DEVELOPMENT CONSENT AUTHORITY
LITCHFIELD DIVISION

NORTHERN TERRITORY PLANNING SCHEME 2020

AGENDA ITEM: 1 **MEETING DATE:** 21/10/2026 **FILE:** PA2026/0286

APPLICATION PURPOSE:	Private airstrip - Variation to conditions 4 and 9 of DP2022/0166 for the purpose of allowing up to 10 flights per week and removing the time limit
SUBJECT SITE:	Lot 34 (600) Strangways Road, Humpty Doo
ZONE:	RL (Rural Living)
SITE AREA:	18.13ha
APPLICANT	Tatum Planning Company
PERSONS ON WHOSE BEHALF THE APPLICATION IS MADE	Gregory Alan Murray - Landowner
LANDOWNER	Gregory Alan Murray
ANY PERSON WITH AN AGREEMENT TO ACQUIRE AN INTEREST IN THE LAND	None

1. PROPOSAL

The proposal contained herein is for the continuation of an approved undefined use (Private Airstrip) at Lot 34 Hundred of Strangways (600 Strangways Road, Humpty Doo). The private airstrip was approved through Development Permit DP22/0166 on 18 August 2022.

It is proposed to amend Condition 4 of DP22/0166. The condition is:

> The private airstrip must not be used for commercial purposes and no more than 3 flights per week are permitted.

The proposed amendment is:

> The private airstrip must not be used for commercial purposes and no more than 10 flights per week are permitted.

It is also proposed to delete Condition 9 of the permit, which is:

The use approved by this permit shall cease four (4) years from the date this permit was issued.

No additional structures or infrastructure is proposed or required. The airstrip will not be used for commercial purposes or by any other party.

A locality plan is at **Bookmark A** and a copy of the application is at **Bookmark B**.

2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

An approval is required for the proposed use, as an 'airstrip' is an undefined use and is Impact Assessable in Zone RL (Rural Living) of the NT Planning Scheme.

The exercise of discretion by the consent authority that applies is at clause 1.10(4).

Zoning and Level of Assessment on Assessment Table	Part 3 Overlay	Consent required by virtue of Overlay Requirement	Part 5 – General and Specific Development Requirements	Level of Assessment
Zone RL (Rural Living)	N/A	N/A	Darwin Regional Land Use Plan Litchfield Subregional Land Use Plan *For a comparative assessment:* *5.4.16 Helicopter Landing Sites*	Impact Assessable

The exercise of discretion by the consent authority that applies is clause 1.10(4).

3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should approve the proposal subject to conditions on the development permit as detailed in section 7 of this report.

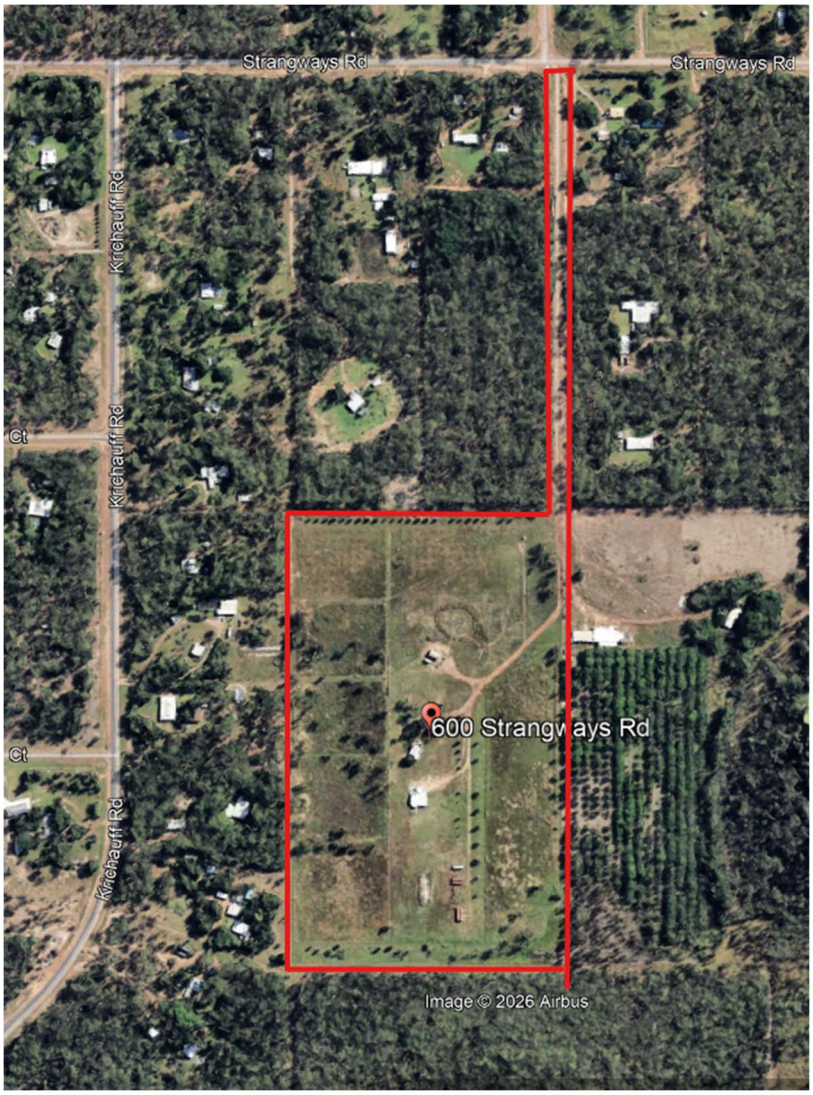
4. BACKGROUND

The subject site is 18.3ha in size and the site is developed with two dwellings (approved through DP00/0268) and ancillary outbuildings.

The property is a battleaxe arrangement with vehicular access provided to Strangways Road via a driveway along the battleaxe handle in the north-eastern portion of the site. The site is flat, and the property has scattered vegetation, predominately with trees located in the western section of the site.

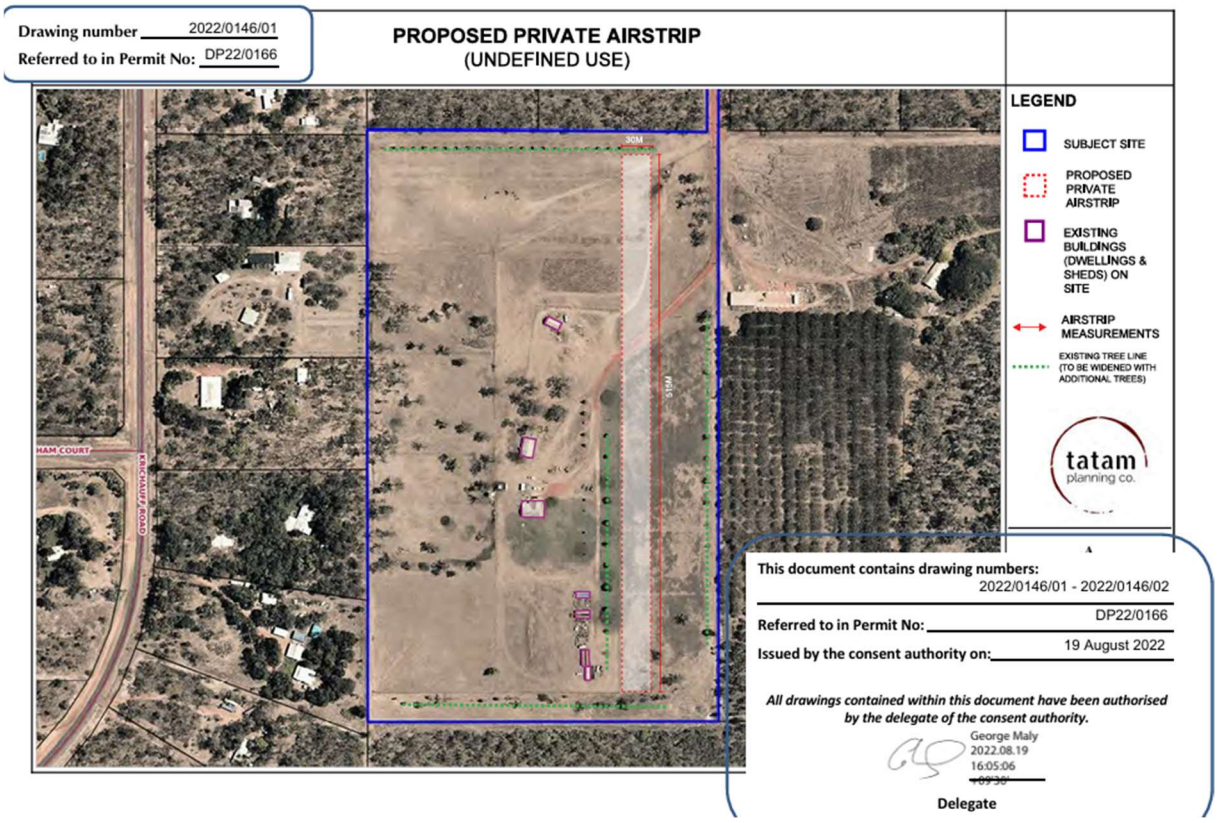
DP01/0350 was issued on 6 September 2001 for clearing in excess of 50% of native vegetation. The site remains predominately cleared and is bounded by large vacant rural living

blocks immediately north, adjacent to the battle-axe access to the lot and to the south.



Extract: Google Earth

DP22/0166 was issued on 19 August 2022 to use and develop the land for the purpose of a private airstrip.



Endorsed Plans - DP22/0166

DP22/0166 allowed the property owner to land and take-off their fixed-wing light aircraft.

The airstrip is 515 metres in length (north-south direction) and width of 30 metres (east to west direction).

The two aircrafts are kept in outbuildings located in the southern portion of the site. This provides direct access for the aircrafts to the airstrip.

5. PUBLIC EXHIBITION

The application was placed on public exhibition for a period of two weeks. Two (2) public submissions were received under section 49(1) of the *Planning Act 1999*.

6. MATTERS TO BE TAKEN INTO ACCOUNT (SECTION 51 OF THE *PLANNING ACT 1999)*

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

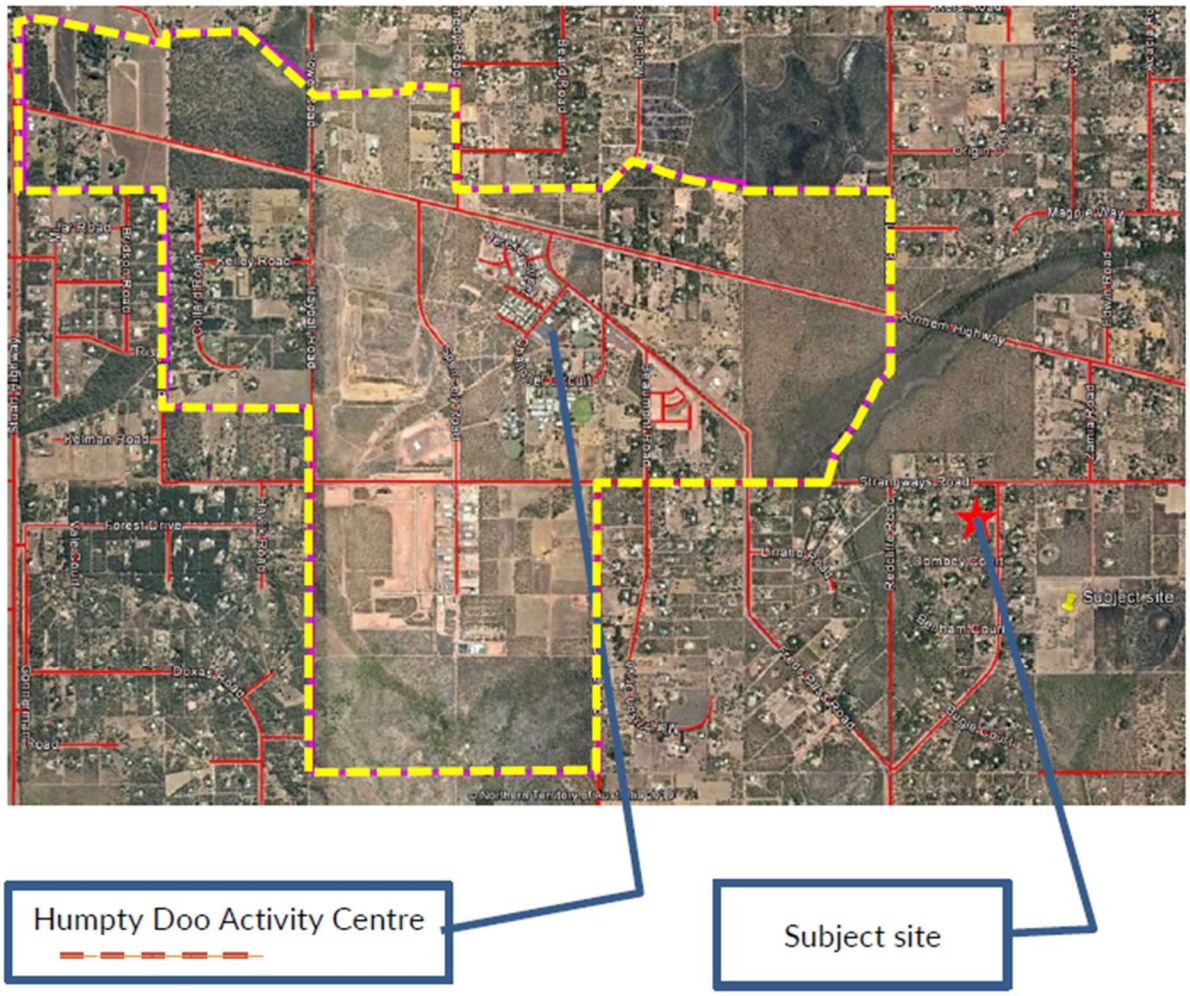
(a) any planning scheme that applies to the land to which the application relates

Section 51 of the Planning Act 1999 provides that in considering a development application the Authority must take into account a range of matter including compliance with the planning scheme.

A light plane airstrip is considered an undefined use, and has been assessed as such against the Northern Territory Planning Scheme 2020 (NTPS2020). A technical assessment is at **Bookmark C**.

Strategic Framework

The Litchfield Sub-Regional Land Use Plan 2016 (LSLUP) is the most relevant component of the Scheme's Strategic Framework that applies to the land and the proposal. LSLUP shows the subject site as being located within Darwin's 'rural area' close the Humpty Doo Rural Activity Centre as per the locality plan below.



The following key objectives of LSLUP apply to the Rural Area:

RURAL AREA

14. Maintain rural amenity and lifestyle choice.
    - continue to support the subdivision of suitable land outside rural activity centres into 2 ha lots in Zone RL (Rural Living) and into 8 ha lots in Zone R (Rural);
    - require reliable water supply adequate for residential use;
    - require stormwater drainage for new residential development to not adversely impact on the receiving environment; and
    - require residential subdivision to provide roads and infrastructure to the requirements of the responsible authorities.

15. Provide opportunity for residential land uses in the Rural Area to meet market demand.
    - provide a transition of residential density from rural land uses to rural activity centres;
    - demonstrate the capability of the land to support closer residential settlement;
    - have regard for the impact of clearing native vegetation and any adverse impacts on areas identified on the Priority Environmental Management Map (page 42); and
    - provide road reserves that connect to adjacent properties in order to allow the establishment of an interconnected local road network.

As the private airstrip was previously approved, and is proposed to be continued through this application, the area plan is responded to positively.

Zoning outcomes and development provisions

The subject site is located within Zone RL (Rural Living) the purpose of which is to '*provide for a range of rural lifestyle choices and rural activities, in areas where access to reticulated water and sewerage may not be available*'.

Zone outcome sub-clause 11 states:

> *Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.*

The application will maintain the existing details of the private airstrip, measuring 30m x 515m made of compacted gravel. Refer to the previously endorsed plan at **Bookmark B4.**

No commercial or scenic flights for the public are being proposed, as the airstrip to be used by the residents of the site for a take-off and landing of small single engine, fixed wing aircraft, as indicated in the aircraft photographs at **Bookmark B5**.

The application also includes details of flight paths at **Bookmark B6**. The flightpaths remain as previously approved and in accordance with Condition 6 of Development Permit DP22/0166.

Clause 5.4.16 – Helicopter Landing Sites

NT Planning Scheme 2020 does not provide any further guidance for the assessment of landing strips on private property and the Civil Aviation Safety Authority (CASA) does not regulate or provide comments on private airstrips. In the absence of further guidance on the location of airstrips and use of aircraft in rural residential areas, the consent authority may wish to consider provisions of Clause 5.4.16 Helicopter Landing Sites (HLS) to confirm whether the land and its location is suitable for the proposed use.

A HLS is permitted in Zones A (Agriculture) and H (Horticulture) and impact assessable in Zones R (Rural) and RL (Rural Living). This is consistent with the subject proposal.

Clause 5.4.16 Purpose Ensure that a helicopter landing site (HLS) is established and operated in a manner that does not detrimentally impact on the amenity of adjoining property and remains ancillary to the dwelling-single on a site	The application appears to be generally consistent with this purpose as it demonstrates that the proposed use will not result in a detrimental impact on the amenity of adjoining property and remains ancillary to the primary use of the site.
<u>Requirements</u>	<u>Response</u>
(a) the use of the HLS is by a resident of the dwelling;	Continues to comply.
(b) the HLS is located on the site in accordance with the recommendations of the acoustic report required at sub-clause 5;	An acoustic report is not required for an undefined use, it was not provided in the original application. The applicant has indicated that the noise outputs (as originally approved), will be further reduced by the engine replacement of the noisiest engine used for modelling, and therefore this does not warrant a cost-prohibitive report.
(c) the HLS is more than 500m from a building used for a school, child care centre or hospital;	Complies – no change from original proposal.
(d) use of the HLS is limited to helicopters of less than 2 tonne total weight;	Complies – no change from original proposal.
(e) helicopter operations do not take place before 7am or after sunset on a weekday, and helicopter operations do not take place before 8am or after sunset on a weekend;	The proposal is consistent with this requirement except for weekend operation.
(f) the HLS is sealed and maintained, or is a watered grass area so that the dust generated by the operation is appropriately managed to prevent its escape beyond the perimeter of the property;	Complies – no change proposed from original proposal.
(g) the property boundaries within 60m of the centre point of the HLS are landscaped to minimise the visual impacts on the existing and future amenity of adjacent areas;	Complies – no change proposed from original proposal.
(h) not more than one helicopter is kept on the site; and	Two aircraft will be kept on the site.
(i) appropriate facilities are provided for the storage and handling of fuel, including: *a. locating fuel storage units on hard stand, sealed areas; and* *b. providing appropriate firefighting equipment and spill management kits within close proximity of the storage area.*	Complies - no change proposed from original proposal. The DCA report for the previously approval noted: *'In consideration of the above, the Authority may wish to impose a specific condition of approval limiting the use of the airstrip to the current land owner,*

	to the proposed frequency of flights, to the number of aircraft and limiting the use to four years from the date of the issue of the permit to allow the applicant to demonstrate that the use is generally acceptable for the site. *After this period, the applicant could request the four-year limit condition be removed. This would give the Authority the opportunity to review any complaints made while the permit was in force and consider any changes to the land use pattern in the locality over this time.* *In summary, the assessment of the proposed use has determined that the application can be approved subject to standard and specific conditions of approval, as the applicant has demonstrated they have taken all reasonable measures to minimise impacts of the proposed use on the surrounding locality.'*

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

There are no proposed amendments to the Northern Territory Planning Scheme 2020 which affect this proposal.

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

There are no interim development control orders relevant to the site.

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

There are no environmental protection objectives relevant to the land.

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

Two public submissions were received during the exhibition period under Section 49 of the *Planning Act 1999* with respect to the proposal. The submissions are summarised as followed:

Todd Waters, 590 Strangways Road, Humpty Doo (**Bookmark D1**).

Peter Waters, 585 Strangways Road, Humpty Doo (**Bookmark D2**).

Concerns raised by the submitters relate to impacts the proposal could have on the surrounding community, residential amenity, safety, privacy and environment, and are summarised as follows:

- overlooking and intrusion of privacy into properties;
- noise impacts of the operation of aircraft;
- safety concerns due to increased aircraft movements close to homes;
- increased dust, emissions, fuel handling risk and disturbance to local wildlife and natural habitats;
- impact on property values;
- additional pressure places on local roads and infrastructure.

To reduce the impacts the proposed increase to 10 flights could have, it is recommended that Condition 4 of the permit be 'The private airstrip must not be used for commercial purposes and no more than 6 flights per week are permitted.'

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

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

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

The application asserts that the merits of the application are:

- The airstrip has operated for almost four years under the original approval, providing a meaningful period in which the actual operation and its effects on surrounding properties could be observed. There is no evidence of unacceptable impacts on adjoining landowners or the wider locality.
- The proposal seeks a variation to allow a maximum of 10 flights per week. This provides flexibility for occasional periods where family or friends visit and multiple recreational flights may occur over a short period, rather than establishing 10 flights per week as a routine level of use.
- While Condition 4 has been varied from the original flight-frequency restriction to a maximum of 10 flights per week, the nature of the use has not changed. The variation provides operational flexibility rather than changing the airstrip from a private recreational facility into a higher-intensity aviation use. The proposed change does not alter the approved land use, physical extent, aircraft classification, flight path or hours of operation.
- Condition 9 required the use to cease after four years as a mechanism for the DCA to assess actual, rather than perceived, impacts on residential amenity. That period has now provided almost four years of operational evidence, with no evidence of unacceptable impacts. Development Assessment Services haven't received any complaints regarding the airstrip, or property, since DP22/0166 was issued. This indicated predominately that the proponent has complied with the requirements of the approval. The ongoing approval represents a continuation of a use that has demonstrated its ability to operate compatibly with the locality.

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

The land is flat and unconstrained, and land unit mapping indicates a Land Unit class 3b plains,

which is capable of supporting the airstrip as proposed.

Comments from relevant authorities did not identify or raise any matters relating to land capability.

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

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

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

The proposal was circulated to the following authorities for comment:

Local Authority:

Litchfield Council – **Bookmark E**
Litchfield Council does not object to the granting of a Development Permit. Council are supportive of the increase in weekly flights through amending Condition 4, however request Condition 9 to be to retained with an extension for a further four years to allow surveillance of the increased number of flights.

Service Authority:

Power and Water – Power Services – **Bookmark E**
No objection to the granting of a permit as proposed.

Power and Water – Water Services – **Bookmark E**
No objection to the granting of a permit as proposed. The developer must contain relevant authorities to discuss services requirements for proposed development, as reticulated water and sewer services are currently unavailable in the area.

Northern Territory Fire and Emergency Services – **Bookmark E**
No objection to the granting of a permit as proposed.

Land Resource Division-DLPE – **Bookmark E**
No objection to the granting of a permit as proposed.

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

The two submissions received raise concerns that the proposed development has the potential to impact on adjoining landowners either through noise or by a perception of overlooking.

Similar concerns were raised when the previously approved application was exhibited, and it was considered that the applicant demonstrated that it had taken all reasonable measures to minimise impacts on the surrounding locality by locating the airstrip away from residential development, providing additional landscaped buffers to property boundaries, limiting the

number of flights, take-off and landing approaches planned over uninhabited land or to avoid impacts on neighbouring properties.

Further, it is noted that the nearest neighbouring dwelling to airstrip is setback approximately 16 metres to the north-east. The two submissions are from two property owners of dwellings located over 400 metres to the north of the airstrip.

Litchfield Council have indicated that whilst they support an increase in flights, they would want the Condition 9 to remain to allow for a mechanism for review after 4 years.

It is considered that an increase from 3 flights to 10 flights per week may have impacts on amenity of neighbouring properties, as raised in the two submissions received. On review the following points are noted:

- the proposed increase in use from 3 flights to 10 flights would more than triple the number of flights.
- The applicant has indicated that the Drifter aircraft has recently undergone engine replacement modifications to a four-stroke Rotax 912 ULS, the engine is now more efficient and a quieter engine model than the engine that was originally approved as part of the original application. It is further argued that this modification would decrease the originally-calculated noise output, thereby further reducing perceived noise in decibels and increasing effectiveness of other noise mitigation measures in place.
- While modifications have been made to the Drifter aircraft to reduce noise emissions, the type of aircraft operating at any given time and the frequency of their use cannot be predicted. As a result, it is uncertain whether the reduced noise emissions from a single aircraft would have a measurable impact on overall noise levels associated with the use.

On this basis it is recommended that the condition 4 be amended to restrict the use to 6 flights per week which would be a doubling of the use, whilst keeping the Condition 9 on the permit to allow for a mechanism for review after 4 years.

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

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

There are no matters of listed public interests relevant to the proposal.

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

Not applicable to this application as subdivision or consolidation is not proposed.

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

Not applicable to this application as subdivision is not proposed.

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

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

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

The following declared beneficial uses apply to the subject land for Darwin Harbour:

- The protection of environment, cultural (aesthetic, recreational and cultural), agriculture, aquaculture and rural stock and domestic

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

(t) other matters it thinks fit

No other matters are raised for consideration by the consent authority.

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

If a development proposal is required to be referred to the NT EPA under Part 4, Division 3 of the Environment Protection Act 2019, the consent authority must not make a decision under this Division in relation to a development application for the proposal unless:
(a) the NT EPA has determined that an environmental impact assessment is not required under that Act for that proposal; or
(b) if the NT EPA has determined that an environmental impact assessment is required – an environmental approval has been granted under that Act for the proposal and the decision is consistent with that approval; or
(c) the Environment Protection Act 2019 otherwise permits the making of the decision.

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

7. RECOMMENDATION

That, pursuant to section 53(b) of the *Planning Act 1999*, the Development Consent Authority alter the proposed development at Section 34 (600) Strangways Road, Hundred of Strangways for the purpose of a private airstrip, subject to the following conditions:

GENERAL CONDITIONS

1. The works carried out under this permit shall be in accordance with the drawings numbered 2022/0146/01-2022/0146/02 endorsed as forming part of this permit.

2. A maximum of two (2) fixed wing light aircraft may be kept on site, piloted and operated from the site. The aircraft must be registered with Recreational Aviation Australia (RAA), and must fit within the Light Sports aircraft (LSA) or Ultra Light Aircraft (ULA) classifications.

3. Appropriate facilities are provided for the storage and handling of fuel, including:

i. locating fuel storage units on hard stand, sealed areas; and

ii. providing appropriate firefighting equipment and spill management kits within close proximity of the storage area.

4. The private airstrip must not be used for commercial purposes and no more than 6 flights per week are permitted.

5. The private airstrip must only operate during day light hours and flights do not take place before 7am or after sunset on a weekday or before 8am or after sunset on a weekend.

6. Take off shall be permitted as per the 'Southern Preferred Approach' plan 2022/0146/02 endorsed as forming part of this permit.

7. No further development associated with aviation activities is to be undertaken on the subject site, without further consent.

8. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost Litchfield Council, to the satisfaction of the consent authority.

9. The use approved by this permit shall cease four (4) years from the date this permit was issued.

Notes

1. Aviation Operators should comply with the standard procedures for operating into non towered locations described in Civil Aviation Advisory Publication CAAP 166-01 v4.2 'Operations in the vicinity of non-controlled aerodromes' - https://www.casa.gov.au/airspace/standard-page/operations-non-controlled-aerodromes

2. The proponent must comply with Air Traffic Control flight pattern procedures within the RAAF Darwin airspace. The proponent is to liaise with The Royal Australian Air Force (RAAF) in relation to airspace issues. The RAAF point of contact in relation to this matter is can be emailed at 452SQNDAR.FLTCDR@defence.gov.au

3. Litchfield Council's current Fees and Charges may apply to the above conditions. Additional information can be found at www.litchfield.nt.gov.au.

4. A Works Permit is required from Litchfield Council before commencement of any work within the road reserve, which would include creation of any driveway crossover connecting to Litchfield Council's road network.

5. Notwithstanding any approved plans, signs within Litchfield Council's municipal boundaries are subject to approval under Interim Development Control Order 33.

6. There are statutory obligations under the Waste Management and Pollution Control Act 1998 (the Act), that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts

are available on the Northern Territory Environment Protection Authority website at http://ntepa.ntg.gov.au/waste-pollution/guidelines/guidelines

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

8. REASONS FOR THE RECOMMENDATION

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

   The NT Planning Scheme 2020 applies to the land and the use of the subject site, as a private airstrip is an 'undefined use' and requires consent under Clause 1.8 (When development consent is required). An undefined use is I*mpact Assessable* under Clause 1.8(1)(c), therefore the strategic framework (Part 2 of the Scheme, Litchfield Subregional Land Use Plan, which is the most relevant to this application) needs to be considered as well as the purpose and outcomes of Zone RL (Rural Living).

   The continued use of the land as a private airstrip by the resident is not considered to conflict with the primary use of the land for rural living purposes, nor impact on the land capability of site and will not prejudice the future use or development of the land in accordance with the regional and subregional land use policies.

   The permit which allows the use requires specific conditions limiting the use of private airstrip by the current landowner only, the hours of operation, the number of flights, the number of aircraft to be garaged on site and the restrictive periods of operation, as well as a specific condition that ensures monitoring of the effects to ensure impacts on the surrounding land uses can be minimised and evaluated over time.

2. Pursuant to section 51(1)(e) of the Planning Act 1999, the consent authority must take into consideration any submissions made under section 49, and any evidence or information received under section 50, in relation to the development application.

   Two public submissions were received during the exhibition period under Section 49 (2) with respect to the proposal. The submitters raised concerns regarding the impacts the proposal could have on the surrounding community, residential amenity, safety, privacy and environment. They had concerns with the airstrip which they believe would be incompatible with the existing residential character of the area and will have unacceptable long-term impacts on neighbouring properties and residents.

   A condition of approval limiting the flights to six (6) flights a week is proposed as this would amount to a doubling of the use. Additionally the conditions of approval limiting the use of the airstrip to a 4 year period, as was included in the previous Development Permit DP22/0166, has been included on the permit to provide the submitters with an opportunity to observe any impacts of the increase in the number of flights each week, the suitability of the site for the proposed use in the longer term, and the Authority with an opportunity to consider any changes to the land use pattern in the locality over time.

3. Pursuant to section 51(1)(j) of the *Planning Act 1999*, the consent authority must take into consideration the capability of the land to which the proposed development relates to

support the proposed development and the effect of the development on the land and on other land, the physical characteristics of which may be affected by the development.

The subject site remains capable of accommodating the continued use of a private airstrip, and the proposed change in conditions will not affect the physical characteristics of the land or surrounding land.

4. Pursuant to section 51(1)(m) of the Planning Act 1999, the consent authority must take into consideration the public utilities or infrastructure provided in the area in which the land is situated, the requirement for public facilities and services to be connected to the land and the requirement, if any, for those facilities, infrastructure or land to be provided by the developer for that purpose.

   The proposal was circulated to the Litchfield Council and service authorities.

   Service authorities provided support and standard conditions and notes would address their requirements. Litchfield Council indicated that they would support an increase in flights through amending Condition 4, however they requested that Condition 9 be retained with an extension for a further four years to allow surveillance of the increased number of flights.

   As a result, it is recommended that Condition 4 allows for 6 flights per week, and Condition 9 be retained which will provide a further 4 years of operation of the private airstrip.

5. Pursuant to section 51(1)(n) of the *Planning Act 1999*, the consent authority must take into consideration the potential impact on the existing and future amenity of the area in which the land is situated

   Public submissions received in relation to the proposed development raise concerns that the proposed use may impact on adjoining landowners either through noise or by a perception of overlooking.

   The existing airstrip, previously approved through DP22/0166, has demonstrated it has taken all reasonable measures to minimise impacts on the surrounding locality by locating the airstrip away from residential development, providing additional landscaped buffers to property boundaries, limiting the number of flights, take-off and landing approaches planned over uninhabited land and to avoid impacts on neighbouring properties, and assessment and consideration of the known noise impacts.

   The conditions imposed on any permit would restrict the use of the airstrip to the current landowner, limit activity to daylight hours and a limit the number of flights to minimise the impacts on the locality. The previous restriction to use of the airstrip for a maximum of three flights per week during daylight hours was considered through planning application PA2022/0146 as unlikely to significantly impact on adjoining land through noise or overlooking, given the potential for the land to be used for other rural activities with similar noise outputs.

   A significant increase in flights may have amenity impacts in the RL Zone, and therefore a restriction of 6 flights per week is recommended over the proposed 10 flights per week which would more than triple the current flights.

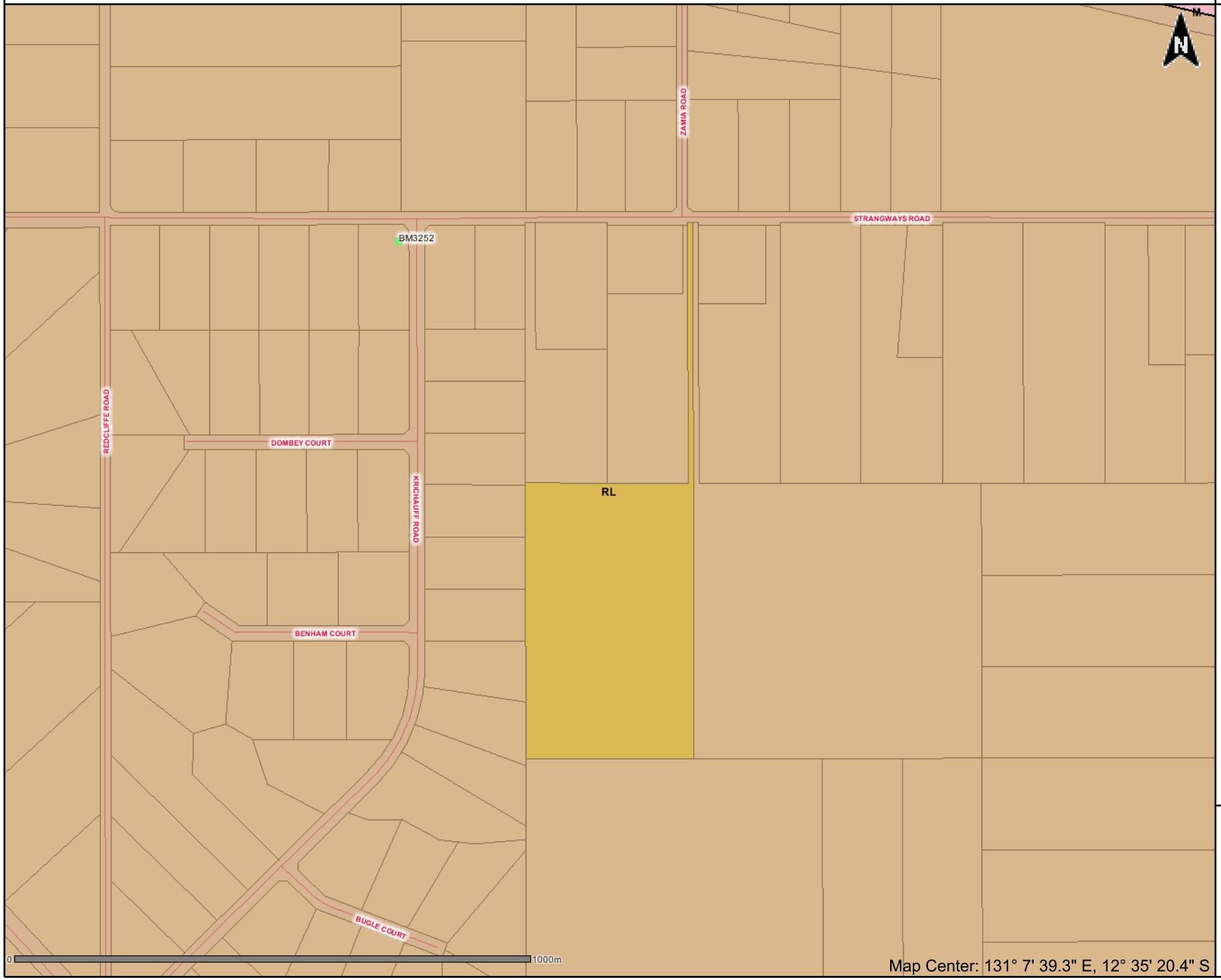
   The existing condition 9 on DP22/0166 is recommended to be retained, restricting the duration of the approval to four (4) years, which will require the applicant to request the condition be removed if they wish to continue operation in the future. In determining such

a proposal in the future, the Development Consent Authority will have the opportunity to consider whether an actual impact on the amenity has occurred and whether any changes to the land use pattern in the locality have taken place over the four-year period.



Jack Richardson
Senior Planner, DAS Planning Rural and Katherine

Map created Thu Oct 01 14:53:57 ACST 2026



Legend

Survey Bench Marks
Proposed
Lodged
Approved
Adopted
Disturbed
Gone
General Lines
Land Adjacent to Designated Roads
Town Planning Zones
A - Agriculture
CV - Caravan Park
CB - Central Business
C - Commercial
CL - Community Living
CP - Community Purpose
CN - Conservation
DV - Development
RR - Rural Residential
GI - General Industry
HT - Heritage
HR - High Density Residential
H - Horticulture
LI - Light Industry
M - Main Road
MR - Medium Density Residential
LMR - Low-Medium Density Residential
CA - No Planning Scheme Controls
OR - Organised Recreation
PM - Proposed Main Road
PS - Public Open Space
RW - Railway
RD - Restricted Development
R - Rural
RL - Rural Living
SC - Service Commercial
LR - Low Density Residential
S - Specific Use
TC - Tourist Commercial
U - Utilities
PSJ - Public Open Space Jabiru
ORJ - Organised Recreation Jabiru
CJ - Commercial Jabiru
SCJ - Service Commercial Jabiru
TCJ - Tourist Commercial Jabiru
CPJ - Community Purpose Jabiru
FDJ - Future Development Jabiru

Created by CAUCR

Bottom Left: 131° 07' 00", -12° 35' 41"
Top Right: 131° 08' 18", -12° 34' 59"
Approximate Scale: 1:10,000
Datum: GDA 1994

Data for information purposes only
- accuracy not guaranteed
N.T. Land Information System
Copyright Northern Territory of Australia

Date Registered: 09/02/2024 **Volume** 879 **Folio** 777

Duplicate Certificate as to Title issued? No

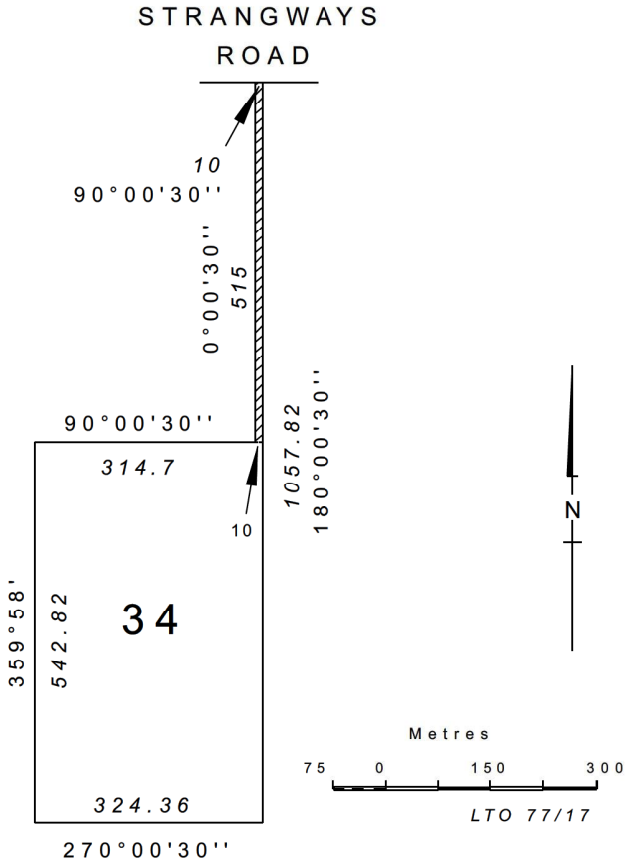
SEARCH CERTIFICATE

Lot 34 Hundred of Strangways from plan(s) LTO77/017
Area under title is 18 hectares 1300 square metres

Owner:
Gregory Alan Murray
of PO Box 2704, Humpty Doo NT 0836

Registered Date	Dealing Number	Description
		Previous title is **Volume** 863 **Folio** 104
09/02/2024	1009831	Mortgage Bank Australia Limited
18/10/1995	340223	Electricity supply easement to Power and Water Authority

End of Dealings



NORTHERN TERRITORY OF AUSTRALIA

Record of Administrative Interests and Information

Record of Administrative Interests and Information
The information contained in this record of Administrative Interests only relates to the below parcel reference.

Parcel Reference: Lot 00034 Hundred of Strangways plan(s) LTO77/017

(See section 38 of the Land Title Act)

Note: The Record of Administrative Interests and Information is not part of the Land Register and is not guaranteed by the Northern Territory of Australia, and the NT Government accepts no Liability for any omission, misstatement or inaccuracy contained in this statement.

Registrar General

Government Land Register
(none found)

Custodian - Registrar General (+61 8 8999 6252)

Current Title
CUFT 879 777 (order 1)

Tenure Type
ESTATE IN FEE SIMPLE

Tenure Status
Current

Area Under Title
18 hectares 1300 square metres

Owners
Gregory Alan Murray
PO Box 2704, Humpty Doo NT 0836

Easements
(none found)

Scheme Name
(none found)

Scheme Body Corporate Name
(none found)

Reserved Name(s)
(none found)

Unit Entitlements
(none found)

Transfers
09/11/2021 for $1,285,000 (Nil GST)
29/04/2008 for $1,100,000
01/08/2001 for $375,000
19/12/1991 for $169,000
10/11/1982 for $18,810

Tenure Comments
(none found)

Historic Titles
CUFT 863 104 (order 1)
CUFT 858 861 (order 1)
CUFT 853 829 (order 1)
CUFT 724 898 (order 1)
CUFT 638 535 (order 1)
CUFT 440 142 (order 1)
CUFT 244 048 (order 1)
CUFT 019 070 (order 4)
CUFT 019 070 (order 3)
CUFT 019 070 (order 2)
CUFT 019 070 (order 1)
Visit the website http://www.nt.gov.au/justice/bdm/land_title_office/

Custodian - Surveyor General (+61 8 8995 5346)

Address
600 STRANGWAYS RD, HUMPTY DOO

Survey Plan
LTO77/017

Survey Status
Approved

Parcel Status
CURRENT

Parcel Area
18 hectares, 1300 square metres

Map Reference
Code 373 Scale 10000 Sheet 06.08

Parent Parcels
Section 00478 Hundred of Strangways plan(s) DBK01/041
Section 00479 Hundred of Strangways plan(s) DBK01/041
Section 00480 Hundred of Strangways plan(s) DBK01/041

Parcel Comments
PT FORMER SEC 478. ELECTRICITY SUPPLY E'MENT S95/3/64.

Survey Comments
SUBDIVISION OF SECTIONS 478-80.

Proposed Easements
(none found)

Local Government Area
LITCHFIELD MUNICIPALITY

Region
DARWIN

Custodian - Valuer General (+61 8 8995 5375)

Owner's Last Known Address
Murray,Gregory Alan, PO BOX 2704, HUMPTY DOO NT 0836

Parcels in Valuation
Lot 00034 Hundred of Strangways

Unimproved Capital Value
$700,000 on 01/07/2024
$670,000 on 01/07/2021
$670,000 on 01/07/2018
$810,000 on 01/07/2015
$805,000 on 01/07/2012
$698,000 on 01/07/2009
$376,000 on 01/07/2006
$188,000 on 01/07/2003
$175,000 on 01/07/2000
$150,000 on 01/07/1997
$75,000 on 01/07/1994
$45,000 on 01/07/1991
$45,000 on 01/01/1989
$45,000 on 01/01/1986
$22,500 on 01/05/1979

Custodian - Property Purchasing (+61 8 8999 6886)

Acquisitions
(none found)

Custodian - Building Advisory Service (+61 8 8999 8965)

Building Control Areas

BBDAR001 - Building Control Area	DARWIN BUILDING AREA

Building Permits

Application Number:	10 of 10
Description:	SHED
Number of Residential Units:	
Australian Bureau of Statistics Type:	(none found)
Building Class:	Non-habitable building
Area:	400 square metres
Certification:	Non-habitable building - Occupancy Permit - *issued on* 2023-11-15 00:00:00.0

Application Number:	9 of 10
Description:	Re-Roof Dwelling, Dwelling Alterations & Verandah
Number of Residential Units:	1
Australian Bureau of Statistics Type:	Separate House
Building Class:	Single Dwelling Non-habitable building
Area:	230 square metres
Certification:	Single Dwelling - Occupancy Permit - *issued on* 2022-05-31 00:00:00.0 Non-habitable building - Occupancy Permit - *issued on* 2022-05-31 00:00:00.0

Application Number:	7 of 10
Description:	SHADE
Number of Residential Units:	0
Australian Bureau of Statistics Type:	(none found)
Building Class:	Out building
Area:	40 square metres
Certification:	Out building - Full Code - *issued on* 1997-11-26 00:00:00.0

Application Number:	6 of 10
Description:	HOUSE
Number of Residential Units:	1
Australian Bureau of Statistics Type:	(none found)
Building Class:	Single Dwelling
Area:	240 square metres
Certification:	Single Dwelling - Full Code - *issued on* 1994-09-27 00:00:00.0

Application Number:	4 of 10
Description:	SHED
Number of Residential Units:	0
Australian Bureau of Statistics Type:	(none found)
Building Class:	Out building
Area:	98 square metres
Certification:	Out building - Full Code - *issued on* 1992-05-25 00:00:00.0

Application Number:	3 of 10
Description:	REPLACE SEPTIC & HOUSE DRAIN
Number of Residential Units:	0
Australian Bureau of Statistics Type:	(none found)
Building Class:	House
Area:	0 square metres
Certification:	House - Plumbing - *issued on* 1991-11-04 00:00:00.0

Application Number:	2 of 10
Description:	HOUSE
Number of Residential Units:	0
Australian Bureau of Statistics Type:	(none found)
Building Class:	House
Area:	76 square metres
Certification:	House - Full Code - *issued on* 1991-12-10 00:00:00.0

Application Number:	1 of 10
Description:	ROOFED AREA
Number of Residential Units:	0
Australian Bureau of Statistics Type:	(none found)
Building Class:	Out building
Area:	198 square metres
Certification:	Out building - Full Code - *issued on* 1991-02-18 00:00:00.0

Visit the website http://www.nt.gov.au/building/

Custodian - Town Planning and Development Assessment Services (+61 8 8999 6046)

Planning Scheme Zone
RL (Rural Living)

Overlays: The following overlays may apply to your land
- CNV - Clearing of Native Vegetation

Refer to the NT Planning Scheme 2020 for more information.

Strategic Frameworks: The following strategic frameworks may apply to your land
Regional Plans:
- Darwin Regional Land Use Plan

Sub Regional Plans:
- Litchfield Subregional Land Use Plan

Area Plans:
- None

Interim Development Control Orders
(none found)

Planning Notes
(none found)

Planning Applications

File Number
PA2022/0146

Type
Development

Date Received
09/05/2022

Application Purpose
Private airstrip

Application Status
Approved

Other Affected Parcels
(none found)

Instrument Signed
19/08/2022

Instrument Number
DP22/0166

Instrument Issued
Signed

Instrument Status
Current

File Number
PA2001/0467

Type
Development

Date Received
07/08/2001

Application Purpose
CLEAR IN EXCESS 50% OF LAND EX DATE 10/8/01 - 24/8/01

Application Status
Approved

Other Affected Parcels
(none found)

Instrument Signed
06/09/2001

Instrument Number
DP01/0350

Instrument Issued
Signed

Instrument Status

File Number
PA2000/0248

Type
Development

Date Received
03/04/2000

Application Purpose
2 DETACHED DWELLINGS EXHIBITION DATES 7/4/00 TO 21/4/00

Application Status
Approved

Other Affected Parcels
(none found)

Instrument Signed
16/06/2000

Instrument Number
DP00/0268

Instrument Issued
Signed

Instrument Status

Custodian - Pastoral Estate - Vegetation Assessment Unit (+61 8 8999 4454)
(none found)

Visit the website for information on Pastoral land permits.

Custodian - Power and Water Corporation (1800 245 092)

Meters on Parcel

Power Water - Electricity	3
Power Water - Water	(none found)

For Account balances, contact the Power and Water Corporation.

Custodian - Pool Fencing Unit (+61 8 8924 3641)

Swimming Pool/Spa Status
(none found)

For more information, contact the Pool Fencing Unit (+61 8 8924 3641).

Custodian - Department of Mining and Energy (+61 8 8999 5263)

Mineral Titles

Title ID	Status	Title Type	Expiry Date	Legislation
RL26136	Granted	Reserve Land		Mineral Titles Act 2010

For additional information contact the Mineral Titles Team on +61 8 8999 5322

Energy Titles

Title ID	Status	Title Type	Expiry Date	Legislation
RB56	Granted	Reservation of Blocks		Petroleum Act 1984
RB97	Granted	Reservation of Blocks		Petroleum Act 1984

For additional information contact the Petroleum Tenure Team on +61 8 8999 5263

Land Access Agreements
(none found)

For additional information contact the Land Access Team on +61 8 8999 5240

For further information contact as above or visit the website https://strike.nt.gov.au

Custodian - NT Environment Protection Authority (+61 8 8924 4218)

Results of site contamination assessment
(none found)

For further information contact Environment Protection Authority or visit the website
https://ntepa.nt.gov.au/your-business/public-registers/contaminated-land-audits

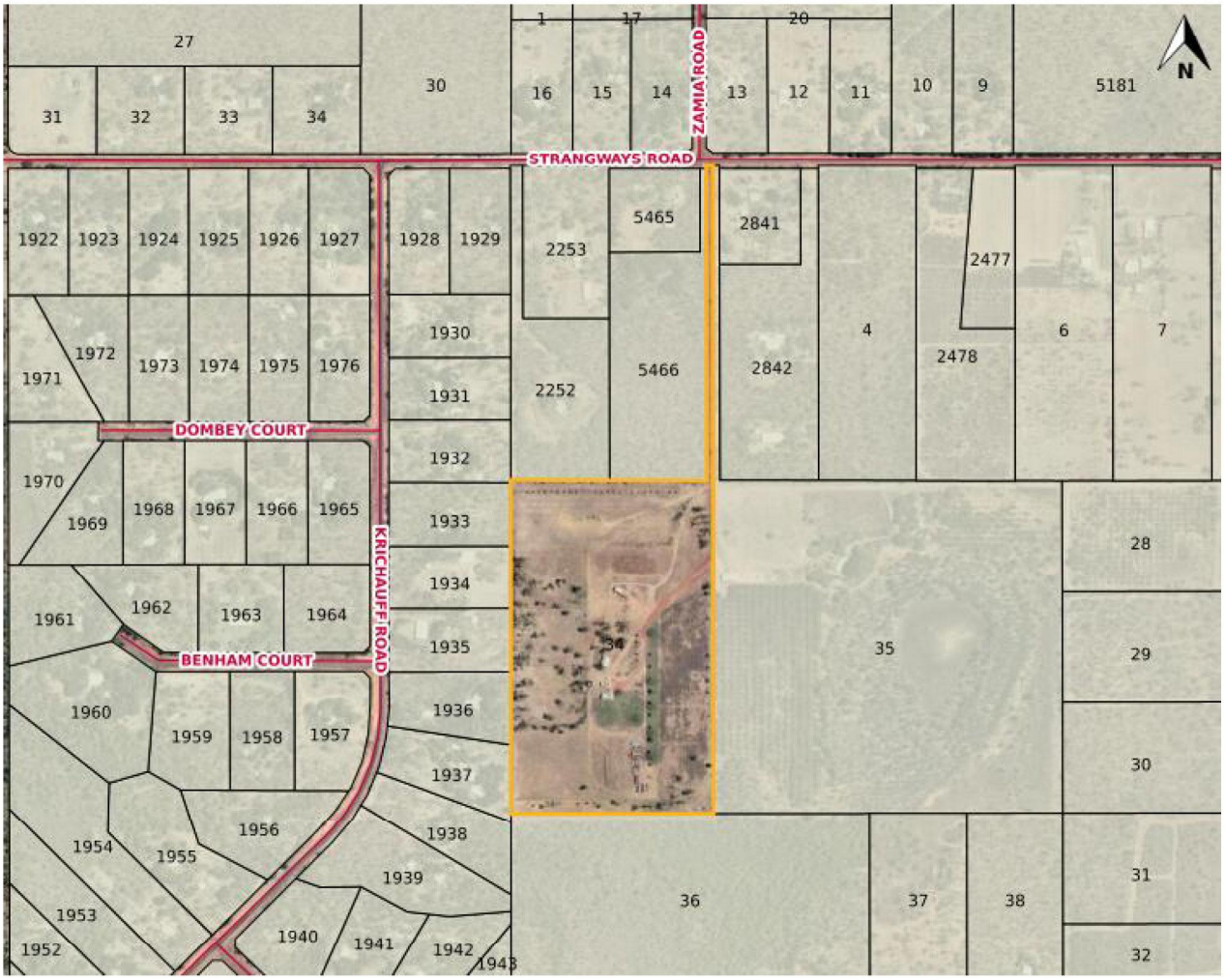
Custodian - Heritage Branch (+61 8 8999 5039)

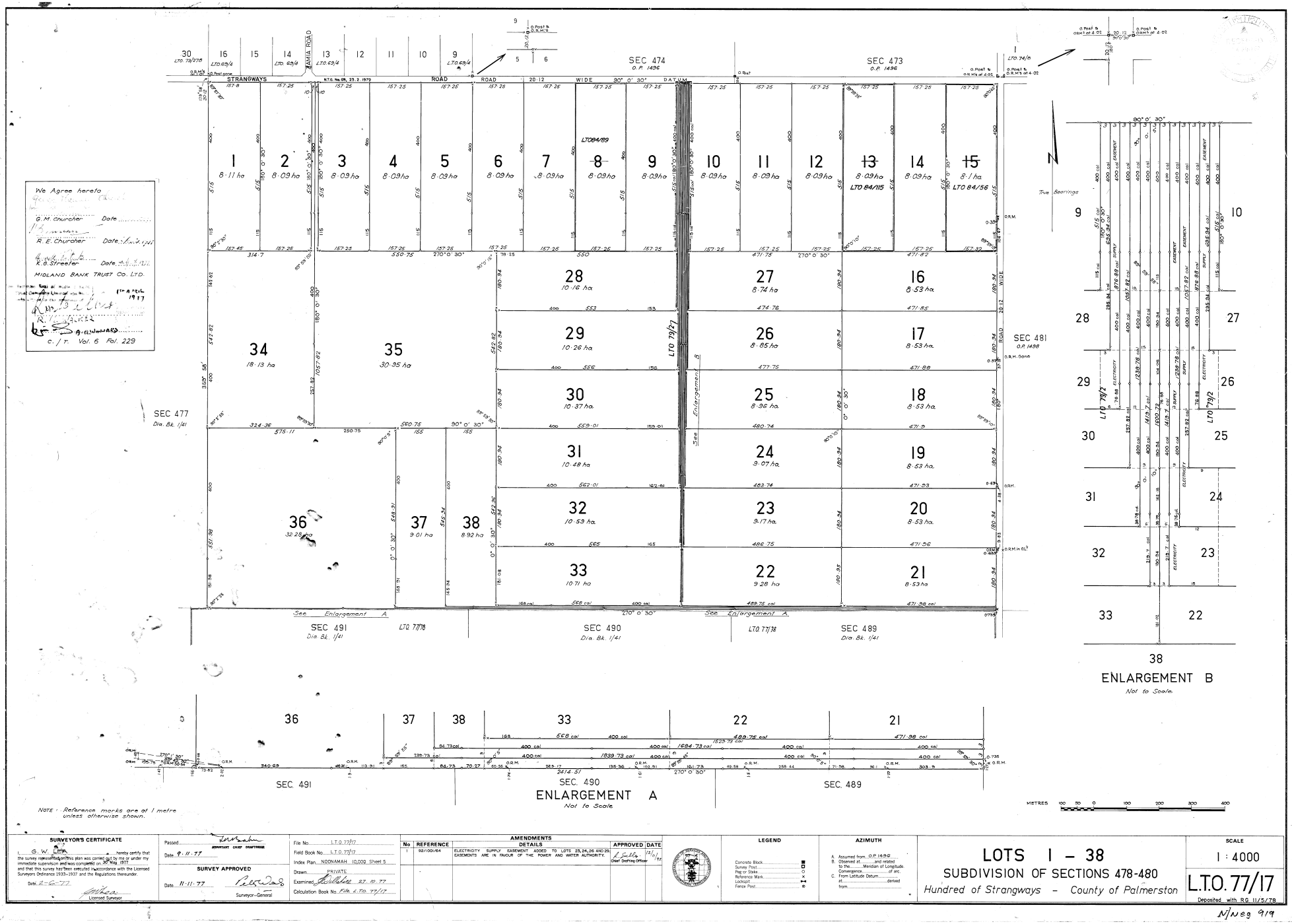
Heritage Listing:
(none found)

For further information on heritage places contact Heritage Branch or visit the website
https://nt.gov.au/property/land/heritage-register-search-for-places-or-objects

Other Interests
For Account balances, contact Litchfield Council

Locality Diagram





NOTE : Reference marks are at 1 metre unless otherwise shown.

SURVEYOR'S CERTIFICATE

I, G.W. LEA, ... hereby certify that the survey represented on this plan was carried out by me or under my immediate supervision and was completed on 30 May 1977 and that this survey has been executed in accordance with the Licensed Surveyors Ordinance 1933–1937 and the Regulations thereunder.

Date 2-6-77 Licensed Surveyor

Passed ... ASSISTANT CHIEF DRAFTSMAN

Date 9.11.77

SURVEY APPROVED

Date 11.11.77 Surveyor-General

File No. LTO 77/17

Field Book No. LTO 77/17

Index Plan NOONAMAH 10,000 Sheet 5

Drawn PRIVATE

Examined ... 27.10.77

Calculation Book No. File. c.To. 77/17

AMENDMENTS

No	REFERENCE	DETAILS	APPROVED	DATE
1	92/100/64	ELECTRICITY SUPPLY EASEMENT ADDED TO LOTS 23,24,26 AND 29. EASEMENTS ARE IN FAVOUR OF THE POWER AND WATER AUTHORITY.	Chief Drafting Officer	12/1/78

LEGEND

Concrete Block
Survey Post
Peg or Stake
Reference Mark
Lockspit
Fence Post

AZIMUTH

A. Assumed from O.P. 1496
B. Observed at ... and related to the ... Meridian of Longitude. Convergence ... of arc.
C. From Latitude Datum ... at ... derived from ...

LOTS 1 – 38
SUBDIVISION OF SECTIONS 478-480
Hundred of Strangways – County of Palmerston

SCALE 1 : 4000

L.T.O. 77/17

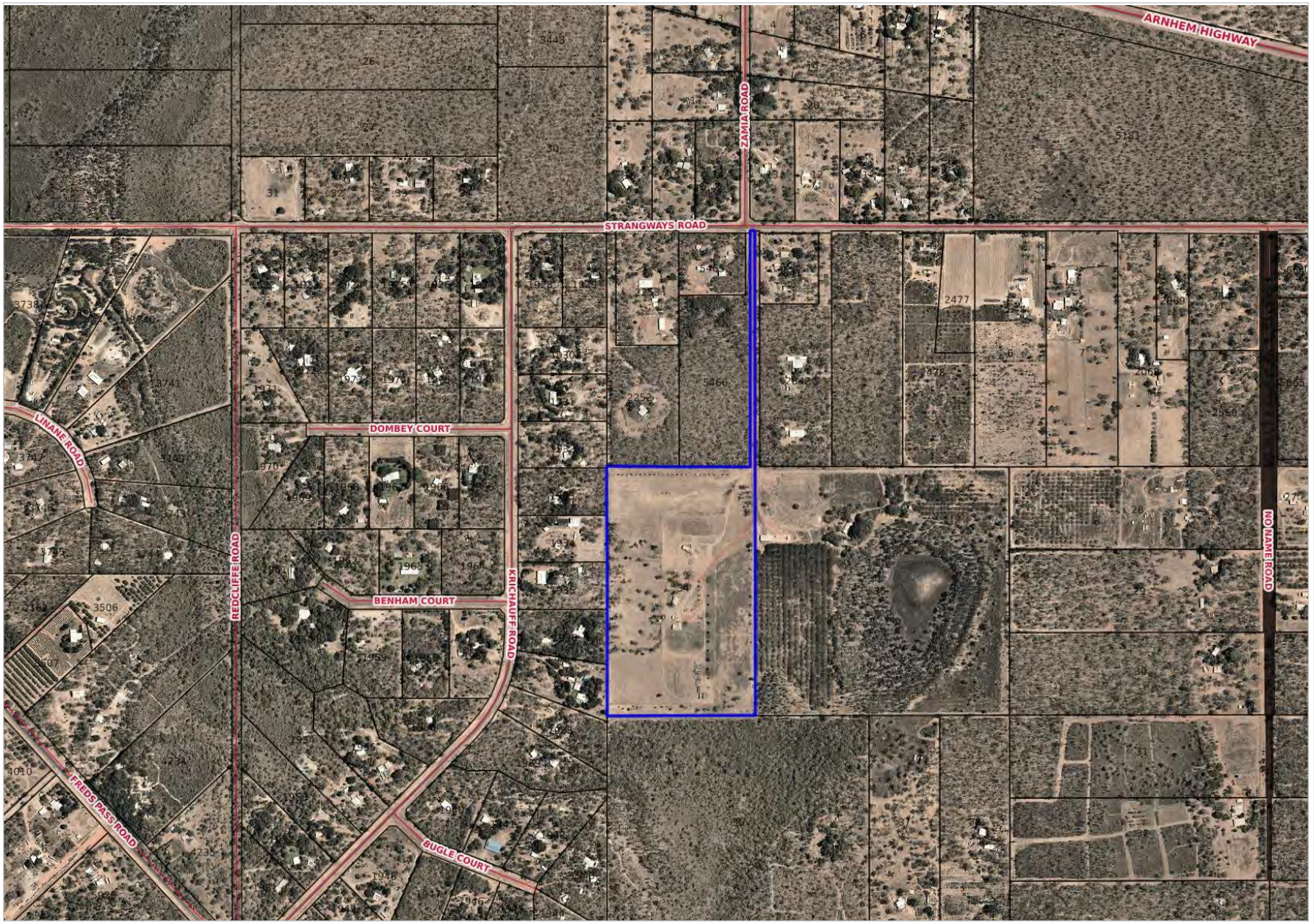
Deposited with RG 11/5/78

NJ Neg 9/9

NORTHERN TERRITORY GOVERNMENT

SITE AERIAL

LOT 34 HUNDRED OF STRANGWAYS
(600 STRANGWAYS ROAD, HUMPTY DOO)



LEGEND

SUBJECT SITE

tatam planning co.

N

Metres 200 400

Geospatial Services Branch

Department of Environment, Parks and Water Security

© Northern Territory Government

NORTHERN TERRITORY OF AUSTRALIA

Planning Act 1999 - sections 54 and 55

DEVELOPMENT PERMIT

DP22/0166

DESCRIPTION OF LAND THE SUBJECT OF THE PERMIT

Lot 00034, LTO Plan 77017
Hundred of Strangways
600 STRANGWAYS RD, HUMPTY DOO

APPROVED PURPOSE

To use and develop the land for the purpose of a private airstrip, in accordance with the attached schedule of conditions and drawing numbers 2022/0146/01-2022/0146/02 endorsed as forming part of this permit.

VARIATIONS GRANTED

Nil.

BASE PERIOD OF THE PERMIT

Subject to the provisions of sections 58, 59 and 59A of the Planning Act 1999, this permit will lapse two years from the date of issue.

George
Maly
2022.08.19
16:01:48
+09'30'

GEORGE MALY
Delegate
Development Consent Authority

19 August 2022

DEVELOPMENT PERMIT

DP22/0166

SCHEDULE OF CONDITIONS

1. The works carried out under this permit shall be in accordance with the drawings numbered 2022/0146/01-2022/0146/02 endorsed as forming part of this permit.

2. A maximum of two (2) fixed wing light aircraft may be kept on site, piloted and operated from the site. The aircraft must be registered with Recreational Aviation Australia (RAA), and must fit within the Light Sports aircraft (LSA) or Ultra Light Aircraft (ULA) classifications.

3. Appropriate facilities are provided for the storage and handling of fuel, including:
   i. locating fuel storage units on hard stand, sealed areas; and
   ii. providing appropriate firefighting equipment and spill management kits within close proximity of the storage area.

4. The private airstrip must not be used for commercial purposes and no more than 3 flights per week are permitted.

5. The private airstrip must only operate during day light hours and flights do not take place before 7am or after sunset on a weekday or before 8am or after sunset on a weekend.

6. Take off shall be permitted as per the 'Southern Preferred Approach' plan 2022/0146/02 endorsed as forming part of this permit.

7. No further development associated with aviation activities is to be undertaken on the subject site, without further consent.

8. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost Litchfield Council, to the satisfaction of the consent authority.

9. The use approved by this permit shall cease four (4) years from the date this permit was issued.

Notes

1. Aviation Operators should comply with the standard procedures for operating into non towered locations described in Civil Aviation Advisory Publication CAAP 166-01 v4.2 'Operations in the vicinity of non-controlled aerodromes' - https://www.casa.gov.au/airspace/standard-page/operations-non-controlled-aerodromes

2. The proponent must comply with Air Traffic Control flight pattern procedures within the RAAF Darwin airspace. The proponent is to liaise with The Royal Australian Air Force (RAAF) in relation to airspace issues. The RAAF point of contact in relation to this matter is can be emailed at 452SQNDAR.FLTCDR@defence.gov.au

3. A "Permit to Work Within a Road Reserve" may be required from Litchfield Council before commencement of any work within the road reserve.

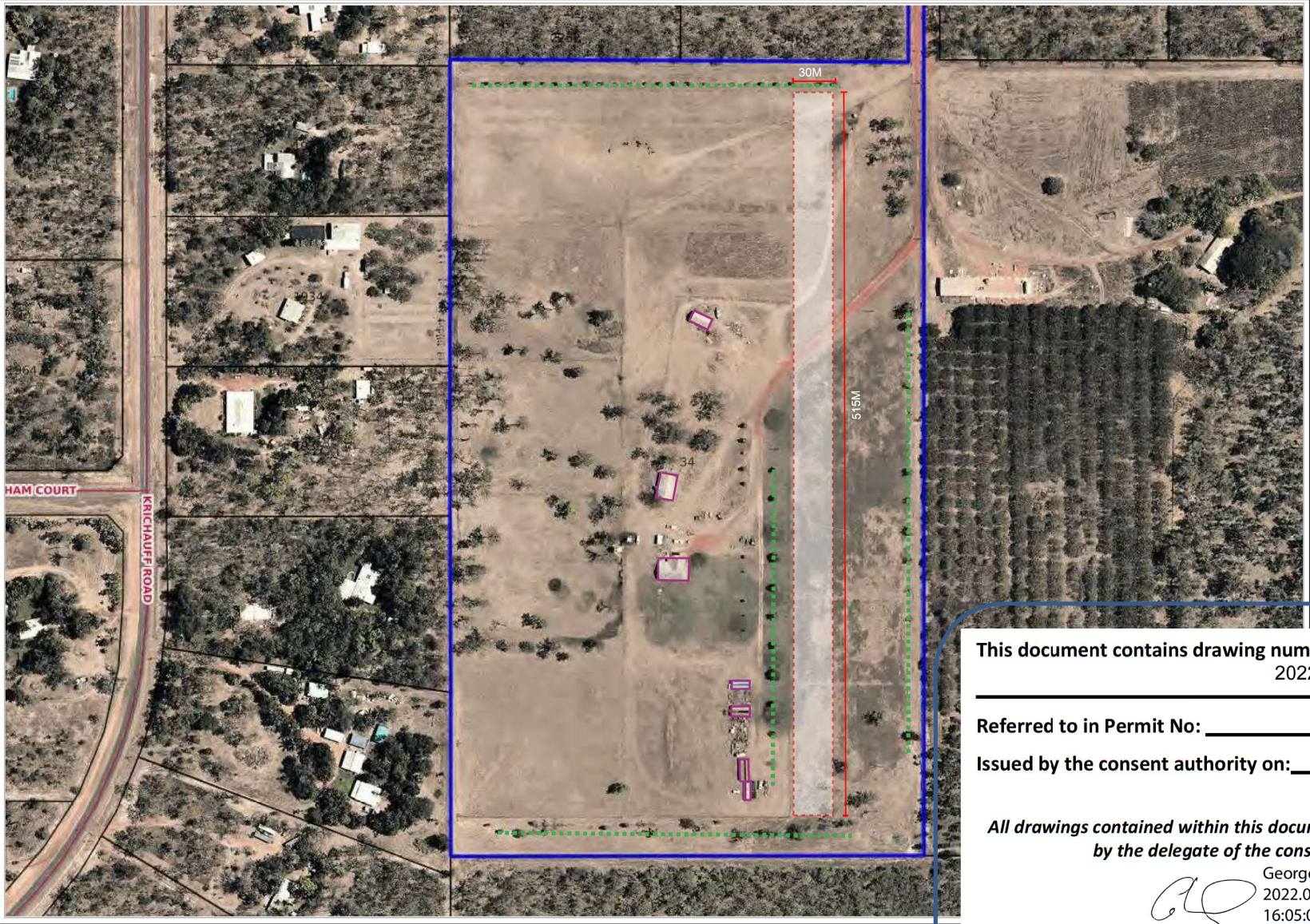
4. There are statutory obligations under the Waste Management and Pollution Control Act 1998 (the Act), that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority website at http://ntepa.ntg.gov.au/waste-pollution/guidelines/guidelines

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

Drawing number 2022/0146/01

Referred to in Permit No: DP22/0166

PROPOSED PRIVATE AIRSTRIP
(UNDEFINED USE)



LEGEND

- SUBJECT SITE
- PROPOSED PRIVATE AIRSTRIP
- EXISTING BUILDINGS (DWELLINGS & SHEDS) ON SITE
- AIRSTRIP MEASUREMENTS
- EXISTING TREE LINE (TO BE WIDENED WITH ADDITIONAL TREES)

tatam planning co.

This document contains drawing numbers:
2022/0146/01 - 2022/0146/02

Referred to in Permit No: DP22/0166

Issued by the consent authority on: 19 August 2022

All drawings contained within this document have been authorised by the delegate of the consent authority.

George Maly
2022.08.19
16:05:06
+09'30'

Delegate

Drawing number 2022/0146/02

Referred to in Permit No: DP22/0166

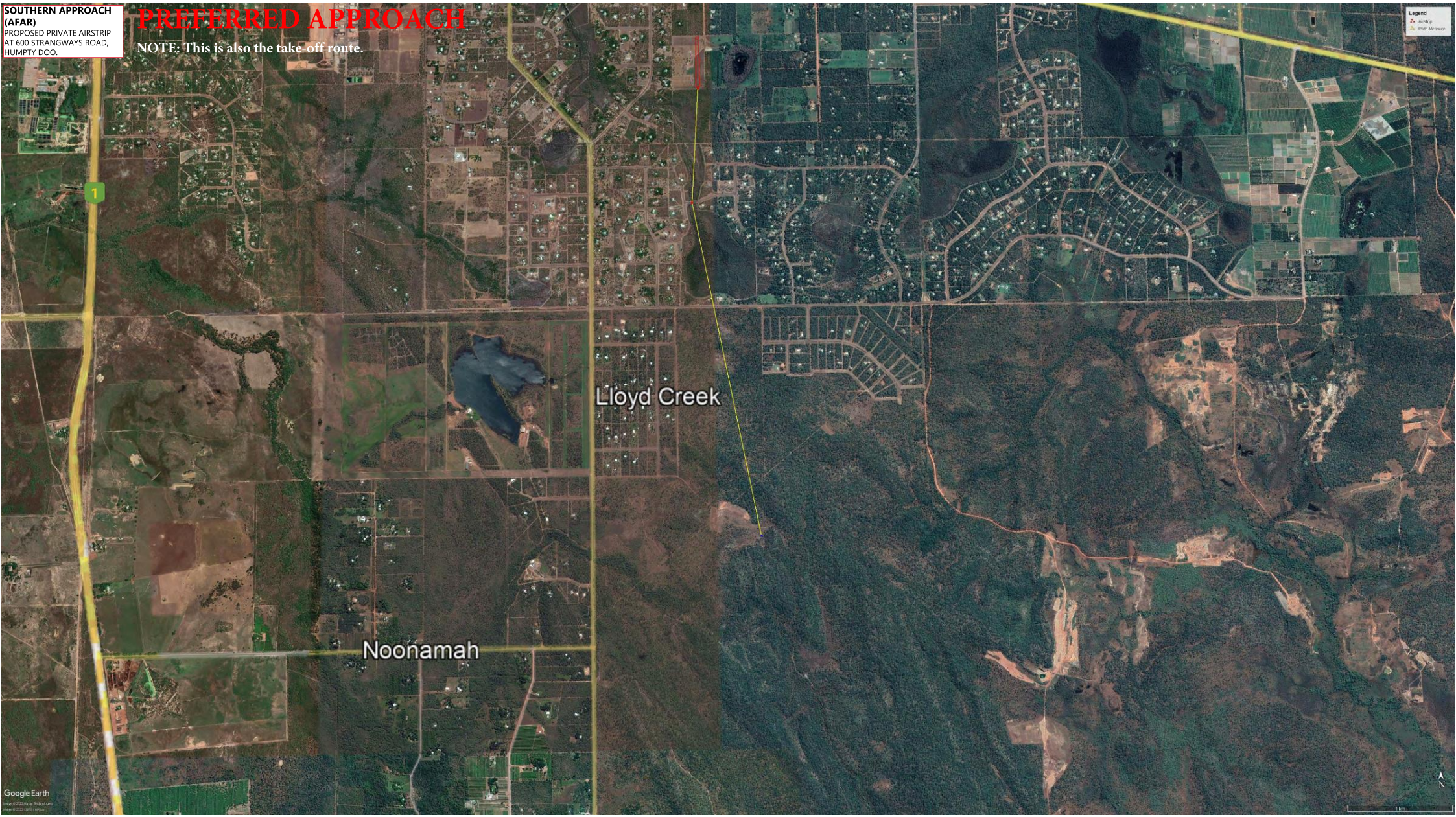




AIRCRAFT 1 - Aeroprakt A32 Vixxen (Light Sport Aircraft) with a Rotax 912iS Sport engine and a 3 bladed E-Prop Glorieuse propeller

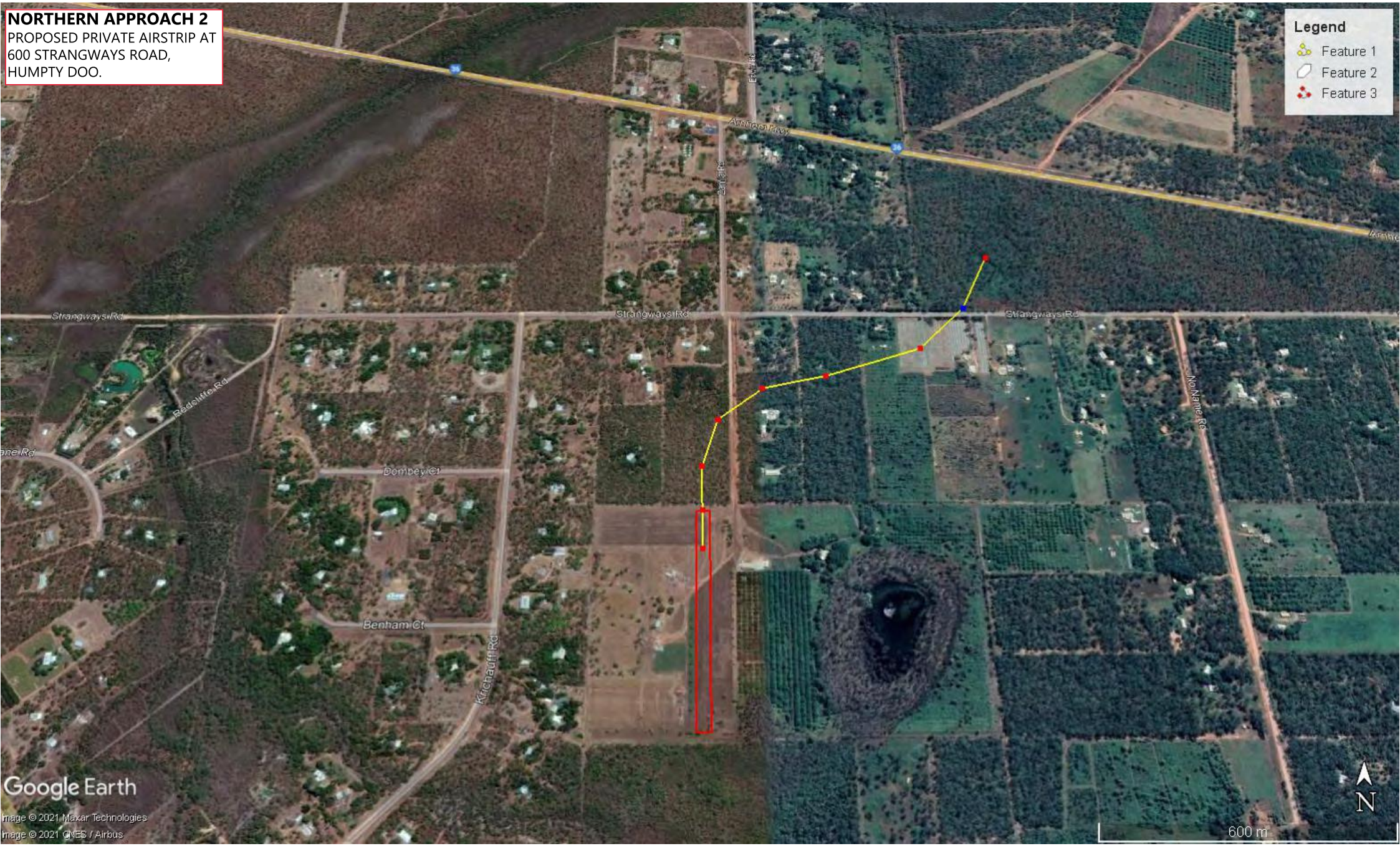


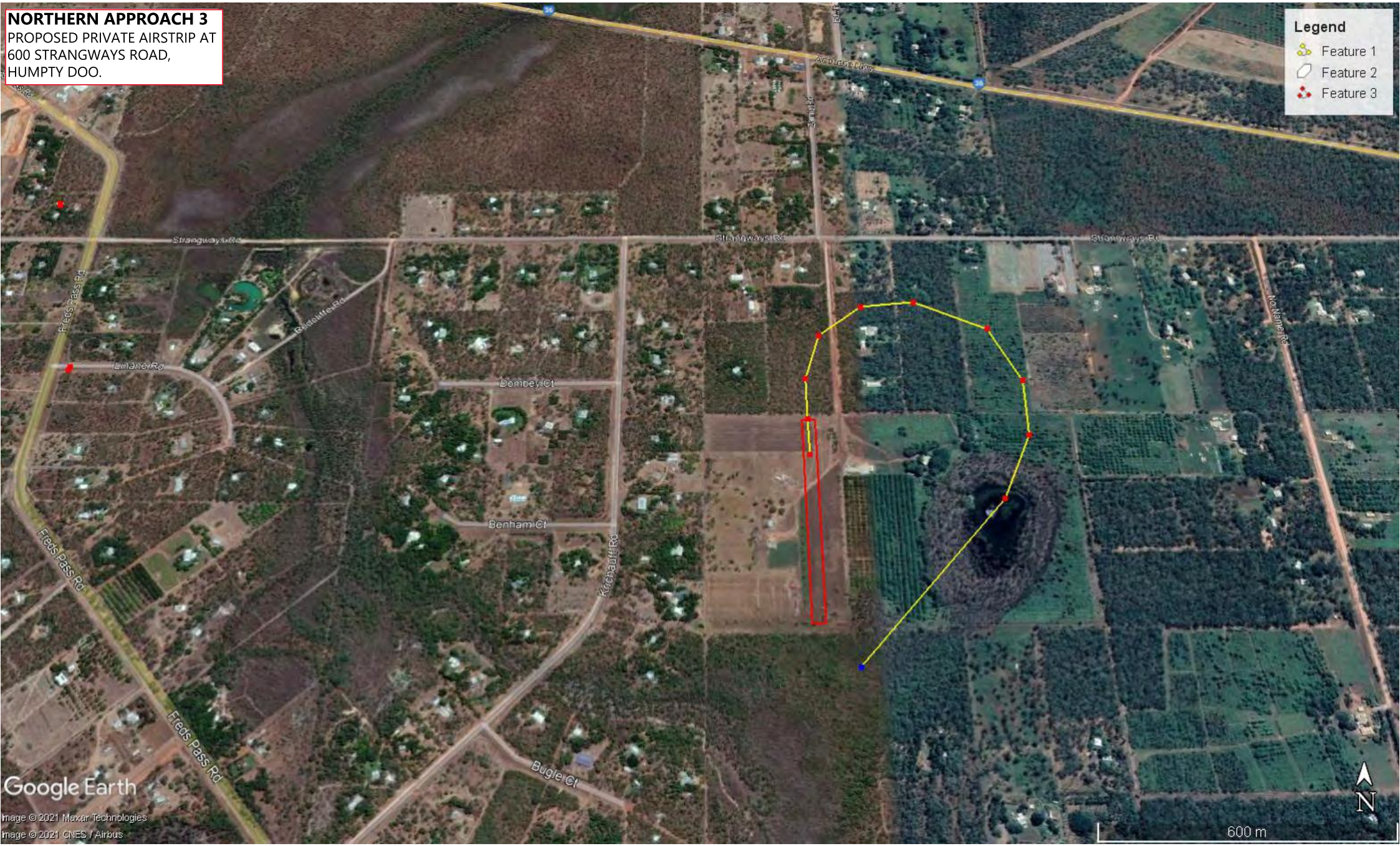
AIRCRAFT 2 - Wire Braced Drifter and will have a Rotax 912 ULS engine with a 3 bladed Bolly Brolga Magnum propeller


SOUTHERN APPROACH (AFAR)
PROPOSED PRIVATE AIRSTRIP AT 600 STRANGWAYS ROAD, HUMPTY DOO.
PREFERRED APPROACH
NOTE: This is also the take-off route.
Lloyd Creek
Noonamah
1
Legend
Airstrip
Path Measure
Google Earth
N


SOUTHERN APPROACH (CLOSE)
PROPOSED PRIVATE AIRSTRIP AT 600 STRANGWAYS ROAD, HUMPTY DOO.
PREFERRED APPROACH
NOTE: This is also the take-off route.
Freds Pass Rd
Redcliffe Rd
Legend
Airstrip
Path Measure
Google Earth


NORTHERN APPROACH 1
PROPOSED PRIVATE AIRSTRIP AT 600 STRANGWAYS ROAD, HUMPTY DOO.
Legend
Feature 1
Feature 2
Feature 3
Strangways Rd
Freds Pass Rd
Riddell Rd
Linane Rd
Dombey Ct
Benham Ct
Richard Rd
Bugle Ct
Google Earth
Image © 2021 Maxar Technologies
Image © 2021 CNES / Airbus
N
600 m


NORTHERN APPROACH 2
PROPOSED PRIVATE AIRSTRIP AT 600 STRANGWAYS ROAD, HUMPTY DOO.
Legend
Feature 1
Feature 2
Feature 3
Strangways Rd
Redcliffe Rd
Dempey Ct
Benham Ct
Kirchauff Rd
No Name Rd
Google Earth
Image © 2021 Maxar Technologies
Image © 2021 CNES / Airbus
N
600 m


NORTHERN APPROACH 3
PROPOSED PRIVATE AIRSTRIP AT 600 STRANGWAYS ROAD, HUMPTY DOO.
Legend
Feature 1
Feature 2
Feature 3
Strangways Rd
Freds Pass Rd
Riddell Rd
Lmahl Rd
Dombey Ct
Benham Ct
Krichauff Rd
Bugle Ct
No Name Rd
Google Earth
Image © 2021 Maxar Technologies
Image © 2021 CNES / Airbus
N
600 m

tatam
planning co.

STATEMENT OF EFFECT.

AUGUST 2026

CONTINUATION OF PRIVATE AIRSTRIP USE.

LOT 34 HUNDRED OF STRANGWAYS.
(600 STRANGWAYS ROAD, HUMPTY DOO).

CONTENTS.

SUMMARY.

1. INTRODUCTION. 4

1.1 DEVELOPMENT APPLICATION SUMMARY. 4

1.2 CONTENTS OF THIS STATEMENT OF EFFECT. 4

1.3 OWNERSHIP OF THE SITE AND BENEFICIARIES. 4

1.4 PLANNING HISTORY OF THE SITE. 5

2. SITE AND LOCALITY. 6

2.1 DESCRIPTION OF LOCALITY. 6

2.2 DESCRIPTION OF THE SITE. 6

3. PROPOSED DEVELOPMENT. 7

3.1 EXISTING USE. 7

3.2 PROPOSED USE. 7

3.3 AIRCRAFT DETAILS. 8

3.4 TAKEOFF / LANDING PROCEEDURES. 8

3.5 SAFETY PROCEDURES. 9

3.6 NOISE MITIGATION MEASURES. 9

3.7 DUST MITIGATION MEASURES. 10

4. SECTION 46(3)(A) OF THE NTPA – NT PLANNING SCHEME. 11

4.1 PART 1 – GUIDANCE. 11

4.1.1 Clause 1.8 - When Development Consent is Required. *11*

4.1.2 Clause 1.10 – Exercise of Discretion. *11*

4.2 PART 2 – STRATEGIC FRAMEWORK. 11

4.2.1 Clause 2.2 – Components and Operation of the Strategic Framework. *11*

4.2.2 Clause 2.4 – Darwin Regional Land Use Plan. *12*

4.2.3 Clause 2.4 – Litchfield Subregional Land Use Plan. *12*

4.3 PART 3 – OVERLAYS. 13

4.4 PART 4 – ZONES AND ASSESSMENT TABLES. 14

4.4.1 Clause 4.7 – Zone RL (Rural Living) *14*

4.5 PART 5 – DEVELOPMENT REQUIREMENTS. 16

4.5.1 Clause 5.2.1 – General Height Control. *16*

4.5.2 Clause 5.2.4.1 - Parking Requirements. *16*
4.5.3 Clause 5.2.4.4 – Parking Layout. *16*
4.5.4 Clause 5.2.5 – Loading Bay. *16*
4.5.5 Clause 5.2.6 – Landscaping. *16*
4.5.6 Clause 5.5.3 – Commercial and Other Development. *17*
5. SECTION 46(3) OF THE ACT – REMAINING REQUIREMENTS. 18
5.1 46(3)(B) – INTERIM DEVELOPMENT CONTROL ORDER. 18
5.2 46(3)(C) – REFERRAL TO THE NT EPA. 18
5.3 46(3)(D) – MERITS OF PROPOSED DEVELOPMENT. 18
5.4 46(3)(E) – SUITABILITY OF LAND FOR DEVELOPMENT AND IMPACTS OF DEVELOPMENT. 19
5.5 46(3)(F) – AVAILABLE PUBLIC FACILITIES AND OPEN SPACE. 19
5.6 46(3)(G) – AVAILABLE PUBLIC UTILITIES/INFRASTRUCTURE. 19
5.7 46(3)(H) – IMPACT ON AMENITY. 19
5.8 46(3)(J) – BENEFITS OR DETRIMENTS TO THE PUBLIC INTEREST. 20
CONCLUSION. 21

ATTACHMENT A. CERTIFICATE OF TITLE
ATTACHMENT B. SURVEY PLAN
ATTACHMENT C. SITE AERIAL
ATTACHMENT D. DP22/0166 & ENDORSED PLANS
ATTACHMENT E. AIRCRAFT PHOTOS
ATTACHMENT F. FLIGHT APPROACHES

SUMMARY.

DEVELOPMENT APPLICATION DETAILS.	
Proposed Development.	Continuation of Undefined Use (Private Airstrip)
Category of Assessment.	Impact Assessable (by land use permissibility under the NT Planning Scheme).
Consent Authority.	Litchfield Development Consent Authority or delegation.
Site Address.	Lot 34 Hundred of Strangways (600 Strangways Road, Humpty Doo).
Site Area.	18.13 hectares (181,300m^2)
Site Zoning.	RL (Rural Living)
Easements.	Electricity supply easement to Power and Water Authority.
Owner Details.	Gregory Alan Murray.
Beneficiaries.	None Identified.
Applicant.	Tatam Planning Co.
Contact Address.	PO Box 2224, Darwin NT 0801.
Contact Person.	Catriona Tatam.
Contact Email.	cat@tatamplanningco.com.au.
Job Reference.	J197

PLANNING SCHEME DETAILS.	
Planning Scheme.	Northern Territory Planning Scheme 2020.
Defined Use(s).	Undefined Use (Private Airstrip)
Zone.	RL (Rural Living)
Overlays.	CNV - Clearing of Native Vegetation
Regional Land Use Plan.	Darwin Regional Land Use Plan.
Sub Regional Land Use Plan.	Litchfield Subregional Land Use Plan.
Area Plan.	None Identified.
Identified Variations	None Identified.

1. INTRODUCTION.

1.1 DEVELOPMENT APPLICATION SUMMARY.

Tatam Planning Co. has been engaged by the owner of Lot 34 Hundred of Strangways to prepare a Development Application for the continued use of an 'Undefined Use' (Private Airstrip) at 600 Strangways Road, Humpty Doo. The subject site is zoned RL (Rural Living).

On 19 August 2022, Development Permit DP22/0166 was issued to '*use and develop the land for the purpose of a private airstrip*'. The approved use has been operating on site since August 2022. The original permit included conditions limiting the frequency and timing of flights and conditioning the use to cease four (4) years from the date of issue, unless extended.

The current application seeks consent for the continued operation of the established private airstrip, including the variation of Condition 4 to permit no more than 10 flights per week (in lieu of the originally approved 3 flights per week), and the deletion of Condition 9, which required the approved use to cease four (4) years from the date of issue of DP22/0166.

A request was initially made to vary DP22/0166 under Section 57 of the *Northern Territory Planning Act 1999* (Variation to an existing Development Permit). Development Assessment Services advised that the proposed changes required consideration through a full Development Application, and this application has therefore been prepared on that basis.

The assessment demonstrates that the established use remains appropriate in the Rural Living zone and, importantly, has operated since 2022 without evidence of unacceptable impacts on adjoining or nearby land.

1.2 CONTENTS OF THIS STATEMENT OF EFFECT.

This Statement of Effect has been prepared to support the required development application (DA). Included within this Statement of Effect are the following attachments:

- → **Attachment A.** Certificate of Title.
- → **Attachment B.** Survey Plan.
- → **Attachment C.** Site Aerial.
- → **Attachment D.** DP22/0166 & Endorsed Plans
- → **Attachment E.** Aircraft Photos
- → **Attachment F.** Flight Approaches

In preparing this Statement of Effect, Tatam Planning Co. has conducted a site and locality inspection, examined the development and site history, discussed the proposed continuation of the approved use with the client, reviewed relevant mitigation measures in place, and considered the relevant provisions of the NTPS 2020 in line with applicable legislation.

1.3 OWNERSHIP OF THE SITE AND BENEFICIARIES.

The Certificate of Title identified Lot 34 Hundred of Strangways (600 Strangways Road, Humpty Doo) with the owner being Gregory Alan Murray.

It is our understanding that no other persons in a beneficiary to this application other than those identified above. Title documents for the sites are provided in **Attachment A**.

1.4 PLANNING HISTORY OF THE SITE.

The Certificate of Title lists the following building and planning approvals on the site:

TABLE 1: PLANNING HISTORY – LOT 34 HUNDRED OF STRANGWAYS.

PERMIT.	DATE ISSUED.	APPLICATION PURPOSE.
Building Permit (1/9)	18/02/1991	Shed (198m^2)
Building Permit (2/9)	10/12/1991	House (76m^2)
Building Permit (4/9)	05/05/1992	Shed (98m^2)
Building Permit (6/9)	27/09/1994	House (240m^2)
Building Permit (7/9)	26/11/1997	Shade Sail to Outbuilding
DP01/0350	06/09/2001	Clear in excess 50% of land.
DP00/0268	16/06/2000	2 Detached Dwellings
DP22/0166	19/08/2022	Private Airstrip

The Certificate of Title is provided at **Attachment A.**

2. SITE AND LOCALITY.

2.1 DESCRIPTION OF LOCALITY.

The subject site is located in the suburb of Humpty Doo, within the Litchfield Municipality.

The immediate surrounding area is of a semi-rural nature, with all surrounding lots to the subject site also being zoned RL (Rural Living). The lot sizes in the immediate area range from 130 hectares to just over 2 hectares. The Humpty Doo Town Centre is located approximately 3.5km (via road) from the site.

2.2 DESCRIPTION OF THE SITE.

The subject site is Lot 34 Hundred of Strangways (600 Strangways Road, Humpty Doo). The site is a large battle-axe block, with an access leg from Strangways Road of approximately 515m in length. The site is 18.13 hectares in size.

The subject site contains two dwellings and several outbuildings. The site was approved for largescale clearing in 2001, and the site remains largely devoid of natural vegetation.

Survey Plan LTO77/017 is provided at **Attachment B.** A site aerial is provided at **Attachment C** (excerpt provided below).

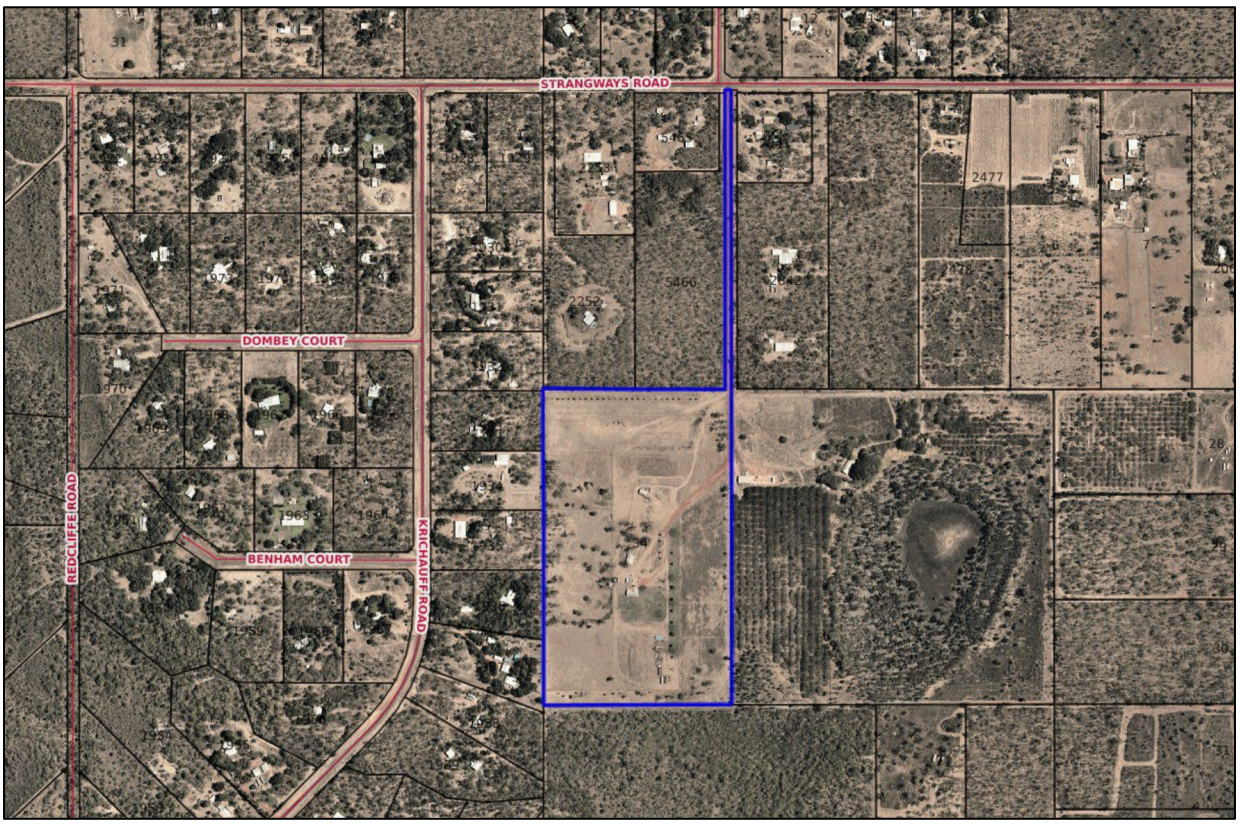


FIGURE 1 – SITE AERIAL (EXCERPT).

3. PROPOSED DEVELOPMENT.

3.1 EXISTING USE.

On 19 August 2022, Development Permit DP22/0166 was issued to *'use and develop the land for the purpose of a private airstrip'*.

No Conditions Precedent were included on the approval and as such Endorsed Drawings were issued as part of the determination. The use commenced on site immediately, and has been operating since the permit was issued. To the best of our knowledge, no objections or complaints have been received regarding the use.

The approved permit and development plans are provided at Attachment D.

3.2 PROPOSED USE.

The proposal contained herein is for the continuation of an approved undefined use (Private Airstrip) at Lot 34 Hundred of Strangways (600 Strangways Road, Humpty Doo).

It is requested that the DCA consider the proposed amendment to Condition 4 of DP22/0166, which is currently as follows:

> *4. The private airstrip must not be used for commercial purposes and no more than **3** flights per week are permitted.*

It is proposed to amend the above condition as follows:

> *4. The private airstrip must not be used for commercial purposes and no more than **10** flights per week are permitted.*

The intent of the requested amendment is not to substantially increase the overall use of the airstrip, but rather to provide greater flexibility for occasional periods where family members or friends visit the property and multiple recreational flights may occur over one or two days. These periods are infrequent and are generally offset by extended periods where no flights occur. The airstrip continues to be used solely for private recreational purposes and is not proposed to facilitate any commercial aviation activity.

Importantly, the amendment does not alter the approved aircraft type, the maximum number of aircraft permitted on site, hours of operation, prescribed flight path, or the prohibition on commercial use. Accordingly, the nature of the development remains unchanged and the potential amenity impacts remain limited.

Deletion of Condition 9 of DP22/0166 is also proposed for consideration by the Development Consent Authority, which is as follows:

> *9. The use approved by this permit shall cease four (4) years from the date this permit was issued.*

It is proposed to remove this condition in its entirety.

The four-year sunset clause was imposed as a precautionary measure to enable the Development Consent Authority to review the operation of the private airstrip after a reasonable period and determine whether the approved use had resulted in unacceptable impacts on neighbouring properties or whether changes to the surrounding land use pattern warranted further consideration. As stated in the Notice of Determination, the condition was intended to provide an opportunity to evaluate actual, rather than perceived, impacts on

residential amenity.

The airstrip has now been established and operated for almost four years. During this period there has been no evidence that the use has generated unacceptable impacts on adjoining landowners or the wider locality. The approved operational controls, including restrictions on aircraft type, prohibition of commercial use, daylight-only operations and prescribed flight paths, have demonstrated that the use can coexist with surrounding rural residential development without materially affecting amenity.

The temporary nature of the approval has therefore fulfilled its intended purpose. Retaining a condition requiring the use to cease after four years would no longer serve a planning purpose and would introduce unnecessary uncertainty for an otherwise lawfully established use that has demonstrated its compatibility with the Rural Living zone.

The continued operation of the private airstrip, subject to the remaining conditions of the permit (as varied), will maintain the same level of environmental and amenity protection originally contemplated by the consent authority.

3.3 AIRCRAFT DETAILS.

The aircraft utilised on site remain consistent with the original application, and the requirements of Condition 2 of DP22/0166, as follows:

> 2. *A maximum of two (2) fixed wing light aircraft may be kept on site, piloted and operated from the site. The aircraft must be registered with Recreational Aviation Australia (RAA), and must fit within the Light Sports aircraft (LSA) or Ultra Light Aircraft (ULA) classifications.*

Aircraft 1 is an Aeroprakt A32 Vixxen (Light Sport Aircraft) with a Rotax 912iS Sport engine and a 3 bladed E-Prop Glorieuse propeller. Aircraft 2 is a Wire Braced Drifter and will have a Rotax 912 ULS engine with a 3 bladed Bolly Brolga Magnum propeller.

Both aircraft are classified as LSA or ULA, and have recently undergone engine replacement modifications to further decrease originally-calculated noise output. Photos of the aircraft are provided at Attachment E.

3.4 TAKEOFF / LANDING PROCEEDURES.

No changes to approved take off and landing procedures are proposed.

To reiterate what was originally approved, all take-offs will continue be performed towards the South, per condition 6 of DP22/0166. This will ensure that all flight at low altitudes and high-power settings (as occurs during take-off) will be conducted over an uninhabitable, timbered flooding area to the south. If the wind is such that it doesn't allow for a take-off to the South (as aircraft performance diminishes with a tailwind), then the flight simply will not proceed at such time.

The continued preference for every landing will also be to approach and land from the South over the uninhabitable area. However, there will be circumstances where the wind may not allow for a landing from this direction. As such, landings would need to be able to be made from either direction. The impact on the community for a landing to be made from the North would be minimal, as the aircraft will be descending during the approach and landing and therefore only need minimal (if not idle) power settings.

Note; the reason a take-off can be limited to one direction, whereas a landing cannot be, is that the direction of the wind can be determined at the point of take-off. If the wind is not favourable, the flight can be aborted.

Once the aircraft is in the air however, it must come back down, and the direction of the wind could have either changed since the time of departure or not be known if the departure was from another location.

Approved landing approaches are provided at Attachment F.

3.5 SAFETY PROCEDURES.

No changes to the original safety procedures are proposed.

The pilot utilising the airstrip is the landholder. Personal friends and family may join as a passenger on some flights. The landowner has over 22 years and 10,000 hours of flying experience. The landowner is currently employed as a professional pilot, having made it his career for over 18 years, including as the captain of a 90+ seat jet aircraft for the last seven years. He has been a Check and Training Captain (two ranks above Captain) for the past two years.

As the aircraft registration only allows for day flying under the visual flight rules (VFR), all flights will continue to be conducted during the day whilst clear of cloud and with visibility greater than 5km. To prevent a collision with wildlife such as wallabies, all areas surrounding the airstrip will continue to be mowed to allow for increased visibility. All pets will be distanced from the airstrip by dedicated fenced-in areas.

The threat of a collision with another aircraft will continue to be mitigated by having VHF radio installed in both aircraft operated from the airstrip. This will allow for broadcasting and communication with other aircraft in the vicinity. In addition to this, both aircraft will carry iPads with traffic displays on all ozRunways user pilots. The Vixxen contains ADS-B capabilities which both broadcast and receive traffic information for display and audible alerts. These measures far exceed any legislative requirements for General Aviation category aircraft, let alone ultralight aircraft which typically have far less equipment due to their restrictions on maximum take-off weights.

In the event of an engine failure on take-off, the area of set down would either consist of utilising the remaining airstrip length (and turning node method) or into neighbouring trees, as is no different to many other airstrips around Australia. The reduction of risk to injury and death is made through initial pilot training on how to deal with engine failures. The aircraft structure itself also provides protection to the pilot in the case of the Vixxen. In the case of the Drifter, safety equipment such as helmets provide this protection which will be utilised on all Drifter flights.

As the departure area to the south consists of flood-prone area, the use of the land for future development is highly unlikely. This significantly minimises the likelihood of a collision with people or man-made structures.

3.6 NOISE MITIGATION MEASURES.

The original approval incorporated a range of operational measures to minimise potential noise impacts on surrounding properties. These measures remain unchanged by the current application and include daylight-only operation, use of light recreational aircraft, preferred take-off and landing approaches directed away from nearby residential properties, the location of the airstrip within the large site to maximise separation from adjoining residences, and the retention of existing vegetation and tree lines which provide additional screening and acoustic attenuation. The prohibition on commercial aviation also remains in place.

The original approval also imposed a restriction on flight frequency as an additional safeguard for surrounding amenity. While the approved frequency has subsequently been increased to a maximum of 10 flights per week, this provides flexibility for occasional periods of increased recreational activity rather than establishing a routine level of use. The remaining operational and noise mitigation measures are unchanged.

It is noted that the Drifter aircraft has recently undergone engine replacement modifications to a four-stroke

Rotax 912 ULS, which is a more efficient and quieter engine model than what was originally approved as part of the original application. This modification will decrease originally-calculated noise output, therefore further reducing perceived noise in decibels and increasing effectiveness of other noise mitigation measures in place.

The effectiveness of these measures is supported by the established operation of the airstrip since 2022. The use has operated for almost four years under the original approval without evidence of unacceptable impacts on adjoining or nearby properties. Accordingly, no additional noise mitigation measures are proposed as part of the ongoing use.

3.7 DUST MITIGATION MEASURES.

The original approval considered the potential for dust associated with the operation and maintenance of the private airstrip. The established airstrip is maintained with a compacted gravel surface, which was considered to result in minimal dust generation from aircraft and vehicle movements. The surface may be watered during the Dry Season on an as-needed basis should dust suppression be required.

Existing tree lines surrounding the airstrip provide additional screening and assist in minimising any potential dust drift towards adjoining properties. Supplementary planting was also undertaken to strengthen the existing vegetation barrier and improve dust and noise attenuation.

No changes to the existing dust mitigation measures are proposed. The current application does not involve any physical expansion or alteration of the established airstrip or its surface treatment. The existing compacted gravel surface and vegetation screening will continue to be maintained as part of the ongoing use.

4. SECTION 46(3)(A) OF THE NTPA – NT PLANNING SCHEME.

Section 46(3)(a) of the NT Planning Act 1999 (NTPA) states that:

3) A development application is to contain the following:
a. an assessment demonstrating how the proposed development will comply with any planning scheme that applies to the land.

An assessment against the relevant sections of the NT Planning Scheme (NTPS) is provided below.

4.1 PART 1 – GUIDANCE.

Part 1 of the NTPS provides guidance for the interpretation and administration of the document.

4.1.1 Clause 1.8 - When Development Consent is Required.

The development proposed to continue on site is an 'Undefined Use' (Private Airstrip). An undefined use is an Impact Assessable use in Zone RL (Rural Living), and as such, consent is required for the proposed changes and continued use on site.

4.1.2 Clause 1.10 – Exercise of Discretion.

Pursuant to subclause 4 of Clause 1.10 of the NTPS, when considering an application for consent for a use or development identified as 'Impact Assessable', the Consent Authority must take into account all of the following:

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

This application therefore seeks consent for the continued use of the private airstrip on site pursuant to an assessment against the abovementioned NTPS sections.

4.2 PART 2 – STRATEGIC FRAMEWORK.

Part 2 of the NTPS provides the strategic framework, comprising Regional Land Use Plans, Subregional Land Use Plans and Area Plans.

4.2.1 Clause 2.2 – Components and Operation of the Strategic Framework.

Pursuant to subclause 4 of Clause 2.2, the strategic framework guides the interpretation of all parts of the NTPS. Subregional Land Use Plans, Regional Land Use Plans and Strategic Planning Policies will guide interpretation of the Planning Scheme when:

1. *There is no applicable Area Plan;*
2. *The Area Plan does not provide guidance on a particular issue;*
3. *A use or development does not accord with an Area Plan; or*
4. *A new Area Plan is being created or a change is proposed to an existing Area Plan.*

The Certificate of Title at **Attachment A** identifies there the Darwin Regional Land Use Plan and the Litchfield Subregional Land Use Plan apply to the site. An assessment is provided below.

4.2.2 Clause 2.4 – Darwin Regional Land Use Plan.

The Darwin Regional Land Use Plan (DRLUP) designates the site as being within a 'Rural Lifestyle' Land Use Structure.

The existing undefined use (private airstrip) is considered to be consistent with the land use structure under DRLUP. The continued use of the site for a private airstrip does not impinge on the intended land use structure of 'Rural Lifestyle'. Within the DRLUP, the key objectives for the 'Rural Lifestyle' land use structure are as follows:

- *Identify opportunities for rural lifestyle development to meet market demand.*

  The proposal does not propose any additional lifestyle development to meet demand, but instead seeks to continue a personal recreational pursuit on a suitably large rural block.

- *Encourage opportunities for a choice of lifestyle in terms of lot size and access to services.*

  The proposal does not provide opportunities in terms of lot size or access to services in the rural area. However, the continued use of private airstrip provides the continued opportunity to allow for a hobby that is commensurate with the active lifestyle of the rural area, whilst minimising any impacts on amenity.

- *Provide appropriate buffers between different residential localities to maintain and enhance the amenity of established areas and protect the natural environment.*

  The proposal does not act as a buffer between different residential localities but does seek to maintain the amenity of nearby established areas and protect the environment. When purchased by the current owner, the site was already extensively cleared (with approval). The current owner has maintained existing tree lines and has densified the existing tree lines within the property to ensure the amenity of the area is reasonably maintained, and that no further impacts to the natural environment occur.

The proposal does not contravene any of the above DRLUP objectives for the Rural Lifestyle area.

4.2.3 Clause 2.4 – Litchfield Subregional Land Use Plan.

The Litchfield Subregional Land Use Plan (LSLUP) designates the general works area as a 'Rural Area' Land Use Structure.

The existing undefined use (private airstrip) is consistent with the land use structure under LSLUP. The existing use does not impinge on the intended land use structure of 'Rural Area'.

The Statements of Policy in the LSLUP for the 'Rural Area' are as follows:

5. *Maintain rural amenity and lifestyle choice.*

- *Continue to support the subdivision of suitable land outside rural activity centres into 2 ha lots in Zone RL (Rural Living) and into 8 ha lots in Zone R (Rural);*

The existing and proposed continuation of the use on site does not seek subdivision.

→ *Require reliable water supply adequate for residential use;*

The proposal does not impinge on the existing water supply for the existing primary residential use on site, nor does it add to the demand for water due to the prosed gravel nature of the airstrip rather than grassed.

→ *Require stormwater drainage for new residential development to not adversely impact on the receiving environment; and*

The proposal is not for a new residential development, and the approved use includes a constructed airstrip of a semi-permeable gravel surface, which will not impact on the receiving environment within the site.

→ *Require residential subdivision to provide roads and infrastructure to the requirements of the responsible authorities.*

The proposal is not for a residential subdivision.

6. *Provide opportunity for residential land uses in the Rural Area to meet market demand.*
→ *provide a transition of residential density from rural land uses to rural activity centres;*

The proposal for the continued use of a private airstrip is on a site where the primary use is, and will remain, residential in nature. The site contains two existing (approved) single dwellings, in which the landowner resides in one. Given the recreational hobby nature of the existing airstrip and the infrequency of use, it could even be considered as ancillary to the primary use of the site for residential purposes.

→ *demonstrate the capability of the land to support closer residential settlement;*

This is not applicable to the proposal. The site is a battle-axe lot that cannot be developed at this point in time for additional residential settlements. Regardless, the proposal does not impact on the capability of the land for development in the future.

→ *have regard for the impact of clearing native vegetation and any adverse impacts on areas identified on the Priority Environmental Management Map (page 37); and*

The subject site was approved for extensive clearing in excess of 50% of the site under DP01/0350 in 2001. The proposal does not involve any additional clearing of native vegetation nor impact on areas identified as having Priority Environmental Management.

→ *provide road reserves that connect to adjacent properties in order to allow the establishment of an interconnected local road network.*

The proposal does not impact on any existing or proposed road networks, nor would it increase any traffic volume on existing roads as a result of the proposal.

4.3 PART 3 – OVERLAYS.

Part 3 of the NTPS details the overlays which identify areas of land that have specific development requirements. The CNV - Clearing of Native Vegetation overlay affects the site.

However, it is noted that the site has previously been approved for extensive clearing of native vegetation (DP01/0350).

As a result, the site remains largely devoid of native vegetation. Therefore, it is not considered necessary to assess against the overlay CNV - Clearing of Native Vegetation, as the existing private airstrip will not result in any additional clearing of vegetation.

4.4 PART 4 – ZONES AND ASSESSMENT TABLES.

Part 4 of the NTPS details the zones, zone purposes and outcomes, and assessment tables.

4.4.1 Clause 4.7 – Zone RL (Rural Living)

Zone RL (Rural Living) seeks to provide for a range of rural lifestyle choices and rural activities, in areas where access to reticulated water and sewerage may not be available.

The existing use on site as an undefined use (private airstrip) is consistent with the rural lifestyle and rural activities in the existing area.

The zone outcomes are detailed below:

1. *Predominantly dwellings-single and dwellings-independent within a rural lifestyle setting.*

The proposed continuation of the private airstrip is on a site where the primary use is, and will remain, residential in nature. The site contains two existing (approved) single dwellings, in which the landowner resides in one. The existing dwellings on site have and will be retained.

Given the recreational hobby nature of the proposed airstrip and the infrequency of use, it is considered ancillary to the primary use of the site for residential purposes. The existing private airstrip complements the existing rural lifestyle of the block and surrounding area by way of allowing pursuit of a hobby that is considered appropriate to the large size of the block and the low amenity impacts.

2. *Home based businesses and dwellings-community residence are of a scale, intensity and nature that is compatible with the character and amenity of the surrounding locality.*

Not applicable.

3. *Residential development, such as residential care facilities, does not interfere with the character and amenity of the zone.*

Not applicable.

4. *Rural activities, such as agriculture, animal boarding, horticulture, intensive animal husbandry, plant nursery, industry-primary, stables, and veterinary clinic where the scale, intensity and nature of the activity is compatible with the character and amenity of the surrounding locality and the land is capable of supporting the development.*

The proposal is not for any of the abovementioned uses; however it is considered that the proposed private airstrip, intended for private recreational use only, is an activity that is compatible with the character and amenity of the surrounding locality. The land is capable of supporting the development as follows:

- The proposed continuation of the use on site is ancillary to the continued primary residential use on site, as evidenced by the two existing dwellings on site (used continuously). The private airstrip remains a recreational activity associated with the landowner's rural lifestyle. The proposed

maximum of 10 flights per week is an operational cap intended to accommodate occasional periods of increased recreational activity, rather than a routine level of use.

- → The proposal will not impact on the visual character of the surrounding area, noting that the site is a battle-axe block that is not visible from the road. The airstrip is located centrally within a very large 18.3ha block and is not visible to any adjoining properties. The use remains visually unobtrusive and its operational characteristics, including daylight-only use and the southern preferred approach, assist in maintaining the rural character of the area.
- → The continued use of the private airstrip has minimal potential impacts on amenity, particularly that of noise, has been discussed extensively in Section 3.6. Ample information has been provided to demonstrate that the impacts on amenity, whilst not denied, continue to be minimal, manageable, within acceptable levels and infrequent.

5. *Development for residential purposes does not interfere with the existing or ongoing use of rural land for productive agricultural or horticultural purposes.*

Not applicable. The proposal is not for a residential purpose. The site contains existing residential uses that are approved and will continue. There are no agricultural or horticultural uses on the land.

6. *Community focused activities, such as community centre, child care centre, and emergency management facility: (a) are of a scale and intensity compatible with the character and amenity of the area; (b) wherever possible, are co-located with other non-residential activities in the locality; (c) avoid adverse impacts on the surrounding road network; and (d) are managed to minimise unreasonable impacts on the amenity of surrounding residents.*

The proposal is not for any of the abovementioned uses; however, the private airstrip is a private recreational activity that is compatible with the character and amenity of the surrounding locality. The proposal will not impact on the surrounding road networks. The operation remains controlled by the approved aircraft, operating hours, flight path and non-commercial restrictions, with the proposed 10-flight-per-week limit providing flexibility for occasional periods of increased recreational use without changing the fundamental character of the development.

7. *The design and site layout of all development are sympathetic to the existing streetscape, scale and character of surrounding development.*

The proposal does not impact upon the existing streetscape, scale or character of the surrounding area. The site is a battle-axe block that is not visible from the road, and the airstrip is located centrally within the property. No additional structures or aviation infrastructure are proposed. The continued private recreational use therefore remains visually compatible with the rural character of the locality.

8. *Development does not impose unsustainable demands on surface water and groundwater.*

The continuation of the private airstrip use on site does not involve any substantial alteration to the existing landform or permeable surfaces and does not impose unreasonable demands on surface water and groundwater.

9. *Subdivision design is informed by land suitability assessment to confirm the land is able to support residential development.*

Not applicable.

10. *Development is provided with an appropriate level of services and infrastructure and minimises impacts on sensitive environments.*

The continued use of the private airstrip on site doesn't require any additional services, and doesn't impact on sensitive environments.

11. *Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.*

The proposed development, being the continuation of an approved private airstrip, is not defined in Schedule 2 (Definitions). However, the use is considered appropriate in the zone, having due regard to the purpose and outcomes of the RL (Rural Living) zone. The proposal has been assessed against the purpose and objectives of the zone above, and under the previous approval.

The proposal is considered consistent with the rural lifestyle of the area, noting the continued private recreational use intent of the existing airstrip for a light recreational plane on intermittent occasions. The continued use on site is consistent with the relevant zone outcomes in relation to the proposed airstrip use in terms of scale, intensity, character and potential amenity impacts. The continued use of a private airstrip on site is compatible with the requirements of the zone and the surrounding land uses.

Proposed Development Plans are provided at Attachment D.

4.5 PART 5 – DEVELOPMENT REQUIREMENTS.

Part 5 of the NTPS outlines the specific development requirements.

4.5.1 Clause 5.2.1 – General Height Control.

The existing private airstrip does not involve any new structures or anything of a measurable height. The existing private airstrip is considered to be compliant with the intent of the height provisions.

4.5.2 Clause 5.2.4.1 - Parking Requirements.

The existing private airstrip doesn't have any specific parking requirements, given it is an undefined use.

The existing private airstrip is for private, recreational use by the landowner only. The existing and continued use of the airstrip is not expected to generate any car parking demands. Notwithstanding the above, the site contains ample room for informal parking.

4.5.3 Clause 5.2.4.4 – Parking Layout.

This clause is not considered applicable.

4.5.4 Clause 5.2.5 – Loading Bay.

This clause is not considered applicable.

4.5.5 Clause 5.2.6 – Landscaping.

This clause is not considered applicable.

4.5.6 Clause 5.5.3 – Commercial and Other Development.

The proposal is not for a commercial use, and as such, no assessment has been undertaken against this clause.

5. SECTION 46(3) OF THE ACT – REMAINING REQUIREMENTS.

5.1 46(3)(B) – INTERIM DEVELOPMENT CONTROL ORDER.

There are no Interim Development Control Orders currently applicable to the site.

5.2 46(3)(C) – REFERRAL TO THE NT EPA.

The development does not require referral to the NT EPA.

5.3 46(3)(D) – MERITS OF PROPOSED DEVELOPMENT.

The assessed merits of the proposed development are:

- The private airstrip was approved under Development Permit DP22/0166 on 19 August 2022 and has operated on the site since that time. The current application seeks to continue the established use, rather than introduce a new development or change the physical use of the land.
- The airstrip has now operated for almost four years under the original approval, providing a meaningful period in which the actual operation and its effects on surrounding properties could be observed. There is no evidence of unacceptable impacts on adjoining landowners or the wider locality.
- No additional buildings, structures, expansion of the airstrip or additional aviation infrastructure are proposed. The application relates principally to the ongoing operation of the existing facility.
- The airstrip remains ancillary to the residential use of the property and is intended for private recreational aviation. The prohibition on commercial aviation remains in place.
- The proposal seeks a variation to allow a maximum of 10 flights per week. This provides flexibility for occasional periods where family or friends visit and multiple recreational flights may occur over a short period, rather than establishing 10 flights per week as a routine level of use.
- The variation does not alter the approved existing operational safeguards such as aircraft type/classification, maximum number of aircraft, daylight-only operation or prescribed flight paths. These measures continue to limit the potential amenity impacts of the use.
- The established noise mitigation measures, including daylight operation, preferred flight approaches and the location of the airstrip within the large property, remain unchanged and appropriately managed. The effectiveness of these measures is supported by the demonstrated operation of the airstrip since 2022.
- The existing compacted gravel airstrip, established vegetation, and supplementary planting provide measures to minimise dust generation and drift. No changes to these measures are proposed.
- While Condition 4 has been varied from the original flight-frequency restriction to a maximum of 10 flights per week, the nature of the use has not changed. The variation provides operational flexibility rather than changing the airstrip from a private recreational facility into a higher-intensity aviation use. The proposed change does not alter the approved land use, physical extent, aircraft classification, flight path or hours of operation.
- Condition 9 required the use to cease after four years as a mechanism for the DCA to assess actual, rather than perceived, impacts on residential amenity. That period has now provided almost four years of operational evidence, with no evidence of unacceptable impacts. The ongoing approval therefore represents a continuation of a use that has demonstrated its ability to operate compatibly with the locality.
- As the proposal is for the ongoing use of an existing approved facility, with no physical expansion or change in the fundamental nature of the use, there is no need for additional development works or

infrastructure to facilitate the continued operation.

- The continued private recreational use provides a legitimate recreational benefit to the landowner while retaining the safeguards established under the original approval. The variation and ongoing use are therefore not considered contrary to the public interest.

5.4 46(3)(E) – SUITABILITY OF LAND FOR DEVELOPMENT AND IMPACTS OF DEVELOPMENT.

A description of the site is provided in Section 2 of this report, and the proposal for the continued use of a private airstrip on a large RL-zoned block is considered suitable.

5.5 46(3)(F) – AVAILABLE PUBLIC FACILITIES AND OPEN SPACE.

The provision of public open space is not a requirement for the development. The proposal is for the continued use of a private airstrip and does not trigger the need for provision of public facilities.

5.6 46(3)(G) – AVAILABLE PUBLIC UTILITIES/INFRASTRUCTURE.

Water and sewer are not available on site, however no additional service capacity is required for the continuation of the use. Power is available to the site; however no additional service capacity is required for the continued use.

5.7 46(3)(H) – IMPACT ON AMENITY.

The ongoing use is not expected to result in a significant negative impact on the amenity of the locality, having regard to the following:

- The private airstrip was approved under Development Permit DP22/0166 on 19 August 2022 and has operated on the site since that time. The current application seeks to continue the established use, rather than introduce a new development or change the physical use of the land.
- The airstrip has now operated for almost four years under the original approval, providing a meaningful period in which the actual operation and its effects on surrounding properties could be observed. There is no evidence of unacceptable impacts on adjoining landowners or the wider locality.
- No additional buildings, structures, expansion of the airstrip or additional aviation infrastructure are proposed. The application relates principally to the ongoing operation of the existing facility.
- The airstrip remains ancillary to the residential use of the property and is intended for private recreational aviation. The prohibition on commercial aviation remains in place.
- The proposal seeks a variation to allow a maximum of 10 flights per week. This provides flexibility for occasional periods where family or friends visit and multiple recreational flights may occur over a short period, rather than establishing 10 flights per week as a routine level of use.
- The variation does not alter the approved existing operational safeguards such as aircraft type/classification, maximum number of aircraft, daylight-only operation or prescribed flight paths. These measures continue to limit the potential amenity impacts of the use.
- The established noise mitigation measures, including daylight operation, preferred flight approaches and the location of the airstrip within the large property, remain unchanged and appropriately managed. The effectiveness of these measures is supported by the demonstrated operation of the airstrip since 2022.
- The existing compacted gravel airstrip, established vegetation, and supplementary planting provide measures to minimise dust generation and drift. No changes to these measures are proposed.
- While Condition 4 has been varied from the original flight-frequency restriction to a maximum of 10

flights per week, the nature of the use has not changed. The variation provides operational flexibility rather than changing the airstrip from a private recreational facility into a higher-intensity aviation use. The proposed change does not alter the approved land use, physical extent, aircraft classification, flight path or hours of operation.

- Condition 9 required the use to cease after four years as a mechanism for the DCA to assess actual, rather than perceived, impacts on residential amenity. That period has now provided almost four years of operational evidence, with no evidence of unacceptable impacts. The ongoing approval therefore represents a continuation of a use that has demonstrated its ability to operate compatibly with the locality.
- As the proposal is for the ongoing use of an existing approved facility, with no physical expansion or change in the fundamental nature of the use, there is no need for additional development works or infrastructure to facilitate the continued operation.
- The continued private recreational use provides a legitimate recreational benefit to the landowner while retaining the safeguards established under the original approval. The variation and ongoing use are therefore not considered contrary to the public interest.

Overall, the established private airstrip is considered capable of continuing to operate without significant adverse impact on the amenity of the surrounding locality. The current application represents the continuation of an approved and demonstrated use, with the key operational and amenity safeguards retained

5.8 46(3)(J) – BENEFITS OR DETRIMENTS TO THE PUBLIC INTEREST.

The proposal will not detriment the public interest and will provide a recreational benefit for the enjoyment of the landowner for the reasons outlined above in this report.

It has been demonstrated that impacts to amenity in regard to noise and dust would be minimal, and well withing acceptable thresholds. Extensive detail has been provided in this regard in both the original application, and the application contained herein.

With consideration to Section 51(1)(p) of the Act, the proposal does not impact upon community safety through crime prevention principles in design, does not jeopardise water safety and does not impact upon access for persons with disabilities.

5.9 46(3)(K) – COMPLIANCE WITH THE *BUILDING ACT 1993.*

The proposal is not for the subdivision of land.

5.10 46(3)(L) – DEVELOPMENT OF LAND PROPOSED TO BE SCHEME LAND.

The proposal is not for the development of land proposed to be scheme land (Unit Title Scheme).

CONCLUSION.

Tatam Planning Co. has been engaged by the owner of Lot 34 Hundred of Strangways, 600 Strangways Road, Humpty Doo, to prepare this Development Application for the continued use of the established private airstrip.

Development Permit DP22/0166 was issued on 19 August 2022 for the private airstrip. The use has been operating since that time. The current application follows advice from Development Assessment Services that a full Development Application was required to consider the ongoing use, through a proposed variation of Condition 4 and deletion of Condition 9.

The proposal seeks no more than 10 flights per week, while retaining the prohibition on commercial use and the other operational safeguards governing the airstrip. The 10-flight limit is intended to provide flexibility for occasional periods of increased recreational activity rather than establish a routine level of use.

The most significant consideration is the demonstrated performance of the use. The airstrip has operated for almost four years under the original approval without evidence of unacceptable impacts on adjoining or nearby properties. The four-year period imposed by the DCA was intended to provide an opportunity to observe the actual operation of the use and assess whether ongoing operation was appropriate. That statutory period has now been fulfilled, and certainty of ongoing operation is being sought.

No physical expansion, additional structures, additional aircraft or commercial aviation activity is proposed. The continued private recreational use is consistent with the rural lifestyle character of the locality and is considered capable of operating without unreasonable impact on surrounding amenity.

This Statement of Effect has been prepared to support the development application for the continued use of the site for a private airstrip and has demonstrated that the ongoing development is consistent with the intent of the NTPS and remains suitable in this location.

The proposed development responds positively to requirements as set out in the NTPA in that:

- The private airstrip was approved under Development Permit DP22/0166 on 19 August 2022 and has operated on the site since that time. The current application seeks to continue the established use, rather than introduce a new development or change the physical use of the land.
- The airstrip has now operated for almost four years under the original approval, providing a meaningful period in which the actual operation and its effects on surrounding properties could be observed. There is no evidence of unacceptable impacts on adjoining landowners or the wider locality.
- No additional buildings, structures, expansion of the airstrip or additional aviation infrastructure are proposed. The application relates principally to the ongoing operation of the existing facility.
- The airstrip remains ancillary to the residential use of the property and is intended for private recreational aviation. The prohibition on commercial aviation remains in place.
- The proposal seeks a variation to allow a maximum of 10 flights per week. This provides flexibility for occasional periods where family or friends visit and multiple recreational flights may occur over a short period, rather than establishing 10 flights per week as a routine level of use.
- The variation does not alter the approved existing operational safeguards such as aircraft type/classification, maximum number of aircraft, daylight-only operation or prescribed flight paths. These measures continue to limit the potential amenity impacts of the use.
- The established noise mitigation measures, including daylight operation, preferred flight approaches and the location of the airstrip within the large property, remain unchanged and appropriately managed. The effectiveness of these measures is supported by the demonstrated operation of the airstrip since 2022.

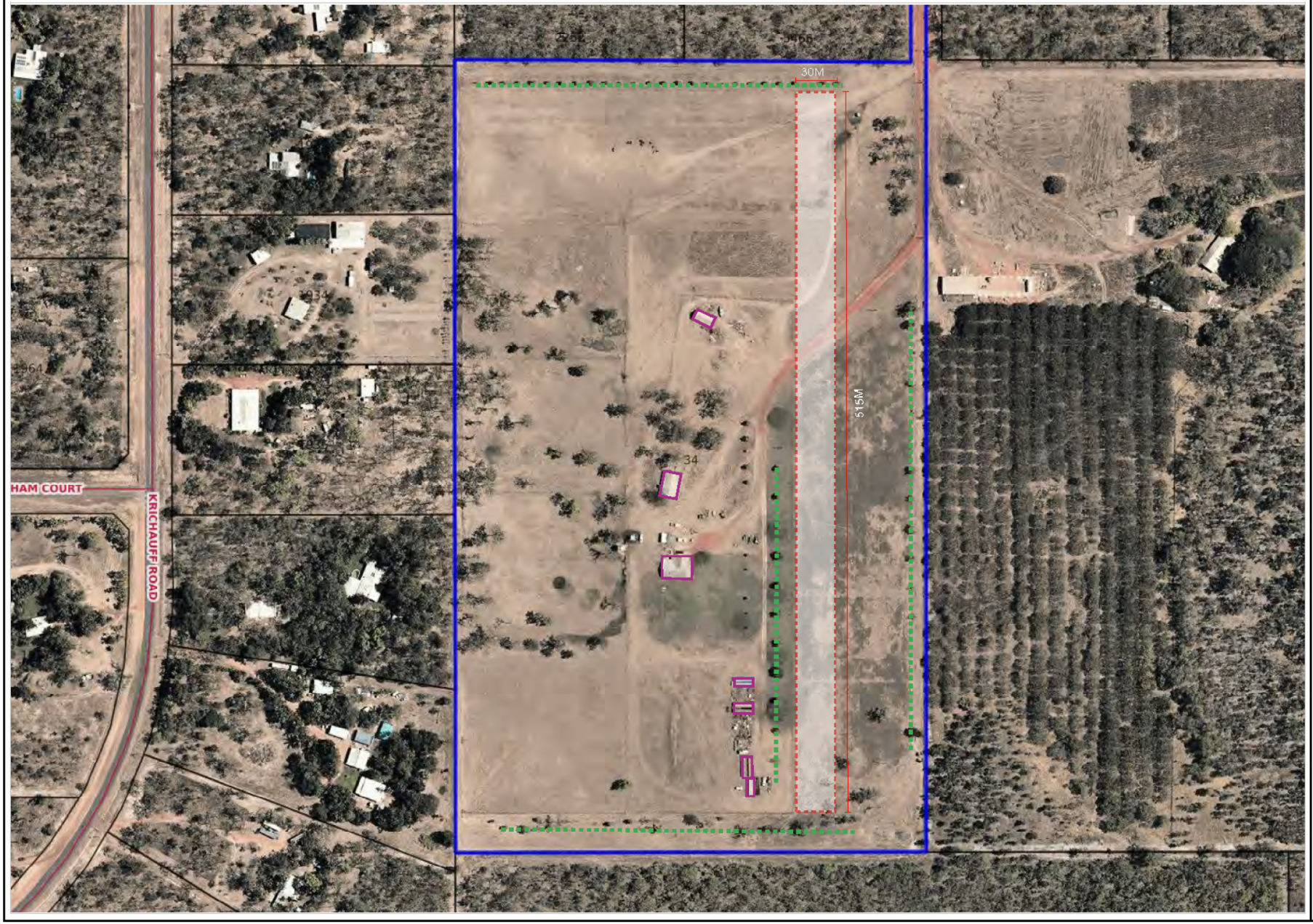
- The existing compacted gravel airstrip, established vegetation and supplementary planting provide measures to minimise dust generation and drift. No changes to these measures are proposed.
- While Condition 4 has been varied from the original flight-frequency restriction to a maximum of 10 flights per week, the nature of the use has not changed. The variation provides operational flexibility rather than changing the airstrip from a private recreational facility into a higher-intensity aviation use. The proposed change does not alter the approved land use, physical extent, aircraft classification, flight path or hours of operation.
- Condition 9 required the use to cease after four years as a mechanism for the DCA to assess actual, rather than perceived, impacts on residential amenity. That period has now provided almost four years of operational evidence, with no evidence of unacceptable impacts. The ongoing approval therefore represents a continuation of a use that has demonstrated its ability to operate compatibly with the locality.
- As the proposal is for the ongoing use of an existing approved facility, with no physical expansion or change in the fundamental nature of the use, there is no need for additional development works or infrastructure to facilitate the continued operation.
- The continued private recreational use provides a legitimate recreational benefit to the landowner while retaining the safeguards established under the original approval. The variation and ongoing use are therefore not considered contrary to the public interest.

Overall, the established private airstrip is considered capable of continuing to operate without significant adverse impact on the amenity of the surrounding locality. The current application represents the continuation of an approved and demonstrated use, with the key operational and amenity safeguards retained

In consideration of the requirements of all relevant statutory planning tests of the NTPA, including the provisions of the NTPS, there are considered to be reasonable grounds for the Consent Authority to approve the development application subject to reasonable and relevant conditions.

PRIVATE AIRSTRIP

600 STRANGWAYS ROAD, HUMPTY DOO



LEGEND

- SUBJECT SITE
- PRIVATE AIRSTRIP
- EXISTING BUILDINGS (DWELLINGS & SHEDS) ON SITE
- AIRSTRIP MEASUREMENTS
- EXISTING TREE LINE

tatam planning co.

N

PLAN TO SCALE AS PER MEASUREMENTS SHOWN.

Geospatial Services Branch
Department of Environment, Parks and Water Security
© Northern Territory Government

Technical Assessment PA2022/0146

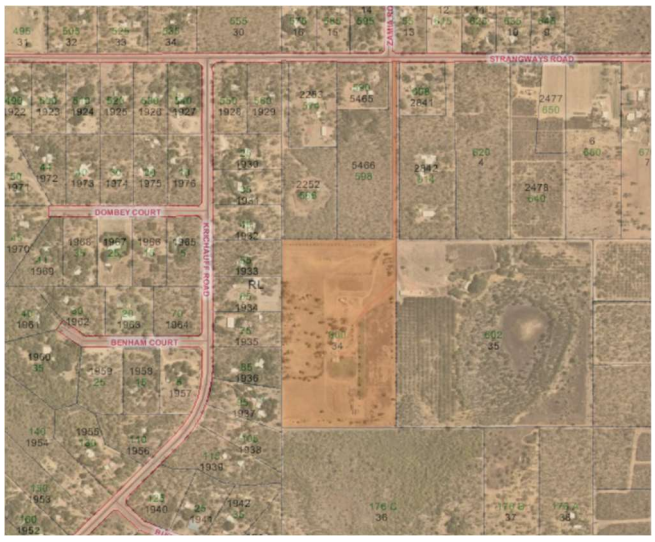
TECHNICAL ASSESSMENT OF PROPOSED DEVELOPMENT AGAINST RELEVANT PROVISIONS OF THE NORTHERN TERRITORY PLANNING SCHEME 2020

Application No:	PA2026/0286
Lot number:	Lot 34 (600) Strangways Road, Humpty Doo
Town/Hundred:	Hundred of Strangways
Zone:	RL (Rural Living)
Site Area:	18.13ha
Proposal:	Private airstrip- Variation to conditions 4 and 9 of DP2022/0166 for the purpose of allowing up to10 flights per week and removing the time limit
Plans used for assessment:	Endorsed Plans, DA Report
Date assessment finalised:	15 September 2026

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

4.7 Zone RL (Rural Living)				
Use	**Assessment Category**	**Overlays**	**General Development Requirements**	**Specific Development Requirements**
Undefined – private airstrip	Impact	NA	NA	Darwin Regional Land Use Plan Litchfield Subregional Land Use Plan *For a comparative assessment:* *5.4.16 Helicopter Landing Sites*

Clause 1.8(c) and Clause 1.10(4).



NORTHERN TERRITORY GOVERNMENT

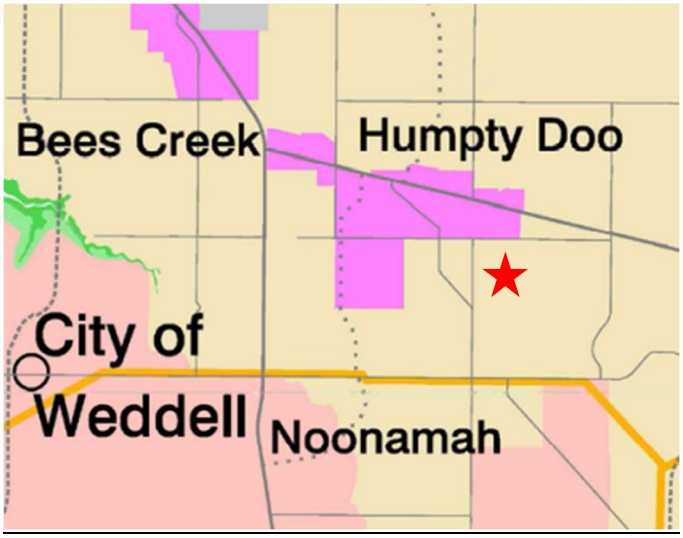
This is a technical assessment of the proposal against the requirements of the Northern Territory Planning Scheme 2020 (NTPS2020) and is no indication of whether or not approval will be given by the Development Consent Authority.

2.4 Strategic Framework

The following is relevant to the subject site.

Darwin Regional Land Use Plan (DRLUP) 2015
The subject site is identified in DRLUP Land Use Structure for "rural lifestyle".

The Litchfield Subregional Land Use Plan (LSLUP) 2016



The subject site is located on the periphery of the Humpty Doo Rural Activity Centre identified in pink in the Litchfield Subregional Land Use Plan.

The area plan identifies the subject land as within the 'rural area' and the following key objectives apply:

RURAL AREA

14. Maintain rural amenity and lifestyle choice.
    - continue to support the subdivision of suitable land outside rural activity centres into 2 ha lots in Zone RL (Rural Living) and into 8 ha lots in Zone R (Rural);
    - require reliable water supply adequate for residential use;
    - require stormwater drainage for new residential development to not adversely impact on the receiving environment; and
    - require residential subdivision to provide roads and infrastructure to the requirements of the responsible authorities.

15. Provide opportunity for residential land uses in the Rural Area to meet market demand.
    - provide a transition of residential density from rural land uses to rural activity centres;
    - demonstrate the capability of the land to support closer residential settlement;
    - have regard for the impact of clearing native vegetation and any adverse impacts on areas identified on the Priority Environmental Management Map (page 42); and
    - provide road reserves that connect to adjacent properties in order to allow the establishment of an interconnected local road network.

The subject site at 18.3ha has the potential for 2ha lots outside of the rural activity centre.

The increased use of the land as a private airstrip to 10 flights a week by the resident may conflict with the primary use of the land for rural living purposes, it would not impact on the land capability of future subdivision in accordance with the objectives of the land use plan.

PARTIALLY COMPLIES

4.7 Zone RL – Rural Living

Zone Purpose
*Provide for a range of rural lifestyle choices and rural activities, in areas where **access** to reticulated water and sewerage may not be available.*

Zone Outcomes
1. *Predominantly **dwellings-single** and **dwellings-independent** within a rural lifestyle setting.*
2. *Home based businesses and dwellings-community residence are of a scale, intensity and nature that is compatible with the character and **amenity** of the surrounding locality.*
3. *Residential development, such as **residential care facilities**, does not interfere with the character and **amenity** of the zone.*
4. *Rural activities, such as **agriculture**, **animal boarding**, **horticulture, intensive animal husbandry, plant nursery**, **industry-primary, stables**, and **veterinary clinic** where the scale, intensity and nature of the activity is compatible with the character and **amenity** of the surrounding locality and the land is capable of supporting the development.*
5. *Development for residential purposes does not interfere with the existing or ongoing use of rural land for productive agricultural or horticultural purposes.*
6. *Community focused activities, such as **community centre, child care centre,** and **emergency management facility**:*
   (a) *are of a scale and intensity compatible with the character and **amenity** of the area;*
   (b) *wherever possible, are co-located with other non-residential activities in the locality;*
   (c) *avoid adverse impacts on the surrounding road network; and*
   (d) *are managed to minimise unreasonable impacts on the **amenity** of surrounding residents.*
7. *The design and **site** layout of all development are sympathetic to the existing streetscape, scale and character of surrounding development.*
8. *Development does not impose unsustainable demands on surface water and groundwater.*
9. *Subdivision design is informed by land suitability assessment to confirm the land is able to support residential development.*
10. *Development is provided with an appropriate level of services and infrastructure, and minimises impacts on sensitive environments.*
11. ***Development that is not defined in Schedule 2 (Definitions) may occur only when assessment has determined that the development is appropriate in the zone, having regard to the purpose and outcomes of this zone and such matters as the location, nature, scale and intensity of the development.***

- The application proposes an increase in use from 3 flights a week to 10 flights a week for the existing private airstrip. This would require a change to Condition 4 from:

  4. The private airstrip must not be used for commercial purposes and no more than 3 flights per week are permitted.

  to:

  4. The private airstrip must not be used for commercial purposes and no more than 10 flights per week are permitted.

- The use continues to be for 2 private recreational aircrafts and not for commercial purposes.

- It remains limited to daylight hours, generally between 7am and 7pm, depending on season/weather conditions.

- The amendment does not alter the approved aircraft type, the maximum number of aircraft permitted on site, hours of operation, prescribed flight path, or the prohibition on commercial use.

FOR CONSIDERATION BY THE AUTHORITY

The NTPS 2020 Planning scheme does not have a specific Clause that provides direction for Aircraft Landing sites. The use is classified as undefined. Helicopter Landing Site is *Impact Assessable* in Zones R and RL and *permitted* in Zones H and A.

helicopter landing site means a place that may be used for the purposes of landing or taking-off of helicopters, other than as a commercial enterprise and does not include a helicopter engaged in the provision of emergency operations, transport terminal, or passenger terminal;

5.4.16 Helicopter Landing Sites

Purpose
*Ensure that a **helicopter land site** (HLS) is established and operated in a manner that does not detrimentally impact on the **amenity** of adjoining property and remains **ancillary** to the **dwelling-single** on a **site**.*

Administration
1. *A HLS requires **consent** where proposed as an **ancillary** development when the primary development of land is permitted without **consent**.*
2. *The consent authority must not **consent** to a HLS that is not in accordance with sub-clauses 3-6.*

Requirements
3. *A HLS may be developed on the **site** of a **dwelling** where:*
   - *(a) the use of the HLS is by a resident of the **dwelling**; Continues to comply*
   - (b) *the HLS is located on the **site** in accordance with the recommendations of the acoustic report required at sub-clause 5; No acoustic report provided in original application*
   - (c) *the HLS is more than 500m from a building used for a school, **child care centre** or **hospital**; Complies- no change*
   - (d) *use of the HLS is limited to helicopters of less than 2 tonne total weight; Complied 1000kg 2 aircraft- no change*
   - (e) *helicopter operations do not take place before 7am or after sunset on a weekday, and helicopter operations do not take place before 8am or after sunset on a weekend; can be conditioned*
   - (f) *the HLS is sealed and maintained, or is a watered grass area so that the dust generated by the operation is appropriately managed to prevent its escape beyond the perimeter of the property; Complies – gravel compacted surface No change proposed*
   - (g) *the property boundaries within 60m of the centre point of the HLS are landscaped to minimise the visual impacts on the existing and future **amenity** of adjacent areas; Complies No change proposed*
   - (h) *not more than one helicopter is kept on the **site**; and N/A*
   - (i) *appropriate facilities are provided for the storage and handling of fuel, including:*
     - i. *locating fuel storage units on hard stand, sealed areas; and*
     - ii. *providing appropriate firefighting equipment and spill management kits within close proximity of the storage area. See original proposal- no change*

4. *An application to the consent authority for a HLS must include an acoustic report that assesses and addresses impacts on: details in application- no acoustic report provided for original application , no acoustic report provided for amended use.*
   - (a) *the residential **amenity** of nearby property, including areas set aside for the keeping of domestic livestock; and/or*
   - (b) *areas of environmental or cultural sensitivity (including bird nesting areas); and/or*
   - (c) *facilities such as nursing homes, **hospitals**, **child care centres** or schools.*

---

5. *The acoustic report required at sub-clause 4 is to identify:* *details in application- no acoustic report provided*
   (a) *the separation distances required between the HLS and any adjoining residential use, areas set aside for keeping domestic livestock, environmentally sensitive areas or culturally sensitive areas; and*
   (b) *the most appropriate location for the HLS on the **site**, ensuring that it is sited to achieve the least impact on any existing, or any reasonably anticipated:*
      i. *adjoining residential use; and/or*
      ii. *area of environmental or cultural sensitivity; and/or*
      iii. *areas set aside for keeping domestic livestock.*

6. *In addition to the requirements of sub-clause 5(a), development of a HLS within Zone RL (Rural Living) is to provide a minimum separation distance of 100m from the centre point of the proposed HLS to any **site** boundary.* *Does not comply to the north, east or southern boundaries. See details in original proposal. No change proposed*

Editor's Notes:

(1) Helicopter operations are to comply with any Department of Defence restricted airspace requirements.

(2) Fuel storage facilities are to comply with the relevant Australian Standard.

(3) It is the responsibility of the helicopter operator to comply with the following guidelines and principles:
   (a) The CASA Guidelines for the Establishment and Operation of Onshore Helicopter Landing Sites;
   (b) The principles within the NT EPA guideline Recommended Land Use Separation Distances;
   (c) The general environmental duty under Section 12 of the Waste Management and Pollution Control Act (WMPC) Act; and
   (d) The National Airports Safeguarding Framework Guidelines F: 'Managing the Risk of Intrusion into the Protected Operational Airspace of Airports'.

OBJECTION TO PLANNING APPLICATION PA2026/0286

To: Development Consent Authority
Re: Planning Application PA2026/0286 – Proposed Airstrip Development
Date: 11 September 2026

Dear Sir/Madam,

We wish to lodge a formal objection to **Planning Application PA2026/0286** for the proposed airstrip development.

As nearby residents, we have serious concerns regarding the potential impacts this development will have on the surrounding community, residential amenity, safety, privacy, and environment.

Long-Term Family Residence

Our family has owned and occupied our property at **590 Strangways Road, Humpty Doo NT 0836** as our family home since well before the applicant acquired the neighbouring property. We established our home in the reasonable expectation that the area would remain consistent with its existing rural and residential character.

The proposed airstrip represents a significant change in land use that was not present when our family chose to live here. Approval of this development would negatively affect the lifestyle, peace, and enjoyment of a property that has been our family home for many years. Residents who have lived in the area long before the current landowner purchased their property should not be subjected to increased aircraft noise, safety concerns, and a reduction in residential amenity resulting from a new and incompatible development.

We respectfully request that the Development Consent Authority give significant weight to the interests of existing residents and long-established property owners when considering this application.

Privacy and Security of Our Family

Our family believes that we, and in particular our children, have the right to privacy, safety, and security within our own home. The proposed airstrip would introduce increased aircraft movements, activity, and a greater number of people operating in close proximity to our property, significantly affecting the sense of privacy and security we currently enjoy.

Our home is where our children live, play, and grow. We are concerned that the development will diminish the peaceful enjoyment of our property and compromise the private family environment that we have worked hard to establish and maintain over many years.

Residents should be entitled to enjoy their homes without unnecessary intrusion, disturbance, or concern arising from a new aviation-related development situated in close proximity to established residences. We respectfully submit that the privacy, wellbeing, and security of existing families should be given considerable weight when assessing this application.

Noise Impacts

The operation of aircraft associated with the proposed airstrip will generate significant noise during take-off, landing, taxiing, engine testing, and other aviation activities. These noise impacts are likely to affect nearby residents on a regular basis and reduce the peaceful enjoyment of our home and property.

Safety Concerns

The proximity of aircraft operations to residential properties raises legitimate safety concerns. Increased aircraft movements close to homes introduce risks that do not currently exist and may impact the wellbeing and confidence of local residents.

Loss of Residential Amenity

The area is currently enjoyed as a quiet residential environment. The introduction of an airstrip would fundamentally alter the character of the locality through increased noise, aircraft activity, traffic, and visual impacts. This change would significantly diminish the quality of life currently enjoyed by nearby residents.

Environmental Impacts

The proposal may result in increased dust, emissions, fuel handling risks, and disturbance to local wildlife and natural habitats. These impacts require thorough assessment before any approval is considered.

Impact on Property Values

The presence of an operational airstrip adjacent to residential properties may adversely affect property values and reduce the attractiveness of the area for future residents and property purchasers.

Traffic and Infrastructure

The development is also likely to generate increased vehicle traffic associated with users, visitors, maintenance activities, and service vehicles. This may place additional pressure on local roads and infrastructure and further alter the rural character of the area.

Request

Given the concerns outlined above, we respectfully request that **Planning Application PA2026/0286 be refused**. Alternatively, we request that comprehensive and independent

assessments be undertaken regarding noise, safety, privacy, environmental impacts, traffic generation, and effects on nearby residents before any approval is granted.

We believe the proposed airstrip is incompatible with the existing residential character of the area and would result in unacceptable long-term impacts on neighbouring properties and residents.

Thank you for considering our submission.

Yours faithfully,

Todd Waters

Date: 11.09.2026

Mallory Waters

Date: 11/9/2026

Property Address:
590 Strangways Road
Humpty Doo NT 0836

Submission Date: 11 September 2026

OBJECTION TO PLANNING APPLICATION PA2026/0286

OBJECTION TO PLANNING APPLICATION PA2026/0286

To: Development Consent Authority
Re: Planning Application PA2026/0286 – Proposed Airstrip Development
Date: 11 September 2026

Dear Sir/Madam,

I wish to lodge a formal objection to Planning Application PA2026/0286 for the proposed airstrip development.

As a nearby resident, I have serious concerns regarding the potential impacts this development will have on the surrounding community, residential amenity, safety, privacy, and environment.

LONG-TERM RESIDENCE

I have lived at 585 Strangways Road, Humpty Doo NT 0836 for 45 years and have enjoyed the quiet rural character of the area. My home was established well before the applicant acquired the neighbouring property, and I have always understood this locality to be a peaceful rural residential area.

The proposed airstrip represents a significant change in land use that was not present when I chose to make this area my home. I am concerned that approval of this development would permanently alter the character of the locality and diminish the peaceful lifestyle that existing residents have enjoyed for many years.

As a long-term resident of 45 years, I believe the views and interests of those who have established homes and contributed to the community over many decades should be carefully considered when assessing any development that has the potential to significantly impact the surrounding area.

PRIVACY AND SECURITY

As an elderly resident, I believe I have the right to privacy, safety, and security within my own home. The proposed airstrip would introduce increased aircraft movements, noise, activity, and a greater number of people operating in close proximity to neighbouring properties.

My home is my place of peace, security, and wellbeing. I am concerned that the development would diminish the quiet enjoyment of my property and affect the privacy that I currently

enjoy.

Residents should be entitled to enjoy their homes without unnecessary intrusion, disturbance, or concern arising from a new aviation-related development located close to established residences. The privacy, wellbeing, and security of existing residents should be given considerable weight when assessing this application.

I believe that I, like all residents, deserve the right to privacy and security in my own home. The introduction of regular aircraft operations near my residence has the potential to undermine that sense of safety, privacy, and peaceful enjoyment that every person should reasonably expect within their home environment.

NOISE IMPACTS

The operation of aircraft associated with the proposed airstrip will generate significant noise during take-off, landing, taxiing, engine testing, and other aviation activities.

SAFETY CONCERNS

The proximity of aircraft operations to residential properties raises legitimate safety concerns.

LOSS OF RESIDENTIAL AMENITY

The introduction of an airstrip would fundamentally alter the character of the locality through increased noise, aircraft activity, traffic, and visual impacts.

ENVIRONMENTAL IMPACTS

The proposal may result in increased dust, emissions, fuel handling risks, and disturbance to local wildlife and natural habitats.

IMPACT ON PROPERTY VALUES

The presence of an operational airstrip adjacent to residential properties may adversely affect property values.

TRAFFIC AND INFRASTRUCTURE

The development is likely to generate increased vehicle traffic associated with users, visitors, maintenance activities, and service vehicles.

REQUEST

Given the concerns outlined above, I respectfully request that Planning Application PA2026/0286 be refused.

Alternatively, I request that comprehensive and independent assessments be undertaken regarding noise, safety, privacy, environmental impacts, traffic generation, and effects on nearby residents before any approval is granted.

I believe the proposed airstrip is incompatible with the existing rural residential character of the area and would result in unacceptable long-term impacts on neighbouring properties and residents.

Thank you for considering my submission.

P. J Waters

Peter Waters

Date: 11-9-26

Property Address:
585 Strangways Road
Humpty Doo NT 0836

PowerWater

Phone 1800 245 092
Web powerwater.com.au

Record No: D2026/269998
Container No: NE695/0034/77017
Your Ref: PA2026/0286

Eve-Marie Davie
Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Eve-Marie

Re: Lot 34 (No. 600) Strangways Road Humpty Doo Hundred of Strangways

In response to your letter of the above proposal for the purpose of variation to conditions 4 and 9 of DP2022/0166 for the purpose of allowing up to 10 flights per week and removing the time limit, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. PWC has no objection or requirement to the proposed development permit variation.

If you have any further queries, please contact the undersigned on 8924 5729 or email: PowerDevelopment@powerwater.com.au

Yours sincerely

Thanh Tang
Manager Distribution Development

08 September 2026

PowerWater

Phone 1800 245 092
Web powerwater.com.au

Container No: LD695/0034/77017

DLPE - Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Eve-Marie Davie

RE: PA2026/0286 - Lot 00034 Hundred of Strangways - 600 Strangways Rd, Humpty Doo NT - Variation to conditions 4 and 9 of DP20220166 for the purpose of allowing up to10 flights per week removing the time limit

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

1. Reticulated water and sewer services are currently unavailable in the area. The developer must contact relevant authorities to discuss servicing requirements for the proposed development.

2. Power and Water have no objections or requirements for the proposed variation to DP2022/0166 for the purpose of allowing up to10 flights per week removing the time limit

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

Yours sincerely

Craig Thomas

Craig Thomas
Services Development

09 September 2026

cc: Cat Tatam
email: cat@tatamplanningco.com.au

31 August 2026

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

RE: Letter of Comment Development Application

PA2026/0286
Hun: 695 P:00034 600 Strangways Road HUMPTY DOO Hundred of Strangways
Variation to conditions 4 and 9 of DP2022/0166 for the purpose of allowing up to10 flights per week removing the time limit

---

Thank you for the Development Application referred to this office on [document received], concerning the above. This letter may be tabled at Litchfield Council's next Council Meeting. Should this letter be varied or not endorsed by Council, you will be advised accordingly.

The following issues are raised for consideration by the Authority:

Council <u>does not object to</u> the granting of a Development Permit for the following reasons:

a) Council notes that the proposed amendment for additional flights is within the current use of the site with little to no impact on Council roads or services

b) Within the Statement of Effect, section 3.2, confirmation is provided in a statement that there is no request for a change to time limits.

The noted support is only given provided the following issues are adequately addressed:

a) Council supports the increase in the number of flights, but not the removal of Condition 9 of DP22/0166.

b) Council would request that Condition 9 be extended for a further four years to allow surveillance of the increased use to ensure the increase does not cause disturbance to the surrounding area.

c) Council would support all previous conditions be applied to any new development permit to confirm no changes to the site, with the proposed amendment of Condition 4 to 10 flights per week.

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

a) Litchfield Council's current Fees and Charges may apply to the above conditions. Additional information can be found at www.litchfield.nt.gov.au.

b) A *Works Permit* is required from Litchfield Council before commencement of any work within the road reserve, which would include creation of any driveway crossover connecting to Litchfield Council's road network.

c) Notwithstanding any approved plans, signs within Litchfield Council's municipal boundaries are subject to approval under Interim Development Control Order 29.

If you require any further discussion in relation to this application, please contact Litchfield Council on 08 8983 0600.

Kind Regards,



Rob Taylor
Development Engineer

NT FIRE & EMERGENCY SERVICES

Level 5 NAB House
71 Smith Street Darwin NT 0800

PO Box 37171
Winnellie NT 0821

E NTFES.StrategicServices@pfes.nt.gov.au

T 08 8948 9130

Our reference - 04-D26-102339

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

Dear Development Assessment Services

Re: PA2026/0286 Lot 00034 Hundred of Strangways

The Northern Territory Fire and Emergency Services has assessed the information contained the new application for PA2026/0286 Lot 00034 Hundred of Strangways and advises there are no objections to the application.

If you have any questions or require further information, please contact the Fire Safety Command, NT Fire and Rescue Service via email: fire.safety@pfes.nt.gov.au.

Yours sincerely



Krystel Harvey
Director Strategic Services
Northern Territory Fire and Emergency Services

4 August 2026

NORTHERN TERRITORY GOVERNMENT
Department of **LANDS, PLANNING AND ENVIRONMENT**

Level 1
Goyder Centre
25 Chung Wah Terrace

Postal address
PO Box 496
Palmerston NT 0831

E DevelopmentCoordination.DLPE@nt.gov.au

T 08 8999 4446

10 September 2026

Ms Eve-Marie Davie
Development Assessment Services
Department of Lands, Planning and Environment
GPO Box 1680
DARWIN NT 0801

Our Ref: DLPE2026/0341
Your Ref: PA2026/0286

Dear Ms Davie

Re: PA2026/0286 Variation to conditions 4 and 9 of DP2022/0166 for the purpose of allowing up to10 flights per week removing the time limit

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

Environmental Regulation Division

Based on the information provided, the proposal does not appear to trigger the licensing requirements of an Environment Protection Approval (EPA) under the *Waste Management and Pollution Control Act 1998* (WMPC Act). Activities requiring authorisation are listed in Schedule 2 of the WMPC Act.

Under the WMPC Act, all persons have statutory obligations to take all reasonable and practicable measures to prevent or minimise pollution and environmental harm, and to reduce the amount of waste generated. This is known as the General Environmental Duty, set out in section 12 of the WMPC Act. The proponent is responsible for ensuring that their activities comply with these obligations.

Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority (NT EPA) website[1].

The proponent is advised to take notice of this non-exhaustive list of environmental issues that should be considered to help satisfy General Environmental Duty:

1. **Dust**: The proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.

2. **Noise:** The proponent must ensure that noise levels from the premises comply with the latest version of the Northern Territory Noise Management Framework Guideline[2].

[1] https://ntepa.nt.gov.au/publications-and-advice/environmental-management
[2] https://ntepa.nt.gov.au/__data/assets/pdf_file/0004/566356/noise_management_framework_guideline.pdf

If the proposal is situated where there are existing activities nearby that may already generate noise, please see the Guideline: Recommended Land Use Separation Distances[3].

3. **Erosion and Sediment Control (ESC):** The proponent must ensure that pollution and/or environmental harm do not result from soil erosion.

   ESC measures must be employed prior to and throughout the construction stage of the development. Larger projects should plan, install and maintain ESC measures in accordance with the current International Erosion Control Association (IECA) Australasia guidelines[4].

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

   Basic advice for small development projects is provided by the NT EPA document: Guidelines to Prevent Pollution from Building Sites[5].

4. **Storage:** Where an Environmental Protection Approval or Environmental Protection Licence is required, the proponent must act in accordance with that authorisation.

   If an Environment Protection Approval or Environment Protection Licence is not required, the proponent must store liquids only in secure bunded areas in accordance with VIC EPA Publication 1698: Liquid storage and handling guidelines[6]. Where these guidelines are not relevant, the storage must be at least 110% of the total capacity of the largest vessel in the area.

5. **Site Contamination**: If the proposal relates to a change of land use or if the site is known to be contaminated, a contaminated land assessment may be required in accordance with the National Environment Protection (Assessment for Site Contamination) Measure (ASC NEPM). The proponent is encouraged to refer to the information provided on the NT EPA website[7] and the NT Contaminated Land Guidelines[8].

6. **Waste Management - Import and Export of Fill**: The proponent must ensure all fill imported or exported as part of the activity must be certified virgin excavated natural material (VENM) in accordance with the NSW EPA guidelines[9].

   All imported fill material must be accompanied by details of its nature, origin, volume, testing and transportation details. All records must be retained and made available to authorised officers upon request. The proponent should also consider the following NT EPA Fact Sheet: Illegal Dumping - What You Need to Know[10].

7. **Odour or Smoke**: The proponent must ensure that nuisance odours or smoke are not emitted beyond the boundaries of the premises.

   If the proposal is situated where there are existing activities nearby that may already generate odour or smoke, please see the Guideline: Recommended Land Use Separation Distances[11].

---

[3] https://ntepa.nt.gov.au/__data/assets/pdf_file/0006/453192/guideline_recommended_land_separation_distances_oct.pdf
[4] https://www.austieca.com.au/publications/best-practice-erosion-and-sediment-control-bpesc-document
[5] https://ntepa.nt.gov.au/__data/assets/pdf_file/0010/284680/guideline_prevent_pollution_building_sites.pdf
[6] https://www.epa.vic.gov.au/about-epa/publications/1698
[7] https://ntepa.nt.gov.au/your-environment/contaminated-land
[8] https://ntepa.nt.gov.au/__data/assets/pdf_file/0020/434540/guideline_contaminated_land.pdf
[9] https://www.epa.nsw.gov.au/your-environment/waste/classifying-waste/virgin-excavated-natural-material
[10] https://ntepa.nt.gov.au/__data/assets/pdf_file/0008/285740/factsheet_illegal_dumping_what_you_need_know.pdf
[11] https://ntepa.nt.gov.au/__data/assets/pdf_file/0006/453192/guideline_recommended_land_separation_distances_oct.pdf

8. **Water:** The proponent must ensure stormwater is not polluted, refer to water management in the NT EPA guidelines to Prevent Pollution from Building Sites[12].

   If this activity requires the discharge of waste to water or could cause water to be polluted, then a waste discharge licence under the *Water Act* 1992 may be required. Please refer to the Guidelines on Waste Discharge Licensing under the Northern Territory *Water Act 1992*[13].

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

Yours sincerely



Maria Wauchope
Executive Director Land Resources

[12] https://ntepa.nt.gov.au/__media/waste-and-pollution/pdf/guidelines/guideline_prevent_pollution_building_sites.pdf
[13] https://ntepa.nt.gov.au/__data/assets/pdf_file/0005/950603/guidelines-waste-discharge-licensing.pdf