

DEVELOPMENT CONSENT AUTHORITY LITCHFIELD DIVISION

NORTHERN TERRITORY PLANNING SCHEME 2020

AGENDA ITEM: 1 MEETING DATE: 19/03/2025 FILE: PA2025/0016

APPLICATION PURPOSE: Vehicle sales and hire
SUBJECT SITE: Section 4090 (29) Vereker St, Hundred of Strangways
ZONE: SC (Service Commercial)
SITE AREA: 1160m²
APPLICANT Mr Paribesh Katel from PK Transportation Pty Ltd
PERSONS ON WHOSE BEHALF THE APPLICATION IS MADE Kenneth George Jones
Director – Humpty Doo Developments Pty Ltd
LANDOWNER Humpty Doo Developments Pty Ltd
ANY PERSON WITH AN AGREEMENT TO ACQUIRE AN INTEREST IN THE LAND Mr Paribesh Katel and Mrs Pratiksha Kharel Katel

1. PROPOSAL

The application is for vehicle sales and hire at Section 4090 (29) Vereker Street, Hundred of Strangways. The 1160m² lot is in Zone SC (Service Commercial) of the Northern Territory Planning Scheme 2020 (NTPS2020).

The application was submitted by Mr Paribesh Katel from PK Transportation Pty Ltd, on behalf of the landowner Humpty Doo Developments Pty Ltd.

The proposal is to establish the use of vehicle sales and hire on the site which includes a vehicle display area adjacent to Vereker Street, 20 vehicles for use (as illustrated on site plan), 6 customer parking spaces, a site office and an ablution facility.

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

2. REASON FOR APPLICATION AND LEVEL OF ASSESSMENT

The application is *Merit Assessable* under Clause 1.8(1)(b)(i) of the NTPS2020 as the use is shown as Merit Assessable on the relevant assessment table in Part 4 of the NTPS2020. A summary of the requirements of the NTPS2020 is identified below:

Zone SC (Service Commercial)				
Use	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Vehicle Sales and Hire	Merit assessable	Nil	5.2.1 General Height Control 5.2.4.1 Vehicle Parking 5.2.4.4 Layout of car parking areas 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for development adjacent to land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.5.2 Commercial plot ratio 5.5.3 General building and site design 5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC

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

- (a) the 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; and
- (c) the guidance provided by the relevant zone purpose and outcomes in Part 4 relevant to a variation of requirements in Parts 5 or 6.

3. ASSESSMENT SYNOPSIS

This report concludes that the Authority should consent to the application subject to conditions on the development permit as detailed in section 9 of this report.

4. BACKGROUND

After the creation of the lot, there is no relevant planning history.

5. PUBLIC EXHIBITION

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

6. SECTION 117 - THIRD PARTY RIGHTS OF REVIEW

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

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

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

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

The proposal is Merit Assessable and has been assessed against the following provisions of the NT Planning Scheme 2020.

Part 3 – Overlays and Part 4 – Zones

There are no relevant Overlays that apply to this proposal and the site is within zone SC (Service Commercial). The primary purpose of zone SC is to facilitate destination retailing, commercial and other activities that individually require a large floor area for the handling, display and storage of bulky goods, or activities, in locations that enable convenient access by the broader regional population.

The proposal is consistent with the zone purpose as a vehicle sales and hire use facilitates a large floor space for the display, storage and sale/hiring of vehicles in a location with convenient access to the broader population.

The proposal is consistent with the zone outcomes as the vehicle sales and hire use is envisaged within zone SC (Service Commercial), is in a location to provide convenient access to road transport networks and can incorporate appropriate landscaping design.

Provided the site is developed and used in accordance with the provisions of the Scheme, no impact on the amenity of the area for the surrounding premises is expected.

Part 5 – Development Requirements

The proposal generally complies with the requirements of Part 5 except for clause 5.2.4.4 (Layout of car parking areas) for the surface treatment requirements of the car parking area, such as concrete or bitumen, dimension of driveway widths and functionality.

Clause 5.2.4.4 (Layout of car parking areas)

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

The site is located within the Humpty Doo Rural Activity Centre Area Plan and is considered to be in an urban area. The site, when viewed from aerial imagery indicates the site is not sealed and only has a dirt surface. As such, does not comply with subclause 7(b), which requires a sealed surface. See image 1 Below.

It was also identified that the car parking area did not meet the minimum dimensions as set out in the table to the clause and did not provide a minimum width of 6m for two-way traffic flow or 3.5m width for one-way traffic flow, in accordance with subclause 8(c) and 9(a). The non-compliance is considered to also impact on the ability to provide a functional car parking area in accordance with subclause 8(a). See image 2 below:



Image 1: dirt surface (Google Earth dated 4/5/2022)

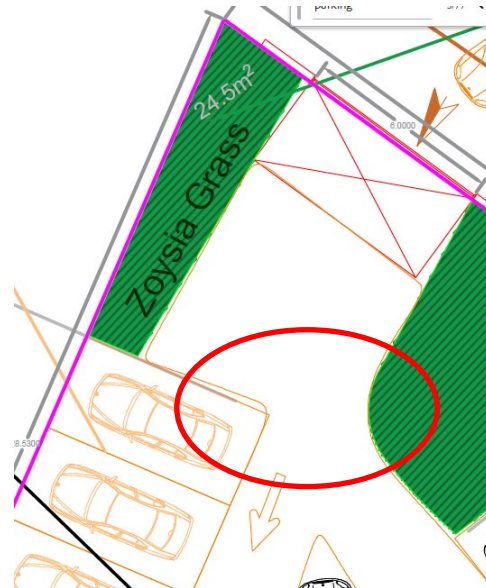


Image 2: non-compliance of car parking area

In accordance with the administration of this clause, the consent authority may consent to a car parking area that is not in accordance with subclauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.

On 3 March 2025, the application provided amended plans addressing the functionality issues with the car parking area and requests a variation to the requirements of subclause 7(b) in sealing the car parking area (**Bookmark B4 and B5**).

The applicant proposes to provide a gravel surface instead of an impervious sealed surface and puts the following summarised points forward:

- The proposal is a low-scale development will low volumes of business or traffic movements.
- The proposed gravel surface is cost-effective solution for the size and scale of the development.
- A gravel surface is more effective for water infiltration and reduces stormwater runoff.
- A gravel surface is consistent with the characteristic of the area.
- A gravel surface is durable enough for the intended use, especially with limited vehicle turnover expected.

Development Assessment Services acknowledges: the low-scale development and that sealing the car parking area may be prohibitively expensive to establish the use, and: the Litchfield Council supports the proposal and did not raise concerns regarding the dirt surface or issues regarding sediment runoff (**Bookmark D1**).

Comments were also sought from the Environment Division of Department of Lands, Planning and Environment (DLPE) (**Bookmark D4**) who did not raise concerns with sealing with an impervious surface or gravel surface, storm water runoff, erosion or sediment issues. The unsealed surface did have the potential to generate dust and Environment advised of the proponent responsibility to comply with the *Waste Management and Pollution Control Act 1998*.

As the location of the development, as identified within the Humpty Doo Rural Activity Centre, is an area identified for urbanisation and gentrification, Development Assessment Services recommends the car parking area and driveway to be sealed with an impervious surface. It is anticipated that the area will undergo transformation and surrounding lots/development are already sealing car parking areas as identified in image 3 below.



Image 3: characteristic of surrounding car parking area (Google Earth image dated 4/5/2022).

- (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**

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

- (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 submits that the proposal has the following merits:
The proposed car dealership will:

- Create employment opportunities for local residents.
- Support the local economy by fostering vehicle sales and hire services.
- Complement nearby businesses, such as repair shops, by driving customer traffic.
- Provide a modern facility, enhancing the range of services available to the community.

(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 proposal has access to reticulated power, water and sewer services and the use of a vehicle sales and hire is anticipated in Zone SC (Service Commercial). The proposed use is considered capable on the land. However, an unsealed ground cover may create dust from vehicle movements and impact on surrounding land.

The requested variation to provide a gravel seal would likely reduce impacts of dust on surrounding land.

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

There is no requirement for the provision of public facilities or open space as part of the proposed application.

(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:

Litchfield Council (Council) – Bookmark D1

Council supports the granting of a development permit and advises the following:

- The proposal is an improvement to the commercial areas of Humpty Doo adding value to the community.
- Requests standard stormwater requirements.
- Not to obscure sightlines at the driveway and public street.
- Works impacting Council easement to be to the requirements of Council
- Fees and Charges may apply
- Works Permit is required before any work within the road reserve.

Power and Water – Power Networks (PWC) – Bookmark D2

Power Networks advise the following:

- There is limited power supply.
- A revised power demand calculation is required
- Works to be undertaken to Power Networks requirements

Power and Water – Water Services (PWC) – Bookmark D3

Water Services advise the following:

- Reticulated water and sewer services are available in the area.

- A backflow prevention device is required.
- Trade waste approval may be required
- Works to be undertaken to Water Services requirements.

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

The proposal is consistent with the zone purpose as a vehicle sales and hire use, facilitates a large floor space for the display, storage and sale/hiring of vehicles in a location with convenient access to the broader population.

The proposal is consistent with the zone outcomes as the vehicle sales and hire use and is envisaged in Zone SC (Service Commercial), designed to provide convenient access to road transport networks, incorporates appropriate landscape design.

However, the site is within an urban area and an impervious seal is required. A dirt surface may impact on the existing and future amenity of the area from dust on adjacent land.

The requested variation to provide a gravel surface may reduce the impacts of dust on surrounding land to an acceptable level. The consent authority may consider the potential impact on the existing and future amenity of the area.

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

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

The proposed development will not impact on the public interest.

(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;*

Subdivision is not proposed as part of this application.

(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.

(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 land is within the Elizabeth and Howard Rivers Region Groundwater declared beneficial use area. The following declared beneficial uses apply to the subject land:

- The protection of environment, agriculture, public water supply and rural stock and domestic are the beneficial uses that apply to all groundwater.

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

8. RECOMMENDATION

That, pursuant to section 53(a) of the *Planning Act 1999*, the Development Consent Authority consent to the application to develop Section 4090 (29) Vereker Street, Hundred of Strangways for the purpose of vehicle sales and hire, subject to the following conditions:

CONDITIONS PRECEDENT

1. Prior to the endorsement of plans and prior to commencement of works, amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show impervious sealing of the driveway and car parking area, required within urban areas, in accordance with clause 5.2.4.4(7)(b) of the NT Planning Scheme 2020.

GENERAL CONDITIONS

2. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.

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3. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, sewerage and electricity to the development shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.

Please refer to notations 1 for further information.

4. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of the Litchfield Council, to the satisfaction of the consent authority.
5. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
6. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost to the Litchfield Council, to the satisfaction of the consent authority.
7. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street or at the junction of the driveway and the public street, in accordance with the requirements of the Litchfield Council, to the satisfaction of the consent authority.
8. Before the use or occupation of the development starts, the areas set-aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather-seal coat;
 - (d) drained;
 - (e) line marked to indicate each car space and all access lanes; and
 - (f) clearly marked to show the direction of traffic along access lanes and driveways

to the satisfaction of the consent authority.

Car parking spaces, access lanes and driveways must be kept available for these purposes at all times.

Notes

- 1) The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on-site and/or surrounding infrastructure.
- 2) This permit will expire if one of the following circumstances applies:
 - (a) the development *and use is/are* not started within *two* years of the date of this permit;
or
 - (b) the development is not completed within *four* years of the date of this permit.

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The consent authority may extend the periods referred to if a request is made in writing before the permit expires.

- 3) A “Works Permit” may be required from Litchfield Council before commencement of any work within the road reserve, which would include creation of any driveway crossover connecting to Council’s road network.
- 4) Litchfield Council’s current Fees and Charges may apply to the above conditions. Additional information can be found at www.litchfield.nt.gov.au.
- 5) There are statutory obligations under the WMPC Act that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the WMPC Act, including the General Environmental Duty under section 12 of the WMPC Act. There is also requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the WMPC Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority (NT EPA) website. To help satisfy the General Environmental Duty, the proponent is advised to take notice of the list of environmental considerations below. The list is not exhaustive, and the proponent is responsible for ensuring their activities do not result in non-compliance with the WMPC Act. The WMPC Act, administered by the NT EPA, is separate to and not reduced or affected in any way by other legislation administered by other departments or authorities. The NT EPA may take enforcement action or issue statutory instruments should there be non-compliance with the WMPC Act.
- 6) The applicant is advised to engage a Northern Territory registered building certifier to ensure that the intended use of any existing buildings or structures is permitted by occupancy certification in accordance with the *Building Act 1993*.

9. REASONS FOR THE RECOMMENDATION

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

The Northern Territory Planning Scheme 2020 applies to the land and vehicle sales and hire requires consent under Clause 1.8 (When development consent is required). It is identified as Merit Assessable under Clause 1.8(1)(b)(i); therefore, the zone purpose and outcomes of Clause 4.12 (Zone SC – Service Commercial), and Clauses 5.2.1 General Height Control, 5.2.4.1 Car Parking Spaces, 5.2.4.4 Layout of car parking areas, 5.2.5 Loading Bays, 5.2.6 Landscaping, 5.2.7 Setbacks for Development Adjacent to Land in Zones LR, LMR, MR or HR, 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC, 5.5.2 Commercial plot ration, 5.5.3 Expansion of existing development in Zones CB, C, C and TC, 5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC, needs to be considered.

These clauses have been considered and it is found that the proposal complies with the relevant requirements of the Planning Scheme except for Clause 5.2.4.4 (Layout of car parking areas).

2. Pursuant to Clause 1.10 (Exercise of Discretion by the Consent Authority), sub-clause 5, of the Northern Territory Planning Scheme 2020, the consent authority may consent to a

proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:

- (a) The purpose and administration clauses of the requirement; and
- (b) The considerations listed under Clause 1.10(3) or 1.10(4).

5.2.4.4 (Layout of car parking areas)

The site is located within the Humpty Doo Rural Activity Centre Area Plan and is considered to be in an urban area. The applicant requested a variation to the requirement for an impervious sealed surface to the car parking area and parking spaces, proposing a gravel surface as an alternative.

The clause, allows the consent authority to consent to a car parking area that is not in accordance with subclauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.

The consent authority notes that the introduction of the Humpty Doo Rural Activity Centre Area Plan sets the site and the immediate locality for intensification of urban development and amenity. Urban development needs to be of a higher standard than that for a rural locality where it is acceptable for gravel to be used for dust management purposes and where loose material can spread into the access and the road corridor. While the majority of the site is not required to be sealed, access and parking areas are a natural extensions of sealed road network in an urban setting and as such need to be sealed so as to positively contribute to the future amenity of the locality.

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

The proposal is consistent with the zone purpose as a vehicle sales and hire use facilitates a large floor space for the display, storage and sale/hiring of vehicles in a location with convenient access to the broader population.

The proposal is consistent with the zone outcomes as the vehicle sales and hire use envisaged in Zone SC (Service Commercial), designed to provide convenient access to road transport networks, incorporates appropriate landscape design.

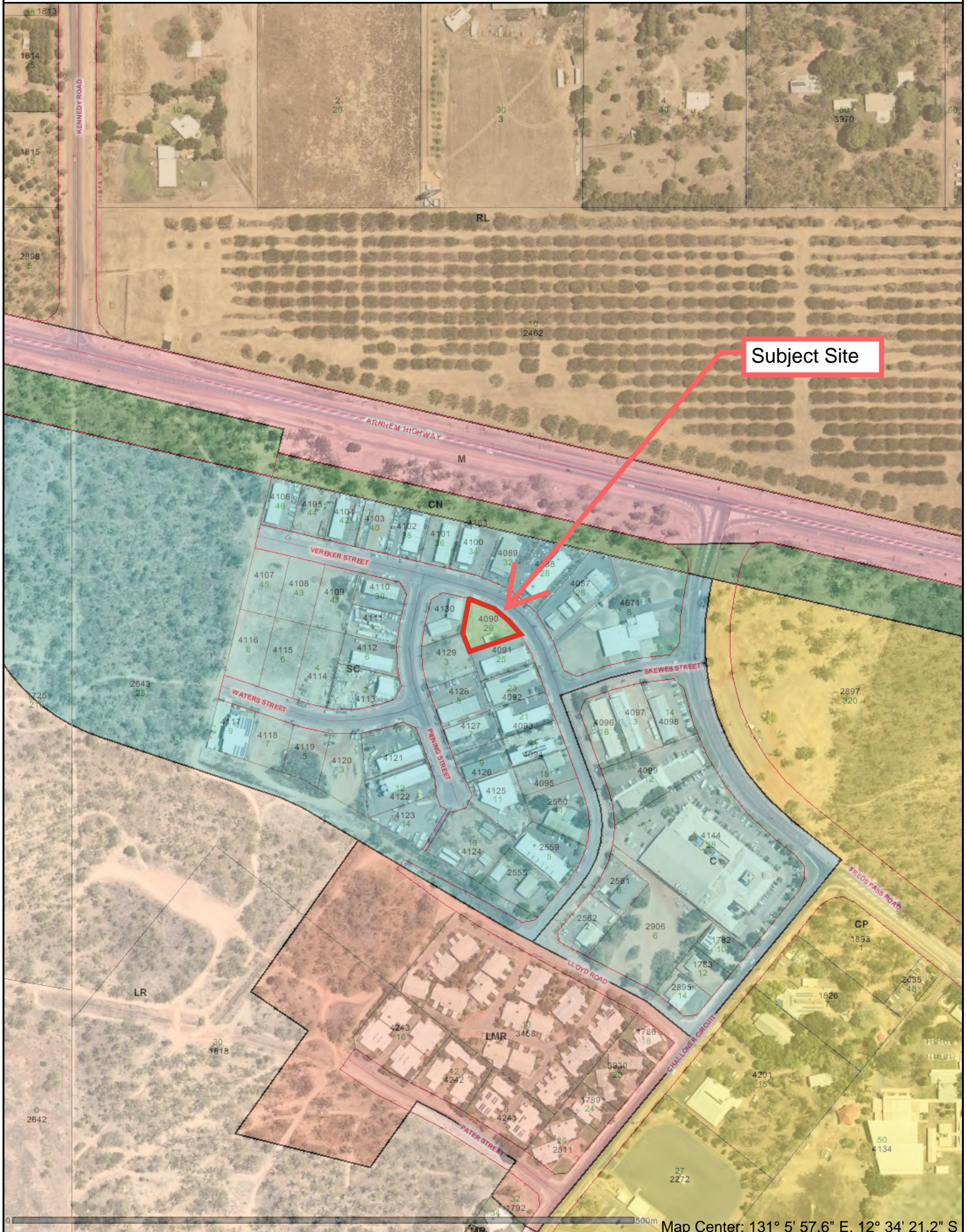
The proposed use is not expected to have unreasonable loss of amenity for surrounding premises, having regard to the mixed-use nature of the zone.

AUTHORISED:



.....
**BEN WOLLINSKI,
PLANNER
DEVELOPMENT ASSESSMENT SERVICES**

Locality Map



Subject Site

Map Center: 131° 5' 57.6" E, 12° 34' 21.2" S

Created by BWOLL

Bottom Left: -12° 34' 29", 131° 05' 44" Top Right: -12° 34' 13", 131° 06' 10" Approximate Scale: 1:3,900 Datum: GDA 1994

Data for information purposes only - accuracy not guaranteed

N.T. Land Information System Copyright Northern Territory of Australia

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

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

The owners and/or persons duly authorised as signatory on behalf of the landowner**, hereby authorise:		
NAME OF CONSULTANT OR ACTING AGENT ON BEHALF OF LANDOWNER (please print)		
Contact number:	Ph:	Mob:
to lodge a development application under the <i>Planning Act 1999</i> over the property described as:		
LOT/NT PORTION:	4090	
LOCATION/TOWN	Humpty Doo	
STREET ADDRESS:	29 Vereker St	
PROPOSED DEVELOPMENT:		

OWNER'S SIGNATURE:	<i>Kenn Jones</i>	
FULL NAME: (please print)	Kenneth George Jones	
TITLE: (ie. company director/secretary)	Director	
COMPANY NAME:	Humpty Doo Developments Pty Ltd	
Contact number:	Ph: 89982343	Mob: 0402213406
DATE:	18 Dec 2024	

OWNER'S SIGNATURE:		
FULL NAME: (please print)		
TITLE: (ie. company director/secretary)		
COMPANY NAME:		
Contact number:	Ph:	Mob:
DATE:		

Statement of effect

Matters to be addressed in accordance with section 46 of the *Planning Act 1999*¹

Section 46(3)(a) – an assessment demonstrating how the proposed development will comply with any planning scheme that applies to the land

Address how your proposal meets or does not meet the purpose and each relevant requirement for the clause(s). Relevant clauses can be found in part 5 of the NT Planning Scheme 2020²

The proposed development complies with the NTPS2020 requirements, specifically Clause 4.12 (Zone SC). It aligns with the zone's purpose to provide service commercial activities, including vehicle sales and hire. Relevant clauses, such as 5.2.4 (Car Parking), 5.2.6 (Landscaping), and 5.5.2 (Commercial Plot Ratio), have been addressed and complied with.

Section 46(3)(b) – an assessment demonstrating how the proposed development will comply with an interim development control order, if any, applying to the land

Is this section applicable?

No

If this sub section is applicable, address below.

Section 46(3)(c) – a public environmental report or an environmental impact statement has been prepared or is required under the Environmental Assessment Act in relation to the proposed development, a copy of the report or statement and the results of any assessment of the report or statement under the Act by the minister administering that Act

Is this section applicable?

No

If this sub section is applicable, address below.

An environmental report or impact statement is not required for this development as there are no identified environmental risks.

Section 46(3)(d) – an assessment demonstrating the merits of the proposed development

State the merits of your proposal below.

¹ <https://legislation.nt.gov.au/en/Legislation/PLANNING-ACT-1999>

² <https://nt.gov.au/property/land-planning-and-development/our-planning-system/nt-planning-scheme>

<p>The proposed car dealership will:</p> <ul style="list-style-type: none"> • Create employment opportunities for local residents. • Support the local economy by fostering vehicle sales and hire services. • Complement nearby businesses, such as repair shops, by driving customer traffic. • Provide a modern facility, enhancing the range of services available to the community. 	
<p>Section 46(3)(e) – a description of the physical characteristics of the land and a detailed assessment demonstrating the lands suitability for the purpose of the proposed development and the effect of development on that land and other land</p>	
<p>State below any notable physical characteristics of the land on which your proposal is to be located.</p>	
<p>The site is flat, stable, and serviced with existing water, electricity, and sewerage connections. It is not subject to flooding, storm surges, or other environmental risks.</p>	
<p>If there is nothing notable, mark this box with an 'X'.</p>	
<p>Section 46(3)(f) – a statement specifying the public facilities or public open space available in the area in which the land is situated, whether land for public facilities or public open space is to be provided by the developer and whether it is proposed that facilities or open space be developed by the developer</p>	
<p>Is this section applicable?</p>	<p>No</p>
<p>If this sub section is applicable, address below.</p>	
<p>Public facilities or open spaces are not applicable to this development due to the commercial nature of the proposal and its scale.</p>	
<p>Section 46(3)(g) – a statement specifying 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 whether public utilities or infrastructure are to be provided by the developer or land is to be provided by the developer for the provision of public utilities or infrastructure</p>	
<p>State below whether you intend to connect all necessary services to your proposal as required.</p>	
<p>The site is connected to existing utilities, including water, electricity, and sewerage. No additional infrastructure is required for the proposed operation.</p>	
<p>Section 46(3)(h) – an assessment of the potential impact on the existing and future amenity of the area in which land is situated</p>	
<p>Provide a short statement below, addressing any potential impact on the existing or future amenity of the area.</p>	

The development has minimal impact on the amenity of the surrounding area:

- Visual Appeal: Landscaping along the street frontage enhances the streetscape.
- Noise: Operations will be limited to standard business hours, minimizing disruption.
- Traffic Management: A well-designed parking layout ensures smooth vehicle flow and safe access.

Section 46(3)(j) – an assessment of the benefit or detriment to the public interest of the development

State below any benefit or detriment to the public interest resulting from your proposal.

The development benefits the public by:

- Enhancing economic activity through job creation and local business support.
- Providing vehicle sales and hire services, reducing the need for residents to travel to urban centers.
- Supporting complementary businesses, such as nearby auto repair shops.

If there is nothing notable, mark this box with an 'X'.

Section 46(3)(k) – in the case of a proposed subdivision of land on which a building is situated – a report from a building certifier within the meaning of the *Building Act 1993*³ as to whether the building will cease to comply with the *Building Act 1993* if the proposed development were to proceed

Not applicable to this application as it is not for a subdivision.

Section 46(3)(l) for the development of land proposed to be the scheme land of a proposed or existing scheme, or the development of existing scheme land – a plan in the approved form specifying:

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

Not applicable to this application as it is not for a subdivision.

³ <https://legislation.nt.gov.au/Legislation/BUILDING-ACT-1993>

1 Application details

- **Address:** 29 Vereker Street, Humpty Doo, NT
- **Development Type:** Motor vehicle dealership specializing in car sales and hire.
- **Existing Structures:** Two demountable containers (3m x 6m each) used as office and toilet facilities.
- **Lot Size:** 1165 sqm.

3.4 CR – Coastal Reclamation

Purpose

Ensure that landfill of coastal areas does not adversely affect adjacent land or waters, or the quality of adjacent waters, and is suited to its intended purpose.

Administration

1. The placement of fill material below the level of the highest astronomical tide requires **consent**.
2. This overlay does not apply to unzoned land.
3. The consent authority in considering an application for coastal landfill must have regard to the advice of the agency responsible for natural resources and the environment.

Requirements

4. An application for the placement of fill material is to demonstrate how the fill material will:
 - (a) suit the future use of the reclaimed land;
 - (b) minimise the impact of fill works on adjoining land and waters;
 - (c) provide appropriate edge treatment of the fill in order to prevent future erosion and siltation of adjacent waters; and
 - (d) prevent the formation of acid sulphate leachates.

Assessment

The purpose of this clause is not applicable to the proposed car dealership as there is no coastal reclamation or placement of fill material below the level of the highest astronomical tide involved in this development.

3.6 LSF – Land Subject to Flooding

Purpose

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

Administration

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

Requirements

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

Assessment

The purpose is to minimize risks from flooding. This clause is not applicable as the proposed site is not within a defined flood area (DFA) or subject to flood risks.

3.7LSSS – Land Subject to Storm Surge

Purpose

Identify areas with a known risk of inundation from primary or secondary storm surges and ensure that development in these areas demonstrates adequate measures to minimise the associated the risk to people, damage to property and costs to the general community caused by storm surge.

Administration

1. This Overlay applies to land subject to the PSSA and/or the SSSA.
2. This Overlay does not apply to:
 - (a) **outbuildings** and extensions to existing **dwelling**s;
 - (b) extensions to existing commercial or industrial buildings;
 - (c) a use or development within the SSSA that would otherwise be *Permitted*, and complies with the requirements of Part 5;
 - (d) unzoned land; or
 - (e) any use or development within a PSSA or SSSA that complies with Clause 5.5.1 (Interchangeable Use and Development in Specific Zones) which but for this Overlay, would not require **consent**.
3. This overlay does not apply to the use and development of land for **dwelling**s-group or **dwelling**s-multiple when the land is subject to Overlay 3.11 RCFR (Rapid Creek Flood Response).
4. In this Overlay:
 - (a) "AEP" means Annual Exceedance Probability, which is the likelihood, in percentage terms, of inundation by storm surge;
 - (b) "PSSA" means Primary Storm Surge Areas, which are those coastal areas within a 1% AEP of inundation by storm surge as defined on mapping produced by the NT Government;
 - (c) "SSSA" means Secondary Storm Surge Areas, which are those coastal areas adjacent to the PSSA with a 0.1% AEP of inundation by storm surge as defined on mapping produced by the NT Government; and
 - (d) "storm surge" means the elevation in sea level which accompanies the movement of a cyclone particularly near, or over, a coastline, attributed to a cyclone's intensity and wind stress build-up.
5. Land within the PSSA is to be used or developed only with **consent**.
6. The consent authority may **consent** to a use or development within the PSSA that is not in accordance with sub-clauses 8-10 only if it is satisfied that the application demonstrates that there is no increased risk to people and property, including adjoining property.
7. The use or development of land within the SSSA should have regard to sub-clauses 9 and 10.

Requirements

8. Development in the PSSA should be limited to uses such as open space, recreation, non-essential public facilities (wastewater treatment works excepted) and short-stay tourist camping/ caravan areas.
9. Development within the SSSA should be confined to those uses permitted in the PSSA as well as industrial and commercial land uses.
10. Residential uses, strategic and community services (such as power generation, defence installations, schools, **hospitals**, public shelters and major transport links) should be avoided in the PSSA and the SSSA.

Assessment

This clause ensures developments minimize risks associated with storm surges. The proposed development is not located in Primary Storm Surge Areas (PSSA) or Secondary Storm Surge Areas (SSSA). Therefore, this clause does not apply.

3.8 LADR – Land Adjacent to a Designated Road

Purpose

Ensure that **access** to a designated road from adjacent land does not prejudice traffic safety or the integrity and operation of the infrastructure.

Administration

1. **Access** to a use or development or proposed use or development from a designated road identified on this Overlay requires **consent**.
2. Despite sub-clause 1, this Overlay does not apply where the agency responsible for the management of the designated road has provided written approval for the **access**.
3. The consent authority may only **consent** to an **access** to a use or development where the **access** complies with sub-clause 4.

Requirements

Any **access** from a designated road corridor must be in accordance with the requirements of the agency responsible for the management of the designated road, to the satisfaction of that agency.

Assessment

Ensure traffic safety and preserve the integrity of designated roads. The site does not directly access a designated road. Hence, this clause is not applicable to the proposed development

3.14 HLSSI – Land in proximity to Helicopter Landing Sites of Strategic Importance

Purpose

Ensure that development does not compromise the ability of helicopters using landing sites of strategic importance.

Administration

1. This Overlay applies to any development that:
 - (a) is over 8.5m in height (inclusive of any flag pole, aerial, antenna or lightning rod or the like, or any construction equipment required to carry out the works); or
 - (b) contains lighting that projects upwards, coloured or flashing lighting external to the development; or
 - (c) will produce an exhaust plume which has an upward vertical velocity of 4.3 or more metres per second at the point of emission/exit.
2. The use and development subject to this Overlay requires **consent**.
3. Any application subject to this Overlay is to contain details of the proposed works and maximum height of the construction equipment required to carry out the works.
4. The consent authority must not **consent** to the use or development that is not in accordance with sub-clause 5.

Requirements

5. Development does not increase risk to helicopters using the landing site of strategic importance.

Assessment

The proposed site is not in proximity to any such landing sites, making this clause inapplicable.

4.12 Zone SC – Service Commercial

Zone Purpose

Facilitate destination retailing, commercial and other activities that individually require a large **floor area** for the handling, display and storage of bulky goods, or activities, in locations that enable convenient **access** by the broader regional population.

Zone Outcomes

1. A diversity of service commercial activities that consist predominately of retail business activities such as **showroom sales, vehicle sales and hire, and leisure and recreation.**

Supports service commercial activities by providing vehicle sales and hire services.

2. A mix of activities such as **animal boarding, industry-light, motor repair station and warehouse,** which are compatible with and are of such a kind that will not adversely affect the **amenity** of the service commercial function of the area.

The activity does not adversely affect amenity and complements surrounding automotive-related businesses.

3. Commercial activities including **bar-public, bar-small, club, food premises-café/take away, food premises-fast food outlet, medical clinic, office and shop,** are acceptable where they are subordinate to the primary development on the **site** and provide support to service commercial activities, and/or directly support and are compatible with the ongoing service commercial use of the zone.

No additional commercial activities are proposed.

4. Limited residential uses, including **residential care facilities and rooming accommodation:**
 - (a) are of a scale and nature inappropriate in a residential zone;
 - (b) avoid adverse impacts on the local road network; and
 - (c) are managed to minimise unreasonable impacts on **amenity** of the service commercial function of the area.

Not applicable as no residential components are included.

5. Buildings provide variety and interest at street level and allow passive surveillance of public spaces, with a scale and character appropriate to the service function of the locality.

The design provides clear vehicle and pedestrian pathways, contributing to an attractive streetscape.

6. Development is designed to provide clear connections within the development and to external pedestrian, bicycle, public and road transport networks and infrastructure.

Provides safe access to existing road networks and infrastructure.

7. Development incorporates appropriate urban and landscape design that creates attractive and functional buildings, streets and places.

Incorporates landscaping to enhance visual appeal and functionality.

8. Developments are operated in a manner to ensure that there is no unreasonable loss of **amenity** for surrounding premises, having regard to the mixed use nature of the zone.

Operates without unreasonable impacts on surrounding premises.

9. Subdivision primarily provides for lot sizes capable of accommodating the uses expected in the zone.

Subdivision is not part of this application.

10. Subdivision provides the appropriate urban services including, roads, pedestrian and cycle paths, reticulated electricity, water, and sewerage, stormwater drainage and telecommunication infrastructure.

Existing utilities support the development.

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.

Not applicable.

5.2.1 General Height Control

Purpose

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

Administration

1. This clause does not apply if:
 - (a) The development is for the purpose of:
 - i. a **telecommunications facility**;
 - ii. a chimney, flag pole, aerial, antenna or lightning rod; or
 - iii. the housing of equipment relating to the operation of a lift; or
 - (b) an alternative height control is specified in clause 5.9 (Location specific development requirements).
2. The consent authority must not **consent** to a development in Alice Springs that is not in accordance with sub-clause 5.
3. The consent authority must not **consent** to a development on land in Zone MR abutting land in Zone LR that is not in accordance with sub-clause 6.
4. Except as set out in sub-clause 3, the consent authority may **consent** to a development that is not in accordance with sub-clause 6 if it is satisfied the **building height** is consistent with the intended character and **amenity** of the area, having regard to:
 - (a) the heights of other buildings in the immediate vicinity; and
 - (b) measures taken to mitigate potential impacts (such as unreasonable overshadowing, or overlooking of dwellings and private open space) on abutting properties.

- Requirements

5. The **building height** of a development in the Municipality of Alice Springs is not to exceed:
- the maximum **building height** for the zone and use as specified in table A to this clause; or
 - two **storeys** to a maximum of 8.5m if the zone and use is not included in table A to this clause.
6. The **building height** in all other areas is not to exceed:
- the maximum **building height** for the zone and use as specified in table B to this clause; or
 - two **storeys** to a maximum of 8.5m if the zone and use is not included in table B to this clause.

Table A to clause 5.2.1: Height control in Alice Springs		
Zone	Use	Maximum building height above ground level
MR, C, SC and TC	All uses	3 storeys to a maximum of 14m
CB	All uses	8 storeys to a maximum of 34m
CP	Education establishment, hospital or exhibition centre and ancillary uses	No height limit
All zones other than CP	Education establishment	3 storeys to a maximum of 14m

Editor's Note: Structures below ground level should consider the impact on and from the Alice Springs Town Basin aquifer.

Table B to clause 5.2.1: Height control outside Alice Springs		
Zone	Use	Maximum building height above ground level
MR	Development on a site in zone MR abutting a site in Zone LR	3 storeys
	Development on a site that is: <ul style="list-style-type: none"> within the boundaries of the Darwin Inner Suburbs Area Plan or Darwin Mid Suburbs Area Plan; and has frontage to a street with a reservation width not exceeding 18m on the opposite side of which is a site in Zone LR.	3 storeys
	All other uses	4 storeys
HR	All uses	8 storeys
C	Mixed use development that consists of one or more residential buildings	4 storeys
	All other uses	No height limit
CL and CP	Education establishment or hospital	No height limit
CB, SC, TC and DV	All uses	No height limit

Editor's Notes:

- If applicable, the residential plot ratio and/or the commercial plot ratio may impact on the building height.
- Basements that protrude less than 1m from ground level are not considered as a **storey** for the purposes of this clause.
- Any use or development of land that intrudes into a protected airspace, such as the use of cranes, within 15km of an airport or RAAF base may have additional restrictions and approval requirements from the airport operator under the [Airports Act 1996 \(Cth\)](#), [Airports](#)

[\(Protection of Airspace\) Regulations 1996 \(Cth\)](#), and [Defence Regulation 2016 \(Cth\)](#). More information is available on [NT.GOV.AU](#).

Assessment

Not applicable for zone SC.

5.2.4.1 Car Parking Spaces

Purpose

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

Administration

1. This clause does not apply where alternative car parking space requirements are established under clause 5.9 (Location specific development requirements).
2. The consent authority may **consent** to a use or development that is not in accordance with sub-clause 4 if it is satisfied a reduction of the number of **car parking spaces** is appropriate with regard to:
 - (a) the zoning of the land, the use or development or proposed use or development of the land, and the possible future use or development of the land;
 - (b) the provision of **car parking spaces** in the vicinity of the land;
 - (c) the availability of public transport in the vicinity of the land; and
 - (d) the potential impact on the surrounding road network and the **amenity** of the locality and adjoining property;

or if the use or development relates to a **heritage place** and the Minister responsible for the administration of the *Heritage Act 2011* supports the reduced provision of **car parking spaces** in the interest of preserving the significance of the **heritage place**.
3. The consent authority may require the provision of **car parking spaces** for any **ancillary** use or development in addition to that specified for the **primary use** or development in the table to this clause.

Requirements

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

Editor’s Note: Clause 5.2.4.4 provides for the design and layout of a car parking area.

Table to Clause 5.2.4.1: Minimum number of required parking spaces	
Use or Development	Minimum Number of Car Parking Spaces Required
Abattoir	1 for every 100m ² of net floor area other than offices Plus 4 for every 100m ² of net floor area of office
Hospital	1 for every 4 patient beds Plus 4 for every 100m ² of net floor area used for administrative purposes Plus For a medical clinic 4 for every consulting room
Hotel/Motel	1 for every guest suite or bedroom Plus

Table to Clause 5.2.4.1: Minimum number of required parking spaces	
Use or Development	Minimum Number of Car Parking Spaces Required
Vehicle sales and hire	4 for every 100m ² of <i>net floor area</i> of office Plus 1 for every 200m ² used for vehicle display
Any other uses (including undefined uses)	Minimum number of car parking spaces to be determined by the consent authority.

Assessment

6 spaces are provided where 3 are required, meeting the requirement.

18 sqm office = As 4 for every 100m² net floor area of office is required as such $18/25 = 0.72$ (1 parking space).

302 sqm approx. used for vehicle display = 2 customer parking space.

5.2.4.4 Layout of car parking areas

Purpose

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

Administration

1. This clause does not apply to a **car parking area** where the car parking is required in association with a **dwelling-single, dwelling-independent** or a **home based business**.
2. A **car parking area** may be used for the purpose of a **market** if:
 - (a) a market is Permitted in the zone; and
 - (b) the market operates outside of the operating hours of the use for which the car parking area is established.
3. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the **amenity** of the surrounding locality.
4. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.
5. The consent authority may **consent** to a **car parking area** that is not in accordance with sub-clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.

Requirements

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

- (a) The car parking area will be set back **3m** from the lot boundary abutting the road. This setback will be shown on the dimension plans.
- (b) The 3m setback will be landscaped with native shrubs and ground covers to reduce the visual impact of the car parking area when viewed from the road. The landscaping plan includes drought-resistant, low-maintenance species.

7. A **car parking area** is to be constructed and maintained to be:
- (a) of a suitable gradient for safe and convenient parking; and
 - (b) sealed and well drained in urban areas, or dust suppressed in non-urban areas.

- (a) The parking area will have a suitable gradient to ensure safe and convenient parking. The site is flat and does not require additional leveling.
- (b) The parking area will be sealed and well-drained to prevent waterlogging and ensure durability, as the site is in an urban area.

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

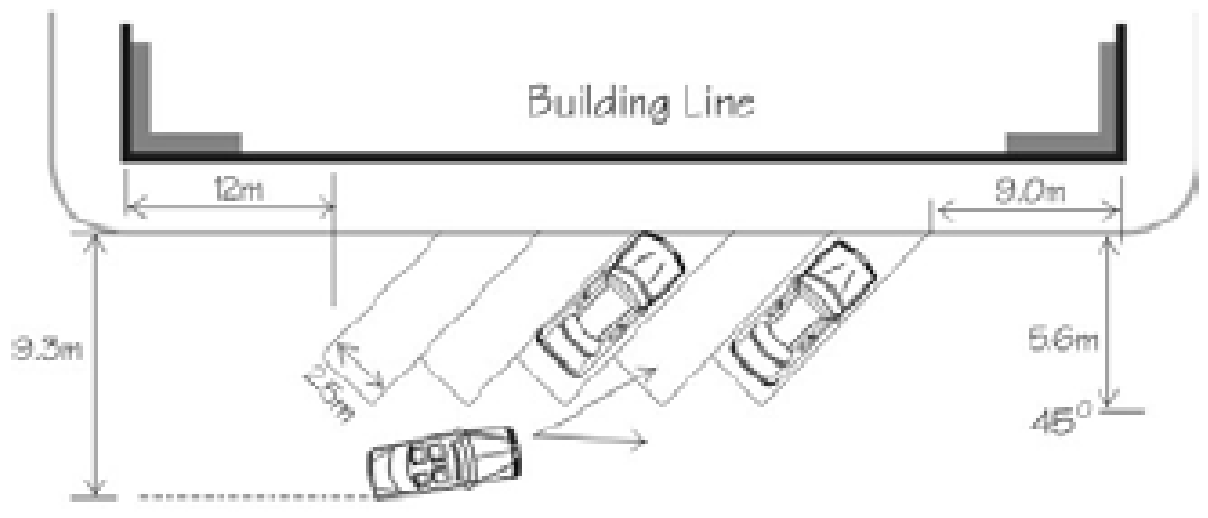
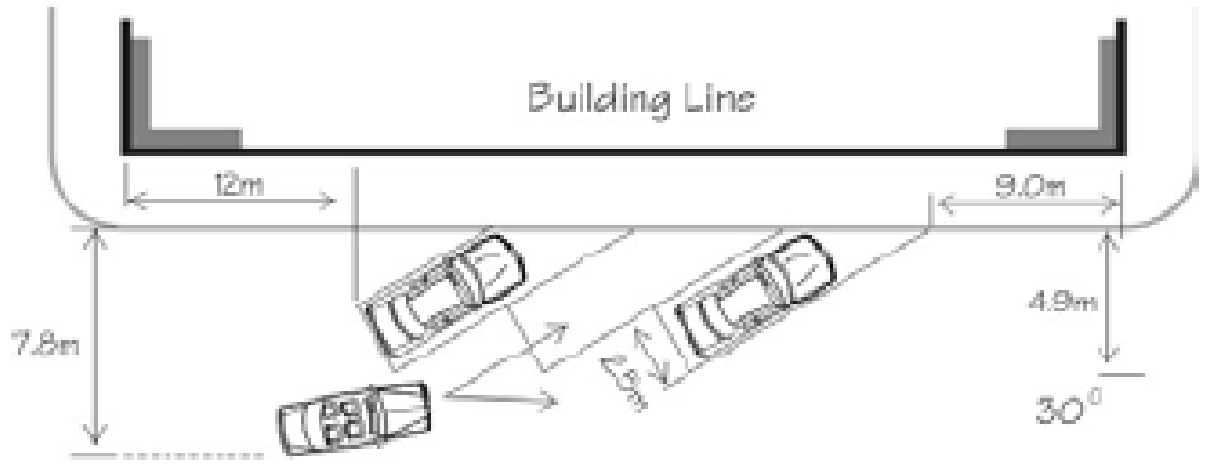
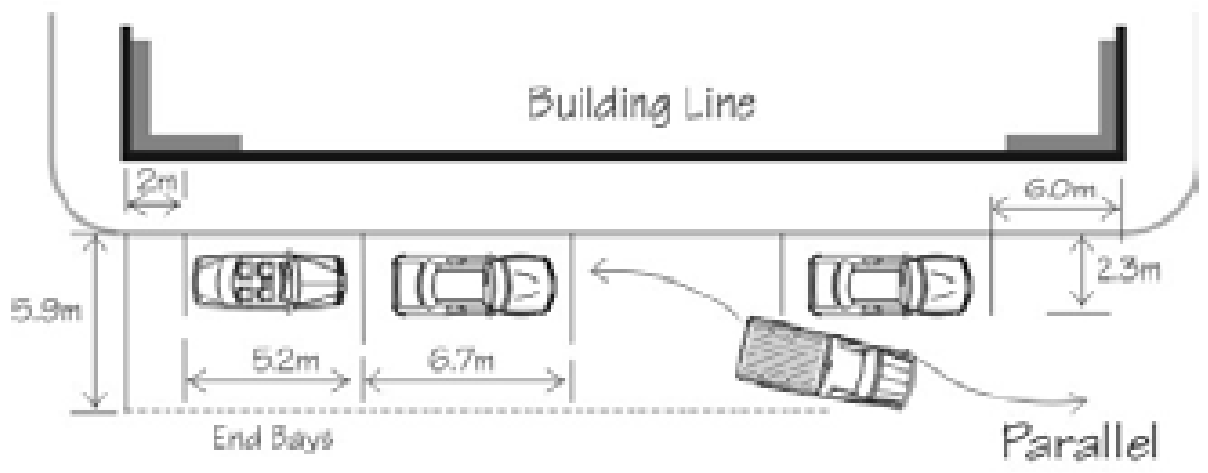
- (a) The parking layout ensures that each space has separate and unobstructed access.
- (b) The driveway design allows vehicles to enter and exit in a forward gear.
- (c) Parking spaces will comply with the dimensions specified in the diagram, with a minimum width of **2.5m** and a length of **5.5m**.
- (d) Parking spaces at the end of the driveway will be **3.5m wide** or will include a driveway projection of **1m beyond the last space**, as per the requirement.

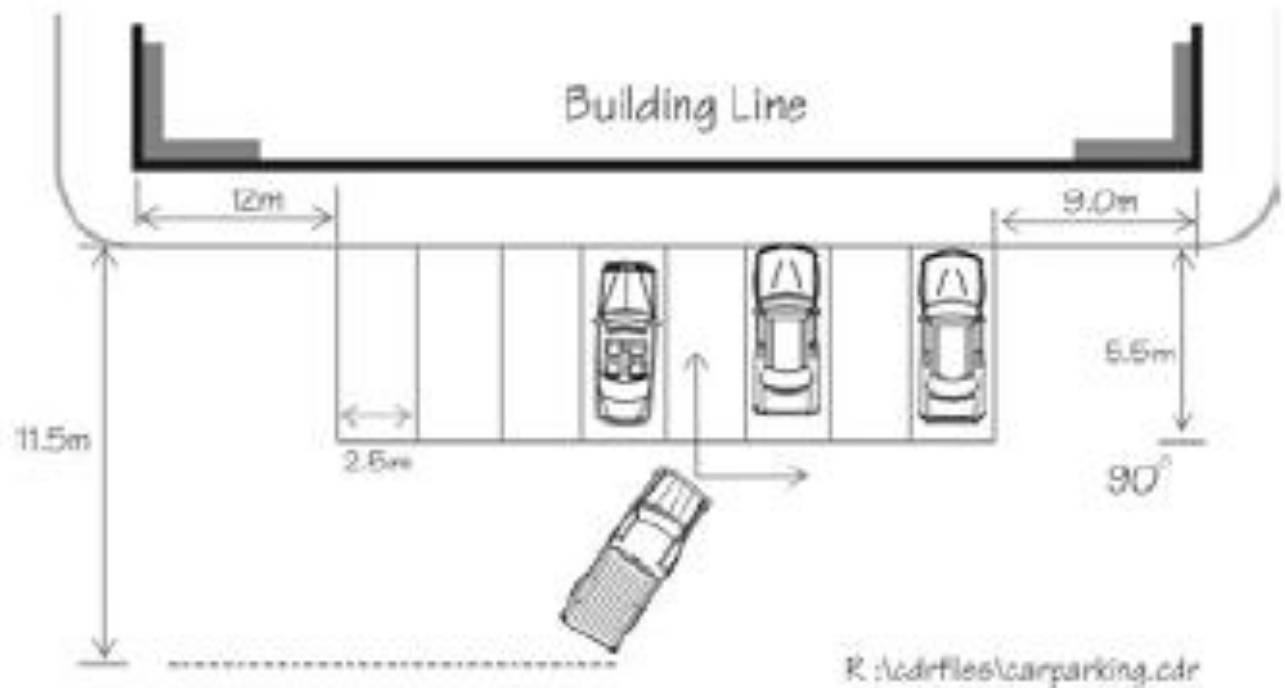
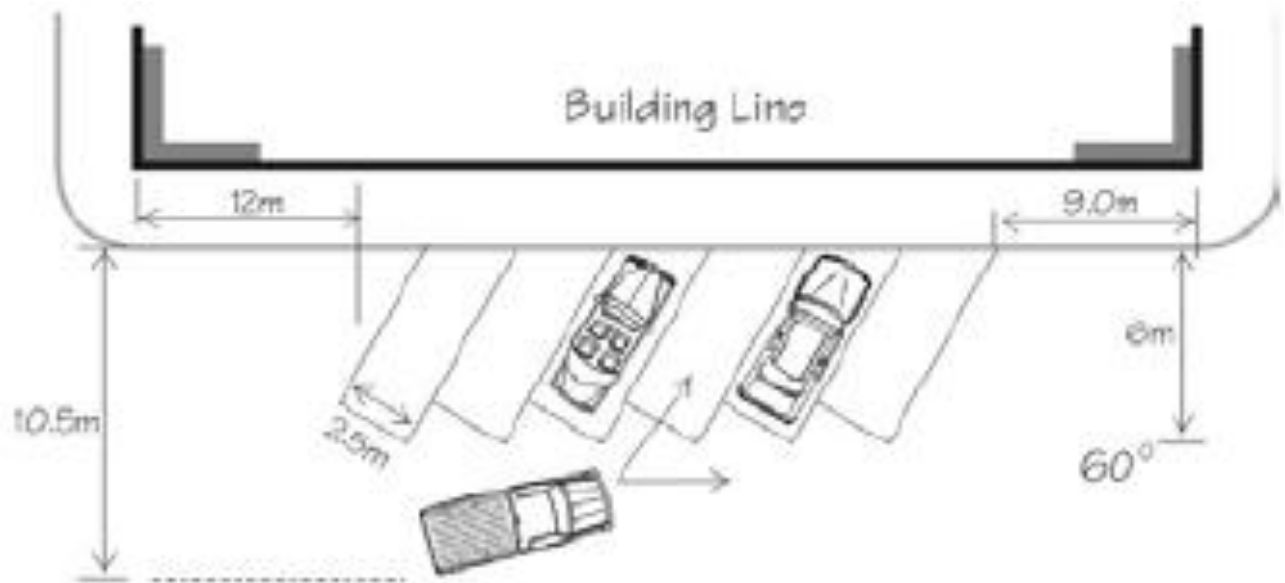
9. The number of **access** points to the road is to be limited, and **access** points to **car parking areas** are to:
- (a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and
 - (b) maximise sight lines for drivers entering or exiting the car parking area.

- (a) The driveway width for one-way traffic will be **3.5m**, ensuring vehicles can safely and conveniently enter and exit the parking area.
- (b) Sightlines for drivers entering and exiting the parking area will remain unobstructed to maximize safety for vehicles and pedestrians.

Diagram to Clause 5.2.4.4: Parking Layout

Carparking





Assessment

5.2.4.5 Vehicle Access and On-site Parking for Dwellings-Single on Lots Less than 600m² but not less than 300m²

Purpose

Ensure that vehicle **access** driveways and on-site parking spaces for **dwellings-single** on lots less than 600m² and not less than 300m² do not unduly reduce the **amenity** of a public road or the availability of kerbside vehicle parking in the public road.

Not Applicable.

5.2.5 Loading Bays

Purpose

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

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
 - (a) the scale of the use and development on the **site**;
 - (b) any potential adverse impacts on the local road network; and
 - (c) any agreements for off-site loading and unloading of vehicles, such as shared loading areas or approval to carry out loading activities in a laneway or **secondary street**.
2. For the purposes of this clause, where an **exhibition centre, food premises (fast food outlet and restaurant), office, place of assembly, shop or shopping centre** are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined **net floor area** of the integrated uses.

Requirements

3. Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number).
4. A **loading bay** is to:
 - (a) provide areas wholly within the **site** for loading and unloading of vehicles;
 - (b) be at least 7.5m by 3.5m;
 - (c) have a clearance of at least 4m; and
 - (d) have access that is adequate for its purpose.

Assessment

No loading bays are required for vehicle sales and hire

5.2.6.1 Landscaping in Zones other than Zone CB

Purpose

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

Administration

1. Landscaping may include provision of paved areas and areas for entertainment and recreational activities.
2. The consent authority may **consent** to landscaping that is not in accordance with sub-clauses 5, 6 and 7 only if it is satisfied it is consistent with the purpose of this clause and the zone purpose and

outcomes, and is appropriate to the **site** having regard to the **amenity** of the streetscape, and the potential impact on the **amenity** of the locality and adjoining property.

Requirements

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

The landscaping will include:

- Native shrubs and ground covers along the **3m frontage setback** to enhance the streetscape and reduce visual impact.
- Water-efficient plants suitable for the local climate to minimize maintenance.
- Strategic planting to improve site aesthetics and assist with stormwater infiltration.
- Clear visibility of public areas to support passive surveillance.

4. The quality and extent of the landscaping consented to must be maintained for the life of the development.

A maintenance plan will ensure the landscaping remains visually appealing and functional. A professional contractor will manage irrigation, pruning, and overall upkeep to maintain quality.

5. Other than in Zones CB, C and TC, not less than 30% (which may include communal open space) of a **site** that is used for **rooming accommodation, dwellings-group, dwellings-multiple** and **residential care facility** is to be landscaped.

Not applicable.

6. In Zones LI, GI and DV all street frontages, except **access** driveways or footpaths, are to be landscaped to a minimum depth of 3m.

Not applicable.

7. In Zones MR and HR, side and rear setbacks are to include planting to the length of the setback of no less than 2m deep, except for areas that are used for private open space.

Not applicable.

5.2.6.2 Landscaping in Zone CB

Purpose

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

This is located outside zone CB ,not applicable.

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

Purpose

Protect the visual and acoustic **amenity** of **residential buildings** where they are adjacent to non-residential development.

This is not located in Adjacent to Land in zones LR, LMR, MR or HR so this is not applicable.

5.3.7 End of trip facilities in Zones HR, CB, C, SC and TC

Purpose

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

Administration

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

Requirements

2. All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).

One Bicycle parking is required 18/300 – 0.06 (1 bicycle parking space), however bicycle parking is not provided as the operation does not cater to active travel needs. As the staff numbers are low this will not be required. It would be unreasonable to provide the end of trip facilities as required by thus clause.

3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with *Australian Standard AS2890.3 – Bicycle Parking* and must:

- (a) be located in a convenient and safe location with adequate security for the storage of bicycles;
- (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;
- (c) where secure parking is provided, provide e-bike charging facilities, as necessary;
- (d) not require **access** via steps;
- (e) be protected from the weather;
- (f) enable the wheels and frame of a bicycle to be locked to the device without damaging the bicycle;
- (g) be located outside pedestrian movement paths;
- (h) be easily accessible from the road;
- (i) be arranged so that parking and manoeuvring motor vehicles will not damage adjacent bicycles;
- (j) be protected from manoeuvring motor vehicles and opening car doors;
- (k) be as close as possible the cyclist's ultimate destination;
- (l) be well lit by appropriate existing or new lighting; and
- (m) be sympathetic in design, material and colour to compliment the surrounding environment.

Not applicable, as bicycle parking is not part of the proposal due to low demand and the site's operational focus.

4. A locker should accompany every secure bicycle parking space provided, and should be:
- (a) of suitable volume and dimensions to allow storage of clothing, cycling helmets and other personal items;
 - (b) well ventilated, secure and lockable; and
 - (c) located close to shower and changing facilities.

Lockers are not provided as bike parking is not included, and the scale of the development does not warrant such facilities.

5. All new **non-residential buildings, hotels/motels, and serviced apartments** in Zones HR, CB, C, SC and TC should provide sufficient and accessible shower and changing facilities for staff with the number of showers calculated at the rate specified in the table to this clause.

Not Applicable.

6. Shower and changing facilities must be secure facilities capable of being locked, and should:
- (a) be located as close as practical to the associated bicycle parking facilities;
 - (b) provide one change space per shower; and
 - (c) Provide for separate male and female facilities where more than one shower is provided.

Showers and changing facilities are not provided due to the small scale of the operation, minimal staff, and the absence of demand for such amenities.

Table to Clause 5.3.7: End of trip facilities in Zones HR, CB, C, SC, and TC		
Use or Development	Minimum number of bicycle parking spaces	Minimum number of showers
Dwellings-multiple	1 space for every 3 dwellings	
Hotel/motel, rooming accommodation	1 space for every 3 guest rooms	1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.
Non-residential buildings (except as identified in this table)	1 space per 300m ² net floor area	1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.
Office	1 space per 300m ² net floor area	1 shower for up to 1500m ² net floor area , plus 1 additional shower for up to every 1500m ² thereafter.

Table to Clause 5.3.7: End of trip facilities in Zones HR, CB, C, SC, and TC		
Use or Development	Minimum number of bicycle parking spaces	Minimum number of showers
Serviced apartments	1 space for every 3 dwelling s	1 shower for up to 50 staff, plus 1 additional shower for up to every 50 staff thereafter.
Shop (including shopping centres)	1 space per 300m ² net floor area up to 5000m ² net floor area , plus 1 space per 600m ² net floor area above every 5000m ² net floor area thereafter.	1 shower for up to 5000m ² net floor area , plus 1 additional shower for up to every 5000m ² thereafter.

Assessment

Does not apply as variation is requested above.

5.5.2 Commercial Plot Ratio

Purpose

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

Administration

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

Requirements

3. Development of **sites** within:
 - (a) Zone TC other than in the Municipality of Darwin; or
 - (b) Zone C; or
 - (c) Zone SC;
 should not exceed a **commercial plot ratio** of 1.
4. Development of **sites** within Zone TC in the Municipality of Darwin should not exceed a **commercial plot ratio** of 3.

Assessment

Complies as plot ration is 0.01.

5.5.3 General Building and Site Design

Purpose

Promote site-responsive designs of commercial, civic, community, recreational, tourist and mixed use developments which are attractive and pleasant and contribute to a safe environment.

Administration

1. A development application must, in addition to the matters described in sub-clauses 2-16, demonstrate consideration of and the consent authority is to have regard to the *Community Safety Design Guide* (as amended from time to time) produced by the Department of Lands and Planning.

Requirements

2. Preserve vistas along streets to buildings and places of architectural, landscape or cultural significance.

The site layout and demountable structures do not obstruct any significant views as the area does not contain architecturally or culturally significant landmarks.

3. Be sympathetic to the character of buildings in the immediate vicinity.

The design is consistent with the character of the area, which includes low-rise service commercial buildings. The demountable structures are well-maintained and blend into the surroundings.

4. Minimise expanses of blank walls.

The demountable office and toilet are small in scale, with no large blank walls. Landscaping will further enhance their visual appeal.

5. Add variety and interest at street level and allow passive surveillance of public spaces.

Landscaping along the street frontage will create visual interest. The placement of the office near the entrance enables passive surveillance of the premises.

6. Maximise energy efficiency through passive climate control measures.

Native shrubs will provide shading, and the structures are positioned to minimize heat absorption. Insulation within the demountables supports energy efficiency.

7. Control on-site noise sources and minimise noise intrusion.

Operations will occur during standard business hours, with minimal noise impact. The site layout ensures that vehicle movement does not cause disturbance to adjacent properties.

8. Conceal service ducts, pipes, air conditioners, air conditioning plants etc.

Service elements are integrated within the demountable structures, ensuring they are not visible from the street or adjacent properties.

9. Minimise use of reflective surfaces.

The demountable structures use matte finishes, and reflective surfaces are avoided to reduce glare.

10. Provide safe and convenient movement of vehicles and pedestrians to and from the **site**.

Clear pathways and designated parking areas ensure safe vehicle and pedestrian movement. The 3.5m-wide driveway supports one-way traffic.

11. Provide convenient pedestrian links (incorporating **access** for the disabled) to other buildings and public spaces.

While pedestrian links are minimal due to the nature of the business, the site provides clear pathways for customers to access the office and parking areas.

12. Provide protection for pedestrians from sun and rain.

While the demountable office has a sheltered entrance, additional features like shading structures are unnecessary due to minimal pedestrian activity

13. Provide for loading and unloading of delivery vehicles and for refuse collection.

Loading is not required due to the small scale of the operation. Waste bins are placed discreetly and are collected regularly.

14. Provide landscaping to reduce the visual impact and provide shade and screening of open expanses of pavement and car parking.

Landscaping includes shrubs and ground covers along the frontage and around the parking area to soften the visual impact and enhance the streetscape.

15. Provide facilities, including public toilets, child minding facilities, parenting rooms and the like where the size of the development warrants such facilities.

Public facilities are not applicable due to the small scale and nature of the business.

16. Provide bicycle **access**, storage facilities and shower facilities.

Bicycle facilities are not provided due to the vehicle-focused nature of the business and minimal staff requirements.

5.5.4 Expansion of Existing Use or Development in Zones CB, C, SC and TC

Purpose

Provide for the minor expansion of an existing use or development in Zones CB, C, SC and TC.

Not applicable as we are putting a new one in.

5.8.7 Demountable Structures

Purpose

Ensure that **demountable structures** do not detract from the visual **amenity** of an area.

Administration

1. Placement of a **demountable structure** on:
 - (a) zoned land other than land in Zone GI and DV requires **consent**; and
 - (b) land in Zone CL, SC, TC, LI, PS, OR, H, A, RL, R and CP does not require **consent** if there are no more than two **demountable structures** on the land.

2. The consent authority may **consent** to a **demountable structure** that is not in accordance with sub-clause 4 if it is satisfied that the proposed use and location of the **demountable structure** make compliance unnecessary.
3. The consent authority may **consent** to a **demountable structure** that is not in accordance with the table to this clause if it is satisfied that the reduced setback is consistent with the purpose of this clause and it is appropriate to the site having regard to such matters as its location, scale and impact on adjoining and nearby property.

Requirements

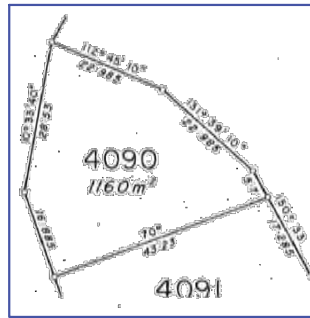
4. The placement of a **demountable structure** is to:
 - (a) include landscaping or architectural embellishments to the **demountable structure** that will enhance the appearance of the structure; and
 - (b) be visually consistent with adjoining or nearby development.

The demountable structures are well-maintained and positioned strategically with landscaping to improve their appearance

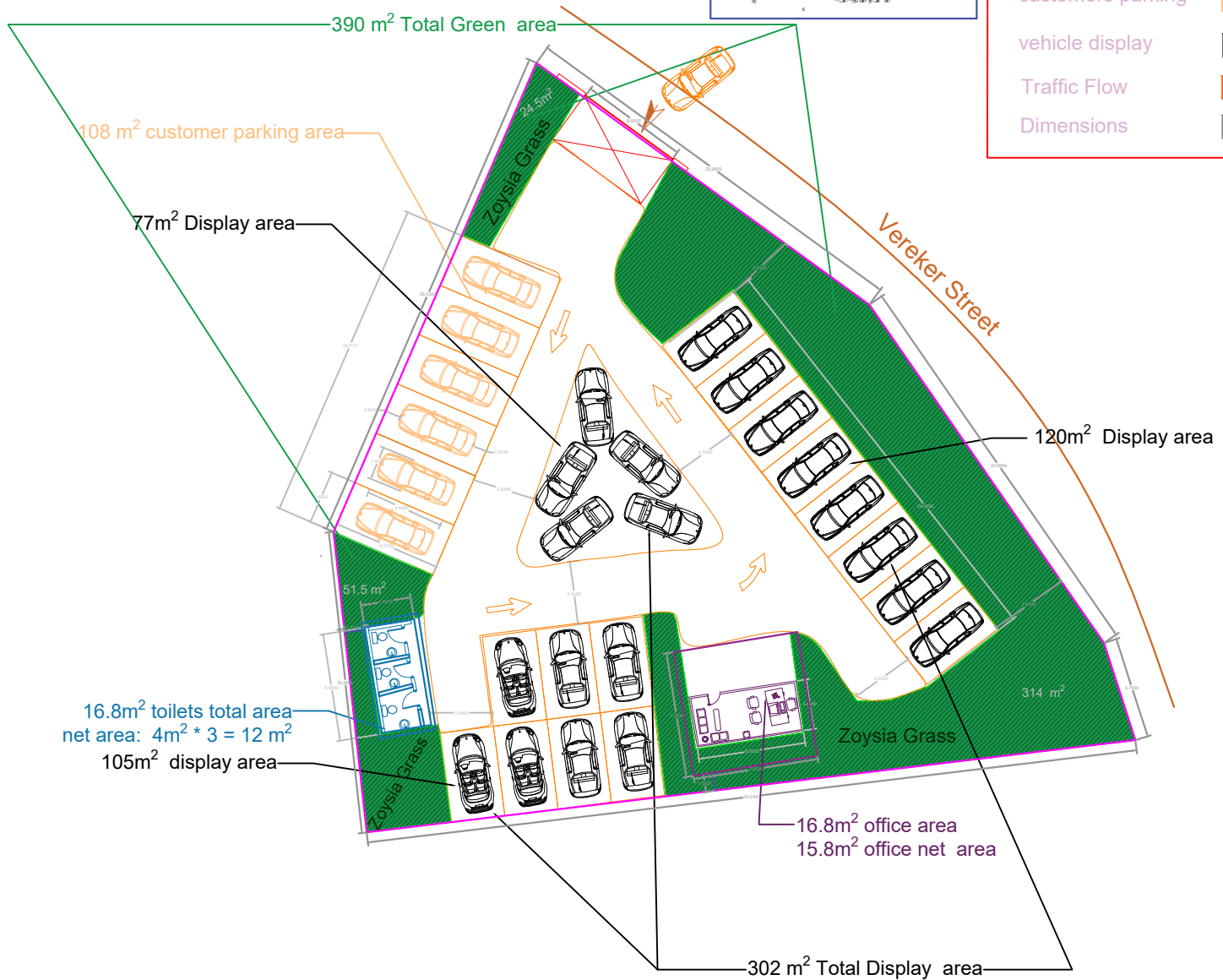
5. **Demountable structures** in:
 - (a) zones other than Zones LI, GI and DV are to be set back from lot boundaries in accordance with the table to this clause; and
 - (b) zones LI, GI and DV are to be set back from lot boundaries in accordance with the Table to Clause 5.6.1.

Table to Clause 5.8.7: Demountable Structures		
Lot Boundary	Minimum Setbacks	
	In zones other than CB, C, H, A, R, RL, RR, LI, GI and DV	In zones H, A, RR, R and RL
Primary street frontage	6m	10m <u>or</u> 7.5m in Zones RR and RL for lots with areas less than 1ha
Secondary street frontage	2.5m	10m <u>or</u> 5m in Zones RR and RL for lots with areas less than 1ha
Side and rear lot boundaries	1.5m	10m <u>or</u> 5m in Zones RR and RL for lots with areas less than 1ha
<p>Building setback is measured from all boundaries to: The wall of a demountable structure; and Where there is no wall, to the outer surface of any support column of the structure.</p> <p>No part of the roof structure including gutters and eaves, is to encroach more than 0.9m into the minimum building setbacks from the lot boundaries described in the Table to Clause 5.4.3.</p>		

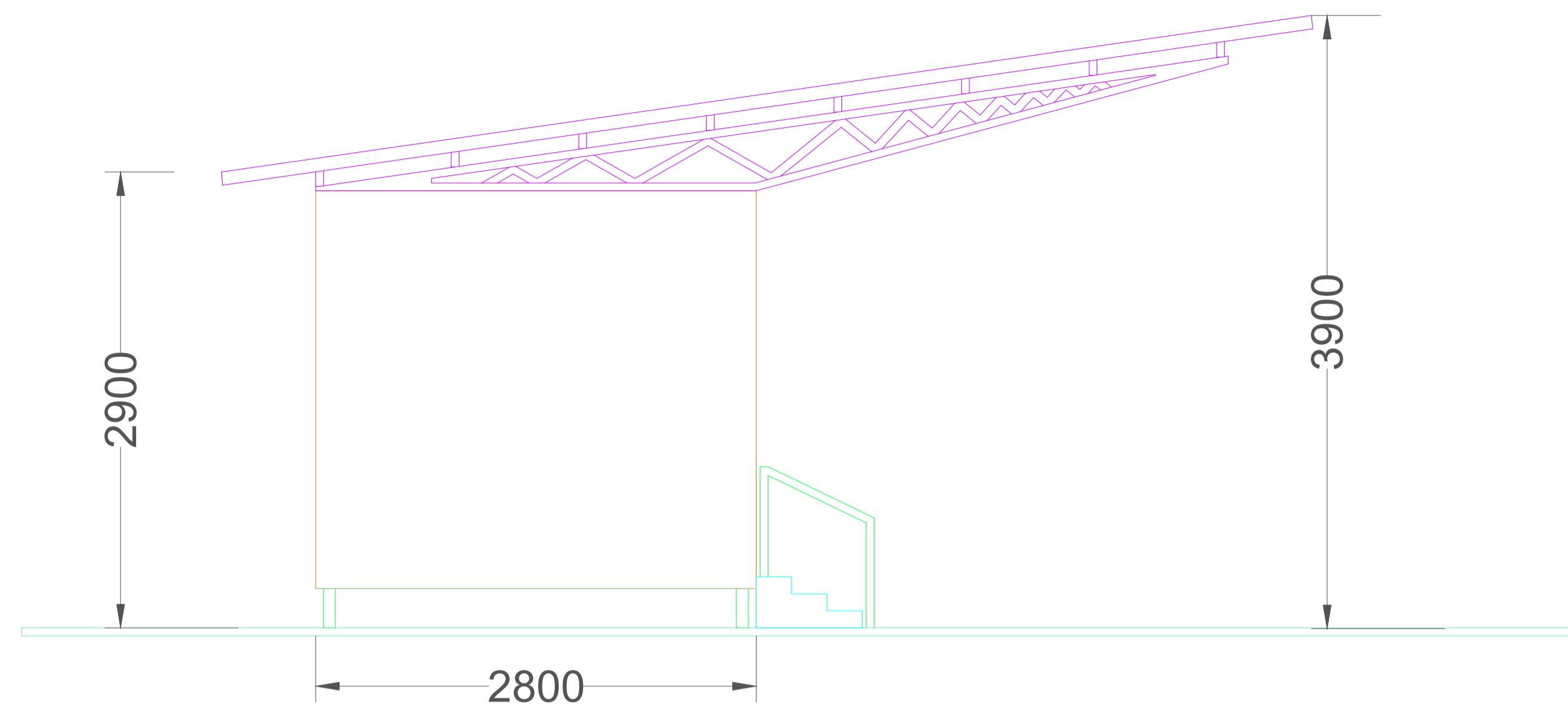
Does not comply, as this is an existing demountable structure and is placed with 1m distance from the back fence of it, this has not impacted the neighbours, variation is required as this is an existing structure. There will be landscaping provided behind it to mitigate this. This is for both office and toilet demountable that requires variation.



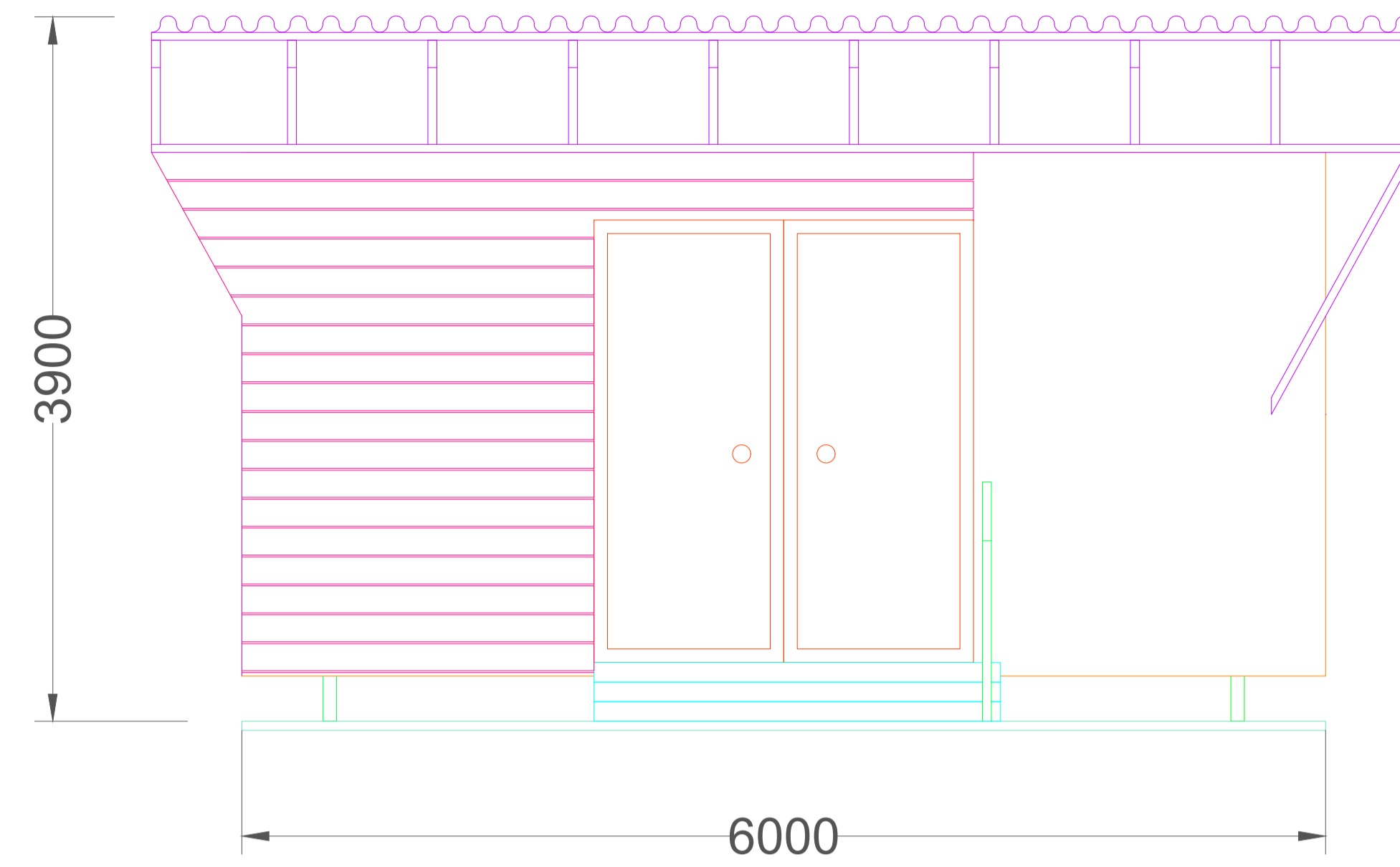
FENCE	
Gate	
Landscaping	
Office area	
Toilet area	
customers parking	
vehicle display	
Traffic Flow	
Dimensions	



OFFICE

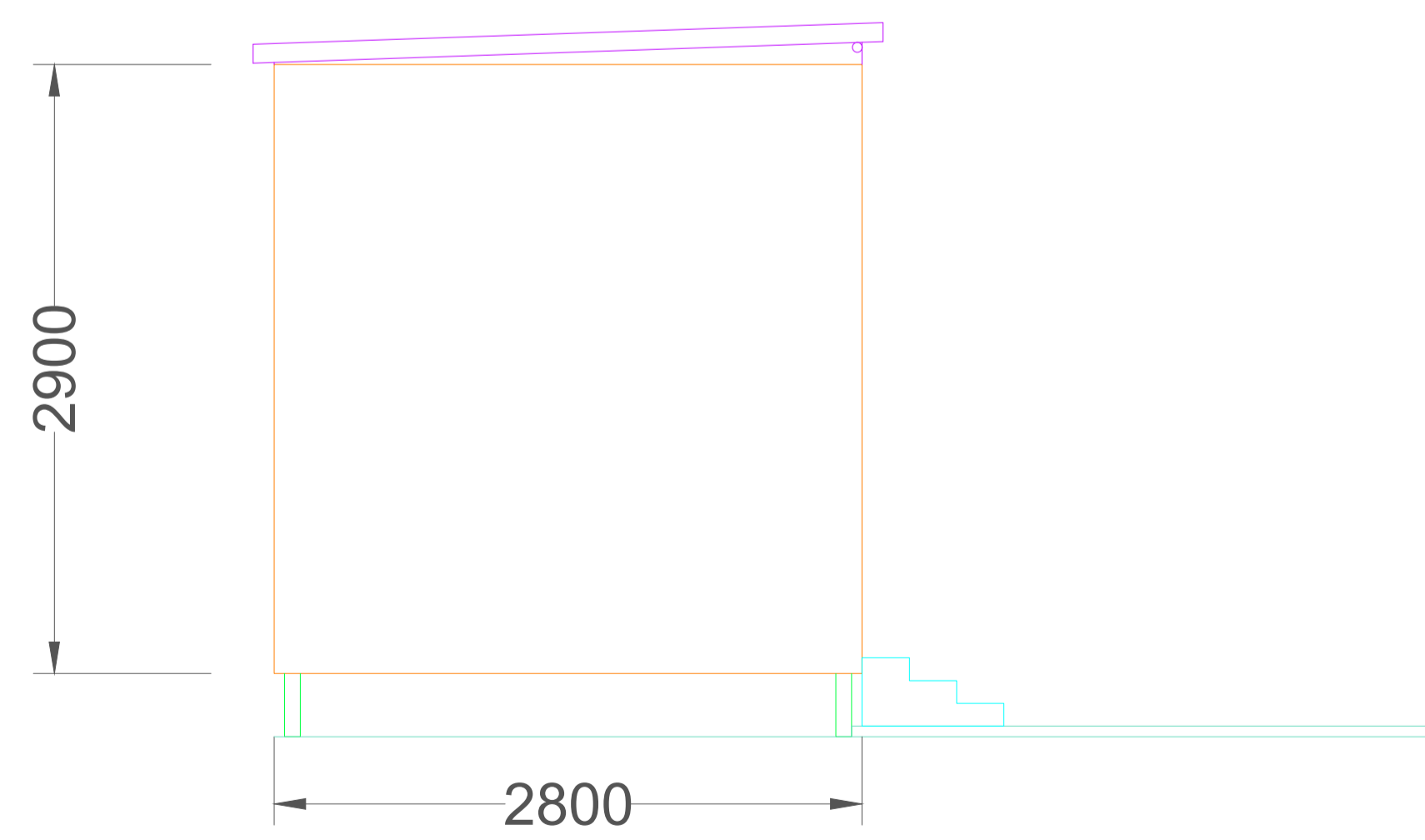


Side Elevation

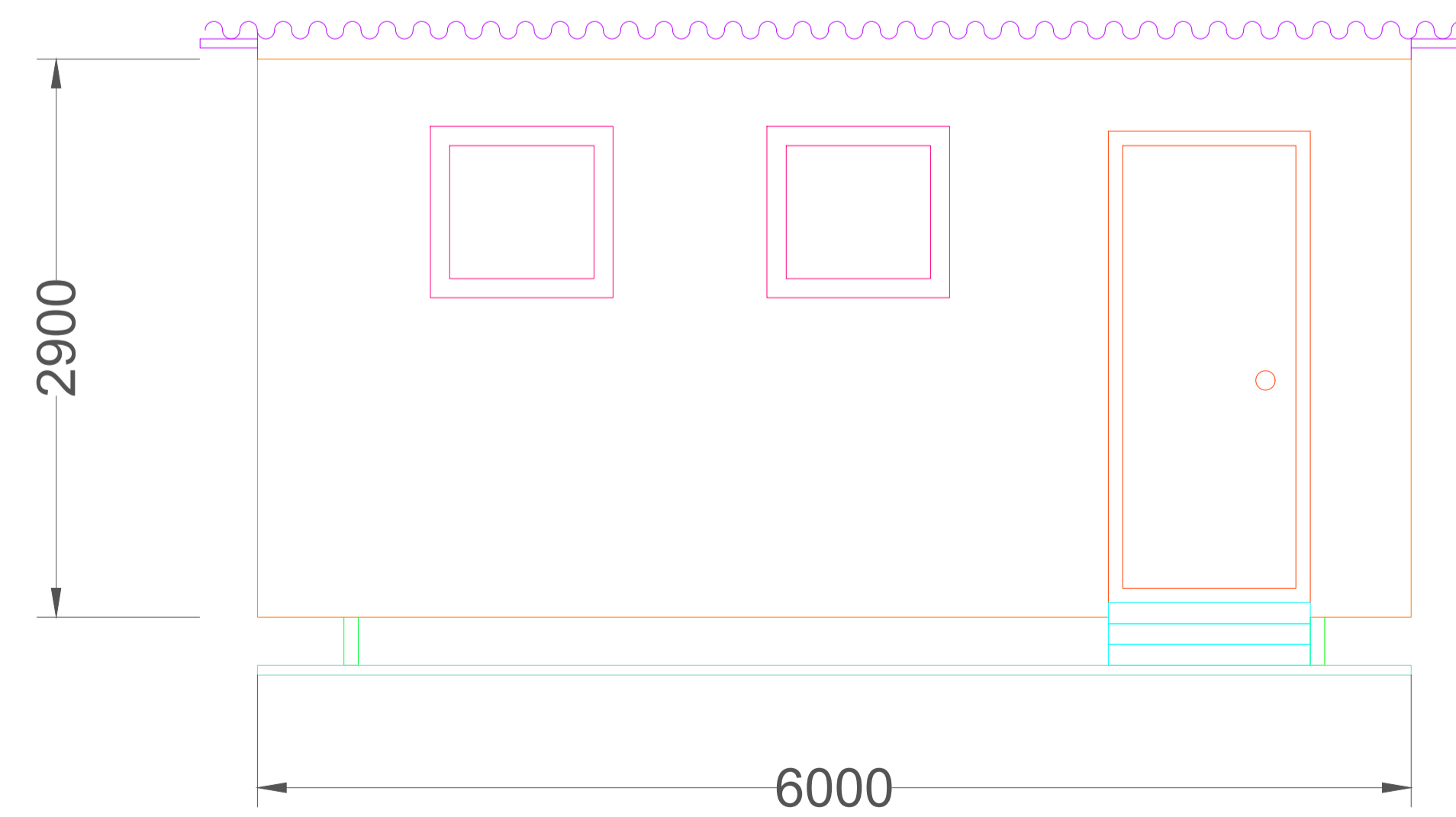


Front Elevation

TOILET



Side Elevation



Front Elevation

From: [Hard Out Freaks](#)
To: [Ben Wollinski](#)
Subject: Re: PA2025/0016
Date: Monday, 3 March 2025 5:58:47 AM
Attachments: [image001.png](#)
[park-Model.pdf](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Ben,

I hope you are well.

Thank you for your technical assessment of our application.

We fully appreciate the requirement to seal the driveway and car parking areas.

However, after careful consideration, we would like to request a variation to this condition and propose using gravel instead of sealed surfaces.

We believe gravel is a more suitable option for our development based on the following reasons:

- 1. Proportionality to Low-Scale Development:** The car dealership is a low-scale operation with a relatively modest volume of traffic. As such, a sealed driveway and parking area may be an unnecessary over-engineering of the infrastructure, especially when the site is not expected to handle high levels of vehicle movements or heavy-duty usage. Gravel is a practical and cost-effective solution that meets the needs of the development without unnecessary investment in more expensive infrastructure.
- 2. Cost-Effectiveness:** Opting for gravel allows us to significantly reduce upfront costs associated with sealing the areas. This is particularly important as we aim to maintain a sustainable budget for this low-scale development. Gravel will provide us with a functional surface at a fraction of the cost, making it a more viable option in terms of managing development expenses.
- 3. Environmental Considerations:** Gravel is a more environmentally friendly choice compared to sealed surfaces, as it allows for better water infiltration and reduces the risk of stormwater runoff. Given that the development site is relatively small and the impact on the surrounding environment is a key consideration, gravel provides a sustainable alternative that aligns with best practices for managing water flow on the site.
- 4. Visual Consistency with Low-Scale Development:** Gravel surfaces tend to integrate well with the natural or low-impact aesthetic of small-scale developments. The use of gravel will help the car dealership blend more harmoniously with the surrounding environment and ensure that the site's visual impact is minimized. In contrast, a sealed driveway could appear out of place in this modest context, potentially disrupting the visual amenity of the area.
- 5. Functional Durability:** Gravel surfaces are durable enough for the intended use of the site, as the car dealership is expected to have limited vehicle turnover compared to larger, high-traffic businesses. Given the scale and nature of the operations, gravel

will adequately serve the purpose while ensuring long-term functionality without the need for costly maintenance or resurfacing associated with sealed areas.

We respectfully request approval for this variation to use gravel rather than sealed surfaces for the driveway and car parking areas, as we believe it is a more appropriate and practical solution for our low-scale development. I have attached the updated Site Plan as advised as well.

We appreciate your consideration of this request and look forward to your response.

Best regards,

Paribesh Katel.

On Fri, Feb 28, 2025 at 10:28 AM Ben Wollinski <Ben.Wollinski@nt.gov.au> wrote:

Hi Paribesh,

I am the project officer for your application for vehicle sales and hire at 29 Vereker Street.

A technical assessment was undertaken and it was found that the driveway and carparking areas were dirt and are required to be sealed.

There is also a non-compliance with the car parking spaces impacting on the driveway/parking dimension.

Do you have any issue with any approval being conditioned for the requirement to have a sealed driveway and car parking area. And, amended plans to achieve compliance with driveway and car parking area.

Kind Regards,

Ben Wollinski

Planner

Development Assessment Services

Department of Lands, Planning and Environment

Level 1, Energy House, 18-20 Cavenagh Street, Darwin

GPO Box 1680, Darwin NT 0800

t. +61 8 8999 6202

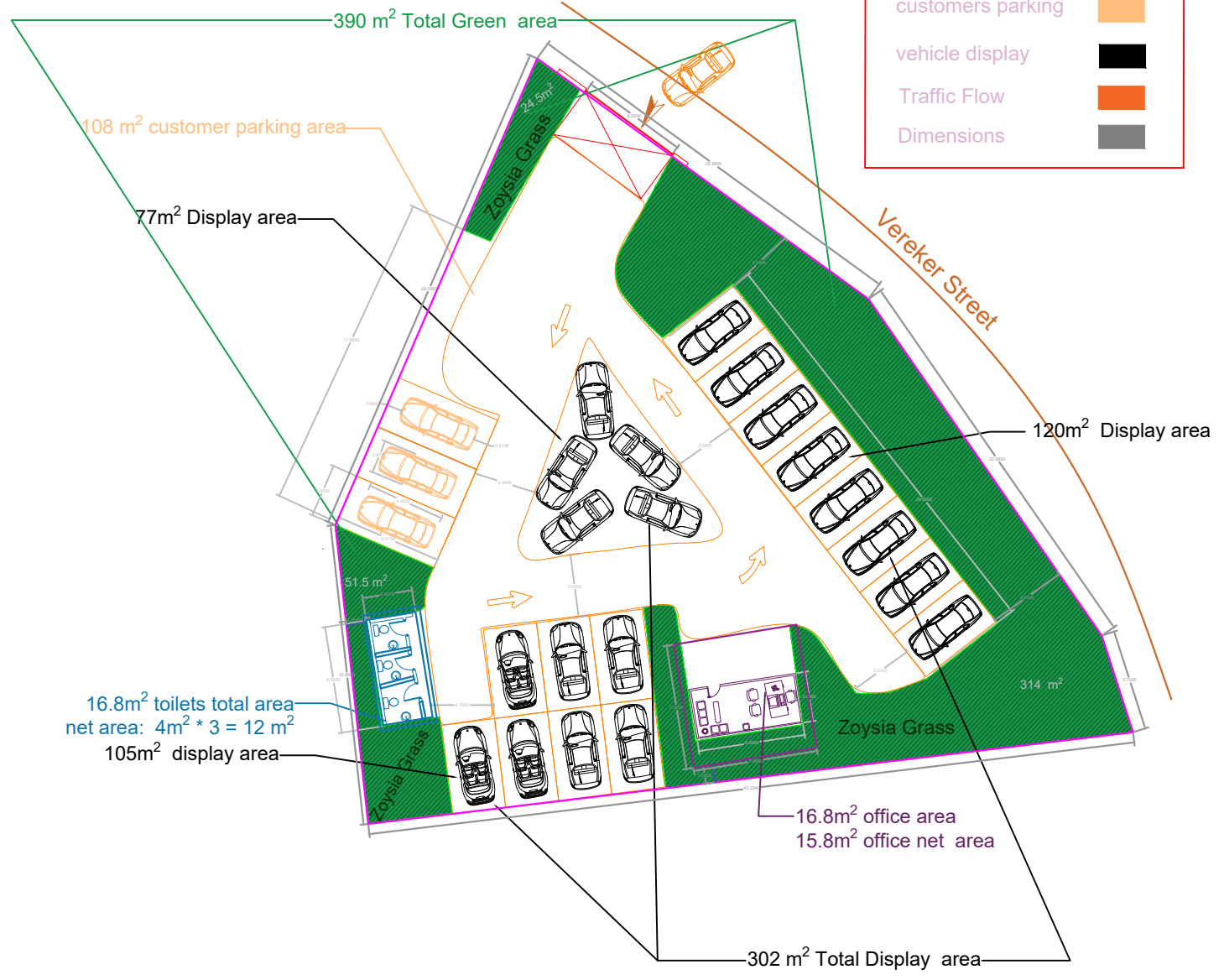


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FENCE	
Gate	
Landscaping	
Office area	
Toilet area	
customers parking	
vehicle display	
Traffic Flow	
Dimensions	



Technical Assessment PA2025/0016

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

Application No: PA2025/0016
Lot number: Section 4090
Town/Hundred: Hundred of Strangways
Zone: SC (Service Commercial)
Site Area: 1160m²
Proposal: Vehicle sales and hire
Plans used for assessment: Bookmark B
Date assessment finalised: 30 January 2025

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

Zone SC (Service Commercial)				
Use	Assessment Category	Overlays	General Development Requirements	Specific Development Requirements
Vehicle Sales and Hire	Merit assessable	Nil	5.2.1 General Height Control 5.2.4.1 Vehicle Parking 5.2.4.4 Layout of car parking areas 5.2.5 Loading Bays 5.2.6 Landscaping 5.2.7 Setbacks for development adjacent to land in Zones LR, LMR, MR or HR 5.3.7 End of Trip Facilities in Zones HR, CB, C, SC and TC	5.5.2 Commercial plot ratio 5.5.3 General building and site design 5.5.4 Expansion of Existing Development in Zones CB, C, SC and TC

Clause 1.8(1)

- (b) Merit Assessable – use and development that requires the exercise of discretion by the consent authority to ensure it can be established and operated in a way that does not impact on the **amenity** of the area and accords with the relevant zone purposes and outcomes.

Use and development of land requires **consent** and is *Merit Assessable* when any of the following apply: it is shown as Impact Assessable on the relevant assessment table in Part 4;

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

Clause 1.10 Exercise of Discretion by the Consent Authority

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

- (a) the 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; and
- (c) the guidance provided by the relevant zone purpose and outcomes in Part 4 relevant to a variation of requirements in Parts 5 or 6.

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.

4. Zone

Zone Purpose

Facilitate destination retailing, commercial and other activities that individually require a large **floor area** for the handling, display and storage of bulky goods, or activities, in locations that enable convenient **access** by the broader regional population.

Zone Outcomes

1. A diversity of service commercial activities that consist predominately of retail business activities such as **showroom sales, vehicle sales and hire, and leisure and recreation**.
 2. A mix of activities such as **animal boarding, industry-light, motor repair station and warehouse**, which are compatible with and are of such a kind that will not adversely affect the **amenity** of the service commercial function of the area.
 3. Commercial activities including **bar-public, bar-small, club, food premises-café/take away, food premises-fast food outlet, medical clinic, office and shop**, are acceptable where they are subordinate to the primary development on the **site** and provide support to service commercial activities, and/or directly support and are compatible with the ongoing service commercial use of the zone.
 4. Limited residential uses, including **residential care facilities and rooming accommodation**:
 - (a) are of a scale and nature inappropriate in a residential zone; (b) avoid adverse impacts on the local road network; and
-

- (c) are managed to minimise unreasonable impacts on **amenity** of the service commercial function of the area.
5. Buildings provide variety and interest at street level and allow passive surveillance of public spaces, with a scale and character appropriate to the service function of the locality.
 6. Development is designed to provide clear connections within the development and to external pedestrian, bicycle, public and road transport networks and infrastructure.
 7. Development incorporates appropriate urban and landscape design that creates attractive and functional buildings, streets and places.
 8. Developments are operated in a manner to ensure that there is no unreasonable loss of **amenity** for surrounding premises, having regard to the mixed use nature of the zone.
 9. Subdivision primarily provides for lot sizes capable of accommodating the uses expected in the zone.
 10. Subdivision provides the appropriate urban services including, roads, pedestrian and cycle paths, reticulated electricity, water, and sewerage, stormwater drainage and telecommunication infrastructure.
 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 proposal is consistent with the zone purpose as a vehicle sales and hire use facilitates a large floor space for the display, storage and sale/hiring of vehicles in a location with convenient access to the broader population.

The proposal is consistent with the zone outcomes as the vehicle sales and hire use envisaged in Zone SC (Service Commercial), designed to provide convenient access to road transport networks, incorporates appropriate landscape design.

The proposal is not expected to have unreasonable loss of amenity for surrounding premises, having regard to the mixed use nature of the zone.

Complies

5. Development Requirements

5.2.1 General Height Controls

Purpose

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

Administration

1. This clause does not apply if:
 - (a) The development is for the purpose of: i. a telecommunications facility; ii. a chimney, flag pole, aerial, antenna or lightning rod; or iii. the housing of equipment relating to the operation of a lift; or
 - (b) an alternative height control is specified in clause 5.9 (Location specific development requirements).
2. The consent authority must not consent to a development in Alice Springs that is not in accordance with sub-clause 5.
3. The consent authority must not consent to a development on land in Zone MR abutting land in Zone LR that is not in accordance with sub-clause 6.
4. Except as set out in sub-clause 3, the consent authority may consent to a development that is not in accordance with sub-clause 6 if it is satisfied the building height is consistent with the intended character and amenity of the area, having regard to:
 - (a) the heights of other buildings in the immediate vicinity; and
 - (b) measures taken to mitigate potential impacts (such as unreasonable overshadowing, or overlooking of dwellings and private open space) on abutting properties.

Requirements

5. The building height of a development in the Municipality of Alice Springs is not to exceed:
 - (a) the maximum building height for the zone and use as specified in table A to this clause; or
 - (b) two storeys to a maximum of 8.5m if the zone and use is not included in table A to this clause.
6. The building height in all other areas is not to exceed:
 - (a) the maximum building height for the zone and use as specified in table B to this clause; or
 - (b) two storeys to a maximum of 8.5m if the zone and use is not included in table B to this clause.

In accordance with Table B to clause 5.2.1, there is no height limit in Zone SC. The office has a height of 3.9m and the abolition facility has a height of 2.9m.

Complies

Clause 5.2.4.1 Car Parking

Purpose

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

Administration

1. This clause does not apply where alternative car parking space requirements are established under clause 5.9 (Location specific development requirements).
2. The consent authority may consent to a use or development that is not in accordance with sub-clause 4 if it is satisfied a reduction of the number of car parking spaces is appropriate with regard to:
 - (a) the zoning of the land, the use or development or proposed use or development of the land, and the possible future use or development of the land;
 - (b) the provision of car parking spaces in the vicinity of the land;
 - (c) the availability of public transport in the vicinity of the land; and
 - (d) the potential impact on the surrounding road network and the amenity of the locality and adjoining property; or if the use or development relates to a heritage place and the Minister responsible for the administration of the Heritage Act 2011 supports the Northern Territory Planning Scheme 2020 Part 5-5 reduced provision of car parking spaces in the interest of preserving the significance of the heritage place.
3. The consent authority may require the provision of car parking spaces for any ancillary use or development in addition to that specified for the primary use or development in the table to this clause.

Requirements

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

Vehicle sales and hire	4 for every 100m ² of net floor area of office <u>Plus</u> 1 for every 200m ² used for vehicle display
-------------------------------	--

Car Parking Spaces Required	DAS Assessment	Application response
4 for every 100m ² of office <u>Plus</u> 1 for ever 200m ² used for vehicle display	15.8m ² (0.63 parking spaces) Office 16.8m ² (0 parking spaces) Ablution <u>Plus</u> 302m ² display area (1.51 parking spaces)	3 spaces are required and 6 spaces are provided
Total	2.14 (3) parking spaces	

3 car parking spaces are required and 6 car parking spaces are provided.

Complies

Clause 5.2.4.4 Layout of car parking areas

Purpose

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

Administration

1. This clause does not apply to a car parking area where the car parking is required in association with a dwelling-single, dwelling-independent or a home based business.
2. A car parking area may be used for the purpose of a market if:
 - (a) a market is Permitted in the zone; and
 - (b) the market operates outside of the operating hours of the use for which the car parking area is established.
3. The consent authority may consent to a car parking area that is not in accordance with sub-clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the amenity of the surrounding locality.
4. The consent authority may consent to a car parking area that is not in accordance with sub-clauses 7 and 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.
5. The consent authority may consent to a car parking area that is not in accordance with sub-clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.

Requirements

6. A car parking area is to:
 - (a) be not less than 3m from any lot boundary abutting a road; and
 - (b) provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the car parking area when viewed from the road.
7. A car parking area is to be constructed and maintained to be:
 - (a) of a suitable gradient for safe and convenient parking; and
 - (b) sealed and well drained in urban areas, or dust suppressed in nonurban areas.
8. The layout of a car parking area is to:
 - (a) be functional and provide separate access to every car parking space;
 - (b) allow a vehicle to enter from and exit to a road in a forward gear;
 - (c) be in accordance with the dimensions set out in the diagram to this clause; and
 - (d) ensure parking spaces at the end of and perpendicular to a driveway are 3.5m wide or so that the driveway projects 1m beyond the last parking space.
9. The number of access points to the road is to be limited, and access points to car parking areas are to:
 - (a) have driveways with a minimum width of 6m for two-way traffic flow or 3.5m for one-way traffic flow; and
 - (b) maximise sight lines for drivers entering or exiting the car parking area.

The car parking area illustrates car parking is at least 3m from the lot boundary abutting the road and landscaped with grass.

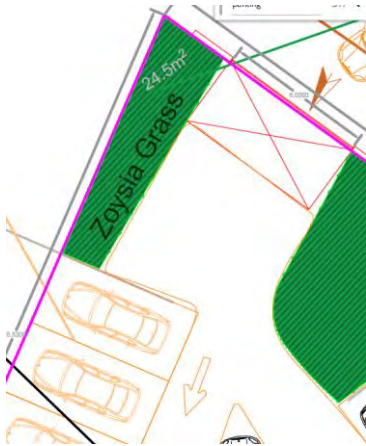
The parking area is considered to be of a suitable gradient for safe and convenient parking.

The site is located within the Humpty Doo Rural Activity Centre Area Plan and is considered to be in an urban area. The site, when viewed from aerial imagery indicates the site is not sealed and only has a dirt cover. As such, does not comply with subclause 7(b). See Image Below.



Image: Google Earth dated 4/5/2022

The car parking area is considered to allow for vehicles to enter and exist the site in a forward gear. However, the car parking space closest to the access appears to interfere with the functionality of vehicle movements in and out of the site (subclause 8(a)). There are no dimensions illustrating this gap and is estimated to be ~2m, which is not compliant with subclause 9(a) in providing minimum width of 6m for two-way traffic flow or 3.5m width for on-way traffic flow. See image below:



There is only one access point to the road and has a 6m driveway width for two-way traffic flow and landscaping (grass) does not impact on sightlines for drivers entering or existing the car parking area.

Does not Comply with subclauses 7(b), 8(a) and 9(a)

Clause 5.2.5 Loading Bays

Purpose

1. Provide for the loading and unloading of vehicles associated with the use of land. Administration The consent authority may consent to a use or development that is not in accordance with sub-clauses 3 and 4 only if it is satisfied sufficient, safe and functional loading areas are available to meet the needs of the use with regard to:
 - (a) the scale of the use and development on the site;
 - (b) any potential adverse impacts on the local road network; and
 - (c) any agreements for off-site loading and unloading of vehicles, such shared loading areas or approval to carry out loading activities in a laneway or secondary street.
2. For the purposes of this clause, where an exhibition centre, food premises (fast food outlet and restaurant), office, place of assembly, shop or shopping centre are part of an integrated development, the minimum number of loading bays is to be calculated based on the combined net floor area of the integrated uses.

Requirements

3. Use and development is to include provision of a minimum number of loading bays in accordance with the table to this clause (rounded up to the next whole number).
4. A loading bay is to:
 - (a) provide areas wholly within the site for loading and unloading of vehicles;
 - (b) be at least 7.5m by 3.5m;
 - (c) have a clearance of at least 4m; and
 - (d) have access that is adequate for its purpose.

In accordance with Table 5.2.5 to this clause, no loading bay is required for the use of vehicle sales and hire.

Complies

5.2.6.1 Landscaping in Zones other than Zone CB

Purpose

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

Administration

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

Requirements

3. Where landscaping is required by this Scheme it should be designed so that:
 - (a) planting is focused on the area within the street frontage setbacks side setbacks, communal open space areas and uncovered **car parking areas**;
 - (b) it maximises efficient use of water and is appropriate to the local climate;
 - (c) it takes into account the existing streetscape, or any landscape strategy in relation to the area;
 - (d) significant trees and vegetation that contribute to the character and **amenity** of the **site** and the streetscape are retained;
 - (e) energy conservation of a building is assisted having regard to the need for shade and sunlight at varying times of the year;
 - (f) the layout and choice of plants permits surveillance of public and communal areas; and
 - (g) it facilitates on-site infiltration of stormwater run-off.
 4. The quality and extent of the landscaping consented to must be maintained for the life of the development.
 5. Other than in Zones CB, C and TC, not less than 30% (which may include communal open space) of a **site** that is used for **rooming accommodation, dwellings-group, dwellings-multiple** and **residential care facility** is to be landscaped.
-

6. In Zones LI, GI and DV all street frontages, except **access** driveways or footpaths, are to be landscaped to a minimum depth of 3m.
7. In Zones MR and HR, side and rear setbacks are to include planting to the length of the setback of no less than 2m deep, except for areas that are used for private open space.

The proposal for vehicle sales and hire anticipates vehicles for hire/sale are visible from the street frontage. There is a 3m setback provided with grass landscaping which allows for public surveillance and stormwater run-off.

The site is 1160m². A 30% landscaping requirement requires 348m². The proposal advises 390m² of the site is landscaped.

Complies

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

Purpose

Protect the visual and acoustic **amenity of residential buildings** where they are adjacent to non-residential development.

Administration

1. The consent authority must not **consent** to a development that is not in accordance with sub-clause 3, except where:
 - (a) the development is covered by an area plan listed in Part 2 (Major Remote Towns) of the Planning Scheme, in which case the consent authority may **consent** to a development that is not in accordance with sub-clause 3 if the service authority responsible for distribution of electricity, water and sewerage services points to compliance being impractical or prohibited; or
 - (b) the development is for the purpose of a **child care centre**.

Requirements

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

4. The development should provide a solid screen fence of a minimum height of 1.8m at the boundary with land in Zones LR, LMR, MR or HR.

The site is not adjacent to residential zones

Not applicable

Clause 5.3.7 End of trip facilities in Zones HR, CB, C, SC, and TC

Purpose

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

Administration

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

Requirements

2. All new buildings in Zones HR, CB, C, SC and TC should provide bicycle parking facilities with a number of bicycle parking spaces calculated at the rate specified in the table to this clause (rounded up to the nearest whole number).
3. All bicycle parking facilities and associated bicycle parking devices should be designed in accordance with *Australian Standard AS2890.3 – Bicycle Parking* and must:
 - (a) be located in a convenient and safe location with adequate security for the storage of bicycles;
 - (b) have an appropriate mix of long and short term, wall and floor mounted bicycle parking;

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

The proposal does not include new commercial or high density residential building.

Not Applicable

5.5.2 Commercial Plot Ratio

Purpose

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

Administration

1. The consent authority may **consent** to a use or development that is not in accordance with sub-clauses 2 and 3 only if it is satisfied the development is
-

appropriate to the **site** having regard to the purpose of this clause, the **amenity** of the streetscape, and the potential impact on the **amenity** of the locality and adjoining property.

Requirements

2. Development of **sites** within:
 - (a) Zone TC other than in the Municipality of Darwin; or
 - (b) Zone C; or
 - (c) Zone SC;
 should not exceed a **commercial plot ratio** of 1.

3. Development of **sites** within Zone TC in the Municipality of Darwin should not exceed a **commercial plot ratio** of 3.

The site is 1160m² with 335.6m² commercial floor area. The plot ratio is 0.289, under the plot ratio of 1.

Complies

5.5.3 General Building and Site Design

Purpose

Promote site-responsive designs of commercial, civic, community, recreational, tourist and mixed use developments which are attractive and pleasant and contribute to a safe environment.

Administration

1. A development application must, in addition to the matters described in sub-clauses 2-16, demonstrate consideration of and the consent authority is to have regard to the *Community Safety Design Guide* (as amended from time to time) produced by the Department of Lands and Planning.

Requirements

2. Preserve vistas along streets to buildings and places of architectural, landscape or cultural significance.

3. Be sympathetic to the character of buildings in the immediate vicinity.

4. Minimise expanses of blank walls.

5. Add variety and interest at street level and allow passive surveillance of public spaces.

6. Maximise energy efficiency through passive climate control measures.

7. Control on-site noise sources and minimise noise intrusion.

8. Conceal service ducts, pipes, air conditioners, air conditioning plants etc.
9. Minimise use of reflective surfaces.
10. Provide safe and convenient movement of vehicles and pedestrians to and from the **site**.
11. Provide convenient pedestrian links (incorporating **access** for the disabled) to other buildings and public spaces.
12. Provide protection for pedestrians from sun and rain.
13. Provide for loading and unloading of delivery vehicles and for refuse collection.
14. Provide landscaping to reduce the visual impact and provide shade and screening of open expanses of pavement and car parking.
15. Provide facilities, including public toilets, child minding facilities, parenting rooms and the like where the size of the development warrants such facilities.
16. Provide bicycle **access**, storage facilities and shower facilities.

The proposal is sympathetic to the character of buildings in the immediate vicinity, minimises expanses of blank walls, allows passive surveillance of the public spaces.

Due to the low scale nature of the proposal, it is generally consistent with the requirements of this clause.

Complies

Clause 5.5.4 Expansion of existing use or development in zones CB, C, SC and TC

Purpose

Provide for the minor expansion of an existing use or development in Zones CB, C, SC and TC.

Administration

1. An expansion of an existing use or development in Zones CB, C, SC or TC is *Permitted* without **consent** only if it: (a) complies with sub-clause 3; and
(b) complies with Parts 3, 5 and 6 of this Planning Scheme; and
(c) is consistent with the zone purpose and outcomes.

2. Where the expansion does not comply with sub-clause 3, the use or development is subject to the assessment requirements as established in the relevant assessment table for the zone.

Requirements

3. An expansion of an existing use or development in Zone CB, C, SC or TC is to be:
 - (a) is a maximum of 100m² or 15% of the **site**, whichever is greater; (b) designed to not increase the height of existing development on the **site**;
 - (c) designed to enhance and increase the existing development's active interface with the public domain;
 - (d) not a **demountable structure** or **residential building**;
 - (e) not located on or over a registered easement, road reserve or lot boundary; and
 - (f) of a scale, location and design to facilitate vehicular **access**, parking and loading areas, including areas allocated for waste management and service vehicle **access**.

The proposal does not expand an existing use or development.

Not Applicable



7 February 2025

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

RE: Letter of Comment Development Application

PA2025/0016

**Hun: 695 P: 04090 29 Vereker Street HUMPTY DOO, Hundred of Strangways
Vehicle Sales and Hire**

Thank you for the Development Application referred to this office on 24/01/2025, 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 support the granting of a Development Permit for the following reasons:

- a) The proposal is in accordance with the zoning of the property and Council views this development as an improvement to the commercial areas of Humpty Doo adding value to the community.

Should the application be approved, the following condition(s) pursuant to the *Planning Act* and Council's responsibility under the *Local Government Act* are also recommended for inclusion in any Development Permit issued by the consent authority:

- a) The owner shall collect stormwater and discharge it to the drainage network, to the technical requirements and satisfaction of Litchfield Council, at no cost to Litchfield Council.
- b) No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and public street, to the satisfaction of Litchfield Council.
- c) Any developments on or adjacent to any easements on site in favour of Council shall be carried out to the requirements and satisfaction of Litchfield Council.

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.

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

Kind Regards,



Jaimie O'Connor
Planning & Development Program Leader

Phone 1800 245 092
Web powerwater.com.au

Record No: D2025/42762
Container No: NE695/4090
Your Ref: PA2025/0016

Ben Wollinski
Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Ben

Re: Section 4090 (29) Vereker Street Humpty Doo Hundred of Strangways

In response to your letter of the above proposal for the purpose of vehicle sales and hire, Power and Water Corporation (PWC) advises the following with reference to electricity enquiries:

1. This property is currently provided with limited capacity of power supply from the overhead electricity reticulation on Vereker Street.
2. The Proponent shall engage an electrical consultant or licensed electrician to provide a revised overall AS-3000 maximum power demand calculation of Section 4090 and apply for a Negotiated Connection application under the current Australian Energy Regulator (AER) compliance process for PWC's assessment on applicable power supply capacity upgrade requirements.
3. The Proponent's engaged electrician shall carry out applicable upgrade works on the customer's associated internal electricity reticulation for the proposed development in accordance with the PWC's current NP018 Service and Installation Rules 2024 and NP010 Meter Manual.

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

Yours sincerely



Thanh Tang
Manager Distribution Development

30 January 2025



Container No: LD695/0016

DIPL - Development Assessment Services
GPO Box 1680
Darwin NT 0801

Dear Ben Wollinski,

RE: PA2025/0016 - Section 4090 Hundred of Strangways - 29 Vereker Street Humpty Doo - Vehicle sales and hire

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

1. The developer may need to upgrade the existing water and sewer service and should contact Services Development prior to start of construction.
2. The developer must install the backflow prevention device at the water service. The backflow prevention device must be installed in accordance with the requirements of the AS/NZS 3500.1 – Plumbing and Drainage-Water Supply. It must be maintained in accordance with AS/NZS 2845.1 Water Supply. Contact BackflowPrevention.PWC@powerwater.com.au for all backflow prevention enquires.
3. The developer must ensure that;
Prior to construction Trade Waste approval or exclusion is obtained – to discuss requirements for the proposed development contact TradeWasteDept.PWC@powerwater.com.au
Before seeking clearance the owner/customer has obtained a License to discharge Trade Waste by applying here <https://www.powerwater.com.au/developers/water-development/trade-waste>
4. All required works mentioned above must all be at according to Power and Water's Connection Code and at the developer's expense. A letter has been sent to the applicant outlining the fees and charges applicable for this development. All standard and quoted charges, as well as contribution charges will be valid for a period of 6 months from date of letter issue. As required, Power and Water will reassess the charges for the development.
5. Power and Water advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) must be contacted via email a minimum of 1 month prior to construction works commencing.

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

Yours sincerely,

V. Ferraz

Voyia Ferraz

Development Services Officer

21 February 2025

cc: Paribesh Katel

email: paribeshkatel165@gmail.com

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

Dear Mr Maly

Re: PA2025/0016 Vehicle sales and hire

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

Environment Division

All persons are required to comply with the General Environmental Duty under section 12 of the *Waste Management and Pollution Control Act 1998* (NT) (WMPC Act). Activities that require authorisation are listed in Schedule 2 of the WMPC Act. The proponent is responsible for ensuring their activities comply with the WMPC Act.

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

1. **Dust:** The proposed activities have the potential to generate dust, particularly during the dry season. The proponent must ensure that nuisance dust and/or nuisance airborne particles are not discharged or emitted beyond the boundaries of the premises.
2. **Noise:** The proponent is to ensure that the noise levels from the proposed premises comply with the latest version of the NT EPA Northern Territory Noise Management Framework Guideline available online¹.
3. **Erosion and Sediment Control (ESC):** The proponent must ensure that pollution and/or environmental harm do not result from soil erosion.

The ESC measures should be employed prior to and throughout the construction stage of the development. Larger projects should plan, install and maintain ESC measures in accordance with the current International Erosion Control Association (IECA) Australasia guidelines².

¹ https://ntepa.nt.gov.au/_data/assets/pdf_file/0004/566356/noise_management_framework_guideline.pdf

² <https://www.austieca.com.au/publications/best-practice-erosion-and-sediment-control-bpesc-document>

Basic advice for small development projects is provided by the NT EPA document: Guidelines to Prevent Pollution from Building Sites³ and Keeping Our Stormwater Clean⁴.

4. **Storage:** If an Environment Protection Approval or Environment Protection Licence is not required, the proponent should store liquids only in secure bunded areas in accordance with VIC EPA Publication 1698: Liquid storage and handling guidelines⁵. Where these guidelines are not relevant, the storage should be at least 110% of the total capacity of the largest vessel in the area.

Where an Environment Protection Approval or Environment Protection Licence is required, the proponent must act in accordance with that authorisation.

5. **Site Contamination:** If the proposal relates to a change of land use or if the site is contaminated, including as a result from historical activities such as cyclones, a contaminated land assessment 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 website⁶, and the NT Contaminated Land Guidelines⁷.
6. **Waste Management - Import and Export of Fill:** The proposed activities have the potential to generate fill and/or involve the importation of fill for use on-site. All fill imported or exported as part of the activity must be certified virgin excavated natural material (VENM) in accordance with the NSW EPA guidelines⁸.

All imported fill material must be accompanied by details of its nature, origin, volume, testing and transportation details. All records must be retained and made available to authorised officers upon request. The proponent should also consider the following NT EPA fact sheets: How to avoid the dangers of accepting illegal fill onto your land⁹, and Illegal Dumping - What You Need to Know¹⁰.

7. **Odour or Smoke:** The proposed activities may have the potential to create odours and/or smoke. The proponent must ensure that nuisance odours or smoke are not emitted beyond the boundaries of the premises.
8. **Water:** If this activity requires the discharge of waste to water or could cause water to be polluted then a waste discharge licence under the *Water Act 1992* (NT) may be required. Please refer to the Guidelines¹¹.

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

Yours sincerely



Alaric Fisher
Executive Director Flora and Fauna Division

10 March 2025

³ https://ntepa.nt.gov.au/_data/assets/pdf_file/0010/284680/guideline_prevent_pollution_building_sites.pdf

⁴ https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/284676/guideline_keeping_stormwater_clean_builders_guide.pdf

⁵ <https://www.epa.vic.gov.au/about-epa/publications/1698>

⁶ <https://ntepa.nt.gov.au/your-environment/contaminated-land/investigating-contaminated-land>

⁷ https://ntepa.nt.gov.au/_data/assets/pdf_file/0020/434540/guideline_contaminated_land.pdf

⁸ <https://www.epa.nsw.gov.au/your-environment/waste/classifying-waste/virgin-excavated-natural-material/>

⁹ https://ntepa.nt.gov.au/_data/assets/pdf_file/0005/285728/factsheet_avoid_danger_accepting_illegal_fill_to_your_land.pdf

¹⁰ https://ntepa.nt.gov.au/_data/assets/pdf_file/0008/285740/factsheet_illegal_dumping_what_you_need_know.pdf

¹¹ https://nt.gov.au/_data/assets/pdf_file/0016/1131073/waste-discharge-licensing-guidelines.pdf