

DEVELOPMENT CONSENT AUTHORITY

DARWIN DIVISION

MINUTES

MEETING NO. 409 – FRIDAY 8 SEPTEMBER 2023 AT 10:15 AM

**BILLABONG ROOM
NOVOTEL DARWIN CBD
100 THE ESPLANADE
DARWIN CITY**

MEMBERS PRESENT: Marion Guppy (Presiding Member), Peter Pangquee, Mick Palmer and Mark Blackburn

APOLOGIES: Nil

LEAVE OF ABSENCE: Suzanne Philips (Chair)

OFFICERS PRESENT: Elya Sugg (Acting Secretary), Amit Magotra and Sonia Barnes (Development Assessment Services)

COUNCIL REPRESENTATIVE: Apology

Meeting opened at 10:15 am and closed at 11:00 am

That, pursuant to section 101(3) of the *Planning Act 1999*, in the Chair's absence, the members of the Darwin Division of the Development Consent Authority elect Marion Guppy to preside at the meeting held on Friday, 8 September 2023.

Item 1 **VEHICLE SALES AND HIRE WITH A DEMOUNTABLE OFFICE IN TWO STAGES**
PA2023/0236 **LOT 5264 (87A) CAVENAGH STREET, DARWIN CITY, TOWN OF DARWIN**

APPLICANT Tatam Planning Co

Applicant Cat Tatam (Tatam Planning Co.) attended.

Landowner - Ramya and Jayaraj Ramamoorthi attended.

Interested Party Charlie Arrigo and Tracey-Ann Chin attended.

The applicant tabled the following documents:

- Traffic Statement from ARCCOS Traffic Engineers.
- Swept Path modelling from ARCCOS Traffic Engineers.
- Amended plans - relating only to a single stage of development and a reconfigured site layout in response to swept path modelling.

RESOLVED That, the Development Consent Authority vary the requirements of Clause 5.2.6.2 (Landscaping in Zone CB), Clause 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC) and Clause 5.8.7 (Demountable Structures) of the Northern Territory Planning Scheme 2020, and pursuant to section 53(a) of the *Planning Act 1999*, consent to the application to develop Lot 5264 (87A) Cavenagh Street Darwin City, Town of Darwin for the purpose of Vehicle Sales and Hire with a demountable office, subject to the following conditions:

32/23

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:
 - (a) Revised site layout of six parking spaces for the storage of hire vehicles, two visitor parking bays and a demountable office;
 - (b) Revised floor plan for the demountable office including, toilet facilities; and
 - (c) Removal of Stage 2 of the development.
2. Prior to the commencement of works, the applicant is to prepare a dilapidation report covering infrastructure within the road reserve to the requirements of the City of Darwin, to the satisfaction of the consent authority.

3. Prior to the commencement of works, a schematic plan demonstrating the on-site collection of stormwater and its discharge into the City of Darwin stormwater drainage system shall be submitted to and approved by the City of Darwin, to the satisfaction of the consent authority. The plan shall include details of site levels and Council's stormwater drain connection point/s. The plan shall also indicate how stormwater will be collected on the site and connected to an underground system.
4. Prior to the commencement of works, a Waste Management Plan demonstrating waste disposal, storage and removal in accordance with City of Darwin's Waste Management Guidelines, shall be submitted to and approved by the City of Darwin, to the satisfaction of the consent authority.

GENERAL CONDITIONS

5. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
6. 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.
7. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, sewer, electricity and telecommunication networks 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, 2 and 3 for further information.
8. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of the City of Darwin, to the satisfaction of the consent authority.
9. Stormwater is to be collected and discharged into the drainage network to the technical standards of and at no cost to the City of Darwin, to the satisfaction of the consent authority.
10. Upon completion of any works within or impacting upon existing road reserves, the infrastructure within the road reserve shall be rehabilitated to the standards and requirements of the City of Darwin and returned to the condition as documented in the dilapidation report.
11. 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, to the satisfaction of the consent authority.
12. 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.

13. Storage for waste disposal bins is to be provided to the requirements of the City of Darwin, to the satisfaction of the consent authority.
14. All air conditioning condensers, pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.
15. Before the use/occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
16. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.

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. All developers, including owner-builders, are required to comply with Commonwealth telecommunications requirements. Under Commonwealth law, developers are generally required to provide fibre-ready pit and pipe in their developments at their expense. Developers may be able to access an exemption from these arrangements in some circumstances. For more information visit www.infrastructure.gov.au/tind
3. If you choose nbn to service your development, you will need to enter into a development agreement with nbn. The first step is to register the development via <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments.html> once registered nbn will be in contact to discuss the specific requirements for the development. Nbn requires you to apply at least 3 months before any civil works commence. All telecommunications infrastructure should be built to nbn guidelines found at <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/newdevelopments/buildersdesigners>.

4. Any proposed works on/over City of Darwin property shall be subject to separate application to City of Darwin and shall be carried out to the requirements and satisfaction of City of Darwin.
5. Notwithstanding the approved plans, any proposed signage for the site shall be subject to a separate assessment in accordance with City of Darwin Policy Number 42 – Outdoor Advertising Signs Code.

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 (NTPS 2020) applies to land and vehicle sales and hire requires consent under Clause 1.8 (When development consent is required). It is identified as *Impact Assessable* under Clause 1.8(c)(i); therefore, the Darwin Regional Land Use Plan 2015, Central Darwin Area Plan 2019, the zone purpose and outcomes of Clause Zone CB (Central Business), and Clauses 5.2.1 (General Height Control), 5.2.5 (Loading Bays), 5.2.6.2 (Landscaping in Zone CB), 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC and TC), 5.5.15 (Design in Commercial and Mixed Use Areas), 5.5.16 (Active Street Frontage), 5.8.7 (Demountable Structures), 5.9.2.11 (Car parking spaces in Darwin City Centre) and 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) need to be considered.

These clauses have been considered, and it is found that the proposal complies with the relevant requirements of the NTPS 2020 except for Clauses 5.2.6.2 (Landscaping in Zone CB), 5.3.7 (End of trip facilities in Zones HR, CB, C, SC, and TC) and Clause 5.8.7 (Demountable Structures).

Part 3 - Strategic Framework

The Darwin Regional Land Use Plan 2015 (DRLUP) and the Central Darwin Area Plan 2019 (CDAP) identify the site within the Darwin CBD Activity Centre and within an area intended for mixed-use purposes (commercial, civic, residential, education, tourism, recreation and retail).

The proposal is for a vehicle sales and hire business to provide at a convenient CBD location for customers to pick up pre-booked vehicles and is considered to align with the intent of the strategic framework as the use will contribute to increasing activation of Central Darwin by utilising an undeveloped lot to conduct commercial activities and support tourism. The development is minor in nature and allows flexibility to evolve to the needs of commercial and retail sectors, and will support the viability of the city centre.

Part 4 - Clause 4.10 Zone CB (Central Business)

The purpose of the zone is to “promote an active and attractive mixed-use environment that maximises its function as the commercial, cultural, administrative, tourist and civic centre for the surrounding region that is integrated with high density residential development”.

Zone Outcome 7 is most relevant to the proposal, which states:

Developments such as vehicle sales and hire, motor body works, motor repair station, service station, industry-light and emergency services facility:

- (a) are sited on the periphery of the CB area;*
- (b) are located with good access to the local road network; and*
- (c) are managed to minimise unreasonable impacts to the amenity of surrounding residents*

The proposal is consistent with the zone outcomes as the vehicle sales and hire is situated on the periphery of the CBD area and is located with good access to the local road network.

While technically, the use of the site for vehicle sales and hire is not considered a car parking area as per the definition of the NTPS 2020, evidence to demonstrate vehicular manoeuvrability can be achieved on site was essential to demonstrating the use of the site for vehicle sales and hire is appropriate and meets the purpose and outcomes of Zone CB. The Authority notes the Development Assessment Services assessment, which concludes that the layout for vehicle sales hire with a one-way internal driveway does not provide adequate manoeuvrability to enable vehicles to enter and exit in forward gear.

At the hearing, Ms. Tatam, the applicant, discussed the proposed development for the site. It was explained that the site is intended to be utilised for a Vehicle Sales and Hire business, specifically NT Car Rentals. Ms. Tatam explained that the NT Car Rentals business is primarily online-based, and access to the site will be restricted to customers who have made a booking through the website. The proposed business hours are from 9:00 AM to 5:00 PM, seven days a week, with only one employee present on-site at any given time. In response to the question raised by the Authority at the hearing in relation to the size of vehicles that would be stored on site, Mr Ramamoorthi clarified that only compact SUV type vehicles would be stored on premises.

In response to the Authority's concerns about vehicular manoeuvrability, Ms Tatam tabled a Traffic Impact Statement prepared by ARCCOS Consulting Pty Ltd on 5 September 2023. The statement included swept path diagrams that confirmed the ability for vehicles to manoeuvre within the site, and that vehicles can enter and exit in forward gear.

Ms Tatam explained that the parking spaces provided are 2.6m wide, with a 0.7m separation between each space. This provides additional clearance and allows all parking spaces to be reversed from within the lot, ensuring that all vehicles can enter and leave the site in a forward gear.

Ms Tatam further explained that, as a result of the Traffic Impact Statement, the site layout has been revised to show two visitor car parking bays and six vehicle bays for hire use, a total of eight spaces. In addition, the demountable structure at the rear has been re-oriented to accommodate the turn-around bay for vehicle manoeuvrability.

Ms Tatam clarified that the proponent (landowners) have decided not to proceed with Stage 2 of the development as it will not provide sufficient space for drivers to manoeuvre into and from parking spaces.

The Authority has taken all comments into account and carefully considered the material tabled by the applicant at the hearing. Based on the commentary provided by the applicant on the vehicular manoeuvrability and swept path analysis prepared by ARCCOS Consulting Pty Ltd, the Authority considers that the application demonstrates the use is appropriate for the site and is therefore considered to meet the purpose and outcomes of the zone. Condition Precedent 1 is included on the permit to provide amended plans showing revised layout of the use (two visitors' car parking bays and six vehicle bays) and remove of Stage 2 of the development.

The Authority questioned the applicant on whether any toilet facility would be provided in the demountable office for the staff member. The applicant agreed that the provision of toilet facility could be taken into account in the demountable office, and was amenable to the inclusion of a condition to this effect.

Part 5 – Development Requirements

The requirements of Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) and Clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access) are considered most relevant in determining if the use for vehicle sales and hire is appropriate for the site and can be managed accordingly.

Clause 5.9.2.11 (Car parking spaces in Darwin City Centre) requires a car parking rate of 2 spaces for every 100m² of the net floor area of the office and 1 space for every 200m² used for vehicle display. The application proposes a demountable office having an area of 18m² and approximately 115m² of vehicle display area for six vehicles. The proposal generates a car parking requirement of 2 car parking spaces, and the site plan submitted provides for 2 customer parking spaces and complies.

Clause 5.9.2.13 (Design of Car Parking Areas and Vehicle Access)

The purpose of the clause is to "promote design of car parking, vehicle access points and onsite movement that: (a) is easily adapted to meet changing demand; (b) minimises visual impact to the street and other public areas; and (c) minimises impacts to pedestrian and cyclist movement.

Schedule 2 Definitions of the NTPS 2020 defines a car parking area means "an area set aside or designated for the parking of three or more motor vehicles".

The proposal provides for two customer parking spaces and six spaces for the use of vehicle sales and hire, which is not considered a car parking area as per the definition of the planning scheme, as vehicle sales and hire is the defined use of the site.

The site plan indicates the customer car parking spaces are setback 3m from the Cavenagh Street frontage by a landscaped garden bed to aid in visual

screening. Additionally, a new semi-permeable security fencing with a gate to a height of 1.8m is proposed to the front boundary of Cavenagh Street.

The revised layout plan prepared by ARCCOS provides for a total of eight car parking spaces of 5.5m in length by 2.6m in width, divided by 0.7m chevron line-marked separation areas to provide vehicle manoeuvrability, essentially providing car parking spaces of 3.3m in width which exceeds the minimum dimensions for car parking spaces.

The Authority also noted that City of Darwin did not raise any issues of concern in relation to access or impacts to traffic on Cavenagh Street.

5.5.15 Design in Commercial and Mixed Use Areas

The purpose of the clause is to “encourage a diverse mix of commercial and mixed use developments that are safe, contribute to the activity and amenity of commercial centres, are appropriately designed for the local climate, and minimise conflicts between different land uses within and surrounding the commercial centre”. New developments are to be sited, designed and operated to minimise unreasonable impacts to surrounding uses and development related to noise, vibration, light, odours and other nuisance.

The application does not include any buildings fronting Cavenagh Street and proposes the use of a single storey prefabricated demountable of 18m² for use as an office located to the rear of the site. Generally the built form and footprint are considered minimal and are considered to meet the requirements of the clause as the demountable building is:

- sympathetic to the character of the buildings in the immediate locality;
- minimises expanse of blank walls facing the street and public open spaces;
- bin storage areas or air conditioners can be located and appropriate screened from adjoining uses;
- suitable customer car parking provided and screened from the street and located adjacent to landscaping;
- has suitable pedestrian access from the street;
- is sited to minimise unreasonable impacts to surrounding uses; and
- no impact from the transmission of noise from services is anticipated.

The proponent advised that waste management is not required on site due to the minimal anticipated rubbish generated (by 1 staff member) and will be taken and disposed of off-site. City of Darwin have requested a waste management plan, which has been recommended as a condition precedent on any approval that may be issued.

The requirements of Clause 5.5.16 (Active Street Frontage) do not apply as no building is proposed along the Cavenagh Street frontage. However, the proposal does provide a single vehicle entry and exit point and landscape vegetation at street level generally in accordance with the clause requirements.

In summary, the use of the site for vehicle sales and hire has been considered an appropriate use of the site and conditions imposed on the development

permit will ensure the use will be managed and operated in a manner that is not anticipated to detrimentally impact the surrounding locality.

2. Pursuant to Clause 1.10 (Exercise of Discretion by the Consent Authority), sub-clause 5, of the NTPS 2020, the consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:
 - (a) The purpose and administration clauses of the requirement; and
 - (b) The considerations listed under Clause 1.10(3) or 1.10(4).

The proposal has been found not to be in accordance with Clause 5.2.6.2 (Landscaping in Zone CB) because the proposal will result in a total landscaping area of 16.5m², less than the required 10% of the site area, equating to 34m² for this proposal.

Administratively, the consent authority may consent to a development that is not in accordance with the requirements of the sub-clause if:

- (a) it is a small development and the consent authority is satisfied that it would be unreasonable to provide the required landscaping, having regard to the intended use of the development or whether the development would become unfeasible; or*
- (b) the development provides an alternative response to achieve the purpose of this clause.*

A variation to the requirements of Clause 5.2.6.2 to provide less than 10% of the site area of landscaping is considered appropriate in this instance, as

- the proposal remains consistent with the purpose of the clause in that it enhances the visual amenity of the area when viewed from the street by providing 16.5% landscaping to a depth of 3m to the maximum available length of the street frontage; and
- the narrow lot dimensions restrict the ability to provide a feasible development to accommodate vehicle access to the required specifications and landscaping of 10% of the site area.

The proposal has also been found not to be in accordance with Clause 5.3.7 (End of Trip Facilities in Zones HR, CB, C, SC, and TC), as the development requires one bicycle parking space, locker and shower for the use of an office. The proposal does not include any end of trip facilities.

Administratively, 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.*

A variation to the requirements of Clause 5.3.7 is appropriate in this instance as providing a bicycle parking space, shower, and locker is unreasonable given the size and scale of development and limited space available to provide such facilities.

5.8.7 (Demountable Structures)

The purpose of the clause is to “ensure that demountable structures do not detract from the visual amenity of the area”.

The application proposes the use of a demountable structure of 18m² for an office, which will be located at the rear of the site. There are no minimum setback requirements specified in the table for demountable structures in Zone CB.

Sub-clause (4) of Clause 5.8.7 requires 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 application does not propose any additional landscaping for architectural embellishments to the proposed structure and does not comply with sub-clause 4(a).

Administratively, 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.

The Authority notes that the Development Assessment Services report recommends a condition precedent to provide landscaping along the south-western boundary and south-eastern boundary to screen the demountable structure. The Authority determined that requirements for additional landscaping of the demountable office were unnecessary in this instance as the small structure is located at the rear of the site and will not be prominent from the street. The adjoining property boundary has existing good neighbour screen fencing and large mature trees, and no visual amenity impacts are anticipated.

The considerations listed under Clause 1.10(4) have been given regard to and it has been found that the proposal complies with all relevant requirements of the Northern Territory Planning Scheme 2020, except for Clauses 5.2.6.2 (Landscaping in Zone CB), 5.3.7 (End of trip facilities in Zones HR, CB, C, SC, and TC) and Clause 5.8.7 (Demountable Structures) as identified above.

3. Pursuant to Section 51 (m) of the *Planning Act 1999*, the consent authority must consider 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 application was circulated to the relevant authorities and comments received from these authorities are addressed by the inclusion of conditions and notes on the development permit.

The Authority notes that the comments from Power and Water Corporation (PWC), Power Network and Water Services Division state that the existing lots do not have available service connection. The Authority at the hearing questioned the applicant on whether any works would be undertaken to connect to Power and Water services as part of development. The applicant agreed that works will be undertaken to service the proposed development, and was amenable to the inclusion of a condition to this effect.

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

The impact on amenity should be considered in context of the site and its surrounds. The use is considered generally consistent with the broader intent of Zone CB (Central Business) to promote an active and attractive mixed use environment that maximises its function for commercial and tourist services for the surrounding area. The use of vehicle sales and hire is sited on the periphery of the central business area, located with good access to the local road network and can be managed to minimise unreasonable impacts to the amenity of surrounding the locality.

The use is expected to provide a positive improvement on the amenity of Cavenagh Street through increased activation and passive surveillance opportunities.

The Authority considered the adjoining child care centre outdoor play space and the existing boundary fencing with respect to child safety and vehicle movements. The Authority notes that the subject site has been historically used for informal car parking with no known issues raised to date.

The Authority notes the swept path analysis prepared by ARCCOS Consulting Pty Ltd, which demonstrates that design provide sufficient manoeuvrability to enable vehicles to enter and exit in forward gear. Furthermore, the existing access has the width and the available sight distance to operate safely for the proposed number of parking spaces.

The Authority notes that the formalisation of the use of the site for vehicle sales and hire, with conditions imposed on the development permit, will ensure the site is managed in a manner that will be of a lesser impact to that in which the site has been historically used.

The Authority determines that the applicant has taken the necessary measures to demonstrate safe vehicular movements can be accommodated on site, vehicles can exit and enter in forward gear to Cavenagh Street and will not detrimentally impact on the amenity of the adjoining properties.

4. Pursuant to section 51(1)(t) of the *Planning Act 1999*, the consent authority must take into consideration any other matters it thinks fit.

On 21 August 2023, Mr Charlie Arrigo, Director of Diwan Pty Ltd as the owner of the adjoining properties at 32-34 Daly Street, submitted late comments in relation to the application for consideration by the consent authority.

Mr Arrigo raised concerns relating to vehicle safety, traffic ingress and egress onto Cavenagh Street, vehicle manoeuvrability on the narrow site to accommodate the use for vehicle sales and hire, and potential impacts to the existing use of the adjoining property as a child care centre.

The applicant provided a written response to the traffic and safety matters raised, summarised as follows:

- vehicle movements are likely to be less than the number of vehicles displayed on site;
- clients likely will walk, catch a taxi or Uber to the site or use public transport to pick up a hire car;
- the site has an existing vehicle crossover to Cavenagh Street, which has a relatively low speed limit of 50km/hr and decrease in speed approaching the signalised intersection;
- the location does not have a high pedestrian volume and use of the site has only one staff member;
- vehicle movements will be at extremely low speeds on site and are not considered to increase risk to adjoining uses;
- historically the site has been used as a carpark without any detriment to the narrow nature of the site; and
- any use of the site must be managed as best as possible and that cars can enter and exit the site in forward gear, and moved on site by the staff member only.

At the meeting, Ms. Tracey-Ann Chin spoke on behalf of Diwan Pty Ltd and expressed support for the development of vacant land in the city. However, she raised concerns about the safety of the proposed use in proximity to the adjoining child care centre's outdoor play space. Ms. Chin pointed out that vehicles will be reverse parked along the length of the property, with the cars facing the playground area of the child care facility. Due to the tight space to exit this space, there is a serious risk of the car accidentally hitting the adjoining fence, which could potentially harm the children playing in the area.

Ms. Chin showed photographs of a few developments with bollards installed between the car parking areas and building entrances for the safety of pedestrians. She also raised concerns regarding adequate sight distance to operate safely.

In response to concerns raised by Ms Chin, Ms Tatam tabled a Traffic Impact Statement prepared by ARCCOS Consulting Pty Ltd dated 5 September 2023, which provided swept path diagrams confirming the ability to manoeuvre vehicles within the site and vehicles can enter and exit in forward gear. The Traffic Impact Statement further identifies that the sight distance to and from the driveway exceeds the requirements of the Australian Standard AS2890.1 (minimum 45m SSD, desirable gap sight distance 69m).

The Authority determined that vehicular manoeuvrability and swept path analysis prepared by ARCCOS Consulting Pty Ltd demonstrates that that design provides sufficient manoeuvrability to enable vehicles to enter and exit in forward gear. Furthermore, the existing access has the width and the available sight distance to operate safely for the proposed number of parking spaces. The Authority notes that the City of Darwin did not raise any issues of concern in relation to access or impacts to traffic on Cavenagh Street.

The conditions imposed on the development permit will ensure the use is established in accordance with the traffic impact assessment, and can be monitored for ongoing compliance.

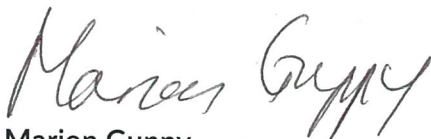
FOR: 4

AGAINST: 0

ABSTAIN: 0

ACTION: Development Permit and Notice of Consent

RATIFIED AS A RECORD OF ATTENDANCE AND DETERMINATIONS MADE AT THE MEETING



Marion Guppy
Delegate

15 September 2023