

Figure 4 On-site traffic flow

The following is noted with respect to the design of the car park / drive-thru area and accessways:

- Vehicles will be able to enter and exit the site in a forward direction;
- Parking will occur in tandem within the drive-thru area. The drive-thru area will be approximately 19.4 metres long x 6.5 metres wide, which will be able to accommodate two parallel parking spaces and circulation aisle.
- The accessways will be at least 3.8 metres wide;
- The existing crossovers will be reworked to ensure they comply with the relevant Department of Infrastructure, Planning and Logistics requirements.

SALT has prepared swept path diagrams that demonstrate acceptable access to the drive-thru area for an Australian Standard B99 car, which are provided in APPENDIX 3.

7 VEHICLE LOADING & UNLOADING

The site layout can adequately accommodate a service vehicle (truck) up to 8.8 metres in length. The design vehicle will be able to enter the site in a forward direction at the northern access, circulate the site without corrective manoeuvres being required, and exit in a forward direction at the southern access. The one-way traffic flow configuration will also apply for access to the loading/unloading area (refer to Figure 4). The loading/unloading area (service bay) will be 15 metres long x 4.3 metres wide, and minimum vertical clearances of 4.5 metres will be

provided throughout the site – the proposed layout therefore complies with the relevant requirements of AS2890.2:2018 (Off-street commercial vehicle facilities).

An assessment of the turning paths for an 8.8 metres long truck has been carried out and is presented in APPENDIX 4, attached at the end of this report.

With respect to waste collection, on-site waste collection can be undertaken by a truck up to 8.8 metres in length.

8 TRAFFIC IMPACTS

8.1 TRAFFIC GENERATION

8.1.1 DRIVE-THRU BOTTLE SHOP

The Transport for New South Wales (TfNSW, formerly RMS, RTA) Guide to Traffic Generating Developments (October 2002) provides generic trip generation rates for various development types; however, it does not provide rates for a bottle shop development type. The Institute of Transport Engineers (ITE) Trip Generation Manual provides the following trip generation rates for a bottle shop (liquor store):

- Weekday PM peak hour: 17.9 trips per 100 m² GFA
- Saturday mid-day peak hour: 7.0 trips per 100 m² GFA
- Weekday: 143.1 trips per 100 m² GFA

Trips associated with the bottle shop will also include a proportion of pass-by trips, i.e., trips that are already on the road network and not specifically generated by the proposed development. Furthermore, the catchment area of the bottle shop includes residential areas in Tennant Creek, and as such some non-motorised patronage is expected by residents walking to/from the development. The ITE rates are thus considered conservative and appropriate for the purpose of this TIA.

Application of the ITE trip generation rates to the proposed floor area of 118 m² means that the bottle shop is expected to generate the following number of vehicle trips:

- Weekday PM peak hour: 21 trips
- Saturday mid-day peak hour: 8 trips
- Weekday: 169 trips

Note that the bottle shop's weekday AM peak hour traffic generation was assumed to be zero as most bottle shops are closed before 9:00am.

8.1.2 PIZZA SHOP

Trip generation data is limited for fast food developments in general. The TfNSW Guide suggests that floor areas do not provide a good indication of the generation rates and it instead recommends the following:

- McDonalds: assume 180 vehicles per hour for average development
 - Passing trade typically accounts for about 35% of traffic generated by the development, which should be taken into account when assessing external traffic impacts.
- Kentucky Fried Chicken: assume 100 vehicles per hour for average development
 - Passing trade typically accounts for at least 50% of traffic generated by the development, which should be taken into account when assessing external traffic impacts.

No rates for daily trip generation are provided, as daily trips are dependent on the hours of operation.

Alternatively, the ITE Trip Generation Manual provides the following trip generation rates for a fast food with drive through development:

- Weekday AM peak hour: 48.9 trips per 100 m² GFA
- Weekday PM peak hour: 35.1 trips per 100 m² GFA
- Weekday: 534 trips per 100 m² GFA

Application of the ITE trip generation rates to the proposed floor area of 118 m² means that the pizza shop is expected to generate the following number of vehicle trips:

- Weekday AM peak hour: 58 trips

- Weekday PM peak hour: 41 trips
- Weekday: 630 trips

The above trip generation rates are not considered entirely appropriate for the proposed use. McDonalds and Kentucky Fried Chicken are arguably the most popular fast food restaurant chains in Australia and therefore generate comparatively higher traffic volumes than other businesses.

Also, the ITE trip generation rates are for a generic fast food with drive through development, which has trip generation for the weekday AM peak, which the pizza bar would not be open for.

The daily weekday ITE trip generation volume of 630 trips is considered inappropriate to apply for a Pizza Bar in Tennant Creek as the daily trip generation rate is strongly influenced by key factors such as opening hours and catchment population. Therefore, due to the pizza bar likely only operating in the late afternoon and evening, and the population of Tennant Creek consisting of around 3000 people (2021 census), an alternative estimate of daily traffic is proposed to be used. This estimate uses the PM peak hour ITE trip generation rate multiplied by the hours of operation. This provides an estimate of daily trips in the range of 200 to 330 trips (pizza bar open for five to eight hours).

For the purpose of this TIA, it is assumed that the pizza shop will generate the following number of vehicle trips:

- Weekday PM peak hour: 80 trips
 - Assumed about double the ITE weekday PM peak hour trip generation rate.
- Weekday: 330 trips
 - Adopted the ITE weekday PM peak trip generation rate multiplied by hours of operation (assumed up to eight hours).

As with the bottle shop, trips associated with the pizza shop will include a proportion of pass-by trips as well as non-motorised trips due to residents walking to/from the development. The proposed trip generation of the pizza shop is thus considered conservative and appropriate for the purpose of this TIA.

8.1.3 TOTAL TRAFFIC GENERATION

The weekday PM peak hour is considered the critical peak period and as such the weekday AM and Saturday mid-day peak hours are not included further in this assessment.

The total traffic generation of the proposal is taken as the combination of the bottle shop and pizza shop traffic generation. However, cross trade between the bottle shop and pizza shop is expected, with a proportion of patrons carrying out a single trip to visit both shops. Accordingly, a cross trade of 15% is considered appropriate for the proposal, hence the development is expected to generate the following number of total vehicle trips:

- Weekday PM peak hour: 86 trips
- Weekday: 424 trips

8.2 TRAFFIC DISTRIBUTION

Given that Paterson Street features a dual-carriageway cross-section with a constructed central median, access to the site is limited to left-in and left-out only movements – all inbound and outbound vehicles will need to enter and exit the site travelling southbound on Paterson Street. Vehicles will be able to use nearby intersecting streets, such as Stuart Street and Davidson Street, to distribute throughout the area.

8.3 TRAFFIC IMPACT

As detailed in Section 7.1.3, the anticipated traffic generation of the proposal is considered relatively low. To assess the traffic impact, however, the proportion of pass-by traffic (i.e., existing traffic on the road network) must also be accounted for. For the purpose of this TIA, it is assumed that about 35% of traffic generated by the development will be pass-by trips, which means that the proposal is anticipated to generate ~56 new vehicle trips during the weekday PM peak hour, and ~276 new vehicle trips per day.

The 86 weekday PM peak hour trips equate to, on average, 1.43 vehicle movements per minute, or 1 vehicle movement every ~42 seconds. Conversely, the 56 trips that will be new trips added to the road network equate to, on average, 0.93 vehicle movements per minute, or 1 vehicle movement every ~65 seconds.

We are satisfied that the traffic likely to be generated by the proposed development will be readily accommodated by Paterson Street and the surrounding road network and intersections without resulting in any detrimental impacts.

9 CONCLUSION

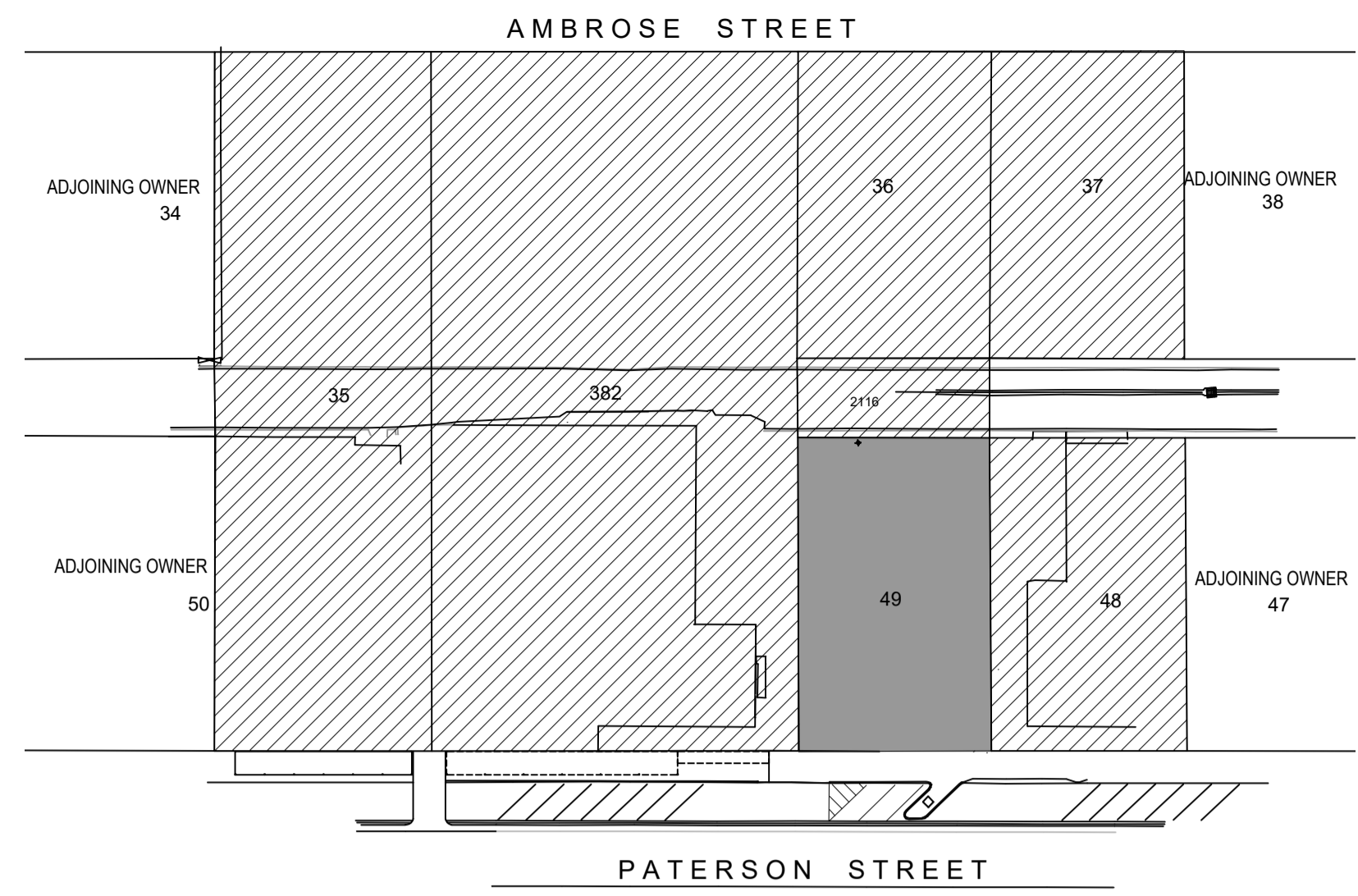
SALT has completed a traffic impact assessment for the proposed development of a bottle shop and a pizza shop located at 136 Paterson Street in Tennant Creek and the following conclusions are made:

- The subject site is currently vacant.
- The development proposal includes the construction of a bottle shop and a pizza shop, each having a floor area of about 118 m².
- The proposed development has a statutory requirement to provide 14 car parking spaces on-site.
- The development proposal includes provision of 10 on-site parking spaces, resulting in a shortfall of 4 parking spaces.
- A review of on-street parking indicates there is ample capacity within the on-street parking area to accommodate the shortfall of 4 parking spaces, particularly noting the development peak will not generally coincide with the operation hours of surrounding businesses.
- The proposed parking, accessways, and loading area will generally comply with the requirements of AS2890.1 and AS2890.2.
- The site will be served by existing crossovers to Paterson Street, which will be reworked to ensure compliance with Department of Infrastructure, Planning and Logistics requirements.
- On-site traffic movement will operate with one-way flow across the site, with vehicles entering at the northern access and exiting at the southern access.
- The site will be adequately accessible by a service vehicle (truck) up to 8.8 metres in length, which will be able to enter and exit the site in a forward direction and circulate without corrective manoeuvres being required.
- Vehicle swept path assessments demonstrate suitable access to the drive-thru area and the loading area.
- Based on a review of several resources and adoption of conservative assumptions, the proposed development is anticipated to generate 86 trips during the weekday PM peak hour and 679 trips per day.
- Accounting for roughly 35% of generated trips being passing trade (i.e., existing traffic already on the road network) means that the development is anticipated to generate about 56 new vehicle trips during the weekday PM peak hour and about 441 new vehicle trips per day. This marginal increase in traffic will not impact on the safety or efficiency of the surrounding road network.

Accordingly, we find no traffic engineering reason to inhibit the grant of Development Consent.

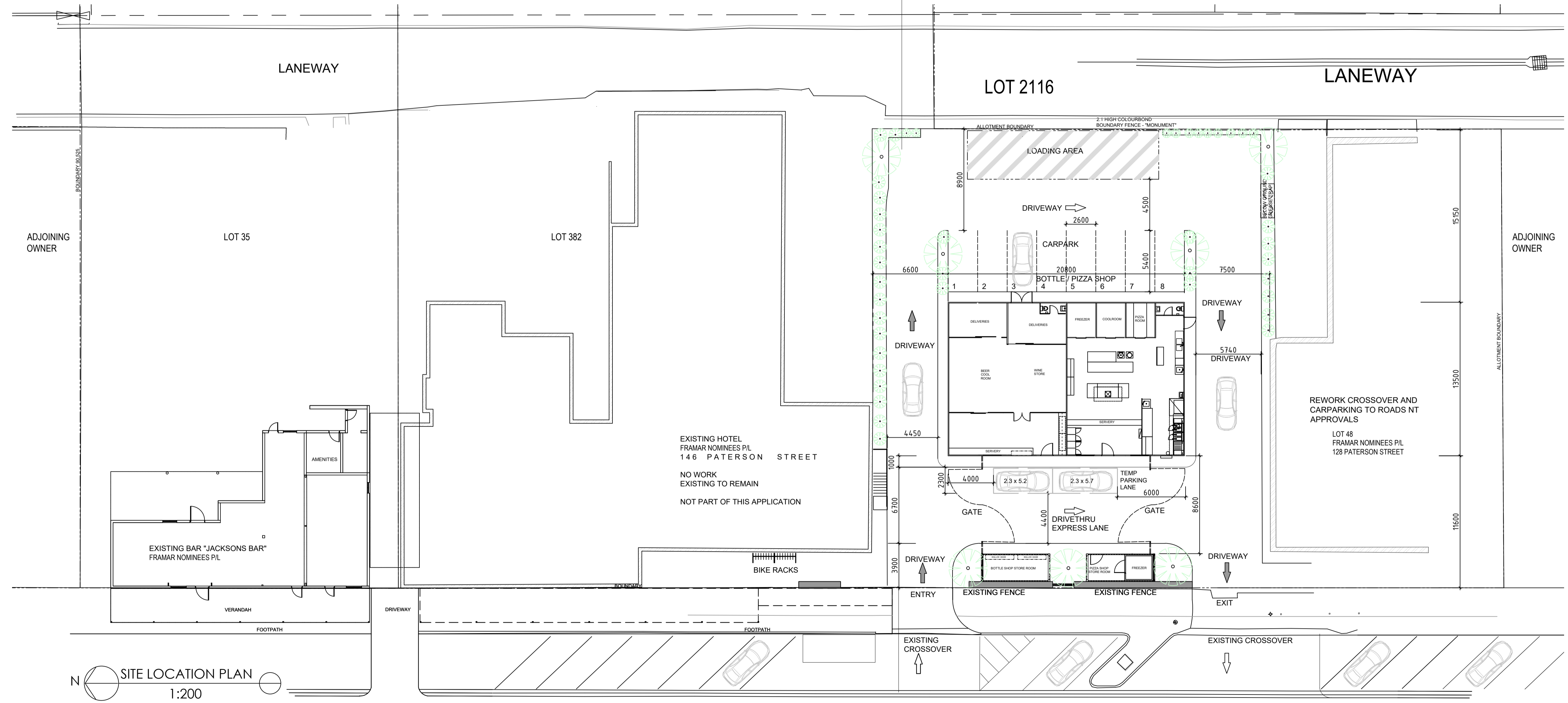
APPENDIX 1 PROPOSED SITE LAYOUT





DEVELOPMENT SITE
 LAND HOLDING / OWNERSHIP
 N SITE LOCATION PLAN
 N.T.S.

NOTE: LANDSCAPING REFER TO CLOUSTON DRAWINGS 2500961 SK01, SK02 FOR DETAILS



N SITE LOCATION PLAN
 1:200

146 PATERSON STREET 136 PATERSON STREET LOT 49 128 PATERSON STREET

PATERSON STREET

REV	REVISION	DATE	DRNCKD	APCLIENT	REFERENCE DRAWINGS	DRG NO.
	BIKERACKS SHOW TO ADJ HOTEL					
E	CARPARK BAYS ADDED TO DRIVETHRU	16.12.25	PP			
D	LANDSCAPING ADDED	04.10.25				
C	SWEEP PATHS+ CARPARKING CO-ORDINATED	05.08.24				
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24				
A	PRELIM ISSUE	10.01.24				

AUSTRALIAN PORTABLE CAMPS
 Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE 1:200 @ A1	PROJECT TENNANT CREEK HOTEL, 136 PATERSON STREET TENNANT CREEK, NT
FILE	TITLE PROPOSED DRIVE THRU BOTTLE SHOP PROPOSED PIZZA BAR
DATE 10.01.23	PROJ_NO. A0114
DESIGNED	DRAWING NO. A0114-900-LOCATION PLAN
DRAWN	REV E
SHEET NO. 1 OF 1	

APPENDIX 2 NEARMAP PARKING SURVEY DATES

THURSDAY
25 APRIL 2024



THURSDAY
27 APRIL 2023



APPENDIX 3 GOOGLE STREET VIEW IMAGES

June 2023 around the middle of the day (Date Unspecified)

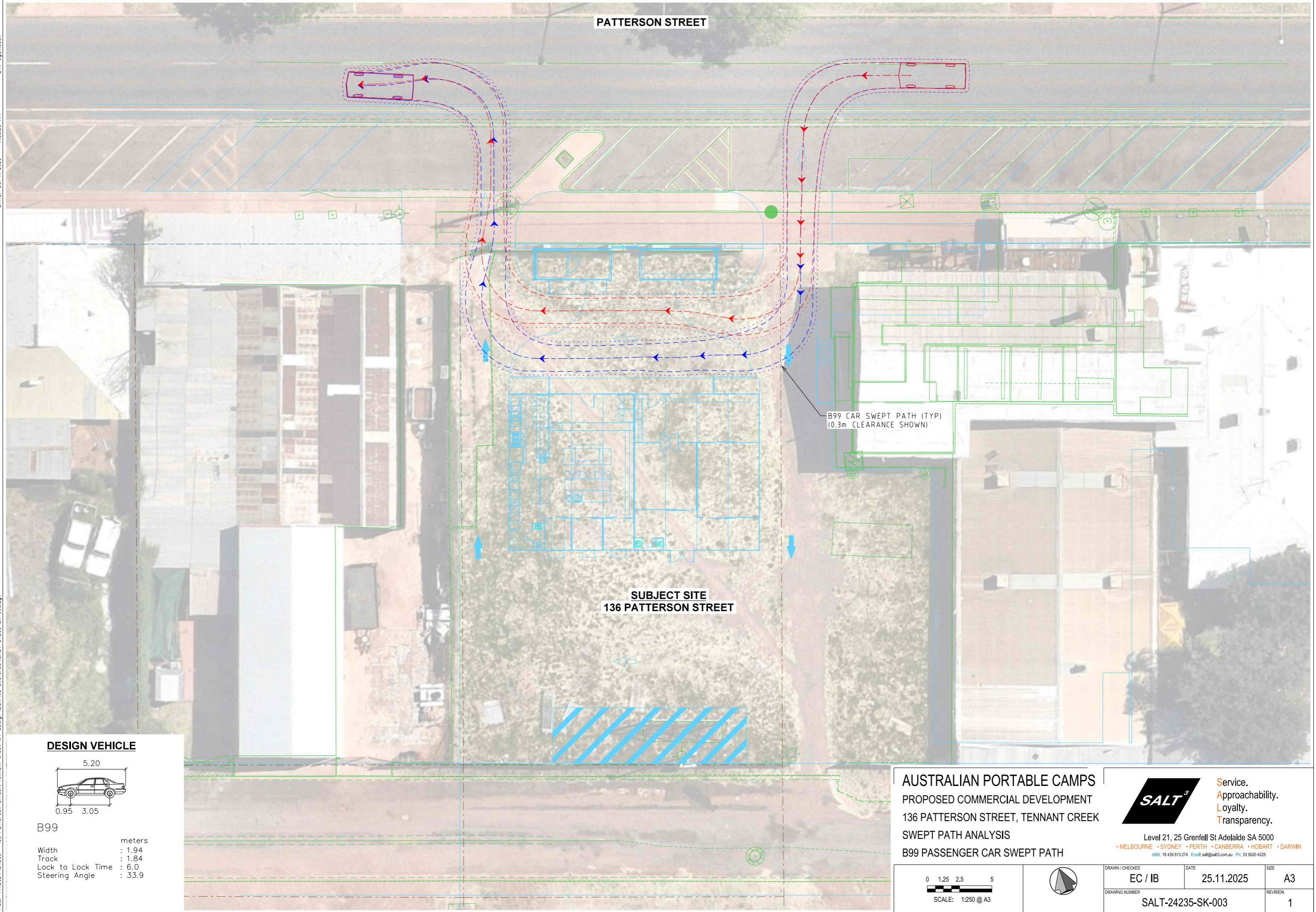




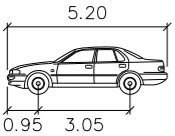
June 2023 Afternoon (Date Unspecified)



APPENDIX 4 SWEPT PATH DIAGRAMS



DESIGN VEHICLE



B99

	Width	: 1.94	meters
	Track	: 1.84	
	Lock to Lock Time	: 6.0	
	Steering Angle	: 33.9	

B99 CAR SWEEP PATH (TYP)
(0.3m CLEARANCE SHOWN)

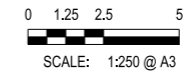
SUBJECT SITE
136 PATTERSON STREET

AUSTRALIAN PORTABLE CAMPS
 PROPOSED COMMERCIAL DEVELOPMENT
 136 PATTERSON STREET, TENNANT CREEK
 SWEEP PATH ANALYSIS
 B99 PASSENGER CAR SWEEP PATH



Service.
 Approachability.
 Loyalty.
 Transparency.

Level 21, 25 Grenfell St Adelaide SA 5000
 • MELBOURNE • SYDNEY • PERTH • CANBERRA • HOBART • DARWIN
 ABRN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225



DRAWN / CHECKED EC / IB	DATE 25.11.2025	SIZE A3
DRAWING NUMBER SALT-24235-SK-003	REVISION 1	

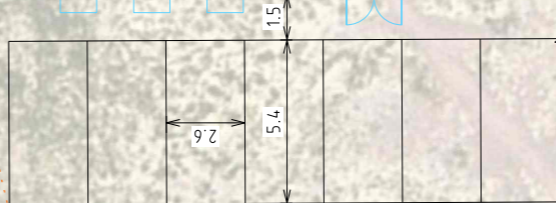
FILE: Y:\2024\24235 - 136 Patterson Street - Tennant Creek\04 Design\DCN\02 Sketches\SALT-24235-SK-004.dgn DATE: 25/11/2025 11:52:53 AM BY: egan.cook

PATTERSON STREET

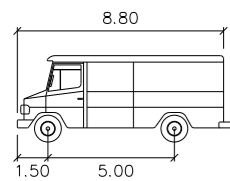
SUBJECT SITE
136 PATTERSON STREET

8.8m SERVICE VEHICLE SWEEP PATH
(0.3m CLEARANCE SHOWN)

POTENTIAL ADDITIONAL PARKING



DESIGN VEHICLE



SERVICE VEHICLE

Width : 8.80
 Track : 2.50
 Lock to Lock Time : 6.0
 Steering Angle : 38.7

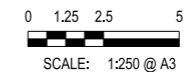
units : meters

AUSTRALIAN PORTABLE CAMPS
 PROPOSED COMMERCIAL DEVELOPMENT
 136 PATTERSON STREET, TENNANT CREEK
 SWEEP PATH ANALYSIS
 8.8m SERVICE VEHICLE SWEEP PATH



Service.
 Approachability.
 Loyalty.
 Transparency.

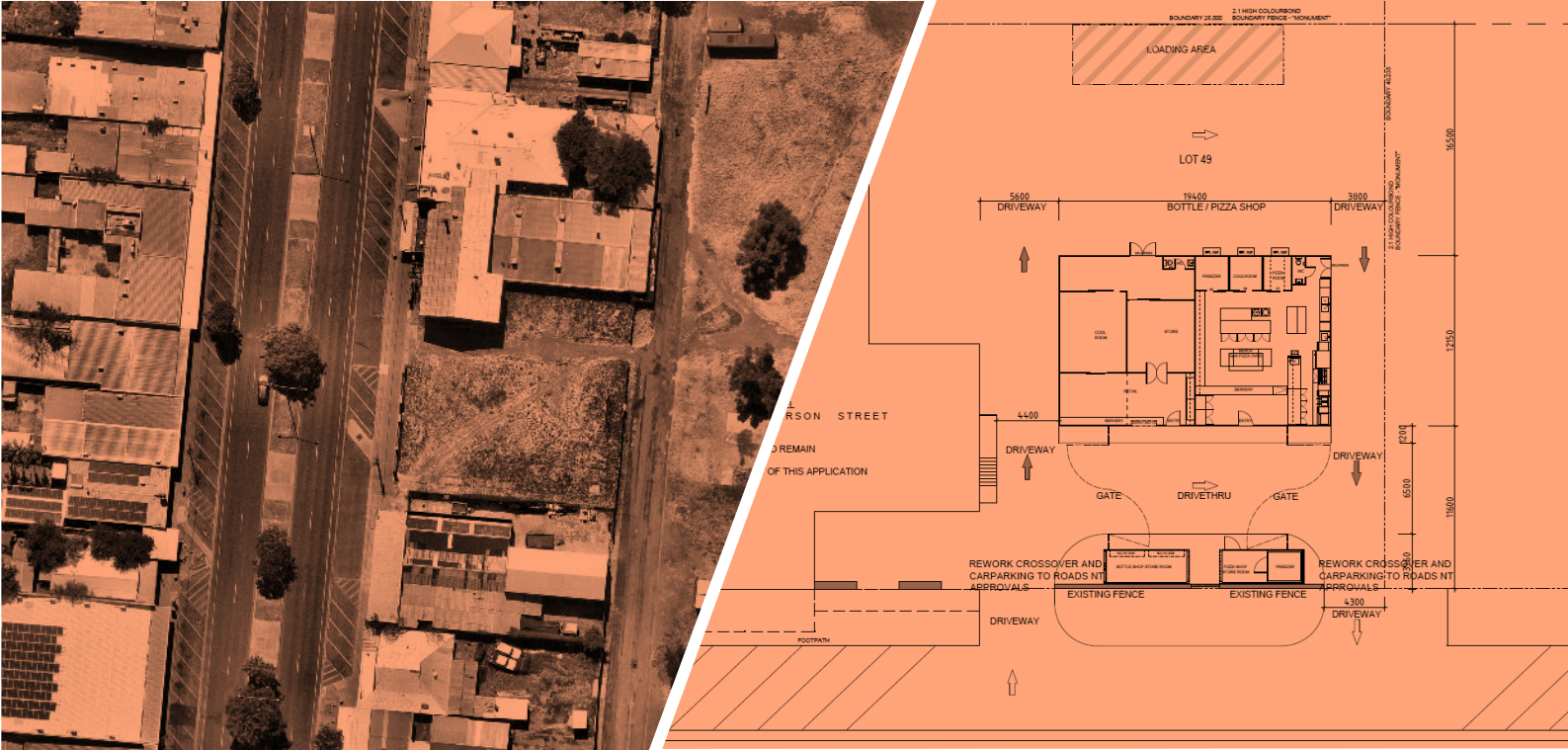
Level 21, 25 Grenfell St Adelaide SA 5000
 • MELBOURNE • SYDNEY • PERTH • CANBERRA • HOBART • DARWIN
 ABN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225



DRAWN / CHECKED	DATE	SIZE
EC / IB	25.11.2025	A3
DRAWING NUMBER	REVISION	
SALT-24235-SK-004	1	

This page is intentionally left blank





Service. Approachability. Loyalty. Transparency.

MELBOURNE

Level 3, 51 Queen St Melbourne VIC 3000

T: +61 3 9020 4225

SYDNEY

Level 6, 201 Kent St Sydney NSW 2000

T: +61 2 9068 7995

HOBART

Level 4, 116 Bathurst St Hobart TAS 7000

T: +61 400 535 634

CANBERRA

Level 2, 28 Ainslie PI Canberra ACT 2601

T: +61 2 9068 7995

ADELAIDE

Level 21, 25 Grenfell St Adelaide SA 5000

T: +61 8 8484 2331

DARWIN

Level 1 Suite 2A, 82 Smith St Darwin City NT 0800

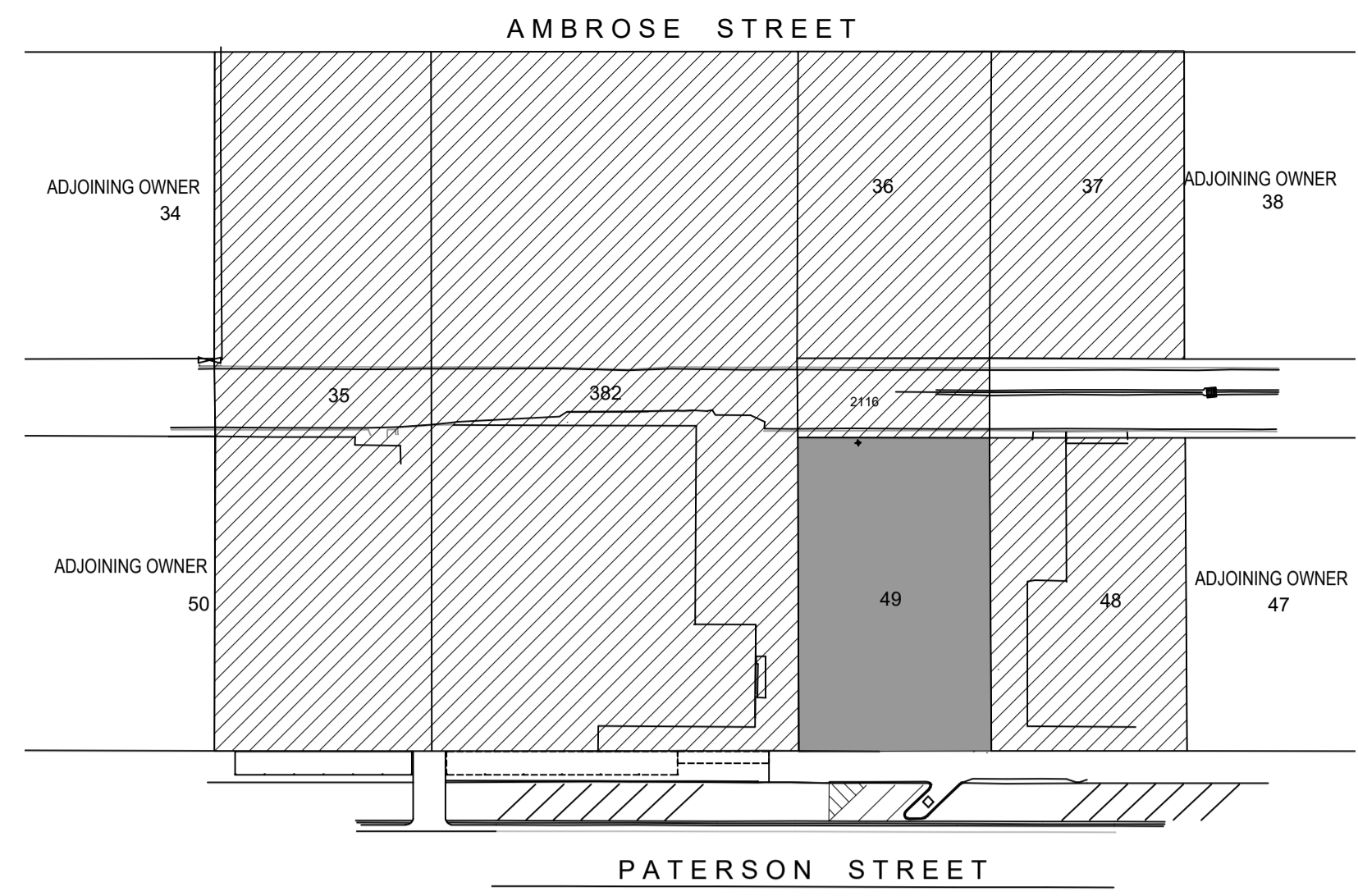
T: +61 8 8484 2331

www.salt3.com.au



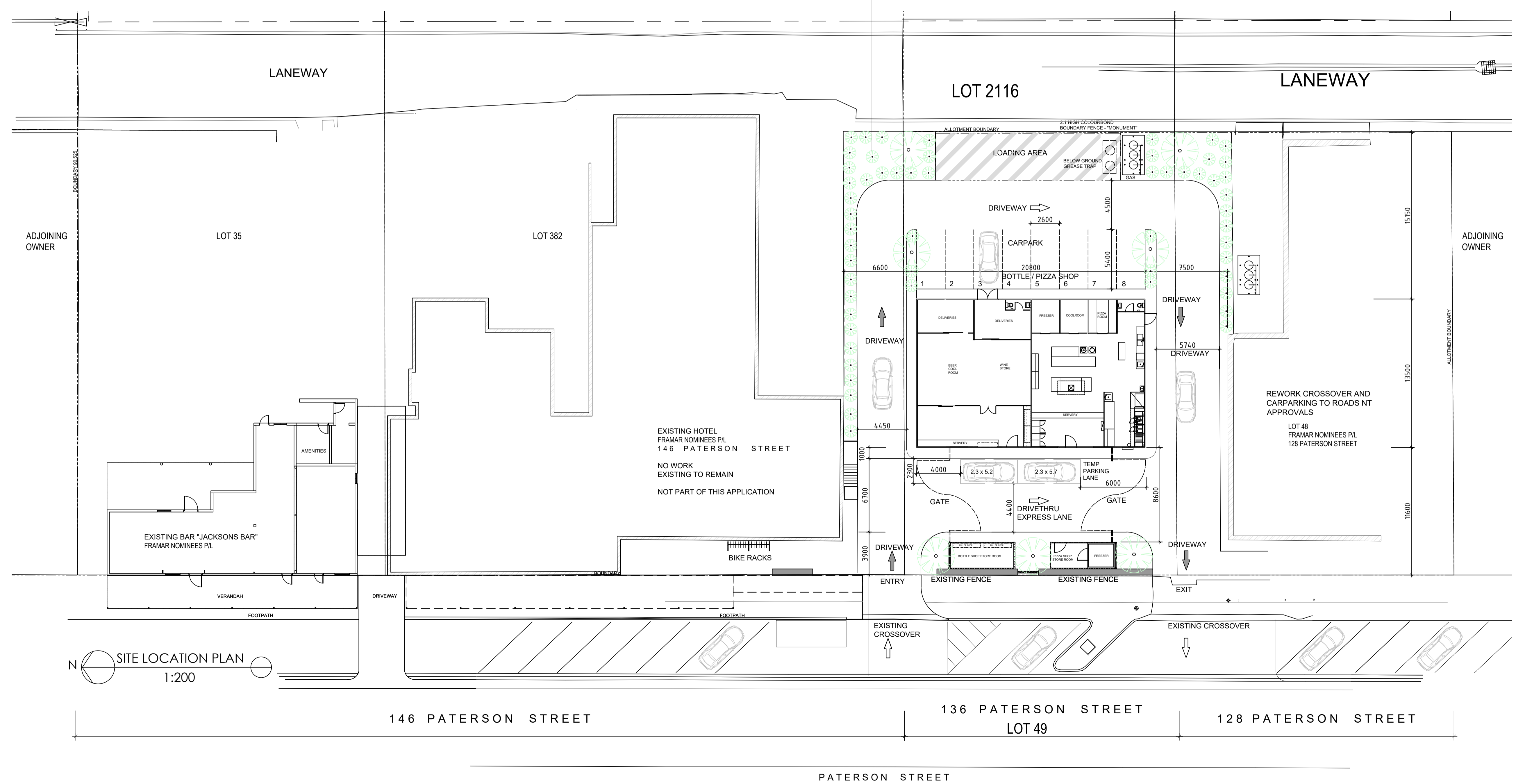
Attachment G

146 Paterson Street Plan



DEVELOPMENT SITE
 LAND HOLDING / OWNERSHIP
 N SITE LOCATION PLAN
 N.T.S.

NOTE: LANDSCAPING REFER TO CLOUSTON DRAWINGS 2500961 SK01, SK02 FOR DETAILS

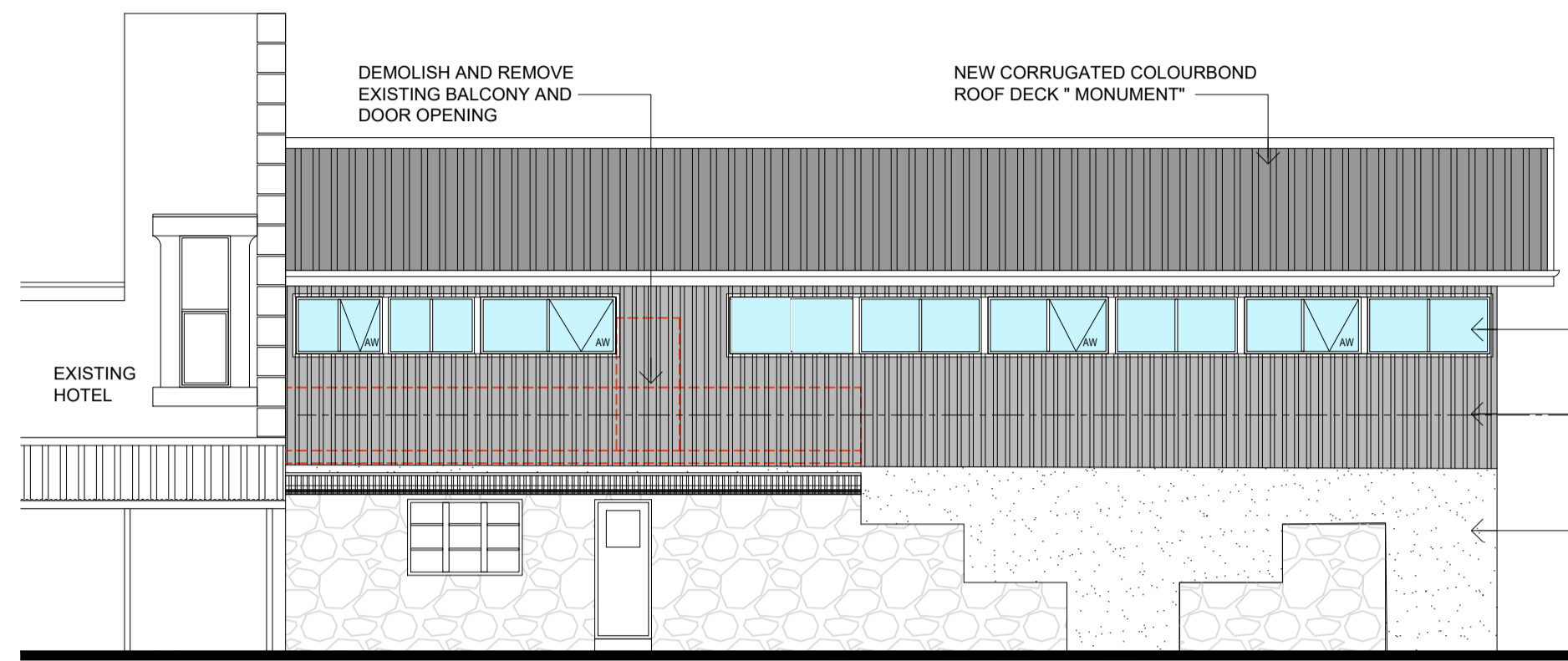


N SITE LOCATION PLAN
 1:200

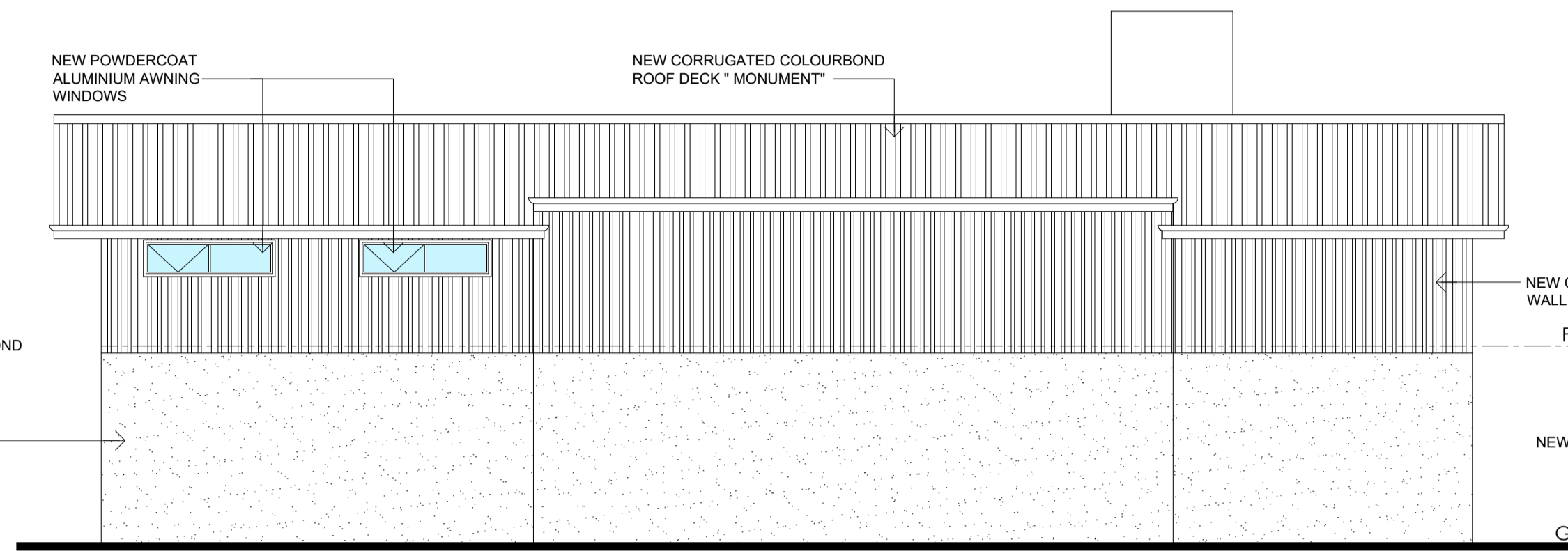
REV	REVISION	DATE	DRNCKD/APC/CLIENT	REFERENCE DRAWINGS	DRG NO.
	BIKERACKS SHOW TO ADJ HOTEL				
E	CARPARK BAYS ADDED TO DRIVETHRU	16.12.25	PP		
D	LANDSCAPING ADDED	04.10.25			
C	SWEEP PATHS+ CARPARKING CO-ORDINATED	05.08.24			
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24			
A	PRELIM ISSUE	10.01.24			

AUSTRALIAN PORTABLE CAMPS
 Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

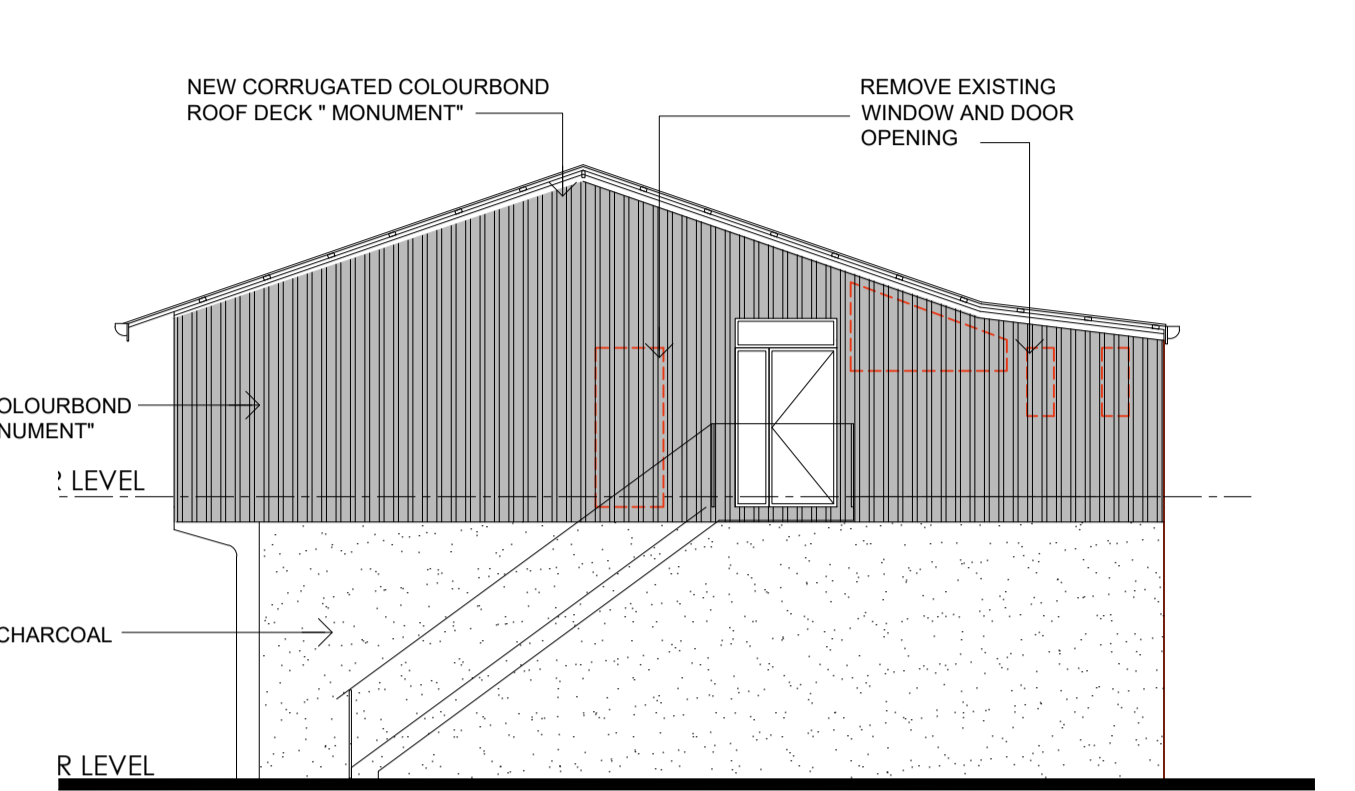
SCALE	1:200 @ A1	PROJECT	TENNANT CREEK HOTEL, 136 PATERSON STREET TENNANT CREEK, NT
FILE		DATE	10.01.23
DESIGNED		TITLE	PROPOSED DRIVE THRU BOTTLE SHOP PROPOSED PIZZA BAR
DRAWN		PROJ. NO.	A0114
SHEET NO.	1 OF 1	DRAWING NO.	A0114-900-LOCATION PLAN
		REV	E



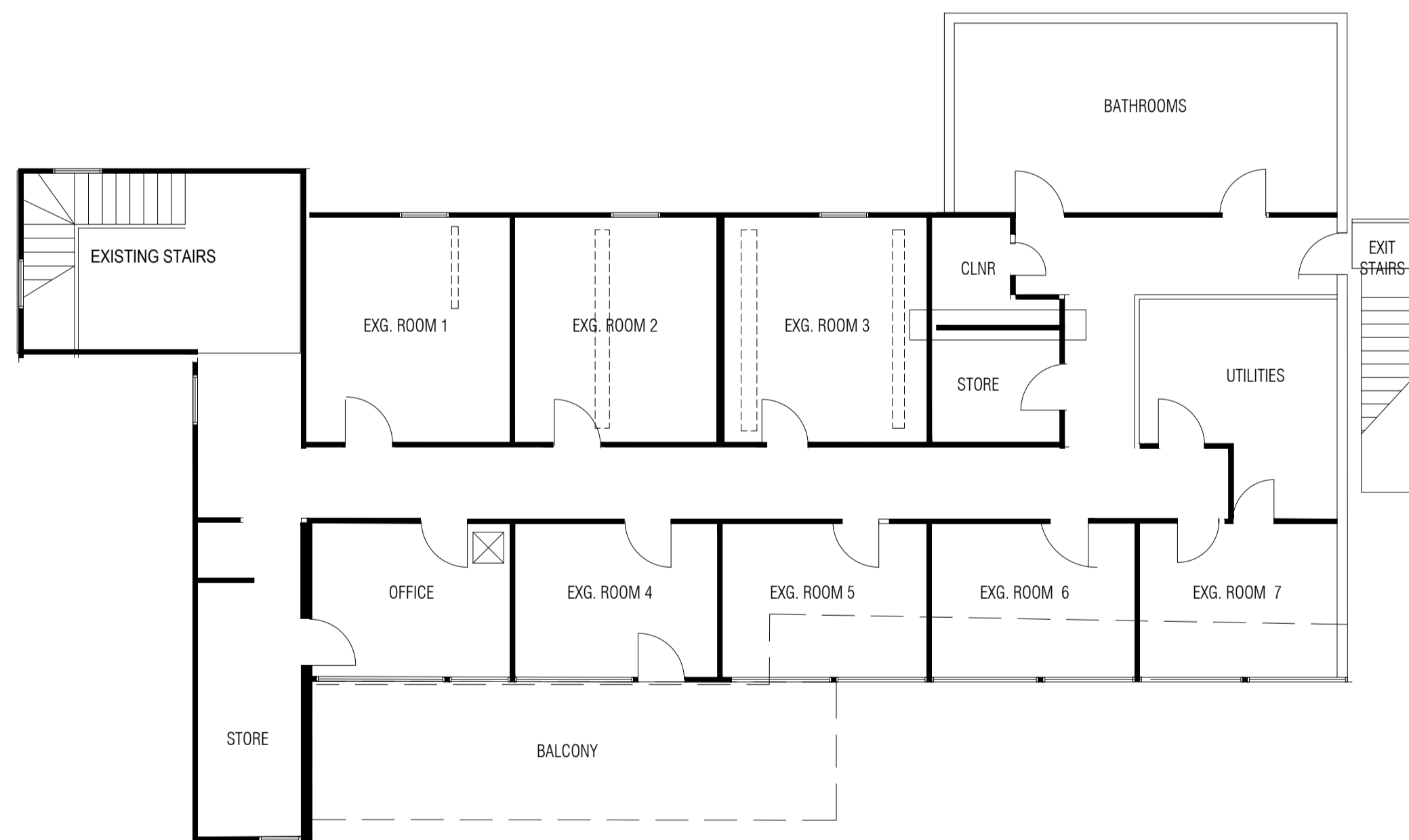
PATTERSON STREET
WEST ELEVATION
SCALE 1:100 @ A1



REAR
EAST ELEVATION
SCALE 1:100 @ A1



SOUTH ELEVATION
SCALE 1:100 @ A1

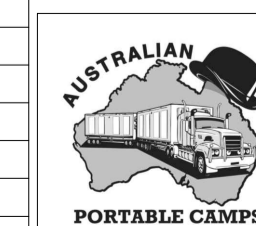


EXISTING LEVEL 1
FLOOR PLAN
SCALE 1:100 @ A1
N



FLOOR PLAN
SCALE 1:100 @ A1
N

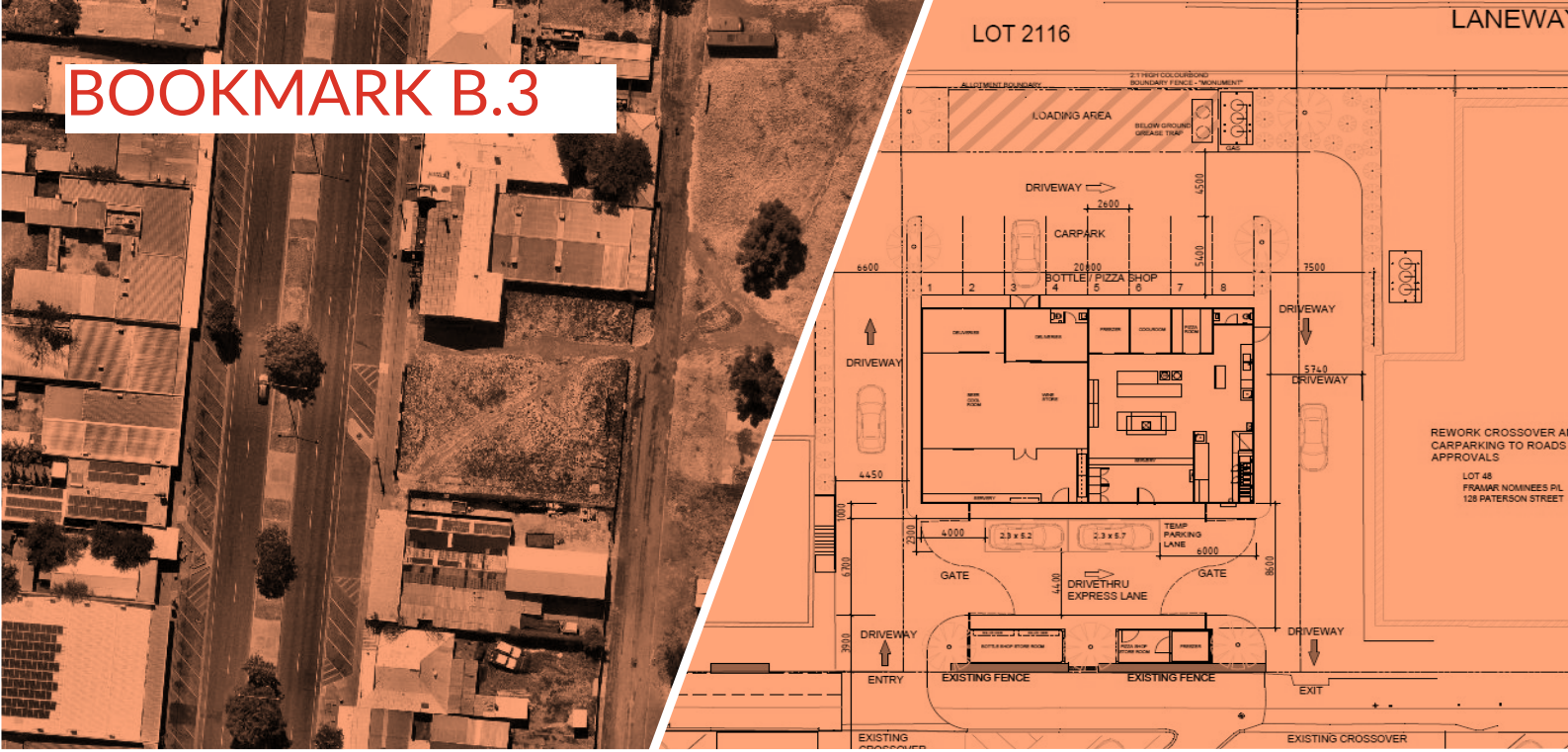
REV	ISSUE FOR PLANNING	10.04.25	DRNCKD/APOCLIENT	REFERENCE DRAWINGS	DRG NO.
A	ISSUE FOR PLANNING	10.04.25	DRNCKD/APOCLIENT	REFERENCE DRAWINGS	DRG NO.
REV	REVISION	DATE	DRNCKD/APOCLIENT	REFERENCE DRAWINGS	DRG NO.



Australian Portable Camps
Lot 25 Old Princes Hwy, Monarto South SA 5254
P.O Box 1096 Murray Bridge SA 5253
Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
Eml: reception@apcamps.com.au

SCALE	1:100 @ A1	PROJECT	TENNANT CREEK HOTEL,
FILE	10.04.25	146 PATERSON STREET TENNANT CREEK, NT	
DATE	10.04.25	TITLE	PROPOSED LEVEL 1 UPGRADE
DESIGNED			LEWIS FAY BAR
DRAWN		PROJ. NO.	DRAWING NO.
		A0114	A0114-801-FLOOR PLAN-ELEVATIONS
SHEET NO.	1 OF 1		REV A

BOOKMARK B.3



136 PATERSON STREET, TENNANT CREEK

PROPOSED RETAIL DEVELOPMENT

TRAFFIC IMPACT ASSESSMENT

136 PATERSON STREET, TENNANT CREEK PROPOSED RETAIL DEVELOPMENT

Client: Australian Portable Camps

Report Reference: 24235T

File Path: Y:\2024\24235 - 136 Patterson Street, Tennant Creek\08 Reports\24235TREP01F01.docx

Tuesday, December 23, 2025

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:	Authorised By:	Position:	Date:
D01	Bernhard Weyers	Project Traffic Engineer	26/09/24	Ian Bishop	Associate (NT & SA)	20/11/2024	Ian Bishop	Associate (NT & SA)	25/11/2024
F01	Jamie Shulz	Senior Traffic Engineer	03/12/24	Ian Bishop	Associate (NT & SA)	13/01/2025	Ian Bishop	Associate (NT & SA)	04/02/2025
F02	Ian Bishop	Senior Associate (SA & NT)	04/12/2025	Ian Bishop	Senior Associate (SA & NT)	04/12/2025	Ian Bishop	Senior Associate (SA & NT)	04/12/2025
F03	Ian Bishop	Senior Associate (SA & NT)	19/12/2025	Ian Bishop	Senior Associate (SA & NT)	19/12/2025	Ian Bishop	Senior Associate (SA & NT)	19/12/2025

© Sustainable Transport Surveys Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to Sustainable Transport Surveys Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Sustainable Transport Surveys Pty Ltd.

This document is produced by Sustainable Transport Surveys for the benefits and use by the client in accordance with the terms of engagement. Sustainable Transport Surveys does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document

MELBOURNE

Level 3, 51 Queen St Melbourne VIC 3000

T: +61 3 9020 4225

SYDNEY

Level 6, 201 Kent St Sydney NSW 2000

T: +61 2 9068 7995

HOBART

Level 4, 116 Bathurst St Hobart TAS 7000

T: +61 400 535 634

CANBERRA

Level 2, 28 Ainslie Pl Canberra ACT 2601

T: +61 2 9068 7995

ADELAIDE

Level 21, 25 Grenfell St Adelaide SA 5000

T: +61 8 8484 2331

DARWIN

Level 1 Suite 2A, 82 Smith St Darwin City NT 0800

T: +61 8 8484 2331

www.salt3.com.au



CONTENTS

1	INTRODUCTION 1	
2	EXISTING CONDITIONS.....	1
21	LOCATION & LAND USE.....	1
22	ROAD NETWORK.....	2
2.21	PATERSON STREET.....	2
3	DEVELOPMENT PROPOSAL.....	2
4	CAR PARKING ASSESSMENT.....	3
4.1	STATUTORY PARKING REQUIREMENTS.....	3
4.2	REVIEW OF ON-STREET PARKING.....	3
4.3	ADEQUACY OF PARKING SUPPLY.....	5
5	ACCESSIBLE PARKING.....	6
6	CAR PARK & ACCESS DESIGN.....	6
7	VEHICLE LOADING & UNLOADING.....	7
8	TRAFFIC IMPACTS.....	8
8.1	TRAFFIC GENERATION.....	8
8.1.1	DRIVE-THRU BOTTLE SHOP.....	8
8.1.2	PIZZA SHOP.....	8
8.1.3	TOTAL TRAFFIC GENERATION.....	9
8.2	TRAFFIC DISTRIBUTION.....	9
8.3	TRAFFIC IMPACT.....	9
9	CONCLUSION	10
APPENDIX 1	PROPOSED SITE LAYOUT.....	11
APPENDIX 2	NEARMAP PARKING SURVEY DATES.....	12
APPENDIX 3	GOOGLE STREET VIEW IMAGES.....	15
APPENDIX 4	SWEPT PATH DIAGRAMS.....	18

LIST OF FIGURES

Figure 1	Subject site & surrounds.....	1
Figure 2	Proposed site layout.....	3
Figure 3	On-street parking survey area.....	4
Figure 4	On-site traffic flow.....	7

LIST OF TABLES

Table 1	Results of desktop on-street parking survey.....	5
Table 2	Drive-thru bottle shop case study data.....	Error! Bookmark not defined.

1 INTRODUCTION

SALT has been engaged by Australian Portable Camps to undertake a traffic impact assessment for a proposed retail development located at 136 Paterson Street, Tennant Creek.

In the course of preparing this report:

- A desktop review of the subject site and its surrounds has been carried out;
- A review of relevant provisions and overlays of the Northern Territory Planning Scheme has been undertaken;
- Development plans prepared by Australian Portable Camps have been reviewed and design advice provided; and
- The parking and traffic implications of the proposal have been assessed.

The following sets out SALT's findings with respect to the traffic engineering matters for the proposed works.

2 EXISTING CONDITIONS

2.1 LOCATION & LAND USE

The subject site is located at 136 Paterson Street in Tennant Creek. The site has frontages of approximately 25 metres to Paterson Street and an un-named lane that connects between Stuart Street and Peko Road.

The site is located in a Planning Scheme Zone C (Commercial) and is currently vacant. There is an existing ~7.3 metres wide crossover on Paterson Street at the site's northwestern corner that is shared between the site and the neighbouring property to the north, as well as an existing ~3.3 metres wide crossover on Paterson Street at the site's southwestern corner. Two (2) on-street car parking spaces have been provided on Paterson Street along the site frontage.

An aerial view of the site is provided in Figure 1.



Figure 1 Subject site & surrounds

2.2 ROAD NETWORK

2.2.1 PATERSON STREET

Paterson Street is a registered road that follows a north-south alignment along the western frontage of the site; Paterson Street intersects with Stuart Street in the north and Davidson Street in the south. Paterson Street is the main street in Tennant Creek and forms part of the Stuart Highway.

Paterson Street comprises a dual carriageway that provides two lanes in each direction, 45° angled on-street parking on both sides, and a constructed central median. Both sealed carriageways are approximately 7.1 metres wide, separated by a median that is approximately 5.3 metres wide, all set within a road reserve that is about 39.2 metres wide. The on-street parking spaces are provided within ~5.2 metre widths on the left-hand side of each carriageway, and the parking spaces and lanes are separated by buffers that are ~1 metre wide.

The posted speed limit is 50 km/h.

3 DEVELOPMENT PROPOSAL

The development proposal entails the construction of a drive-thru bottle shop and pizza shop on the subject site. A single building will accommodate both shops, while the storeroom will be disconnected from the main building.

The proposal will have a floor area of approximately 236 m², split equally between the two uses. The development proposal will include 10 parking spaces including two spaces at the front of the development via a lane that will allow short term parking for collections.

Access to the site will be via the existing crossovers, with ingress at the northern crossover and egress at the southern crossover, and one-way traffic flow across the site.

It is noted that the proposal includes alterations to the existing crossovers and on-street car spaces along the site frontage to ensure compliance with Department of Infrastructure, Planning and Logistics requirements.

Plans showing the proposed site layout are shown in Figure 2 and included in APPENDIX 1.

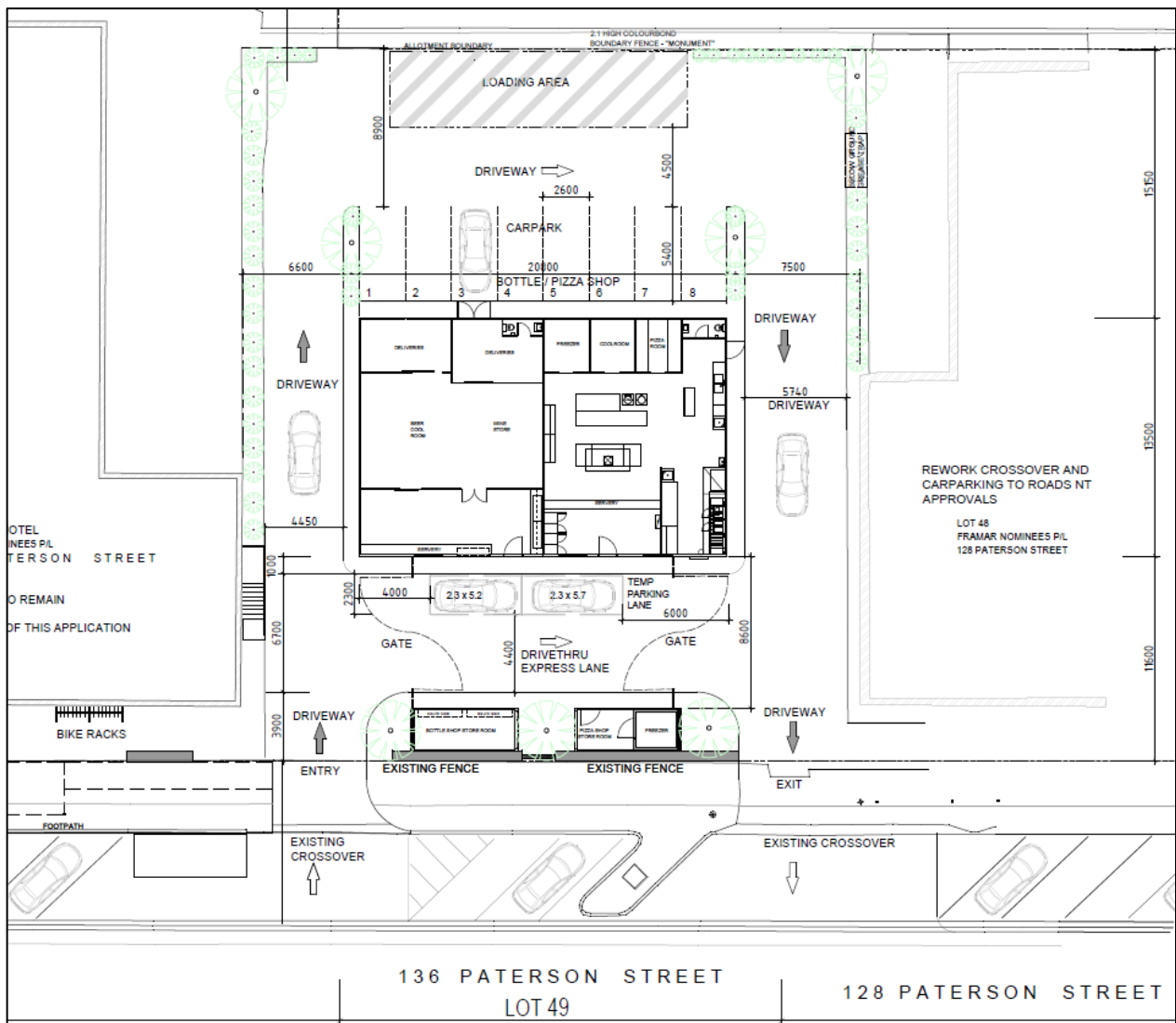


Figure 2 Proposed site layout

4 CAR PARKING ASSESSMENT

4.1 STATUTORY PARKING REQUIREMENTS

Statutory parking requirements for different land uses are outlined in Part 5 – Development Requirements of the NT Planning Scheme 2020. The Planning Scheme provides the following rates applicable to the proposal:

- Bottle shop:
 - Shop – 6 for every 100 m² of net floor area;
- Pizza shop:
 - Food premises (all) – 6 for every 100 m² of net floor area

Based on the above parking rates, the bottle shop has a requirement to provide seven (7) car spaces and the pizza shop has a requirement to provide seven (7) car spaces. The proposal therefore has a requirement to provide a total of 14 car spaces on-site.

4.2 REVIEW OF ON-STREET PARKING

SALT has reviewed Nearmap aerial imagery and Google Street View to determine the typical car parking availability on Paterson Street between Stuart Street and Davidson Street, which represents a convenient walking distance up to about 165 metres (both directions) from the subject site. Figure 2 below shows the extent of the review area.

and the dates with accompanying aerial photographs are provided in APPENDIX 2 and Google Street View images in APPENDIX 3.



Figure 3 On-street parking survey area

The results of the desktop on-street parking survey are summarised in Table 1.

Table 1 Results of desktop on-street parking survey

Street	Supply	Nearmap Thursday 25 April 2024	Google Street View – June 2023 (exact date unspecified, around midday)	Google Street View – June 2023 (exact date unspecified, afternoon)	Nearmap Thursday 27 April 2023
Paterson Street	108	1	46	6	44
Total Available	108	107	62	102	64

Table 1 shows that the demand for on-street parking in the vicinity of the site is low, with a maximum parking occupancy of 46 spaces (~43 %) observed.

4.3 ADEQUACY OF PARKING SUPPLY

The development proposes the provision of six parking spaces (in the form of the drive-thru area) within the site. This would equate to a short fall of 18 parking spaces when measured against the development plan requirements and a shortfall of 5 parking spaces when measured against the empirical parking demand assessment.

Based on the parking availability in the area, the on-street demand is low. Within an approximate 165 metres walking distance of the site, a minimum of about 62 available/unoccupied spaces was observed, which equates to an on-street parking availability of approximately 57%. Also, the shopfronts on Paterson Street between Stuart Street and Davidson Street consist of a variety of businesses, each with varying times of peak demands as shown in Table 2.

Table 2 Business types and open times on Patterson Street between Stuart Street and Davidson Street

Business Type	Businesses	General open times
Accommodation	<ul style="list-style-type: none"> Hotel / motels 	Check-in from 2pm Checkout by 10am
Government / Legal	<ul style="list-style-type: none"> MP Office Employment services Northern Land Council Northern Territory Government Department of Territory Families, Housing and Communities Central Australian Aboriginal Family Legal Unit 	Weekdays during 8am-4:30pm
Finance	<ul style="list-style-type: none"> Bank 	Weekdays 9:30am-1:30pm
Hospitality	<ul style="list-style-type: none"> Restaurants / cafes 	Cafes: Daily 7am-1:30pm Pizza takeaway: 5pm-9:30pm
Health	<ul style="list-style-type: none"> Centre for Remote Health 	Weekdays 8am-4pm
Retail	<ul style="list-style-type: none"> Thrift shop Bottle shops Chemist / Newsagency Clothing shop 	Clothing/thrift shop: Tues-Sat 9am-1pm Chemist: Mon-Sat 8:30am-5:30pm Bottle shop: Wed-Fri 3pm-7pm, Sat 11am-8pm
Transport	<ul style="list-style-type: none"> Bus Terminal 	Mon-Fri: 8:30am-4:30pm

Given most businesses on Paterson Street are open in the mornings through to early / mid-afternoon, and the bottle shop and pizza takeaway businesses would be busiest during the late afternoon / evening, it is thus clear that the shortfall of can readily be accommodated by the available on-street parking.

5 ACCESSIBLE PARKING

The Building Code of Australia specifies the number of accessible parking spaces required for various land uses. As per the NCC, the proposal can be classified as a Class 6 building, which is a shop or other building used for the sale of goods by retail or the supply of services direct to the public.

The applicable requirement is 1 space for every 50 car parking spaces or part thereof for the first 1,000 car parking spaces. As such, the proposal has a requirement to provide one (1) accessible car parking space.

The proposal includes alterations to the on-street car spaces along the site frontage to ensure compliance with Department of Infrastructure, Planning and Logistics requirements. It is recommended that the accessible car parking space and associated shared space be provided within this on-street area adjoining the site frontage.

6 CAR PARK & ACCESS DESIGN

Access to the subject site is currently provided via two (2) crossovers to Paterson Street, which are situated in the site's north and south. Both crossovers are shared with the neighbouring properties in the north and south. Traffic movement within the site will operate with a one-way flow configuration, whereby vehicles will enter the site at the northern access and exit at the southern access.

These arrangements are illustrated in Figure 4.

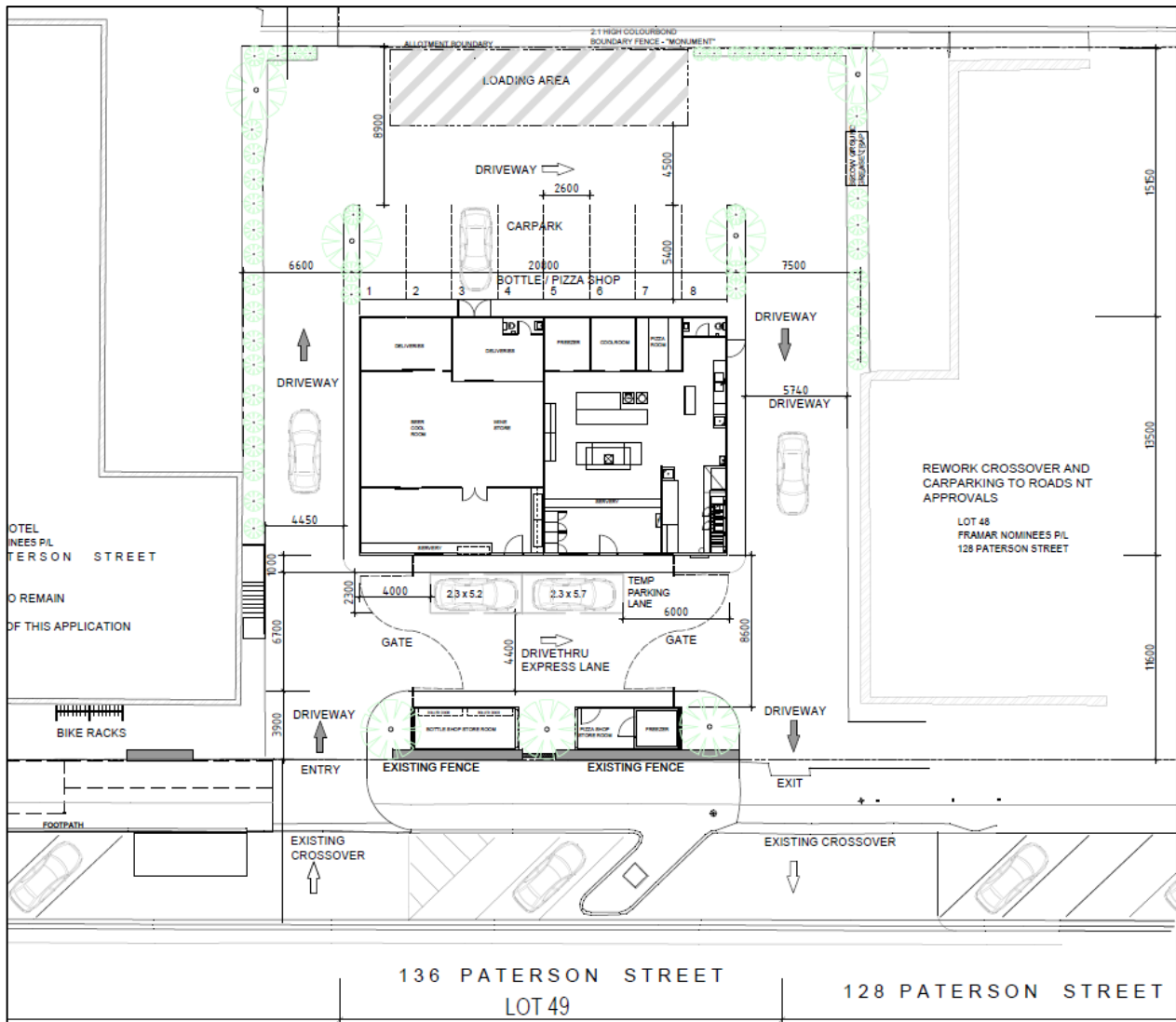


Figure 4 On-site traffic flow

The following is noted with respect to the design of the car park / drive-thru area and accessways:

- Vehicles will be able to enter and exit the site in a forward direction;
- Parking will occur in tandem within the drive-thru area. The drive-thru area will be approximately 19.4 metres long x 6.5 metres wide, which will be able to accommodate two parallel parking spaces and circulation aisle.
- The accessways will be at least 3.8 metres wide;
- The existing crossovers will be reworked to ensure they comply with the relevant Department of Infrastructure, Planning and Logistics requirements.

SALT has prepared swept path diagrams that demonstrate acceptable access to the drive-thru area for an Australian Standard B99 car, which are provided in APPENDIX 3.

7 VEHICLE LOADING & UNLOADING

The site layout can adequately accommodate a service vehicle (truck) up to 8.8 metres in length. The design vehicle will be able to enter the site in a forward direction at the northern access, circulate the site without corrective manoeuvres being required, and exit in a forward direction at the southern access. The one-way traffic flow configuration will also apply for access to the loading/unloading area (refer to Figure 4). The loading/unloading area (service bay) will be 15 metres long x 4.3 metres wide, and minimum vertical clearances of 4.5 metres will be

provided throughout the site – the proposed layout therefore complies with the relevant requirements of AS2890.2:2018 (Off-street commercial vehicle facilities).

An assessment of the turning paths for an 8.8 metres long truck has been carried out and is presented in APPENDIX 4, attached at the end of this report.

With respect to waste collection, on-site waste collection can be undertaken by a truck up to 8.8 metres in length.

8 TRAFFIC IMPACTS

8.1 TRAFFIC GENERATION

8.1.1 DRIVE-THRU BOTTLE SHOP

The Transport for New South Wales (TfNSW, formerly RMS, RTA) Guide to Traffic Generating Developments (October 2002) provides generic trip generation rates for various development types; however, it does not provide rates for a bottle shop development type. The Institute of Transport Engineers (ITE) Trip Generation Manual provides the following trip generation rates for a bottle shop (liquor store):

- Weekday PM peak hour: 17.9 trips per 100 m² GFA
- Saturday mid-day peak hour: 7.0 trips per 100 m² GFA
- Weekday: 143.1 trips per 100 m² GFA

Trips associated with the bottle shop will also include a proportion of pass-by trips, i.e., trips that are already on the road network and not specifically generated by the proposed development. Furthermore, the catchment area of the bottle shop includes residential areas in Tennant Creek, and as such some non-motorised patronage is expected by residents walking to/from the development. The ITE rates are thus considered conservative and appropriate for the purpose of this TIA.

Application of the ITE trip generation rates to the proposed floor area of 118 m² means that the bottle shop is expected to generate the following number of vehicle trips:

- Weekday PM peak hour: 21 trips
- Saturday mid-day peak hour: 8 trips
- Weekday: 169 trips

Note that the bottle shop's weekday AM peak hour traffic generation was assumed to be zero as most bottle shops are closed before 9:00am.

8.1.2 PIZZA SHOP

Trip generation data is limited for fast food developments in general. The TfNSW Guide suggests that floor areas do not provide a good indication of the generation rates and it instead recommends the following:

- McDonalds: assume 180 vehicles per hour for average development
 - Passing trade typically accounts for about 35% of traffic generated by the development, which should be taken into account when assessing external traffic impacts.
- Kentucky Fried Chicken: assume 100 vehicles per hour for average development
 - Passing trade typically accounts for at least 50% of traffic generated by the development, which should be taken into account when assessing external traffic impacts.

No rates for daily trip generation are provided, as daily trips are dependent on the hours of operation.

Alternatively, the ITE Trip Generation Manual provides the following trip generation rates for a fast food with drive through development:

- Weekday AM peak hour: 48.9 trips per 100 m² GFA
- Weekday PM peak hour: 35.1 trips per 100 m² GFA
- Weekday: 534 trips per 100 m² GFA

Application of the ITE trip generation rates to the proposed floor area of 118 m² means that the pizza shop is expected to generate the following number of vehicle trips:

- Weekday AM peak hour: 58 trips

- Weekday PM peak hour: 41 trips
- Weekday: 630 trips

The above trip generation rates are not considered entirely appropriate for the proposed use. McDonalds and Kentucky Fried Chicken are arguably the most popular fast food restaurant chains in Australia and therefore generate comparatively higher traffic volumes than other businesses.

Also, the ITE trip generation rates are for a generic fast food with drive through development, which has trip generation for the weekday AM peak, which the pizza bar would not be open for.

The daily weekday ITE trip generation volume of 630 trips is considered inappropriate to apply for a Pizza Bar in Tennant Creek as the daily trip generation rate is strongly influenced by key factors such as opening hours and catchment population. Therefore, due to the pizza bar likely only operating in the late afternoon and evening, and the population of Tennant Creek consisting of around 3000 people (2021 census), an alternative estimate of daily traffic is proposed to be used. This estimate uses the PM peak hour ITE trip generation rate multiplied by the hours of operation. This provides an estimate of daily trips in the range of 200 to 330 trips (pizza bar open for five to eight hours).

For the purpose of this TIA, it is assumed that the pizza shop will generate the following number of vehicle trips:

- Weekday PM peak hour: 80 trips
 - Assumed about double the ITE weekday PM peak hour trip generation rate.
- Weekday: 330 trips
 - Adopted the ITE weekday PM peak trip generation rate multiplied by hours of operation (assumed up to eight hours).

As with the bottle shop, trips associated with the pizza shop will include a proportion of pass-by trips as well as non-motorised trips due to residents walking to/from the development. The proposed trip generation of the pizza shop is thus considered conservative and appropriate for the purpose of this TIA.

8.1.3 TOTAL TRAFFIC GENERATION

The weekday PM peak hour is considered the critical peak period and as such the weekday AM and Saturday mid-day peak hours are not included further in this assessment.

The total traffic generation of the proposal is taken as the combination of the bottle shop and pizza shop traffic generation. However, cross trade between the bottle shop and pizza shop is expected, with a proportion of patrons carrying out a single trip to visit both shops. Accordingly, a cross trade of 15% is considered appropriate for the proposal, hence the development is expected to generate the following number of total vehicle trips:

- Weekday PM peak hour: 86 trips
- Weekday: 424 trips

8.2 TRAFFIC DISTRIBUTION

Given that Paterson Street features a dual-carriageway cross-section with a constructed central median, access to the site is limited to left-in and left-out only movements – all inbound and outbound vehicles will need to enter and exit the site travelling southbound on Paterson Street. Vehicles will be able to use nearby intersecting streets, such as Stuart Street and Davidson Street, to distribute throughout the area.

8.3 TRAFFIC IMPACT

As detailed in Section 7.1.3, the anticipated traffic generation of the proposal is considered relatively low. To assess the traffic impact, however, the proportion of pass-by traffic (i.e., existing traffic on the road network) must also be accounted for. For the purpose of this TIA, it is assumed that about 35% of traffic generated by the development will be pass-by trips, which means that the proposal is anticipated to generate ~56 new vehicle trips during the weekday PM peak hour, and ~276 new vehicle trips per day.

The 86 weekday PM peak hour trips equate to, on average, 1.43 vehicle movements per minute, or 1 vehicle movement every ~42 seconds. Conversely, the 56 trips that will be new trips added to the road network equate to, on average, 0.93 vehicle movements per minute, or 1 vehicle movement every ~65 seconds.

We are satisfied that the traffic likely to be generated by the proposed development will be readily accommodated by Paterson Street and the surrounding road network and intersections without resulting in any detrimental impacts.

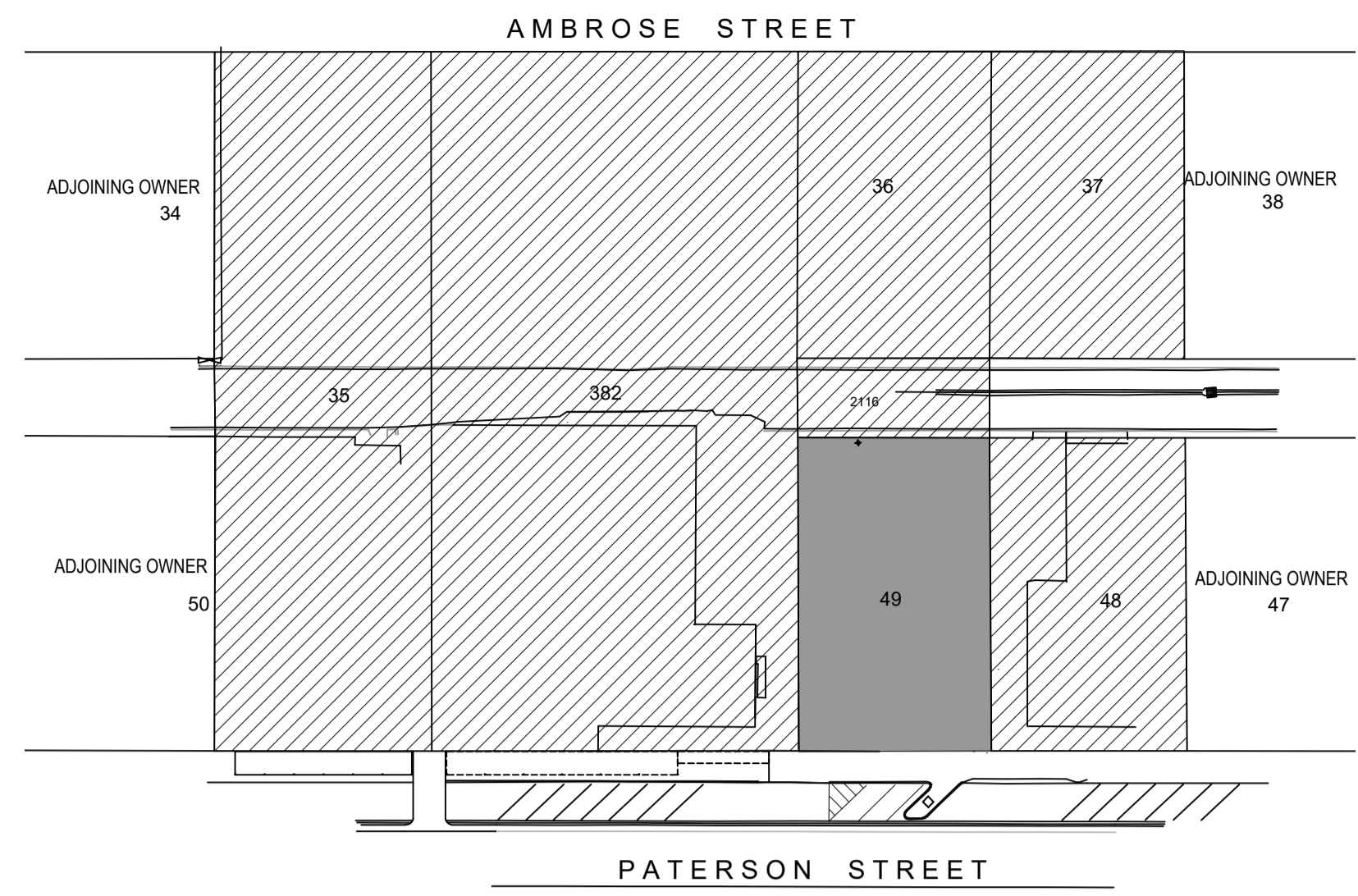
9 CONCLUSION

SALT has completed a traffic impact assessment for the proposed development of a bottle shop and a pizza shop located at 136 Paterson Street in Tennant Creek and the following conclusions are made:

- The subject site is currently vacant.
- The development proposal includes the construction of a bottle shop and a pizza shop, each having a floor area of about 118 m².
- The proposed development has a statutory requirement to provide 14 car parking spaces on-site.
- The development proposal includes provision of 10 on-site parking spaces, resulting in a shortfall of 4 parking spaces.
- A review of on-street parking indicates there is ample capacity within the on-street parking area to accommodate the shortfall of 4 parking spaces, particularly noting the development peak will not generally coincide with the operation hours of surrounding businesses.
- The proposed parking, accessways, and loading area will generally comply with the requirements of AS2890.1 and AS2890.2.
- The site will be served by existing crossovers to Paterson Street, which will be reworked to ensure compliance with Department of Infrastructure, Planning and Logistics requirements.
- On-site traffic movement will operate with one-way flow across the site, with vehicles entering at the northern access and exiting at the southern access.
- The site will be adequately accessible by a service vehicle (truck) up to 8.8 metres in length, which will be able to enter and exit the site in a forward direction and circulate without corrective manoeuvres being required.
- Vehicle swept path assessments demonstrate suitable access to the drive-thru area and the loading area.
- Based on a review of several resources and adoption of conservative assumptions, the proposed development is anticipated to generate 86 trips during the weekday PM peak hour and 679 trips per day.
- Accounting for roughly 35% of generated trips being passing trade (i.e., existing traffic already on the road network) means that the development is anticipated to generate about 56 new vehicle trips during the weekday PM peak hour and about 441 new vehicle trips per day. This marginal increase in traffic will not impact on the safety or efficiency of the surrounding road network.

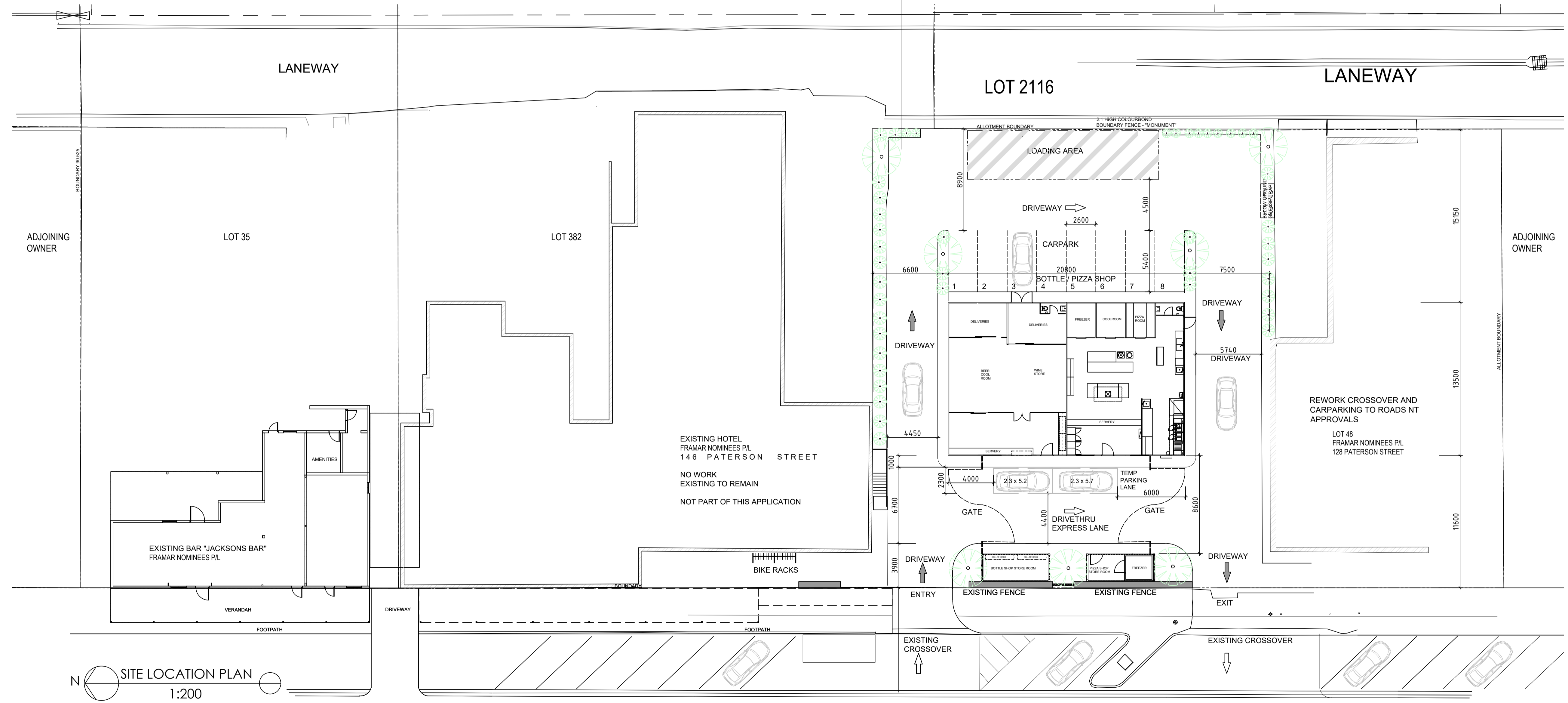
Accordingly, we find no traffic engineering reason to inhibit the grant of Development Consent.

APPENDIX 1 PROPOSED SITE LAYOUT



DEVELOPMENT SITE
 LAND HOLDING / OWNERSHIP
 N SITE LOCATION PLAN
 N.T.S

NOTE: LANDSCAPING REFER TO CLOUSTON DRAWINGS 2500961 SK01, SK02 FOR DETAILS



N SITE LOCATION PLAN
 1:200

146 PATERSON STREET 136 PATERSON STREET LOT 49 128 PATERSON STREET

PATERSON STREET

REV	REVISION	DATE	DRNCKD	APC/CLIENT	REFERENCE DRAWINGS	DRG NO.
	BIKERACKS SHOW TO ADJ HOTEL					
E	CARPARK BAYS ADDED TO DRIVETHRU	16.12.25	PP			
D	LANDSCAPING ADDED	04.10.25				
C	SWEEP PATHS+ CARPARKING CO-ORDINATED	05.08.24				
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24				
A	PRELIM ISSUE	10.01.24				

AUSTRALIAN PORTABLE CAMPS
 Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE 1:200 @ A1	PROJECT TENNANT CREEK HOTEL, 136 PATERSON STREET TENNANT CREEK, NT
FILE	TITLE PROPOSED DRIVE THRU BOTTLE SHOP PROPOSED PIZZA BAR
DATE 10.01.23	PROJ_NO. A0114
DESIGNED	DRAWING NO. A0114-900-LOCATION PLAN
DRAWN	REV E
SHEET NO. 1 OF 1	

APPENDIX 2 NEARMAP PARKING SURVEY DATES

THURSDAY
25 APRIL 2024



THURSDAY
27 APRIL 2023



APPENDIX 3 GOOGLE STREET VIEW IMAGES

June 2023 around the middle of the day (Date Unspecified)

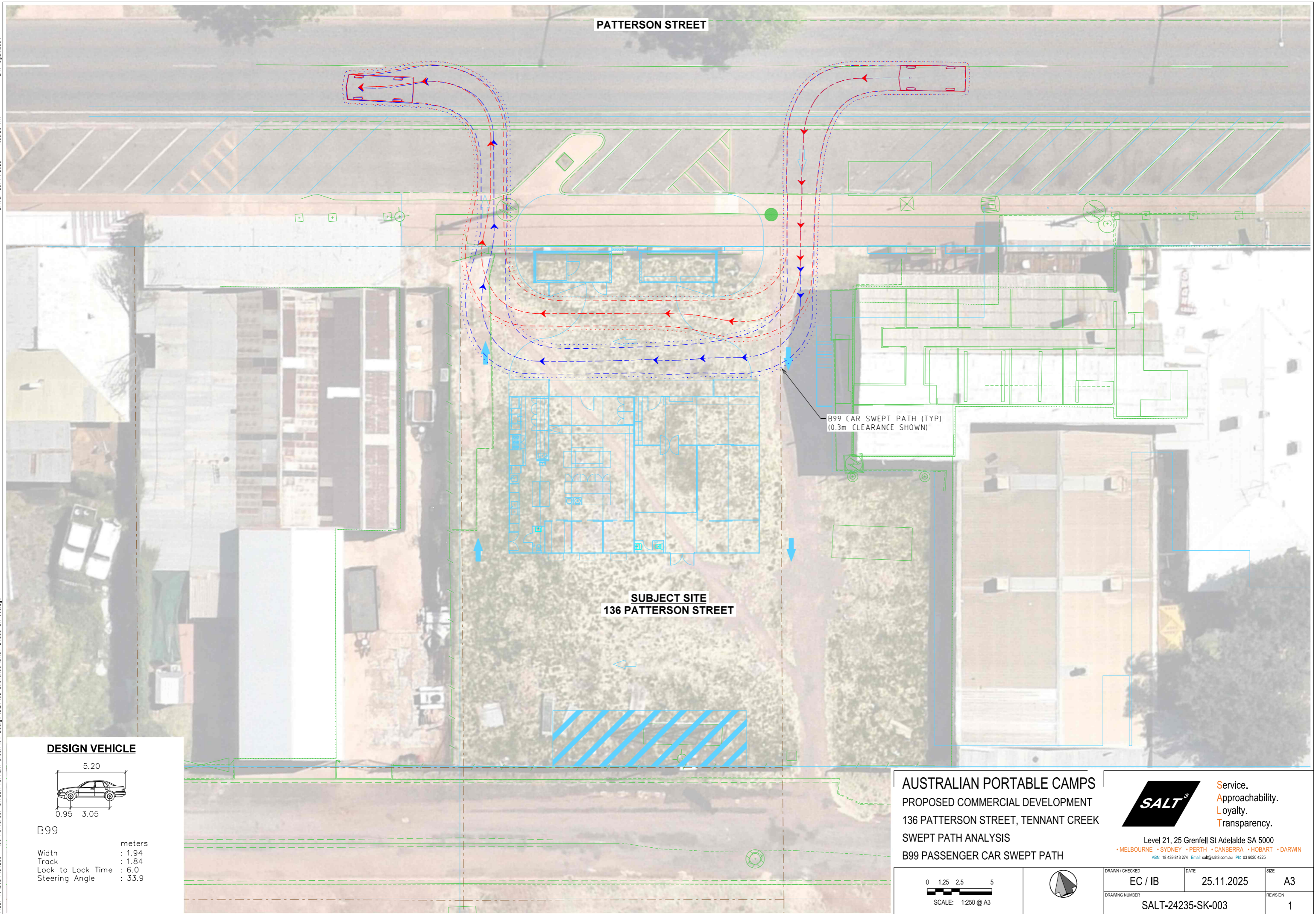




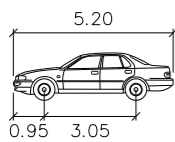
June 2023 Afternoon (Date Unspecified)



APPENDIX 4 SWEPT PATH DIAGRAMS



DESIGN VEHICLE



B99

	Width	: 1.94	meters
	Track	: 1.84	
	Lock to Lock Time	: 6.0	
	Steering Angle	: 33.9	

B99 CAR SWEEP PATH (TYP)
(0.3m CLEARANCE SHOWN)

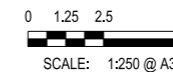
SUBJECT SITE
136 PATTERSON STREET

AUSTRALIAN PORTABLE CAMPS
 PROPOSED COMMERCIAL DEVELOPMENT
 136 PATTERSON STREET, TENNANT CREEK
 SWEEP PATH ANALYSIS
 B99 PASSENGER CAR SWEEP PATH



Service.
 Approachability.
 Loyalty.
 Transparency.

Level 21, 25 Grenfell St Adelaide SA 5000
 • MELBOURNE • SYDNEY • PERTH • CANBERRA • HOBART • DARWIN
 ABRN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225



DRAWN / CHECKED	DATE	SIZE
EC / IB	25.11.2025	A3
DRAWING NUMBER	REVISION	
SALT-24235-SK-003	1	

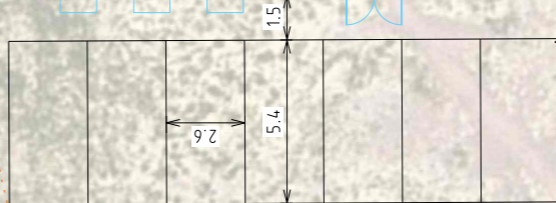
FILE: Y:\2024\24235 - 136 Patterson Street - Tennant Creek\04 Design\DCN\02 Sketches\SALT-24235-SK-004.dgn DATE: 25/11/2025 11:52:53 AM BY: egan.cook

PATTERSON STREET

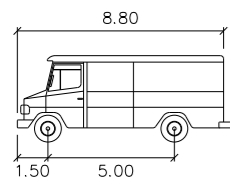
SUBJECT SITE
136 PATTERSON STREET

8.8m SERVICE VEHICLE SWEEP PATH
(0.3m CLEARANCE SHOWN)

POTENTIAL ADDITIONAL PARKING



DESIGN VEHICLE



SERVICE VEHICLE

- Width : 2.50 meters
- Track : 2.50
- Lock to Lock Time : 6.0
- Steering Angle : 38.7

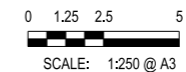
AUSTRALIAN PORTABLE CAMPS
 PROPOSED COMMERCIAL DEVELOPMENT
 136 PATTERSON STREET, TENNANT CREEK
 SWEEP PATH ANALYSIS

8.8m SERVICE VEHICLE SWEEP PATH



Service.
 Approachability.
 Loyalty.
 Transparency.

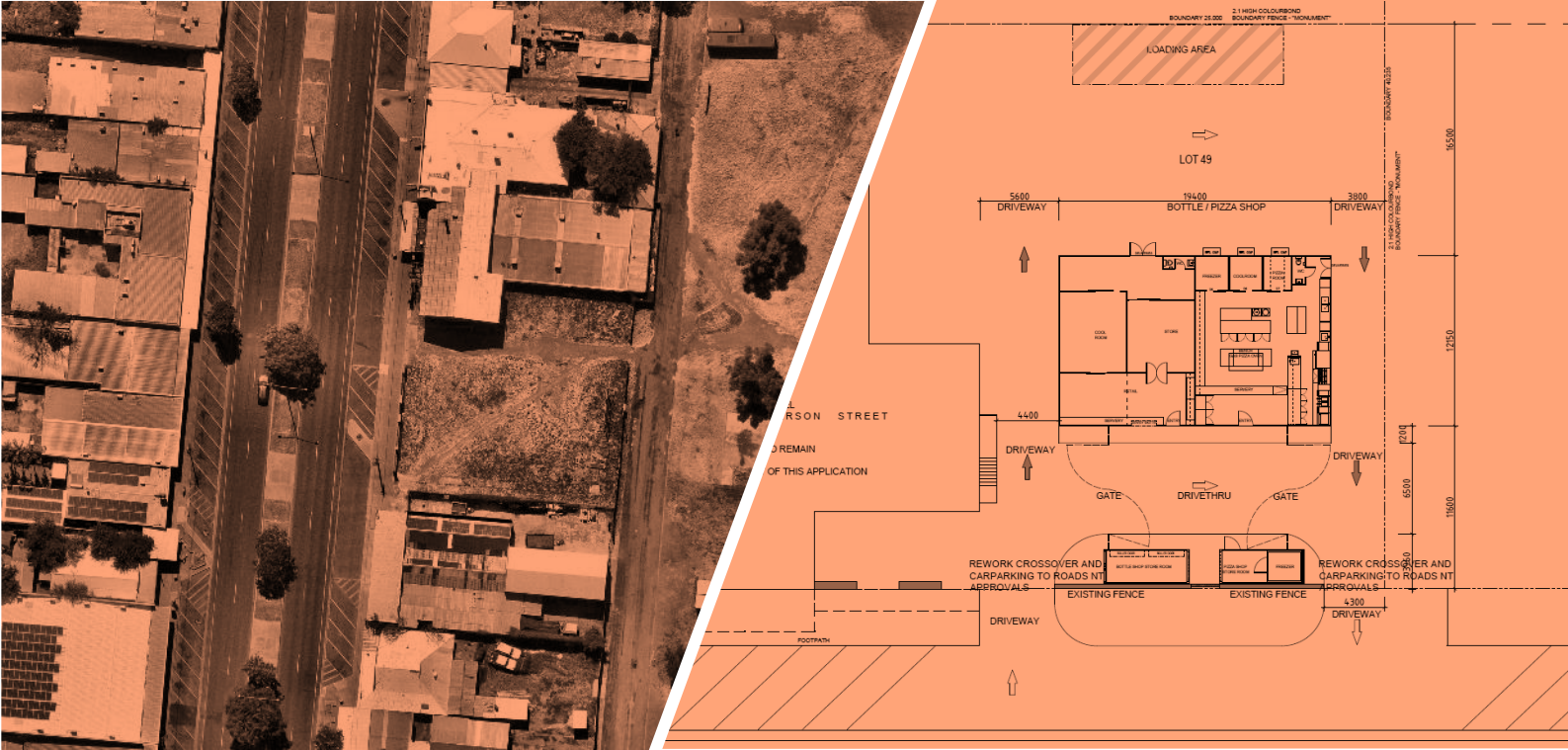
Level 21, 25 Grenfell St Adelaide SA 5000
 • MELBOURNE • SYDNEY • PERTH • CANBERRA • HOBART • DARWIN
 ABN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225



DRAWN / CHECKED	DATE	SIZE
EC / IB	25.11.2025	A3
DRAWING NUMBER	REVISION	
SALT-24235-SK-004	1	

This page is intentionally left blank





Service. Approachability. Loyalty. Transparency.

MELBOURNE

Level 3, 51 Queen St Melbourne VIC 3000

T: +61 3 9020 4225

SYDNEY

Level 6, 201 Kent St Sydney NSW 2000

T: +61 2 9068 7995

HOBART

Level 4, 116 Bathurst St Hobart TAS 7000

T: +61 400 535 634

CANBERRA

Level 2, 28 Ainslie PI Canberra ACT 2601

T: +61 2 9068 7995

ADELAIDE

Level 21, 25 Grenfell St Adelaide SA 5000

T: +61 8 8484 2331

DARWIN

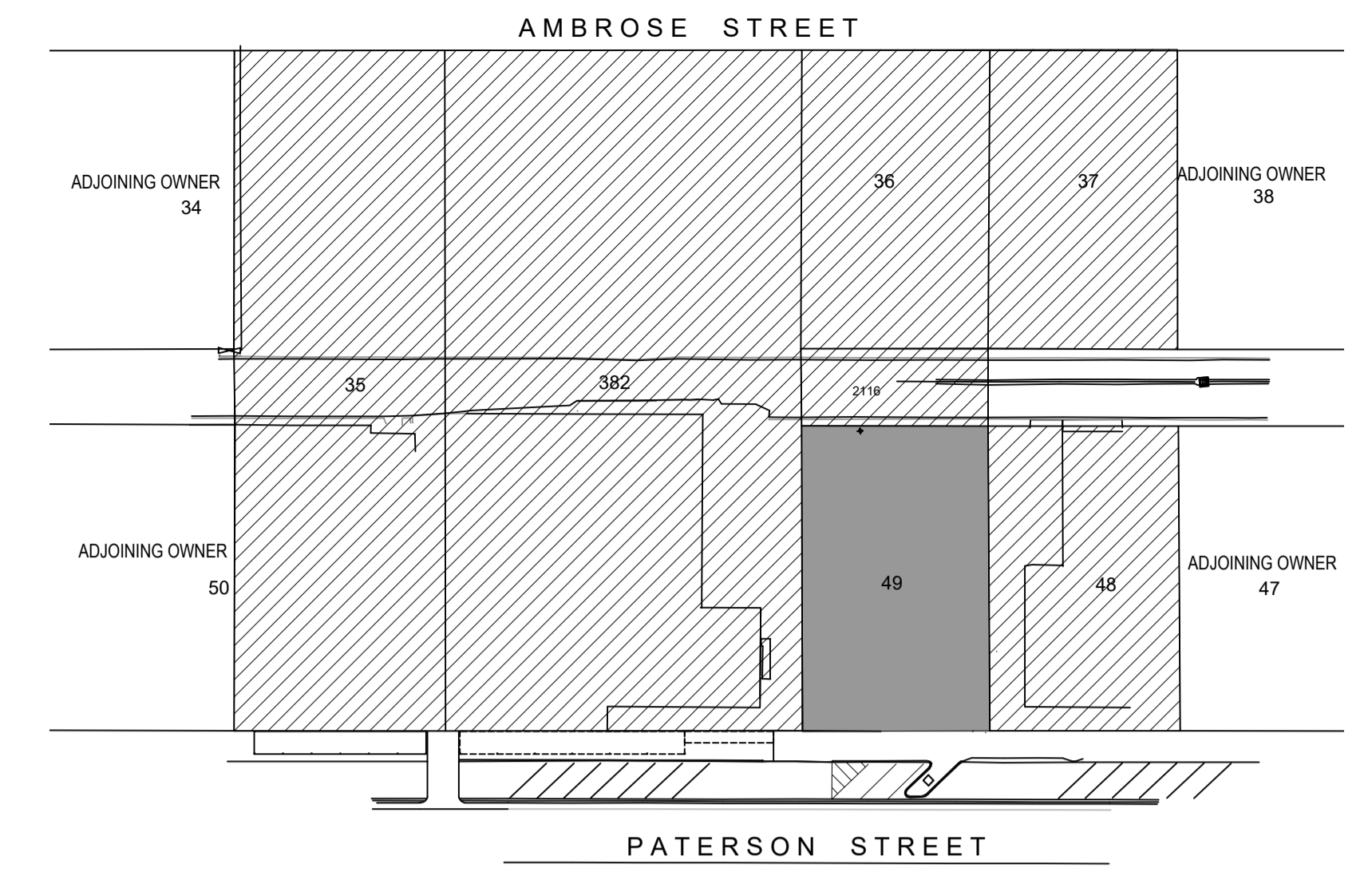
Level 1 Suite 2A, 82 Smith St Darwin City NT 0800

T: +61 8 8484 2331

www.salt3.com.au

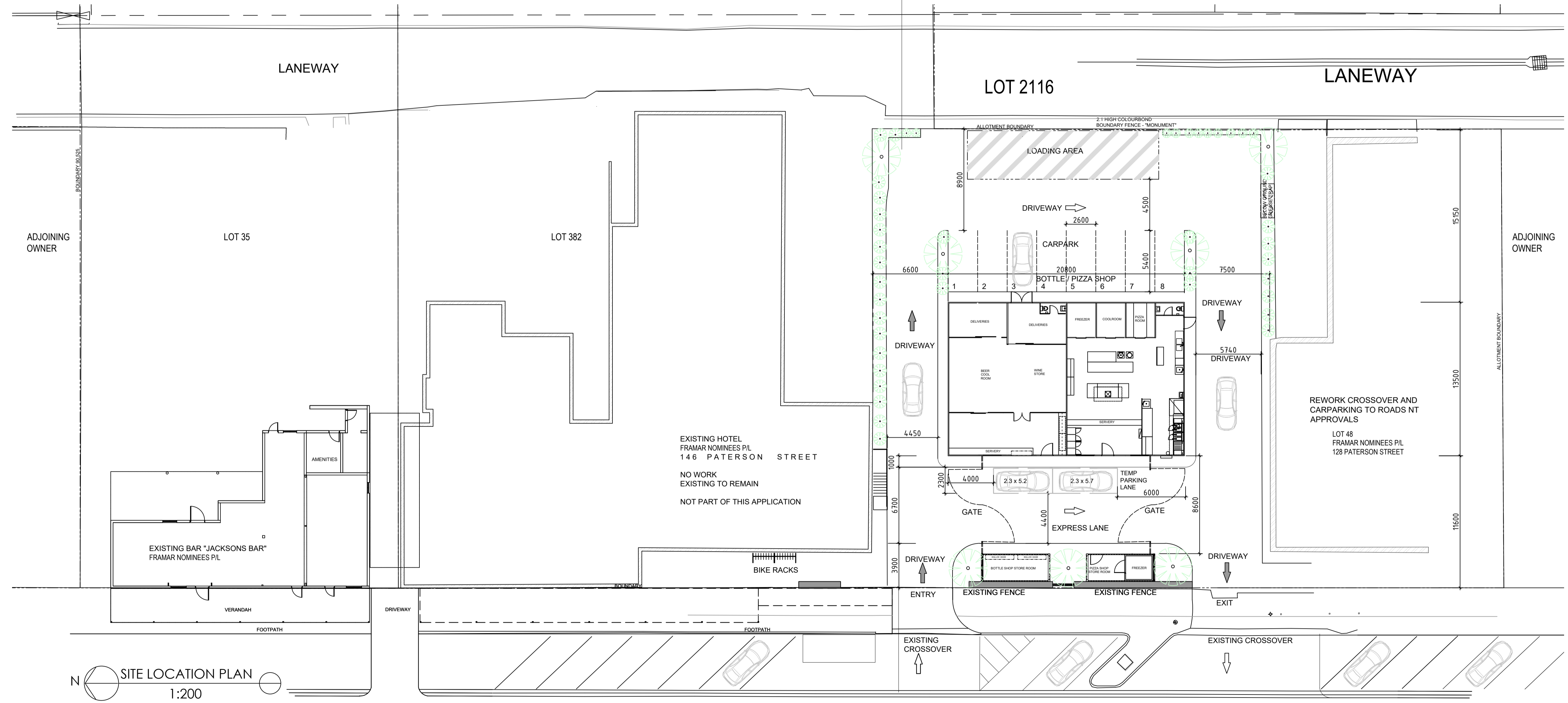


BOOKMARK B.4



DEVELOPMENT SITE
 LAND HOLDING / OWNERSHIP
 N SITE LOCATION PLAN
 N.T.S.

NOTE: LANDSCAPING REFER TO CLOUSTON DRAWINGS 2500961 SK01, SK02 FOR DETAILS

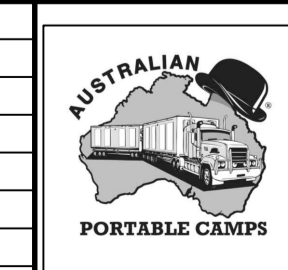


N SITE LOCATION PLAN
 1:200

146 PATERSON STREET 136 PATERSON STREET LOT 49 128 PATERSON STREET

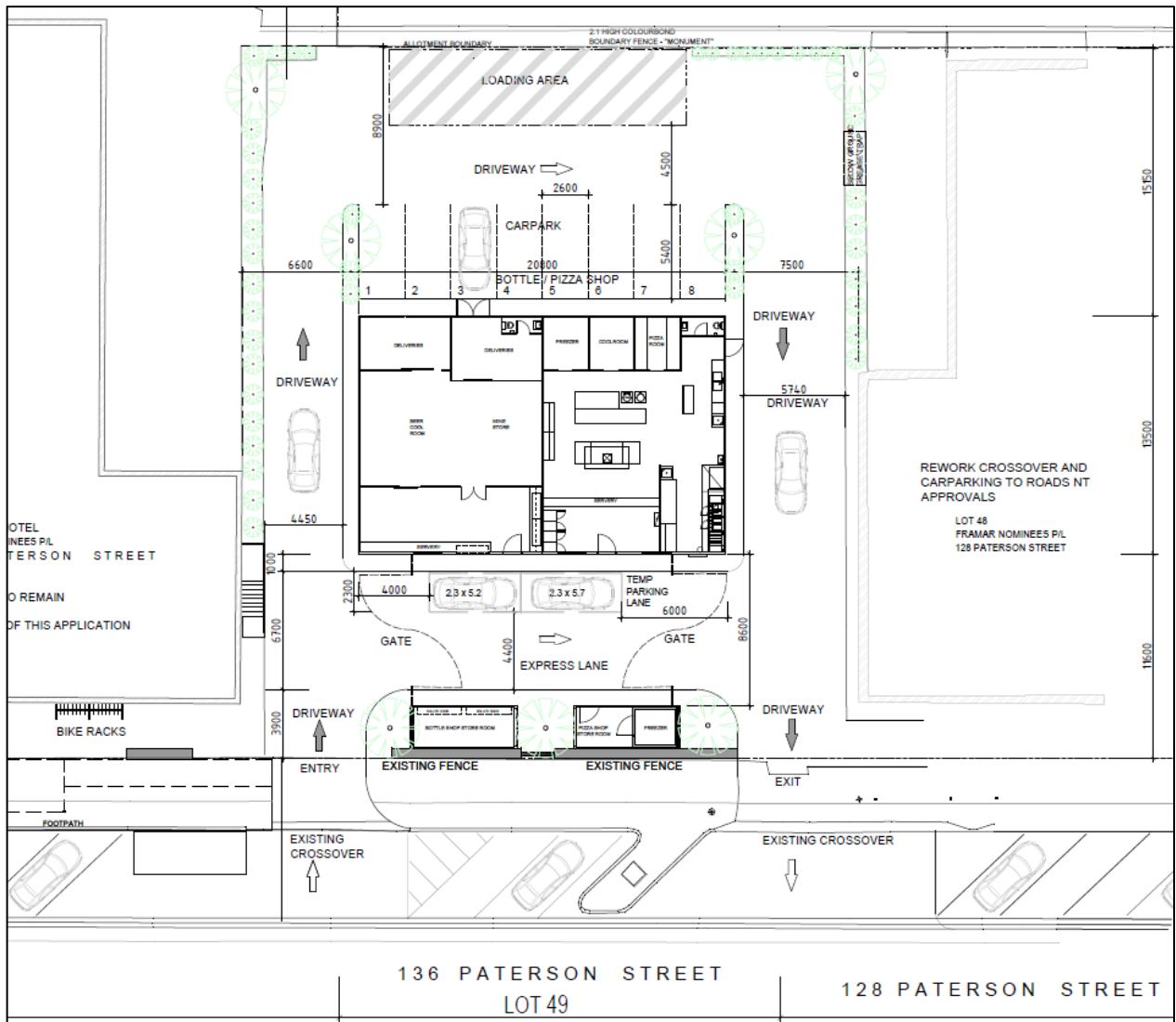
PATERSON STREET

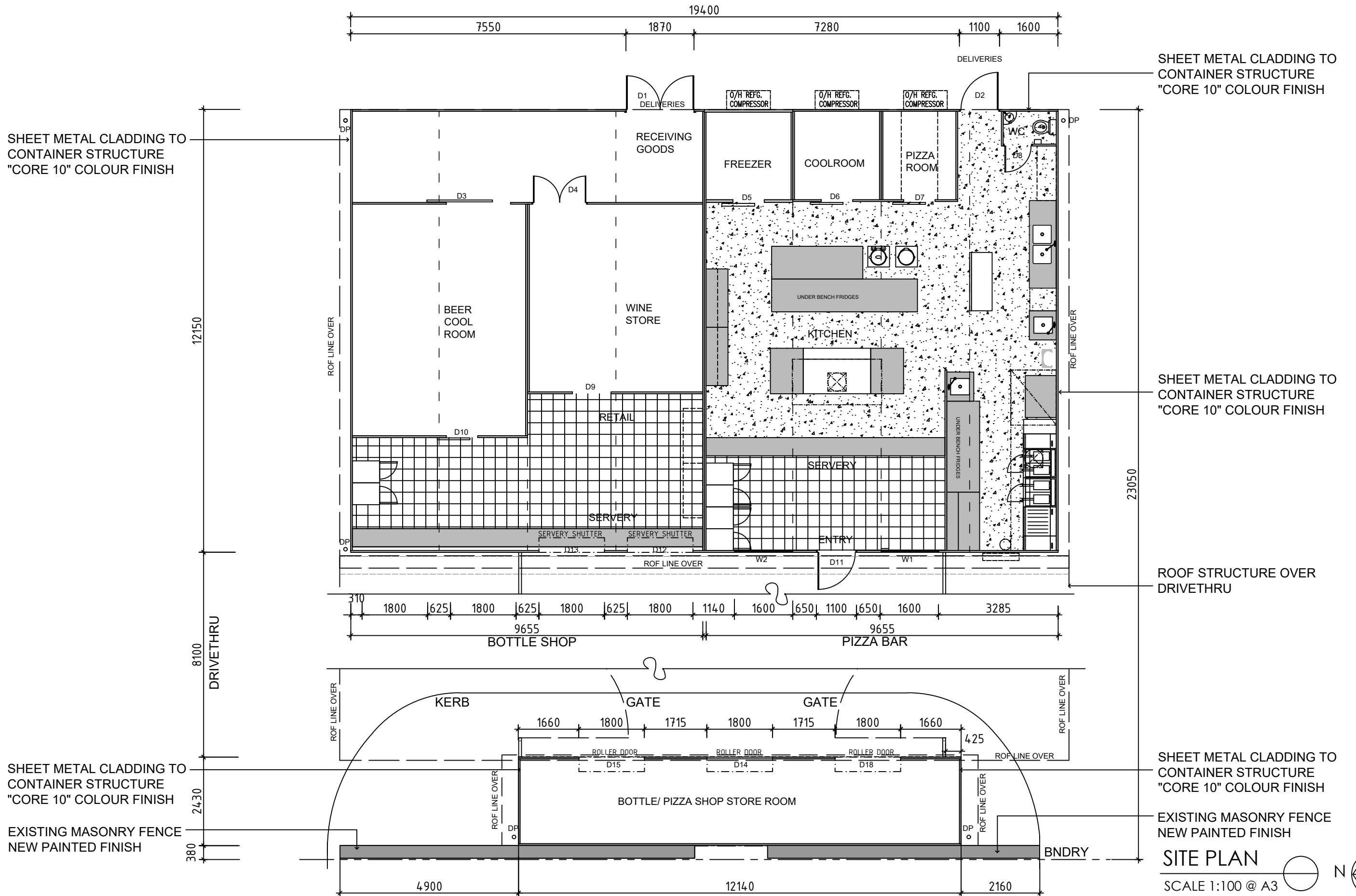
REV	REVISION	DATE	DRNCKD/APC/CLIENT	REFERENCE DRAWINGS	DRG NO.
	BIKERACKS SHOW TO ADJ HOTEL				
E	CARPARK BAYS ADDED TO DRIVETHRU	16.12.25	PP		
D	LANDSCAPING ADDED	04.10.25			
C	SWEEP PATHS+ CARPARKING CO-ORDINATED	05.08.24			
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24			
A	PRELIM ISSUE	10.01.24			



Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE	1:200 @ A1	PROJECT	TENNANT CREEK HOTEL, 136 PATERSON STREET TENNANT CREEK, NT
FILE		TITLE	PROPOSED BOTTLE SHOP PROPOSED PIZZA Takeaway
DATE	10.01.23	PROJ. NO.	A0114
DESIGNED		DRAWING NO.	A0114-900-LOCATION PLAN
DRAWN		REV	E
SHEET NO.	1 OF 1		





SHEET METAL CLADDING TO CONTAINER STRUCTURE "CORE 10" COLOUR FINISH

SHEET METAL CLADDING TO CONTAINER STRUCTURE "CORE 10" COLOUR FINISH

SHEET METAL CLADDING TO CONTAINER STRUCTURE "CORE 10" COLOUR FINISH

ROOF STRUCTURE OVER DRIVETHRU

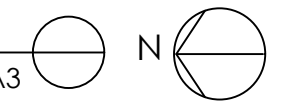
SHEET METAL CLADDING TO CONTAINER STRUCTURE "CORE 10" COLOUR FINISH

EXISTING MASONRY FENCE NEW PAINTED FINISH

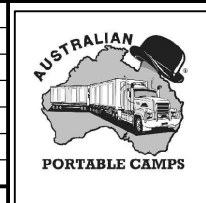
SHEET METAL CLADDING TO CONTAINER STRUCTURE "CORE 10" COLOUR FINISH

EXISTING MASONRY FENCE NEW PAINTED FINISH

SITE PLAN
SCALE 1:100 @ A3



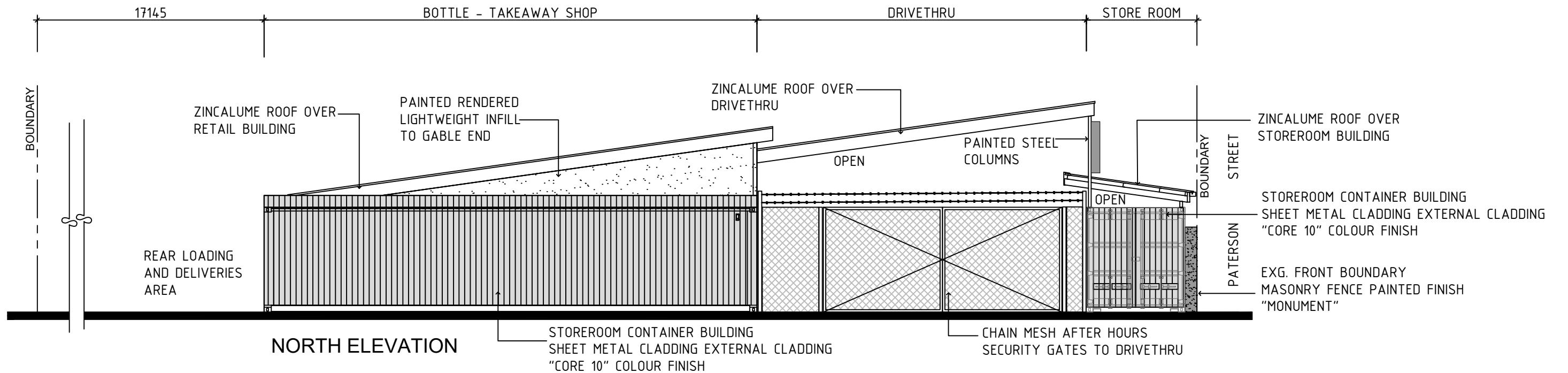
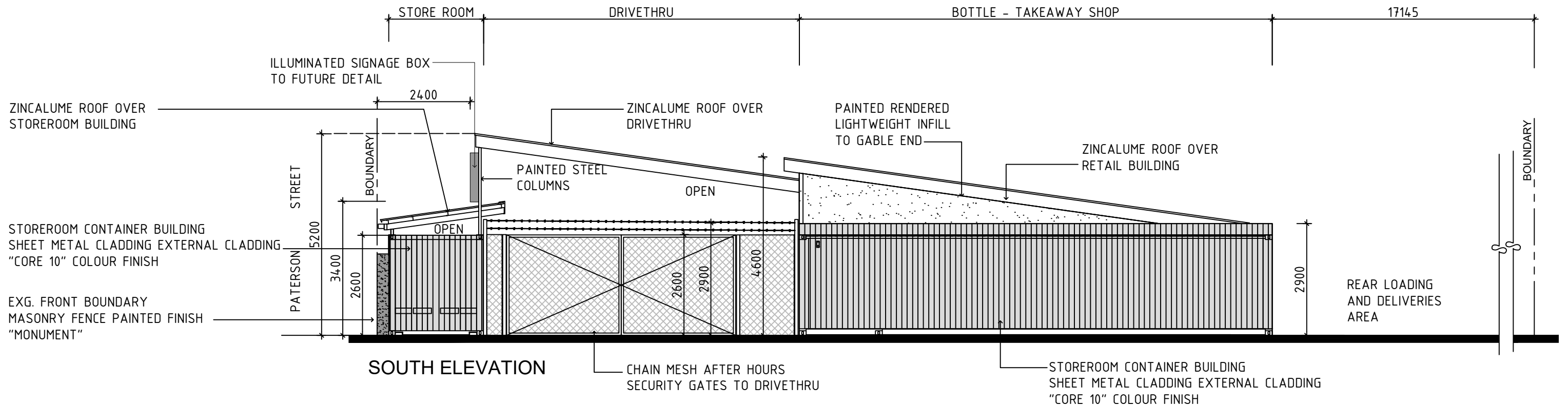
REV	REVISION	DATE	DRNCKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24					



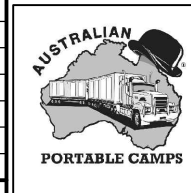
Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE	
FILE	
DATE	
DESIGNED	
DRAWN	
SHEET NO.	

PROJECT		TENNANT CREEK HOTEL	
		136 PATERSON STREET TENNANT CREEK, NT	
TITLE		PROPOSED BOTTLE SHOP AND PIZZA TAKEAWAY SHOP	
PROJ_NO.	A0114	DRAWING NO.	A0114-902-FLOOR PLAN
REV	B		



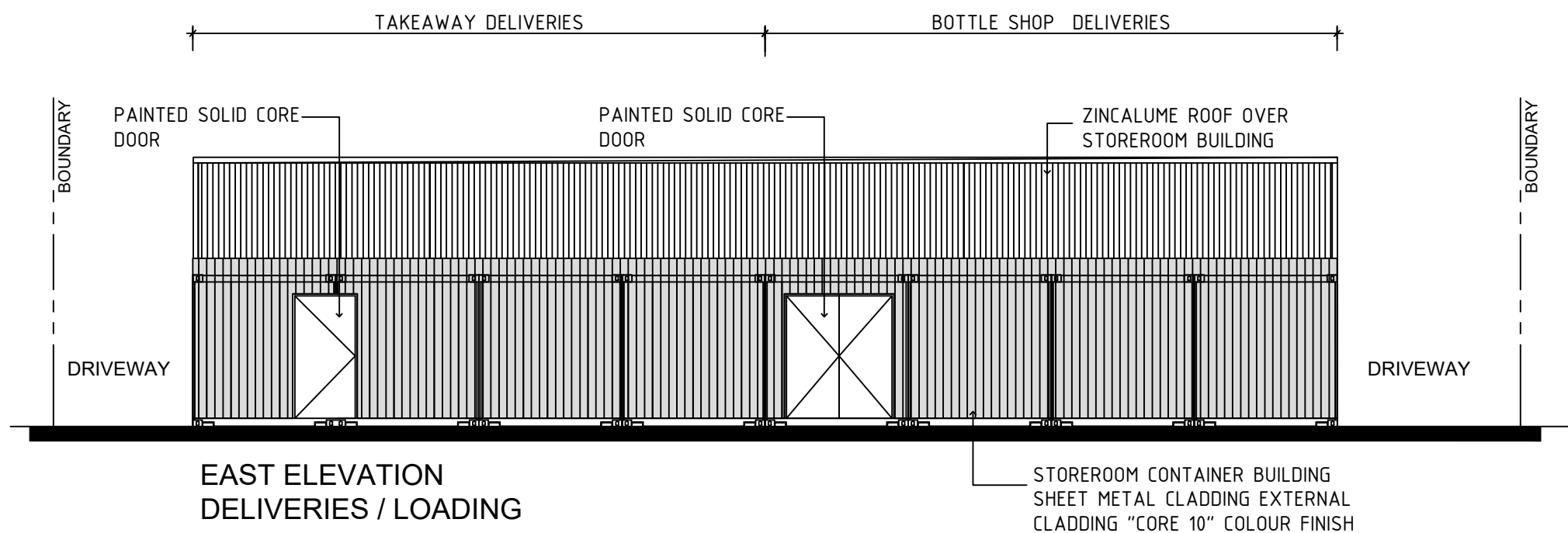
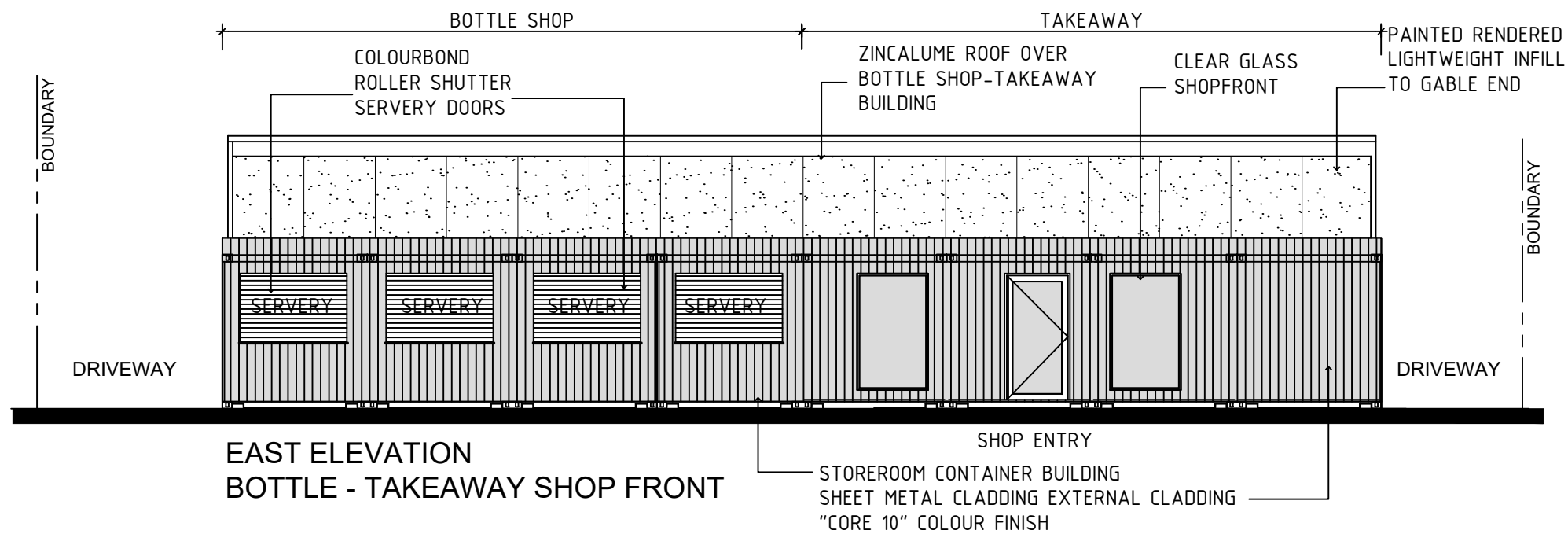
REV	REVISION	DATE	DRNCKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24					
A	PRELIM ISSUE	10.01.24					



Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

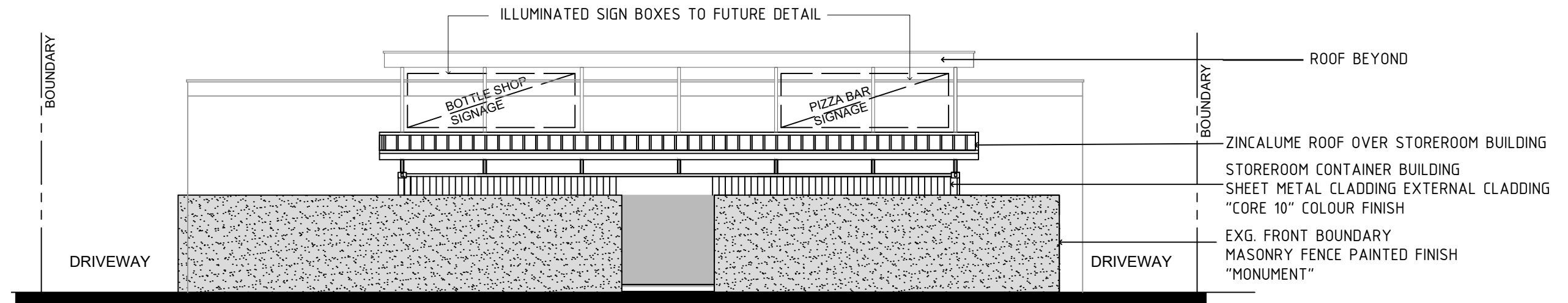
SCALE	
FILE	
DATE DESIGNED	
DRAWN	
SHEET NO.	

PROJECT		TENNANT CREEK HOTEL	
		136 PATERSON STREET TENNANT CREEK, NT	
TITLE		PROPOSED BOTTLE SHOP AND PIZZA TAKEAWAY SHOP	
PROJ_NO.	A0114	DRAWING NO.	A0114-904-ELEVATIONS
REV	B		

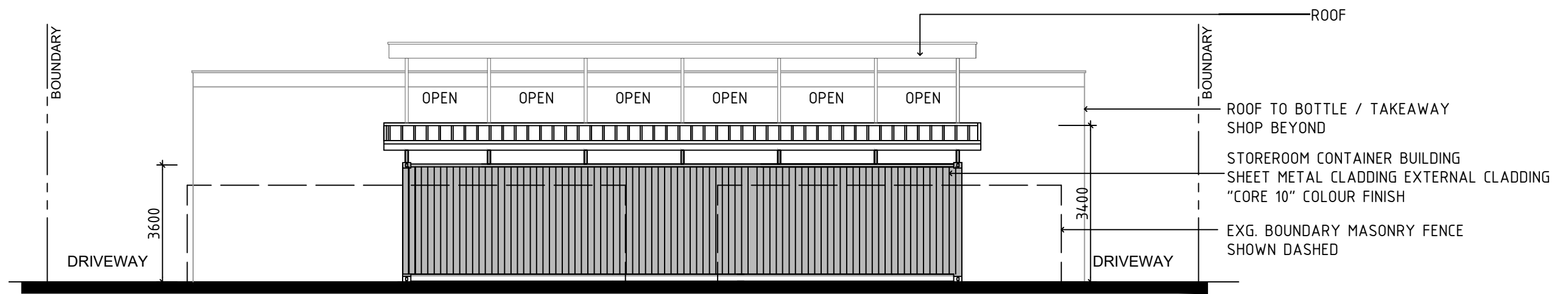


BOTTLE SHOP TAKEAWAY BUILDING

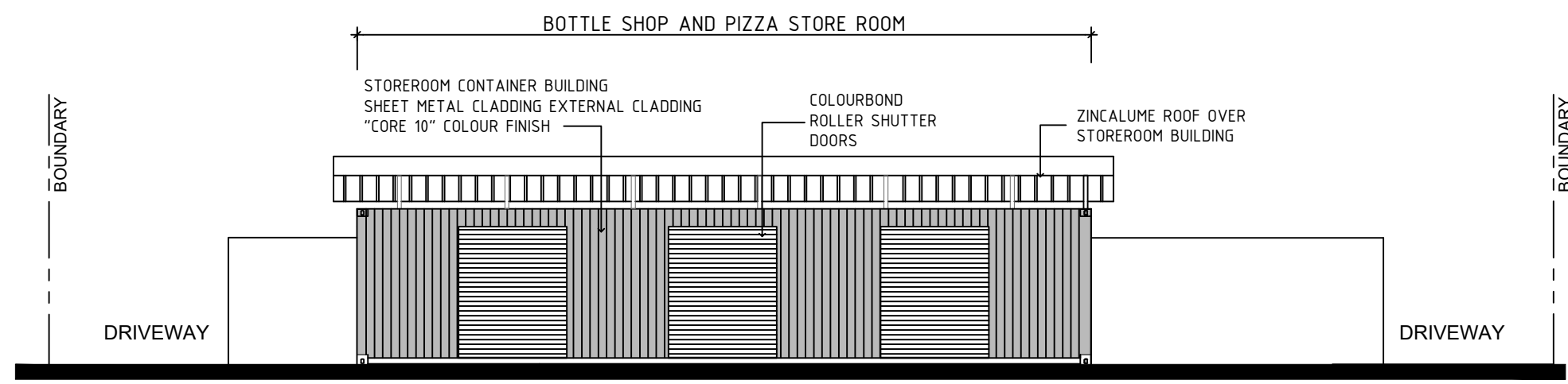
									Australian Portable Camps Lot 25 Old Princes Hwy, Monarto South SA 5254 P.O Box 1096 Murray Bridge SA 5253 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015 Eml: reception@apcamps.com.au		SCALE FILE DATE DESIGNED DRAWN SHEET NO.		PROJECT TENNANT CREEK HOTEL 136 PATERSON STREET TENNANT CREEK,NT TITLE PROPOSED BOTTLE SHOP AND PIZZA TAKEAWAY SHOP		PROJ_NO. A0114		DRAWING NO. A0114-905-ELEVATIONS		REV B	
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24																		
A	PRELIM ISSUE	10.01.24																		
REV	REVISION	DATE	DRNCKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.													



WEST ELEVATION
PATERSON ROAD
STREET FRONT ELEVATION

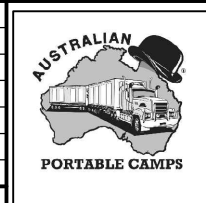


WEST ELEVATION



STOREROOM BUILDING

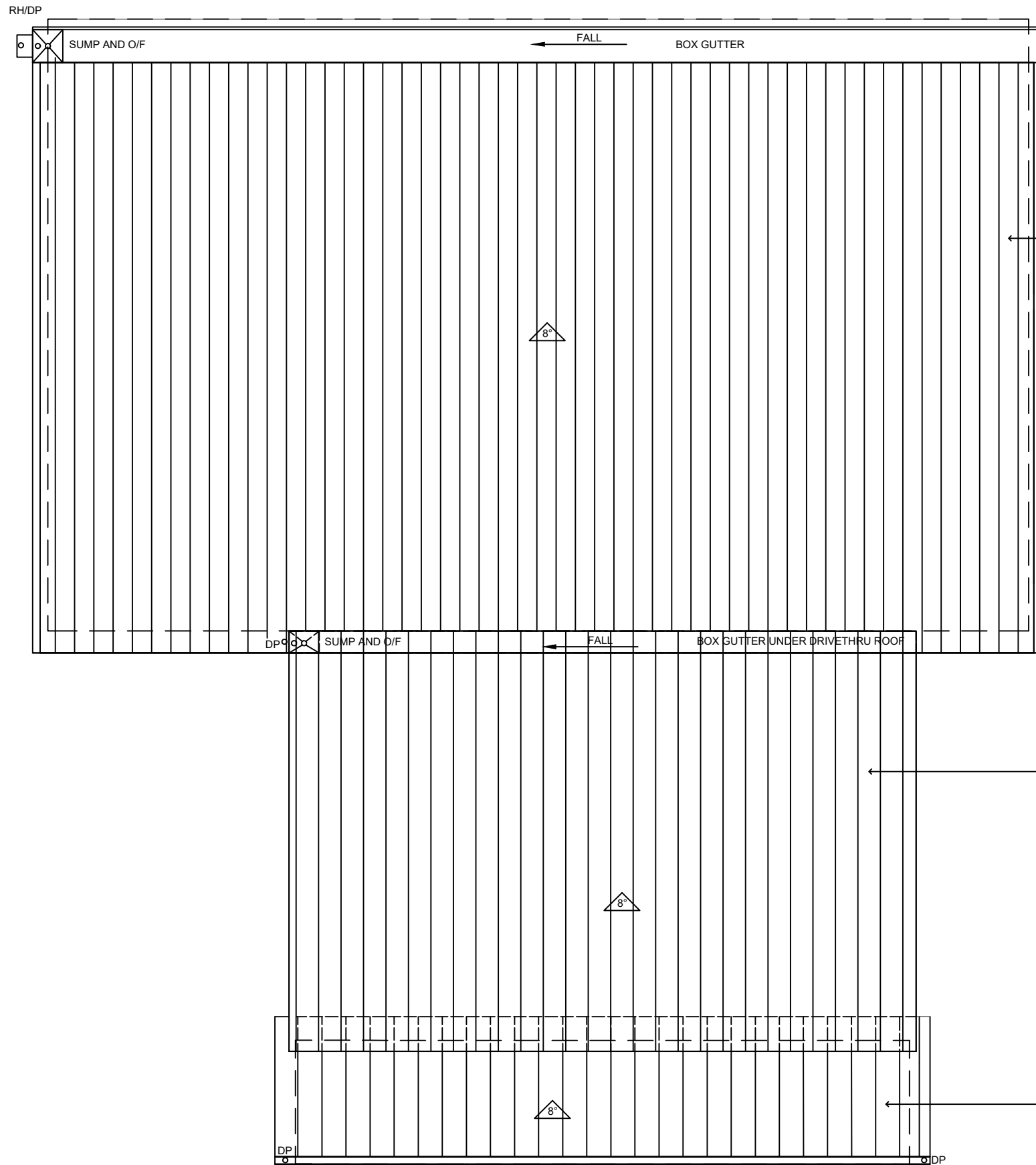
REV	REVISION	DATE	DRN	CKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24						
A	PRELIM ISSUE	10.01.24						



Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE	
FILE	
DATE DESIGNED	
DRAWN	
SHEET NO.	

PROJECT		TENNANT CREEK HOTEL	
		136 PATERSON STREET TENNANT CREEK, NT	
TITLE		PROPOSED BOTTLE SHOP AND PIZZA TAKEAWAY SHOP	
PROJ_NO.	A0114	DRAWING NO.	A0114-906-ELEVATIONS
REV	B		



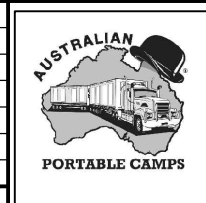
ZINCALME KLIPILOK METAL ROOF DECK TO BOTTLE / TAKEAWAY CONTAINER BUILDING

ZINCALME KLIPILOK METAL ROOF DECK OVER DRIVETHRU

ZINCALME KLIPILOK METAL ROOF DECK TO STORE ROOM CONTAINERS

ROOF PLAN
SCALE 1:100 @ A1

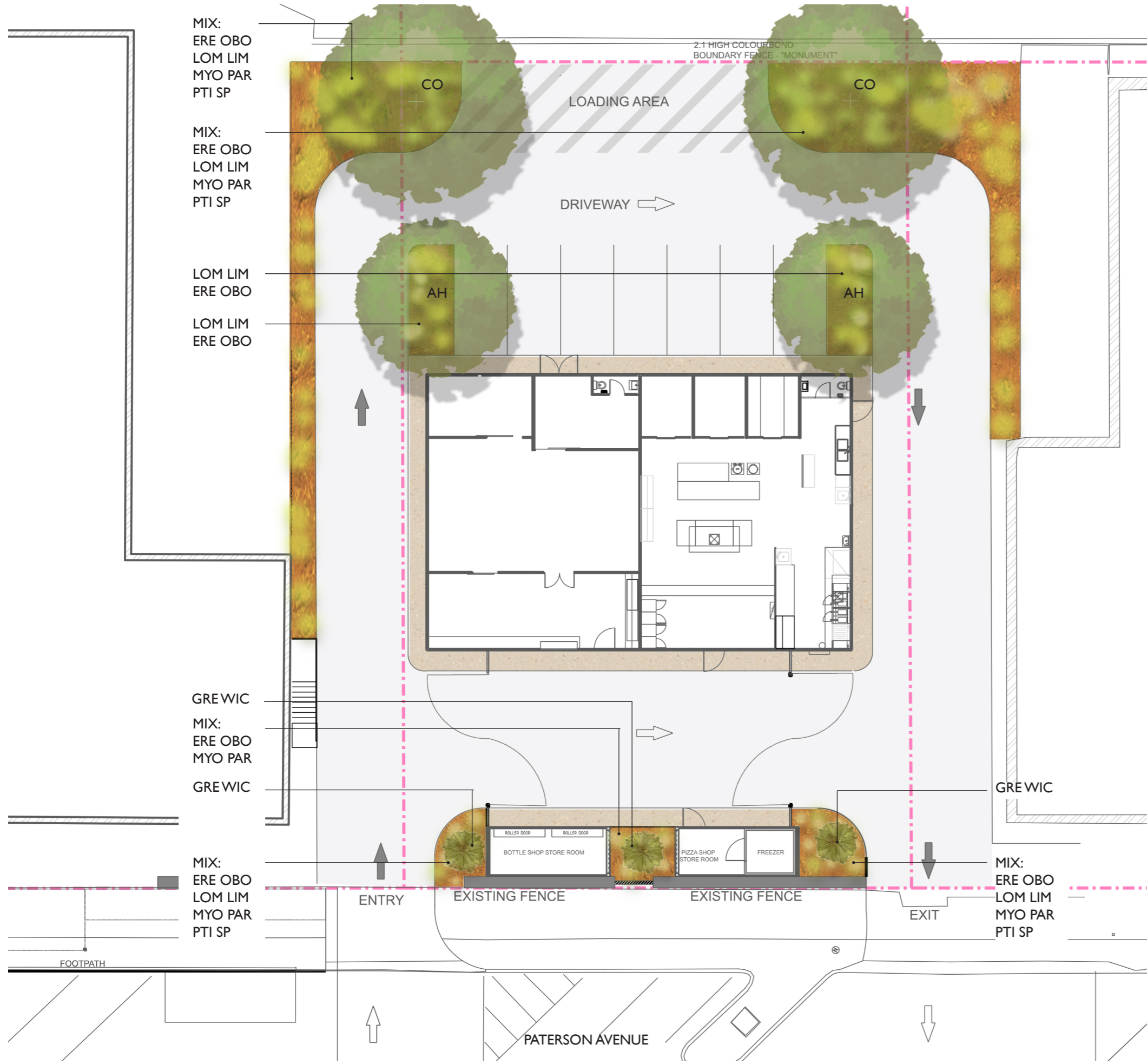
REV	REVISION	DATE	DRNCKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24					



Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE	
FILE	
DATE	
DESIGNED	
DRAWN	
SHEET NO.	

PROJECT	TENNANT CREEK HOTEL	
	136 PATERSON STREET TENNANT CREEK, NT	
TITLE	PROPOSED BOTTLE SHOP AND PIZZA TAKEAWAY SHOP	
PROJ_NO.	A0114	DRAWING NO.
		A0114-903-ROOF PLAN
REV	B	



LEGEND

- PROPERTY BOUNDARY
- TREE Refer planting schedule.
- LARGE SHRUB Refer planting schedule.
- SHRUBS, GROUNDCOVERS & GRASSES Refer planting schedule.
- SAND MULCH GARDEN BED
- CONCRETE PAVEMENT
- BITUMEN By others

TREE PLANTING SCHEDULE

Overall quantity: Shown on plan

KEY	SPECIES	COMMON NAME	HEIGHT
AH	ATALAYA HEMIGLAUCA	WHITEWOOD	6-10M
CO	CORYMBIA OPACA	DESERT BLOODWOOD	15M

SHRUBS, GRASSES & GROUNDCOVERS PLANTING SCHEDULE

Approximate overall quantity: 1 per m2

KEY	SPECIES	COMMON NAME	HEIGHT
ERE OBO	EREMOPHILA OBOVATA	EMU BUSH	0.2-5M
GRE WIC	GREVILLEA WICKHAMII	HOLLY-LEAVED GREVILLEA	2-4M
PTI SP	PTILOTUS SP.	MULLA MULLA	.6M
LOM LIM	LOMANDRA LIME TUFF	MAT RUSH	.4-.6M
MYO PAR	MYOPORUM PARVIFOLIUM	CREEPING BOOBIALLA	.1-.4M

TEMPORARY IRRIGATION REQUIRED FOR PLANT ESTABLISHMENT



ATALAYA HEMIGLAUCA



CORYMBIA OPACA



GREVILLEA WICKHAMII



GREVILLEA WICKHAMII - FLOWERS



CORYMBIA OPACA - FLOWERS



EREMOPHILA OBOVATA



LOMANDRA "LIME TUFF"



MYOPORUM PARVIFOLIUM



PTILOTUS SP.



CLouston associates



Beveridge Williams

Client:
AUSTRALIAN PORTABLE CAMPS

TENNANT CREEK COMMERCIAL • Tennant Creek, NT

FOR DCA

2500964 Sk 02

PLANTING SCHEDULE

06-11-2025 A

BOOKMARK E.1



Department of
LOGISTICS AND
INFRASTRUCTURE

Level 3 Highway House
Palmerston Circuit Palmerston NT 0831

Postal address
GPO Box 61
Palmerston NT 0831

E DevRoads.NTG@nt.gov.au

Project Officer
Development Assessment Services
GPO Box 1680
Darwin NT 0801

T 08 8999 4412

File reference
RD2005/0054-02-0052~0003
TCI Project No: 2026-0011

Dear Project Officer

Re: TENNANT CREEK - LOT 49 TOWN OF TENNANT CREEK - 136 PATERSON STREET, TENNANT CREEK - SHOP AND FOOD PREMISES-CAFE/TAKEAWAY WITH REDUCED CAR PARKING - PAUL PIZZOLATO - MASTERPLAN NT

I refer to the Development Assessment Services' correspondence of 2 February 2026, regarding Planning Application PA2026/0013 on shop and food premises-cafe/takeaway with reduced car parking.

I am pleased to advise that Transport and Civil Infrastructure (TCI), Department of Logistics and Infrastructure (DLI) has no objections in principle to the above mentioned development, subject to the following comments and requirements:

1. Any works (including the provision or connection of services) within, or impacting upon the Paterson Street road reserve shall be in accordance with the standards and specifications of TCI, DLI. Design documents must be submitted to TCI for road agency approval and no works are to commence prior to approval.

Note that a development permit issued under the *Planning Act* is not an approval for access onto a Territory Road. Approval for access to be taken from, or constructed within the NTG controlled road reserve rests solely with TCI, DLI as the approving road authority.

2. The developer, its contractor or service provider is required to obtain a "Permit to Work within the NTG Road Reserves" prior to the commencement of any works within the Paterson Street road reserve.
3. Any gates provided are to be fixed to open inwards only.
4. Upon completion of any works within the Paterson Street road reserve, the road reserve shall be rehabilitated to the standards and requirements of TCI, DLI.
5. Surface stormwater run-off from the development site onto the Paterson Street road reserve is not permitted. The developer shall ensure that the stormwater run-off from the development site is collected to prevent uncontrolled discharge to adjoining lands through the provision of kerbing, transverse grated drains and inlet pits, or alternatively the site is to be graded to collect the run-off internally.

Accordingly, stormwater shall be wholly contained within the site and discharged into the local underground stormwater system to the standards and approval of TCI (where it impacts on the NTG controlled road reserves), and/or the Barkly Regional Council. Stormwater design plans submitted for approval shall provide details of site levels and existing downstream drainage infrastructure.

6. The finish of any prime Identification sign, if erected, shall be such that, if illuminated, day and night readability is the same and is of constant display (i.e. not flashing or of variable message). The sign shall be positioned:
- i. so as not to create sun or headlight reflection to motorists; and
 - ii. be located entirely (including foundations and aerially) within the subject Lot.

Advertising signage including temporary or permanent, e.g. 'A' frame, vehicle or trailer mounted, etc. shall not be erected or located within the Paterson Street road reserve.

Should you wish to discuss the above mentioned further, please contact TCI on telephone 8999 4412.

Please quote TCI Project No 2026-0011 in all correspondence.

Yours sincerely



Claire Brown
General Manager, Transport and Civil Infrastructure

04 / 02 / 2026

Phone 1800 245 092

Web powerwater.com.au

Record No: D2026/32537

Container No: NE730/0049

Your Ref: PA2026/0013

Kieran Marsh
Development Assessment Services
GPO Box 1680
Darwin NT 0810

Dear Kieran

Re: Lot 49 (136) Paterson Street Tennant Creek Town of Tennant Creek

In response to your letter of the above proposal for the purpose of shop and Food premises-cafe/takeaway with reduced car parking, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. Currently no power services is provided to Lot 49 Paterson Street, power supply shall be provided from the overhead electricity reticulation on Paterson Street.
2. The developer shall engage a licensed electrician to prepare an overall AS-3000 maximum power demand calculation for the proposed shop and Food premises and apply for a Negotiated Connection application under the Australian Energy Regulator (AER) compliance process for PWC's assessment on any power supply capacity upgrade requirements.
3. The engaged licensed electrician shall carry out the customer's internal electricity reticulation installation works for the new dwelling-independent in accordance with the PWC's current NP018-Service and Installation Rules 2024 and NP010-Meter Manual.

If you have any further queries, please contact Ben Symonds Customer Connections Officer on 89517308.

Yours sincerely



Thanh Tang
Manager Distribution Development

5 February 2026



Phone 1800 245 092

Web powerwater.com.au

Container No: LD730/0049

DLPE - Development Assessment Services

GPO Box 1680

Darwin NT 0801

Dear Kieran,

PA2026/0013 - Lot 00049 Town of Tennant Creek - 136 Paterson St, Tennant Creek NT - Shop and Food premises-cafe/takeaway with reduced car parking

In response to your letter of the above proposal for development application purpose, Power and Water Corporation Water Services advises the following with reference to water and sewer enquiries:

1. The developer may need to upgrade the existing water and sewer service and should contact Services Development prior to start of construction.
2. The developer must ensure that;
 - a) Backflow prevention is installed at the water service in accordance with AS/NZS 3500.1 – Plumbing and Drainage - Water Services
 - b) Where applicable, the device is tested annually in accordance with AS/NZS 2845.3 field testing and maintenance of testable devices.

Our database shows a device **is not** installed.

Visit <https://www.powerwater.com.au/developers/water-development/backflow-prevention> or contact BackflowPrevention.PWC@powerwater.com.au for all backflow prevention enquires.

3. The developer will need to contact Power and Water's Trade Waste Department (TradeWasteDept.PWC@powerwater.com.au) to discuss trade waste requirements for the proposed development.

The developer must ensure that;

- a) Prior to construction Trade Waste approval or exclusion is obtained – to discuss requirements for the proposed development contact TradeWasteDept.PWC@powerwater.com.au
 - b) Before seeking clearance the owner/customer has obtained a License to discharge Trade Waste by applying here <https://www.powerwater.com.au/developers/water-development/trade-waste>
4. All required works mentioned above must all be at according to Power and Water's Connection Code and at the developer's expense. A letter has been sent to the applicant outlining the fees and charges applicable for this development. All standard and quoted charges, as well as contribution charges will be valid for a period of 6 months from date of letter issue. As required, Power and Water will reassess the charges for the development.

5. Power and Water advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) must be contacted via email a minimum of 1 month prior to construction works commencing.

If you have any further queries, please contact the undersigned on 08 9463 2089, or email waterdevelopment@powerwater.com.au

Yours sincerely

Akrum Abdaltam

Akrum Abdaltam

Services Development

20th February 2026

cc: Stewart Hocking

email: stewarth@masterplan.com.au

BOOKMARK E.4



**Aboriginal Areas
Protection Authority**
protecting sacred sites across the territory

DAS
DAS.ntq@nt.gov.au

Dear DAS

PA2026/0013 – Lot 00049 Town of Tennant Creek, 136 Paterson Street, Tennant Creek NT – Shop and Food premises – café/takeaway with reduced car parking.

We refer to the above application for a development permit.

Recommendation

The Aboriginal Areas Protection Authority (AAPA) **recommends that Mr Stewart Hocking apply for an Authority Certificate** in accordance with section 19B of the *Northern Territory Aboriginal Sacred Sites Act 1989* (the Sacred Sites Act) prior to undertaking any development activity or other work in Lot 00049 Town of Tennant Creek as there may be sites that are currently not known to the Authority. There is information on the AAPA homepage on how to apply for an [Authority Certificate](#).

In the absence of an Authority Certificate, a body corporate or an individual who undertakes work on a sacred site will be committing an offence against the Sacred Sites Act and may be subject to penalties of up to 400 penalty units or imprisonment for 2 years (or 2000 penalty units in the case of a body corporate). Additional offences under the Sacred Sites Act may also apply.

The applicant may want to apply for an Abstract of Records in the first instance. An Abstract of Records provides information on where sacred sites are known to exist so that they are not inadvertently damaged. However, an Abstract of Records is for general information purposes only and should not be relied upon by persons undertaking development activity as it is not a conclusive statement about the extent of sacred sites in the subject land. There is information on the AAPA homepage on how to apply for an [Abstract of Records](#).

Background Information

AAPA is a statutory authority responsible for overseeing the protection of Aboriginal sacred sites on land and sea across the Northern Territory.

The protection of sacred sites is recognised by the Northern Territory Government and the broader Territory community as an important element in the preservation of the Territory's cultural heritage, for the benefit of all Territorians. AAPA seeks to strike a balance between the protection of sacred sites and development in the Northern Territory.

Yours sincerely,

Jayde Manning
Ministerial and Policy Officer
3 February 2026

Darwin
P: +61 (08) 8999 4365
F: +61 (08) 8999 4334
www.aapant.org.au
enquiries.aapa@aaapant.org.au
4th Floor, R.C.G Centre
47 Mitchell Street DARWIN NT
GPO Box 1890, DARWIN NT 0801

Alice Springs
P: +61 (08) 8951 5023
F: +61 (08) 8951 7398
www.aapant.org.au
enquiries.aapa@aaapant.org.au
1st Floor, NT House
44 Bath Street ALICE SPRINGS NT
All mail to Darwin GPO

BOOKMARK E.5



Department of LANDS,
PLANNING AND
ENVIRONMENT

Level 1
Goyder Centre
25 Chung Wah Terrace

Postal address
PO Box 496
Palmerston NT 0831

19 February 2026

E DevelopmentAssessment.DLPE@nt.gov.au

Mr Kieran Marsh
Development Assessment Services
Department of Lands, Planning and Environment
GPO Box 1680
DARWIN NT 0801

T 08 8999 4446

Our Ref: DLPE2026/0040
Your Ref: PA2026/0013

Dear Mr Marsh

Re: PA2026/0013 Shop and Food premises-cafe/takeaway with reduced car parking

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

Environment and Heritage Division

Heritage Branch

The search has found that there are no recorded Aboriginal or Macassan archaeological places and objects within the subject site, and the likelihood of unrecorded Aboriginal or Macassan archaeological places existing has been assessed as unlikely. If archaeological places are discovered over the course of the work, establish an exclusion zone around the site and contact the Heritage Branch immediately.

The search has found that there are no nominated, provisionally declared or declared heritage places or objects within the subject site.

Context of Heritage Branch Advice

The Northern Territory (NT) Government's Heritage Branch administers the *Heritage Act 2011* and provides authoritative advice about obligations under the *Heritage Act 2011*, including steps to take to manage the impact of proposed work on Aboriginal and Macassan archaeological places and objects.

It is important that advice given by the Heritage Branch is followed. A failure to follow advice received from the Heritage Branch may be considered as evidence in an investigation if damage occurs to a declared heritage place, an Aboriginal or Macassan archaeological place or object.

Relevant parts of the NT *Heritage Act 2011*

1. All provisionally declared and declared heritage places and objects are protected under the *Heritage Act 2011*;
2. All Aboriginal or Macassan archaeological places and objects are automatically protected - this includes places and objects not previously recorded;

3. Places and objects include an artefact or thing given shape by a person - examples include stone tools, stone arrangements, fish traps, rock art, modified trees, and shell middens;
4. Ancestral remains are also protected;
5. Underwater Cultural Heritage is protected, up to three nautical miles from the coast; and
6. There is an obligation to notify of the discovery of Aboriginal or Macassan archaeological places or objects.

Conditions of advice

This advice is based on the description of the works provided to the Heritage Branch. If the work expands or changes significantly seek further advice.

In preparing this advice, the Heritage Branch has referred to the NT Heritage Register and the Heritage Branch archaeological database which includes information about Aboriginal and Macassan archaeological places and objects in the NT. However, the database only includes information about known archaeological places. The fact that there are no known archaeological places recorded may be because no archaeological surveys have been conducted in that particular area and is not necessarily an indication they do not exist.

Lands and Planning Division

Crown Land Estate

Crown Land Estate has no comment with regards to this application.

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

Yours sincerely



Maria Wauchope
Executive Director Land Resources

BOOKMARK F.1

Hi George,

I refer to your application PA2026/0013 for Shop and Food premises-cafe/takeaway with reduced car parking at 136 Paterson St, Tennant Creek NT.

Please be advised that the application has been deferred pursuant to s46(4)(b) of the *Planning Act 1999* by a delegate of the Tennant Creek Division of the Development Consent Authority to allow you to provide the following additional information that the consent authority considers necessary in order to enable proper consideration of the application:

- Clarification regarding why the purpose of this proposal is not a Food Premise-Fast Food Outlet, due to the proposal's inclusion of a 'drive through,'
- Amended drawings detailing boundaries, and ensuring that the access and landscaping is located wholly within the site,
- Further consideration of the building and efforts taken to address amenity considering this is a prefabricated design, and
- Clarification regarding the arrangement and the parking spaces at the front, as these differ between the Site Plan and Landscaping Plan.

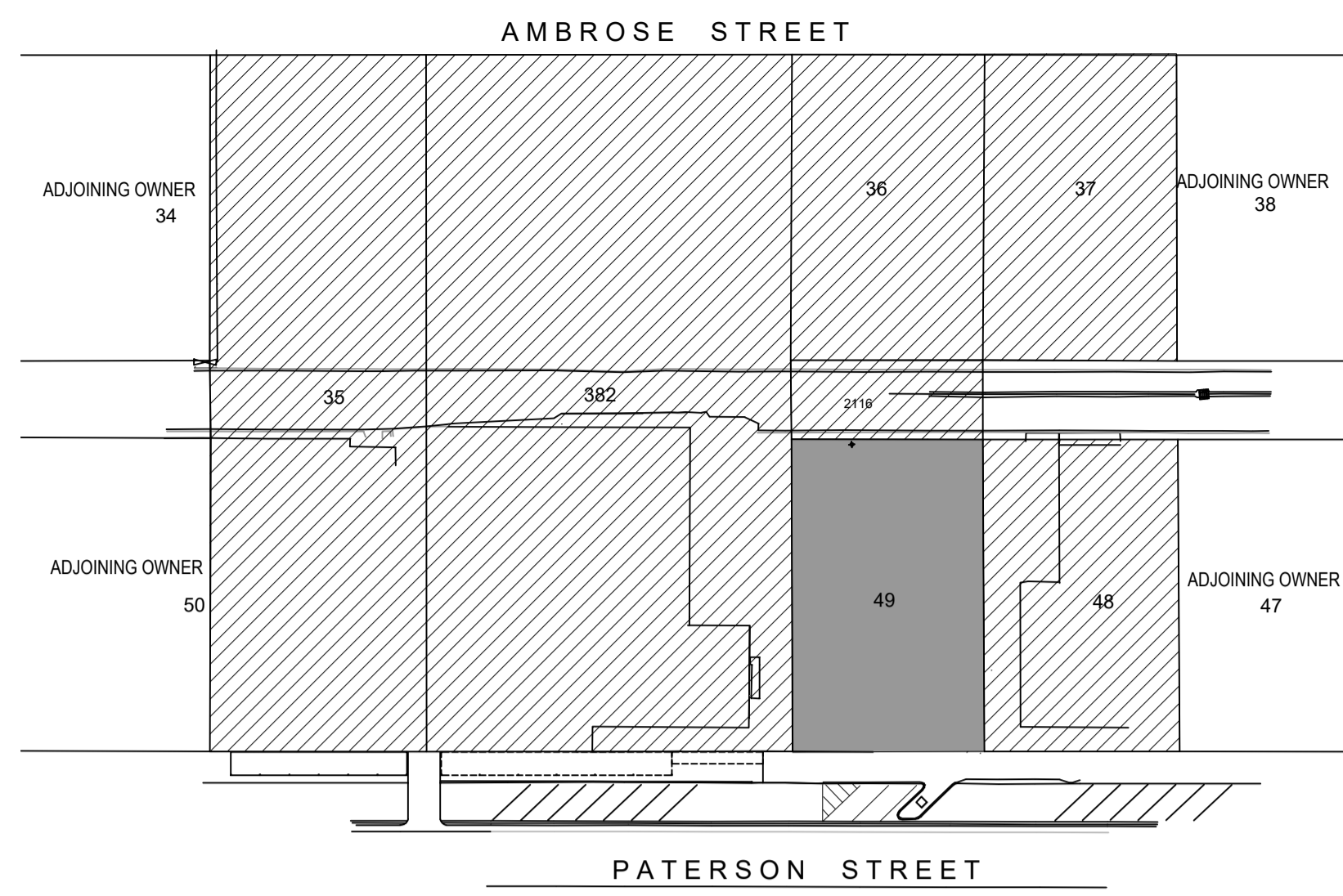
The reasons for the deferral are:

- The definition of Food Premise-Fast Food Outlet appears to fit the proposal, given the presence of a drive-through. Subsequently, Development Assessment Services' request further clarification as to what the proposal incorporates.
- It appears that the proposal extends beyond the boundaries of the allotment identified. This raises questions about whether the proposal is provided with legal access to a public road.
- The proposal lacks active frontage, and further justification for a blank wall to Tennant Creek's main road is requested.
- The arrangement of the building or buildings abutting the Patterson Street road frontage differ between plans. Subsequently, Development Assessment Services' are uncertain about what they are assessing.

Pursuant to s46(6) of the *Planning Act 1999*, the information required is to be provided within 30 days of receipt of this correspondence. You may request the consent authority extend the time to provide the additional information. A request must be made before the expiry of the period referred to in section 46(6) (i.e. within 30 days of receipt of this email) and it must be made in writing by reply email, or to das.ntg@nt.gov.au.

If you have any further questions please contact me on the number listed below or via return email.

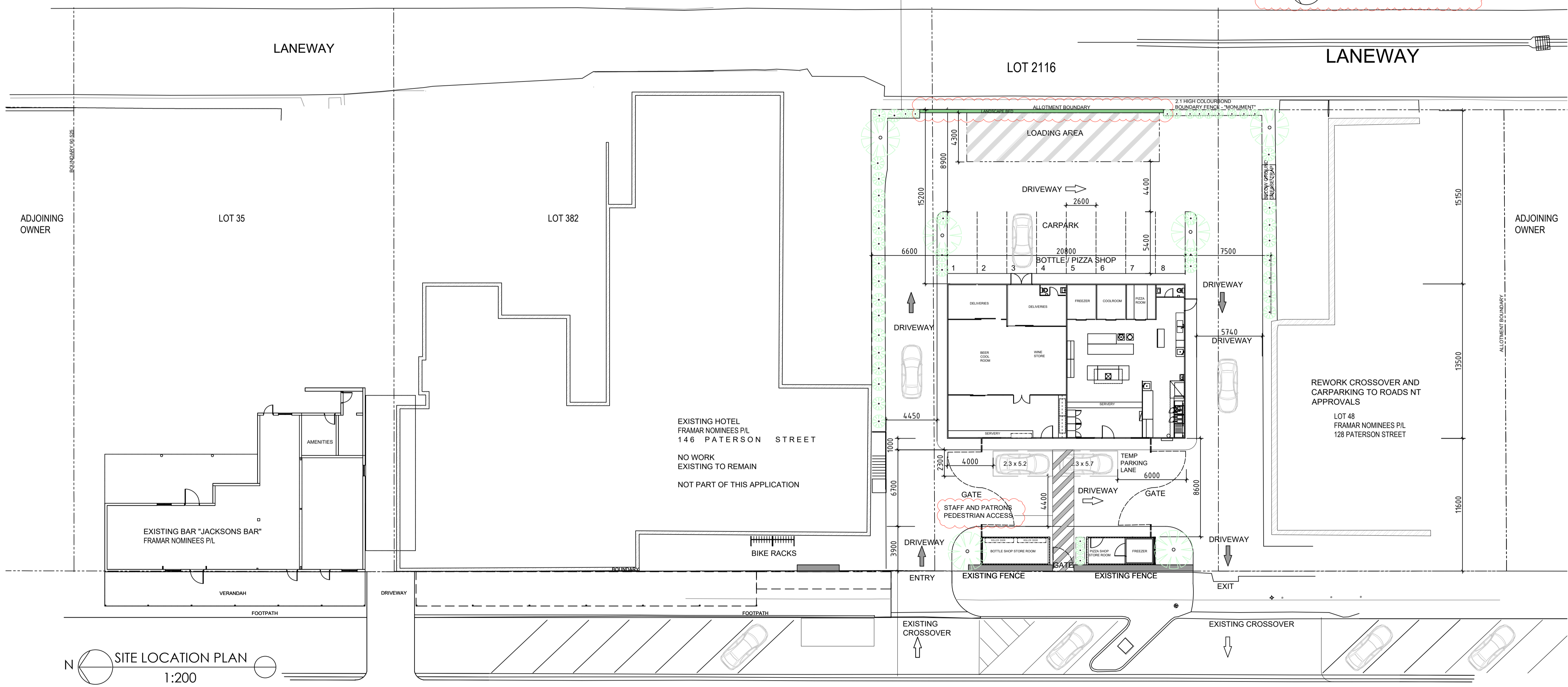
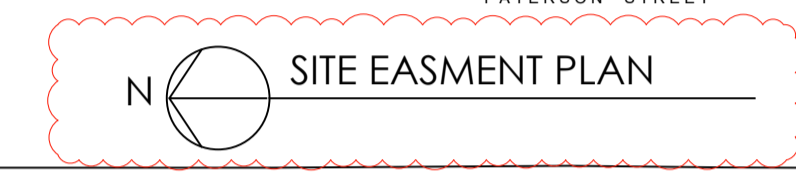
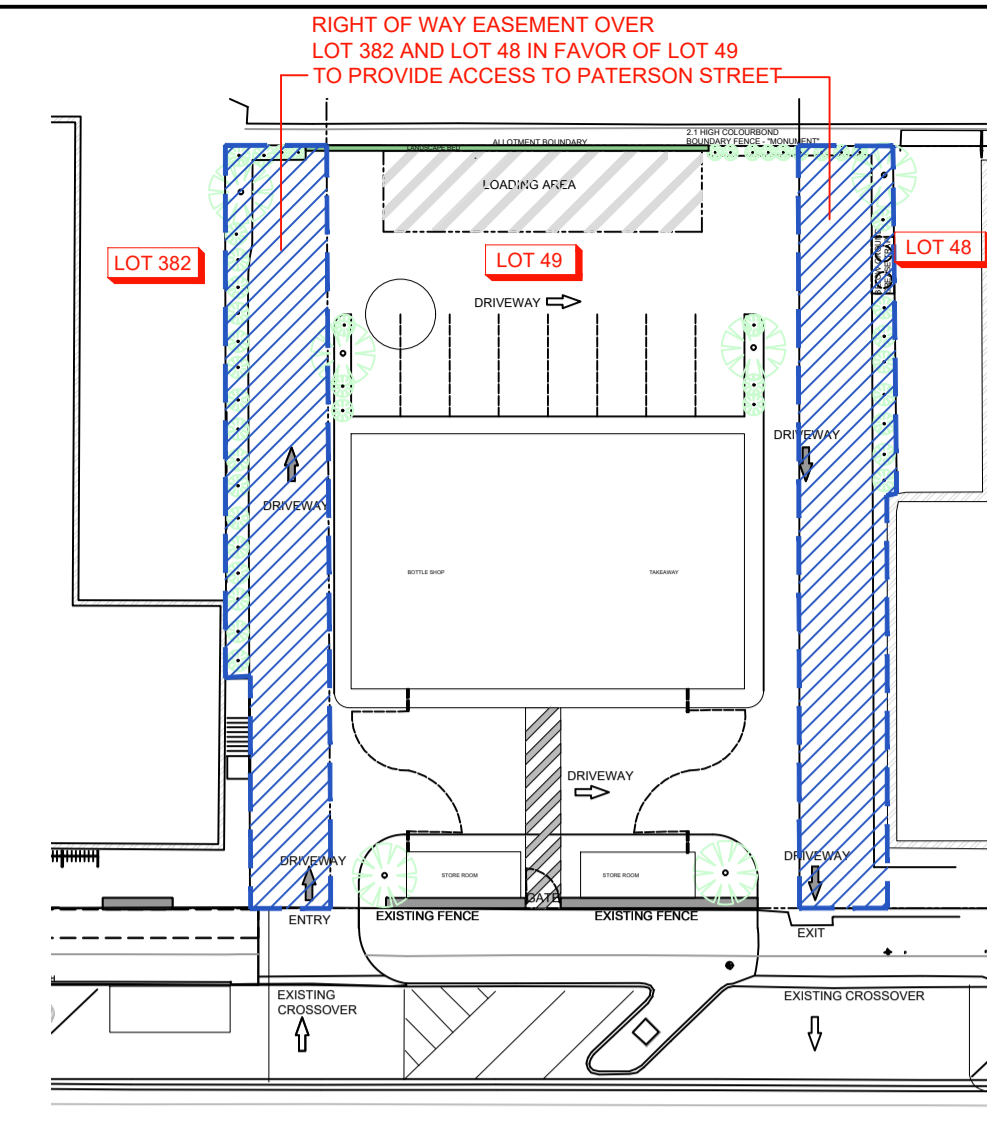
Regards



BOOKMARK F.2



NOTE: LANDSCAPING.
REFER TO CLOUSTON
DRAWINGS 2500961 SK01, SK02
FOR DETAILS



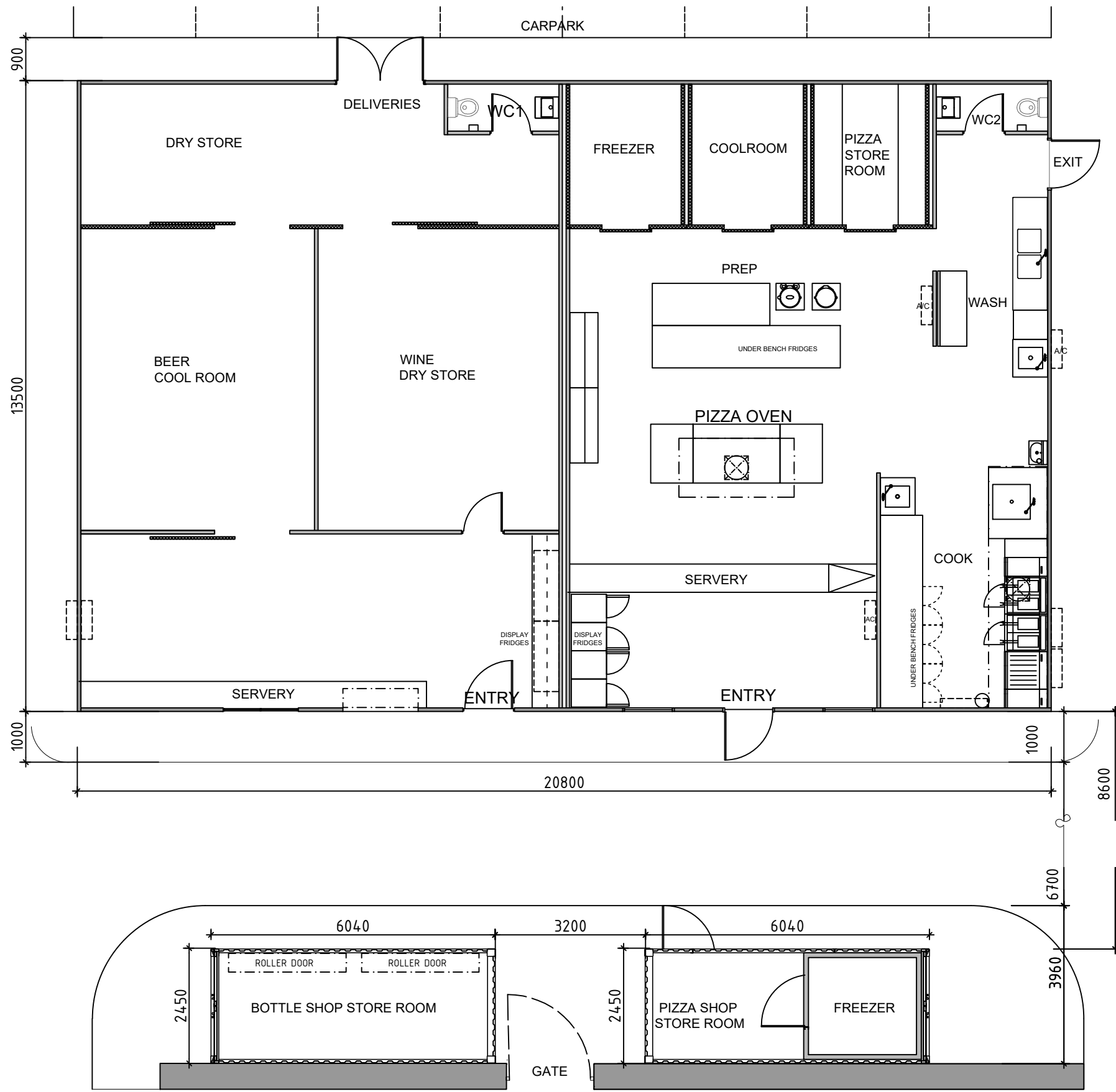
146 PATERSON STREET | 136 PATERSON STREET LOT 49 | 128 PATERSON STREET

PATERSON STREET

REV	REVISION	DATE	DRNCKD/APC/CLIENT	REFERENCE DRAWINGS	DRG NO.
F	PEDESTRIAN ACCESS--LANDSCAPING--EASMENT PLAN	29.04.26	P		
E	BIKERACKS SHOW TO ADJ HOTEL				
E	CARPARK BAYS ADDED TO DRIVEWAY	16.12.25	PP		
D	LANDSCAPING ADDED	04.10.25			
C	SWEEP PATHS+ CARPARKING CO-ORDINATED	05.08.24			
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24			
A	PRELIM ISSUE	10.01.24			

Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE	1:200 @ A1	PROJECT	TENNANT CREEK HOTEL, 136 PATERSON STREET TENNANT CREEK, NT
FILE		DATE	10.01.23
DESIGNED		TITLE	PROPOSED BOTTLE AND TAKEAWAY SHOP
DRAWN		PROJ. NO.	A0114
		DRAWING NO.	A0114-900-LOCATION PLAN
		REV	F
SHEET NO.	1 OF 1		



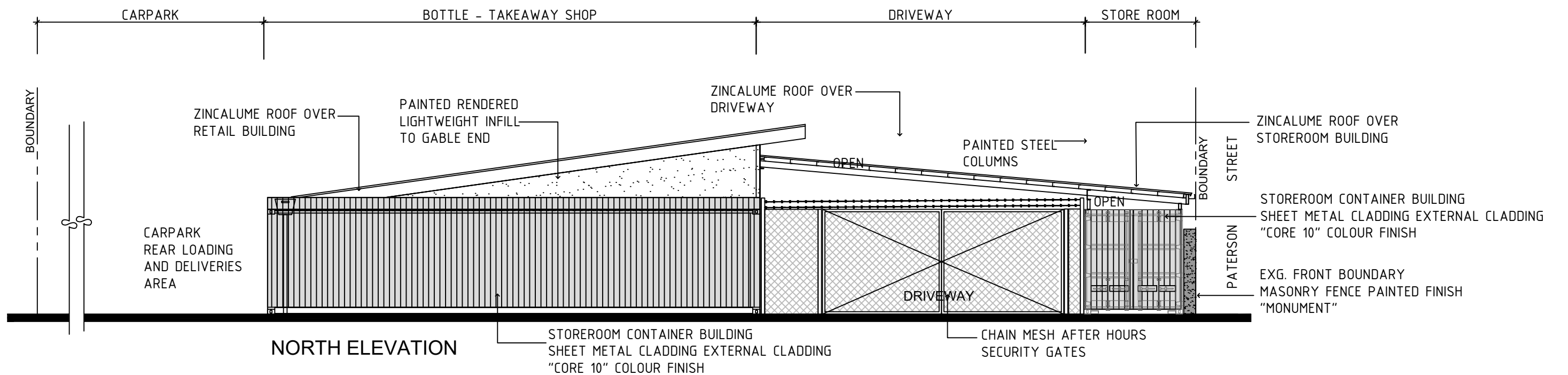
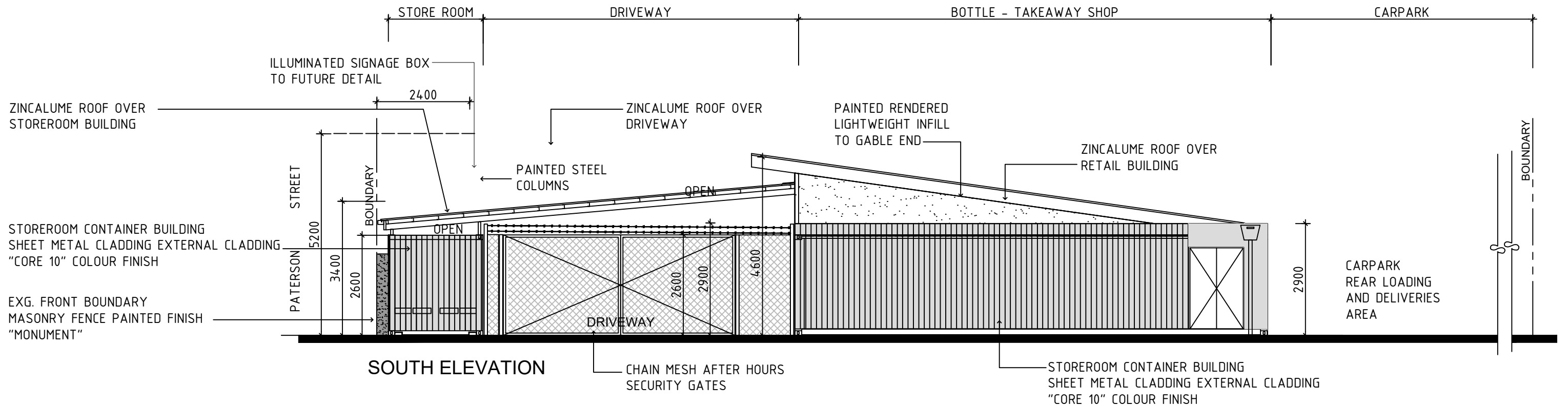
REV	REVISION	DATE	DRNCKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24					
A	PRELIM ISSUE	10.01.24					



Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

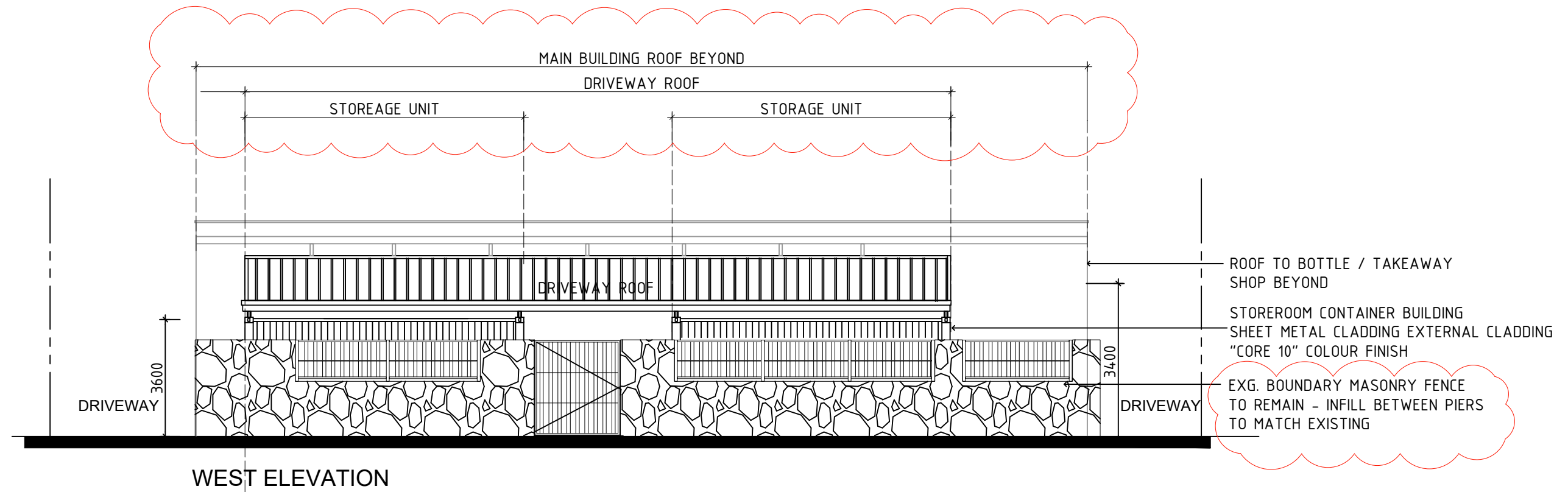
SCALE	
FILE	
DATE	
DESIGNED	
DRAWN	
SHEET NO.	

PROJECT		TENNANT CREEK HOTEL 136 PATERSON STREET TENNANT CREEK, NT	
TITLE		PROPOSED BOTTLE AND TAKEAWAY SHOP	
PROJ_NO.	A0114	DRAWING NO.	A0114-901-PLAN
REV	B		

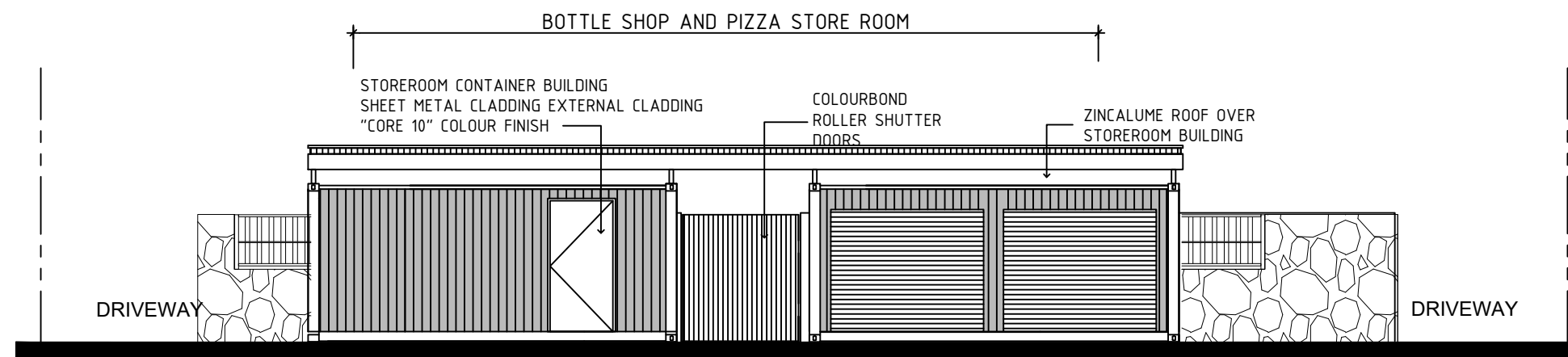


BOTTLE SHOP TAKAWAY BUILDING

A3_DRAWING_SHEET		A3		 <p>Australian Portable Camps Lot 25 Old Princes Hwy, Monarto South SA 5254 P.O Box 1096 Murray Bridge SA 5253 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015 Eml: reception@apcamps.com.au</p>		SCALE FILE DATE DESIGNED DRAWN SHEET NO.		PROJECT TENNANT CREEK HOTEL 136 PATERSON STREET TENNANT CREEK, NT		TITLE PROPOSED BOTTLE AND TAKEAWAY SHOP	
B COUNCIL ISSUE DEVELOPMENT APPROVAL 04.03.24 A PRELIM ISSUE 10.01.24		DRNCKD/APC/CLIENT REFERENCE DRAWINGS DRG NO.		PROJ_NO. A0114		DRAWING NO. A0114-904-ELEVATIONS 3		REV B			



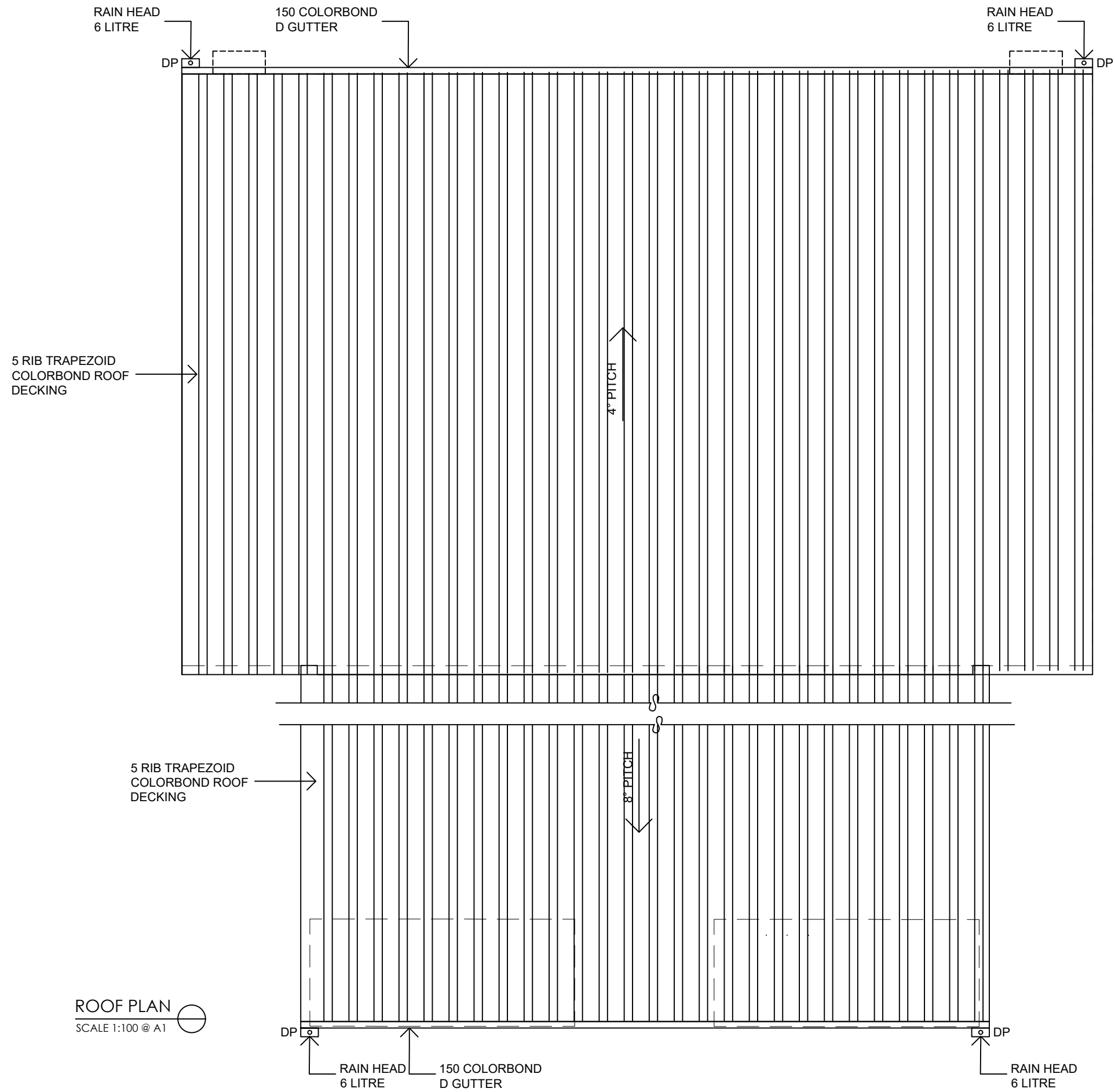
WEST ELEVATION



EAST ELEVATION
BOTTLESHOP AND STOREROOM

STOREROOM BUILDING

									Australian Portable Camps Lot 25 Old Princes Hwy, Monarto South SA 5254 P.O Box 1096 Murray Bridge SA 5253 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015 Eml: reception@apcamps.com.au		SCALE FILE DATE DESIGNED DRAWN SHEET NO.		PROJECT TENNANT CREEK HOTEL 136 PATERSON STREET TENNANT CREEK,NT		TITLE PROPOSED BOTTLE AND TAKEAWAY SHOP		PROJ_NO. A0114		DRAWING NO. A0114-902-ELEVATIONS 1		REV C	
REV	REVISION	DATE	DRNCKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.															
C	FENCE UPDATED – ROOF NOTES ADDED	29.04.26																				
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24																				
A	PRELIM ISSUE	10.01.24																				



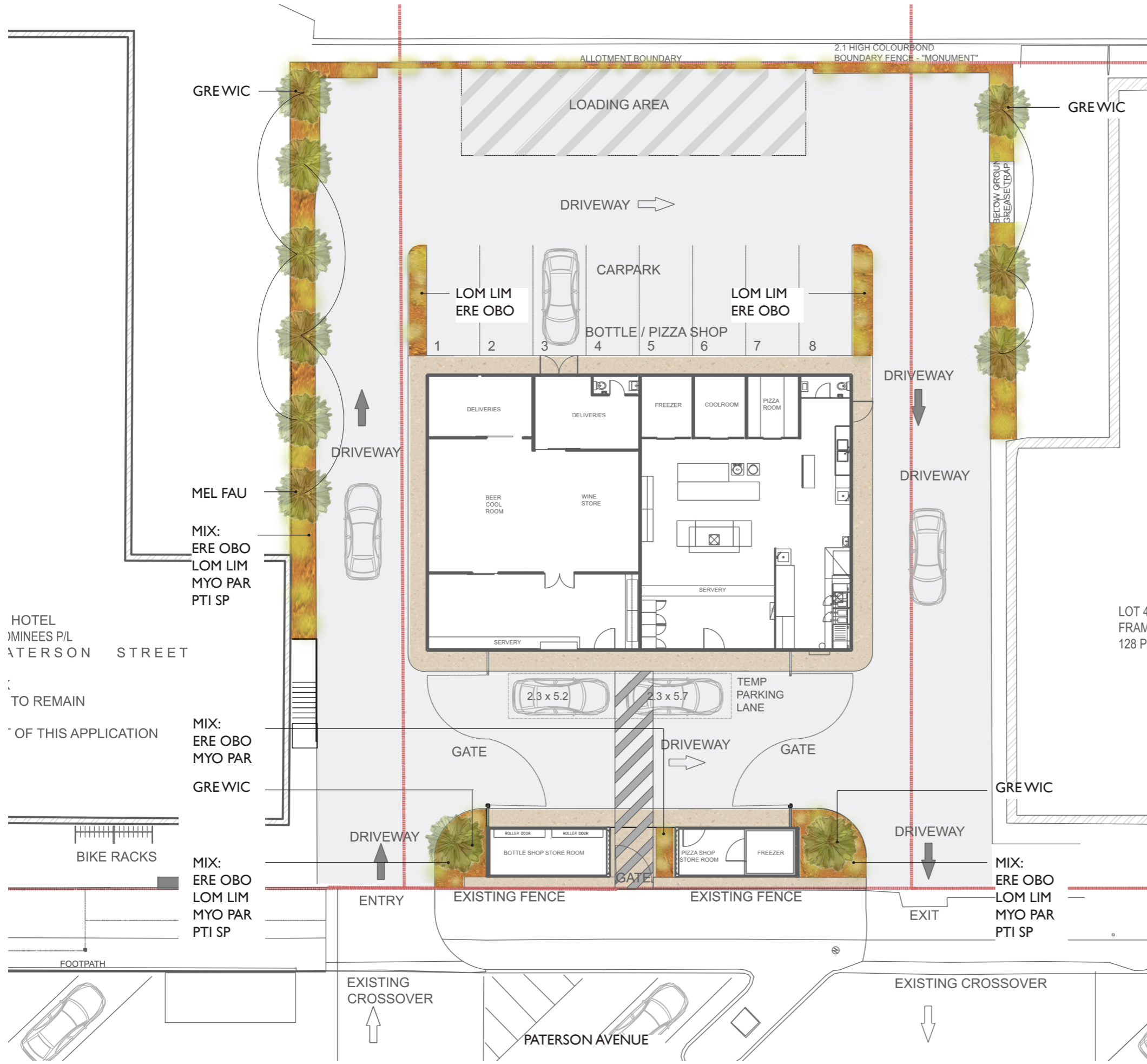
REV	REVISION	DATE	DRNCKD	APC	CLIENT	REFERENCE DRAWINGS	DRG NO.
B	COUNCIL ISSUE DEVELOPMENT APPROVAL	04.03.24					
A	PRELIM ISSUE	10.01.24					



Australian Portable Camps
 Lot 25 Old Princes Hwy, Monarto South SA 5254
 P.O Box 1096 Murray Bridge SA 5253
 Ph: +61 8 8534 4002 Fax: +61 8 8534 4015
 Eml: reception@apcamps.com.au

SCALE	
FILE	
DATE DESIGNED	
DRAWN	
SHEET NO.	

PROJECT		TENNANT CREEK HOTEL 136 PATERSON STREET TENNANT CREEK, NT	
TITLE		PROPOSED BOTTLE AND TAKEAWAY SHOP	
PROJ_NO.	DRAWING NO.	REV	
A0114	A0114-905-ROOF PLAN	B	



- LEGEND**
-  PROPERTY BOUNDARY
 -  LARGE SHRUB
Refer planting schedule.
 -  SHRUBS,
GROUNDCOVERS & GRASSES
Refer planting schedule.
 -  SAND MULCH GARDEN BED
 -  CONCRETE PAVEMENT
 -  BITUMEN
By others



Client:
AUSTRALIAN PORTABLE CAMPS



TENNANT CREEK COMMERCIAL • Tennant Creek, NT

FOR DCA

2500964 Sk 01

LANDSCAPE CONCEPT PLAN

06-05-2026 B

LARGE SHRUBS PLANTING SCHEDULE

Overall quantity: Refer Plan

KEY	SPECIES	COMMON NAME	HEIGHT
GRE WIC	GREVILLEA WICKHAMII	HOLLY-LEAVED GREVILLEA	2-4M
MEL FAU	MELALEUCA FAUCICOLA	DESERT BOTTLEBRUSH	1.5-3M

SHRUBS, GRASSES & GROUNDCOVERS PLANTING SCHEDULE

Approximate overall quantity: 1 per m2

KEY	SPECIES	COMMON NAME	HEIGHT
ERE OBO	EREMOPHILA OBOVATA	EMU BUSH	0.2-.5M
PTI SP	PTILOTUS SP.	MULLA MULLA	.6M
LOM LIM	LOMANDRA LIME TUFF	MAT RUSH	.4-.6M
MYO PAR	MYOPORUM PARVIFOLIUM	CREEPING BOOBIALLA	.1-.4M

TEMPORARY IRRIGATION REQUIRED FOR PLANT ESTABLISHMENT

Recommend to pre-order plants from suppliers to secure species within timeframe.



MELALEUCA FAUCICOLA



GREVILLEA WICKHAMII - FLOWERS



EREMOPHILA OBOVATA



MYOPORUM PARVIFOLIUM



LOMANDRA "LIME TUFF"



PTILOTUS SP.

GREVILLEA WICKHAMII



CLouston associates



Beveridge Williams

Client:
AUSTRALIAN PORTABLE CAMPS

TENNANT CREEK COMMERCIAL • Tennant Creek, NT

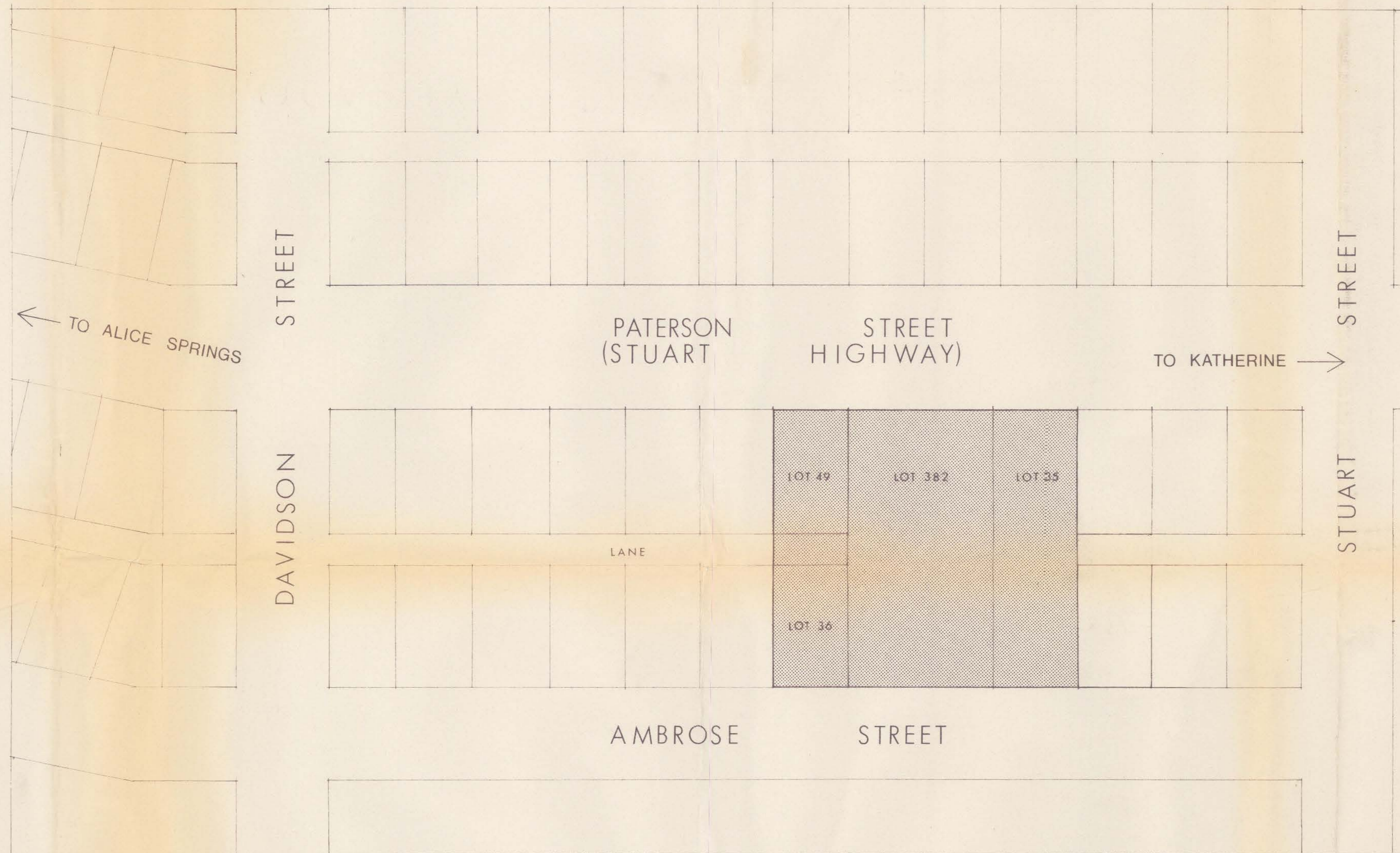
FOR DCA

2500964 Sk 02

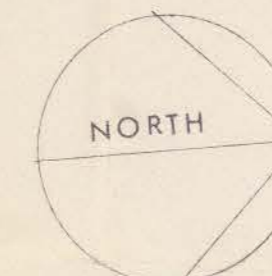
PLANTING SCHEDULE

06-05-2026 B

BOOKMARK C



LOCALITY PLAN 1:1000



This is the drawing referred to in Instrument
of Determination No. D2831
issued by the Northern Territory Planning
Authority on 5/10/87
[Signature]
Delegate of the Authority

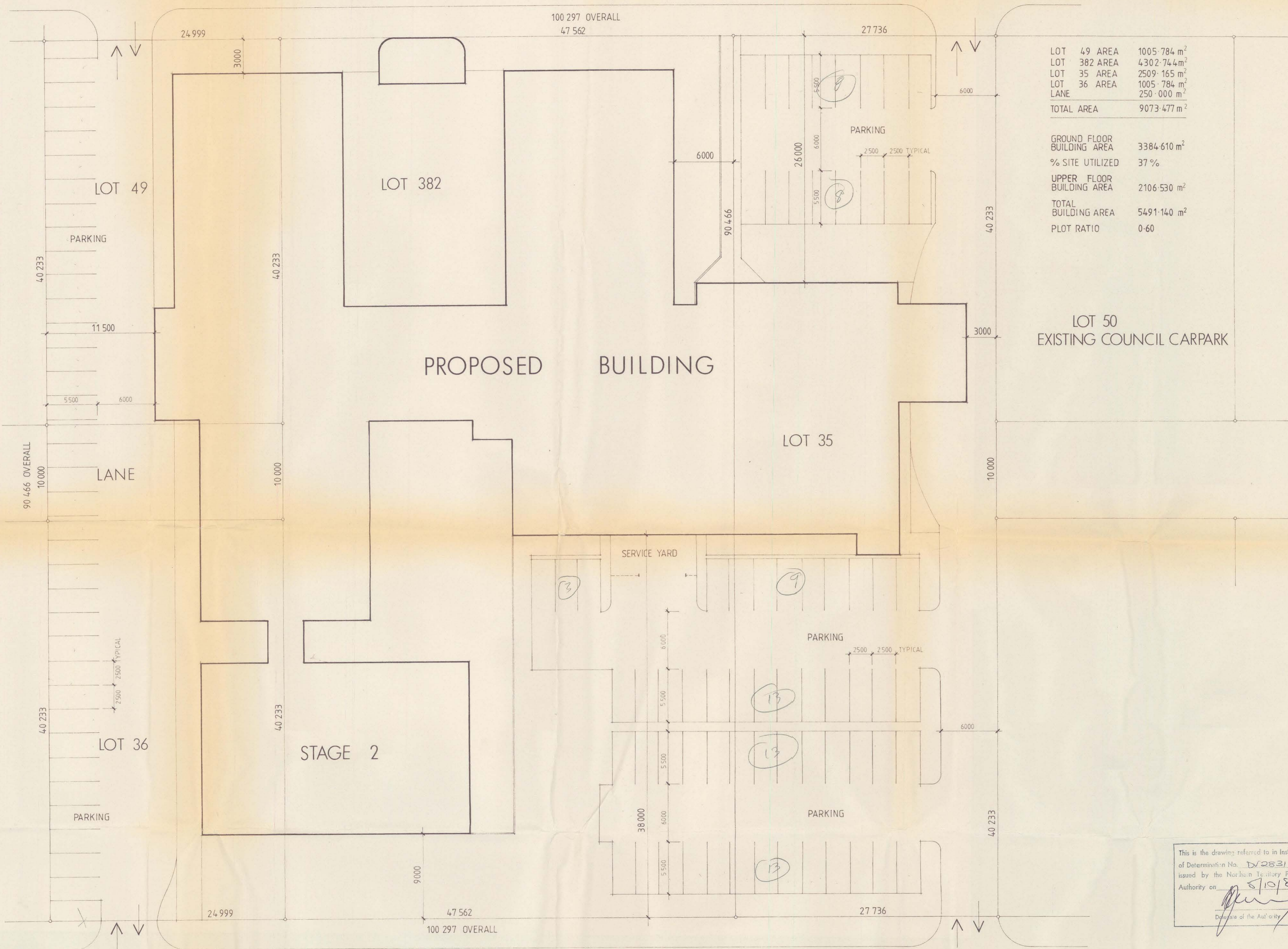
TENNANT CREEK HOTEL REDEVELOPMENT

FOR CARLTON UNITED BREWERIES & AUSTRALIAN FRONTIER HOLIDAYS

WOODS BAGOT ARCHITECTS
(N.T.) PTY. LTD.
G.P.O. BOX 3068,
DARWIN, N.T. 5794.
TELEPHONE: 81 9488



SEP 1987 AFH 1



LOT 49 AREA	1005.784 m ²
LOT 382 AREA	4302.744 m ²
LOT 35 AREA	2509.165 m ²
LOT 36 AREA	1005.784 m ²
LANE	250.000 m ²
TOTAL AREA	9073.477 m²

GROUND FLOOR BUILDING AREA	3384.610 m ²
% SITE UTILIZED	37 %
UPPER FLOOR BUILDING AREA	2106.530 m ²
TOTAL BUILDING AREA	5491.140 m²
PLOT RATIO	0.60

This is the drawing referred to in Instrument of Determination No. D 2831 issued by the Northern Territory Planning Authority on 5/10/87

[Signature]
Deputy of the Authority



PATERSON STREET

A

A

B

B

sunscreen over

2m high screen wall
16 cars
sunscreen over

EXISTING COUNCIL CARPARK

35 cars

sunscreen over

bus

bus

bus

STAGE 2

sunscreen over

AMBROSE STREET

HOTEL		
FIRST LEVEL	RECEPTION	38.5 m ²
	GIFTS	24.5 m ²
	FOYER	138.0 m ²
	PUBLIC BAR	180.0 m ²
	SALOON BAR	88.0 m ²
	BISTRO	248.5 m ²
	FUNCTIONS	61.5 m ²
	KITCHEN & WASH	55.0 m ²
	LAUNDRY	35.0 m ²
	COOL / CHILLER	63.2 m ²
	STORES	65.0 m ²
	TOILETS	164.7 m ²
	COVERED AREAS	305.2 m ²

UPPER LEVEL	PLANT	92.0 m ²
	STAFF	15.0 m ²
	TOILETS	23.0 m ²
	MANAGER'S FLAT	115.0 m ²

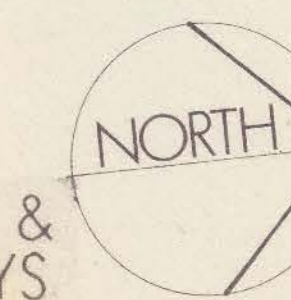
MISCELLANEOUS 240.0 m²

ACCOMMODATION		
BLOCK	1	919.0 m ²
BLOCK	2	693.0 m ²
BLOCK	3	919.0 m ²
STAGE	2	1008.0 m ²

This is the drawing referred to in Instrument of Determination No. DV2831 issued by the Northern Territory Planning Authority on 11/9/87

Date of the Authority

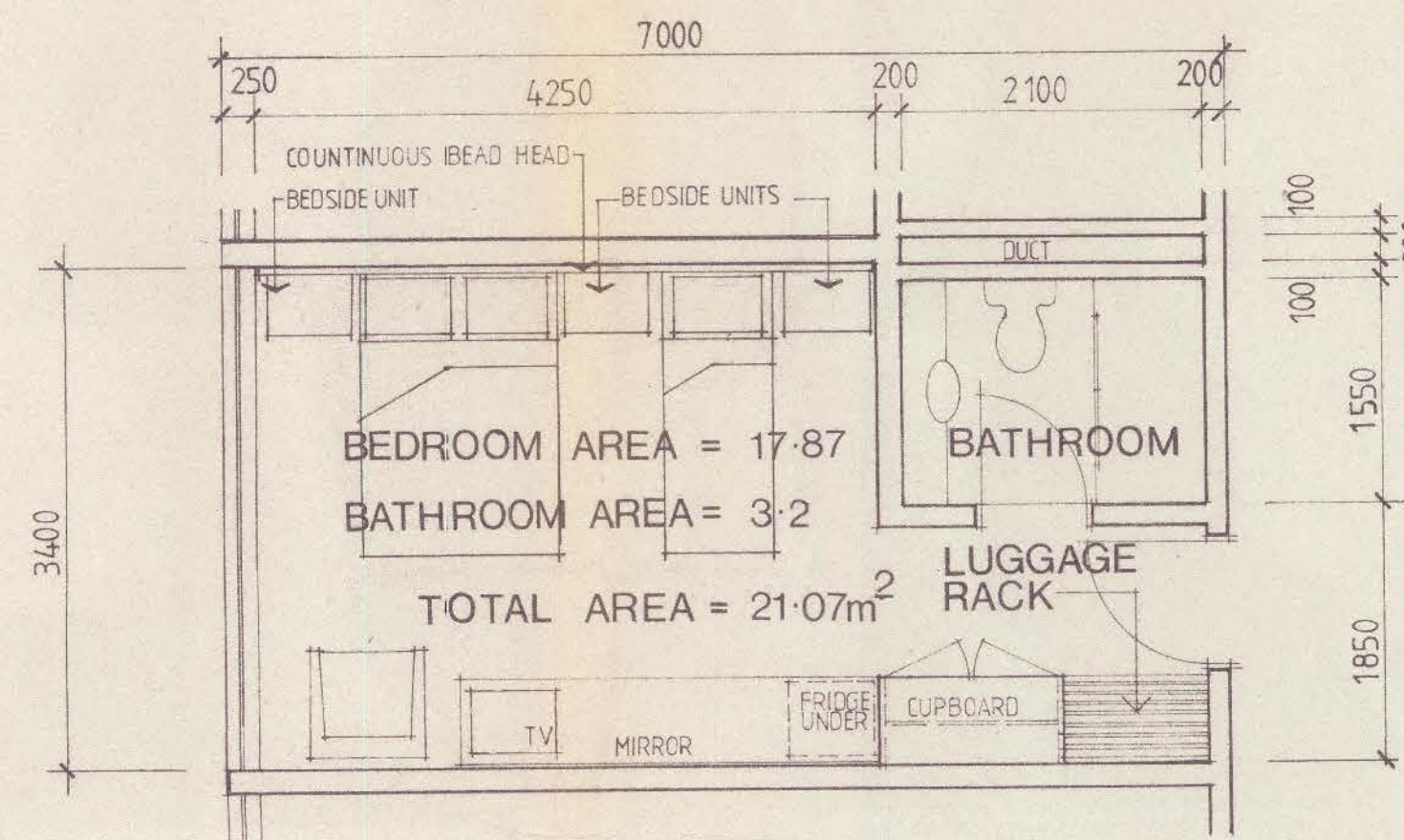
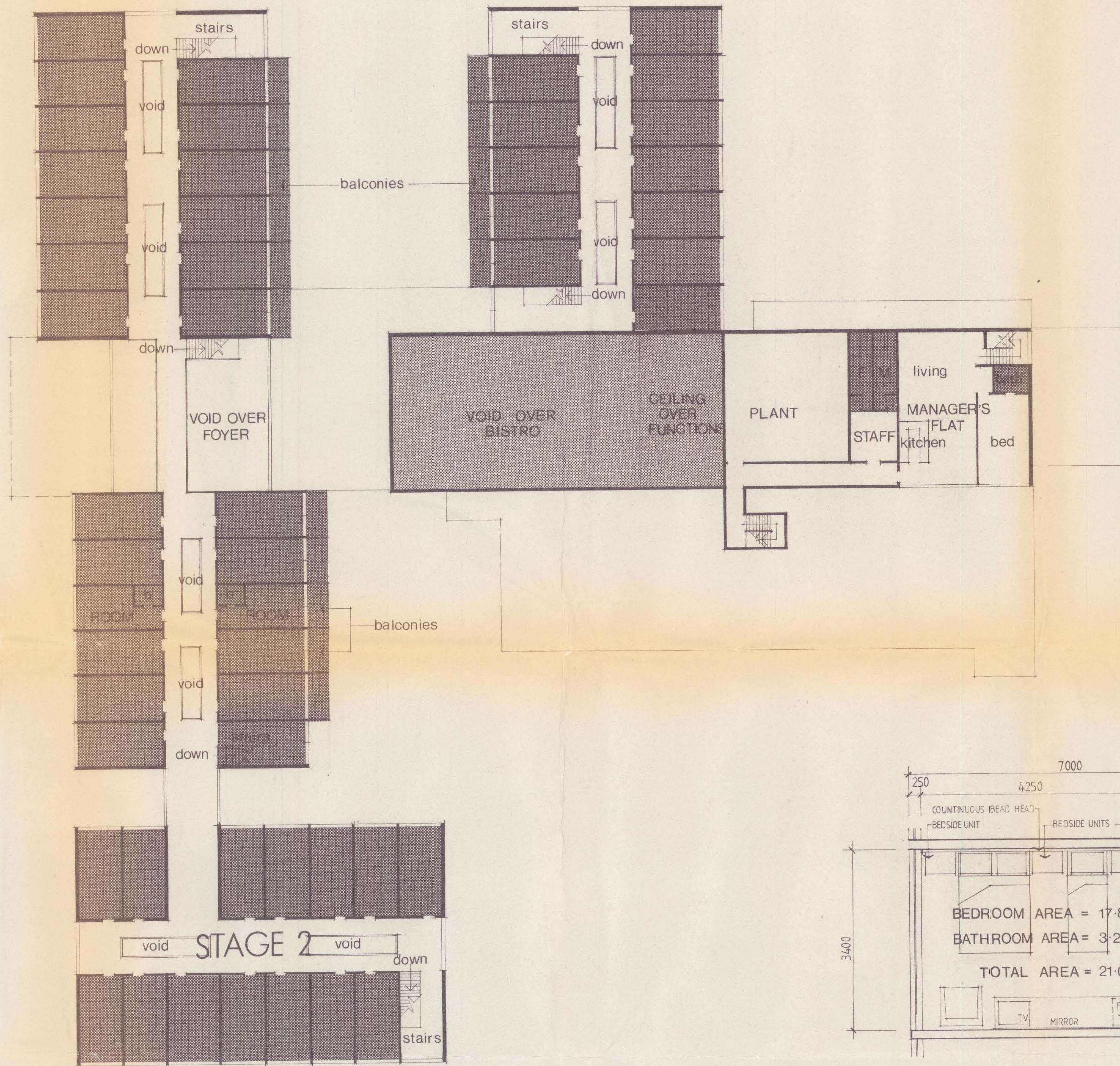
WOODS BAGOT ARCHITECTS (N.T.) PTY. LTD.
G.P.O. BOX 3068,
DARWIN, N.T. 5794.
TELEPHONE: 81 9488



1 SEP 1987
AFH 3

GROUND FLOOR PLAN 1:200
TENNANT CREEK HOTEL REDEVELOPMENT

FOR CARLTON UNITED BREWERIES & AUSTRALIAN FRONTIER HOLIDAYS



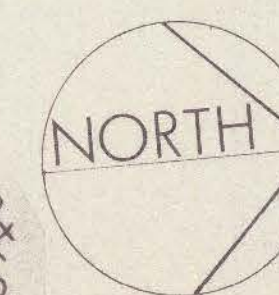
TYPICAL BEDROOM LAYOUT. 1:50

UPPER FLOOR PLAN 1:200

TENNANT CREEK HOTEL REDEVELOPMENT

FOR CARLTON UNITED BREWERIES & AUSTRALIAN FRONTIER HOLIDAYS

This is the drawing referred to in Instrument of Determination No. D 2831 issued by the Northern Territory Planning Authority on 5/10/87
[Signature]
 Delegate of the Authority

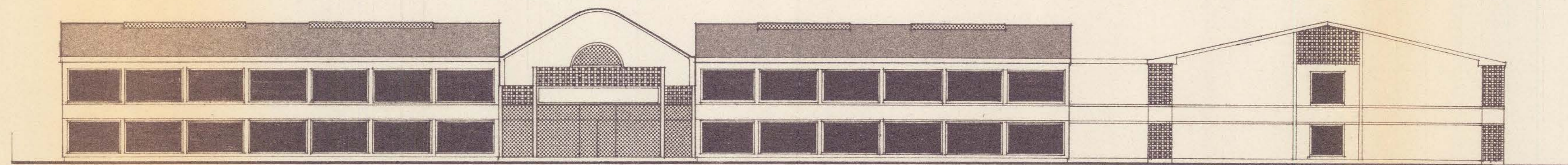


WOODS BAGOT ARCHITECTS (N.T.) PTY. LTD.
 G.P.O. BOX 3068,
 DARWIN, N.T. 5794.
 TELEPHONE: 81 9488



AFH 4

1 SEP 1987



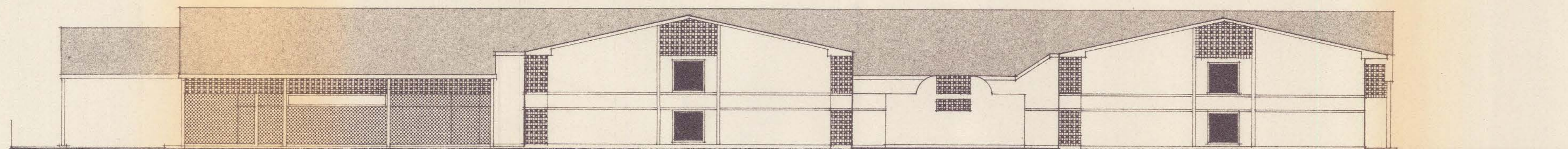
BLOCK 1

ENTRY

BLOCK 2

STAGE 2

SOUTH ELEVATION



DRIVE IN

SALOON BAR

BLOCK 3

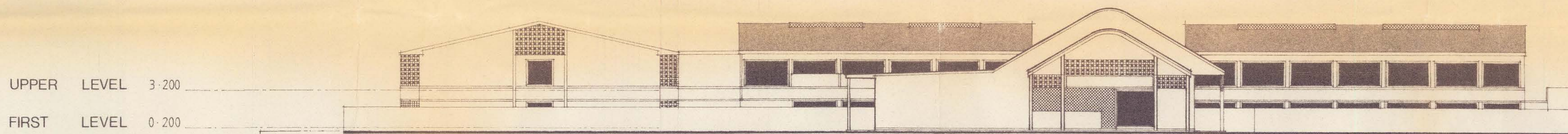
POOL AREA

BLOCK 1

WEST

EXTERNAL FINISHES

- | | |
|------------|-----------------------------------|
| ROOFS | PREFINISHED CUSTOMORB |
| WALLS | FACE BRICKWORK |
| SCREENS | PAINTED TIMBER LATTICE |
| SUNSCREENS | PAINTED TIMBER LATTICE |
| WINDOWS | ANODISED ALUMINIUM FRAME |
| DOORS | ANODISED ALUMINIUM FRAME (GLAZED) |



UPPER LEVEL 3.200
FIRST LEVEL 0.200
GROUND LEVEL 0.000

STAGE 2

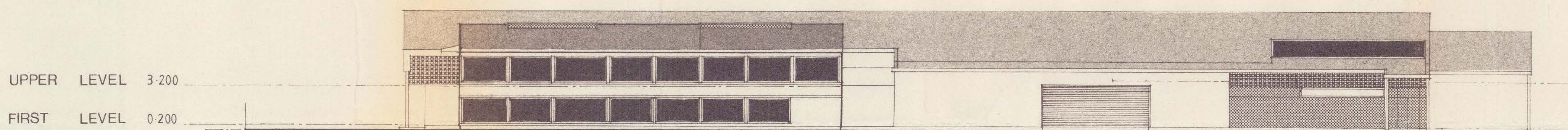
BLOCK 2

PUBLIC BAR

BOTTLE SHOP

BLOCK 3

NORTH



UPPER LEVEL 3.200
FIRST LEVEL 0.200
GROUND LEVEL 0.000

STAGE 2

LAUNDRY

UNLOADING

PUBLIC BAR

DRIVE IN

EAST

UPPER LEVEL 3.500
FIRST LEVEL 0.200
GROUND LEVEL 0.000

ELEVATIONS

1:200

TENNANT CREEK HOTEL REDEVELOPMENT

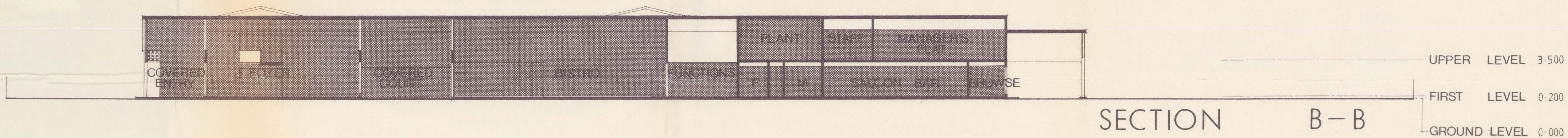
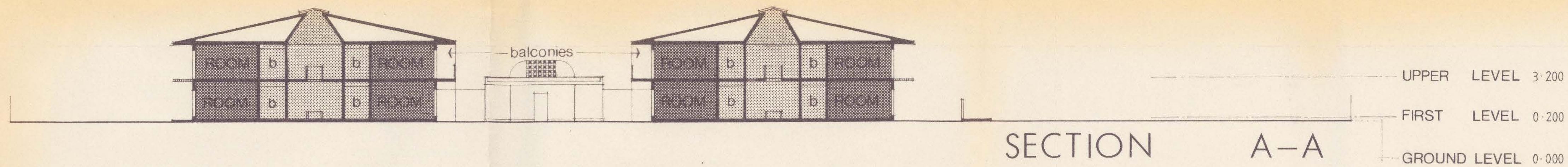
FOR CARLTON UNITED BREWERIES & AUSTRALIAN FRONTIER HOLIDAYS

This is the drawing referred to in Instrument of Determination No. DV 2831 issued by the Northern Territory Planning Authority on 5/10/87
[Signature]
Deputy of the Authority

WOODS BAGOT ARCHITECTS (N.T.) PTY. LTD.
G.P.O. BOX 3088,
DARWIN, N.T. 5794.
TELEPHONE: 81 9488



AFH 5 1 SEP 1987



SECTIONS

1:200

TENNANT CREEK HOTEL REDEVELOPMENT

FOR CARLTON UNITED BREWERIES & AUSTRALIAN FRONTIER HOLIDAYS

This is the drawing referred to in Instrument of Determination No. DV2831 issued by the Northern Territory Planning Authority on 5/10/87
 Delegate of the Authority

WOODS BAGOT ARCHITECTS (N.T.) PTY. LTD.
 G.P.O. BOX 3068,
 DARWIN, N.T. 5794.
 TELEPHONE: 81 9488



AFH 6 1 SEP 1987

NORTHERN TERRITORY PLANNING AUTHORITY

Planning Act

Section 113

INSTRUMENT OF DETERMINATION

DV2831

Development application lodged pursuant to section 104 of the Planning Act by Woods Bagot Architects (N.T.) Pty. Ltd., of P.O. Box 3068, DARWIN, N.T., 5794 on 30 June 1987 for consent to develop Lots 35, 36, 49 and 382 Paterson Street, Town of Tennant Creek for the purpose of the redevelopment of the Tennant Creek Hotel.

I, BARRY JOHN WILLING, by virtue of a delegation from the Northern Territory Planning Authority on 15 July 1987, waive the requirements of Clause 34 of the Tennant Creek Town Plan (Carparking) and determine the application pursuant to section 112(1)(a) of the Planning Act by granting consent to the application to develop Lots 35, 36, 49 and 382 Paterson Street, Town of Tennant Creek for the purpose of the redevelopment of the Tennant Creek Hotel in accordance with drawing numbers AFH 1-6 (inclusive), endorsed by me and subject to the following conditions:

- 1. Subdivision consolidation of Lots 35, 36, 49 and 382, Town of Tennant Creek.

Reason

So that building is not constructed across boundary lines and to maintain parking with the total development.

- 2. All areas shown on the attached endorsed plan as being set-aside for landscaping purposes shall be planted as shown on the endorsed plan and thereafter continuously maintained to the satisfaction of the Assistant Secretary (South), Department of Lands and Housing.

Reason

In the interest of amenity.

- 3. Kerb crossovers to the site, driveways to the site boundary and stormwater drainage shall be provided to the requirements and satisfaction of the Town Clerk, Tennant Creek Town Council at no cost to the Council.

Reason

To ensure the provision of suitable access to the site, in the interest of road safety and the better administration of community services.

[Handwritten signature] 5/10/87

- 9. Electrical reticulation to the site to be provided to the requirements and satisfaction of the Power and Water Authority, Power Directorate at no cost the the Authority.

Reason

To ensure the provision of an essential service for human habitation.

Dated this *5th* day of OCTOBER 1987

[Signature]
 B J WILLING
 Chairman
 Northern Territory
 Planning Authority

NOTES

The applicant's attention is drawn to the right of appeal which exists in relation to the above decision in accordance with section 114 of the Planning Act. Within 28 days of receiving this Instrument of Determination, an appeal may be lodged to the Appeals Committee.

Your attention is drawn to Section 116 of the Planning Act which states:-

- 1) Subject to this Division, a consent to a development application lapses at the expiration of 2 years from the date of the consent.
- 2) A consent to a development application does not lapse under subsection (1)-
 - a) in the case of a consent to the erection of a building or the carrying out of work - if the erection of the building or the carrying out of the work, as the case may be, in accordance with that consent is substantially commenced; or
 - b) in the case of a consent to use a building, work or land - if the use of the building, work or land in accordance with that consent has actually commenced,

- 56
4. Kerb crossovers to the site, driveways to the site boundary and stormwater drainage shall be provided to the requirements and satisfaction of the Department Transport and Works at no cost to the Government where such works are proposed for Paterson Street.

Reason

To ensure the provision of suitable access to the site, in the interest of road safety and the better administration of community services.

5. Carparking areas and internal driveways and footpaths shall be bituminously sealed and be constructed and maintained to the satisfaction of the Assistant Secretary (South), Department of Lands and Housing.

Reason

In the interest of amenity.

6. Sight lines shall be provided at the juncture between the means of ingress and egress to the site and the public street to the satisfaction of the Town Clerk, Tennant Creek Town Council.

No fence, hedge or tree exceeding 0.6 metres in height shall be planted in front of the sight line.

Reason

In the interest of road safety.

7. Sight lines shall be provided at the juncture between the means of ingress and egress to the site and the public street to the satisfaction of the Department of Transport and Works.

No fence, hedge or tree exceeding 0.6 metres in height shall be planted in front of the sight line.

Reason

In the interest of road safety.

8. Water reticulation to the site and sewage disposal from the site to be provided to the requirements and satisfaction of the Power and Water Authority, Water Directorate at no cost to that Authority.

Reason

To ensure the provision of essential services for human habitation.

Handwritten signature
5/10/10

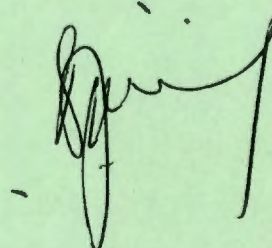
57

within 2 years from the date of consent.

This Instrument of Determination only grants planning approval. Detailed working drawings should be submitted for approval to the Building Section, Department of Lands and Housing, P.O. Box 1596, Alice Springs, N.T., 5750, or to the Departments Office, at 21 Gregory Terrace, Alice Springs. (NOTE: Building Approval will not be granted until Survey Plans for consolidation are lodged and examined.)

The purposes for which the use of this site is hereby permitted shall not be commenced except with the consent of the Chairman or his nominee, unless at the date of the commencement, all works described in this Instrument of Determination have been carried out.

The approval of this development by the Northern Territory Planning Authority does in no way place the N.T. Racing, Gaming and Liquor Commission under obligation to issue a liquor licence.

A handwritten signature in black ink, appearing to be 'Spring', is written on the page.

BOOKMARK D

Technical Assessment PA2026/0013

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

Application No: PA2026/0013
 Lot number: 49
 Town/Hundred: 136 Paterson Street, Tennant Creek
 Zone: C (Commercial)
 Site Area: 1000m²
 Proposal: Shop and Food premises – fast food outlet with reduced car parking
 Plans used for assessment:
 Date assessment finalised: 13.04.2026

The proposed development requires consent under the Northern Territory Planning Scheme 2020, as it is in Zone C (Commercial) and has become *Merit Assessable* under Clause 1.8(1)(b)(ii)(2) of the Planning Scheme.

The relevant clauses are assessed in the summary below with any identified non-compliances addressed overleaf.

Clause (General Requirements)	Compliance	
	Yes	No
5.2.1 (General Height Control)	X	
5.2.4.1 (Car Parking)		X
5.2.4.4 (Layout of Car Parking Areas)	X	
5.2.5 (Loading Bay)		X
5.2.6.1 (Landscaping in Zones other than Zone CB)	X	
5.2.7 (Setbacks for Development Adjacent to Land in Zones LR, LMR, MR and HR)	X	

Clause (Specific Development Requirements)	Compliance	
	Yes	No
5.5.2 (Commercial Plot Ratio)	X	
5.5.11 (Food Premises)	X	
5.5.15 (Design in Commercial and Mixed-Use Areas)		X
5.5.17 (Building Frontage in Commercial and Mixed-Use Areas)		X

Clause (Overlays)	Applies	
	Yes	No
3.6 (LSF – Land Subject to Flooding)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This is a technical assessment of the proposal against the requirements of the Northern Territory Planning Scheme 2020 and is no indication of whether or not approval will be given by the consent authority. It is noted that clause 1.10(2) provides for the consent authority to exercise discretion in making a decision on a development in particular circumstances.

Strategic Framework – Tennant Creek Land Use Plan

3.6 Commercial and Retail

- Reinforce the primacy of Paterson Street as a regional retail and commercial centre.
- Encourage the redevelopment of underutilised or vacant parcels on Paterson Street for commercial and retail purposes.
- Paterson Street is the primary commercial and retail centre in the township and the wider Tennant Creek Region.
- There is general development and redevelopment capacity in the commercial zones fronting Paterson Street to accommodate demand for future commercial and retail uses.

Clause 4.11 Zone Commercial

Zone purpose

Provide a mix of activities and services well connected to a surrounding community at varying scales including:

- (a) mixed use centres providing a wide range of retail, entertainment, community and business activities that serve the broader community;
- (b) smaller centres that cater for convenience needs of immediately surrounding communities;
- (c) small local centres predominantly focused on convenience retailing; and
- (d) residential development commensurate to the scale of the commercial precinct.

Zone outcome	DAS/DLPE Comment
<p>1. A diversity of commercial activities that provide for a range of needs of the surrounding area at an appropriate scale for their location, including:</p> <p>(a) a mix of retail and business activities including shop, food premises-café/take away, food premises-restaurant, bar-small and bar-public, sex services-commercial premises, medical clinic, office, and leisure and recreation; and</p> <p>(b) child care centre, club, residential care facility, and other community activities and support services.</p>	<p>Shop and food premises are considered ideal uses within C zoning.</p>
<p>2. Dwelling-multiple and rooming accommodation incorporate commercial activities within the ground floor occupancies in a manner that contributes to the activation of the commercial precinct, at an appropriate scale for the location.</p>	<p>Not applicable as the proposal is not residential.</p>
<p>3. Other development, such as education establishment, exhibition centre, hotel/motel, nightclub entertainment venue, place of assembly, place of worship, car wash, service station, shopping centre, showroom sales, vehicle sales and hire and veterinary clinic are located to support the function of the commercial precinct.</p>	<p>Not applicable.</p>

<p>4. All development is to:</p> <p>(a) avoid adverse impacts on the local road network;</p> <p>(b) be managed to minimise unreasonable impacts to the amenity of surrounding residents;</p> <p>(c) be of a scale, intensity and nature that reflects the mixed use character of the zone;</p> <p>(d) provide variety and interest at street level;</p> <p>(e) allow passive surveillance of public spaces; and</p> <p>(f) have a scale and character appropriate to the commercial function of the locality.</p>	<p>The controlling road authority has not identified the need for a Traffic Impact Assessment.</p> <p>Surrounding amenity is severely dilapidated and underlisted.</p> <p>The proposal will assist mixed use development along Paterson Street.</p> <p>The primary interface of the development is purely functional with minimal aesthetic interest provided.</p> <p>The scale of the proposal appears commensurate to the parcel lot.</p>
<p>5. Innovative building design, site layout and landscaping that:</p> <p>(a) responds to microclimates, including breeze flow;</p> <p>(b) minimises privacy and overlooking impacts;</p> <p>(c) reduces the appearance of building mass relative to its surroundings; and</p> <p>(d) creates attractive outdoor spaces and enhances the streetscape.</p>	<p>Building materials consists of rendering, steel mesh fence, zincalume roofing. Portable design proposed inclusive of significant fence heights.</p> <p>Privacy/overlooking not considered adverse based on use.</p> <p>Streetscape amenity notably lacking.</p>
<p>6. Development is designed to provide clear connections within the development and to external pedestrian, bicycle, public and road transport networks and infrastructure to promote accessibility and use.</p>	<p>Scale of development/use does not restrict active transport measures or accessibility.</p>
<p>7. Development incorporates appropriate urban and landscape design that creates safe, attractive and functional buildings, streets and places.</p>	<p>Landscaping plan proposed central arid type plants.</p>
<p>8. Developments are operated in a manner to ensure that there is no unreasonable loss of amenity for surrounding premises, having regard to the mixed use nature of the zone.</p>	<p>Existing amenity of this part of Paterson Street is severely lacking.</p>
<p>9. Development is provided with the appropriate services, including roads, pedestrian and cycle paths, reticulated electricity, water, sewerage, stormwater drainage and telecommunication infrastructure where available or where can be made available. If reticulated sewerage is unavailable, lots are suitable for the on-site disposal of effluent in a manner that does not pollute ground or surface waters.</p>	<p>The location is within a primary location of Tennant Creek.</p>
<p>10. Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.</p>	<p>The development is considered to be defined uses listed within the zone table.</p>

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	DAS/DLPE Comment	Compliance
5. <i>The building height of a development in the Municipality of Alice Springs is not to exceed:</i> <i>(a) the maximum building height for the zone and use as specified in table A to this clause; or</i> <i>(b) two storeys to a maximum of 8.5m if the zone and use is not included in table A to this clause.</i>	Not applicable as the site is located within Tennant Creek.	Complies.
6. The building height in all other areas is not to exceed: (a) the maximum building height for the zone and use as specified in table B to this clause; or (b) two storeys to a maximum of 8.5m if the zone and use is not included in table B to this clause.	Table to Clause 5.2.4.1 lists Zone C for "all other uses" as having no height control.	Complies.

Clause 5.2.4.1 Car Parking Spaces

Purpose

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

Administration

1. This clause does not apply where alternative **car parking space** requirements are established under clause 5.9 (Location specific development requirements).
2. The consent authority may **consent** to use or development that is not in accordance with sub-clause 5 if it is satisfied a reduction in 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;
 - (d) the potential impact on the surrounding road network and the **amenity** of the locality and adjoining property; and
 - (e) if the use or development relates to a **heritage place** and the Minister responsible for the administration of the *Heritage Act 2011*
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 relevant table to this clause.
4. For the purposes of this clause:
 - (a) the reductions in Table B only apply to uses specifically referenced within Table A and apply to the base car parking rates established in Table A;
 - (b) only one reduction percentage is permitted per category when applying Table B; and
 - (c) the reductions in Table B do not apply to one bedroom **dwelling**s.

Table to Clause 5.2.4.1	DAS/DLPE Comment	Compliance
<p>Shop - 6 for every 100m² of net floor area</p> <p>Definition of net floor area in relation to a building, includes all the area between internal surfaces of external walls but does not include: (a) stairs, cleaners cupboards, ablution facilities, lift shafts, escalators or tea rooms where tea rooms are provided as a standard facility in the building; (b) lobbies between lifts facing other lifts servicing the same floor; (c) areas set aside as public space or thoroughfares; (d) areas set aside as plant and lift motor rooms; (e) areas set aside for use of service delivery vehicles; and (f) areas set aside for car parking or access</p>	<p>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;</p>	<p>114m² designated as shop</p> <p>7 spaces required.</p>

<p>Food Premises (all) 6 for every 100m² of net floor area and any alfresco dining areas</p> <p>Plus</p> <p>10 for drive-through (if any) for cars being served or awaiting service</p> <p>* No more than 50% of the car parking spaces required for a fast food outlet may be accommodated within the associated drive-through</p>	<p>food premises-café / take away means small-scale premises (other than a bar small) used for the preparation and sale of food and drinks that may be either taken away or consumed at seating on the premises.</p>	<p>116m² designated as food premises.</p> <p>7 spaces required.</p> <p>10 spaces required for the drive through component only 3 shown.</p> <p>The ingress egress formation can allow for vehicles to not be idle on the primary street, but the drive through configuration only shows the retention of two spaces which is located wholly within the front boundary.</p> <p>The TIA explains that the ingress/egress formation is the drive/through, but the designated temporary parking lanes within the front of the shop also suggest a driveway. However, the amended plans also suggest that this component is for staff?</p> <p>If the Authority considers that the immediate driveway is the drive through component, then an additional 7 spaces would be required.</p>
<p>Table to Clause 5.2.4.1</p>	<p>DAS/DLPE Comment</p>	<p>Complies</p>
<p>14 spaces required</p>	<p>11 car parking spaces shown</p>	<p>Shortfall of 3 parking spaces</p> <p>(if the temporary spaces are the dedicated drive/through then an additional 10 parking spaces would be required – shortfall of 13 spaces</p>

Clause 5.2.4.4 Layout of Car Parking Areas

Purpose

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

Administration

1. This clause does not apply to a **car parking area** where the car parking is required in association with a **dwelling-single, dwelling-independent** or a **home based business**.
2. A **car parking area** may be used for the purpose of a **market** if:
 - (a) a market is Permitted in the zone; and
 - (b) the market operates outside of the operating hours of the use for which the car parking area is established.
3. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the **amenity** of the surrounding locality.

4. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.
5. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.

6. A car parking area is to;	DAS/DLPE Comment	Compliance
(a) be not less than 3m from any lot boundary abutting a road; and	Shown.	
(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.	Shown.	
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.	Sealed driveway and layout proposed.	Yes
8. The layout of a car parking is to;	DAS/DLPE Comment	Compliance
(a) be functional and provide separate access to every car parking space;	Shown.	Yes
(b) allow a vehicle to enter from and exit to a road in a forward gear	Ingress/egress shown.	Yes
(c) be in accordance with the dimensions set out in the diagram to this clause; and	Shown.	Yes
(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.	Shown.	Yes
9. The number of access points to the road is to be limited, and access points to car parking areas are to:	DAS/DLPE Comment	Compliance
(a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and	Over 4m width one way ingress/egress formation shown.	Yes
(b) maximise sight lines for drivers entering or exiting the car parking area.	Existing area can allow for adequate crossover of the footpath on to the one way street.	Yes

Clause 5.2.5 Loading Bay

Purpose

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

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
 - (a) the scale of the use and development on the **site**;
 - (b) any potential adverse impacts on the local road network; and
 - (c) any agreements for off-site loading and unloading of vehicles, such as shared loading areas or approval to carry out loading activities in a laneway or **secondary street**.

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

Requirements	DAS/DLPE Comment	Compliance
<i>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).</i>	Both proposed uses are listed within Table to Clause 5.2.5.	
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 proposed dimensions of the loading bay appears to exceed these requirements.	Complies
Table to Clause 5.2.5	DAS/DLPE Comment	Compliance
<i>Food premises fast food outlet 1 loading bay for every 2000m2 of the total net floor area, or part thereof</i>	1 loading bay provided	
<i>Shop 1 loading bay for every 2000m2 of the total net floor area, or part thereof</i>	1 loading bay required.	

DOES NOT COMPLY

2 loading bays required.

Clause 5.2.6.1 Landscaping in Zones other than Zone CB

Purpose

Encourage landscaping that enhances local amenity by:

- (a) contributing to safe and attractive public spaces and places;
- (b) responding to the local climate and soil characteristics;
- (c) supporting cooler internal and outdoor areas; and
- (d) recognising the value of retaining existing plants and trees.

Administration

1. **Landscaping** may include, where subordinate to areas for the planting and growing of plants, impervious and unplanted areas for;
 - (a) pedestrian access,
 - (b) outdoor recreation, or
 - (c) natural or ornamental features and the like.
2. The consent authority may **consent to landscaping** that is not in accordance with sub-clauses 5, 6 and 7 only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and outcomes, and is appropriate to the **site** having regard to the **amenity** of the streetscape, and the potential impact on the **amenity** of the locality and adjoining property.

3. Where landscaping is required by this Scheme it should be designed so that:	DAS/DLPE Comment	Compliance
(a) <i>planting is focused on the area within the street frontage setbacks side setbacks, communal open space areas and uncovered car parking areas;</i>	Landscaping is shown in the front boundary.	Can comply
(b) <i>it maximises efficient use of water and is appropriate to the local climate;</i>	Plants appropriate for the tableland region is shown,	Can comply
(c) <i>it takes into account the existing streetscape, or any landscape strategy in relation to the area</i>	No landscaping strategy applies.	Complies
(d) <i>significant trees and vegetation that contribute to the character and amenity of the site and the streetscape are retained;</i>	No significant trees or vegetation on site.	Complies
(e) <i>energy conservation of a building is assisted having regard to the need for shade and sunlight at varying times of the year</i>	No established tree canopy exists on site.	Complies
(f) <i>the layout and choice of plants permits surveillance of public and communal areas; and</i>	Passive surveillance would not be compromised.	Can comply
(g) <i>it facilitates on-site infiltration of stormwater run-off.</i>	Most of the area, is sealed.	Stormwater management would be at the discretion of the controlling road authority.

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

Clause 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR and HR

Purpose

Administration

1. The consent authority may **consent** to a development that is not in accordance with sub-clause 3 and/or 4, if:
 - (a) the development is covered by an area plan listed as a Major Remote Town in Part 2 of the Planning Scheme, if the service authority responsible for distribution of electricity, water and sewerage services provides advice that compliance would be impractical or prohibited; or
 - (b) the development is for the establishment of, or change in, use of an existing lawfully established building that has an existing encroachment into the setback required by this clause; or
 - (c) the consent authority is satisfied that the development provides adequate setbacks and **landscaping** consistent with the purpose of this clause.

Requirements

2. A use or development or a proposed use or development that is:
 - (a) not a **residential building**;
 - (b) on land that is in a zone other than Zones LR, LMR, MR or HR; and
 - (c) abuts land in any of those zones;
 must provide a setback to the boundary that abuts any of those zones of not less than 5m.
3. The setback described in sub-clause 2 is to be landscaped to provide a visual screen to the adjacent land Zoned LR, LMR, MR or HR for a minimum depth of 3m.
4. The development should provide a solid screen fence of a minimum height of 1.8m at the boundary with land in Zones LR, LMR, MR or HR.

DAS/DLPE Comment

The requirements of Clause 5.2.7 are not applicable because Lot 49 does not adjoin/about any of the listed residential zones.

COMPLIES

Clause 5.5.2 Commercial Plot Ratio

Purpose

Provide for development that will, in terms of building massing, be compatible with adjacent and nearby development.

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 2 and 3 only if it is satisfied the development is appropriate to the **site** having regard to the purpose of this clause, the **amenity** of the streetscape, and the potential impact on the **amenity** of the locality and adjoining property.
2. This clause does not apply where an alternative **commercial plot ratio** is established under Clause 5.9 (Location specific development requirements).

Requirements	DAS/DLPE Comment	Compliance
3. <i>Development of sites within:</i> (a) <i>Zone TC other than in the Municipality of Darwin; or</i> (b) <i>Zone C; or</i> (c) <i>Zone SC;</i> <i>should not exceed a commercial plot ratio of 1.</i>	The plot ratio is not exceeded.	Yes
4. <i>Development of sites within Zone TC in the Municipality of Darwin should not exceed a commercial plot ratio of 3.</i>	Not applicable	Yes

Clause 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	DAS/DLPE Comment	Compliance
3. <i>Incorporate appropriate building and landscape design to ensure that there is no unreasonable loss of amenity for adjoining and nearby property.</i>	The amenity of the area is severely lacking.	
4. <i>A minimum 1.8m high solid acoustic screen fence is erected along the full length of all site boundaries adjoining land in Zones LR, LMR, MR or HR.</i>	Not applicable.	Complies.
5. <i>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.</i>	This can be conditioned, but the extent of lighting details within the plans provided is not clear.	Can comply.
6. <i>Manage noise emissions so that they will not have an unreasonable impact on the amenity of the locality.</i>	Noise is not considered to be an amenity impact.	Complies.
7. <i>The design of an alfresco dining area or outdoor entertainment space located adjacent to a dwelling is to take account of and reasonably mitigate noise and privacy impacts.</i>	No outdoor alfresco provided.	Complies.
8. <i>Adequate provision is made for the on-site collection, storage and disposal of waste, positioned to avoid nuisance to neighbours.</i>	This could be conditioned.	Complies.
9. <i>The maximum net floor area of a café/take away should be 80m².</i>	112m ² dedicated as a fast food outlet.	Complies
10. <i>If a fast food outlet is adjacent to land in Zones LR, LMR, MR or HR, the development is to be set back 5m from all side and rear boundaries and landscaped to a minimum depth of 3m to provide a visual screen.</i>	Not applicable.	Complies.

Does not comply

Clause 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 **dwelling**s 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	DAS/DLPE Comment	Compliance
12. <i>Building design is to be sympathetic to the character of buildings in the immediate locality.</i>	No buildings adjoin the development.	Complies
13. <i>Buildings are to incorporate and maintain passive climate control measures appropriate to the local climate.</i>	Application state the following; <i>The proposed building will include a low pitch, skillion roof that will promote slow rainwater discharge into the surrounding landscape. Corrugated-iron-clad walls have</i>	Can comply

	<i>low heatsinked surfaces, promoting efficient building cooling. Numerous door and window openings within the building will create breezeway, cross ventilation, for the building's passive cooling.</i>	
14. <i>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.</i>	Prefabricated design proposed.	To be determined.
15. <i>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.</i>	This can be conditioned, noting that the development does not adjoin residential zoning.	Can comply
16. <i>Car parking areas, including rooftop parking, and open expanses of pavement are to be shaded by landscaping and/or shade structures.</i>	Landscaping is proposed along the side boundaries which appears to be out of the lot boundary.	To be determined.
17. <i>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.</i>	Not proposed noting consent would be required from the controlling road authority.	Does not comply.
18. <i>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.</i>	Legible access via the street noting the roller door/ kiosk formation with car parking.	Complies.
19. <i>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.</i>	Not conveniently measurable noting that no adjoining uses are currently being undertaken.	Complies.

Clause 5.5.17 Building Frontage in Commercial and Mixed Use Areas

Purpose

Encourage primary frontages of commercial buildings to contribute to a pleasant pedestrian environment and provide visual connectivity with their surroundings.

Administration

1. This clause only applies within the municipalities of Alice Springs, Darwin, Katherine, Palmerston, Litchfield and Tennant Creek except where alternative **active street frontage** requirements are established under Clause 5.9 (Location specific development requirements).
2. The consent authority may consent to a development that is not in accordance with sub-clause 4 and 5 if satisfied that the building design allows for adequate passive surveillance and provides visual interest appropriate to the locality.
3. The consent authority may consent to a development that is not in accordance with sub-clause 6 if the development provides appropriate shading for pedestrians adjacent to the primary frontage.

Requirements	DAS/DLPE Comment	Compliance
<p>4. <i>Services on primary building frontages are to be limited to:</i></p> <p>(a) <i>a direct single point of access to service equipment for all service authorities;</i></p> <p>(b) <i>required fire egress; and</i></p> <p>(c) <i>required fire booster connection points.</i></p>	<p>Only single point of connection is permitted to support the development.</p>	<p>Complies.</p>
<p>5. <i>Primary building frontages are to contain one or more of the following components for 60% of the building length, where the distance between each component is no more than 1.5m:</i></p> <p>(a) <i>windows with openings that have dimensions not less than 0.9m wide and 1.2m high;</i></p> <p>(b) <i>operational and legible entrances (excluding fire egress);</i></p> <p>(c) <i>areas that are used for alfresco dining;</i></p> <p>(d) <i>spaces that allow for pedestrian movement and/or seating; or</i></p>	<p>Only 1 building component is proposed.</p>	<p>Not applicable.</p>

(e) vertical landscaping for the full height of the frontage.		
6. Buildings are to provide awnings for the length of the primary building frontage to a minimum of 3m wide.	Not provided.	Does not comply.