

**LEGISLATIVE ASSEMBLY OF THE NORTHERN TERRITORY**

**WRITTEN QUESTION**

Mr Higgins to the Minister for Infrastructure, Planning and Logistics:

**Appropriation Bill**

**ALL OUTPUTS**

*Please accept apologies if questions are not under the correct Output. Where this is the case, it would be appreciated if you could indicate the appropriate Output in your response. Thank You.*

**OUTPUT GROUP: INFRASTRUCTURE INVESTMENT PROGRAM  
SUPPORT AND DELIVERY**

**OUTPUT: INFRASTRUCTURE INVESTMENT DELIVERY**

***Traffic management upgrades***

- 1. Please advise if any allocation has been made in Budget 17/18 to signalise the Stuart Highway intersection with Goyder Road? Will the Government commit to making such an allocation and a time by when works will commence?**

The signalisation of Stuart Highway/Goyder Road is not included within the current 2017-18 program but this project will be considered in future programs on a needs priority basis.

- 2. What provision has been made for a capital allocation to upgrade works on the Port Keats Road? How much has been provided, and when will these works start?**

\$25.4 million has been allocated to upgrade Yellow Creek Crossing. Construction works have commenced with an anticipated completion date of January 2018.

Upgrade works to improve flood immunity on the Moyle Rover Floodplain has been recently completed (August 2016) at a cost of \$17.4 million.

- 3. Will the Government continue with the previous Government's plan to have NTG Shopfronts in smaller regional centres? How much will it cost, and when will the first building be constructed or lease signed?**

The following response has been provided by the Department of the Chief Minister:

The Government's Local Decision Making policy will enable communities who see Shopfronts as a priority to have that discussion with Government and private stakeholders. As an example, the Wadeye community has raised the possibility and it is being explored in that community.

### ***Re-prioritisation***

- 1. Please provide the evidence informing the re-prioritisation of the government's Infrastructure program?**
- 2. What measurements were used to weigh up decisions regarding these strategic investments?**
- 3. Was there a business case? If not why not?**
- 4. Was there a cost benefit analysis? If not, why not?**
- 5. Was there a community needs analysis? If not, why not?**
- 6. When will the Government make this advice or analysis public?**

#### ***Answers 1 – 6***

Government reprioritised the Capital Works program to reflect election commitments and infrastructure priorities.

Documents prepared for or considered by Cabinet as part of the reprioritisation process are deemed *Cabinet-in-confidence*.

- 7. Please provide an update on the following infrastructure projects of major importance to the Electorate of Spillett. What monies does Budget 17/18 commit and how do they fit with the Draft Infrastructure Strategy:**

- a. Kirkland Road/Woodlake Boulevard intersections;**

The Kirkland Road/Woodlake Boulevard intersection has been identified by the Department of Infrastructure, Planning and Logistics as an intersection that requires an increased level of traffic control and preliminary project development has already been undertaken.

The project is a medium term priority on the 10 Year Infrastructure Plan.

**b. Durack Primary School 'kiss and go' zone;**

Officers from the Department of Infrastructure, Planning and Logistics have visited the school to investigate traffic management issues.

This Department developed concept design options for additional parking capacity, footpath link and additional children crossing. The Department of Education or school Council may consider seeking funding for these works in the future.

**c. Palmerston Regional Police Station;**

Construction of a new \$26 million Palmerston Police Station has been fast tracked to begin in 2017-18.

The tender to design the new Palmerston Police Station facility closed and was awarded recently to Ross Tonkin & Associates. The concept design has been developed in close consultation with the user groups and caters for 186 staff on split-shifts. The new Police Station will service the Palmerston and surrounding areas. Construction will include a new watch-house and community centre.

This solution is included as short term priority in the 10 Year Infrastructure Plan.

**d. Zuccoli Public Primary School;**

A total of \$21.2 million will be granted to Catholic Education for the construction of Catholic education facilities at the Zuccoli Primary School site. An initial grant payment of \$5 million has been paid by the Department of Education to Catholic Education.

The Department of Infrastructure, Planning and Logistics has engaged a consultant team for site servicing and concept design in step with the Catholic school design to ensure the facility is seamless when, both the Catholic and public infrastructure is complete. The consultancy will be funded by this Department.

The public primary school is included as a medium term priority in the 10 Year Infrastructure Plan.

**e. Beautification of Farrar Boulevard, Johnston.**

Repairs and Maintenance funding has been provided in Budget 2017-18 as part of Government's economic stimulus package, and will include the beautification of Farrar Boulevard.

Works are currently underway to repair irrigation damaged during the building phase such that verge landscaping can be reinstated.

**8. Please provide copies of the business cases that explain the economic benefits behind a proposed new Darwin museum and an under-ground car-park in State Square.**

This is a Cabinet in Confidence matter.

***Solar Energy***

**1. Please outline what business case there is for the \$1.5 million Centre for Excellence in Solar Energy in Alice Springs as detailed on page 44 of Budget Paper.**

The following response has been provided by the Department of the Chief Minister:

The Department of the Chief Minister is working to determine the role of the Centre for Excellence in Solar Energy in Alice Springs (the Centre), the operational structure of the Centre, and ensuring alignment with other Government commitments in relation to renewable energy to ensure value for money is achieved.

**2. What needs or cost benefit analysis was conducted?**

The following response has been provided by the Department of the Chief Minister:

The Department of the Chief Minister is currently undertaking analysis of the various options for the Centre, which will inform the most appropriate model for the Centre in the future.

***Rocky Creek***

**1. Please provide an update on when Rocky Creek Bridge and flood immunity funding will be allocated? How long will Territorians have to wait for this critical project?**

Rocky Creek Bridge project is currently underway (commenced April 2017) with bridgeworks 85 per cent complete. Road works are 50 per cent complete. Completion is due early September 2017.

**2. When is work likely to begin?**

As above.

## Alice Springs

- 1. Alice Springs has had 5 ten year plans but no Masterplan, what steps is Government taking to support the development of a Masterplan for Alice Springs?**

The NT Planning Commission has commenced preparing a new area plan for the Alice Springs City Centre. This Area Plan will develop a land use vision for the City Centre, and will ensure the coordination and efficient delivery of land and infrastructure.

This work will be completed over three stages of public consultation, and include studies into social infrastructure, population, traffic and reticulated infrastructure. Stage 1 consultation is expected in the second half of 2017 and will include the release of a discussion paper and the first round of community consultation before a draft area plan is produced for public comment at Stage 2.

- 2. What actions are being taken to make Alice Springs a transport hub?**

Government are currently investigating site options for appropriate land to accommodate growth in the logistics industry in Alice Springs.

- 3. What actions is Government taking to improve flood mitigation in Alice Springs?**

The Alice Springs Flood Mitigation Advisory Committee, established in November 2015, has recently finalised its report, which is currently being considered by Government.

The Department of Infrastructure, Planning and Logistics will undertake preliminary investigations including obtaining the topographic data required for the modelling of structural mitigation measures to better inform future decisions by Government. The topographic data will be obtained in the second half of 2017.

- 4. What actions are being taken to rectify the fact that there is no emergency access across the river during times of flood?**

Alice Springs is divided by the Todd River, and there will always be flood events where the size of the flow will limit access across the Todd River. The Stott Terrace bridge is a high level crossing that connects the east/west areas of Alice Springs during flood events. The Mount Johns/ Desert Springs areas access the bridge via a PWC service road that is opened to the public during critical events.

Future infrastructure upgrades to improve emergency access will be informed by the recently released flood mitigation report, the Mount Johns flood immunity project and the recently awarded infrastructure planning study through Heavitree gap.

### ***Building Assets Inspected***

- 1. Budget 17/18 page 94 Budget Paper 3, states that building asset inspections will rise from 15% in financial year 16/17 to 50% in financial year 17/18. The note states this is due to a systems upgrade. Please explain what is meant by this systems upgrade.**

The ASNEX project, which is being delivered by DCIS, replaces the asset inspection tool in conjunction with developing the new asset management system. The new technology and inspection philosophy will improve productivity and mobility of use.

- 2. How much will this systems upgrade cost?**

The ASNEX system is managed by the Department of Corporate and Information Services. The Department of Infrastructure, Planning and Logistics does not incur significant costs for the development of the system.

### **Annual Report of Department of Transport 2015/16**

- 1. Has the Regional Economic Infrastructure Fund been cut? If so, why?**

This fund was a 3 year program which expired in 2016/17. Projects under this program are still continuing with \$4.2 million to be spent in 2017-18. Local Governments now also have access to the \$5 million Strategic Infrastructure Fund managed by the Department of Housing and Community Development.

- 2. If so, what research, modelling or business case was there to support the decision to cut the Regional Economic Infrastructure Fund?**

Councils can continue to apply for infrastructure grants under the new fund managed by the Department of Housing and Community Development.

### **Aviation Industry and Services Strategy 2020**

- 1. Please provide an update on the progress of the Aviation Industry and Services Strategy 2020.**

The Aviation Industry and Services Strategy 2020 is a previous government strategy. However many of the priority actions outlined in the Strategy are relevant and continue to be progressed and supported as an ongoing function of agencies including the Departments of Infrastructure, Planning and Logistics, and Tourism and Culture. These include supporting the sustainability of existing air services, pursuing new air services in key international markets, and supporting remote aerodrome infrastructure.

## **2. What resources will Budget 17/18 make available for completion and implementation of the Aviation Industry and Services Strategy 2020?**

The Department of Infrastructure, Planning and Logistics' Budget 17/18 continues to support the remote and regional aviation industry in the Northern Territory, and the implementation of the Aviation Industry and Services Strategy 2020, through:

- providing infrastructure funding support for 70 remote and regional aerodromes – the 2017/18 Budget for this item is \$8.984 million
- providing operational funding support for Aerodrome Reporting Officers at 18 remote aerodromes – the 2017/18 Budget for this item is \$500 000;
- providing grant funding for infrastructure at the Katherine Civilian Airport – the 2017/18 Budget for this item is \$827 000;
- providing funding to the Department of Defence for Katherine RAAF Base Tindal to be used as an emergency alternate airport for international flights to Darwin – the 2017/18 Budget for this item is \$718 000;
- providing operational funding support for the trial Airnorth centre-run service – the current 2017/18 Budget for this item is \$457 000;
- leading the development of a national review of remote aerodrome administration, management and funding which will be submitted to the Transport and Infrastructure Council in late 2017 for consideration – the 2017/18 Budget for this item is \$95 000;
- the consideration of air freight in the Territory Wide Logistics Master Plan which is currently being developed; and
- ongoing remote and regional aviation industry infrastructure, regulation and services policy support.

The Department of Tourism and Culture also invests significantly into activity to improve aviation access to the Northern Territory including business case development for domestic and international air services, cooperative marketing and other conversion programs with airline partners.

## **Roads and Bridges Strategy**

### **1. Please provide an update on the progress of the Roads and Bridges Strategy.**

The Roads and Bridges Strategy has been completed and deliverables now included in the NT Government Infrastructure Strategy and 10 Year Infrastructure Plan based on extensive stakeholder input.

**2. What resources will Budget 17/18 make available for implementation and realisation of the Roads and Bridges Strategy?**

Infrastructure projects for roads and bridges are now included in the 10 Year Infrastructure Plan. Resources are now dedicated to delivery of the plan.

**Katherine Heavy Vehicle Alternate Route**

**1. Please provide an update on the progress of the Katherine Heavy Vehicle Alternate Route.**

- The Katherine Heavy Vehicle Alternate Route planning project has involved extensive public consultation and:
  - Round 1: information gathering before identifying alternate route alignment options (consultation completed in August 2015).
  - Round 2: presentation of shortlisted route options to the community and stakeholders, seeking comments to identify the most preferred alternate route (consultation completed in November 2015).
  - Round 3: information sessions held following the preferred alignment was released to allow the Katherine Community an opportunity to discuss with the project team (complete March 2017).
- The Department of Infrastructure, Planning and Logistics released the preferred route to the Katherine community in December 2016.
- The Project Development Report is being finalised. A submission will be made to the Northern Territory Planning Commission to adopt the route alignment and give statutory status to the future route as part of the Katherine Land Use Plan.

**2. What resources will Budget 17/18 make available for realisation of the Katherine Heavy Vehicle Alternative Route?**

This is a long term planning project. Construction of an alternate route is unlikely to be required for the next 20 plus years based on the current traffic projections.

The Department will continue to monitor traffic growth and other traffic generating developments (like mining and agricultural developments) in the region to decide delivery timelines.

## **Batchelor Aerodrome Master Plan**

### **1. Please provide an update on the progress of the Batchelor Aerodrome Master Plan.**

A concept Master Plan for Batchelor Airport has been developed with a staged delivery strategy. The draft Master Plan is being reviewed by Northern Territory Government before it is released to stakeholders or finalised as a public document.

### **2. What resources will Budget 17/18 make available for completion, implementation and realisation of the Batchelor Aerodrome Master Plan.**

An estimate cost to undertake the next stage of project development in 2017-18 is in the order of \$500 000. This includes a formalised gravel access road, a gravel car park for public use, installation of signage and gates, and a gravel general aviation apron.

## **Sealing the Tanami Road**

### **1. Why does Budget 17/18 only allocate \$3 million for upgrade and seal targeted sections of the Tanami Road given that the Annual Report of the Department of Transport 2015/16 page 26 notes that 'sealing the Tanami Road will save \$7.75 per head of cattle, according to modelling done by the CSIRO and the Australian Government'?**

Sealing and upgrading of the Tanami Road is part of a rolling program of upgrades in recognition of its importance to the tourism, heavy vehicle and pastoralist industries, as well as remote communities.

Submissions have been made to Infrastructure Australia and the Australian Government seeking a significant and ongoing rolling program for this important road.

### **2. What research or business case was there to support this decision?**

Extensive research and business case development has been undertaken over successive governments. Business cases have been submitted to Infrastructure Australia and the Australian Government for upgrading the entire length of the Tanami Road.

### **3. Did the Department of Infrastructure, Transport, and Logistics request more than \$3 million (allocated in Budget 17/18) for sealing of the Tanami Road? If not, why not?**

Funding for the Tanami Road was sought and allocated in conjunction with maintenance and priority upgrades of the entire road network managed by the Northern Territory Government.

Refer to above regarding submissions to Australian Government.

## **Mount Isa to Tennant Creek Rail Link**

### **1. Please provide an update on the progress of the Mount Isa to Tennant Creek Rail Link.**

- On 11 December 2015, the former Northern Territory (NT) and Queensland Governments signed a Memorandum of Understanding (MOU) at the COAG meeting. The MOU outlined the intent for both the NT and Queensland Governments to work together to explore the development of a joint framework for coordinated investment across the Townsville to Darwin rail corridor.
- The Strategic Infrastructure and Projects division within the Department of Trade, Business and Innovation leads this project with support from Department of Infrastructure, Planning and Logistics.
- An initial scoping study completed by Port Jackson Partners in 2015 concluded that the project could have significant benefits for the development of Northern Australia.
- The Department of the Chief Minister established the Cross-Border Infrastructure and Investment Steering Committee (CBIISC) which comprises representatives from the NT and Queensland Government agencies and interacts with the Australian Government Department of Infrastructure and Regional Development in accordance with the terms of an MOU.
- In the White Paper on Development of Northern Australia, the Australian Government committed \$5 million to undertake freight rail feasibility analysis and development of proposals for future investment planning for rail projects. In response to a successful joint submission for funding through CBIISC, a consultant was engaged in 2016 to prepare a strategic options paper to consider how this project might best be progressed. The report is complete and the Northern Territory Government is currently considering its position and next steps.
- The Department shares the leadership of the Technical Working Group (TWG) of NT and Queensland officials which continues to investigate the technical feasibility of the project which is intended to de-risk the project through the Technical Assessment Program. The TWG reports to the CBIISC.
- The estimated cost for these studies is \$1.2 million funded jointly by the Australian Government (\$1 million) and the Queensland Government (\$100 000) and the NT Government (\$100 000).

### **2. What resources will Budget 17/18 make available for completion, implementation and realisation of the Mount Isa to Tennant Creek Rail Link plan?**

As per above.

## ***Litchfield Sub Regional Plan***

### **1. What resources will Budget 17/18 allocate to achieving objectives set out in the Litchfield Sub-regional plan?**

\$300,000 has been allocated by the Department for various consultancies relating to environmental monitoring, and land use and infrastructure planning. Staffing of this work will be provided for within the Department's standard operating budget, and on an as needed basis.

### **2. What is the current timeline for full implementation and completion of the Litchfield Sub Regional Plan?**

The Litchfield Subregional Land Use Plan was implemented and completed by its introduction into the NT Planning Scheme on 29 July 2016.

The 10 year infrastructure Plan includes provision for infrastructure to support:

- the Coolalinga Rural Activity Centre in the medium term (3-5 years);
- Howard Springs Rural Activity Centre in the longer term (6-10 years); and
- Holtze Area Plan over the next 10 years.

Infrastructure delivery for the Humpty Doo and Berry Springs Rural Activity Centres will be developed as the area plans for each centre are finalised. The infrastructure to support the development of the Litchfield Subregional Land Use Plan will be provided to meet the demand for land development.

### **3. What is the current schedule for consultation and works on Activity Centres as outlined in the Litchfield Sub-regional Plan?**

The Planning Commission is midway through a 'rolling' program to engage the community in preparing area plans for the four rural activity centres identified in the Litchfield Subregional Plan. The current status of this program for each of the four activity centres is as follows:

- Howard Springs – the Planning Commission has completed Stage 1 and 2 community consultation and a draft area plan will be provide to me shortly to determine whether to publicly exhibit the plan as a draft planning scheme amendment.
- Coolalinga / Freds Pass - the Planning Commission has completed Stage 1 consultation. Stage 2 consultation is scheduled to commence at the end of July.
- Humpty Doo – GHD consulting engineers have been appointed to provide a report on engineering services for the activity centre. The Planning Commission has scheduled Stage 1 consultation to commence in October 2017.

- Berry Springs – an engineering consultant will be appointed in 2017 to report on engineering services for the activity centre. The Planning Commission is intending to commence consultation in the first half of 2018.

#### **4. What money has been allocated for community consultation?**

The majority of community consultation is undertaken by Department staff, which is budgeted within personnel costs for the Departmental.

In the 2016/17 financial year approximately \$80 000 was spent on consultation events and materials.

Approximately \$80,000 will be set aside in the Lands Planning budget in 2017/18 for consultation events. Allocation of resources is contingent on the development of best practice consultation strategies for each project, and will be in accordance with the NT Planning Commission's endorsed Consultation Policy.

#### ***Katherine – Inland Port***

##### **1. The Government had committed to making Katherine an Inland Port. What is an 'inland port'?**

The Government has committed to facilitating the design and construction of an intermodal agribusiness and logistics hub in Katherine, which will support the growth of various industries in Katherine, the Top End region and Northern Australia; resulting in the establishment of Katherine as an inland port.

##### **2. What is the timeline for making Katherine an 'inland port'?**

The anticipated project duration is expected to take a number of years from inception to completion. The scope to deliver the Katherine agribusiness and logistics hub includes an industry needs assessment, pastoral lease and native title negotiations, land suitability assessments, development planning, headwork and network upgrades, subdivision design work, development consent and subdivision works

#### ***Fred's Pass Reserve***

##### **1. The previous Government committed \$2 million to Fred's Pass Reserve; please provide an update on how much of this money has been spent. What provision is there in the 2017/18 budget for Fred's Pass Reserve?**

The following response has been provided by the Department of Tourism and Culture:

In March 2016, the previous Government announced a commitment of \$3 million into the Fred's Pass Reserve Master Plan to deliver upgrades to roads, irrigation, fencing, lighting and electrical infrastructure. \$1.297 million has been spent to date

with anticipated completion expected by 31 December 2017. There is no funding committed in the 2017-18 budget for further upgrades to Fred's Pass Reserve.

### ***Saddle Rail***

- 1. Please provide an update on the progress of upgrading Saddle Rail in the Daly region.**

Saddle Rail crossing upgrade has been designed and is estimated to cost \$22 million.

- 2. What is the timeframe for delivering on the upgrade on Saddle Rail?**

Budget for the Saddle Rail crossing project will be considered under future funding programs and is considered a medium term priority in the 10 Year Infrastructure Plan.

- 3. Does the Government agree that there is no point doing Yellow Creek without doing Saddle Rail?**

Government is committed to upgrading bridges to reduce road closure and restricted access to remote communities in the wet season. There are many crossings to upgrade as budget allows on a needs priority basis. All upgrades are undertaken with a view of eventually providing fully upgrade links for communities.

### ***Boat Ramps***

- 1. Please provide an update on the number of boat ramps across the Northern Territory that are maintained by the Department of Infrastructure, Planning and Logistics.**

There are 38 boat ramps are maintained by the Department of Infrastructure, Planning and Logistics.

- 2. Who is currently responsible for the upkeep and maintenance of South Port Boat Ramp?**

The South Port Boat Ramp is not on the list of ramps maintained by DIPL. DIPL has discussed the ramp with Litchfield Council and are of the opinion that Litchfield Council should be maintain the ramp as per pervious written agreement with Litchfield Council.

- 3. Who will be responsible for maintaining the South Port Boat Ramp into the future?**

Litchfield Council, unless agreed otherwise.

- 4. Pine Creek is littered with banjo lines, and Pine Creek is but one area in the electorate of Daly affected by banjo lines. What actions will Government take to deal with this issue and when?**

The Department of Infrastructure, Planning and Logistics is not familiar with the term 'banjo line'; it's understood this relates to a fuel line / brake fitting. It has been queried the Katherine Regional office if this is a local term however, it is not certain what this matter is referring to.

- 5. Is there any investment in the Adelaide River boat ramp to address the safety concerns of anglers when using the public boat ramp at low tide or has consideration been given to installing a new or opening up the existing commercial pontoon to recreational anglers?**

Clarification on the term 'banjo lines' is required before a response can be made to this question.

### ***Oxford Road Subdivision (Berry Springs)***

- 1. Please provide an update on progress of developments at Oxford Road Subdivision in Berry Springs.**

On 23 May 2016, Development Permit DP16/0227 was issued by the Development Consent Authority (DCA) for a subdivision to create 19 lots. On 17 August 2016, DP16/0227A was issued to stage the subdivision. All work associated with the subdivision has been satisfactory undertaken to the requirements and standards of the DCA and the relevant service authorities. Titles have now issued for all 19 lots and development on those lots can proceed in accordance with the requirements of the Northern Territory Planning Scheme for land within Zone RL (Rural Living).

### **OUTPUT: ASSET MANAGEMENT**

- 1. Please explain the decrease in expenditure in this output group for Budget 17/18.**

The decrease in the output group reflects the one-off impact of expensing large capital works projects that are estimated to have been completed in the 2016-17 financial year. These projects do not meet the capitalisation criteria under the accounting standards and must be expensed in the department's operating statement. The expensing of these projects is an accounting treatment and is a non-cash entry with no allocated funding. Items expensed are cyclone related works that involve remediation action to return assets to their prior standard and do not improve their accounting value. These works also include land infrastructure head works such as power and water drains.

**2. Will the \$15 million reduction have a negative impact on performance or service delivery?**

The reduction will not have a negative impact on performance or service delivery. The reduction is an accounting adjustment and is not tied to any reduction in cash funding for the output group.

**3. What evidence is there to support this view and will the Government provide a copy of the advice?**

The requirement for this action comes from Australian Accounting Standards.

Generally there will be projects completed in each financial year that do not meet capitalisation criteria and are expensed in the Department's Operating Statement in line with accounting standards. This accounting treatment does not involve any reduction in cash funding.

**4. What software is being run by the Department to administer the asset management program?**

The software system being run to administer the asset management program is ASNEX.

**OUTPUT GROUP: LANDS AND PLANNING**

**OUTPUT: LAND DEVELOPMENT**

***Lands and Planning***

**1. Why did Budget 17/18 decrease by \$6 339 000?**

The decrease in budget of \$6 339 000 in Land Development is mainly due to a number of one-off funding for programs provided in 2016-17, program rationalisation and the redistribution of budget within the department. A breakdown the main variances is listed below:

- \$4 million one-off funding in 2016-17 for the Berrimah Farm grant paid to the developer as part of the development agreement as expressed through the initial tender documents.
- \$1.19 million one-off funding in 2016-17 for land release consultancies which were carried over from previous years unspent funds due to timing of expenditure.
- \$0.6 million one-off funding in 2016-17 for the Frances Bay Mooring Basin Lock Gate condition report.
- \$0.461 million ongoing decrease from 2017-18 for program rationalisation in consultancies.
- \$0.21 million ongoing decrease from 2017-18 as part of the redistribution of budget within the department.

**2. Under the previous Government the Planning Commission was tasked with a program of accelerated work. Will this program continue?**

The Planning Commission is continuing to roll out its work program which includes land use plans and planning policy changes. The work program is underpinned by a comprehensive community consultation process. This includes implementing the Litchfield Subregional Land Use Plan by preparing area plans for the four identified rural activity centres.

**3. What resources are allocated to an accelerated works program?**

Under section 81E of the Planning Act, the Planning Commission is provided with staff and facilities by the Chief Executive of the Department to enable it to properly exercise its powers and perform its functions. There is currently the equivalent of 13 full time employees in the Department supporting the NT Planning Commission's work program.

**4. Please provide an update on Regional Land Use Plans – what plans have yet to be finalised, and what are the operational timelines for completion of these plans?**

The Darwin Regional Land Use Plan, Alice Springs Regional Land Use Plan and Katherine Land Use Plan have been completed since the Planning Commission's establishment in 2013. Development of a Land Use Plan for Tennant Creek is currently underway and is expected to be completed by the Planning Commission in 2018.

***Richardson Park***

**1. Please advise how many submissions have been received with respect to development at Richardson Park under the previous Government's Request for Proposals process. What were the purposes of these submissions?**

One submission was received in response to the Richardson Park Request for Proposal (RFP) process.

The terms and conditions of the RFP process require the Territory to keep the proposal confidential.

**2. What has happened to these submissions?**

Government recently approved the termination of the RFP process, given the funding set aside now for a new home of Rugby at Warren Park.

**3. What are the Government's plans in relation to Richardson Park?**

Government is considering all options for the future of Richardson Park.

***Dual Occupancy***

**1. What resources were made available by the Government to the Dual Occupancy review?**

Government has made available \$150,000 to conduct the Dual Occupancy Review. This includes engaging Elton Consulting to consult with the community on dual occupancy at a cost of \$127 000.

**2. What effect would dual occupancy have on the median house price in Darwin if approved?**

As explained in the below question, economic modelling found the take up rate of this opportunity would be low. Therefore, the impact dual occupancy could have the median house price in Darwin is currently expected to be minimal.

**3. Has modelling been conducted on the consequences of approving dual occupancy?**

Economic modelling has been conducted on dual occupancy. This modelling found that the take up of this opportunity would be low in a full redevelopment scenario due to costs associated with the purchase price of the land, demolition of existing buildings, statutory approval costs and construction costs associated with the new building/s.

**4. If not, why not?**

Answered above at question 3.

**5. How much is Elton Consulting being paid to run the consultation phase of the Dual Occupancy review on behalf of the Government?**

Elton Consulting is being paid \$127,000.

**6. Please explain the decrease in expenditure in this output group for Budget 17/18.**

Please see response under 1. Lands and Planning as this is listed under the same output group.

**7. Please provide an update on the progress of further land releases at Zuccoli. What is the timeframe for these releases?**

Government has released all 5 stages of Zuccoli to private developers.

- Zuccoli stage 1 is being developed by Urbex Pty Ltd and the Land Development Corporation.
- Zuccoli Stage 2 is being developed by Bellamack Pty Ltd. The final stage, Stage J is expected to be complete by the end of 2018 dependent on market conditions.
- Zuccoli stage 3/4 is being developed by Costajic Pty Ltd. The final stage, Stage 6 is expected to be complete by the end of 2020 dependent on market conditions.
- Zuccoli Stage 5 is being developed by Costajic Pty Ltd. The final stage, Precinct F is expected to be complete by the end of 2020 dependent on market conditions.

**8. What is the timeframe for land release at Berrimah Farm?**

Berrimah Farm will be developed by Halikos Developments Pty Ltd in 11 stages over the next 15 years.

**9. Please provide an update on how this program of land release is tracking against Departmental estimates.**

In order to maintain sufficient supply, avoid upward price pressure and to cater for market segmentation, Government aims to maintain the supply of development ready land, sufficient to meet at least five years of residential demand.

Current developments in Darwin and Palmerston have capacity to supply a further 4000 new residential lots to the market. Based on historic demand this will provide sufficient serviced lots to supply the market for approximately eight years.

**10. What plans are there for the Cox Peninsula?**

Government is engaging with the Owners of the Territory Freehold Land identified in the Kenbi Settlement of claims on Cox Peninsula with regard to the development of their land.

The Darwin Regional Land Use Plan 2015 identifies that long term development options exist for urban land uses at Cox Peninsula, subject to adequate transport and essential service infrastructure being provided. Government intends to seek further feedback from the community on this opportunity, before any details are finalised about the future use of Cox Peninsula.

**11. What plans are there for Weddell?**

Government is currently reviewing the status of planning for Weddell to undertake the necessary master planning of land to support the

investment in infrastructure that will allow future Governments to release land for development.

**12. How does the Government view developments like Noonamah Ridge; supportive or not?**

It is intended to seek further feedback from the community in line with the release of the Planning for a Vibrant Future discussion paper, before any decisions are made on the proposals.

**13. What is happening with further development and land release around Bayview?**

Government has made a commitment not to proceed with the proposed Bayview the Boulevard development. There are no plans for further land release at Bayview, beyond the current development boundaries.

**14. What is the medium to long term plan for areas now covered by the Kenbi land claim?**

Government is engaging with the Owners of the Territory Freehold Land identified in the Kenbi Settlement of claims on Cox Peninsula with regards to the development of their land.

The Darwin Regional Land Use Plan 2015 identifies that long term development options exist for urban land uses at Cox Peninsula, subject to adequate transport and essential service infrastructure being provided. It is intended to seek further feedback from the community on this opportunity, before any details are finalised about the future use of Cox Peninsula.

**15. What consultation has the Department had with traditional owners at Kenbi? Please provide the details.**

The Department's consultations with the traditional owners at Kenbi have been mainly related to implementation of the Kenbi land claim settlement and have been undertaken through the Northern Land Council, which has carriage of the Kenbi claim on their behalf.

**16. How often does the Department communicate and interface with traditional owners and the Land Council?**

The Department communicates with traditional owners and Land Councils across its full range of functions on an ongoing basis as required.

## **OUTPUT: CROWN LAND ESTATE**

**1. Please provide an update on the forward forecasts for Crown Land usage over the short, medium and long run.**

There is no change to the forecasts contained in BP3.

**2. What challenges exist in this output group?**

Ensuring an appropriate supply of Crown land is available to support the Territory's economic and population growth.

Managing fire and weeds on vast expanses of Crown land, a significant amount of which is in remote locations.

**3. What is the Government doing to address those challenges?**

Releasing infill and greenfield Crown land sites for residential, commercial, industrial and community purposes through continual planning and preparation for future land releases, even in times of low market demand.

Managing Crown land for public safety and statutory requirements, including providing an extra \$7 million in the 2017-18 Repairs and Maintenance budget for Crown land as part of the stimulus package.

**4. Does the Minister issue directives around expected yield?**

The objectives and requirements that Government has for the land it releases are included in the documentation for each release. In some instances this includes minimum requirements for dwelling or lot yield.

**5. How much Crown Land is currently in dispute?**

A number of parcels of Crown land are subject to interests of other parties, for example native title interests and licences for particular uses. These lands are not, however, considered to be in dispute.

**6. What is the Government's preferred modus operandi when it comes to dispute, i.e. settle or fight to maintain Crown status?**

Refer question 5.

## **OUTPUT: ABORIGINAL LAND**

**1. How many staff are engaged in this output group?**

Seven

**2. Please outline the different roles for this output group and the Aboriginal Unit in the Department of the Chief Minister?**

The role of the Aboriginal Land Unit of the Department of Infrastructure Planning and Logistics is to progress, resolve and provide advice on Aboriginal land claims, native title claims community living area applications and other Aboriginal land matters relating to the Crown estate.

The Aboriginal Land Strategic Policy Unit in the Department of the Chief Minister focuses on coordinating the development and implementation of whole-of-government policies that relate to land and sea ownership delivering on the economic and social aspirations of Aboriginal Territorians. This includes providing strategic policy advice in relation to the operation of the *Aboriginal Land Rights (Northern Territory) Act 1976* Cth and the *Native Title Act 1993* Cth in the Northern Territory.

**3. How many outstanding land claims are under consideration?**

Forty-two

**4. What is the timeframe for resolution of each?**

Each of the claims is at a varying stage of negotiated settlement or hearing by the Aboriginal Land Commissioner.

The timeframe for subsequent finalisation of each claim will be dependent on the particular circumstances of the claim and the findings of the Commissioner.

**OUTPUT: LANDS PLANNING**

**1. Please explain the increase in expenditure in this output group.**

The increase in expenditure budget for Lands Planning is mainly due to a \$0.525 million increase in 2017-18 as part of the redistribution of budget within the department.

**2. What challenges exist in this output group?**

The NT Planning System has been found to be the highest rated of all jurisdictions nationally by the Property Council of Australia in its last two reports.

The key challenge relates to public knowledge and confidence in the planning process.

**3. What is the Government doing to address those challenges?**

The Government is committed to reforming the NT Planning System and has set planning reform as a key policy initiative for the Department. This Government has committed to ensuring that there is transparency in planning decision making. The Department is preparing a discussion paper for consultation in relation to the six

planning principles that were canvassed in Territory Labor's pre-election discussion paper 'Restoring Integrity to Government' in the Territory. The six planning principles seek to provide for greater certainty, transparency in the planning system, together with meaningful community participation and consultation, and a review of the scope of third party merit appeals.

**4. Please provide an update on the progress of the Survey Approvals Online project Stage 1.**

Survey Approvals Online (SAO) went live on 4 July 2016 and enhancements were further released on 29 September 2016. Further enhancements and improvements will be progressively developed as they are identified and required.

There has been a strong uptake by the private sector with all new survey plan lodgements now occurring via the electronic SAO system. As at 31 March 2017, 63.6% of approvals since the system went live were completed electronically. The remaining manual approvals relate to items lodged prior to SAO's introduction and will continue to reduce over time as these existing projects are finalised.

**OUTPUT: BUILDING ADVISORY SERVICES**

**1. Please explain the increase in expenditure in this output group.**

The increase of \$27,000 in the 2017-18 budget is mainly due to a minor increase as part of the redistribution of budget within the department.

**2. What challenges exist in this output group?**

Building Advisory Services administers the NT *Building Act* and associated *Regulations*, and the *Swimming Pool Safety Act* and *Regulations*.

Local, national and international events relating to these regulatory areas continually raise challenges in relation to operational improvements and legislative reform.

**3. What is the Government doing to address those challenges?**

In considering issues that are raised, Building Advisory Services assesses the appropriateness of potential changes for the Northern Territory context, briefs Government on options, and as required, consults and liaises with industry and the community on relevant matters.

**4. Does the Government intend to introduce mandatory pool fencing in the Rural Area?**

The overarching intent of the *Swimming Pool Safety Act* is to require pool safety barriers to restrict access by children, to swimming pools at residential properties.

The previous Government commenced a body of work in relation to reviewing the *Swimming Pool Safety Act* and that work has continued.

The work aims to deliver safe home swimming pools for children under five years of age, whilst ensuring the laws are effective and easy for the community and industry to understand and follow.

The work also examines whether it is appropriate to extend the requirement for compulsory pool barriers to larger rural residential properties.

The Department is finalising advice to Government on key policy considerations.

**5. Does the Government intend to change the pool fencing requirements in any way across the Northern Territory?**

The *Swimming Pool Safety Act* and *Regulations* apply across the NT however, there are a number of specific exemptions that mean compulsory pool barriers are not required for every home swimming pool i.e. exemptions for properties with an area of 1.8 hectares or more, some holiday accommodations, and some pools that were installed before 2003 when the Territory wide pool fencing laws first started.

The Department is finalising advice on key policy considerations.

**6. Is the current regulatory framework achieving its objective?**

The body of work being undertaken by the Department of Infrastructure, Planning and Logistics includes consideration of whether the NT's current pool safety laws adequately achieve the objective of restricting access by children under five years of age, to swimming pools at residential properties.

Government will consider the key policy considerations of the Department's review in due course.

**7. Who qualifies to give advice to Government? What are the requirements?**

Pursuant to the *Swimming Pool Safety Act* the Swimming Pool Safety Authority is responsible for appointing NT Government Pool Safety Advisers. Prior to appointment under the Act, Pool Safety Advisers receive internal training on the interpretation of the *Swimming Pool Safety Act*, adopted modified Australian standards for pool safety and also applicable Community Safety Standards. Once appointed a pool safety adviser can provide swimming pool barrier advice, carry out

pool barrier inspections and make recommendations to the Authority on certification matters.

**8. How often are regulatory minimum standards across Building Advisory Services reviewed?**

The NT *Building Act* (the Act) adopts the National Construction Code (NCC), including the Building and Plumbing Codes of Australia, as the relevant technical minimum standards for buildings in declared Building Control Areas across the NT. The NCC is published on a three yearly cycle by the Australian Building Codes Board (ABCB) which is a joint initiative of all State, Territory and Commonwealth Governments in Australia.

The NT is represented on the ABCB as well as on the Building and Plumbing Codes Committees that consider technical matters relevant to building and plumbing regulation reform.

The current version of the NCC was published on 1 May 2016 and the next version of the NCC will be published on 1 May 2019.

The ABCB has a Proposal for Change process used to consider technical proposals to change the NCC. Technical proposals do not include those which address matters of public policy or for which direction from Government is required before a change to the NCC can be considered. Public policy and Government led changes are handled through formal Council of Australian Government (COAG) processes.

**9. Why is this review period used?**

Please see response to Question 10.

**10. What is the evidence to support this timeframe for review?**

The NCC is updated on a three yearly cycle and the current version is the NCC 2016. Prior to the release of the NCC 2016 the NCC was updated on a yearly cycle.

The benefits of shifting to a three year cycle include:

- Providing greater certainty to industry about relevant regulations that will apply to works they are undertaking;
- Improving the stability, useability and penetration of the NCC, resulting in improved compliance, reduced disputes and the delivery of better, more affordable buildings;
- Enabling a more orderly consideration and approach to regulatory change, allowing resources to be better deployed to deliver on the core Mission and Objectives of the ABCB; and
- Reducing red tape through the extended amendment cycle and limiting the ability of other authorities to impose additional and less rigorously tested requirements.

**11. What is the current carbon content required for steel to satisfy Building Advisory Services structural requirements?**

Building Advisory Services does not set a carbon content requirement for steel.

Standards Australia is the nation's peak non-government, not-for-profit Standards organisation that is responsible for the development and adoption of standards in Australia. The organisation also facilitates Australian participation in international standards development.

A range of standards exist that relate to steel, ranging from bolts, nuts and washers and the fabrication to structural steelwork through to composite steel-concrete construction.

**12. Please advise the measures the Department has in place to guarantee that building materials imported from overseas meet the required standard so as not to contain asbestos including specific safeguards, oversight and processes?**

An Australia-wide ban on the manufacture and use of all types of asbestos and asbestos-containing materials (ACMs) took effect on 31 December 2003. Work Health and Safety (WHS) laws in all states and territories prohibit the supply, transport, use, or handling of asbestos unless an exception or exemption applies.

To support the domestic ban:

- Importing fibrous forms of asbestos or ACM to Australia is prohibited unless a permission or exemption has been granted or a lawful exception applies pursuant to Regulation 4C of the Customs (Prohibited Imports) Regulations 1956.
- Exporting asbestos or ACM from Australia without permission is prohibited, unless a permission or exemption has been granted or a lawful exception applies, pursuant to Regulation 4 of the Customs (Prohibited Exports) Regulations 1958.

The Northern Territory Government has committed to the National Strategic Plan for Asbestos Management and Awareness 2014-18. Under the strategic plan the Australian Government Asbestos Safety and Eradication Agency's role is to provide an effective coordinated response when asbestos containing materials in imported products are identified. That agency provides information to importers on the application process for permits to import or export samples suspected of containing asbestos, which are granted by the Federal Minister for Employment.

It is the responsibility of importers and exporters to ensure they do not import or export prohibited goods such as asbestos.

Australian Border Force has responsibility for targeted intervention action at the border.

**13. What amount is set aside in Budget 17/18 and the forward estimates for building material integrity inspection?**

Building Advisory Services does not undertake building material integrity inspections.

Making sure the right products are used, and correctly installed / applied is a responsibility of many including designers, engineers, builders, certifiers, assessors, buyers, sellers, manufacturers, importers etc.

Those involved in the construction supply chain can however face specific risks and liabilities if products and materials are non-complying or non-conforming e.g. designers, builders, engineers and certifiers.

The Director of Building Control can under the *Building Act* investigate and / or audit the conduct and work of registered building professionals including where there may be allegations of using incorrect building materials and / or materials that don't meet the requirements of the NCC.

**OUTPUT: LAND INFORMATION**

**1. Please explain the decrease in expenditure in this output group.**

The decrease in the 2017-18 Budget is mainly due to the redistribution of budget within the department.

**2. What challenges exist in this output group?**

Contemporary management of land information requires specialist skills in areas like geospatial and 3D information; data management and analytics; database design and management; IT systems support and land surveying. As such, the Land Information Group comprises spatial industry professionals with skills that are in demand across a range of industry sectors.

**3. What is the Government doing to address those challenges?**

Land Information Group strives to be a workplace of choice for spatial professionals. We keep informed about current and emerging industry trends and ensure our staff are given the opportunity to broaden and use their skills in challenging projects. We are also cross-skilling staff in different areas to ensure periods of leave or loss of staff can be accommodated with minimal impact on service delivery.

**OUTPUT GROUP: LOGISTICS INFRASTRUCTURE AND SERVICES**

**OUTPUT: PASSENGER TRANSPORT**

**1. The Government has committed to slash the licence fees for taxis and CPVs. This reduction in licence fees for taxis and CPVs leaves a \$4 million shortfall. If Uber is unwilling to operate in the**

**NT will the Government still proceed with slashing taxi licence fees?**

The new regulatory model will come into effect once a ridesharing platform has commenced operations in the Northern Territory. Until that time the current licence fee structure will remain unchanged.

**2. How will the Government plug the revenue shortfall?**

As the new regulatory model will only begin once a ridesharing platform has commenced operating in the Territory, there will be no revenue shortfall.

***Darwin Regional Transport Plan 2016***

**1. Please detail what monies have been made available in Budget 17/18 and/or the forward estimates to support the Darwin Regional Transport Plan 2016.**

The Darwin Regional Transport Plan 2016 was released by the previous Government and no funding has been explicitly made available in Budget 17/18 in relation to the Plan. However many of the priority actions outlined in the Plan remain relevant and continue to be progressed and supported as an ongoing function of the Department of Infrastructure, Planning and Logistics. These include integrating transport and land use, the ongoing development of strategic road and freight networks, improving public transport and encouraging active transport.

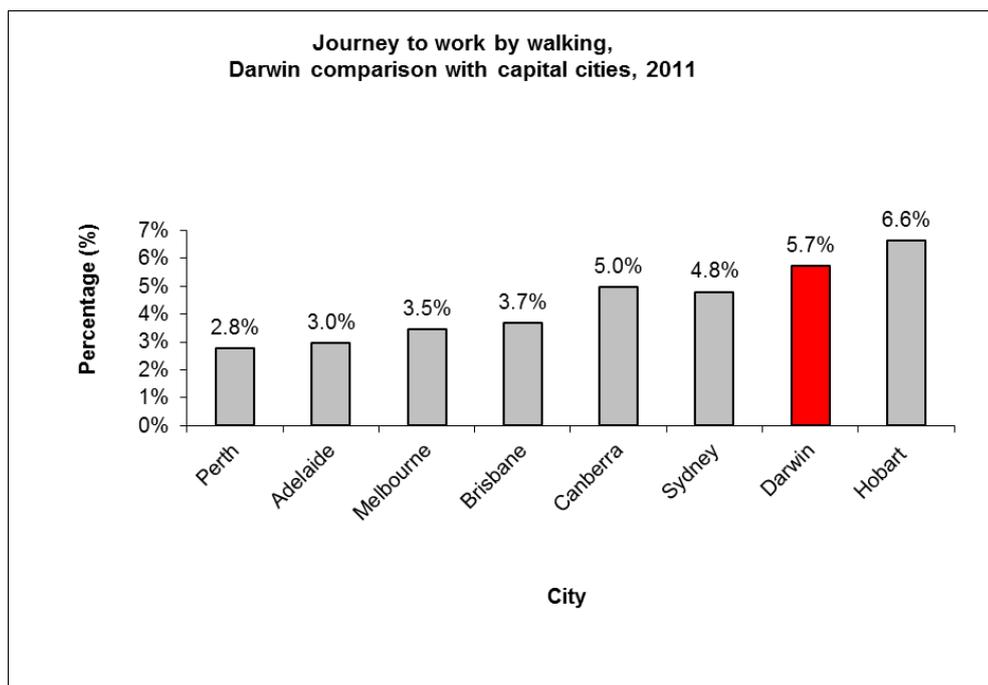
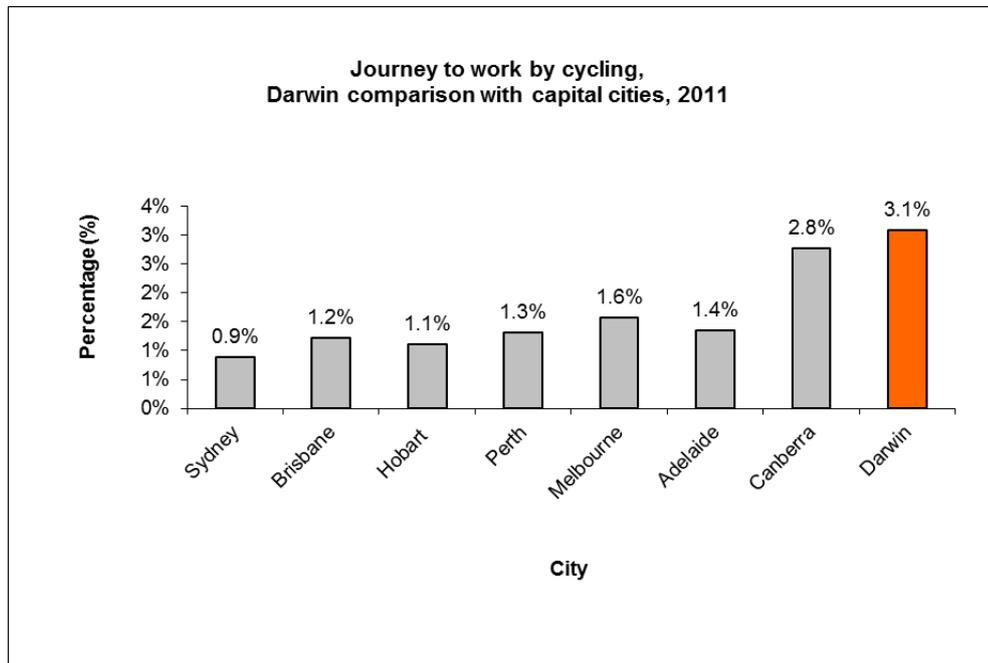
**2. At 86%, Darwin compares less favourably to the national average of 82% motor vehicle use for journey to work. Will there be additional resources to reduce the number of persons using a motor vehicle for their journey to work?**

Although the 2011 census indicates the level of motor vehicle use for journey to work is higher than the Australian average, the level of cycling for journey to work in Darwin (3.1 %) is higher than in all other Australian Capital cities and the level of walking 5.7% is second only to Hobart, as indicated in the graphs below.

The NT Government is continuing to encourage alternative transport for the journey to work through the provision of cycling and walking infrastructure. For example, in Budget 2017/18, \$1 million has been allocated for extension of the Howard Springs cycle path to Coolalinga. The extended path will provide an alternative transport option for commuters between Coolalinga, Howard Springs, Palmerston and beyond.

Construction of Barneson Boulevard is planned to commence towards the end of 2017. This new route into the Darwin CBD will include separated cycling and walking paths which link to the broader shared path network, providing safe, healthy and attractive alternatives for the journey to work.

The Darwin bus network also provides a convenient and efficient alternative option for the journey to work.



## **Buses**

- 1. What is the policy of the Department of Infrastructure, Planning and Logistics when it comes to public buses driving on dirt roads?**

When contracting bus services, the contract requires vehicles to be appropriate to the environment. For example, public transport services in Darwin are not required to travel on dirt roads so low floor urban buses are used. These low floor buses are only suited to sealed roads.

However, school buses in Jabiru do travel on dirt roads so different buses are used by the contractor in that location.

**2. When will public buses serve the new Coolalinga Central?**

Public buses currently service Coolalinga via the Coolalinga Park and Ride. There are no committed plans to change these services.

**3. When will there be an expansion of public bus services in the Berry Springs area?**

There are no immediate plans to expand public bus services to the Berry Springs area. However, an upgrade to the Cox Peninsula bus interchange in 17/18, while not directly linked to Berry Springs, would provide a significant improvement to public transport access to the rural area.

**4. When will the new route 74 serving Johnston and Zuccoli be implemented and will it go up as far as Zuccoli Aspire?**

The new route 74 is expected to be implemented in September 2017 and an additional bus stop is planned to service Zuccoli Aspire.

**5. When will a public bus service to Durack Heights commence?**

A Durack Heights public bus service is planned for implementation around mid-2018.

**6. Will the Zuccoli Catholic School be served by a school bus route linking Sacred Heart Primary School and Mackillop College?**

The new public route 74 will link Zuccoli and MacKillop College in both directions along Farrar Boulevard and Zuccoli Parade. Sacred Heart Primary and MacKillop College are connected by an existing school bus.

**7. Will changes be made to the existing bus route to accommodate the new Bellamack village centre?**

The Bellamack village centre is within short walking distance (200m) of existing bus stops. There are no planned changes to existing bus routes.

**8. Bakewell Woolworths is only served by a bus route in one direction. Are there plans to address this so that residents can travel to and from the centre without having to ride the entire loop?**

There are no plans to change bus routes to Bakewell Woolworths as this cannot occur in the current bus network without negatively impacting on other existing passengers.

**9. Are there any changes to seniors and student concessions for bus travel?**

As of 1 July 2017 seniors travel free on the public bus network. There are no other changes planned.

**10. Are there any changes to the Royal Darwin Hospital shuttle that serves the Palmerston area? Has there been a decrease in operational times or service delivery? Will this still operate when the Palmerston Hospital opens? Will there be a similar shuttle to the Palmerston Hospital?**

The operator of this service changed to Metro Mini Bus when a new contract commenced in February 2017. There have been no changes to the times or service delivery.

A new public bus route is planned to run from the Palmerston Bus Interchange to the new Palmerston Hospital in 2018.

There are no plans to cease operating when the Palmerston Hospital opens and the current shuttle could provide the same service to the Palmerston Hospital.

**11. How much did the Government pay for the automated bus on the Waterfront?**

The current amount paid for the automated bus on the Waterfront is \$147 000. In addition there was a further \$12 000 for Minor New Works expenditure.

**12. Did they lease or purchase the automated bus outright?**

The automated bus is leased.

**13. Did they consult with any industry groups before proceeding?**

DIPL worked alongside the Darwin Waterfront Corporation to undertake the trial.

Government went to the election with a commitment to embrace innovative technology and this bus is part of that trial.

## ***Rural Bus Services***

**1. What expansions of the public bus network will occur in financial year 17/18?**

An improvement and expansion to the Zuccoli route is planned for September 2017.

New services to the Palmerston Hospital and Durack Heights are planned for May 2018.

**2. Have any needs analysis and community surveys been undertaken in the Rural Area with respect to public transport?**

Public transport demand in the rural area is very low due to the dispersed nature of development and high car ownership.

Passenger data recorded on buses reflects this low demand.

**3. Does public transport feature in the Litchfield Sub Regional Plan?**

Yes, for example, the plan notes:

- Providing interconnected local road networks in rural activity centres to support expansion of public transport services to these centres;
- the need for a public transport service to the Palmerston Hospital; and
- public transport links should be provided between the new city of Weddell and other centres.

**4. What changes will occur to the school bus service in the Rural Area in the coming year?**

There are no major changes planned. The network is consistently monitored and managed to meet changes in student travel demand as required.

**5. What changes will occur to the school bus services in the Berry Springs area?**

As above, there are no major changes planned.

**6. When will there be a bus from Batchelor to bring patients in to either RDH or the new Palmerston Hospital?**

Commercial bus operators Greyhound and Bodhi Bus provide services from Coomalie Shire to Darwin.

- 7. What provision has been made in the Department's strategic plan for persons living in the Rural Area that do not drive, and hence require public transport?**

Public transport and a range of commercial passenger vehicles are available in the rural area.

- 8. What economic analysis has been done on the benefits of expanding the public transport offering in the Rural Area and beyond?**

Some analysis has been done. However, data suggests that all existing public transport routes in the rural area are the least economically sustainable and the cost per passenger in potentially expanding services is very significant due to the dispersed and low density nature of development.

## **OUTPUT: REGISTRATION AND LICENCING**

- 1. Please explain the decrease in expenditure in this output group.**

The decrease in budget in the Registration and Licencing output group in 2017-18 is mainly due to one-off funding in 2016-17 which related to the establishment of IT solutions to enable the new service channels.

- 2. What challenges exist in this output group?**

MVR has successfully delivered a suite of reforms in recent years aimed at simplifying and streamlining transactions.

- 3. What is the Government doing to address those challenges?**

Work will continue to implement reforms which further streamline transactions.

- 4. What business case is there to support the Government's decision to increase registration fees for all Territorians?**

The increase in motor vehicle registration fees followed the estimated reduction in the Territory's GST revenues. The changes in motor vehicle registration fees are moderate and represent an increase of about 4 per cent or less in total registration costs for most vehicles. This equates to about \$30 per annum. The increase is about 7 per cent, or about \$60, for a large car with an engine capacity of around 3.5 litres. In comparison with other jurisdictions, some of which have also increased registration fees in their respective Budgets, the Territory's fees and overall motor vehicle registration costs continue to be among the lowest. Concessions are also available to seniors, pensioners and carers.

**5. Has the Government modelled the impact of these registration hikes on economic activity?**

As noted above, the increases are moderate and registration costs will continue to be among the lowest in Australia.

**6. How will these registration hikes support population growth in the Northern Territory?**

The Department of Treasury and Finance takes a conservative approach to forecasting population and the increase in motor vehicle registration fees is not expected to have a material impact on population.

**7. Are there plans to include further biometric information on licences in the Northern Territory?**

Work is being undertaken nationally that addresses driver licence data sets and harmonisation.

**8. Is greater automation of front office services part of the Government's plan to achieve operational efficiencies?**

See above – work is ongoing in this area. One example is the recent release of SMS reminder messaging to clients for registration and licence renewals. The SMS messaging will compliment and strengthen the existing courtesy post and email renewal reminders.

**9. How much does an average, non-customised licence plate cost the department to buy?**

NT general issue number plates cost \$11.20 per set.

**10. Who makes the licence plates?**

The Motor Vehicle Registry's (MVR) main supplier of number plates is the Northern Territory Correction Industries (a commercial customer orientated enterprise operated through NT Correctional Services) in Alice Springs.

The other plate supplier is Licensys in Queensland who are only engaged when slim line plates are required.

**11. Are they made locally?**

As per above – the main supplier of number plates is NT Correctional Industries.

**12. Could these plates be made in Indigenous communities like Wadeye?**

The manufacturing process is quite arduous and requires specialised equipment to ensure a plate is durable for NT conditions.

## **OUTPUT: ROAD SAFETY AND COMPLIANCE**

### **1. What outcomes are achieved as a result of this investment?**

Key activities that have been undertaken during 2016-17 or are underway include:

- Development of a Road Safety Action Plan which will focus on key priority areas including alcohol and drugs, seatbelts and child restraints, speed and driving to conditions, roads and roadsides and vulnerable road users.
- Delivery of the Road Safety Community Grants Program which provides an opportunity for community organisations and schools to develop and implement road safety initiatives at the local level. In 2016-17, 33 organisations have or are to receive nearly \$150 000 in funding, over two rounds. A review of these grants will be undertaken in 2017.
- A dedicated team of Community Engagement Officers deliver road safety education and awareness across schools and communities. This includes school visits with Hector the road safety cat, practical bike education at Parap Road Safety Centre in Darwin and Newland Park in Alice Springs.
- Delivery of road safety education sessions to youth from remote communities at the Michael Long Learning and Leadership Centre.
- Delivery of the Drivesafe NT Urban and Remote competency based driver education and training programs.
- Facilitation of the Back on Track Drink and Drug Driving Education program. No Departmental expenditure has been incurred in service delivery, as it is a user pays system.
- Delivery of the “*Who’s your Sober Bob?*” 2016 Christmas campaign. A mini campaign is proposed for the 2017 dry season.

Other key campaigns and initiatives include:

- The ‘Check. Plan. Go.’ safe holiday driving campaign. A Vehicle Health Check day in Alice Springs occurred in June 2017 in partnership with Automobile Association of the NT.
- Promoting the Safer Roads School Road Safety Education resource to schools.
- Delivering the Back2School awareness campaign for students returning to school.
- Promoting the National Road Safety Yellow Ribbon Week campaign, 8 – 14 May 2017.
- Partnering with Skinny Fish Music to deliver the Road Safety Short Film Competition to be judged at the Barunga Festival.

- Promoting road and bicycle safety through family fun days at the Parap and Newland Park Road Safety Centres, shows, festivals and other community displays.
- Working with Motor Accidents Compensation Commission (MACC) and Police to deliver the “Enough’s Enough” Drink Driving campaign and other campaigns.

#### DriveSafe NT Remote

- Unlicensed driving remains a major social justice problem for Aboriginal and Torres Strait Islander people who are over-represented in data on traffic and vehicle regulatory offences, driver licence offences, vehicle registration and roadworthiness offences, and regulatory driving offences.
- The DriveSafe NT Remote program delivers driver education, licensing and MVR services across 74 remote communities in the Northern Territory (NT).
- Since its inception in April 2012, to 31 March 2017, 4276 learner licences, 1511 provisional licences, 2191 driving lessons and 1425 Birth Certificates have been issued, and 1556 MVR transactions undertaken.
- DriveSafe NT Remote services are available in Darwin and Alice Springs Correctional Institutions and work camps in partnership with the Department of Attorney-General and Justice.
- DriveSafe NT Remote services are available in remote high schools in partnership with the Department of Education.
- The NT Government appropriated \$1.5 million in Budget 2017-18 and ongoing to ensure continuity of the DriveSafe Remote program.

#### DriveSafe NT Urban

- DriveSafe NT Urban program delivers driver education and training to novice drivers of all ages in Darwin, Palmerston, Katherine and Alice Springs.
- The program is delivered by 32 approved industry providers.
- Since its inception in January 2012, to 31 March 2017, 3449 learner licences, 1157 provisional licences have been issued.

#### Vehicle Compliance

- As at 31 March 2017, a total of 14 153 light and heavy vehicles were checked as part of on-road auditing activity and projected to be approximately 20 000 light and heavy vehicles checked by 30 June 2017.

#### **Weighbridges**

- Modernising the function of the Berrimah weighbridge ticketing system has been identified as a beneficial initiative to the local

transport industry, while adding to the reliability of the weighbridge facility.

- It is expected the paperless ticketing system will be operational by July 2017.

**2. Were consultants used in preparation of the Towards Zero strategy?**

No. The preparation of the discussion paper was undertaken internally.

**3. If yes, were they locally based consultants?**

Not applicable.

**4. How much was paid to consultants for their services for the 'Towards Zero' strategy?**

No consultants were used.

**OUTPUT: TRANSPORT PLANNING AND DELIVERY**

***Port***

**1. How will the Government exercise an option on 20% of the lease of Darwin Port? What financial impact will this will have on the Budget?**

The following response has been approved by Department of Trade, Business and Innovation:

The NT Government will retain the 20% stake in the Darwin Port for the remaining term of the lease.

The NT Government will not refund any of the \$506 million lease purchase to retain the 20% stake.

**2. Should government proceed with the option to acquire a 20% interest in the Port lease, will the Government release to Territorians the final price paid to the Landbridge Corporation for the investment?**

The following response has been approved by Department of Trade, Business and Innovation:

Consideration to retain the 20% interest was \$100.

**3. What is the rationale or business case underpinning the desire to acquire a 20% stake in the Port Lease?**

The following response has been approved by Department of Trade, Business and Innovation:

To provide the NT Government with greater control and ongoing input over the operations of Darwin Port, in keeping with the NT Government's promise to retain a 20% stake in the Darwin Port.

**4. Please provide a copy of the evidence or modelling that shows that this decision makes sense financially and is in the best interest of Territorians.**

The following response has been approved by Department of Trade, Business and Innovation:

Full details of the transaction are commercial-in-confidence but the agreement allows the NT to have ongoing input into the operation of the Darwin Port, including appointments to key positions at the Port and Landbridge.

The NT does not contribute to capital investment or operating costs and will not receive a financial return for its 20% stake.

Flexibility for the NT Government to divest its interest if it chooses is maintained but within agreed windows and the Commonwealth Government will have a say in any future divestment of the NT Government's 20% stake.

**5. If the Government does secure a 20% interest in the leasehold of the Port, what impact will this new investment have on existing Landbridge and Port Company governance structures?**

The following response has been approved by Department of Trade, Business and Innovation:

The NT Government will have greater control and ongoing input over the operations of Darwin Port, including in relation to the appointments and removals of key positions at the Port and Landbridge.

The NT Government is also able to appoint a board representative in the event that there is a change in the structure of the company.

**6. What impact will more residential apartments adjacent to the proposed luxury hotel at the Waterfront have on the existing property market?**

The central Darwin area including the Waterfront, Darwin CBD and Larrakeyah could be home to around 20,000 people. A further 5600 dwellings would be required to accommodate this growth. The

property market will determine the location, timing and type of product that is developed to cater for this requirement.

**7. How many units are currently vacant in Darwin?**

Australian Bureau of Statistics (ABS) 2016 census data shows there are 2814 unoccupied semi-detached houses, flats or apartments in Greater Darwin. This represents 16.7% of these dwelling types.

Other capital cities ranged from 9.5% unoccupied in Sydney to 18.2% unoccupied in Perth.

**8. How many of these vacant units are held by investors?**

ABS census shows 44% of occupied dwellings are rented in Greater Darwin. Figures are not provided for unoccupied dwellings.

REINT estimated the rental vacancy rate for units and townhouses in the March 2017 quarter to be 7.6% in Darwin (including Northern Suburbs) and 5.4% in Palmerston.

**OUTPUT: TRANSPORT ASSETS**

***Bus Service***

**1. Please explain the decrease in expenditure in this output group.**

The decrease in the Passenger Transport output group was mainly due to the following:

- \$0.76 million decrease for productivity improvements.
- \$0.645 million decrease for one-off funding approved as a carryover for the RAAF Tindal Category 5 Aircraft Rescue paid in 2016-17, not 2015-16 as planned.
- \$0.542 million reduction in estimated expenditure for trial air services.

The decreases in the Passenger Transport output group were off-set by increases in the following:

- \$0.365 million increase for the Palmerston Regional Hospital being added into the Territory's urban bus network.
- \$0.298 million increase due to the distribution of budget within the department.

**2. What challenges exist in this output group?**

The main challenges in maintaining the high level of service provided by public and school buses across the Territory within the budget allocation include:

- **Public Transport:** Meeting the transport needs of new developments both within the existing network but also through

geographic expansion of the network to meet growth in new suburbs and other developments.

- **School Transport:** The same challenges as public transport but also to meet changes in enrolment patterns, new and growing schools and demographic changes in existing suburbs.
- **Special Needs:** The same challenges as school transport but typically stronger growth in demand and more complex personal transport needs.

### **3. What is the Government doing to address those challenges?**

Government typically allocates additional funding for new and expanded public transport services such as \$0.365M provided in 2017-18 for improved Palmerston routes to the new Hospital, Zuccoli and Durack Heights.

DIPL manages changing demands for school and special needs transport by rationalising underutilised services and reallocating resources to areas of greater need.

## **OUTPUT GROUP: STATUTORY BODIES**

### **OUTPUT: NORTHERN TERRITORY PLANNING COMMISSION**

#### **1. Please explain the decrease in expenditure in this output group.**

The decrease in expenditure budget for Northern Territory Planning Commission is mainly due to a \$0.128 million decrease due to the redistribution of budget within the department.

#### **2. What challenges exist in this output group?**

Confusion about the difference between strategic planning and development often prompts concern in the community. The Planning Commission has a role to educate the community about long term strategic planning, as projects are often mistaken for development proposals.

- The Planning Commission will continue its work to set the strategic framework for integrated land use, transport and infrastructure planning, working to deliver more sustainable and cost-effective outcomes for the community that reflect environmental and heritage values.

#### **3. What is the Government doing to address those challenges?**

The Government continues to provide staffing and financial resources to support the Planning Commission to continue its work program and work with the community.

**4. What is the timeframe for recruiting a new Chairperson and Board Members?**

Dr Ritchie has recently been appointed as the Chairman of the Planning Commission.

Three new members have also been appointed to the Commission as follows:

- Ms Dorte Ekelund, Adjunct Professor (Planning) at the University of Canberra with extensive planning experience at senior levels in Australian and State Governments
- Mrs Fran Kilgariff, Alice Springs based with extensive experience across Territory and Local Government
- Mr Robert Jennings, Katherine, representative of the Local Government Association of the NT (Mr Robert Jennings)

Mr Brendan Dowd, the Chief Executive Officer of the City of Darwin, will continue as a member of the NTPC, along with recurring memberships which include the Chairpersons of the Development Consent Authority (Mr Denis Burke), the Heritage Council (Mr Wayne Kraft) and the NT Environment Protection Authority (Mr Paul Vogel),

These appointments represent a very high level of experience, knowledge and capability in planning matters.

**5. What has the level of interest been to date in these positions?**

The position of Chair was advertised locally (ie. NT) and nationally; the Board positions were advertised locally. There was significant interest in these positions, with around 30 applications received.

**6. When will the new Board meet for the first time?**

The next Board meeting is scheduled for August 2017.

**7. Has the Government considered or taken on board findings from the major community consultation work commissioned by the previous Government in relation to the old hospital site, Flagstaff Park and Myilly Point and undertaken by the Planning Commission in 2014?**

The following response provided by the Department of the Chief Minister:

On 24 April 2017, the Government announced that the iconic Old Hospital site has been confirmed as the site of a major new Museum of the Northern Territory and is committing \$50 million in this term of Government towards the project.

**8. If not, why not?**

The following response provided by the Department of the Chief Minister:

A tender has been released to consult stakeholders, develop a brief and provide preliminary concepts for the museum. It is anticipated that this work will include previous studies and other relevant research.

**9. Will there be any residential component on the old hospital site?**

The following response provided by the Department of the Chief Minister:

It is yet to be determined what type and scale of development will be able to be incorporated into the site. The development of preliminary concepts for a museum will be the first step.

**10. Who was consulted in relation to the decision to build a cultural institution on the old hospital site to reflect the history of the Stolen Generation and why was the Larrakia Development Corporation not included?**

The following response provided by the Department of the Chief Minister:

A tender has been released to consult stakeholders, develop a brief and provide preliminary concepts for the museum. This will incorporate consultation with Larrakia and what history, stories and artefacts the museum should represent.

**OUTPUT GROUP: CORPORATE AND GOVERNANCE**

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***Growing the Territory***

**1. The Department of Infrastructure, Planning and Logistics has commissioned a series of videos explaining their work called 'Growing the Territory'. Please advise the cost of this project?**

Growing the Territory is a video series produced by the Department of Infrastructure, Planning and Logistics (DIPL) communications team. The video series provides an overview of projects from the Department at various stages around the Northern Territory. This provides the public with an insight into what the Department is achieving and what facilities will be available around the Territory.

The video series is produced on a monthly basis and is delivered cost effectively to produce as is it all created in house using an iPhone, internal staff talent for interviews and internal software for editing footage.

Growing the Territory is placed on the Facebook page NT Infrastructure, Planning and Logistics and if the video is roads related it is also placed onto the Road Report NT Facebook page. The video series is also on the Departments YouTube, website, foyer TVs and external newsletter.

## ***Tendering***

### **1. What safeguards and oversights are in place to ensure that Scope of Works detailed in the Request for Quotations accurately reflects and details fully the entire works required?**

The Department has experienced and qualified project managers prepare the tender documentation including drawings, site maps, technical specifications for all aspects of the works. In documenting the scope of works the Department works closely with the client agency and engages specialist consultant resources as required.

The document is reviewed as part of their internal processes before being uploaded into Agency Procurement Requisition Online (APRO) for delegates approval. External review by technical specifications team, and then by procurement operations. The documents are then checked by Department of Corporate and Information Services (DCIS) Contract and Procurement Services (CAPS) before being released to market via Quotations and Tenders On Line (QTOL).

### **2. Is it possible for the current system to be corrupted by having less than the total works detailed in the contract? What safeguards are in place to prevent this?**

Internal Controls include separation of duties and escalation pathways for the delegated authority framework (within the work unit).

External review of tender documentation prior to release to market with no predictability of allocation within Procurement Operations team, and direct submission to delegated approval of final documentation.

Performance Reporting is provided on a regular basis and includes identification of procurements that could represent splitting of works, multiple contracts awarded to same contractor in the same period, process of breach identification and management included in the compliance framework.

### **3. What would happen if the Scope of Works detailed in a tender request were deliberately less than what was required and sought later? What would the consequences be for an Agency, and for an individual?**

Consequences at each stage of the process are different: Document preparation before issuing to market, approval to release to market, addendum whilst at market, and variations after award.

If additional works were 'sought later' the risk to the Agency is that the contractor submits a high price, knowing they are already on site.

However, any variations are reviewed and negotiated to ensure they reflect market prices.

The individual Project Managers are accountable to the client and the cost centre managers for expenditure and works within budget.

End of Month cash flow and other reports are monitored with whole of program visibility for the Department's Executive.

**4. Is the Government aware of any deficiencies with the current request for tender system?**

There are no known deficiencies.

**Staffing**

**1. Please advise how many Full Time Equivalentents are currently employed within the Department of Infrastructure, Planning and Logistics broken down by Output and Business Unit.**

Full Time Equivalent broken down by Output in the following table are as at 31 March 2017

Output Group	Output	Full Time Equivalent
Infrastructure, Investment Program, Support and Delivery	Infrastructure Investment Delivery	151.9
	Program Support	27.6
Lands and Planning	Land Development	5.6
	Development Assessment Services	23.0
	Crown Land Estate	37.4
	Aboriginal Land	6.8
	Lands Planning	17.5
	Building Advisory Services	24.1
	Land Information	36.3
Logistics Infrastructure and Services	Passenger Transport	36.7
	Registration and Licensing	81.7
	Road Safety and Compliance	42.8
	Transport Planning and Delivery	144.7

Strategy, Policy and Legislation	Strategy, Policy and Legislation	11.2
Statutory Bodies	Northern Territory Planning Commission	0.7
Corporate and Governance	Corporate and Governance	94.8
<b>TOTAL</b>		<b>743.9</b>

**2. How many Full Time Equivalents have resigned, retired, taken a redundancy package or have been made redundant, or terminated? Please break down these numbers by Output and Business Unit.**

Data as at 31 March 2017

Output Group	Output	Resigned, retired, taken a redundancy	Made redundant	Terminated	Total
Infrastructure, Investment Program, Support and Delivery	Infrastructure Investment Delivery	10	0	1	11
	Program Support	1	0	0	1
Lands and Planning	Land Development	0	0	0	0
	Development Assessment Services	5	0	0	5
	Crown Land Estate	3	0	0	3
	Aboriginal Land	2	0	0	2
	Lands Planning	0	0	0	0
	Building Advisory Services	4	0	0	4
	Land Information	5	0	0	5
Logistics	Passenger Transport	6	0	0	6

<b>Output Group</b>	<b>Output</b>	<b>Resigned, retired, taken a redundancy</b>	<b>Made redundant</b>	<b>Terminated</b>	<b>Total</b>
Infrastructure and Services	Registration and Licensing	25	0	1	26
	Road Safety and Compliance	1	0	0	1
	Transport Planning and Delivery	20	0	0	20
Strategy, Policy and Legislation	Strategy, Policy and Legislation	1	0	0	1
Statutory Bodies	Northern Territory Planning Commission	0	0	0	0
Corporate and Governance	Corporate and Governance	11	0	2	13
<b>TOTAL</b>		<b>94</b>	<b>0</b>	<b>4</b>	<b>98</b>

The figure of 94 resignations, retirements and redundancies is an increase of 17 on a previous answer and occurs due to an additional 2 months of data being included in the reporting period for July and August 2016.

The figure of 4 terminations represents an increase of 3 from a previous answer and occurs due to an additional 2 months of data being included in the reporting period for July and August 2016.

**3. What has happened to these positions? Has the work been reallocated to existing staff?**

Recruitment for ongoing positions and fixed period contracts has occurred where applicable.

The positions of the employees who took voluntary redundancy packages have been abolished and work reallocated.

No employees were made redundant in the reporting period.

**4. Are there any plans to fill these positions in the near future?**

Where there are vacant positions previously occupied by employees that have either resigned or terminated they will be accessed and filled either on a temporary or ongoing basis as required.

**5. Please explain a previous answer that there were no redundancies in the agency when the former Executive Director Major Projects Procurement and Contracts was made redundant.**

The written question referred to asked for the “no. staff who were made redundant..”. The answer provided by the Department was in the context of staff that were classified as redeployees and who had declined a voluntary redundancy and then ceased employment in the NTPS via a forced redundancy. The department had no staff in those circumstances.

The former Executive Director Major Projects Procurement and Contracts was not made redundant. The Executive Contract for the former Executive Director Major Projects Procurement and Contracts was terminated in accordance with clause 111 of OCPE Determination Number 13 of 2011.

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<b>LAND DEVELOPMENT CORPORATION</b>
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**1. Please provide an update on what funding is being made available in Budget 17/18 towards development of:**

**a. Marine Industry Park**

No further Community Service Obligation Funding has been provided to advance the Marine Industry Park in Budget 2017-18. The Land Development Corporation Capital Works Program includes self-funding of \$5 million to deliver the next stage of the Park, being the Marine Service Area.

**b. Tiwi Development Project**

No further Community Service Obligation Funding has been provided to advance the Tiwi Development Project in Budget 2017-18. Funding provided in 2016-17 is sufficient to sustain the project for a number of years.

**c. Katherine Business Park**

No further Community Service Obligation Funding has been provided to advance the Katherine Business Park in Budget 2017-18. The Department of Infrastructure, Planning and Logistics has the lead on this project and the Land Development Corporation will resume work on the Park on a commercial basis, once land and head works are secured.

## **2. When will these projects be funded, and operational?**

### **a. Marine Industry Park**

The Marine Industry Park is being delivered in stages subject to demand and available resources. The next stage will be the Marine Service Area which is funded at \$5 million and expected to be ready in 2018-19.

### **b. Tiwi Development Project**

The Tiwi Development Project is an ongoing agreement with the Tiwi Land Council to provide access to leased land and to facilitate economic investment in the Tiwi Islands. Uptake of leases and investment in economic developments is subject to opportunities identified and investment decisions by investors.

### **c. Katherine Business Park**

The Department of Infrastructure, Planning and Logistics has the lead on this project. The Corporation's role will be to deliver serviced land on a commercial basis, once land and head works are secured.

## **3. With respect to the Katherine Business Park (KBP), what is the anticipated cost of finalising the Native Title claim with Traditional Owners?**

The Department of Infrastructure, Planning and Logistics has the lead on this project and securing land for the Katherine Business Park is a matter for that agency.

## **4. What feasibility studies have been done on the KBP? When will these be released?**

The Corporation completed pre-feasibility studies including valuation, land suitability and engineering.

The Corporation shared the pre-feasibility studies with:

- a. Katherine Regional Economic Development Committee
- b. TFS Corporation (now referred to as Quintis)
- c. Consolidated Pastoral Company
- d. Department of Infrastructure, Planning and Logistics

**5. Has the Land Development Corporation funding decreased by \$6 million in Budget 17/18. Why?**

As a self-funded Government Business Division, the Land Development Corporation does not normally receive funding. However in 2016-17 the Corporation received one-off Commonwealth funding of \$16.132 million to support the construction of the multi-user barge ramp facility and also one-off Territory Government Community Service Obligation funding of \$3.005 million to support the Marine Industry Park, Katherine Industry Park and Tiwi Island development projects. No further funding for these projects was required in 2017-18.

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***Land Release***

**1. What are the Government's plans for land release and development over the short, medium and long term?**

Darwin

Current residential land developments in the Darwin region are based at Zuccoli in the Palmerston Eastern Suburbs, the Northcrest development at Berrimah Farm and private developments at Muirhead in the Northern Suburbs and The Heights in Durack. These developments have capacity to supply 4000 new residential lots to the market.

New land developments at Lee Point and Farrar West are likely to come to market in the short to medium term.

Planning is underway for future land releases including Holtze, Weddell and Cox Peninsula.

Regional

Residential developments in regional areas include Kilgariff in Alice Springs, Katherine East, and the recently completed construction of residential lots on Peko road in Tennant Creek.

***Weddell***

**1. Please provide an update on what progress has been made on planning for and building Weddell.**

Government is currently reviewing the status of planning for Weddell to undertake the necessary master planning of land to support the investment in infrastructure that will allow future Governments to release land for development.

### ***Humpty Doo Regional Centre***

- 1. Please provide an update on what funds are available in the Budget for the upgrade of head works and infrastructure to support development of private land.**

Government has co-funded the sewer pump station (SPS) currently under construction by Power and Water Corporation on Section 5835, Hundred of Strangways.

The design of the new SPS includes sufficient capacity to support the Humpty Doo rural activity centre, including private development.

PWC awarded the construction contract to BMD in February 2017 and anticipates practical completion in early 2018.

### ***Northern Territory Planning Commission***

- 1. Budget Paper 3 page 87, shows a 27% reduction in funding to the Northern Territory Planning Commission. Budget 17/18 cuts \$149 000 from the NT Planning Commission's budget. What impact will this reduction have on the delivery of services and output of this area?**

The decrease in the NT Planning Commission budget in 2017-18 is due to the redistribution of personnel budget across the Department as approved by the Chief Executive. This re-distribution has streamlined service delivery to the NT Planning Commission. Additionally, the slight decrease in operational budget is due to savings measures from travel applied across the supporting agency.

- 2. Why does the Planning Commission not have a social media presence?**

The NT Planning Commission makes use of the agency's social media to communicate with the public, but has not used social media to engage. This decision may be reviewed when a new Chair and Board are appointed to the Commission.

- 3. Does the Planning Commission have a Communications Strategy or a Communications plan?**

The Planning Commission endorsed a Community Engagement Policy on 14 April 2015.

A Communications Strategy is prepared and endorsed by the Planning Commission at the commencement of each project, to ensure the endorsed strategy is tailored to meet the requirements of individual projects.

**4. How much is spent on communications by the NT Planning Commission?**

The Planning Commission is supported by the resources of the Communications unit of the agency. Approximately \$80 000 was spent in the 2016/17 financial year to communicate and consult with industry and interest groups and the community. This spend will vary from year to year based on the requirements of the NT Planning Commission's work program.

***Berrimah Farm***

**1. Please provide an update on progress at the Berrimah Farm Residential Development, more popularly known as Northcrest.**

Site establishment works are now well underway, with commencement of road and civil works associated with Stage One imminent.

**2. Is it on track?**

The project is proceeding ahead of the agreed timeframes in the Project Development Agreement.

**3. What impediments to progress have been identified?**

No known impediments, the project is proceeding ahead of the agreed timeframes in the Project Development Agreement.

**4. What is the total amount of Government investment in the project?**

Under the Project Development Agreement a Territory contribution of \$4 million has been made to the Project, to support delivery of infrastructure for the site, and future development in the surrounding area.

The Territory will pay Halikos \$4.9 million for a 4 hectare community purpose site.

***Blatherskite Park***

**1. Please provide an update on developments at Blatherskite Park in Alice Springs.**

The following response has been provided by the Department of the Chief Minister:

The services of Deloitte Touche Tohmatsu, Alice Springs, have been procured to work closely with Mr Clarke (the proponent) to conduct an independent assessment of the unsolicited redevelopment proposal he provided to the Department of the Chief Minister (DCM) for Blatherskite Park. The assessment was due to DCM by the end of May 2017 but advice from Mr Clarke indicates he is working with a new consortium of

companies to raise finance for the redevelopment proposal. His advice further indicates he will be in a position to provide details of financial arrangement with the new consortium to Deloitte Touche Tohmatsu by 22 July 2017 allowing their assessment process to be concluded.

## **2. What are the Government's plans?**

The following response has been provided by the Department of the Chief Minister:

The Government is awaiting results of the independent assessment of the unsolicited redevelopment proposal for Blatherskite Park to determine the merits of the proposed future use for the site.

### ***Flagstaff Park Site***

1. Please provide an update on what the Government's plan is for the Flagstaff park site.

The following response has been provided by the Department of the Chief Minister:

At this point there are no plans for flagstaff place.

### ***Flood Mitigation***

1. **What is the status of flood mitigation plans for Alice Springs, what budget allocation has been made available?**

The Alice Springs Flood Mitigation Advisory Committee, established in November 2015, has recently finalised its report, which is currently being considered by Government.

The Department of Infrastructure, Planning and Logistics will undertake preliminary investigations including obtaining the topographic data required for the modelling of structural mitigation measures to better inform future decisions by Government. The topographic data will be obtained in the second half of 2017.

The Department will undertake this work within its existing resources and will provide further advice to Government regarding the requirements for Capital funding when it's modelling is complete.