any ancillary use or development in addition to that specified for the primary use or development in the table to this clause.

*Requirements*

*Requirements*

4. Use and development is to include the minimum number of car parking spaces specified in the table to this clause (rounded up to the next whole number).

The table to Clause 5.2.4.1 requires the following number of car parking spaces for the development:

<b>Transport terminal</b>	1 for every 100m <sup>2</sup> of <i>net floor area</i> other than offices <u>Plus</u> 4 for every 100m <sup>2</sup> of <i>net floor area</i> of office <u>Plus</u> 1 for every 250m <sup>2</sup> used as outdoor storage
---------------------------	--

The details provided in support of the application note the proposed development is to be used to park and store commercial vehicles, trucks and machinery. The development includes a storage building totalling 456m<sup>2</sup> is proposed consisting of a 288m<sup>2</sup> (24m x 12m) steel-framed, metal-clad storage shed with open-sided access to a 168m<sup>2</sup> (24m x 7m) roof only section. To accommodate the land use a total area of 9760m<sup>2</sup>, excluding the driveways, is to be provided with a compacted gravel hardstand area. This a balance of 9,304m<sup>2</sup>, less the area of the storage building. The proponent has nominated an outdoor storage area of 760m<sup>2</sup> in the submitted Statement of Effect, but this area is not outlined on the plans. It has been confirmed by the applicant that no office space is proposed with the development.

Based on the table and the floor areas proposed a total of 5 carparking spaces are required. Six carparking spaces are provided and outlined on the plans.

**MAY NOT COMPLY.** The plans provided in support of the application do not nominate an outdoor storage area.

### 5.2.4.4 Layout of Car Parking Areas

*Purpose*

Ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose.

*Administration*

1. This clause does not apply to a car parking area where the car parking is required in association with a dwelling-single, dwelling-independent or a home based business.
2. A car parking area may be used for the purpose of a market if:

- (a) a market is Permitted in the zone; and
  - (b) the market operates outside of the operating hours of the use for which the car parking area is established.
3. The consent authority may consent to a car parking area that is not in accordance with sub-clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the amenity of the surrounding locality.
4. The consent authority may consent to a car parking area that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.
5. The consent authority may consent to a car parking area that is not in accordance with sub-clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.

Requirements:

#### Requirements

6. A car parking area is to:

- (a) be not less than 3m from any lot boundary abutting a road; and
- (b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the car parking area when viewed from the road.

7. A car parking area is to be constructed and maintained to be:

- (a) of a suitable gradient for safe and convenient parking; and
- (b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.

8. The layout of a car parking area is to:

- (a) be functional and provide separate access to every car parking space;
- (b) allow a vehicle to enter from and exit to a road in a forward gear;
- (c) be in accordance with the dimensions set out in the diagram to this clause; and
- (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.

9. The number of access points to the road is to be limited, and access points to car parking areas are to:

- (a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and
- (b) maximise sight lines for drivers entering or exiting the car parking area.

The applicable minimum number of dust-suppressed car parking spaces required for the development which comprises a 200m<sup>2</sup> shed and 760m<sup>2</sup> of storage area is five. A total of six gravel base car parking spaces have been outlined on the development plans.

**COMPLIES**

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## 5.2.5 Loading Bays

#### Purpose

Provide for the loading and unloading of vehicles associated with the use of land.

#### Administration

1. The consent authority may consent to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:

- (a) the scale of the use and development on the site;
- (b) any potential adverse impacts on the local road network; and
- (c) any agreements for off-site loading and unloading of vehicles, such as shared loading areas or approval to carry out loading activities in a laneway or secondary street.

2. For the purposes of this clause, where an exhibition centre, food premises (fast food outlet and restaurant), office, place of assembly, shop or shopping centre are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined net floor area of the integrated uses.

**Requirements**

3. Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number).

4. A loading bay is to:

- (a) provide areas wholly within the site for loading and unloading of vehicles;
- (b) be at least 7.5m by 3.5m;
- (c) have a clearance of at least 4m; and
- (d) have access that is adequate for its purpose.

The table to Clause 5.2.5 requires the following number of loading bays for the development:

Transport terminal	<p>1 loading bay for a single occupation of a net floor area of 10 000m<sup>2</sup> or less;</p> <p>and</p> <p>1 loading bay for every 5000m<sup>2</sup> of net floor area or part thereof in excess of 10 000m<sup>2</sup></p>
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A single loading bay of 7.5m by 3.5m loading bays with a 4m clearance is required and has been provided for the development that is under 1ha in size.

**COMPLIES**

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**5.2.6.1 Landscaping in Zones Other Than Zone CB**

*Purpose*

Ensure appropriate landscaping that is attractive, water efficient and contributes to a safe environment, is provided to development to enhance the streetscape and overall amenity of the locality.

*Administration*

- 1. Landscaping may include provision of paved areas and areas for entertainment and recreational activities.
- 2. The consent authority may consent to landscaping that is not in accordance with sub-clauses 5, 6 and 7 only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and outcomes, and is appropriate to the site having regard to the amenity of the streetscape, and the potential impact on the amenity of the locality and adjoining property.

*Requirements*

- 3. Where landscaping is required by this Scheme it should be designed so that:
  - (a) planting is focused on the area within the street frontage setbacks side setbacks, communal open space areas and uncovered car parking areas;
  - (b) it maximises efficient use of water and is appropriate to the local climate;
  - (c) it takes into account the existing streetscape, or any landscape strategy in relation to the area;
  - (d) significant trees and vegetation that contribute to the character and amenity of the site and the streetscape are retained;
  - (e) energy conservation of a building is assisted having regard to the need for shade and sunlight at varying times of the year;
  - (f) the layout and choice of plants permits surveillance of public and communal areas; and
  - (g) it facilitates on-site infiltration of stormwater run-off.

4. *The quality and extent of the landscaping consented to must be maintained for the life of the development.*
5. *Other than in Zones CB, C and TC, not less than 30% (which may include communal open space) of a site that is used for rooming accommodation, dwellings-group, dwellings-multiple and residential care facility is to be landscaped.*
6. *In Zones LI, GI and DV all street frontages, except access driveways or footpaths, are to be landscaped to a minimum depth of 3m.*
7. *In Zones MR and HR, side and rear setbacks are to include planting to the length of the setback of no less than 2m deep, except for areas that are used for private open space.*

No landscaping is explicitly required by the NTPS for the proposed development, however the front setback area between the development site and Lansdowne Road will remain native vegetation with significant trees which as discussed previously shields the development, while also providing suitable sustainable landscaping for the Agriculture zoned property that is fitting the Lansdowne locality.

**COMPLIES**

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Our Ref: NT Portion 07473, 131 Lansdowne Road, Lansdowne NT  
Your Ref: PA2024/0314

13 November 2024

Development Assessment Services  
Department of Infrastructure, Planning and Logistics  
GPO Box 1680  
Darwin NT 0801

**NEW DEVELOPMENT APPLICATION – PA2024/0314 – NT PORTION 07473 – 131 LANSDOWNE RD – LANSDOWNE NT**

The Council submits an objection regarding the PA2024/0314 application based on issues with the public exhibition period. Given the heightened sensitivity among residents and ratepayers about current and future developments on Lansdowne Road, comprehensive community consultation is essential.

We believe that the public exhibition period for this application was insufficient and that neighbouring properties were not adequately consulted, limiting their opportunity to provide feedback. Consequently, the Council requests an additional two-week public exhibition period for the PA2024/0314 application.

In our assessment, vehicle movements associated with this application are expected to have substantial impacts on the broader road network but will significantly affect the property's entry and exit points. These movements will contribute to erosion and deterioration of the road shoulders.

Additionally, as shown in Image 1, the area is already strained by heavy vehicle traffic, particularly at turning points where the current road design is inadequate to accommodate heavy vehicles.



*Image 1. Strain to highlighted area resulting from heavy vehicle usage of the Lansdowne and Quarry Rd intersection.*





**KATHERINE**  
TOWN COUNCIL

24 Stuart Highway  
PO Box 1071  
Katherine NT 0851  
records@ktc.nt.gov.au  
Ph: 08 8972 5500  
Fax: 08 8971 0305  
ABN 4783 6889 865

We are concerned that rural roads are not equipped to support multi-combination heavy vehicles. While we continue to address infrastructure challenges, our primary focus will remain on the driveway's design and construction to mitigate further damage to the road shoulders and network.

If the application is approved, the applicant will be required to obtain an Open a Road permit to specify driveway construction standards and ensure the transport terminal entrance can support the proposed operations.

The Council emphasises that the Northern Territory Subdivision Development Guidelines and the Council's Developer Contribution Plan, including standards for vehicular access, must be strictly followed.

**As standard, should the application be approved, the following notes are recommended for inclusion in any Development Permit issued by the consent authority:**

- a) An *Open a Road Permit* is required from Katherine Town Council before commencement of any work within the road reserve, which would include creation of any driveway crossover connecting to Katherine Town Council's road network.
- b) Katherine Town Council's current Fees and Charges may apply to the conditions. Additional information can be found at [www.katherine.nt.gov.au](http://www.katherine.nt.gov.au).

The Developers Contribution in this instance is nil.

Yours sincerely

Ingrid Stonhill

**CHIEF EXECUTIVE OFFICER**



Container No: LD000/7473

DLPE - Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Lachlan,

**RE: PA2024/0314 - N.T. Portion 7473 - 131 Lansdowne Road Lansdowne - Transport terminal**

In response to the above proposal for development application purposes, Power and Water Corporation (Water Services) advise the following with reference to water and sewer enquiries:

1. Reticulated water and sewer services are currently unavailable in the area. The developer must contact relevant authorities to discuss servicing requirements for the proposed development.
2. Power and Water have no objections or requirements for the proposed transport terminal.

If you have any further queries, please contact the undersigned on 8995 5884, or email [waterdevelopment@powerwater.com.au](mailto:waterdevelopment@powerwater.com.au)

Yours sincerely,

A handwritten signature in cursive script that reads "L. Leyson".

Louise Leyson  
**Services Development**

31<sup>st</sup> October 2024

cc: Cameron Judson – Upside Planning  
email: [Cameron.judson@upsideplanning.com.au](mailto:Cameron.judson@upsideplanning.com.au)

Phone 1800 245 092  
Web powerwater.com.au

Record No: D2024/400955  
Container No: NE000/7473  
Your Ref: PA2024/0314

Steven Kubasiewicz  
Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Steven

**Re: NT Portion 7473 (131) Lansdowne Road Lansdowne**

In response to your letter of the above proposal for the purpose of transport terminal used to park and store vehicles, trucks and machinery, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. This property is currently provided with limited capacity of power supply from overhead electricity reticulation on Lansdowne Road.
2. The landowner shall engage a licensed electrician to submit a revised overall maximum power demand calculation for both existing shed and the new transport terminal on NT Portion 7473 to PWC for assessment on applicable power supply capacity upgrade requirements in accordance with the current Australian Energy Regulator (AER) process.
3. The engaged electrician shall install internal electricity reticulation for the proposed dwelling-group in accordance with PWC's current NP018 Service and Installation Rules 2024 and NP010-Meter Manual.

If you have any further queries, please contact Andrew Venhuizen, Senior Customer Connections Officer on 8924 5700.

Yours sincerely



Thanh Tang  
Manager Distribution Development  
1 Novmeber 2024

Mr Steven Kubasiewicz  
Department of Lands, Planning and Environment  
GPO Box 1680  
DARWIN NT 0801

Dear Mr Kubasiewicz

**Re: PA2024/0314 Transport Terminal**

The above application has been assessed by the relevant environmental divisions within the department and the following comments are provided:

**Flora and Fauna Division**

Based on a search of the Department of Lands Planning and Environment (DLPE) databases within 5km of the site, expert knowledge of species' habitat requirements, and information about habitats occurring within the site, the following species classified as threatened under the *Territory Parks and Wildlife Conservation Act 1976* (TPWC Act) and/or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) may occur within, or immediately adjacent to NT Portion 7473. **Table 1** provides an assessment of the potential risk posed by the development to each species, based on the current available information (including that provided by the proponent) and indicates whether the available information is sufficient to make a full assessment, including identifying where further surveys are required to address important information gaps.

**Table 1** – Threatened species that are known to occur or have a high potential of occurring within the proposed footprint, their conservation status and an assessment of the risk of impact posed by the proposal. Conservation status = VU – Vulnerable, EN – Endangered and CR – Critically Endangered.

Common Name	Scientific Name	TPWC Act	EPBC Act	Risk of Potential Impact	Survey Required
Bare-rumped Sheath-tailed Bat	<i>Saccolaimus saccolaimus nudicluniatus</i>	-	VU	Low	No
Ghost Bat	<i>Macroderma gigas</i>	-	VU	Low	No
Gouldian Finch	<i>Chloebia gouldiae</i>	VU	EN	Low	No
Masked Owl (northern mainland)	<i>Tyto novaehollandiae kimberli</i>	VU	VU	Low	No

Common Name	Scientific Name	TPWC Act	EPBC Act	Risk of Potential Impact	Survey Required
Northern Blue-tongued Skink	<i>Tiliqua scincoides intermedia</i>	-	CR	Low	No
Northern Brushtail Possum	<i>Trichosurus vulpecula arnhemensis</i>	-	VU	Low	No
Northern Shrike-tit	<i>Falcunculus frontatus whitei</i>	-	VU	Low	No
Partridge Pigeon (eastern)	<i>Geophaps smithii smithii</i>	VU	VU	Low	No
Red Goshawk	<i>Erythrotriorchis radiatus</i>	VU	VU	Low	No
Victoria River Squat Snail	<i>Trachiopsis victoriana</i>	VU		Low	No

### Threatened Species

The Flora and Fauna Division considers the risk to threatened species from the proposed development to be low and no targeted threatened species surveys are required. This is based on the availability of suitable habitat elsewhere in the Katherine area and/or the development adopting native vegetation buffers as per the Northern Territory Planning Scheme Land Clearing Guidelines (NTPS LCG). These are discussed further in **Attachment 1**.

### Biodiversity

**Sinkholes:** In the NT, sinkholes are considered to be a type of Groundwater Dependent Ecosystem (GDE) and are usually associated with karst (limestone) landscapes and cave systems. Sinkholes contribute to groundwater recharge and provide unique habitats for biodiversity. Impacts to sinkholes can be mitigated by retaining native vegetation buffers as per the NTPS LCG.

DLPE mapping and interpretation of satellite imagery show a sinkhole is present within NT Portion 7473. The applicant confirms its presence in the development application and has applied a 100m buffer. However, the NTPS LCG recommend that buffers should be applied "from the external perimeter of the sinkhole and not the centre point". Maps provided with the application show that the buffer has been measured from the centre point and not the outer edge of the feature as recommended by the NTPS LCG.

It is recommended that the application is deferred pending further information on the proximity of the development relative to the outer edge of the sinkhole(s). Alternatively, if the applicant proposes to build within the recommended sinkhole buffer the NTPS LCG recommend that justification should be provided in the form of a geotechnical assessment conducted by a suitably qualified professional.

**Sensitive and/or significant vegetation:** Dry monsoon vine forest is considered a sensitive and/or significant vegetation type under the NTPS LCG, which recommends retaining a buffer of native vegetation around it to avoid impacts. Sensitive and/or significant vegetation types were mapped as part of the 'Biodiversity Assessment of the Katherine Area' report, which identifies NT Portion 7473 as having areas of dry monsoon vine forest. Dry monsoon vine forest in the Katherine area is closely associated with limestone outcrops, and satellite imagery shows NT Portion 7473 contains such areas. The Flora and Fauna Division considers the dry monsoon vine forest within NT Portion 7473 is likely to be of low value given its location within a wider area mapped as 'highly modified' within the 'Biodiversity Assessment of the Katherine Area' report. Therefore, the Flora and Fauna Division recommends a native vegetation buffer of 50m is applied from the outer edge of the dry monsoon vine forest, as recommended in the NTPS LCG.

The Flora and Fauna Division notes that, according to the NTPS LCG, if an application is not proposing to retain buffers in accordance with the NTPS LCG, justification should be provided, and alternative mitigation or management strategies identified to avoid impacts.

The Flora and Fauna Division has reviewed the application to develop a transport terminal on NT Portion 7473 and considers that the proposal poses a low risk to threatened species and biodiversity.

As part of the 'Mapping the Future' project for the Katherine area, a biodiversity risk map was developed to assist land use planning and development. This map identifies NT Portion 7473 as being within an area of 'nil' risk (Class 1) to biodiversity due to the area being highly modified. However, the 'Biodiversity Assessment of the Katherine Area' report states that some Class 1 areas still have habitat suitable for threatened species and/or contain land features that have particular management recommendations under the NTPS LCG, and that site-specific considerations may still be required in these areas. Therefore, although the Flora and Fauna Division considers the proposed development poses a low risk to threatened species and biodiversity, as NT Portion 7473 contains a sinkhole and areas of limestone outcropping with associated dry monsoon vine forest, the following recommendations are made to ensure the risk remains low:

- A decision on the application is deferred pending further information on the external perimeter of the sinkhole, with the 100m buffer applied from that point, as per the NTPS LCG;
- Areas of limestone outcropping and associated dry monsoon vine forest are identified and mapped, with a 50m buffer applied, as per the NTPS LCG; and
- Destruction of, and/or disturbance to, areas of limestone outcropping is avoided as much as possible, as per Recommendation 9 of the 'Biodiversity Assessment of the Katherine Area' report.

## **Rangelands Division**

### **Land Assessment Branch**

A field inspection, a review of land resource data and mapping in the Katherine South area indicates approximately 0.4ha of the proposed transport terminal (including access) is located on a plain with *Lophostemon grandiflorus* vegetation and poorly drained soils. During high rainfall events, the proposed development area may experience extended periods of soil saturation or inundation.

### **Land Management Unit**

Based on a desktop assessment the application footprint (transport terminal plus the access) is approximately 1.1ha in area. NR Maps identifies the presence of two sinkholes within NT Portion 7473, however it appears that these two records may represent one feature. As identified by the Flora and Fauna Division, the buffer provided to the sinkhole in the application has been measured from the centre point rather than the outer edge and further information is required.

### **Weeds Management Branch**

A desktop assessment of the NT Weeds Database on NT Portion 7473, surrounding areas and adjoining land tenures has revealed records of the following weed species

Common Name	Botanical Name	Declared
Chinee apple	<i>Ziziphus mauritiana</i>	Class A

Common Name	Botanical Name	Declared
Neem	<i>Azadirachta indica</i>	Class B
Sida- spiny head	<i>Sida acuta</i>	Class B
Coffee senna	<i>Senna occidentalis</i>	Class B
Hyptis	<i>Hyptis suaveolens</i>	Class B
Rubber bush	<i>Calotropis procera</i>	Not Declared

All land in the Northern Territory is subject to the *Weeds Management Act 2001* (WM Act). The WM Act describes the legal requirements and responsibilities that apply to all persons, owners and occupiers of land regarding declared and potential weeds. General duties described in Division 1 of the WM Act include the requirement for owners or occupiers of land to take all reasonable measures to prevent land being infested with a declared weed and to prevent a declared weed from spreading.

There are four types of classifications for a declared or potential weed under the WM Act: Class A (to be eradicated); Class B (growth and spread to be controlled); Class C (not to be introduced into the Territory or part of the Territory); and Class D (prevent the growth and spread by actions of persons).

Chinee apple and neem are subject to Statutory Weed Management Plans under the WM Act. Management obligations outlined in these plans must be adhered to by all landholders.

The proponent must ensure that all vehicles and machinery are free of weeds, weed seeds, soil and vegetative material prior to entering or exiting the site. Vehicles must avoid driving through weeds already present on-site to prevent further spread. Vehicles and machinery exhibiting such material must be thoroughly washed down before entering/departing.

Any works that cause disturbance to vegetation and soils will create conditions favourable for the growth of weed species and control should be undertaken as necessary. Weed control prior to seed set should be carried out in all areas affected by the proposed project area.

Preventing Weed Spread is Everybody's Business' is a document highlighting the areas of risk for all activities associated with weed spread. The document available online<sup>1</sup>, details the pathways through which weeds are spread and provides actions to reduce weed spread. Proponents seeking to develop land for any purpose should address these actions.

Information regarding weed management is available online<sup>2</sup> or alternatively contact the Weed Management Branch for further advice on (08) 8973 8862.

<sup>1</sup> [https://denr.nt.gov.au/\\_\\_data/assets/pdf\\_file/0011/257987/preventing-weed-spread.pdf](https://denr.nt.gov.au/__data/assets/pdf_file/0011/257987/preventing-weed-spread.pdf)

<sup>2</sup> <https://nt.gov.au/environment/weeds>

## Environment Division

The information provided regarding the proposal does not appear to trigger licensing requirements of an Environment Protection Approval under the *Waste Management and Pollution Control Act 1998* (WMPC Act).

Should the proponent collect, transport, store, recycle or treat listed wastes on a commercial or fee for service basis as part of the premises development, then an Environment Protection Approval or Licence will be required to authorise the activity under the WMPC Act. Any listed wastes generated during the construction or operation of the facility must be transported by an appropriately licensed waste handler to an appropriately licensed facility for treatment, recycling and/or disposal.

There are statutory obligations under the WMPC Act that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the WMPC Act, including the General Environmental Duty under section 12 of the WMPC Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the WMPC Act.

Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority (NT EPA) website<sup>3</sup>.

To help satisfy the General Environmental Duty, the proponent is advised to take notice of the list of environmental considerations below. The list is not exhaustive, and the proponent is responsible for ensuring their activities do not result in non-compliance with the WMPC Act. The WMPC Act, administered by the NT EPA, is separate to and not reduced or affected in any way by other legislation administered by other departments or authorities. The NT EPA may take enforcement action or issue statutory instruments should there be non-compliance with the WMPC Act.

A non-exhaustive list of environmental issues that should be considered to help satisfy the environmental duty are listed below.

1. **Dust:** The proposed activities have the potential to generate dust, particularly during the dry season. The proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.
2. **Noise:** The proponent is to ensure that the noise levels from the proposed premises comply with the latest version of the NT EPA Northern Territory Noise Management Framework Guideline available online<sup>4</sup>.
3. **Erosion and Sediment Control (ESC):** The proponent must ensure that pollution and/or environmental harm do not result from soil erosion.

The ESC measures should be employed prior to and throughout the construction stage of the development. Larger projects should plan, install and maintain ESC measures in accordance with the current International Erosion and Sediment Control Association (IECA) Australia guidelines and specifications.

Where sediment basins are required by the development, the NT EPA recommends the use of at least Type B basins, unless prevented by site specific topography or other physical constraints.

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<sup>3</sup> <https://ntepa.nt.gov.au/publications-and-advice/environmental-management>

<sup>4</sup> [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0004/566356/noise\\_management\\_framework\\_guideline.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0004/566356/noise_management_framework_guideline.pdf)



Basic advice for small development projects is provided by the NT EPA document: Guidelines to Prevent Pollution from Building Sites<sup>5</sup> and Keeping Our Stormwater Clean<sup>6</sup>.

4. **Water:** If this activity requires the discharge of waste to water or could cause water to be polluted then a waste discharge licence under the *Water Act 1992* (NT) may be required. Please refer to the Guidelines<sup>7</sup>.
5. **Storage:** If an Environment Protection Approval or Environment Protection Licence is not required, the proponent should store liquids only in secure bunded areas in accordance with VIC EPA Publication 1698: Liquid storage and handling guidelines, June 2018, as amended. Where these guidelines are not relevant, the storage should be at least 110% of the total capacity of the largest vessel in the area.

Where an Environment Protection Approval or Environment Protection Licence is required, the proponent must only accept, handle or store at the premises listed waste, including asbestos, as defined by the WMPC Act, in accordance with that authorisation.

6. **Site Contamination:** If the proposal relates to a change of land use or if the site is contaminated, including as a result from historical activities such as cyclones, a contaminated land assessment maybe required in accordance with the National Environment Protection (Assessment for Site Contamination) Measure (ASC NEPM). The proponent is encouraged to refer to the information provided on the NT EPA website<sup>8</sup> and the NT Contaminated Land Guidelines<sup>9</sup>.
7. **Waste Management - Import and Export of Fill:** The proposed activities have the potential to generate fill and/or involve the importation of fill for use on-site. Untested fill material may already be present on the site. All fill imported or generated and exported as part of the activity must either be certified virgin excavated natural material (VENM) or be sampled and tested in line with the NSW EPA Guidelines<sup>10</sup>.

All imported fill material must be accompanied by details of its nature, origin, volume, testing and transportation details. All records must be retained and made available to authorised officers, upon request. The proponent should also consider the following NT EPA fact sheets: How to avoid the dangers of accepting illegal fill onto your land<sup>11</sup>, and Illegal Dumping - What You Need to Know<sup>12</sup>.

8. **Odour or Smoke:** The proposed activities may have the potential to create odours and/or smoke. The proponent must ensure that nuisance odours or smoke are not emitted beyond the boundaries of the premises.

## **Water Resources Division**

### **Licensing and Regulation**

The land at NT Portion 7473 (131 Lansdowne Road) is located within the Katherine Tindall Water Allocation Plan area in the Daly Roper Beetaloo Water Control District. There is one registered bore located on the land, which is not associated with a water extraction licence. Pursuant to Government

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<sup>5</sup> [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0010/284680/guideline\\_prevent\\_pollution\\_building\\_sites.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0010/284680/guideline_prevent_pollution_building_sites.pdf)

<sup>6</sup> [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0006/284676/guideline\\_keeping\\_stormwater\\_clean\\_builders\\_guide.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/284676/guideline_keeping_stormwater_clean_builders_guide.pdf)

<sup>7</sup> [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0005/950603/guidelines-waste-discharge-licensing.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/950603/guidelines-waste-discharge-licensing.pdf)

<sup>8</sup> <https://ntepa.nt.gov.au/your-environment/contaminated-land>

<sup>9</sup> [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0020/434540/guideline\\_contaminated\\_land.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0020/434540/guideline_contaminated_land.pdf)

<sup>10</sup> <https://www.epa.nsw.gov.au/your-environment/waste/classifying-waste/virgin-excavated-natural-material>

<sup>11</sup> [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0005/285728/factsheet\\_avoid\\_danger\\_accepting\\_illegal\\_fill\\_to\\_your\\_land.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/285728/factsheet_avoid_danger_accepting_illegal_fill_to_your_land.pdf)

<sup>12</sup> [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0008/285740/factsheet\\_illegal\\_dumping\\_what\\_you\\_need\\_know.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0008/285740/factsheet_illegal_dumping_what_you_need_know.pdf)

Gazette No. G13, 20 June 2024, a water extraction licence is not required providing the total volume of water taken from the aquifer from all bores on the parcel of land does not exceed 5 megalitres per year for combined beneficial uses in section 4(3)(a) to (f) of the *Water Act 1992*. According to the Katherine Tindall Limestone Aquifer Water Allocation Plan 2024-2026 the taking of water in accordance with Gazetted exemptions should comply with the intent of the Katherine Tindall Limestone Aquifer Water Allocation Plan 2024-2026.

Further information can be obtained from the department's website [Water | NT.GOV.AU](http://Water|NT.GOV.AU) and by contacting [water.licensing@nt.gov.au](mailto:water.licensing@nt.gov.au) or call 08 8999 4455

Should you have any further queries regarding these comments, please contact the Development Coordination Branch by email [DevelopmentAssessment.DEPWS@nt.gov.au](mailto:DevelopmentAssessment.DEPWS@nt.gov.au) or phone (08) 8999 4446.

Yours sincerely



Maria Wauchope  
Executive Director Rangelands

2 December 2024

Attachment 1 – Species identified as being at low risk of impact by the project

# Attachment 1

## Species identified as being at low risk of impact by the project (Table 1)

Bare-rumped Sheath-tailed Bat: This species is a high-flying insectivorous bat and is known to roost colonially in tree hollows. Threats faced by the species are poorly understood but habitat loss and degradation, particularly from the loss of tree hollows, is likely to be a significant threat. Given the relatively small area proposed to be cleared (~1ha), the Flora and Fauna Division considers risks to the Bare-rumped Sheath-tailed Bat is likely to be low.

Ghost Bat: The Katherine Region is known to support important roosting habitat for the local sub-population of Ghost Bats. The Flora and Fauna Division is not aware of any roost sites for this species within NT Portion 7473 or on adjacent properties, and the 'Biodiversity Assessment of the Katherine Area' report shows NT Portion 7473 as being within an area of relatively low Ghost Bat activity. With the proposal impacting a small area of foraging habitat (~1ha), risk to the Ghost Bat is considered to be low.

Gouldian Finch: The 'Biodiversity Assessment of the Katherine Area' report maps areas of potential 'high-quality' breeding and foraging Gouldian Finch habitat. This shows that part of NT Portion 7473 has potential foraging habitat for this species, however it is not considered to be of 'high-quality'. Potential 'high-quality' breeding and foraging habitat has been mapped to the north, north-east and north-west of NT Portion 7473. Therefore, the Flora and Fauna Division considers the loss of a small area (~1ha) of potential foraging habitat would likely pose a low risk to regional populations of the species.

Northern Blue-tongued Skink: This species occurs in a wide variety of habitats, with areas of vegetation and/or cover that provide cool and moist conditions considered to be critical habitat. Such habitat may exist within NT Portion 7473 around the sinkhole and areas of limestone outcropping. Risks to this species can be avoided by implementing the appropriate buffer from sinkholes as per the NTPS LCG and avoiding disturbance to limestone outcrops. The Flora and Fauna Division considers risks to the Northern Blue-tongued Skink is likely to be low given the large area of suitable habitat elsewhere in the Katherine area.

Northern Brushtail Possum: The 'Biodiversity Assessment of the Katherine Area' report models an area of high-quality habitat for this species in the southern part of NT Portion 7473 which may coincide with denser vegetation associated with a sinkhole located in the same area. Risks to the Northern Brushtail Possum can be avoided by implementing appropriate buffers from sinkholes as per the NTPS LCG. The Flora and Fauna Division considers risks to the local sub-population of this species is likely to be low given the large area of highly suitable habitat elsewhere in the Katherine area.

Northern Shrike-tit: The Northern Shrike-tit is an insectivorous bird that is sparsely distributed in a range of woodland, open woodland and low woodland habitats across the Top End. The 'Biodiversity Assessment of the Katherine Area' report concluded that the species is a likely resident throughout the Katherine area. Given the relatively small area proposed to be cleared (~1ha), the Flora and Fauna Division considers the risk to the Northern Shrike-tit is likely to be low.

Masked Owl, Red Goshawk: The 'Biodiversity Assessment of the Katherine Area' report concluded that riparian vegetation along the Katherine River and its tributaries, provides the most suitable habitat in the Katherine area for these species. As NT Portion 7473 does not contain riparian habitat, risks to the Masked Owl and Red Goshawk are considered to be very low.

Partridge Pigeon: In the Daly region, the Partridge Pigeon is mostly observed in open eucalypt woodlands and the Katherine area is at the southern-most end of its current known range. The species was not detected during surveys undertaken for the 'Biodiversity Assessment of the Katherine Area', however this could be due to low densities and/or a very patchy distribution. The Partridge Pigeon nests on the ground with the main threats to the species being from predation by feral cats, inappropriate fire regimes

exacerbated by introduced grasses, and habitat loss. Potentially suitable habitat for the species is extensive throughout the surrounding region and the impact of any habitat loss from the current proposal is likely to be minimal at a regional scale. Therefore, the risk to Partridge Pigeon from the proposed development is considered to be low.

Victoria River Squat Snail: The 'Biodiversity Assessment of the Katherine Area' report identifies dry monsoon vine forest, riparian habitat and rocky outcrops as preferred habitat for this species. NT Portion 7473 includes a sinkhole, dry monsoon vine forest and areas of limestone outcropping. Risks to this species can be avoided by implementing appropriate buffers from sinkholes and dry monsoon vine forest as per the NTPS LCG, and avoiding disturbance to limestone outcrops.