

**DEVELOPMENT CONSENT AUTHORITY  
KATHERINE DIVISION**

**NORTHERN TERRITORY PLANNING SCHEME 2020**

**AGENDA ITEM:** **1**      **MEETING DATE:** 02/04/2025      **FILE:** PA2025/0032

**APPLICATION PURPOSE:** Hotel/motel with ancillary food premises-restaurant and shop additions to an existing hotel/motel, on land subject to flooding

**SUBJECT SITE:** Lots 125 (11) & 126 (9) Third Street, Katherine, Town of Katherine

**ZONE:** CB (Central Business)

**SITE AREA:** 4160m<sup>2</sup> (2140m<sup>2</sup> & 2020m<sup>2</sup>)

**APPLICANT** Mr AHM Effekharul Islam

**PERSONS ON WHOSE BEHALF THE APPLICATION IS MADE** Landowner

**LANDOWNER** K Food Land Pty Ltd

**ANY PERSON WITH AN AGREEMENT TO ACQUIRE AN INTEREST IN THE LAND** None

## **1. PROPOSAL**

The development application is for additions to the existing hotel/motel on Lot 125 (11) Third Street, Katherine with expansion onto the adjoining Lot 126 (9) Third Street, Katherine. Ancillary land uses of a food premises-restaurant and shop also form part of the proposal.

The proposed hotel/motel will be the principal land use consisting of 38 motel accommodation units, a manager's unit, reception/lobby, office, meeting room, laundry, gym, playground, swimming pool, end of trip bathroom, bicycle and vehicle parking and associated landscaping.

The proposed ancillary land use of a food premises-restaurant consists of a kitchen, dining room, drive through service and associated adjacent car parking and landscaping.

The proposed ancillary land use of a shop will consist of the shopfront, a loading bay and associated adjacent car parking and landscaping.

The two subject lots are 2140m<sup>2</sup> and 2020m<sup>2</sup> respectively and are both zoned (CB) Central Business by the *Northern Territory Planning Scheme 2020* (NTPS 2020) (**Bookmark A**).

The development site is subject to 1% Annual Exceedance Probability (AEP) flood event.

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

The development is to be completed in three stages as set out below and on plan DA13 (**Bookmark B**) to enable continual operation of the existing motel.

Stage 1 - Motel accommodation unit building on 9 Third Street and associated car parking.

Stage 2 - Building containing motel reception, restaurant, accommodation units and associated external works.

Stage 3 - Building containing the shop and accommodation units (including the upgrading of the existing motel accommodation units to be retained) and associated external works.

## 2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

Clause 1.8(1)(b)(i) of the NTPS 2020 outlines that the development of a hotel/motel is *Merit Assessable* for the Central Business zoned properties. However, as the proposal is on land subject to flooding (Overlay 3.6), Clause 3.1.4 of the NTPS 2020 applies:

*Where an Overlay requires consent, the following level of assessment applies:*

*(b) if shown as Merit Assessable on the relevant assessment table in Part 4 it is Impact Assessable.*

Clause 1.10(4) of the NTPS 2020 stipulates the following for the 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 table below lists all applicable NTPS 2020 clauses for assessment of the subject development application:

Zone CB (Central Business)				
Use	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Hotel/motel with ancillary food premises-restaurant and shop	Impact Assessable	3.6 LSF – Land Subject to Flooding	5.2.1 General Height Control 5.2.4 Vehicle Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 - Setbacks for Development Adjacent to Land in Zones HR, CB, C, SC and TC 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.5.11 Food Premises 5.5.15 - Design in Commercial and Mixed Use Areas 5.5.16 - Active Street Frontage

### 3. ASSESSMENT SYNOPSIS

This report concludes that the Authority vary the requirements of Clauses: 3.6 (LSF – Land Subject to Flooding); 5.2.4.1 (Car Parking Spaces); 5.2.5 (Loading Bays); and 5.5.16 (Active Street Frontage) of the NTPS 2020 and approve the application subject to standard and specific conditions on the development permit.

### 4. BACKGROUND

There are no records of a development permit being granted for the subject lots. Nonetheless, the landowner has operated the established hotel/motel land use of the 'K-Town Motel' on 9 Third Street (Lot 125) for several years. The adjoining 11 Third Street (Lot 126) currently developed for residential purposes was purchased by this landowner in December 2020.

Development Permit 20205/0033 was issued on 24 March 2024 for the consolidation of the two subject properties to enable the subject redevelopment of the existing motel on the single amalgamated lot (**Bookmark F**).

### 5. PUBLIC EXHIBITION

The application was placed on public exhibition for a period of two weeks. Three (3) public submissions all in support of the proposal were received under section 49(1) of the *Planning Act 1999* (**Bookmark D**).

### 6. THIRD PARTY APPEAL RIGHTS

In accordance with Regulation 14(3) of the *Planning Regulations 2000*, 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 Clauses: 3.6; 5.2.4.1; 5.2.5; and 5.5.16. Each of these variations are explained in detail below.

#### 3.6 Overlay LSF – Land Subject to Flooding

A variation to the requirements of this clause is sought as it is proposed to build the development at the existing finished floor level of the motel at RL105.85, below the flood planning level (FPL) for the site of RL106.55, which includes the 1% Annual Exceedance Probability (AEP) of 106.25 plus 300mm of flood freeboard. This variation is supported for the following reasons:

- With existing accommodation units to be retained on the development site below the FPL the appearance of new buildings built at the FPL in comparison would appear unsightly and ad-hoc in a prominent location of the Katherine town centre.
- The design of the building at the site level allows an efficient and dignified accessible path of travel from public footpaths and property boundaries into the new development and avoids the unsightly construction of pedestrian access ramps and staircases to service the

new development if it was raised to the FPL. The applicant has outlined that the development would be unfeasible and would not be pursued if the construction method was altered to achieve the FPL.

- Flood resistant materials and methods of construction have been chosen by the proponent in accordance with the *Australian Building Codes Board Information Handbook: Construction of Buildings in Flood Hazard Areas*, including the use of concrete panels and/or blockwork and ensuring any electrical service lines are located above the FPL. Furthermore, for the subsequent building permit stage, structural engineers will be engaged to design the development to resist floodwater loads.
- The proponent has outlined they have significant insurance against the motel operation for flood events.
- The development site is not located within a 1% AEP 'floodway' where floodwater exceeds 2m depth or a 0.8m/second velocity.
- As the development is for a tourism enterprise, it would most likely be largely uninhabited during a flood event of severity to impact the development site and surrounding Katherine locality. As a result of the development likely being uninhabited, there would be a reduced risk to life, meaning that the predominate risk would be to the building infrastructure itself, which has been designed to accommodate the impacts of flood inundation.
- A pre-condition of development approval can be enforced requiring the submission and approval thereafter of a 'Flood Emergency Evacuation Plan' with flood event early warning mechanisms to reduce the number of staff and motel occupants on the site during such events, resulting in a reduced risk to people. Furthermore, remaining onsite staff and motel occupants during a flood event can be relocated to the first floor of the development above the FPL within a development designed to accommodate the impacts of flood inundation.

#### 5.2.4.1 Car Parking Spaces

A variation to the requirements of this clause is sought as 46 onsite parking bays are proposed in lieu of the required 51 onsite parking bays. This variation is supported given eight on-street reciprocal parking bays are proposed and supported by the Katherine Town Council to make-up for the shortfall of five onsite parking bays. Furthermore, the proposed land uses have different peak use times to contribute to a spread in parking demand throughout any given day.

The expected timing of parking demand from the applicant is as follows:

- Motel – 80% of guests check out before 8:00am and 80% check in after, therefore parking is primarily used between 5:00pm and 8:30am;
- Shop - will operate between 8:30am and 4:30pm; and
- The conference room and laundry facilities are only for motel guests and not for the general public.

#### 5.2.5 Loading Bays

A variation to the requirements of this clause is sought as only a single loading bay is proposed when two loading bays are required for the development. This variation is supported given that all deliveries will be carried out by agreement outside of peak traffic periods of Giles Street, to avoid adverse impacts on local traffic movements. Additionally, the single loading bay meets the size requirements of this clause and is sufficiently located away from the corner intersection of Giles and Third Streets.

#### 5.5.16 - Active Street Frontage

A variation to the requirements of this clause is sought as the development has multiple entry points and the secondary commercial street frontage to Third Street is not activated and is dominated by the existing motel accommodation building to be retained and a new 2.1m high security fencing to be provided along the Third Street frontage. Other than the multiple entry points the primary commercial street frontage to Giles Street meets the requirements of this



clause. The variations to this clause are supported as the secondary street fencing to Giles Street is articulated around landscaping and new signage, and first floor development will use glazing and openings to address the street where possible. Furthermore, the mixed-use development of the site requires multiple access points to provide safe and legible access of the site.

- (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 is no interim development control order in respect of the subject land.

- (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 land.

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

Three public submissions were received during the exhibition period under Section 49 of the Planning Act 1999 with respect to the proposal. All three submissions (**Bookmark D**) outlined broad support for the development for its potential to improve the visual amenity of the Katherine town centre and provide growth of the Katherine hospitality and tourism industry.

The submitters' names and postal addresses are as follow:

1. Muhammad Abu Bakar Siddique of Unit 3 43 Grevillea Road, Katherine East, NT, 0850
2. Jamie Walkley of 92 Martyn Street, Parramatta Park, QLD, 4870
3. Muhammad Zalal Uddin of 19 De Julia Court, Katherine East, NT, 0850

- (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 the merits of the application as:

*Provision of quality tourist/motel accommodation for Katherine and aligns with the NT Government Tourism Strategy;*

- *The development corresponds with the NT Government Short-Stay Accommodation in Katherine Market Analysis Reports, prepared by KPMG dated November 2021;*
- *Provision of additional shop/retail space that will provide variety for the residents of Katherine and tourists;*
- *Provision of economic stimulus for Katherine including construction, tourism and job opportunities for locals upon completion;*
- *Improvement of the appearance of the existing motel units, including provision of modern facilities for occupants such as improved reception, communal facilities and meeting room.*

- (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***

The development site is subject to a 1% AEP flood event but is not within a 'floodway' where floodwater exceeds 2m depth or a 0.8m/second velocity. To be commensurate with the existing motel accommodation building to be retained, the development will be built below the FPL for the site at the existing finished floor level. However, flood resistant materials and methods of construction will be implemented to accommodate flood impacts on the site; including the use of concrete panels and/or blockwork and ensuring any electrical service lines are located above the FPL. Furthermore, for the subsequent building permit stage, structural engineers will be engaged to design the development to resist flood water loads. As a result of the above the subject land is considered capable of supporting the proposed development without adverse impact on adjoining land.

- (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 the 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 E1**

- Requests a traffic study prepared by suitability qualified professional to support the proposed development and its traffic implications.
- Appropriate directional signage to not create visual clutter is to be installed for the multiple entry and exits points of the development.
- Technical details of stormwater management of the development are to be confirmed.
- The construction phase of the development is to be managed to mitigate any adverse amenity impacts on surrounding properties due to the mixed-use nature of the Central Business zone.
- Commercial waste disposal is solely the responsibility of the proponent.

Addressed by standard conditions and advice notes.

## **Service Authority:**

### **Power Water (Power) – Bookmark E2**

- The existing sewerage easement within Lot 125 is required and no structures are to be located on or over the easement.
- Only one single water and sewer services shall be provided to the consolidated lot. Any additional services are to be removed.

Addressed by standard conditions and advice notes.

### **Power Water (Water) – Bookmark E3**

- The applicant is required to complete a new power demand calculation for the site to inform the point of supply and applicable network upgrade works.
- Only a single power service shall be provided to the consolidated lot and a new main switch board is required to be installed by a licensed electrician.

Addressed by standard conditions and advisory notes.

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

The impact on amenity should be considered in the context of the site and its surrounds. The proposed motel redevelopment with ancillary supporting land uses of a restaurant and shop will provide further activation and surveillance of the northern section of the Central Business zone of Katherine, located between Katherine Terrace and Fourth Street. This will result from a substantial increase in motel bedroom numbers, increased and enhanced dining options and the introduction of a retail shopfront, all of which provide for increase day and night activity of the property and the wider Central Business zone.

Visually the redevelopment of the site will contribute to the growth and modernisation of the Katherine town centre in manner which is consistent with the predominant accommodation development of this precinct of the Central Business zone and assist with the transition of this zone into the residential development nearby this precinct to the north.

**(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***

The proposed development will not impact on the public interest as the:

- the design of the proposal has been assessed as being consistent with the Community Safety Design Guide;
- the land is connected to reticulated water supply and as a result will not impact on water security; and
- the proposal has been designed with accessible parking spaces and access to buildings.

**(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 proposed development does not require the preparation of any environmental reports or impact statements under the *Environmental Protection Act 2019*.

## **8. RECOMMENDATION**

That, the Development Consent Authority vary the requirements of Clauses: 3.6 (Overlay LSF – Land Subject to Flooding); 5.2.4.1 (Car Parking Spaces); 5.2.5 (Loading Bays); and 5.5.16 (Active Street Frontage) of the *Northern Territory Planning Scheme 2020*, and pursuant to Section 53(a) of the *Planning Act 1999*, consent to the application to develop Lots 125 (11) and 126 (9) Third Street, Katherine, Town of Katherine for the purpose of hotel/motel with ancillary food premises-restaurant and shop additions to an existing hotel/motel, on land subject to flooding, subject to the following conditions:

### **CONDITIONS PRECEDENT**

1. Before the use or occupation of the development starts, the proponent must submit and have approved by the consent authority, and thereafter implement to the satisfaction of the consent authority, a 'Flood Emergency Evacuation Plan' addressing the protocols for the early evacuation of the development site prior to a 1% Annual Exceedance Probability flood event.

### **GENERAL CONDITIONS**

2. The works carried out under this permit shall be in accordance with the drawings numbered 2025/0033/01 to 2025/0033/14 which are endorsed as forming part of this permit.

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3. The development must proceed in the order of stages as shown on the endorsed staging plan unless otherwise agreed in writing by the consent authority.
4. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
5. Before the use or occupation of the development starts, the area(s) set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
  - a) constructed;
  - b) properly formed to such levels that they can be used in accordance with the plans;
  - c) surfaced with an all-weather-seal coat;
  - d) drained;
  - e) line marked to indicate each car space and all access lanes; and
  - f) clearly marked to show the direction of traffic along access lanes and driveways to the satisfaction of the consent authority.Car parking spaces, access lanes and driveways must be kept available for these purposes at all times.
6. "No entry/no exit" signs and arrows directing the internal traffic movement on site shall be provided at completion of building to the requirements and satisfaction of the consent authority.
7. Protective kerbs (of a minimum height of 150mm) must be provided to the satisfaction of the consent authority to prevent damage to fences or landscaped areas.
8. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveways and the public streets, in accordance with the requirements of the Katherine Town Council, to the satisfaction of the consent authority.
9. The loading and unloading of goods from vehicles must only be completed outside of peak traffic periods on Giles Street to the satisfaction of the consent authority and within the designated loading bay to not disrupt the circulation and parking of vehicles on the land.
10. Before the use/occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
11. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.
12. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage, and electricity to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.  
Please refer to notations 3 and 4 for further information.
13. Engineering design and specifications for the proposed and affected roads, street lighting, stormwater drainage, site earthworks, vehicular access, pedestrian/ cycle corridors and streetscaping are to be to the technical requirements of the Katherine Town Council to the satisfaction of the consent authority and all approved works constructed at the owner's expense.

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14. The kerb crossovers and driveways 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.
15. 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.
16. All air conditioning condensers (including any condenser units required to be added or replaced in the future) are to be appropriately screened from public view, located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed of to ground level in a controlled manner to the satisfaction of the consent authority. The use of angled louvered slats for screening purposes is acceptable, however the slat screening must be designed with a panel to gap ratio, such that the condenser units are not readily visible from any angle.
17. All balconies are to be internally drained, and discharge is to be disposed of at ground level and in a manner consistent with stormwater disposal arrangements for the site to the satisfaction of the consent authority.
18. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.
19. No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof level of the buildings.
20. All substation, fire booster and water meter arrangements are to be appropriately screened to soften the visual impact of such infrastructure on the streetscape, to ensure that the infrastructure is sympathetic to and blends in with the design of the building. Details will need to be resolved to the satisfaction of the consent authority in consultation with the Power and Water Corporation, and Northern Territory Fire and Emergency Services.
21. 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.
22. No goods are to be stored or left exposed outside the buildings so as to be visible from any public street.
23. The location and details of the signs, including those of the supporting structure, as shown on the endorsed plans, must not be altered without the further consent of the consent authority.
24. The finish of any Prime Identification sign, shall be such that, if illuminated, day and night readability is the same and is of constant display (i.e. not flashing or variable message). The sign shall be positioned:
  - a) so as not to create sun or headlight reflection to motorists; and
  - b) be located entirely (including foundations and aerially) within the subject lot.
25. 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

- d) presence of vermin

## 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. The Katherine Town Council advises that:
  - a) An 'Open A Road Permit' is required before commencement of any work within the road reserve, which would include creation of any new driveway crossover connecting to Katherine Town Council's Road network. Fees may apply.
  - b) All waste removal and charges associated with the commercial business will be solely the responsibility of the applicant.
  - c) Appropriate mechanisms should be put in place to during the construction of the development to mitigate any adverse amenity impacts on surrounding land.
3. The Power and Water Corporation advises that the Water and Sewer Services Development Section ([waterdevelopment@powerwater.com.au](mailto:waterdevelopment@powerwater.com.au)) and Power Network Engineering Section ([powerdevelopment@powerwater.com.au](mailto:powerdevelopment@powerwater.com.au)) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
4. The Power and Water Corporation advises that the:
  - a) landowner shall engage a licensed electrician to submit a Negotiated Connection in accordance with the current Australian Energy Regulator compliance process for assessment on the suitable point of supply and applicable network upgrade works.
  - b) Only a single point of power service shall be provided to the consolidated lot and a new main switch board is required to be installed.
  - c) The engaged electrician shall install all onsite electrical reticulation in accordance with *NP018 Service and Installation Rules 2024* and *NP010 Meter Manual*.
  - d) The existing sewerage easement within Lot 125 is required, and structures must not be located on or over this easement.
  - e) Only one single water and sewer services are to be provided for the development. Any additional services are to be removed.

## 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 the development of hotel/motel with ancillary food premises-restaurant and shop additions to an existing hotel/motel, on land subject to flooding requires consent under Clause 1.8 (When development consent is required). It is identified as *Impact Assessable* under Clause 1.8(1)(c)(v); therefore: the strategic framework (Part 2 of the Scheme, including the *Katherine Land Use Plan 2014* is relevant to this application), zone purpose and outcomes of Clause 4.11 (Zone CB – Central Business), and Clauses: 3.6 (Overlay LSF – Land Subject to Flooding); 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); 5.2.6.2 (Landscaping in Zone CB); 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC); 5.5.11 (Food Premises); 5.5.15 (Design in Commercial and Mixed Use Areas); and 5.5.16 (Active Street Frontage) need to be considered.

These clauses have been considered and it is found that the proposal complies with the relevant requirements of the Planning Scheme except for Clauses: 3.6 (Overlay LSF – Land Subject to Flooding); 5.2.4.1 (Car Parking Spaces); 5.2.5 (Loading Bays); and 5.5.16 (Active Street Frontage).

2. Pursuant to Clause 1.10 (Exercise of Discretion by the Consent Authority), sub-clause 5, 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(4).

### 3.6 Overlay LSF – Land Subject to Flooding

The proposal has been found not to be in accordance with this clause as the development will be built at the existing finished floor level of the motel at RL105.85, below the Flood Planning Level (FPL) for the site of RL106.55, which includes the 1% Annual Exceedance Probability (AEP) of 106.25 plus 300mm of freeboard (6).

*The consent authority may consent to a use or development that is not in accordance with sub-clause 6 only if it is satisfied that the application demonstrates that there is no increased risk to people and property including adjoining property, or increased cost to the community.*

The variation to this clause will not result in an adverse risk to property and people as:

- The development site is not located within a 1% AEP 'floodway' where floodwater exceeds 2m depth or a 0.8m/second velocity.
- Flood resistant materials and methods of construction will be utilised, including the use of concrete panels and/or blockwork and ensuring any electrical service lines are located above the FPL. Furthermore, for the subsequent building permit stage, structural engineers will be engaged to design the development to resist flood water loads.
- A 'Flood Emergency Evacuation Plan' will be adopted and enforced by the permit, which will, with the early warning mechanisms for a flood event, reduce the number of staff and motel occupants on the site during such events. Therefore, the tourism development is likely to be largely uninhabited during a flood event of severity to impact the development site and surrounding Katherine locality. Furthermore, remaining visitors, onsite staff and motel occupants can be relocated to the first floor of the development during a flood event above the FPL as the development will be designed to accommodate the impacts of flood inundation.

### 5.2.4.1 Car Parking Spaces

The proposal has been found not to be in accordance with Clause 5.2.4.1 as 46 onsite parking bays are proposed in lieu of the required 51 onsite parking bays (subclause 4).

*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.*

A variation to this clause for the reduced number of parking bays is supported, as eight on-street reciprocal parking bays will be constructed by the development in lieu of the shortfall of five onsite parking bays. Furthermore: the land uses of the site have different peak use times to contribute to a spread in parking demand throughout any given day to avoid adverse impact on the surrounding road network; frequent public transport is not available within Katherine; and the overall development will improve the amenity of the locality.

### 5.2.5 Loading Bays

The proposal has been found not to be in accordance with Clause 5.2.5 as a single loading bay is proposed when two loading bays are required for the development (subclause 4).

*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 shared loading areas or approval to carry out loading activities in a laneway or secondary street.*

The variation to this clause will not result in an insufficient, unsafe or unfunctional loading area for the development as the single loading bay to be constructed on the site, meets the size and access requirements of this clause and is located away from the corner intersection of Giles and Third Streets. Additionally, the proponent will complete all deliveries outside of peak traffic periods of Giles Street to significantly reduce adverse impacts on local traffic movements. A condition of approval requiring specific delivery times has been included to address any concerns over potential conflict between customer parking and delivery vehicles.

### 5.5.16 - Active Street Frontage

The proposal has been found not to be in accordance with Clause 5.5.16 as the development has multiple entry points and the secondary commercial street frontage to Third Street is not activated and is dominated by the existing motel accommodation building to be retained and new 2.1m high security fencing.

*The consent authority may consent to a development that is not in accordance with sub-clauses 5, 6 and 7 if:*

*(a) an alternative solution effectively meets the purpose of this clause;*

*(b) the site design reflects the established character of the area; or*

*(c) it is satisfied that compliance would be impractical considering servicing requirements and any advice provided under sub-clause 4.*

*The purpose of this clause is to provide a site-responsive interface between commercial buildings and the public domain that:*

*(a) is attractive, safe and functional for pedestrians;*

*(b) encourages activity within the streetscape; and*

*(c) encourages passive surveillance of the public domain.*

The design of primary commercial street frontage to the main north-south arterial road of Katherine in Giles Street meets the requirements of this clause other than for the multiple entry points. However, the multiple site entry points variation to this clause will provide for the safe and legible access of the site and between the various land uses of this development. Furthermore, the secondary street fencing to Giles Street is articulated around landscaping and new signage, and first floor development will use glazing and openings to address this secondary street frontage where possible.

3. 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 development site is subject to a 1% AEP flood event but is not within a 'floodway' where floodwater exceeds 2m depth or a 0.8m/second velocity. To be commensurate with the existing motel accommodation building, which is to be retained, the development will be built below the FPL for the site at the existing finished floor level. However, flood resistant materials and methods of construction will be implemented to accommodate flood impacts on the site; including the use of concrete panels and/or blockwork and ensuring any electrical service lines are located above the FPL. Furthermore, for the subsequent building permit stage, structural engineers will be engaged to design the development to resist flood water loads. As a result of the above the subject land is capable of supporting the proposed development, to not adversely impact on adjoining land.

4. 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.

The development will provide further day and night activation and surveillance of the northern section of the Central Business zone of Katherine, located between Katherine Terrace and Fourth Street as result of an increase in motel bedroom numbers, increased and enhanced dining options and the introduction of a retail shopfront.

Visually the development will contribute to the growth and modernisation of the Katherine town centre in manner which is consistent with the predominant accommodation development of the immediate precinct of the Central Business zone. The development will also assist with the transition of the Central Business zone into the residential development area nearby this precinct to the north.

**AUTHORISED:**



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

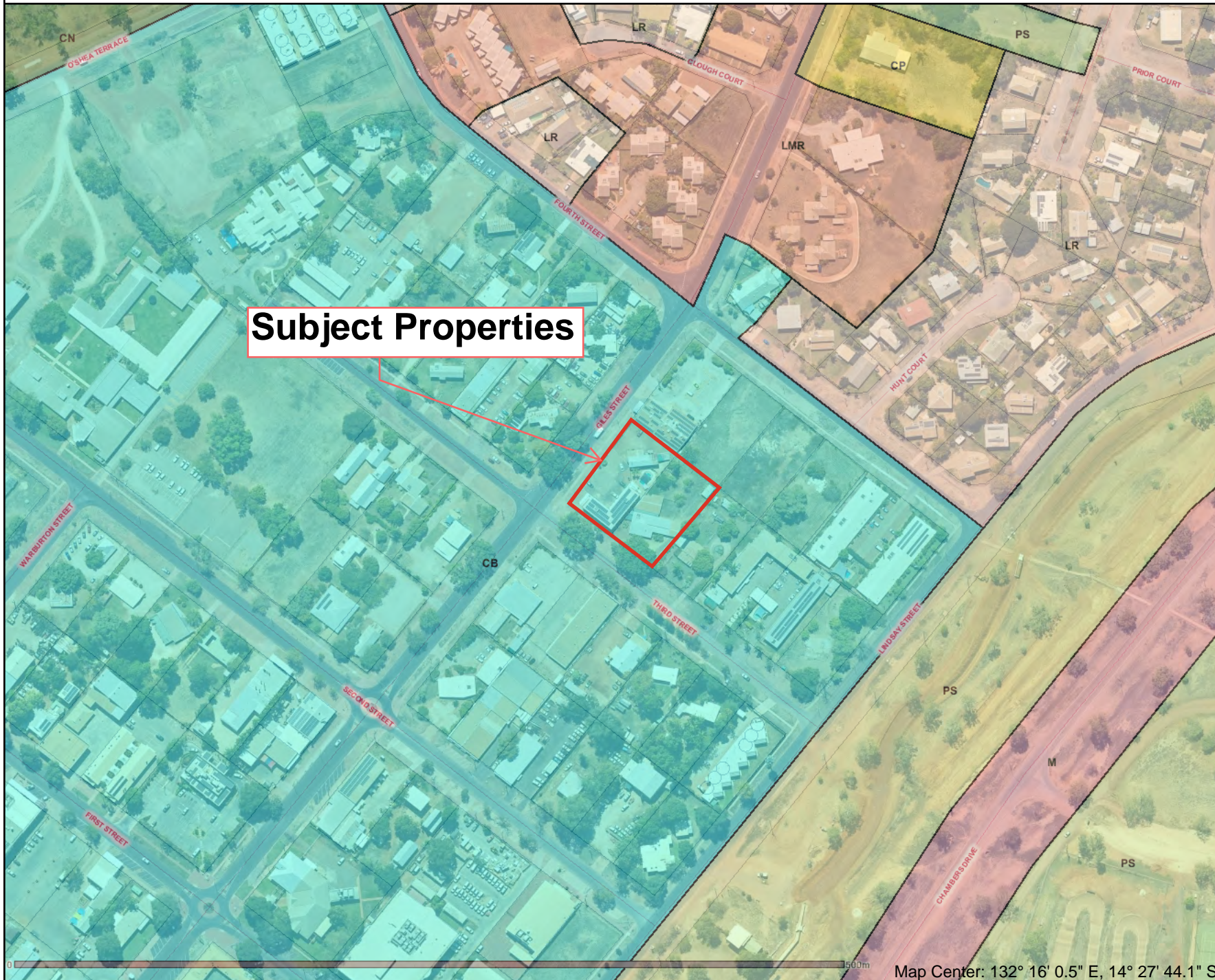


# Locality Map

# Legend

**Subject Properties**

- Survey Coordinated Marks**
- Proposed
  - Lodged
  - Approved
  - Adopted
  - Disturbed
  - Gone
- 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
  - UJ - Utilities Jabiru
  - MJ - Main Road Jabiru
  - UJ - Utilities Jabiru
- Road Labels**
- Road Centrelines**
- Highway
  - Other Road
  - Cadastre
  - Coastline



Map Center: 132° 16' 0.5" E, 14° 27' 44.1" S

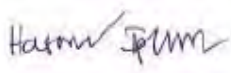


# Land owner/s authorisation to lodge a development application

## Under the *Planning Act 1999*

### Before you fill in the form

Signatures from ALL landowners registered on the land title must be provided.

Fields marked with an asterisk (*) are required. Fields marked with a caret (^) are for office use only.			
<b>The owners and/or persons duly authorised as signatory on behalf of the landowner hereby authorise</b>			
<b>Name of consultant or acting agent on behalf of landowner</b>			
Alchemy Consulting Pty Ltd			
<b>Phone</b>	0402 125 203	<b>Mobile</b>	0402 125 203
<b>to lodge a development application under the <i>Planning Act 1999</i> over the property described as</b>			
<b>Lot/NT portion</b>	Lot 125 OP 001445 and Lot 126 OP 001445		
<b>Location/town</b>	Katherine NT		
<b>Street address</b>	9-11 Third St		
<b>Proposed development</b>	Hotel Motel Development		
<b>Owner signature 1</b>			
<b>Full name</b>	A H M Eftekhariul Islam		
<b>Title (e.g. company director)</b>	Company Director		
<b>Company name</b>	K Food Land Pty Ltd		
<b>Phone</b>	0413 749 479	<b>Mobile</b>	
<b>Signature</b>			

<b>Date</b>	13 January 2025		
<b>Owner signature 2</b>			
<b>Full name</b>			
<b>Title (e.g. company director)</b>			
<b>Company name</b>			
<b>Phone</b>		<b>Mobile</b>	
<b>Signature</b>			
<b>Date</b>			

## Privacy Note

The Department of Lands, Planning and Environment, on behalf of the Minister, is authorised under the *Planning Act 1999* to collect the information on this form, or otherwise provided by you, to consider a proposal to grant a Development Permit or to amend a planning scheme. Failure to provide the information in full may result in delays in processing of the application.

Some of the personal information provided by you on this application may be publicly available, as part of a public exhibition process. The information is also regularly provided to other Northern Territory Government agencies, the Australian Valuation Office, local governments and Commonwealth Government Departments and agencies, as required by law.

Collection of personal information on this form is done in accordance with the privacy legislation within the Northern Territory *Information Act 2002*. For more information, please refer to the Northern Territory Government's privacy statement located at <https://nt.gov.au/copyright-disclaimer-and-privacy>. Any personal information provided can be subsequently accessed by you on request.

## SUMMARY STATEMENT OF EFFECT/ DEVELOPMENT PROPOSAL

### Development Application

**PROJECT** Proposed Hotel-Motel Development + Shop  
9-11 Third St, Katherine NT

For K Food Land Pty Ltd

**DATE** Rev B - 29 January 2025



## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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## 1. INTRODUCTION

This information is provided to accompany a Development Application to Development Assessment Services of the Dept of Lands, Planning and Environment of the NT Government (DAS NTG).

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### 1.1 Overview

The project is to provide a new hotel-motel development, including a retail tenancy (shop), as subsequently described, on 9-11 Third St Katherine.

An existing hotel-motel is currently provided on 11 Third St. The development seeks to extend the existing use.

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### 1.2 Assessment Criteria

The proposed development has been assessed against the NT Planning Scheme 2020 as noted in this Statement.

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### 1.3 Documents Provided

The following documentation has been provided for this pre-lodgement review:

- Architectural Drafting drawings 23-21/- (All Rev 1).
    - Site Analysis Plan - SA1 (Rev 1)
    - Site Plan Ground Floor Level - DA1 ([Rev 3](#))
    - Site Plan First Floor Level - DA2 ([Rev 3](#))
    - Motel Units - 9 Third St - Ground Floor - DA3 ([Rev 2](#))
    - Motel Units - 9 Third St - First Floor - DA4 (Rev 1)
    - Motel Reception/Admin - Ground Floor - DA5 (Rev 1)
    - Motel Admin Units - First Floor - DA6 (Rev 1)
    - Retail Motel Units - Ground Floor - DA7 ([Rev 2](#))
    - Retail Motel Units - First Floor - DA8 ([Rev 2](#))
    - 3D views - Sheet 1 DA9 (Rev 1)
    - 3D views - Sheet 2 DA10 (Rev 1)
    - 3D views - Sheet 3 DA11 ([Rev 2](#))
    - Elevations DA12 (Rev 1)
    - Staging Plan DA13 (Rev 1)
  - Statement of Effect 23-21 [Rev B](#) dated 22 January 2025
-

DEVELOPMENT APPLICATION - **REV B**

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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## 2. PROPERTY INFORMATION

### 2.1 Friendly Name

K Food Land Development Katherine

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### 2.2 Location of the Proposed Development

The development is proposed on two currently separate properties;

- 11 Third St Lot 125 OP 001445 (corner Giles St) 2152m<sup>2</sup>
- 9 Third St Lot 126 OP 001445 - 2020m<sup>2</sup>

It is proposed to consolidate the current separate properties into one parcel.

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### 2.3 Land Owner Information

The two properties are owned by K Food Land Pty Ltd (ACN 629 383 080).  
Contact details are as follows;

- A H M Eftekhariul Islam is the sole Director of K Food Land Pty Ltd
  - 0413 749 479
  - [hasan@trustca.com.au](mailto:hasan@trustca.com.au)
- 

## 3. DEVELOPMENT INFORMATION

### 3.1 Description of Existing Land Use

The development is proposed on two currently separate properties;

- 11 Third St
  - Lot 125 OP 001445 (corner Giles St) 2152m<sup>2</sup>
  - Zone CB
  - Existing KTown motel (20 units + office/dining)
- 9 Third St
  - Lot 126 OP 001445 - 2020m<sup>2</sup>
  - Zone CB
  - Existing dwelling

All adjacent uses around the subject properties are commercial.

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### 3.2 Description of Proposed Development

The proposed development is to comprise the following;

- Consolidation of the currently separate properties into one parcel
- Hotel/Motel including 38 units, office, dining room, gym and managers unit
- Shop (retail)
- Car parking, recreational areas (pool) and landscaping



## DEVELOPMENT APPLICATION - **REV B**

*HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT*

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The proposed development comprises the following detailed elements at **Ground Floor level**;

- Motel Reception
  - o Lobby, Reception and lift/stairs
  - o Accessible End of Trip Bathroom and bicycle parking, Meeting room and Laundry
  - o Service spaces
- Dining
  - o Dining room for motel guests
  - o Amenities and service spaces
  - o Kitchen
  - o Drive-Thru for take away food
- Retail
  - o Shop tenancy
  - o Amenities and service spaces
- Motel Units
  - o Existing units
  - o New units
- External/Recreation
  - o Landscaping
  - o Covered walkway
  - o Swimming pool, Kids Playground, BBQ area, including air conditioned Parents/Play room, all for exclusive use of motel guests
  - o Gym for use by motel guests
  - o Car parking

The proposed development comprises the following detailed elements at **First Floor level**;

- Motel/Administration
  - o Manager Office and Unit
  - o Private Prayer room for motel guests and staff,
  - o Staff room and Lounge area
  - o Accessible 1Bed unit and Studio unit
  - o Amenities and Service spaces
- Motel Units
  - o Existing units
  - o New units over Retail including Accessible Studio unit
  - o New units to 9 Third St
  - o External terrace above the Gym

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### 3.3 Value of Works

The proposed development is expected to cost \$3,500,000 as advised by the Owner.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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### 3.4 Staging of Proposed Development

The development is proposed to be staged, to assist in the continual operation of the business and ensure the development is more financially viable. The following stages have been identified;

Stage 1

- Motel unit building on 9 Third St

Stage 2

- Building containing motel Reception/Office, Dining/Kitchen etc and units and associated external works

Stage 3

- Building containing shop/retail and units
- Upgrading of existing motel units
- Car parking for the motel units on 9 Third St

## 4. SUMMARY STATEMENT OF EFFECT/DEVELOPMENT PROPOSAL

The following summary information addresses relevant matters in section 46(3) of the Planning Act 1999.

### 4.1 46(3)(a) - Compliance with the Planning Scheme applicable to the land

#### 4.1.1 Zone Objectives

The proposed hotel/motel + shop development will provide an active and attractive mixed-use environment that will benefit Katherine.

#### 4.1.2 Assessment Table – CB Zone

The Hotel/Motel is a Merit Assessable use.

The shop is a Permitted use.

Reference is also made to the following specific parts of the Planning Scheme;

- Part 5.5.15 - Design in Commercial and Mixed Use Areas
- Part 5.5.16 – Active Street Frontage

This information does not consider Clause 5.5.4 of the Planning Scheme for Expansion of Existing Use or Development in Zones CB, as a permitted use. Additional detail can be provided as relevant.

#### 4.1.3 Proposed Massing and Height

The development has been designed to reduce scale, by providing buildings as smaller two storey masses, rather than one large building. Articulation of materials and massing of buildings also contributes to the provision of more human scale development, improved appearance and under cover areas for protection from sun and rain.

Buildings have a predominant gable roof design, as reference to earlier buildings in Katherine, to provide more roof space for environmental insulation and more contemporary roof forms with metal roof sheeting.

As noted in Table B to Clause 5.2.1 of the Planning Scheme, there is no height limit in the CB zone outside Alice Springs.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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### 4.1.4 Proposed Materials

Materials are proposed to be durable, varied and to provide reduced amenity to adjacent properties. Wall materials proposed include concrete panel, concrete blockwork and prefinished Colorbond steel wall cladding.

External colours have been selected relevant to their application, with more dramatic and commercial colours used for the administration of the hotel/motel and the shop exterior. More natural and muted colours have been used for residential parts of the development, and to reduce reflectivity to adjacent properties. Refer to the 3D views and external elevations for information relating to external colours.

The existing units will be retained and will be upgraded.

Buildings will provide a varied appearance to the street, with articulated walls providing security for occupants and backdrops for landscaping.

Sun shading devices have been provided including shade sails over 70% car spaces in the car park facing Third St.

Private open space for courtyards and some balconies have been provided with spaced vertical aluminium battens to provide privacy and shading to these spaces.

### 4.1.5 Building Setbacks

The following indicative setbacks to property boundaries have been provided;

- 1.7m setback to Giles St to provide a 3.1m setback to high voltage conductors as required by NT PowerWater advice. The low level awning is provided partially over the road reserve;
- The Gym has been designed on the boundary to Giles St;
- 1.0m setbacks for non-combustible balconies to the Prayer room and one Motel unit;
- Minimum 3.5m setback to the northern boundary of the First Floor Manager Office and Caretaker Unit, excluding the non-combustible awning to the drive-thru;
- 1.55m setback to the eastern boundary of the motel units on 9 Third St;
- 3.05m setback to the southern boundary of the motel units on 9 Third St, excluding the non-combustible balconies;
- The existing motel units maintain the setback to the western boundary of 11 Third St.

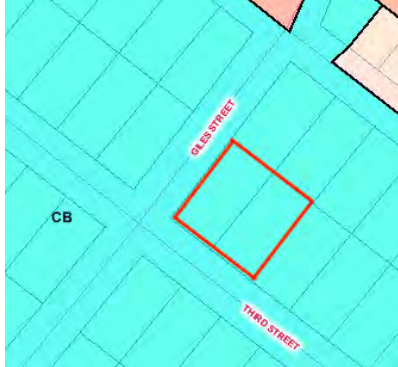
#### 4.1.5.1 Additional information – Building Setbacks - Rev A

It is noted that Clause 5.2.7 of the NT Planning Scheme relates to **Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR**.

This clause is not relevant to this Development Application, as the land adjacent to the proposed development is zoned CB, as noted in the NT Atlas and Spatial Data Directory. See following extract image, which has the subject properties highlighted, showing that surrounding properties are zoned CB.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT



### 4.1.6 Car Parking

Refer to drawings DA1 and DA2 for description of car parking in accordance with Table B to Clause 5.2.4.1 of the Planning Scheme.

- It is proposed that 51 car spaces are required, given the uses proposed
- 46 car spaces are provided on site.
- It is also suggested that 8 car spaces are constructed in the road reserve to assist retail customers on Giles St and visitor/community parking on Third St.

Car parking to Third St is provided 3m from the secondary boundary, with shade sails as noted in item 4.1.4 of this Statement.

Parking within the property facing Giles St is less than 3m to the boundary, but will be screened by landscaping and fencing.

The following information regarding expected timing of car parking is provided, to demonstrate the complementary use of car parking;

- For motel guests, 80% check out before 8:00am and 80% check in after 5:00pm. Motel car parking is primarily used between 5:00pm and 8:30am
- Shop/retail space will operate between 8:30am and 4:30pm
- The Meeting room and Laundry are also for motel guests and not public use

Additional car parking outside the Owner's property has been shown on drawing DA1 to the Giles St and Third St road reserves.

The Owner has met with the Katherine Town Council CEO Ingrid Stonhill on 12 December 2024 regarding the development. The CEO supported the provision of parallel parking in the Giles St road reserve, as shown on drawing DA1.

### 4.1.6.1 Additional information –Car Parking Areas - Rev A

As referenced in clause 4.1.6 and as shown on drawings DA1 and DA2, refer to the following detailed information relating to provision of car parking spaces in accordance with Table to Clause 5.2.4.1 of the NT Planning Scheme:

<b>Dwelling-caretakeers</b>	1
<b>Hotel/Motel</b>	1 for every guest suite or bedroom Plus
	3 for every 100m <sup>2</sup> used for dining
<b>Shop</b>	6 for every 100m <sup>2</sup> of net floor area

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

The following information is provided in response to the above requirements;

Use + NFA -as req'd	Rate	Required Spaces	Provided Spaces
Caretaker	1 space	1	
Existing hotel/motel (20)	1/unit	20	
New hotel/motel (17)	1/unit	17	
New hotel/motel dining (39m <sup>2</sup> )	1/33.3m <sup>2</sup>	1.2	
Shop (203m <sup>2</sup> )	1/16.7m <sup>2</sup>	12.1	
<b>Total</b>		<b>51.3</b>	<b>46 on site</b>

The following information is provided in response to the above requirements;

- (i) As noted in Clause 4.1.6, information has been provided that specifically refers to the timing of occupation of car parking for the proposed uses. This has been provided by the Owner, who has operated the motel and is aware of car park usage. It is noted that the proposed uses are complementary in terms of parking requirements, where peak times for the uses do not coincide, and therefore the full requirements of car parking may not be necessary. Currently, 90% of the 5.2.4.1 required car spaces have been provided on the property;
- (ii) An additional eight car spaces have been provided in the vicinity of the property, located in the road reserves to Giles St and Third St. As noted in Clause 4.1.6, the Owner has met with the CEO of Katherine Council who advised support for the on-street parking, which also occurs in other locations in close proximity to the subject property.

### 4.1.6.2 Additional information – Layout of Car Parking Areas - Rev A

It is noted that Clause 5.2.4.4 (6) of the NT Planning Scheme prescribes the following:

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.

The following information is provided in response to the above clause;

- (i) As referenced in clause 4.1.6, car parking spaces 1 and 3 are provided 1.0m from the property boundary fronting Giles St, less than the required 3.0m. It is noted that the 1.0m space between the car space and boundary will be provided with landscaping to lessen the visual impact of the car spaces when viewed from the road, and that the non-compliance of 1.0m will not unreasonably impact on the amenity of the surrounding locality.

It is noted that Clause 5.2.4.4 (7) of the NT Planning Scheme prescribes the following:

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.

This clause will be complied with in future detailed engineering documentation provided with the Building Permit Application.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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It is noted that Clause 5.2.4.4 (8) of the NT Planning Scheme prescribes the following:

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.

The following information is provided in compliance with the above clause;

- (i) The car parking layout is functional and provides access to every car space;
- (ii) Car parking is designed so that a vehicle enters and exits to a road in a forward gear;
- (iii) All car spaces are 2.5 x 5.5m with aisles of 6.0m which is in accordance with the Diagram to Clause 5.2.4.4;
- (iv) Car spaces at the end of driveways are provided with an additional 1.0m of driveway for reversing into the driveway.

It is noted that Clause 5.2.4.4 (9) of the NT Planning Scheme prescribes the following:

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 following information is provided in compliance with the above clause;

- (i) Refer to clause 4.1.7 for details describing vehicle movements;
- (ii) Whilst clause 5.2.4.4 (9) notes limited access points, we are not aware of a definition that constrains the number of access points. There are only two entry points for access to car parking (one from Giles St and one from Third St);
- (iii) Access points for the development will allow vehicles to enter and exit in a forward direction, with the exception of the loading bay as subsequently described;
- (iv) All one-way traffic flows are a minimum of 3.5m wide and two-way flows are a minimum of 6m wide;
- (v) All vehicles entering and leaving the development in a forward direction have maximised sight lines and visibility;
- (vi) The vehicle movements designed for this development will not result in adverse impacts on the local road network or internal functionality of the car parking area.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

### 4.1.7 Vehicle Movements

Refer to drawing [DA1](#) for layout of vehicle movements as follows;

- A one-way entry point from Giles St is provided to the food premises drive-thru facility
- A one-way entry point from Giles St is provided to service the Hotel/Motel reception and clients
- A loading bay for deliveries to the site is provided from Giles St, which will also be used as a waste collection point
- A one-way entry point from Third St is provided to service motel unit or staff parking where access to Reception is not required
- All vehicles entering from Giles St and Third St will exit onto Third St, which will eliminate two way traffic from/to Giles St, improving safety
- Emergency vehicles may also enter from Third St (exit) depending on the emergency.

### 4.1.7.1 Additional information – Loading Bays - Rev A

It is noted that Clause 5.2.5 of the NT Planning Scheme prescribes the following:

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).

Hotel/Motel	1 <b>loading bay</b> for a single occupation of a <b>net floor area</b> of 10 000m <sup>2</sup> or less;
Shop	1 loading bay for every 2000m <sup>2</sup> of the total net floor area, or part thereof

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 following information is provided in compliance with the above clause;

- (i) The net floor area of the entire development is 1170.72m<sup>2</sup> excluding the shop (retail). The net floor area of the shop is 203.58m<sup>2</sup>.
- (ii) Based on the above areas in comparison to the maximum area per loading bay, one loading bay has been provided centrally between the hotel/motel administration and shop.
- (iii) Loading and deliveries will be carried out by agreement outside of peak traffic periods that may exist in Giles St.
- (iv) The loading bay is located approximately 47m from the corner intersection, is located wholly within the subject property, has a size of 7.5m x 4.3m as shown on drawing DA7, and has a minimum height of 4m;
- (v) The proposed location of the loading bay, given agreed management and timing requirements, will provide safe and functional loading areas, relevant to the scale of the development, and will have negligible adverse impacts on the local road network.



## DEVELOPMENT APPLICATION - REV B

### HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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#### 4.1.8 Garbage Collection and Service Vehicles

Refer to drawing DA1 for bin locations, and garbage vehicle movements as follows;

- Bins for the motel Reception/Office building and Shop/Retail building are located near the Reception/Office
- Bins for the Dining/Kitchen building are located to the rear of the Kitchen
- Bins for the motel units on 9 Third St are located adjacent to this building
- All bin locations are designed to include one 660lt garbage and one 660lt recycling bin
- Garbage trucks have been investigated with the local Cleanaway company, including the use of rear-lift vehicles, with a maximum height/operation of 3.4m. The buildings have been designed to cater for this height
- Bins will be wheeled by garbage vehicle staff onto internal driveways to allow rear lift to be carried out. Garbage trucks will not need to manoeuvre on site, the required 17m turning circle has been allowed for, and exit will be permitted to occur via the entry to Third Ave, to maintain a straight line of travel. Garbage collection will occur at times with minimal impact on the operation of the development and no impact on adjacent property movements.
- Contact has also been made with the Katherine Fire Brigade who have advised that their appliances (vehicles) used for fire fighting have a maximum height of 3.5m and a turning circle of 17m.
- Drawing DA1 shows the Austroads template for a 8.8m Service Vehicle, which will allow for the Cleanaway rear lift garbage truck and the Katherine fire brigade vehicle to enter and exit the proposed development in a forward direction, without manoeuvring.

#### 4.1.9 Pedestrian Movements

Pedestrian movements are provided as follows;

- The site is protected by gates and fence, including pedestrian access gates
- Access is provided for occupants to units including via an undercover walkway for protection from heat and rain
- Pedestrian access to the shop is clearly defined with an undercover awning (this access will be developed further)
- Pedestrian access to the Motel Reception from external footpaths is provided via new paths, including kerb ramps from proposed parallel car parking to Giles St.

#### 4.1.10 Active Street Frontage

Street frontage to Giles St will reflect the primary commercial frontage including the following;

- Visibility of/from the Shop and access via a 3.6m wide awning for protection from heat and rain at the frontage of the Shop
- Seating and bicycle parking
- Landscaping and signage
- Security for occupants

Street frontage to Third St will reflect the motel unit activities on the site including significant landscaping and security screening. The design of walls to Third St will be investigated further.

Services for the development, and their location on street frontages, will be investigated further.



## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

### 4.1.10.1 Additional information – Active Street Frontage - Rev A

It is noted that Clause 5.5.16 (5-6) of the NT Planning Scheme prescribes the following:

5. Services on street level frontages are to be limited to:
  - (a) a single vehicle entry and exit point to and from the building (except on larger **sites** where additional access points are supported by a Traffic Study for the **site**);
  - (b) a direct single point of **access** to service equipment for all service authorities;
  - (c) required fire egress;
6. Buildings are to provide a minimum of 60% of the length of each **site** boundary that fronts a **primary** or **secondary street**, or **public open space**, as **active street frontage**, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:
  - (a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;
  - (b) operational and legible entrances (excluding fire egress) that are directly accessible from the public domain;
  - (c) areas within the **site** that are used for alfresco dining that provide visual interaction with the street/**public open space**; or
  - (d) well-designed spaces that allow for pedestrian movement and/or seating.

The following information is provided in response to the above clauses. Refer also to clause 4.1.7 regarding vehicle movements.

- (i) Given the proposed uses on the site and the vehicular/serving requirements for the development, it was deemed unsafe and overly complicated to provide a single point of entry/exit to the development, instead providing a solution that results in separate and safer points of entry to the site, noting the following from Giles St;
  - The drive thru has a separate entry
  - The motel entry and service vehicles have a separate entry;
  - The loading bay has a separate location.
- (ii) A single point of access to the site is provided for service vehicles;
- (iii) Required fire egress and fire booster points will be assessed and designed in detail for the Building Permit application complying with the BCA and relevant Australian Standards;
- (iv) Given the proposed uses on the site and the vehicular/serving requirements for the development, it was deemed unsafe and overly complicated to provide a single point of entry/exit to the development, instead providing a solution that results in separate and safer points of entry to the site, noting the following from Giles St;
- (v) The boundary length to Giles St is 63m. The elements of the development that front Giles St and comply with clause 6 (a)-(d) are approximately 42m in length, or 66% of the Giles St frontage, and are details as follows. These areas provide visual interaction with the street;
  - The Shop with full glazing
  - The Gym with glazing of approximately 4.8m x 1.2m
  - The Terrace above the gym which is a space for casual recreation by motel guests
  - The upper floor balconies to the Studio motel unit, Prayer room and General Manager's Office at First Floor level
- (vi) Seating, bike parking, access and landscaping areas are provided to the Giles St Shop frontage;
- (vii) Legible pedestrian access points to the development is provided to Giles St

## DEVELOPMENT APPLICATION - REV B

### HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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- (viii) The frontage to Third St is influenced by the presence of the existing motel units and trees, together with car parking to service the development. New trees are also to be provided to Third St;
- (ix) The design of the development, particularly fronting Giles St has provided a solution that recognises and accommodates commercially viable shop tenancy space, together with pedestrian and vehicular access associated with the motel activities and servicing, resulting in one way traffic through the site. The design also deliberately creates built form and massing that is appropriate to the surrounding area and development, made up of smaller building masses, rather than a full frontage commercial CBD precinct.
- (x) The design results in a site specific solution that provides safe pedestrian access, activity and passive surveillance at and within the property boundary.

#### 4.1.11 **Landscaping**

Landscaping is required to a minimum of 10% of the site area (4172.53m<sup>2</sup>) as noted in Clause 5.2.6.2 of the Planning Scheme, resulting in a minimum of 417m<sup>2</sup>. Currently 614.93m<sup>2</sup> is provided (14% of site area), in accordance with *Design Guidance: Landscaping in Zone CB*.

Landscaping will be developed to provide attractive and safe spaces, together with shading where appropriate.

#### 4.1.11.1 **Additional information – Landscaping - Rev A**

It is noted that Clause 5.2.6.2 (3) of the NT Planning Scheme prescribes the following:

3. **Development in Zone CB is to provide areas of landscape planting equivalent to 10% of the *site* area**

The following information is provided in compliance with the above clause;

- (i) The site area is 4172.53m<sup>2</sup>. The landscaping is shown as green on drawing DA1 and is noted to have an area of 614.93m<sup>2</sup>. As noted in clause 4.1.11, this equates to 14% of the site area, which exceeds the minimum 10% requirement.

#### 4.1.12 **Flooding**

Investigation has been carried out into flooding information on the property regarding whether a Flood Planning Level is applicable. Steven Kubasiewicz, the Senior Planner, DAS Department of Lands, Planning and Environment of NT Government advised the following by email on 16 December 2024:

***On the basis that the development is for additions to an existing Hotel it is merit assessable and subject to Clause 3.6 LSF (Land subject to flooding) the overlay does not apply.***

On the basis of this advice, there is no requirement to adhere to any Flood Planning Level for the development, and the ground floor level will match the existing ground floor level.

However, it is noted that ground floor building materials will be flood resistant and business tenants will have plans to manage floods, together with insurance to cover flood- related damage.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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### 4.1.11.1 Additional information – Flooding - Rev B

Contrary to assessment and advice provided by DAS staff noted in clause 4.1.12 of this Statement, subsequent advice received from Senior Planning staff on 20 January 2025, has changed the advice as follows;

**an assessment against Clause 3.6 Land Subject to Flooding of the NT Planning Scheme is required as the development is not an extension to an existing motel building to be retained, rather new additional buildings adjacent the existing motel units building to be retained.**

The following information is provided;

- (i) The Flood Planning Level (FPL) obtained from DLPE is RL 106.55, which includes the 1% AEP of 106.25 plus 300mm of freeboard. The floor ground level of the existing development is RL105.85 and existing ground levels at approximately RL105.10 at the lower end of the site. To build at the FPL would require the ground floor to be built 0.7-1.35m above natural ground level and the existing building level, which equates to ramps (including landings) of approximately 11.3m to 20.4m in length.
- (ii) The Development Application seeks to vary the requirement to build at the FPL, and to build at the existing building/ground level, and provides the following information;
  - the development is a complex interaction of activities on the site incorporating motel staff and guests, together with retail staff and occupants, in addition to the requirement to provide vehicle and pedestrian access to the activities on site.
  - As a result of these activities, the building has been designed in several 'sections' to allow legibility of use, designated pedestrian and vehicular access and servicing. If required to build at the FPL, the requirement for provision of an accessible path of travel to the buildings at the FPL will result in significant and unjustifiable construction of numerous ramps and stairways which would render the development unfeasible;
  - With the exception of the ground floor motel units on the (current) property at 9 Third St, all activities located at ground floor are commercial activities where staff are awake and able to easily be warned of any impending flooding;
  - Whilst the ground floor motel units on the (current) property at 9 Third St could potentially include guests who are sleeping, a flood management plan would be provided for the site, including the following elements;
    - o Early warning monitoring of flood level indicators at existing critical locations, so that managers of the development are advised of impending flooding;
    - o Guests would be briefed on potential flood risks as they check in to the motel, and be provided with physical information about flood risks including the following;
      - Early warning monitoring
      - Management would keep guests informed of developing flood risks
      - Management would go to guest rooms to provide further advice in person regarding flood risks
      - Evacuation procedures would be advised by management at critical and appropriate times to guests
      - The above management plan would also apply to retail staff and occupants

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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- The proposed development will utilise materials that will resist flood damage and be provided in accordance with the ABCB Information Handbook: Construction of Buildings in Flood Hazard Areas;
- Any electrical and critical services will be located above the FPL;
- Structural Engineers will be engaged to design the building structure to be able to resist loads on buildings imposed by flood waters;
- Building at the existing building/ground levels will allow an accessible path of travel from the public footpaths and boundaries to the new development to be provided efficiently and in a dignified manner without the need for significant ramps and steps.

(iii) Based on the above information, the design of the project as per the current Application will ensure that development in these areas demonstrates adequate measures to minimise the associated risk to people, damage to property and costs to the general community.

### 4.1.13 Additional information – End of Trip Facilities - Rev A

Clause 5.3.7 of the NT Planning Scheme prescribes the following:

It is noted that Clauses 5.3.7 (2)-(6) of the NT Planning Scheme prescribes the following:

2. All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).
3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with *Australian Standard AS2890.3 – Bicycle Parking* and must:
  - (a) be located in a convenient and safe location with adequate security for the storage of bicycles;
  - (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;
  - (c) where secure parking is provided, provide e-bike charging facilities, as necessary;
  - (d) not require **access** via steps;
  - (e) be protected from the weather;
  - (f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;
  - (g) be located outside pedestrian movement paths;
  - (h) be easily accessible from the road;
  - (i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;
  - (j) be protected from manoeuvring motor vehicles and opening car doors;
  - (k) be as close as possible the cyclist's ultimate destination;
  - (l) be well lit by appropriate existing or new lighting; and
  - (m) be sympathetic in design, material and colour to compliment the surrounding environment
4. A locker should accompany every secure bicycle parking space provided, and should be:
  - (a) of suitable volume and dimensions to allow storage of clothing, cycling helmets and other personal items;
  - (b) well ventilated, secure and lockable; and
  - (c) located close to shower and changing facilities.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

5. All new **non-residential buildings, hotels/motels, and serviced apartments** in Zones HR, CB, C, SC and TC should provide sufficient and accessible shower and changing facilities for staff with the number of showers calculated at the rate specified in the table to this clause.
6. Shower and changing facilities must be secure facilities capable of being locked, and should:
  - (a) be located as close as practical to the associated bicycle parking facilities;
  - (b) provide one change space per shower; and
  - (c) Provide for separate male and female facilities where more than one shower is provided.

It is noted that Table to Clause 5.3.7 of the NT Planning Scheme prescribes the following:

	Min bicycle spaces	Min showers
<b>Hotel/motel, rooming accommodation</b>	1 space for every 3 guest rooms	1 shower for up to 50 staff.
<b>Shop (including shopping centres)</b>	1 space per 300m2 net floor area up to 5000m2 net floor area	1 shower for up to 5000m2 net floor area.

The following information is provided in response to the above clauses;

- (i) Based on the provision of 38 motel units (excluding Caretaker), 13 bicycle spaces are required;  
Bicycle parking is located at the Motel reception for 4 bicycles;  
Additional bicycle parking will be provided adjacent to the Motel units on 9 Third St as shown on amended drawing DA5A;  
Additional bicycle parking will be provided to the Kitchen area as shown on amended drawing DA5A;  
Given the nature of occupants at the Motel being tourists or travelling workers to Katherine, the rate of bicycle usage by visitors is not significant. Security of bicycles for tourists is provided by the bicycle being secured to their vehicle;
- (ii) Based on the Shop area of 203m<sup>2</sup> one bicycle space is required;  
Bicycle parking is located in front of the shop;
- (iii) Based on a maximum of 10 hotel/motel staff for this development, one shower is required;  
Staff showers are available in the following locations;
  - The bathroom adjacent to the bike parking at the Motel reception;
  - As part of the Prayer room amenities;
  - In the Accessible bathroom accessed from the Staff room;
  - In the Bathroom adjacent to the Staff room, where lockers will be provided.
 The tourists staying in the Motel requiring end of trip shower facilities will use their own bathroom for end of trip showering.
- (iv) Based on the Shop area of 203m<sup>2</sup>, one shower is required;  
A shower is available within the bathroom in the Shop area.
- (v) The provision of bicycle parking and showers as noted above will enable active travel choices by visitors, workers and customers for the proposed use of the site.  
Bicycle spaces will be provided under cover, in visible locations and with the ability to be secured to bike racks. Charging points for e-bikes can be provided at each location.

## DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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### 4.1.14 Additional information – Design in Commercial and Mixed Use Areas - Rev A

Clause 5.5.15 of the NT Planning Scheme prescribes the following:

It is noted that Clauses 5.3.7 (2)-(6) of the NT Planning Scheme prescribes the following, as applicable to this Development, together with responses to the clauses below:

12. **Building design is to be sympathetic to the character of buildings in the immediate locality.**  
This development is surrounded by old, dilapidated and unattractive buildings. The new buildings will provide a significant improvement to the local area.
13. **Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.**  
The buildings include significant roof overhangs, shading screens and sunhoods to maintain passive climate control measures.
14. **Building design is to minimise the expanse of blank walls facing the street and *public open spaces* and limit external finishes that could cause nuisance to residents or the general public, such as materials that would result in excessive reflected glare.**  
The building include with articulated structural systems to the awning of the Shop which protects the building from daytime north facing sunlight and glare.  
The development and buildings are provided with articulation of form and materials to reflect to reduce scale, reflect appropriate usage and allow integration of landscaping to break up structures.
15. **Services and utilities (such as bin storage areas, service ducts, pipes, air conditioner plants etc.) are to be integrated into the development and/or screened to the public domain and neighbouring properties.**  
The development has dedicated and screened plant and bin storage areas as shown on the drawings.
16. **Car parking areas**, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.  
Large expanses of car parking are provided with shade structures as shown on the drawings and noted in clause .4.1.4.
17. Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which:
  - (a) extends along the full length of the **site** boundary to provide continuous coverage for pedestrians;
  - (b) covers the full width of the footpath or has a minimum width of 3m; and
  - (c) allows for the growth of existing trees and the planting and growth of reasonably anticipated trees within the road reserve.

A new awning is provided to the Shop to provide cover over the footpath in front of the Shop.  
Covered pedestrian access is provided within the property to pedestrian paths at entry points to buildings.
18. **Development is to provide legible pedestrian access from the street and public pathways to building entrances that:**
  - (a) is direct and provides refuge from the sun and rain; and
  - (b) avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines.

Direct and visible pedestrian pathways are provided to the Shop and to the Motel reception entry, which are under cover. Refer also to clause 4.1.9.



## DEVELOPMENT APPLICATION - REV B

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19. New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance. Given the proposed uses and opening hours, the development does not generate significant noise, vibration, light, odours or other nuisance. Any activities will be carried out in accordance with relevant Australian Standards.
20. Development is to minimise the transmission of noise and exhaust from services by:
  - (a) locating lift shafts away from **habitable rooms**, or by using other noise attenuation measures; and
  - (b) locating air conditioner plants away from openings in **habitable rooms**. Mechanical plant areas are contained in screened and designated locations as shown on the drawings and are not adjacent to habitable areas.
21. Buildings are to provide internal drainage of balconies. Internal drainage to balconies will be provided as documented for the Building Permit
23. Development is to provide designated areas for rubbish collection. Garbage areas are contained in screened and designated locations as shown on the drawings and as described in clause 4.1.8.

### 4.1.14 Additional information – Consolidation - Rev B

As noted in part 3.2 of this Statement the project is currently two properties that is proposed to be consolidated into one property. As advised by Cross Solutions, the consultant surveyor for this development, the subdivision application is to be submitted as a separate application and following the Development Approval application.

It is noted that Clause 6.6.2 of the NT Planning Scheme prescribes the following: Requirements

3. The lot created by consolidation should comply with the relevant development and subdivision requirements including residential density, setbacks, minimum lot size, lot configuration, and connection to reticulated services (where available) and the local road network.
4. The lot created should achieve at least one of the following:
  - (a) the consolidation remedies an existing boundary encroachment by a building;
  - (b) the consolidated lot will be made more regular in shape;
  - (c) **access** is provided to a lot that previously had no **access** or an unsuitable **access**;
  - (d) the consolidated lot enhances compliance with the outcomes for the zone and any Area Plan in which the **site** is situated;
  - (e) the consolidated lot will provide for enhanced economic opportunities in accordance with the zone purpose; or
  - (f) the consolidated lot results in an improvement in the protection of the environment.

The following information is provided in response to the above clauses;

- (i) The lot created is not subject to residential development. The resultant lot will maintain current zoning of the site and surrounding sites. Development requirements for the resultant lot are addressed throughout this Statement with regards to specific matters of the proposed development;

## DEVELOPMENT APPLICATION - **REV B**

*HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT*

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- (ii) The consolidated lot will provide for enhanced economic opportunities in accordance with the zone purpose, which states;  
**Promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development.**

As stated in part 4.1.1 of this Statement the proposed hotel/motel + shop development will provide an active and attractive mixed-use environment that will benefit Katherine.

The retail component of the development, combined with the presence of overnight tourist accommodation will result in development that provides a commercial activity complemented by accommodation that will provide investment in the economy of Katherine and overnight passive surveillance of the location.

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### 4.2 46(3)(b) - Compliance with any Interim Development Order

We are not aware of any Interim Development Order on the properties.

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### 4.3 46(3)(c) - Referral to the NT EPA under Part 4, Division 3 of the Env Protection Act 2019

We are not aware of any requirement of the proposed development to be referred to the NT EPA under Part 4, Division 3 of the Environment Protection Act 2019.

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### 4.4 46(3)(d) - Merits of the proposed Development

The merits of the proposed development are summarised as follows;

- Provision of quality tourist/motel accommodation for Katherine and aligns with the NT Government Tourism Strategy;
- The development corresponds with the NT Government Short-Stay Accommodation in Katherine – Market Analysis Reports, prepared by KPMG dated November 2021;
- Provision of additional shop/retail space that will provide variety for the residents of Katherine and tourists;
- Provision of economic stimulus for Katherine including construction, tourism and job opportunities for locals upon completion;
- Improvement of the appearance of the existing motel units, including provision of modern facilities for occupants such as improved reception, communal facilities and meeting room



DEVELOPMENT APPLICATION - **REV B**

*HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT*

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**4.5 46(3)(e) – Suitability of the land**

The land is suitable for the proposed development as follows;

- Essentially level land, outside of the main flood corridor;
  - Extension of existing uses;
  - Presence of commercial uses on adjacent properties, and absence of surrounding adjacent residential properties that may be negatively impacted by new commercial activities;
  - Close proximity of the site to the CBD of Katherine
- 

**4.6 46(3)(f) – Public open space**

The proposed development does not require the provision of public facilities or is reliant upon public open space.

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**4.7 46(3)(g) – Public utilities**

The proposed development does not require the provision of additional public utilities or infrastructure and will connect to existing public utilities. This will be investigated further.

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**4.8 46(3)(h) – Amenity of adjacent properties**

The proposed development is surrounded by commercial uses on adjacent properties. There is no surrounding adjacent residential properties that may be negatively impacted by new commercial activities;

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**4.9 46(3)(j) – Public interest**

The proposed development will benefit public interest in the following ways;

- Provision of quality tourist/motel accommodation for Katherine;
  - Provision of additional shop/retail space that will provide variety for the residents of Katherine and tourists;
  - Provision of economic stimulus for Katherine including construction, tourism and job opportunities for locals upon completion;
  - Improvement of the appearance of the existing motel units.
- 

**4.10 46(3)(k) – Proposed Subdivision**

The proposed development is not a subdivision of property.

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DEVELOPMENT APPLICATION - REV B

HOTEL-MOTEL DEVELOPMENT, 9-11 THIRD ST, KATHERINE NT

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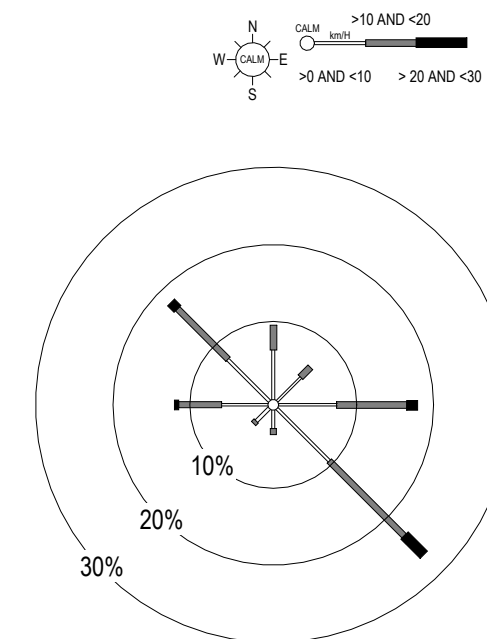
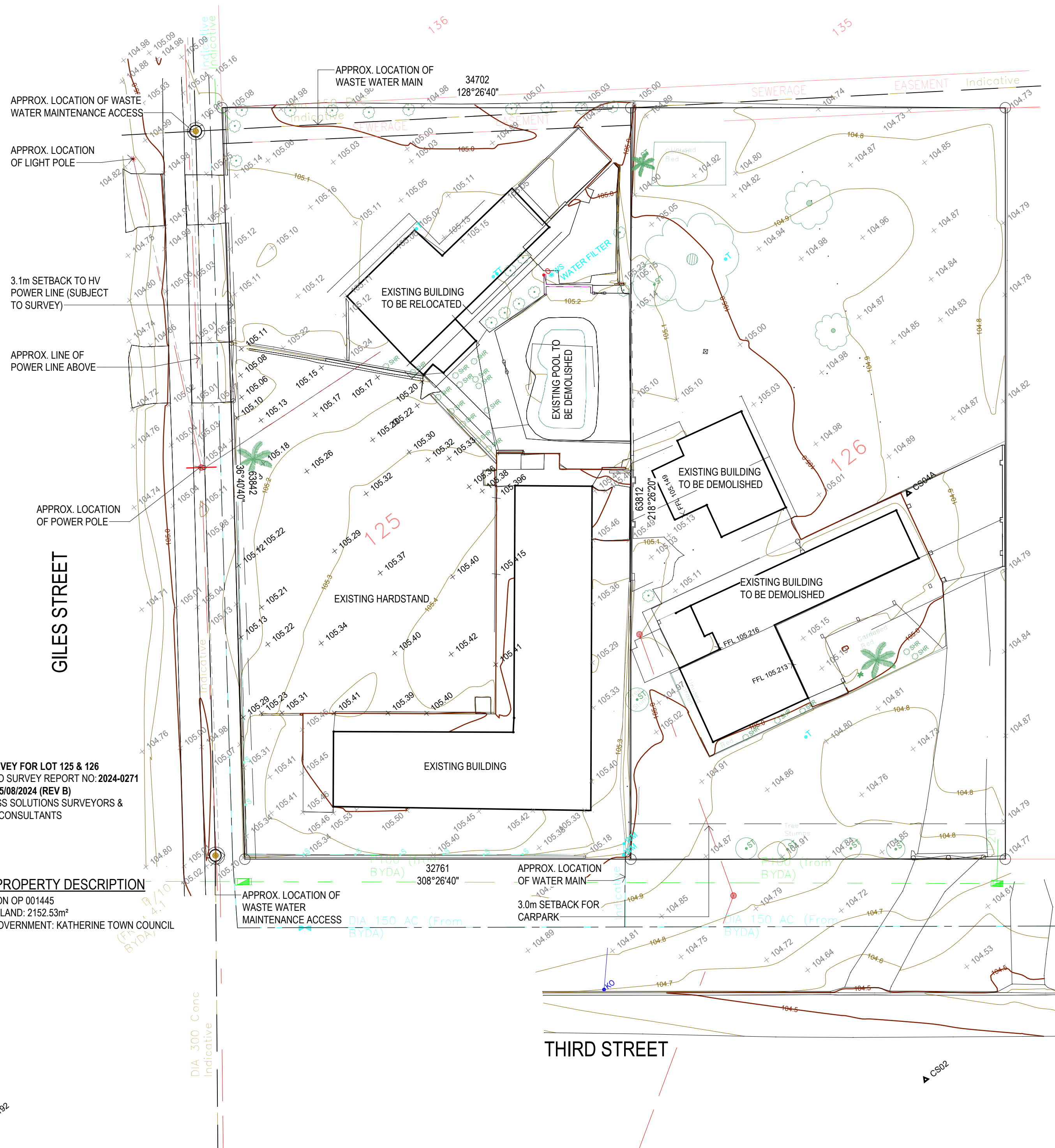
4.11 46(3)(I) – Scheme land

We note the following from clause 46(3)(I);

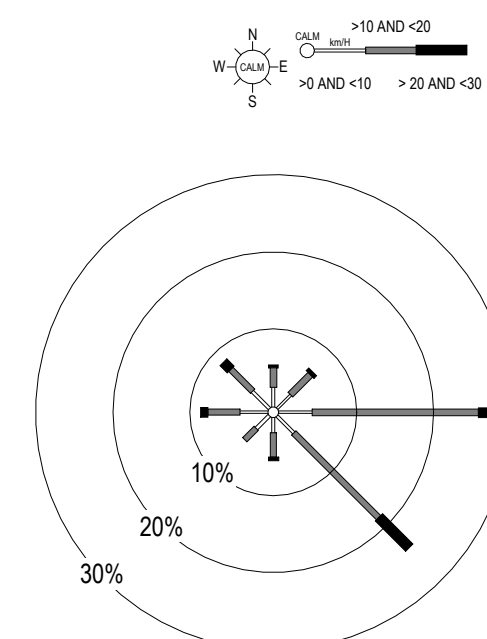
*for the development of land proposed to be the scheme land of a proposed or existing scheme, or the development of existing scheme land – a plan in the approved form specifying:*

- (i) any information about any building that is, or will be, situated on the scheme land (including, for example, information about the structural integrity and fire safety of the building); and*
- (ii) if any part of the development is subject to changes that are allowed by regulation – details about that part as required by regulation; and*
- (iii) any other information prescribed by regulation about the development*

Additional information can be provided if this is applicable to the development.



ANNUAL WIND ROSE AT 9AM



ANNUAL WIND ROSE AT 3PM

## REAL PROPERTY DESCRIPTION

LOT 126 ON OP 001445  
AREA OF LAND: 2020m<sup>2</sup>  
LOCAL GOVERNMENT: KATHERINE TOWN COUNCIL

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LEVELS SHOWN ON PLAN ARE APPROXIMATE ONLY AND SHALL BE  
VERIFIED ON SITE BEFORE CONSTRUCTION COMMENCES.

USE FIGURED DIMENSIONS IN PREFERENCE TO SCALE.

VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION COMMENCES.

## NOTES

- PROPERTIES TO BE CONSOLIDATED

[illegible]

ALCHEMY  
CONSULTING PTY LTD

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PROJECT  
Proposed Commerical Development

CLIENT  
K Food Land Pty Ltd

SITE  
9 & 11 Third Street, Katherine NT  
0850

## DRAWING

# Site Analysis Plan

JOB NO  
23-21

SCALES 1 : NTS @ A1

DATE 10.01.25

DATE 10/1/01  
DRAWN BC  
CHECKED SB

	SHEET NO	REV
--	----------	-----

CA 1

SA1	1
No. IN SET	





NOTES

SITE AREA: 4172.53m<sup>2</sup>  
ZONING: CB  
EXISTING DEVELOPMENT : K-TOWN MOTEL (20 UNITS) 698.98m<sup>2</sup>

**PROPOSED DEVELOPMENT**  
TOTAL DEVELOPMENT 1374.30m<sup>2</sup> NFA  
LANDSCAPING 614.93m<sup>2</sup>

**GROUND FLOOR**  
NEW MOTEL UNITS (5) 233.41m<sup>2</sup> NFA  
EXISTING MOTEL UNITS (10) 230.40m<sup>2</sup> NFA  
RETAIL 203.58m<sup>2</sup> NFA  
DINING AREA 39.00m<sup>2</sup> NFA  
KITCHEN 41.93m<sup>2</sup> NFA  
COMMERCIAL 60.22m<sup>2</sup> NFA  
GYM 33.22m<sup>2</sup> NFA  
PLAY/PARENTS 15.39m<sup>2</sup> NFA

**FIRST FLOOR**  
NEW MOTEL UNITS (12) 536.25m<sup>2</sup> NFA  
EXISTING MOTEL UNITS (10) 230.40m<sup>2</sup> NFA  
CARETAKER UNIT 77.57m<sup>2</sup> NFA  
ADMIN/COMMUNAL 142.45m<sup>2</sup> NFA

**MOTEL UNITS**  
EXISTING MOTEL UNITS 20  
NEW STUDIO UNITS 5  
NEW ONE BEDROOM UNITS 10  
NEW TWO BEDROOM UNITS 2  
+ MANAGER'S UNIT 1  
TOTAL 38

**CAR PARKING**  
REQUIRED  
MOTEL UNITS (38) - 1/UNIT 38  
DINING (39m<sup>2</sup>) - 3/100m<sup>2</sup> 1  
RETAIL (204.48m<sup>2</sup>) - 6/100m<sup>2</sup> 12  
REQUIRED TOTAL 51  
PROPOSED  
PROPOSED ON SITE 46  
PROPOSED IN ROAD RESERVE 8  
PROPOSED TOTAL 54

REV.	DESCRIPTION	DATE
1	DA SUBMISSION	10.01.25
2	BIKE PARKING ADDED	16.01.25
3	ACCESSIBLE 1B UNIT ADDED	29.01.25

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PROJECT  
Proposed Commerical Development

CLIENT  
K Food Land Pty Ltd

SITE  
9 & 11 Third Street, Katherine NT 0850

DRAWING  
Site Plan First Floor Level

JOB NO  
23-21

SCALES 1 : 200 @ A1

DATE 29.01.25

DRAWN BC

CHECKED SB

SHEET NO

DA2

3

No. IN SET

APPROX. LOCATION  
OF LIGHT POLE

APPROX. LINE OF HIGH  
VOLTAGE POWER LINE ABOVE  
CONDUCTORS AT  
R.L. 114.48

APPROX. LOCATION  
OF POWER POLE

REFER TO  
DRAWING DA8

AWNING TO  
FOOTPATH BELOW

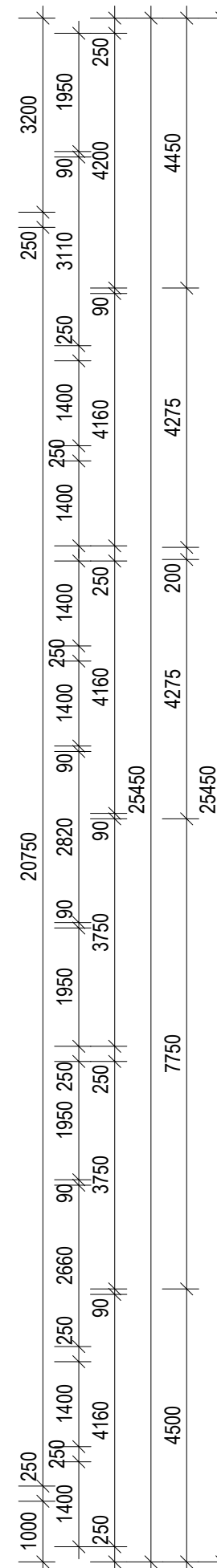
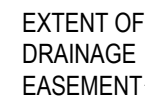
PROPOSED SIGN

REFER TO  
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REFER TO  
DRAWING DA4

EXISTING  
BOUNDARY  
← PROPERTIES TO BE  
CONSOLIDATED

Motel Existing  
Units First Floor



o. IN SET















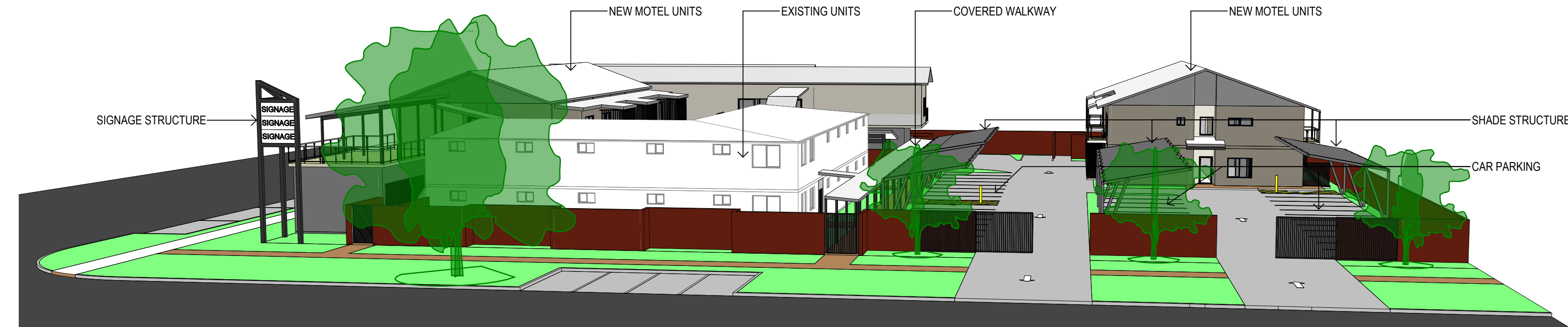




1 View to South from Giles St



2 View to West from Giles St



3 View to East from Third St

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USE FIGURED DIMENSIONS IN PREFERENCE TO SCALE.

VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION COMMENCES.

NOTES

- COLORBOND MONUMENT
- COLORBOND MANOR RED
- COLORBOND BASALT
- COLORBOND DUNE
- COLORBOND SURFMIST
- COLORBOND EVENING HAZE
- COLORBOND GULLY

REV.	DESCRIPTION	DATE
1	DA SUBMISSION	10.01.25

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PROJECT  
Proposed Commerical Development

CLIENT  
K Food Land Pty Ltd

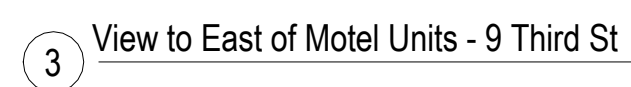
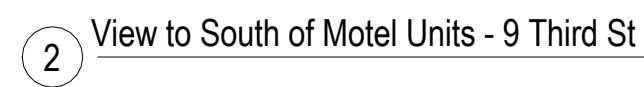
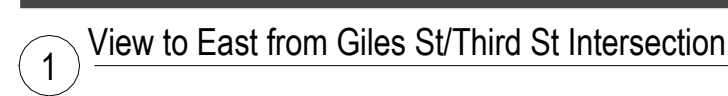
SITE  
9 & 11 Third Street, Katherine NT 0850

DRAWING  
3D Views - Sheet 1

JOB NO  
23-21

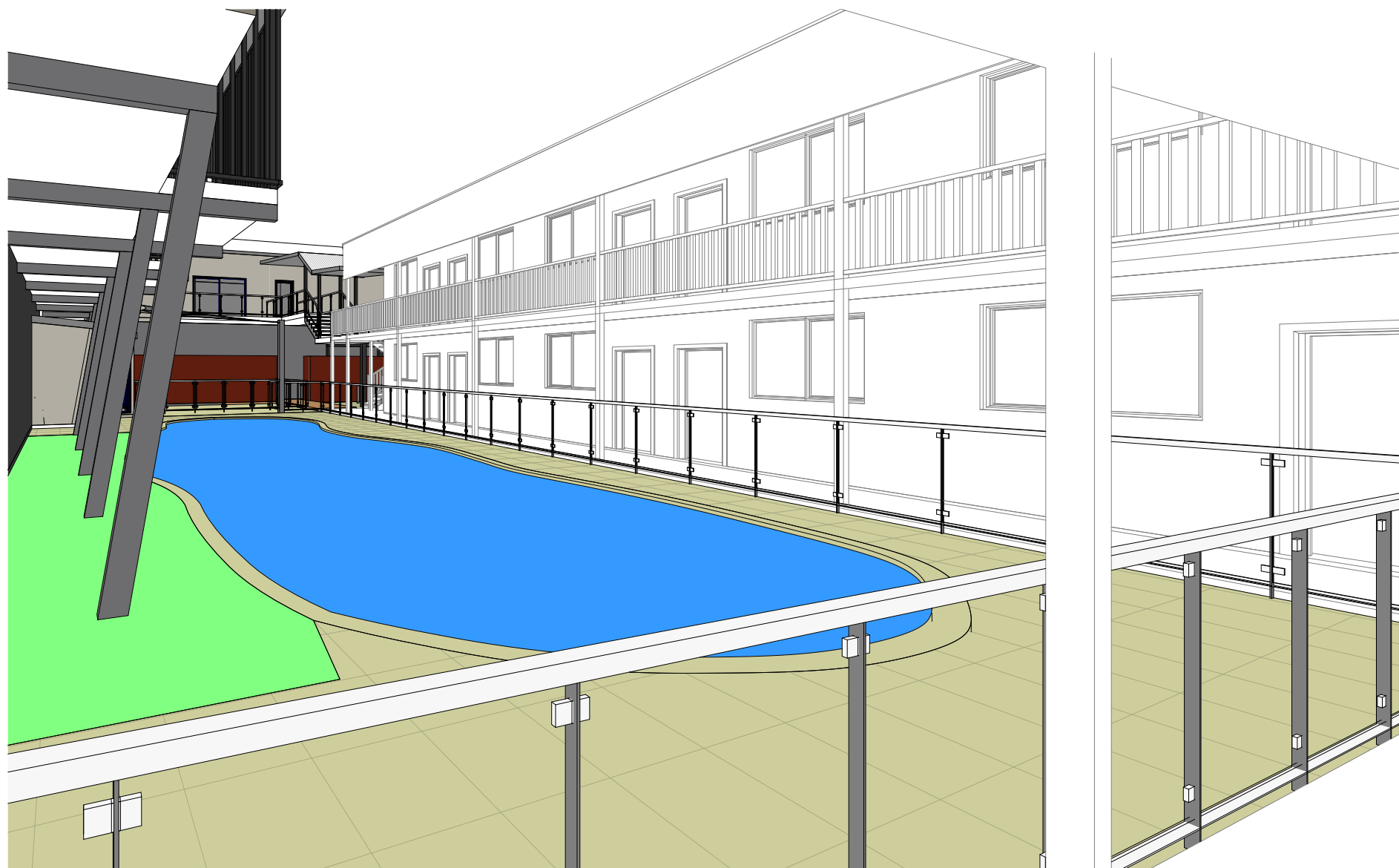
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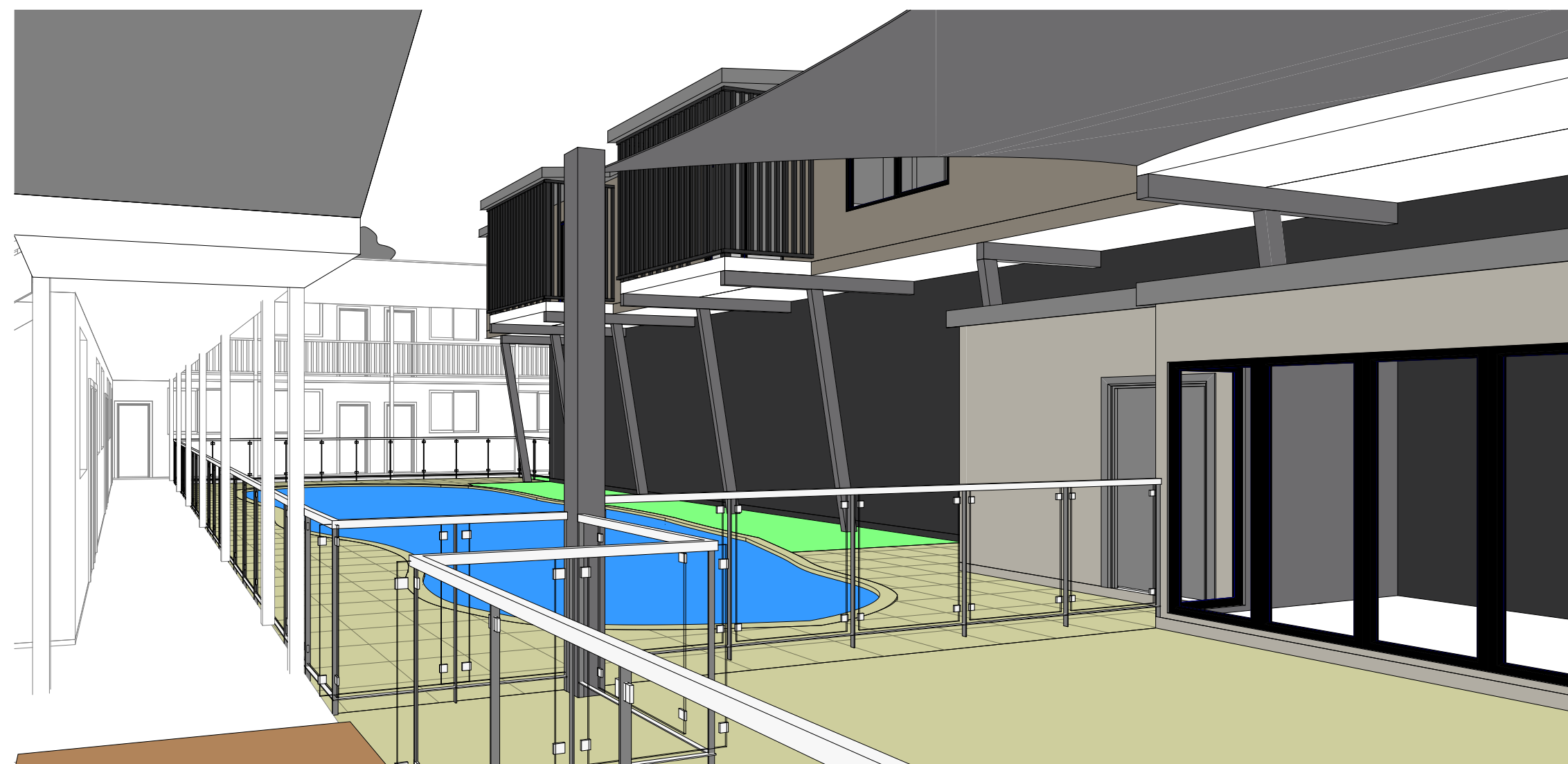


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① View East of Internal Courtyard



2 View West of Internal Courtyard

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## NOTES

-  COLORBOND MONUMENT
-  COLORBOND MANOR RED
-  COLORBOND BASALT
-  COLORBOND DUNE
-  COLORBOND SURFMIST
-  COLORBOND EVENING HAZE
-  COLORBOND GULLY

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PROJECT  
Proposed Commerical Development

CLIENT  
K Food Land Pty Ltd

SITE  
9 & 11 Third Street, Katherine NT  
0850

DRAWING

3D Views - Sheet 3

JOB NO  
23-21

SCALES 1 : 50 @ A1

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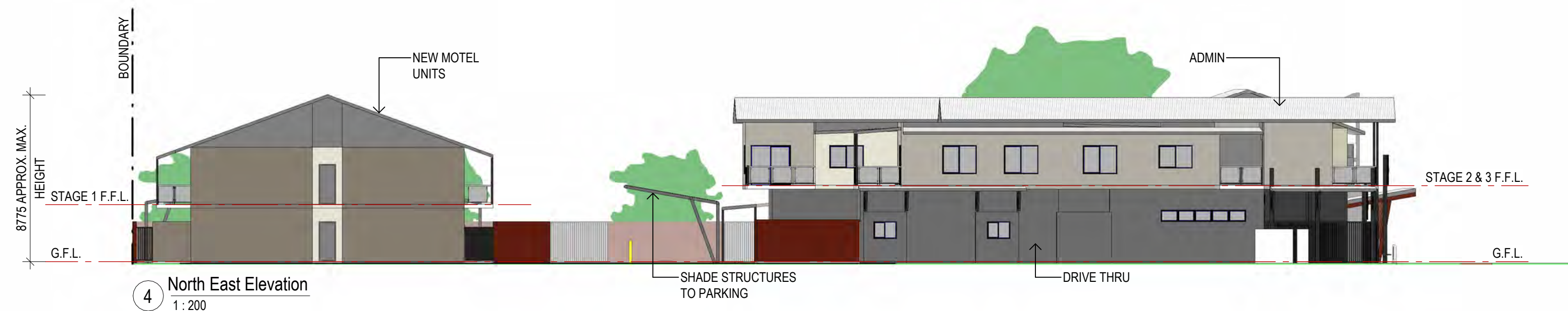
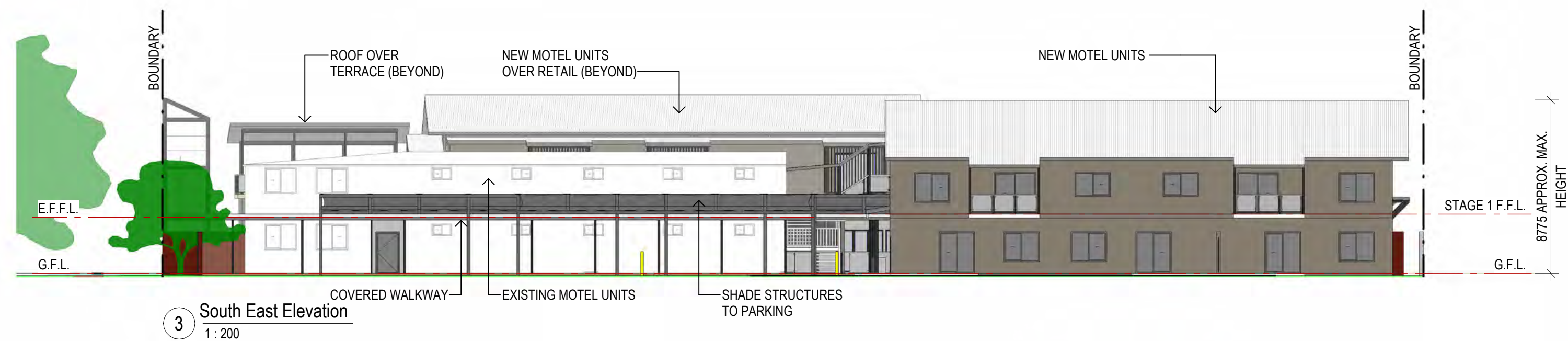
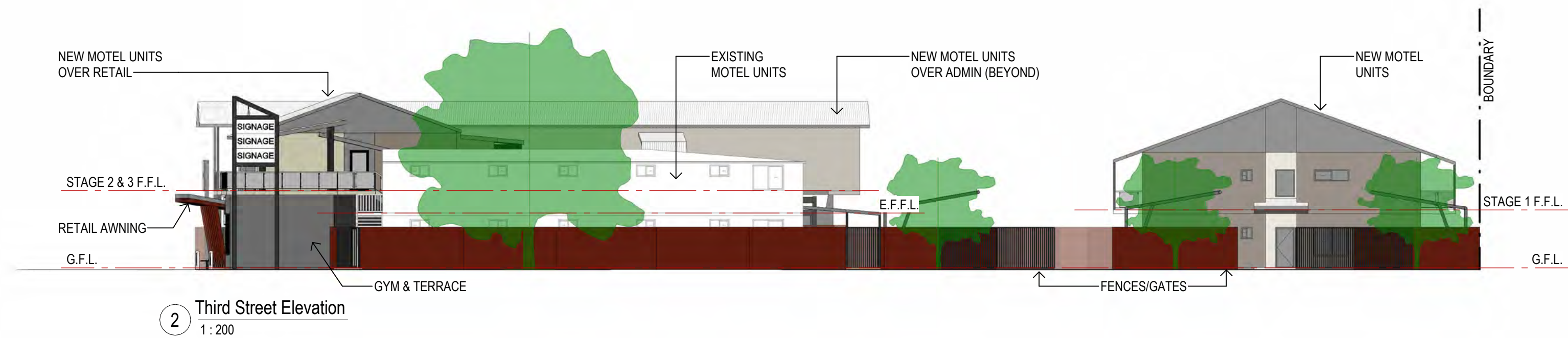
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## NOTES

[illegible]

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PROJECT  
Proposed Commerical Development

CLIENT  
K Food Land Pty Ltd

SITE  
9 & 11 Third Street, Katherine NT  
0850

DRAWING

Elevations

JOB NO  
23-21

SCALES 1 : 200 @ A1

DATE	10.01.25
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# Technical Assessment PA2025/0032

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

Application No: PA2025/0032

Lot number: 125 & 126 (9 & 11) Third Street, Katherine

Town/Hundred: Town of Katherine

Zone: CB (Central Business)

Site Area: 4160m<sup>2</sup> (2140m<sup>2</sup> & 2020m<sup>2</sup>)

Proposal: Hotel/motel with ancillary food premises-restaurant and shop additions to an existing hotel/motel, on land subject to flooding

Plans used for assessment: DA1-DA13 & SA1

Date assessment finalised: 11 February 2025

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

Zone CB (Central Business)				
Use	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Hotel/motel with ancillary food premises-restaurant and shop	Impact Assessable	3.6 LSF – Land Subject to Flooding	5.2.1 General Height Control 5.2.4 Vehicle Parking 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 - Setbacks for Development Adjacent to Land in Zones HR, CB, C, SC and TC 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.5.11 Food Premises 5.5.15 - Design in Commercial and Mixed Use Areas 5.5.16 - Active Street Frontage

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

### Clause 1.8(1)(c)(v)

*(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:*

*v. a provision of this Planning Scheme expressly requires assessment as Impact Assessable.*

The proposed lands uses of a hotel/motel with ancillary food premises-restaurant and shop additions are defined by the NTPS as:

- *hotel/motel - means premises primarily used for the short term accommodation of travellers. The use can include where ancillary, meeting and function rooms, food premises-restaurant, a bar-small, and recreation facilities, but does not include a bar-public, club, or nightclub entertainment venue.*
- *food premises-restaurant means premises (other than a bar-public, bar-small, shop, or part of a hotel/motel), used for the preparation, sale and service of food and drinks for consumption primarily on the premises where seating is provided, and may include the ancillary provision of take-away food.*
- *shop means premises used for the display and sale by retail or for hire of goods or to provide services, and may include where ancillary an office, but does not include a food premises-café / take away, food premises-fast food outlet, food premises-restaurant, retail agricultural stall, service station, shopping centre, showroom sales or vehicle sales and hire.*

The principal land use as a hotel/motel is listed as 'Merit Assessable' on the relevant assessment table in Part 4 of the NTPS (Clause 1.8(1)(b)(i)). However, due to the development site being located within 'Overly 3.6 Land Subject to Flooding', clause 3.1.4 of the NTPS as shown below applies:

*Where an Overlay requires consent, the following level of assessment applies:*

*(b) if shown as Merit Assessable on the relevant assessment table in Part 4 it is Impact Assessable.*

#### **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.*

*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.

The proposed expansion of the existing 'K-Town Motel' across a second adjoining property provides growth and enhancement of the region's tourism and service economy and reinforces the Central Business zoning of the current retail and commercial hub of Katherine, located between Katherine Terrace and Fourth Street as the focus of many community and business interactions as contemplated under the KLUP.

### **COMPLIES**

---

### 3.6 Overlay LSF – Land Subject to Flooding

#### *Purpose*

*Identify areas with a known risk of inundation from riverine flooding and ensure that development in these areas demonstrates adequate measure to minimise the associated risk to people, damage to property and costs to the general community.*

#### *Administration*

- 1. Land subject to this Overlay is to be used or developed only with consent.*
- 2. This Overlay does not apply to:*
  - (a) outbuildings and extensions to existing dwellings; and*
  - (b) extensions to existing commercial or industrial buildings;*
  - (c) any use that complies with Clause 5.5.1 (Interchangeable Use and Development in Specific Zones); which, but for this Overlay, would not require consent; or*
  - (d) unzoned land.*
- 3. This overlay does not apply to the use and development of land for dwellings-group or dwellings-multiple when the land is subject to Overlay 3.11 RCFR (Rapid Creek Flood Response).*
- 4. In this Overlay:*
  - (a) "flood level" means the water level associated with a 1.0% AEP flood event or where that level cannot be determined, the level determined by the Controller of Water Resources within the meaning of the Water Act 1992;*
  - (b) "AEP" means Annual Exceedance Probability, which is the likelihood, in percentage terms, of a flood of a given size occurring in a specified area in any one year;*
  - (c) "DFE" means Defined Flood Event, which:*
    - i. in an area subject to a floodplain management plan that defines a flood event, is as specified in that plan;*
    - or*
    - ii. if there is no floodplain management plan that defines a flood event for an area, is the 1% AEP flood event;*
  - (d) "DFA" means Defined Flood Area, which is the area that is inundated by the DFE as defined on mapping produced by the NT Government.*
- 5. The consent authority may consent to a use or development that is not in accordance with sub-clause 6 only if it is satisfied that the application demonstrates that there is no increased risk to people and property including adjoining property, or increased cost to the community.*

#### *Requirements*

- 6. In a DFA:*
  - (a) the storage or disposal of environmentally hazardous industrial material and the development of fuel depots should be avoided;*
  - (b) the minimum floor level of habitable rooms should be 300mm above the flood level for the site; and*
  - (c) the use of fill to achieve required floor levels should be avoided.*

An assessment against this clause is required as the development is not an extension to an existing motel building to be retained, rather new additional buildings adjacent the existing motel accommodation units.

The Flood Planning Level (FPL) for the site RL106.55, which includes the 1% AEP of 106.25 plus 300mm of freeboard. The floor ground floor level of the existing development is RL105.85 and existing ground levels are at approximately RL105.10 at the lowest point of the site.

Therefore, to build at the FPL for the site, substantial fill or raised construction will be required at 0.7-1.35m above natural ground level and the existing building level. With an existing motel building block of accommodation units to be retained on site below the FPL the appearance of the new buildings and the existing will appear unsightly and ad-hoc in a prominent location of the Katherine town centre. As a result,

the application seeks consent for a variation to the requirements of this clause to build at the existing site level below the FPL.

The following justification is provided for this variation:

- The design of the building at the site level allows an efficient and dignified accessible path of travel from public footpaths and property boundaries into the new development and avoids the unsightly construction of pedestrian access ramps and staircases to service the new development if it was raised to the FPL. The applicant has outlined that the development would be unfeasible and would not be pursued if the construction method was altered to achieve the FPL.
- Flood resist materials and methods of construction have been chosen by the proponent in accordance with the Australian Building Codes Board Information Handbook: *Construction of Buildings in Flood Hazard Areas*, including the use of concrete panels and/or blockwork and ensuring any electrical service lines are located above the FPL. Furthermore, for the subsequent building permit stage, structural engineers will be engaged to design the development to resist flood water loads.
- The proponent has outlined they have significant insurance against the motel operation for flood events.
- The development site is not located within a 1% AEP 'floodway' where floodwater exceeds 2m depth or a 0.8m/second velocity.
- As the development is for a tourism enterprise, it would most likely be largely uninhabited during a flood event of sufficient severity to impact the development site and surrounding Katherine locality. As a result of the development likely being uninhabited, there would be a reduces risk to life, meaning that the predominate risk would be to the building infrastructure itself, which has been designed to accommodate the impacts of flood inundation.
- A pre-condition of development approval can be enforced requiring the submission and approval thereafter a of 'Flood Emergency Evacuation Plan' with flood event early warning mechanisms to reduce the number of staff and motel occupants on the site during such events, resulting in a reduced risk to people and property. Furthermore, remaining onsite staff and motel occupants during a flood event can be relocated to the first floor of the development above the FPL within a development designed to accommodate the impacts of flood inundation.

## DOES NOT COMPLY

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### 4.10 Zone CB – Central Business

#### Zone Purpose

*Promote an active and attractive mixed use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development.*

#### Zone Outcomes

1. *A diverse mix of commercial, community, cultural, recreational and residential developments of a scale and intensity commensurate with the role and function of the central business district.*
2. *Residential developments that cater for residents and tourists, including dwelling-multiple, serviced apartment, rooming accommodation, residential care facility, and hotel/motel, are usually of high density and are integrated with complementary commercial and entertainment activities that are located nearby or contained within the same building.*
4. *Commercial developments and entertainment and dining activities such as bar-public, bar-small, food premises (all), leisure and recreation, market, night club entertainment venue, office, shops and sex services-commercial premises:*
  - (a) *encourage diversity and contribute to day and night activity within the zone; and*
  - (b) *are designed and operated in a manner that is considerate of the character and amenity of surrounding uses, having regard to the mixed use nature of the zone.*
8. *Development incorporates innovative building design, site layout and landscaping that:*



- (a) responds to and encourage pleasant microclimates, including through breeze capture and shading;*
- (b) minimises privacy and overlooking impacts on private spaces;*
- (c) maximises overlooking and passive surveillance of public spaces;*
- (d) maximises pedestrian activity along primary street frontages;*
- (e) reduces the appearance of building mass relative to its surroundings; and*
- (f) creates attractive outdoor spaces and enhances the streetscape.*
- 9. Development contributes to the creation of an active, safe and legible public realm by:
  - (a) incorporating and responding to high quality public open spaces including town squares, civic plazas and forecourts where appropriate; and*
  - (b) integrating with walking, cycling and public transport networks to promote accessibility and use.*
- 10. Developments are designed and operated in a manner that avoids unreasonable loss of amenity for surrounding premises, having regard to the close proximity between residential and entertainment uses, and the overall mixed use nature of the zone.
- 11. An efficient pattern of land use with all lots connected to reticulated services, integrated with existing transport networks and with convenient access to open space, community and educational facilities.

The proposed motel redevelopment with ancillary supporting land uses of a restaurant and shop will provide further activation and surveillance of the northern section of the Central Business zone of Katherine. This will result from a substantial increase in motel bedroom numbers, increased and enhanced dining options and the introduction of a retail shopfront, all of which provide for increase day and night activity of the property and the wider Central Business zone.

Visually the redevelopment of the site will contribute to the growth and modernisation of the Katherine town centre in manner which is consistent with the predominant accommodation development of this precinct of the zone and also assist with the transition of the zone into the residential development boarding this precinct to the north.

## 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;

CB, SC, TC and DV	All uses	No height limit
-------------------	----------	-----------------

As outlined above there is no applicable height limit for the site. Nonetheless the development has been designed to a maximum height of two storey with a series of building blocks rather than one large complex building across the site to appropriate mass the appearance of development with the existing character of this commercial precinct of Katherine town centre. A gable roof structure with metal sheeting has been proposed in ode to the building heritage of Katherine while also contributing to meeting modern building insulation and sealing standards.

COMPLIES

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

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 Northern Territory Planning Scheme 2020 Part 5-5 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

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).

Hotel/Motel	1 for every guest suite or bedroom <u>Plus</u> 3 for every 100m <sup>2</sup> used for dining
Shop	6 for every 100m <sup>2</sup> of <i>net floor area</i>



In accordance with the above the development of a motel with ancillary restaurant and shopfront requires 51 onsite parking bays. The application proposes 46 onsite parking bays and eight on street parking bays, the latter of which has been supported in principle by the Katherine Town Council pre-lodgement of the application. Of the eight on street parks, four are parallel on Giles Street for use by the retail shopfront customers and four are perpendicular on Third Street for general visitors and community parking.

The expected timing of parking demand from the applicant is as follows:

- Motel –80% of guests check out before 8:00am and 80% check in after, therefore parking is primarily used between 5:00pm and 8:30am;
- Shop - will operate between 8:30am and 4:30pm; and
- The conference room and laundry facilities are only for motel guests and not the general public.

In support of the above variation the applicant outlines:

- 90% of the required car spaces of this clause have been provided on the property;
- that the proposed land uses have different peak use times to contribute to result in reciprocal parking arrangements; and
- the eight on street parking bays result in three additional bays than what is required for the development.

## DOES NOT COMPLY

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### 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

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

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 proposed development as shown on drawing DA1 complies with all the requirements on this clause for the layout of the onsite car parking. Two access points separated as carpark entry and exit points are proposed on the Third Street. Three access points for carpark entry, drive through restaurant access and delivery access are respectively proposed on Giles Street. All access points are well separated from the corner of the two road reserves and one-way traffic flows are a minimum of 3.5m wide and two-way flows are a minimum of 6m wide.

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 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.*

Hotel/Motel	1 <b>loading bay</b> for a single occupation of a <b>net floor area</b> of 10 000m <sup>2</sup> or less; and 1 <b>loading bay</b> for every 5000m <sup>2</sup> of <b>net floor area</b> or part thereof in excess of 10 000m <sup>2</sup>
Shop	1 <b>loading bay</b> for every 2000m <sup>2</sup> of the total <b>net floor area</b> , or part thereof
All other uses	No loading bays required

The net floor area of the entire development is 1170.72m<sup>2</sup> excluding the shop, which has a net floor area of 203.58m<sup>2</sup>. As a result, two loading bays are required to service the development. A variation is sought with only one loading bay proposed off Giles Street between the shop and motel reception.

The following justification is provided for this variation by the proponent:

- All deliveries will be carried out by agreement outside of peak traffic periods of Giles Street, which given the scale of the development will have negligible adverse impacts on the local road network.
- The loading bay meets the size requirements of this clause and is sufficiently located away from the corner intersection of Giles and Third Streets.

## DOES NOT COMPLY

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### 5.2.6.2 Landscaping in Zone CB

#### Purpose

*Ensure developments within central business districts minimise heat capture and enhance the visual amenity of the area when viewed from the street or from surrounding buildings.*

#### Administration

1. The consent authority may consent to a development that is not in accordance with sub-clause 3 if:
  - (a) it is a small development and the consent authority is satisfied that it would be unreasonable to provide the required landscaping, having regard to the intended use of the development or whether the development would become unfeasible; or
  - (b) the development provides an alternative response to achieve the purpose of this clause.
2. This clause does not apply if the use or development is permitted through Clause 5.5.4 (Expansion of Existing Use or Development in Zones CB, C, SC and TC).

#### Requirements

3. Development in Zone CB is to provide areas of landscape planting equivalent to 10% of the site area.

The proposal complies with this clause with 14% of the site (615m<sup>2</sup>) to be landscaped in accordance with the *Design Guidance: Landscaping in Zone CB* to provide attractive, safe and shaded spaces where appropriate in the development site.

## COMPLIES

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### 5.2.7 - Setbacks for Development Adjacent to Land in Zones HR, CB, C, SC and TC

The site is surrounded by properties which are also zoned (CB) Central Business.

## NOT APPLICABLE

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### 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC

#### Purpose

*Ensure that new commercial and high-density residential buildings provide sufficient safe, quality and convenient end of trip facilities to enable active travel choices by residents, visitors, workers and customers for the proposed use of the site.*

#### Administration

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1. The consent authority may consent to a use or development with fewer bicycle parking spaces, lockers and/or showers and changing facilities than required by sub-clauses 2-6 if satisfied that either:
  - (a) there are alternative end of trip facilities (on or off the site), where:
    - i. the same function is provided which can accommodate the same number of bicycles and/or users required by the clause;
    - ii. access to the alternative end of trip facilities is safe and convenient for users;
    - iii. the alternative end of trip facilities are sheltered and secure; and
    - iv. the size and layout of alternative storage areas allows for safe and comfortable storage and access to bicycles and/or personal items; or
  - (b) it would be unreasonable to provide the end of trip facilities as required by this clause with regard to, but not limited to, the location of the development and likely commute distances; or
  - (c) it would be unreasonable to provide shower and changing facilities for a small development, where the development becomes unfeasible should such facilities be required.

#### Requirements

2. All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).
3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking and must:
  - (a) be located in a convenient and safe location with adequate security for the storage of bicycles;
  - (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;
  - (c) where secure parking is provided, provide e-bike charging facilities, as necessary;
  - (d) not require access via steps;
  - (e) be protected from the weather;
  - (f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;
  - (g) be located outside pedestrian movement paths;
  - (h) be easily accessible from the road;
  - (i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;
  - (j) be protected from manoeuvring motor vehicles and opening car doors;
  - (k) be as close as possible the cyclist's ultimate destination;
  - (l) be well lit by appropriate existing or new lighting; and
  - (m) be sympathetic in design, material and colour to compliment the surrounding environment.
4. A locker should accompany every secure bicycle parking space provided, and should be:
  - (a) of suitable volume and dimensions to allow storage of clothing, cycling helmets and other personal items;
  - (b) well ventilated, secure and lockable; and
  - (c) located close to shower and changing facilities.
5. All new non-residential buildings, hotels/motels, and serviced apartments in Zones HR, CB, C, SC and TC should provide sufficient and accessible shower and changing facilities for staff with the number of showers calculated at the rate specified in the table to this clause.
6. Shower and changing facilities must be secure facilities capable of being locked, and should:
  - (a) be located as close as practical to the associated bicycle parking facilities;
  - (b) provide one change space per shower; and
  - (c) Provide for separate male and female facilities where more than one shower is provided.

<b>Hotel/motel, rooming accommodation</b>	1 space for every 3 guest rooms	1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.
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<b>Shop (including shopping centres)</b>	1 space per 300m <sup>2</sup> <b>net floor area</b> up to 5000m <sup>2</sup> <b>net floor area</b> , plus 1 space per 600m <sup>2</sup> <b>net floor area</b> above every 5000m <sup>2</sup> <b>net floor area</b> thereafter.	1 shower for up to 5000m <sup>2</sup> <b>net floor area</b> , plus 1 additional shower for up to every 5000m <sup>2</sup> thereafter.
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In accordance the above calculations, the development requires 14 bicycle spaces and two end of trip showers. Bicycle parking will be provided throughout the development site adjacent all building blocks to this required number by of mix of fixtures, which are under cover, and are in visible locations in accordance with subclause 3 above. The applicant also notes charging points for e-bikes can be provided at each bicycle rack location.

Multiple staff showers are available throughout the motel in the motel reception, prayer room and accessible staff amenities, the latter will also have an associated locker room. Guests of the motel will be able to utilise the bathroom amenities of their book accommodation room. While there is also a shower provided within the amenities of the retail shopfront.

**COMPLIES**

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**5.5.11 Food Premises**

Purpose

*Ensure that the operation of a food premises:*

- (a) provides an active interface to the public domain and contributes to the interest and diversity of the locality;*
- (b) minimises adverse impacts on the amenity of the locality; and*
- (c) is designed for the safety of patrons.*

Administration

- 1. This clause applies to food premises-café/take away, food premises-fast food outlet, and food premises-restaurant.*
- 2. The consent authority may consent to a food premises that is not in accordance with sub-clauses 3-10, only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and outcomes, and it is appropriate to the site having regard to such matters as its location, scale and impact on surrounding amenity.*

Requirements

- 3. Incorporate appropriate building and landscape design to ensure that there is no unreasonable loss of amenity for adjoining and nearby property.*
- 5. Floodlights, spotlights and all other forms of lighting shall be constructed, oriented and controlled so as not to adversely impact on the amenity of any adjacent residents or cause a traffic hazard in the adjacent road network.*
- 6. Manage noise emissions so that they will not have an unreasonable impact on the amenity of the locality.*
- 8. Adequate provision is made for the on-site collection, storage and disposal of waste, positioned to avoid nuisance to neighbours.*

Although the food premises-restaurant is ancillary to the principal use of the land as a hotel/motel this component of the overall redevelopment of the site has been designed and any forthcoming approval can be conditioned to be in accordance with the above relevant requirements of this clause.

**COMPLIES**

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## 5.5.15 - Design in Commercial and Mixed Use Areas

### Purpose

*Encourage a diverse mix of commercial and mixed use developments that are safe, contribute to the activity and amenity of commercial centres, are appropriately designed for the local climate, and minimise conflicts between different land uses within and surrounding the commercial centre.*

### Administration

1. A development application must, in addition to the matters described in sub-clauses 12-23, demonstrate consideration of and the consent authority is to have regard to the Community Safety Design Guide in Schedule 5.
2. The consent authority may consent to a development that is not in accordance with sub-clauses 12-14 if it is satisfied that it is consistent with the purpose of the clause.
3. The consent authority may consent to a development that is not in accordance with sub-clause 15 if it is satisfied that services and utilities are appropriately concealed within the development to minimise their visual impact on the public domain.
4. The consent authority may consent to a development that is not in accordance with sub-clause 16 if it is satisfied that the development provides an appropriate level of shading that reduces heat capture of paved surfaces, having regard to the location of the site and scale of the development.
5. The consent authority may consent to a development that is not in accordance with sub-clause 17 if it is satisfied that:
  - (a) the development provides a considered response to the established character of the streetscape; and
  - (b) the development provides an alternative response for shading.
6. The consent authority may consent to a development that is not in accordance with sub-clauses 18 if it is satisfied that the development facilitates safe and shaded pedestrian movement through the site.
7. The consent authority may consent to a development that is not in accordance with sub-clause 19 if it is satisfied that all reasonable measures are taken to mitigate potential impacts between current and reasonably anticipated future developments.
8. The consent authority may consent to a development that is not in accordance with sub-clause 20 if it is satisfied that all reasonable measures have been taken to mitigate potential noise impacts on habitable rooms within the site.
9. The consent authority may consent to a development that is not in accordance with sub-clause 21 if it is satisfied that the development manages run-off from balconies to adjoining balconies and dwellings below.
10. The consent authority may consent to a development that is not in accordance with sub-clause 22 if it is satisfied that the development provides appropriate provisions for parenting activities relative to the nature and scale of the development.
11. The consent authority may consent to a development that is not in accordance with sub-clause 23 if it is satisfied that the development provides an appropriate response to waste management.

### Requirements

12. Building design is to be sympathetic to the character of buildings in the immediate locality.
13. Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.
14. Building design is to minimise the expanse of blank walls facing the street and public open spaces and limit external finishes that could cause nuisance to residents or the general public, such as materials that would result in excessive reflected glare.
15. Services and utilities (such as bin storage areas, service ducts, pipes, air conditioner plants etc.) are to be integrated into the development and/or screened to the public domain and neighbouring properties.
16. Car parking areas, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.
17. Unless advised otherwise by the relevant local government council or controlling agency for roads (whichever is applicable), development is to provide an awning or verandah to all street frontages that adjoin a footpath, which:
  - (a) extends along the full length of the site boundary to provide continuous coverage for pedestrians;

*(b) covers the full width of the footpath or has a minimum width of 3m; and*

*(c) allows for the growth of existing trees and the planting and growth of reasonably anticipated trees within the road reserve.*

18. Development is to provide legible pedestrian access from the street and public pathways to building entrances that:

*(a) is direct and provides refuge from the sun and rain; and*

*(b) avoids potential entrapment areas, blind corners or sudden changes in level that restrict sightlines.*

19. New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance.

20. Development is to minimise the transmission of noise and exhaust from services by:

*(a) locating lift shafts away from habitable rooms, or by using other noise attenuation measures; and*

*(b) locating air conditioner plants away from openings in habitable rooms.*

21. Buildings are to provide internal drainage of balconies.

22. Development with a floor area of 3500m<sup>2</sup> or greater is to provide a dedicated parenting room (to allow for activities such as baby change and breastfeeding).

23. Development is to provide designated areas for rubbish collection.

The development complies with the requirements of this clause as set out below:

- The proposed redevelopment of the site will modernize the character and visual appearance of this precinct of the Katherine town centre, for a site which is surrounded by old, dilapidated and unattractive buildings in need of renewal.
- Passive climate control measures have been designed into the development including roof overhangs, shading screens and sunhoods. Furthermore, awnings will be installed to reduce glare from daytime north facing sunlight on the glass front of the proposed shop.
- The development is approximately massed by the use of multiple articulated building blocks rather than one dominant building to provide an appropriate scale for the site and the wider locality, which is further by selected landscaping.
- Dedicated screened areas are proposed for all plant and rubbish bin storage.
- The majority of onsite car parking bays are covered with shade sails.
- The development is not considered to result in adverse amenity impacts by way of noise, vibration, light odours or other means if developed and operated as proposed.
- Prominent pedestrian pathways are provided throughout the development site and are covered at building entries.
- All balconies will be constructed with internal drainage means.

## COMPLIES

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### 5.5.16 - Active Street Frontage

#### Purpose

*Provide a site-responsive interface between commercial buildings and the public domain that:*

*(a) is attractive, safe and functional for pedestrians;*

*(b) encourages activity within the streetscape; and*

*(c) encourages passive surveillance of the public domain.*

#### Administration

1. This clause does not apply where:

*(a) alternative active street frontage requirements are established under Clause 5.9 (Location specific development requirements); or*

*(b) the land is within the Darwin Waterfront identified on the diagram to Clause 5.9.2.4 (Darwin Waterfront Building Heights and View Lines).*



2. The consent authority may consent to a development that is not in accordance with sub-clauses 5, 6 and 7 if:
  - (a) an alternative solution effectively meets the purpose of this clause;
  - (b) the site design reflects the established character of the area; or
  - (c) it is satisfied that compliance would be impractical considering servicing requirements and any advice provided under sub-clause 4.
3. Landscaping may be counted toward the percentage of active street frontage required under sub-clause 6 if it is comprised of:
  - (a) significant existing vegetation; or
  - (b) vertical landscaping for the full height of the ground level street frontage; and the development still meets the purpose of the clause.
4. Every application should include written acknowledgment from the agencies responsible for power and water, fire rescue services and the relevant local government council to confirm that all reasonable measures were taken to minimise the impact of servicing requirements on active street frontages.

#### Requirements

5. Services on street level frontages are to be limited to:
  - (a) a single vehicle entry and exit point to and from the building (except on larger sites where additional access points are supported by a Traffic Study for the site);
  - (b) a direct single point of access to service equipment for all service authorities;
  - (c) required fire egress; and
  - (d) required fire booster connection points.
6. Buildings are to provide a minimum of 60% of the length of each site boundary that fronts a primary or secondary street, or public open space, as active street frontage, made up of any combination of the following components, where the distance between individual components is no more than 1.5m:
  - (a) windows that maintain clear views to and from the street, with openings that have dimensions not less than 0.9m wide and 1.2m high;
  - (b) operational and legible entrances (excluding fire egress) that are directly accessible from the public domain;
  - (c) areas within the site that are used for alfresco dining that provide visual interaction with the street/public open space; or
  - (d) well-designed spaces that allow for pedestrian movement and/or seating.
7. Building frontage that is outside the requirements of sub-clause 6, excluding areas for access, are to limit the scale and visual presentation of blank walls.

Multiple entry points to the site are provided without any supporting Traffic Study for the development. The applicant outlines multiple access points are required to provide the safe and legible access of the site for the multiple land uses proposed.

The development has been designed to have the 63m frontage to Giles Road as the primary commercial frontage with 66% or 42m of the frontage developed to address the street. Elements of this elevation design include:

- an awning of 3.6m depth adjoining the use glazing to the shop front
- glazing to the street frontage of the motel gym with an open aspect terrace on first floor above
- motel accommodation rooms, office and prayer room openings and balconies addressing the street frontage
- seating and bicycle parking
- landscaping and signage
- pedestrian pathway access points from the street

For the secondary commercial frontage on Giles Street which is dominated by the existing motel accommodation building to be retained, 2.1m high security fencing articulated around landscaping is proposed on or in close proximity to the property boundary with gated access to the onsite car parking. New

signage and first floor development will use glazing and openings to address the street but it is considered that the above requirements of activation are not met for this secondary frontage.

**DOES NOT COMPLY**

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**Muhammad Siddique**

**3/43 Grevillea St, Katherine East NT 0850**

To,

Northern Territory Government

Department of Infrastructure, Planning and Logistics

GPO Box 1680, Darwin NT 0801

**Subject: Strong Support for Proposed Development - Hotel/Motel with Ancillary Food Premises-Restaurant and Shop Additions**

To Whom It May Concern,

I am writing to express my full support for the proposed development of a **hotel/motel with ancillary food premises-restaurant and shop additions** at **Lot 00125 & Lot 00126, 9-11 Third Street, Katherine**, currently zoned **CB (Central Business)**. This project presents an excellent opportunity for economic growth, enhanced infrastructure, and increased community benefits for Katherine.

## **Reasons for Full Support**

- **Economic Boost:** This development will generate local employment opportunities, attract more tourists, and support small businesses in the area.
- **Improved Facilities:** The addition of a restaurant and retail space will enhance amenities available to both residents and visitors, contributing to the vibrancy of the CBD.
- **Urban Development:** This project aligns with the town's growth and modernization, encouraging further investment in Katherine's commercial sector.
- **Tourism Appeal:** The expansion of accommodation and dining options will make Katherine a more attractive destination for travelers, boosting the local economy.

## **Conclusion**

I fully support this project and encourage its swift approval. Developments like these are essential for Katherine's economic and social progress. I appreciate the opportunity to submit my comments and look forward to seeing this exciting project come to life.

Thank you for considering my submission.

Sincerely,

Muhammad Siddique

To Whom It May Concern,

I am writing to express my strong support for the proposed hotel-motel and retail development at 9-11 Third Street, Katherine. As someone with a vested interest in the growth and sustainability of the region, I believe this project will deliver significant benefits to the local community, tourism sector, and economy.

The expansion and modernization of the existing accommodation will enhance Katherine's ability to cater to visitors, particularly as tourism continues to be a key driver of economic activity in the Northern Territory. The increased capacity will not only attract more travelers but will also provide improved hospitality options, reinforcing Katherine's position as a service and tourism hub.

Beyond tourism, the project will create meaningful employment opportunities, both during construction and in ongoing hospitality, retail, and administrative roles. This will contribute to local job creation and economic stability, supporting families and businesses within the region. The inclusion of a retail component further strengthens this impact by encouraging commercial activity and providing a platform for local businesses to thrive.

Additionally, the project aligns with broader urban development goals by revitalizing Third Street and enhancing its streetscape. Modernized infrastructure, improved accessibility, and increased foot traffic will positively influence surrounding businesses and create a more vibrant town center.

Given these significant benefits, I fully support this development and encourage its approval. I believe it represents a forward-thinking investment in Katherine's future, ensuring the town remains a dynamic and welcoming destination for both visitors and residents alike.

Thank you for your time and consideration. Please do not hesitate to contact me should you require

any further information.

Sincerely,  
Jamie Walkley

A stylized, handwritten signature in black ink. It features a large, sweeping loop on the left side, followed by a series of connected, fluid strokes that extend towards the right and then curve downwards.

Jamie Walkley

This is Md Zalal Uddin. I live in Katherine for more than 05 years. I am writing to express my strong support for this development. This development will create numerous job opportunities, stimulate economic growth, and enhance the tourism industry in our region. It will also contribute to the overall well-being of the community by fostering development and progress.

I firmly believe that this initiative will be highly beneficial, and I fully support its implementation.

A handwritten signature in black ink, appearing to read 'Zalal', is written over a horizontal dashed line.

Md Zalal Uddin  
0480262152





**KATHERINE**  
TOWN COUNCIL

Our Ref: Lot 00125 and Lot 00126  
Your Ref: PA2025/0032

21<sup>st</sup> February 2025

Development Assessment Services  
Department of Lands, Planning and Environment  
GPO Box 1680  
Darwin NT 0801

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

**PROPOSED DEVELOPMENT PERMIT APPLICATION – PA2025/0032 – Lot 00125 and Lot 00126, 11 and 9 Third Street, Katherine NT**

Dear Rory,

Council writes to advise the Development Assessment Services of the following issues of concern with the Proposed Development Application PA2025/0032 (Hotel/motel with ancillary food premises-restaurant and shop additions to an existing hotel/motel, on land subject to flooding) for Lot 00125 Town of Katherine, 11 Third St, Katherine NT and Lot 00126 Town of Katherine, 9 Third St, Katherine NT.

**Traffic, Road Management, and Safety**

The proposed development is expected to generate increased vehicular activity, including customer traffic, delivery vehicles, and service trucks. To assess the impact of additional traffic on local roads, the Council requests that the applicant provide a comprehensive Traffic Study conducted by a qualified traffic engineer prior to the endorsement of plans. This study should evaluate:

- The impact of increased traffic on local roads.
- The safety and efficiency of entry and exit points.
- Recommendations for traffic management during peak hours and high seasons.
- The safe integration of pedestrians, cyclists, and vehicles while minimising conflicts between different transport modes.
- Additionally, waste and delivery trucks must have sufficient space to enter and exit the site without obstructing traffic. A formal Traffic Management Assessment should be completed and submitted to the Council for review before final endorsement of the development plans.

**Driveway Crossover**



**KATHERINE**  
TOWN COUNCIL

24 Stuart Highway  
PO Box 1071  
Katherine NT 0851  
[records@ktn.gov.au](mailto:records@ktn.gov.au)  
Ph: 08 8972 5500  
Fax: 08 8971 0305  
ABN 4783 6889 865

KTC has adopted the NT subdivision guidelines. The development plans include two (2) additional crossovers bring the total number of entry points to five (5) and a proposed footpath, which will impact pedestrian movement. The Council requests that the applicant:

- Ensure that all crossovers are constructed in compliance with Council specifications.
- Consider industrial reinforcing the crossovers to accommodate the weight of heavy service vehicles.
- Council would prefer to limit the crossovers on Giles Street to two (2) access points.

#### Entry and Exit Point Management

The development plan currently includes multiple entry and exit points, which may lead to traffic congestion and confusion. To mitigate these risks, the Council requires:

- Installing clear signage at all entry and exit points.
- Implementing driveway arrow line markings to guide vehicle flow.
- Ensuring that signage is appropriately scaled and designed to complement the streetscape without overwhelming its visual character.

#### Stormwater Management

Before construction plans are endorsed, the applicant must submit detailed Stormwater Design Documentation in accordance with NT Subdivision Development Guidelines (including but not limited to) clause 2.4 and clause 7 and AS/NZS 3500.3:2021 for Council approval. The Council will assess:

- Against relevant guidelines and standards
- The impact of impervious surfaces on stormwater runoff.
- The adequacy of existing stormwater drainage infrastructure.

#### Mixed-Use Compatibility and Mitigation Plan

The development is in a commercially zoned area that includes both business establishments and landowners utilising the zone for residential purposes. The Council emphasises the importance of balancing commercial activity with the character of the surrounding neighbourhood.

To mitigate potential disruptions during construction and ongoing operations, the applicant should submit a mitigation plan addressing:

- Noise and congestion management.
- Health and safety concerns for neighbouring properties.
- Measures to minimise disruptions to residents and businesses.

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



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

- 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.
- All waste removal and charges associated with the commercial business will be solely the responsibility of the applicant.

Council would like to reiterate that the *Northern Territory Subdivision Development Guidelines* must be adhered to.

The Council appreciates the opportunity to provide input on this development application and looks forward to collaborating to ensure a well-integrated and sustainable project. Please request the applicant to submit the required documentation at the earliest convenience for further consideration.

For any further information or clarification, please contact the Katherine Town Council.

Yours sincerely



Ingrid Stonhill  
**CHEIF EXECUTIVE OFFICER**

Phone 1800 245 092  
Web powerwater.com.au

Record number: D2025/062000  
Container number: NE425/0125

Your ref: PA2025/0032 & 0033

Rory Mackay  
Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Rory

**Re: Lot 125 (11) and 126 (9) Third Street Katherine Town of Katherine**

In response to your letter of the above proposal for the purpose of

- Hotel/motel with ancillary food premises-restaurant and shop additions to an existing hotel/motel, on land subject to flooding (PA2025/0032) and
- Consolidation to create one lot (PA2025/0033)

Power and Water (PWC) advises the following with reference to electricity enquiries:

1. Only a single point of power service shall be provided to the consolidated lot. Lot 125 is supplied from Giles Street and Lot 126 is supplied from Third Street.
2. The Proponent shall engage an electrical consultant or licensed electrician to submit detailed AS-3000 overall maximum demand calculation of the consolidated lot 125 and 126 and a Negotiated Connection application under Australian Energy Regulator (AER) compliance process for PWC's assessment on suitable point of supply and applicable network upgrade works.
3. The Proponent's engaged licensed electrician shall carry out customer's internal electricity reticulation including apply new Main Switch board in accordance with PWC's current NP018 – Service and Installation Rules 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  
14 Feb 2025



Container No: LD425/0125

DIPL - Development Assessment Services  
GPO Box 1680  
Darwin NT 0801

Dear Rory Mackay,

**RE: PA2025/0033 - Lot 0125 Town of Katherine - 11 Third Street Katherine - Consolidation to create one lot.**

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. The existing sewerage easement within Lot 125 is still required. Structures must not be located on or over a water supply or sewerage easement, or where no easement exists (such as within a road) within 1.5 metres of the centreline of water and/or sewer main infrastructure.
2. Power and Water have no objections or requirements for the proposed consolidation to create one lot provided the above requirements are met at no cost to Power and Water.
3. Only one single water and sewer services provided for the newly form lot. Any additional services are to be removed.

If you have any further queries, please contact the undersigned on (08) 892 45226, or email [waterdevelopment@powerwater.com.au](mailto:waterdevelopment@powerwater.com.au)

Yours sincerely



Voyia Ferraz

**Development Services Officer**

18 February 2025

cc: AHM Eftekharul Islam

email: [hasan@trustca.com.au](mailto:hasan@trustca.com.au)



